

# Railtalk | Magazine

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## Contact Us

**Editor: Andy Patten**  
[editor@railtalkmagazine.co.uk](mailto:editor@railtalkmagazine.co.uk)

**Co Editor: David**  
[david@railtalkmagazine.co.uk](mailto:david@railtalkmagazine.co.uk)

**Charter Scene**  
[charter.scene@railtalkmagazine.co.uk](mailto:charter.scene@railtalkmagazine.co.uk)

**The Nosh Report**  
[nosh.report@railtalkmagazine.co.uk](mailto:nosh.report@railtalkmagazine.co.uk)

## Contents

Pg 2 - Welcome  
Pg 3 - Charter Scene  
Pg 26 - Pictures  
Pg 103 - News and Features  
Pg 117 - Fares Advice  
Pg 126 - The Nosh Report  
Pg 127 - Different View  
Pg 132 - Preserved Railways  
Pg 161 - From the Archives

## Submissions

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

**[entries@railtalk.net](mailto:entries@railtalk.net)**

Please include a detailed description and credits.

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Welcome to Issue 91 of Railtalk Magazine. Each month we bring you a round up of pictures, news and reports.

It has been another spectacular month on the rails, both on the National and the Preserved lines. The biggest and most interesting news, had to be that of the reopening of the Dawlish Sea Wall. After what seem like months of the line being shut and the South West being cut off from the rest of the country we now have services running from Penzance to London once more. One thing I didn't realise, or more didn't think about was the rolling stock stuck at the other side (so to speak) of the breach. Two Cross Country Voyagers (one of which is pictured in this issue) spent the night in Plymouth on the February 5th and never returned north the next morning. Yet these two Voyagers have managed to work between Plymouth and Newton Abbot for the past couple of month, miles away from their theoretical home. Now, I know people don't like the Class 220 Voyagers, but you do have to give the some credit for their reliability.

Moving onto the preserved scene (again very well pictured in this issue (as always)). We have had the choice of some excellent galas from the Keighley and Worth Valley to the Bluebell, from steam to diesel, and we do need to say a big thank you to the unsung volunteers that make it all happen.

Once again, keep your photos coming in and should you wish to write an article about a trip or anything please do get in touch.

## Andy

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

Front Cover: LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' rounds the curve at Smardale with the returning 1Z87 the 'Winter Cumbrian Mountain Express' on March 1st. [Shep Woolley](#)

This Page: DRS' Class 57 003 is seen hauling 68 002 'Intrepid' as 0Z51 Carlisle - Crewe passing Red Bank on March 3rd. [Dave Harris](#)







Charter Scene

## Pathfinder Tours - The Buffer Puffer 11.1

Left: Class 37 402 is seen leading 37 409 into Telford Central on March 8th, heading for the Mid Norfolk railway. [Richard Hargreaves](#)

Main: Class 37 402 and 37 409 are seen upon arrival at Dereham on March 8th, having worked the tour from Crewe. [Richard Hargreaves](#)





## Pathfinder Tours - The Mid-Norfolk Navigator

Class 37 218 is seen at the tours destination of Dereham on the Mid Norfolk Railway on March 8th. [Jon Jebb](#)





## Steam Dreams - The Cathedrals Express

Right: On March 1st, Steam Dreams organised an excursion from London to Cardiff to celebrate St. David's Day, LMS Black 5 No. 44932 worked 1Z82, the 07.12 Victoria to Cardiff Central, seen here about to pass through Severn Tunnel Junction running about 10 minutes late; 44932 replaced 34067 'Tangmere' which was still side lined following its recent problems. [Stuart Warr](#)

Main: LMS Black 5 No. 44932 runs beside the River Avon west of Avoncliff on March 1st with the Cathedrals Express from Victoria to Cardiff. Although still in flood the river had subsided enough to permit easy access to this spot. [Stewart Smith](#)





## Northern Belle

Class 47 832 'Solway Princess' leads the Northern Belle, 1Z43 the 08:43 Cardiff Central to Fishguard Harbour on February 28th, with 47 790 'St David / Dewi Sant' on the rear. From Fishguard Harbour passengers would be conveyed by coach to Britain's smallest city, St. David's. [Stuart Warr](#)







## Railway Touring Company - Winter Cumbrian Mountain Express

Left: On March 1st, Class 86 259 heads the Cumbrian Mountain Express through Leyland. [Michael Lynam](#)

Main: For the final time this year, LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' races south towards Cotehill with the returning 1Z87 'Winter Cumbrian Mountain Express', March 8th. [Shep Woolley](#)





## Railway Touring Company - Winter Cumbrian Mountain Express

Left: LMS No. 45699 'Galatea' stands in the back roads of Carlisle, uncoupling from the coaching stock while working 'The Winter Cumbrian Mountain Express' on February 1st. [Alex Thorkildsen](#)

Main: Stanier 4-6-0 No. 46115 'Scots Guardsman' gets to grip with the gradient at Scout Green heading the northbound 'Winter Cumbrian Mountain Express' on March 1st. [Gerald Nicholl](#)





## Railway Touring Company - The Hadrian

Right: LMS Royal Scot Class No. 46115 'Scots Guardsman' is seen arriving at Carlisle on March 29th with the 1Z68 from Leicester. [Michael Lynam](#)

Main: With a curl of steam, Stanier 4-6-0 No. 46115 'Scots Guardsman' heads the 'Hadrian' north over Ribbleshead viaduct towards the waiting photographers at Blea Moor on March 29th. [Gerald Nicholl](#)





## Railway Touring Company - The Hadrian

Approaching Armathwaite Station at speed, LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' heads the down 1Z68 'Hadrian' railtour from Leicester to Carlisle on March 29th. [Shep Woolley](#)





## Railway Touring Company - The Hadrian

LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' makes a fine sight as it crosses the River Eden at Wetheral with the returning 'Hadrian' railtour, 1Z69 Carlisle to Leicester. [Shep Woolley](#)





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

SR Merchant Navy Pacific No. 35028 'Clan Line' dashes across Richmond rail bridge with the Surrey Hills Express VSOE charter on March 1st. [Chris Morrison](#)





## Compass Tours - The Cumbrian Moorlander

On March 7th, West Coast's Class 47 854 storms through Keighley with a Compass Tours special from Preston to Carlisle via Uttoxeter, Chesterfield and the S&C. Not the shortest route!!! [Michael Lynam](#)





## Vintage Trains - The Cumbrian Ranger

Left: LNER A4 Class 4-6-2 No. 4464 'Bittern' powers towards Ais Gill with the IZ46 'The Cumbrian Ranger' railtour on March 15th. [Shep Woolley](#)

Main: LNER A4 No. 4464 'Bittern' works the IZ44 Crewe to Carnforth steam section through Balshaw Lane Jct. on March 15th. [Alan Naylor](#)





## Vintage Trains - The Cumbrian Ranger

Left: Class 47 773 is seen arriving into Crewe on March 15th with the Tyseley - Crewe leg of the charter to Carlisle. The Class 47 here would attach to the rear of the train. [Steve Thompson](#)

Main: On March 15th, LNER A4 No. 4464 'Bittern' heads the 'Cumbrian Ranger' 1Z44 Tyseley to Carlisle through Euxton. [Michael Lynam](#)





## Steam Dreams - THE CATHEDRALS EXPRESS

Right: West Coast's Class 47 580 and 47 746 approach Gargrave with a 1Z41 charter from Broxbourne to Carlisle, with 'Galatea' taking over from Hellifield., March 5th. [Michael Lynam](#)

Main: On March 5th, LMS 5XP Class 4-6-0 No. 45699 'Galatea' races through Settle Junction with the down 'Cathedrals Express', 1Z40 Broxbourne - Carlisle. [Shep Woolley](#)







## Railway Touring Company - The Buxton Spa Express

Left: Class 47 580 is seen at Buxton on March 15th waiting to work the return charter back to Ealing Broadway. [Steve Thompson](#)

Main: On March 15th, Class 47 580 passes Great Rocks with the return leg of 'The Buxton Spa Express' railtour heading from Buxton to Ealing Broadway. [Chris Morrison](#)







## Railway Touring Company - THE PEAK FORESTER

Left: In glorious spring sunshine SR re-built Bulleid West Country Class, Light Pacific No. 34046 'Braunton' is seen at Rowsley having arrived with the tour from London Kings Cross on March 23rd. [Michael Lynam](#)

Main: West Country Class Pacific No. 34046 'Braunton' arrives at Darley Dale with the 'Peak Forester' excursion from Kings Cross to Peak Rail on March 23rd. [Gerald Nicholl](#)





## Statesman Rail - Winter West Highland Statesman

West Coast's Class 57 314 and 57 315 top and tail the 1Z47 Statesman from Derby - Fort William seen here passing Red Bank on March 21st. [Dave Harris](#)





## Statesman Rail - The Settle & Carlisle Statesman

Left: On March 29th, West Coast's Class 57 315 is seen arriving at Carlisle with the 1Z55 Statesman excursion from Newport to Carlisle. [Michael Lynam](#)

Main: West Coast's Class 57 314 did the honours of the return working, again seen here at Carlisle prior to departure back to Newport. [Michael Lynam](#)







## ECS and Light Engine Moves

Left: On March 16th Class 57 315 top'n'tailed with 57 314 pass through Stalybridge with a 5Z26 Hull to Carnforth ECS. [Brian Hewertson](#)

Main: On March 5th, LNE K4 Class 2-6-0 No. 61994 'The Great Marquess' is seen on the approach to Settle Junction with the 5Z94 move from Crewe to Keighley to take part in their Spring Gala. [Shep Woolley](#)





## ECS and Light Engine Moves

Left: On March 5th, LNE K4 Class 2-6-0 No. 61994 'The Great Marquess' is seen on the approach to Helifield with a light engine move from Crewe to the Keighley and Worth Valley Railway. [Michael Lynam](#)

Main: LNER A4 Class 4-6-2 No. 4464 'Bittern' is seen at Beckfoot during its light engine move, 5Z44 from Carnforth to Carlisle, on March 15th. [Shep Woolley](#)





## ECS and Light Engine Moves

Class 67 026 leads Southern Railway rebuilt Merchant Navy 4-6-2 class locomotive No. 35028 'Clan Line' on a move to Ilford, seen passing through Kensington Olympia on March 15th. [Class47](#)







## ECS and Light Engine Moves

LNE K1 Class 2-6-0 No. 62005 'Lord of the Isles' is seen approaching Long Preston during its light engine move, 5Z60 from Carnforth to York on March 17th. [Shep Woolley](#)



## ECS and Light Engine Moves

On March 4th, Class 47 805 passes through Sutton Park, Birmingham with a 5Z28 Eastleigh TSMD - Crewe HS empty carriage stock working comprising coaches in three different liveries. [Gary S. Smith](#)







Rare haulage for the WAG on March 5th as Class 67 012 pulls into Chester with the Cardiff to Holyhead working.  
*Brian Battersby*





# Chiltern Railways

On March 15th, Class 67 008 is seen at London Marylebone on the rear of an arrival from Kidderminster.

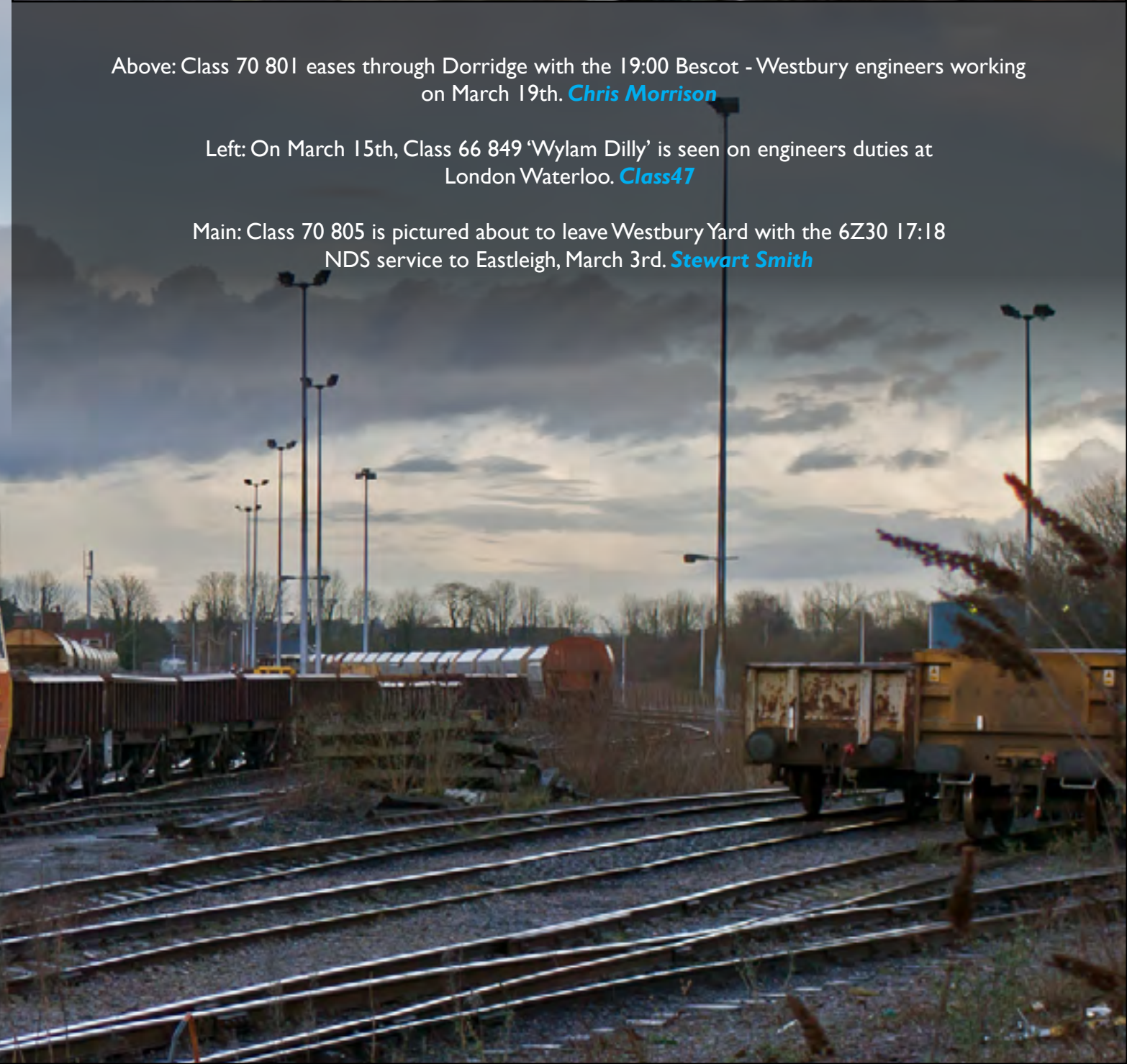
*Richard Hargreaves*





Class 70 801 passes Kings Sutton, heading for Bescot on March 19th with a short engineers train. [Geoff Barton](#)





Above: Class 70 801 eases through Dorridge with the 19:00 Bescot - Westbury engineers working on March 19th. [Chris Morrison](#)

Left: On March 15th, Class 66 849 'Wylam Dilly' is seen on engineers duties at London Waterloo. [Class47](#)

Main: Class 70 805 is pictured about to leave Westbury Yard with the 6Z30 17:18 NDS service to Eastleigh, March 3rd. [Stewart Smith](#)





Above: Class 66 846 is seen at Acton on March 15th with a steel working to Llanwern. [Brian Battersby](#)

Left: Westbury seems to be a hub for the Class 70s at the moment, with often 4 of the 5 based there. This is Class 70 804 and 70 801 working the 6Z30 17:18 Westbury to Eastleigh on March 21st near the top of Upton Scudamore bank. For the more observant amongst you, the yellow ends of 70 801 (painted standard "BR" yellow by Pullman Rail in Cardiff) are darker than the ex-factory finish on the others. [Stewart Smith](#)

Main: A rare visit to Doncaster by a Colas Rail Class 47 on March 12th, when Class 47 727 'Rebecca' worked the 0Z47 12:15 Doncaster Wabtec - Bescot Engineers Sidings. [Eddie Emmott](#)







Above: Europhoenix liveried Class 56 096 is seen heading through Burton on Trent on its first working since returning to traffic, working 0Z56 Washwood Heath to Elford loop (nr Tamworth) via Burton, to rescue failed Class 66 848 and take its train from Elford back to Washwood Heath, March 19th. [Stuart Hillis](#)

Right: Class 47 739 clags well with the 6E07 Washwood Heath - Boston docks covered steel carriers as it passes Burton on March 12th. [Stuart Hillis](#)

Main: Class 66 846 is pictured at the head of 4V30 Ratcliffe power station - Avonmouth coal hoppers as it passes through Burton on Trent, March 26th. [Stuart Hillis](#)







Above: On March 17th, power cars Nos. 43301 and 43357 head through Burton on Trent working the 1S49 Exeter - Dundee service. [Stuart Hillis](#)

Left: Cross Country HST power cars Nos. 43285 and 43384 are seen working the 1V68 Glasgow - Exeter service through Burton on Trent, March 28th. [Stuart Hillis](#)

Main: Cross Country HST power car No. 43384 is seen at Bristol Temple Meads on March 15th leading a service that will terminate at Exeter due to the line West of there being closed due to the recent storms. [Derek Elston](#)





DB Schenker's fleet



Above: Class 60 099 heads the Peak Forest to Hope St. through Manchester on March 28th. [Brian Hewertson](#)

Left: Class 66 068 and 66 131 stand in the sunshine at Acton on March 15th. [Brian Battersby](#)

Main: Class 60 100 heads through Smithy Bridge on March 3rd with the diverted Preston Docks - Lindsey empty oil tanks. [Michael Lynam](#)





Class 60 100 makes a stop at Peak Forest on a Northwich - Tunstead empty hoppers working, whilst 60 010 passes working a Peak Forest - Hope St. service on March 21st. [Charlie Robbins](#)







Above: Class 09 106 has been repainted into DB red at Warrington but it is a great shame that they didn't finish the job properly with the handrails, data panel and numbers still requiring attention. [Brian Battersby](#)

Left: On March 10th, Class 66 061 heads a Halewood - Southampton car train through Acton Bridge. [Michael Lynam](#)

Main: Class 60 024 with the 6M00 Humber - Kingsbury loaded oils passes through Burton on Trent, March 28th. [Stuart Hillis](#)







Above: Class 66 118 passes Doncaster station with an empty coal train in tow, March 4th. [Alex Thorkildsen](#)

Left: Class 60 035 departs Warrington with a rake of coal empties from Fiddlers Ferry heading back to Liverpool Bulk Terminal, March 10th. [Michael Lynam](#)

Main: Class 60 091 passes through Euxton hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on March 10th. [Dave Felton](#)





Class 60 074 'Teenage Spirit' stands in Blackburn station goods loop waiting for a clear path, in charge of 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on March 24th. [Dave Felton](#)







Above: Class 66 008 heads the Dollands Moor - Scunthorpe steel working through West Brompton on March 15th. [Class47](#)



Right: Class 66 201 is seen on the approach to Blackburn hauling the 6Z97 05:30 Avonmouth Hanson's Siding to Clitheroe Castle Cement with empty cement tanks on March 11th. [Dave Felton](#)

Main: Class 90 019 takes 90 036 south from Crewe to Wembley on March 17th, seen here passing Church Brampton. [Geoff Barton](#)







Above: Class 66 081 passes through Doncaster on March 12th with a container service from Wakefield to Felixstowe. [Eddie Emmott](#)

Left: On March 13th, Class 92 041 and 90 035 run light through Stafford with a Crewe IEMTD to Wembly Euro working. [Michael Lynam](#)

Main: Class 92 015 passes through Leyland station on March 19th working 0594 from Dollands Moor Sidings to Irvine Caledonian Paper. [Dave Felton](#)







Adding a splash of colour on a dismal March 4th, Class 60 044 takes the regular 6E08 Wolverhampton ST - Immingham SS through Sutton Park, Birmingham. [Gary S. Smith](#)





Above: Class 60 024 emerges out of the early morning mist working the 6E32 Preston docks (Lanfina) to Lindsey oil refinery through Balshaw Lane Junction on March 14th. [Alan Naylor](#)



Right: On March 12th, Class 60 015 heads out of Warrington with a loaded coal working to Fiddlers Ferry power station. [Richard Hargreaves](#)



Main: On March 29th, Class 60 079 powers through Mobberley with a Tunstead to Lostock Works (Northwich) limestone working. [Mark Pichowicz](#)







Above: Class 60 062 with the 6E41 Westerleigh - Lindsey empty oils is seen at Burton on Trent, March 6th. [Stuart Hillis](#)



Right: Class 60 092 works the 6E32 Preston Docks (Lanfina) to Lindsey oil refinery through Euxton Balshaw Lane station on March 7th. [Alan Naylor](#)

Main: Class 66 075 starts the decent of the four mile long I in 82 Langho bank as it passes through the Brownhills area of Blackburn hauling 6Z94 from Avonmouth to Castle Cement at Clitheroe with empty cement tanks on March 27th. [Dave Felton](#)



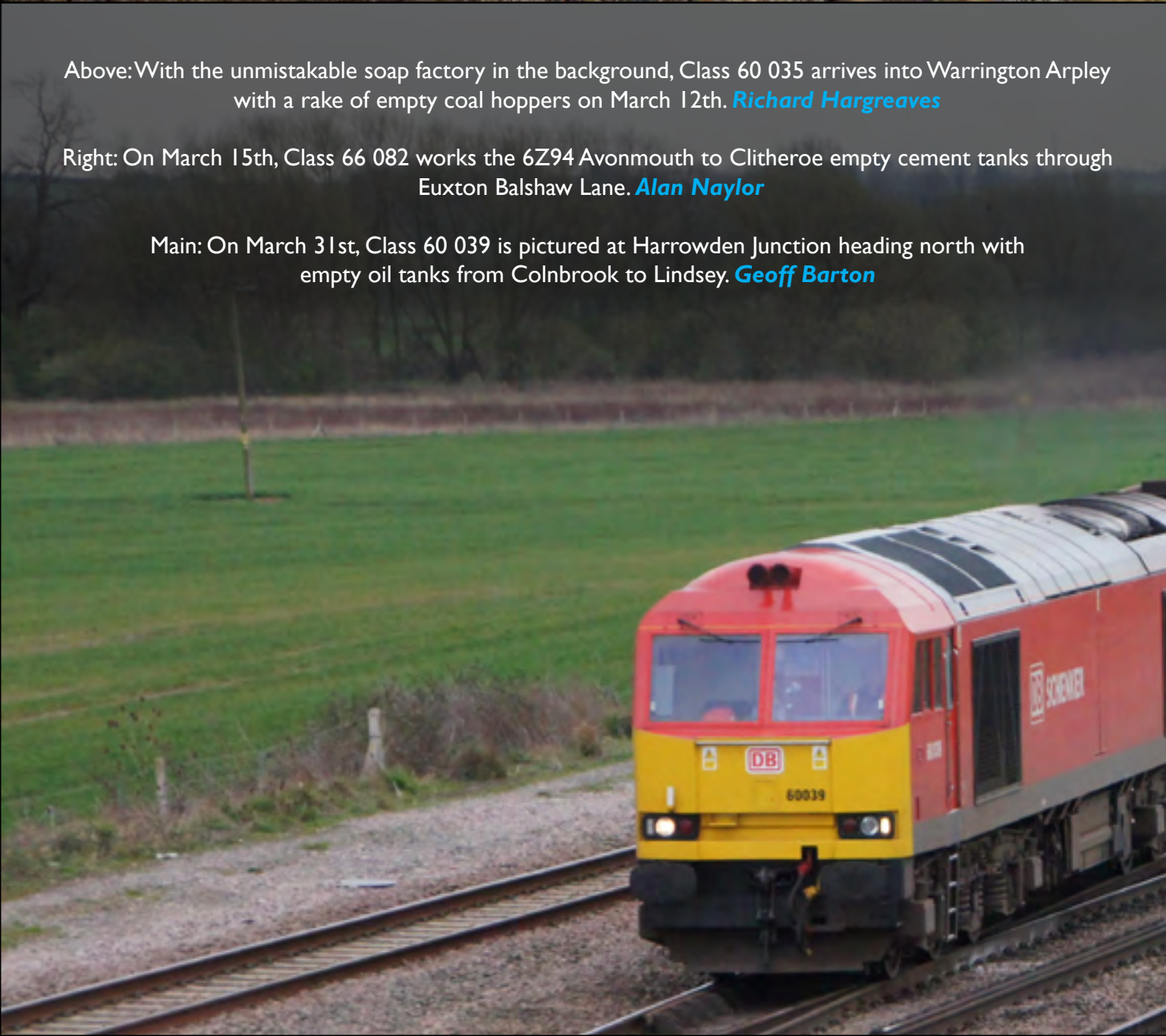




Above: With the unmistakable soap factory in the background, Class 60 035 arrives into Warrington Arpley with a rake of empty coal hoppers on March 12th. [Richard Hargreaves](#)



Right: On March 15th, Class 66 082 works the 6Z94 Avonmouth to Clitheroe empty cement tanks through Euxton Balshaw Lane. [Alan Naylor](#)



Main: On March 31st, Class 60 039 is pictured at Harrowden Junction heading north with empty oil tanks from Colnbrook to Lindsey. [Geoff Barton](#)







Above: Class 66 122 leads a Trafford Park to Bescot liner through Stafford on March 1st. [Derek Elston](#)

Left: Class 60 063 working the 6M00 Humber - Kingsbury loaded oils is seen at Burton on Trent, March 7th. [Stuart Hillis](#)

Main: Class 92 030 'Ashford' leads the 6M14 Dollands Moor to Ditton Cargowagons through Stafford on March 1st. [Derek Elston](#)







Above: Class 60 040 'The Territorial Army Centenary' waits for a clear road in Blackburn station goods loop whilst working the 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on March 26th. [Dave Felton](#)



Right: Class 60 035 ex 'Florence Nightingale' is seen here passing Arpley Junction with the 6F78 Fiddlers Ferry - Liverpool Docks empty coal hoppers on March 15th. [Dave Harris](#)

Main: On March 19th, Class 60 054 passes Hatherley working the 6V07 Round Oak - Margam. [Lewis Mitchell](#)



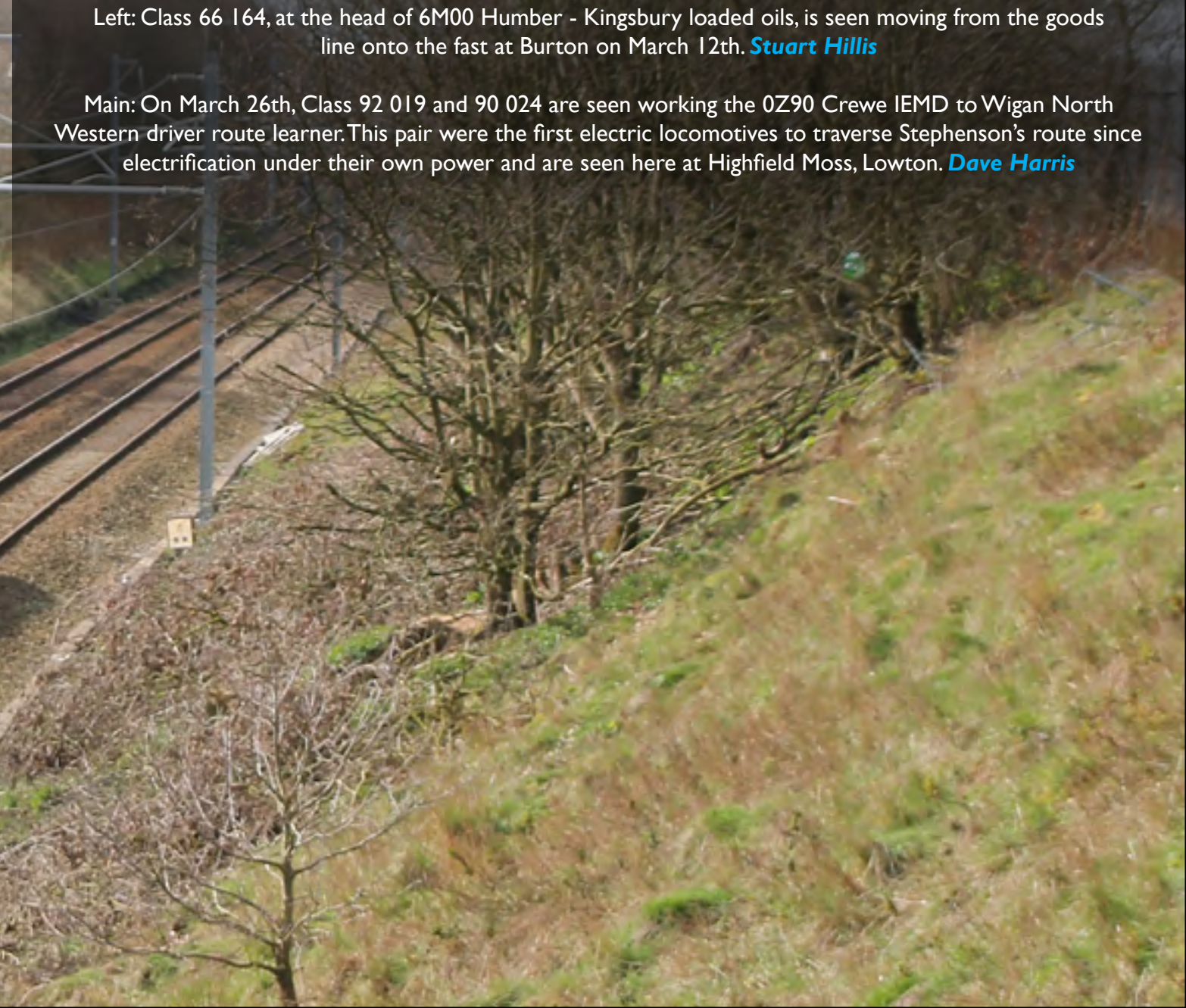




Above: Class 66 183 approaches Hall Royd Junction for the last time hauling 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on March 21st. This working was due to return to its normal route via Copy Pit the following week. [Dave Felton](#)

Left: Class 66 164, at the head of 6M00 Humber - Kingsbury loaded oils, is seen moving from the goods line onto the fast at Burton on March 12th. [Stuart Hillis](#)

Main: On March 26th, Class 92 019 and 90 024 are seen working the 0Z90 Crewe IEMD to Wigan North Western driver route learner. This pair were the first electric locomotives to traverse Stephenson's route since electrification under their own power and are seen here at Highfield Moss, Lowton. [Dave Harris](#)





On March 11th, Class 60 020 heads the 6M86 Margam - Dee Marsh through Leaton in glorious weather. [Carl Grocott](#)







Above: Looks like the pigeons have had a good time, Class 60 056 the ex 'William Beveridge' and 60 038 ex 'Avesta Polarit' are seen out in the open having been shunted out of storage in Crewe Diesel Depot where they can be seen here on March 15th. [Dave Harris](#)

Right: On March 15th Class 66 232 heads through Kensington Olympia with a loaded stone train. [Class47](#)



Main: Class 60 024 was on the iron ore circuit on March 12th, and it is seen here drifting down Appleby Bank with the 6K24 to Immingham Bulk Terminal. [Steve Thompson](#)







Above: Several long term stored Class 60s emerged from inside Crewe diesel depot in March. This is 60 029, 60 095 and 60 047 in the open and awaiting future developments, which is rumoured to be a new lease of life with Colas Rail. [Derek Elston](#)



Right: Class 60 066 in 'Drax Powering Tomorrow' livery is seen here approaching the level crossing at Monks Sidings, Warrington with the 6F78 empty coal hoppers back to Liverpool Docks from Fiddlers Ferry, March 6th. [Dave Harris](#)

Main: DB Schenker liveried Class 59 201 is seen stabled in Acton Yard on March 15th. [Class47](#)







On February 11th, Class 56 303, joins the 'Up Line' from Heaton Loop pulling loaded coal wagons to Butterwell from Kellingley Colliery. [Alex Thorkildsen](#)





# Direct Rail Services

Class 37 402 is seen dragging 47 813 and 90 001 north from Wolverton to Crewe, passing through Church Brampton on March 17th. [Geoff Barton](#)





Above: On March 24th, Class 47 805, 47 810, and 47 853 head northbound through Church Brampton en route from Norwich Crown Point to Crewe Gresty Bridge. [Geoff Barton](#)

Left: On March 3rd, Class 57 003 hauls 68 002 through Daresbury working the 0Z51 06:05 Carlisle Kingmoor Sdg(Drs) to Crewe Gresty Bridge. [Mark Enderby](#)

Main: Class 57 308 'Pride of Staffordshire' works the 5Z21 dragging Voyager Class 221 144 out of storage from Barton under Needwood RSM D heading to Polmadie M.D., seen here passing through Balshaw Lane Jct. on March 9th. [Alan Naylor](#)







Above: Class 57 003, 57 007 and 37 607 work the 0K05 Carlisle N.Y to Crewe Basford Hall through Bamber Bridge on March 14th. [Alan Naylor](#)

Right: Class 66 303 works the 6U77 Mountsorrel - Crewe Basford Hall with a rake of loaded IOAs in full sun at Burton on Trent, March 7th. [Stuart Hillis](#)

Main: Class 92 037 heads north through Euxton on March 15th, with the daily Tesco intermodal working to Mossend. [Michael Lynam](#)





Class 37 419 and 37 611, with low level nuclear waste, working the 6Z50 Crewe - Drigg, pass through Red Bank cutting on March 26th. [Dave Harris](#)







Above: On March 8th Class 20 305 leads 20 303, 66 422, 20 308 and 20 309 working the 0Z20 Crewe Gresty Bridge - Doncaster C.H.S. through Stalybridge. [Brian Hewertson](#)



Right: Class 92 034 heads the 4S43 Daventry to Mossend 'Tesco Express' through Daresbury on March 3rd. [Mark Enderby](#)

Main: Class 37 409 leads 37 607 and 37 609 with a Derby RTC to Crewe working at Derby on March 22nd. [Class47](#)







Above: Class 37 607 and 37 609 head the 6K73 Sellafield - Crewe flask train through Leyland on March 3rd. [Michael Lynam](#)

Right: Class 66 432 working the Daventry to Purfleet Intermodal service rounds the curve away from Leytonstone High Road station on March 13th. [James Wise](#)

Main: Elderly DRS Class 20 locomotives Nos. 20 309 and 20 303 move away from Bushbury Junction and pass Fallings Park, Wolverhampton with the regular 6Z96 from Basford Hall SSM on March 5th. Although showing as booked to run to Toton north yard, the train only reached the engineering sidings at Bescot where the two locomotives returned light to Crewe Gresty Bridge. [Gary S. Smith](#)







Above: Class 37 606 and 37 602 are about to storm through Cherry Tree (Blackburn) station hauling 6K05 Carlisle NY to Crewe Basford Hall infrastructure train on March 6th. [Dave Felton](#)



Right: Class 57 009 and 57 012 hauling the 6K05 from Carlisle NY to Crewe Basford Hall infrastructure train starts making its descent into Blackburn passing through the Brownhills area of the town on March 19th. [Dave Felton](#)

Main: Class 57 003 and 57007 with the daily 6K05 engineers from Carlisle to Crewe via the S&C, head through Winwick Jct. on March 3rd. [Michael Lynam](#)







Above: Class 57 007 and 57 003 provide super power for the three wagons hauling the 6K05 from Carlisle NY to Crewe Basford Hall as it starts its descent into Blackburn passing through the Brownhills area of the town on March 11th. [Dave Felton](#)



Right: Class 57 308 took the two car Virgin Trains' Voyager unit Class 221 144 from Staffordshire to Scotland on March 9th. Running as 5Z21 Barton-under-Needwood RSM - Polmadie CMD it is seen passing Weston-upon-Trent, Staffordshire. This part of the North Stafford Railway now seldom sees locomotive-hauled trains, with only one scheduled freight train each week. The Great Northern Railway's Stafford & Uttoxeter line passed under the Knotty here. [Gary S. Smith](#)

Main: The 4S43 Tesco Intermodal from Daventry - Mossend is seen here passing Red Bank. on March 21st hauled by Class 92 037. [Dave Harris](#)







Above: Pictured at Totnes on March 29th, First Great Western HST power car No. 43071 leads the 1Z83 09:36 Penzance to Newton Abbot service. [Stuart Warr](#)

Left: Following repairs at Derby RTC, Class 57 604 along with 47 501 are seen heading south from Derby to Old Oak Common through Harrowden Junction on March 25th. [Geoff Barton](#)

Main: Pictured departing Swansea on March 18th, an unidentified First Great Western HST works the 16:28 service to London Paddington; just to the right of the power car may be seen a contractor's 'digger' being employed on the construction of the new IEP depot being built here in readiness for the electrification of mainline services in a few years time. [Stuart Warr](#)





On March 1st, an unidentified First Great Western HST has just climbed the bank out of the Severn Tunnel and is about to pass through Severn Tunnel Junction whilst working the 10:45 London Paddington to Swansea. [Stuart Warr](#)







Class 66 572 nears Silver End, just outside Kelvedon in the Essex countryside, hauling a Felixtowe - Tilbury liner on March 1st.

[Charlie Robbins](#)





Above: Class 66 514 working the 4C20 Fiddlers Ferry to Carlisle empty coal hoppers heads through Balshaw Lane Junction on March 15th. [Alan Naylor](#)

Left: Class 90 049 speeds through Acton Bridge on March 10th with a Crewe Basford Hall - Garston working. [Michael Lynam](#)

Main: Class 90 016 heads through the Crewe Independent lines with a Ditton - Crewe Basford Hall working on March 16th. [Michael Lynam](#)







Above: Class 70 014, working the 6M46 Aldwarke - Crewe scrap train, passes through Burton on Trent, March 28th. [Stuart Hillis](#)

Left: On March 8th, Class 66 599 takes an Ellesmere Port coal working through Helsby, heading for Warrington. [Brian Battersby](#)

Main: Class 70 019 passes under the footbridge at Acton Bridge with a Garston - Crewe working on March 10th. [Michael Lynam](#)







Above: Class 66 539 passes through Acton Bridge on March 10th with a Runcorn Folley Lane - Brindle Heath RTS (Bin Train). [Michael Lynam](#)



Right: Class 90 043 heads a Trafford Park to Felixstowe intermodal towards Hackney Central on March 8th. [James Wise](#)



Main: Class 70 006 passes through Stafford working the 6K16 Basford Hall to Rugeley power station, March 1st. [Derek Elston](#)





Above: Still carrying its now rather tatty Shanks livery, Class 66 522 heads through Burton on Trent with the 4E72 Rugeley - Doncaster empty coal hoppers on March 28th. [Stuart Hillis](#)

Left: Class 90 016 passes by the Regent's Canal as it makes its way through Camden Town while working the 4L97 08:10 Crewe - Felixstowe intermodal on March 24th. [James Wise](#)

Main: Class 90 045 accelerates away from Basford Hall as it passes Chorlton with a Crewe to Felixstowe freightliner, March 15th. [Mark Pichowicz](#)







Above: Class 90 043 working the 4M81 07:51 Felixstowe to Crewe, passes the canal side markets of Camden Town on March 24th. [James Wise](#)



Right: Class 90 045 with a Crewe - Felixstowe working heads through Stafford on March 13th. [Michael Lynam](#)



Main: On March 30th, Class 66 617 passes Mobberley with the Tunstead to Westbury loaded cement tanks. [Mark Pichowicz](#)



Freightliner Class 66 605 working the 6L45 Hope (Earles Sidings) to West Thurrock, loaded cement tanks, threads its way through North East London having just passed through Leytonstone High Road station on February 21st. [James Wise](#)



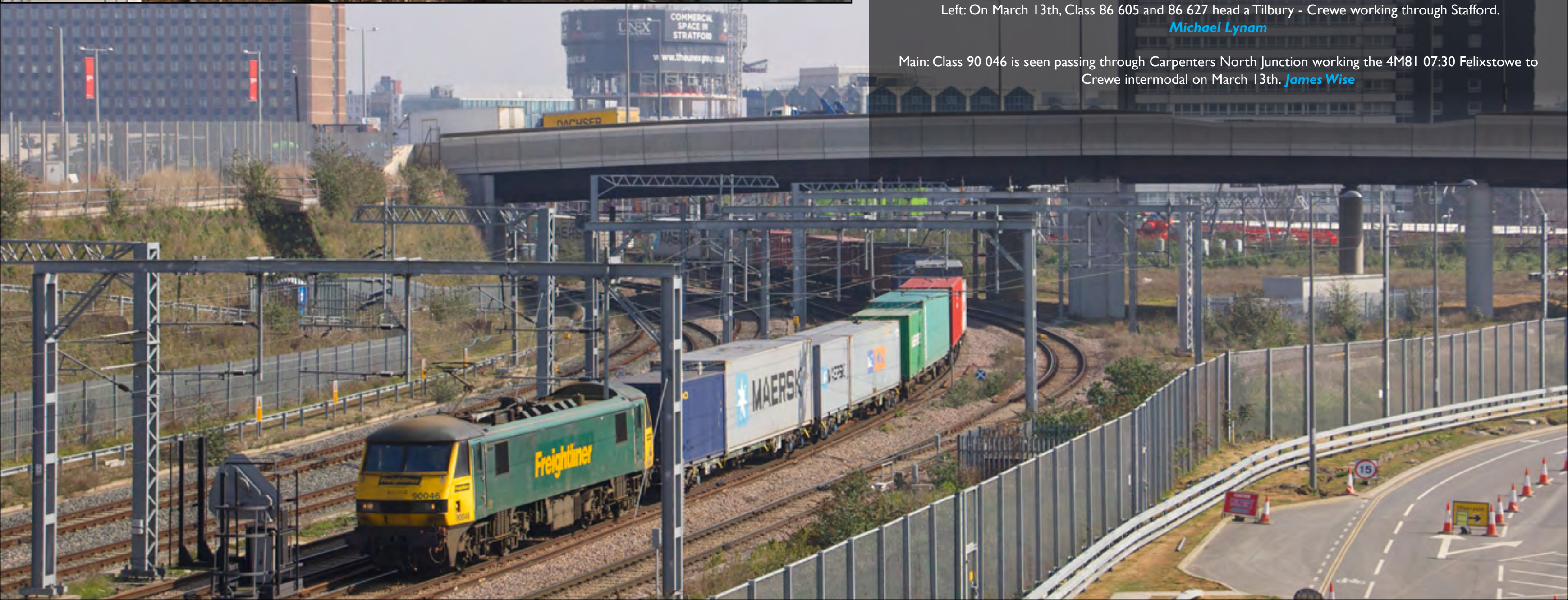




Above: On March 12th, Class 70 002 heads out of Warrington with a rake of empty MGR hoppers. [Richard Hargreaves](#)

Left: On March 13th, Class 86 605 and 86 627 head a Tilbury - Crewe working through Stafford. [Michael Lynam](#)

Main: Class 90 046 is seen passing through Carpenters North Junction working the 4M81 07:30 Felixstowe to Crewe intermodal on March 13th. [James Wise](#)







Above: A rare double head working with Class 70 015 and 66 542 working the 4O55 Leeds - Southampton through Burton on Trent, March 13th. [Stuart Hillis](#)

Left: On March 3rd, Class 70 003 is seen on infrastructure duties on the approach to Todmorden, with work for the long awaited Todmorden Curve. [Dave Felton](#)

Main: Class 66 956 is pictured stabled on a viaduct near the Cornholme district of Todmorden, on the Copy Pit route with an engineering train, March 3rd. [Dave Felton](#)







Above: Class 66 751 passes through Doncaster on March 21st with a Ferrybridge power station - Doncaster Decoy MGR working. [Stuart Hillis](#)

Right: Class 20 132 and 20 118 top'n'tailed with 20 142 and 20 189 working barrier wagons and new LU 'S' stock sets Nos. 21414 and 21413 pass Moira working the 7X09 Old Dalby - West Ruislip on March 3rd. [Stuart Hillis](#)



Main: On March 10th, Class 66 727 heads a southbound Biomass working from Liverpool Bulk Terminal - Ironbridge power station through Winwick Jct.. [Michael Lynam](#)







Above: Class 66 722 heads northbound at Church Brampton with a Felixstowe to Hams Hall intermodal working on March 24th. [Geoff Barton](#)

Left: On March 12th, Network Rail liveried Class 57 306, on hire to GBRf, heads through Stafford working the 4G01 Ironbridge to Seaforth. [Richard Hargreaves](#)

Main: Class 92 044 approaches Stafford on March 1st, working the 6X50 Dollands Moor to Trafford Park GBRf conveying brand new Class 350 408 and 350 409 for First Transpennine. [Derek Elston](#)





Right: Class 20 132 and 20 118 are seen stabled on Neasden depot, March 15th. [Class47](#)

Main: Class 73 136 and 73 109 pass Dudding Hill Junction signal box working from Cricklewood to Hoo Junction with a train of loaded track panels on March 12th. The track panels originate from remodelling work currently being undertaken at Cricklewood Depot as part of the Thameslink upgrade work. [James Wise](#)







Above: Class 20 142 and 20 189 are seen working the 6K50 Toton - Crewe engineers train through Burton on March 14th. [Stuart Hillis](#)

Left: Class 66 704 passes Dunston, Staffordshire with the regular 4G01 Seaforth CT - Ironbridge power station Biomass container train on the morning of March 19th. [Gary S. Smith](#)

Main: After being temporarily stopped because of a fire at the Ironbridge power station at Buildwas, GBRf-operated trains of biomass material from ports at Portbury, Liverpool and Seaforth to the Shropshire power station restarted in the first week of March 2014. On March 6th, Network Rail-liveried Class 57 306 was sent light to the power station to take wagons of empty containers to Seaforth. The Class 57 locomotive then returned with a laden train the following morning. Here Class 57 306 leaves smoke over what is now a woodland centre as it takes the 4F01 to Seaforth through the old Coalbrookdale station on the branch line in Telford. [Gary S. Smith](#)





Continuing on its work for GBRf, Class 57 306 passes through  
Upton on March 7th working the 4F01 Ironbridge -  
Seaforth. [Carl Grocott](#)







Above: Class 66 749 rounds the curve into Palmersville foot crossing working an empty coal train to Tyne Dock on March 29th. [Alex Thorkildsen](#)



Right: On March 21st, Class 20 189 in LT red and 20 142 in BR blue leave the freight loop and head through Melton Mowbray station with the 09:33 Derby Litchurch Lane - Old Dalby. On this working the train runs wrong line to Melton junction necessitating the use of a pilot. [Chris Morrison](#)



Main: Class 66 750 working an Eggborough power station - Doncaster Decoy passes through Doncaster station on March 21st. [Stuart Hillis](#)





Above: Class 20 311 and 20 314 head the 09:33 Derby Litchurch Lane - Old Dalby, conveying a new LT S7 unit, into Melton Mowbray on March 21st. [Chris Morrison](#)

Left: Class 66 721 heads north through Doncaster on March 12th with a loaded coal train heading for Ferrybridge. [Eddie Emmott](#)

Main: Class 66 711 is seen passing through Winwick Jct. on March 10th with a northbound Biomass working from Ironbridge power station - Tuebrook Sidings. [Michael Lynam](#)







Above: Class 92 038 heads light engine through Crewe on March 15th. [Steve Thompson](#)

Left: On March 13th, as the sun rose on a foggy morning, the ghostly image of Class 66 721 (looking a bit grubby), creeping past Appleby with the 6D09 HIT - Doncaster Down Decoy, conveying coal for Ferrybridge power station. [Steve Thompson](#)



Main: On March 1st, Class 66 720 passes through Hartlepool working the 6H32 Tyne Dock - Drax Biomass, conveying new blue Drax branded hoppers. [Michael J. Alderdice](#)





Above: GBRf mega power on March 17th, as Class 66 701 and 66 704 pass through Burton on Trent working the 6K50 engineers train with just a single wagon of sleepers. [Stuart Hillis](#)

Left: On March 28th, Class 20 096 and 20 107 are seen working the 7X23 Derby - Old Dalby with barriers and new 'S' class LUL stock, with 20 142 and 20 189 on rear as the train passes Moira on Burton - Leicester freight only branch. [Stuart Hillis](#)

Main: On March 28th, Class 47 843 'Vulcan' and 57 312 'Peter Henderson' pass through Burton on Trent working the 6K50 Toton - Crewe engineers, both locos on hire to GBRf. [Stuart Hillis](#)





# Grand Central



Left: CrossCountry HST power car No. 43384 stands in the gloom of Sunderland station on February 12th, having been hired in to work the 12:30 Grand Central service to London King's Cross. [Alex Thorkildsen](#)

Main: CrossCountry HST power cars Nos. 43207 and 43384 cross over the River Wear and into St. Peters (Sunderland) alongside the 'Ha'way the Lads Wembley 2014' sign on the road bridge working a Grand Central operated Foot-Ex from Sunderland to London King's Cross on March 2nd. [Alex Thorkildsen](#)







Greater Anglia

On March 15th, Class 90 014 in Abellio Greater Anglia livery, is seen at London Liverpool Street station having just arrived with a service from Norwich. [Class47](#)





Class 37 604 works the IQ14 Crewe to Crewe via the North West network, seen here passing through Earlestown on March 11th. [Dave Harris](#)





Above: Class 37 603 is seen on the rear of a Dollands Moor - Derby RTC working as it passes through Derby on March 22nd. [Class47](#)

Right: On March 13th, Class 37 604 and DBSO No. 9701 are seen at Stafford working a test train from Crewe to Derby via Stafford, Wigan, Bolton, Manchester, and Stoke. [Michael Lynam](#)

Main: Class 73 138 is seen leading the Dollands Moor - Derby RTC working through Derby on March 22nd. [Class47](#)







Above: Class 73 138 is seen at Warrington Bank Quay on March 28th with a 3Q02 Crewe to Liverpool Lime St. working. [Brian Battersby](#)

Left: The same working as above on March 28th, saw BR Blue liveried Class 73 201 on the rear, again seen here at Warrington Bank Quay. [Brian Battersby](#)

Main: The NMT with power cars Nos. 43013 and 43062 pass Red Bank working the 1Q26 Glasgow - Derby on March 26th. [Dave Harris](#)







Above: Class 37 604 leads a northbound measurement train through Acton Bridge on March 10th. [Michael Lynam](#)



Right: The dreaded 'Yellow Peril' paid the Scunthorpe area a visit on March 10th, scouring the line for faults (it found some too) on it's way from Derby to Doncaster via Barnetby and Roxby. Here Class 950 001 returning the 2Q08 back from Barnetby, passes Appleby. [Steve Thompson](#)



Main: Recent repainted Class 67 027 (with 67 020 on rear) works the 1Z20 test train Old Oak Common - Derby via South Wales through Burton on March 28th. [Stuart Hillis](#)





Above: Class 67 015 and 67 020 top'n'tail the IQ18 test train Derby - Didcot - Derby through Burton on Trent, March 4th. [Stuart Hillis](#)

Right: On March 4th, Network Rail's NMT with power cars Nos. 43062 and 43013 work a Derby - Euston - Derby through Burton on Trent. [Stuart Hillis](#)

Main: On March 25th, Class 97 304 is seen working the IQ14 Derby RTC to Carlisle test train passing Bolton-le-Sands level crossing. [Chris Stanley](#)





Class 37 610 is seen in charge of Network Rail test train IQ55 on the last portion of its round trip from Hither Green via the South Coast as it passes through Clapham High Street on March 29th. Class 37 425 was on the rear of the train.

*James Wise*





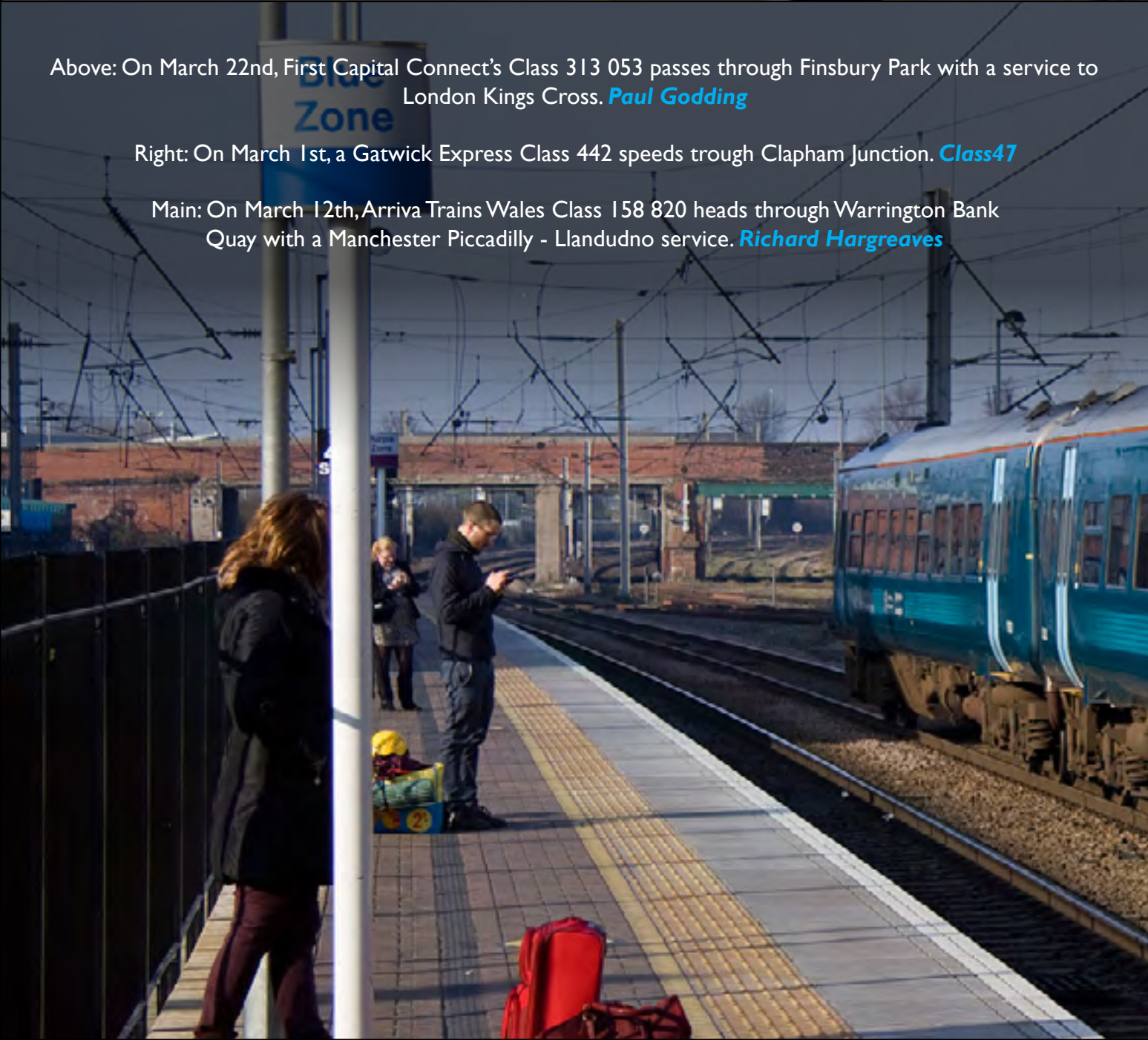
# Units: DMUs and EMUs



Above: On March 22nd, First Capital Connect's Class 313 053 passes through Finsbury Park with a service to London Kings Cross. [Paul Godding](#)



Right: On March 1st, a Gatwick Express Class 442 speeds through Clapham Junction. [Class47](#)



Main: On March 12th, Arriva Trains Wales Class 158 820 heads through Warrington Bank Quay with a Manchester Piccadilly - Llandudno service. [Richard Hargreaves](#)







Above: Northern Rail's Class 155 345 pulls out of Smithy Bridge with a service for Manchester Victoria on March 3rd. [Michael Lynam](#)

Left: Arriva Trains Wales Class 150 250 is seen stabled in Chester on March 5th, having arrived with the local service from Crewe. [Brian Battersby](#)

Main: Greater Anglia's Class 321 446 speeds past Pudding Mill Lane station with a service from London Liverpool Street on March 15th. [Class47](#)



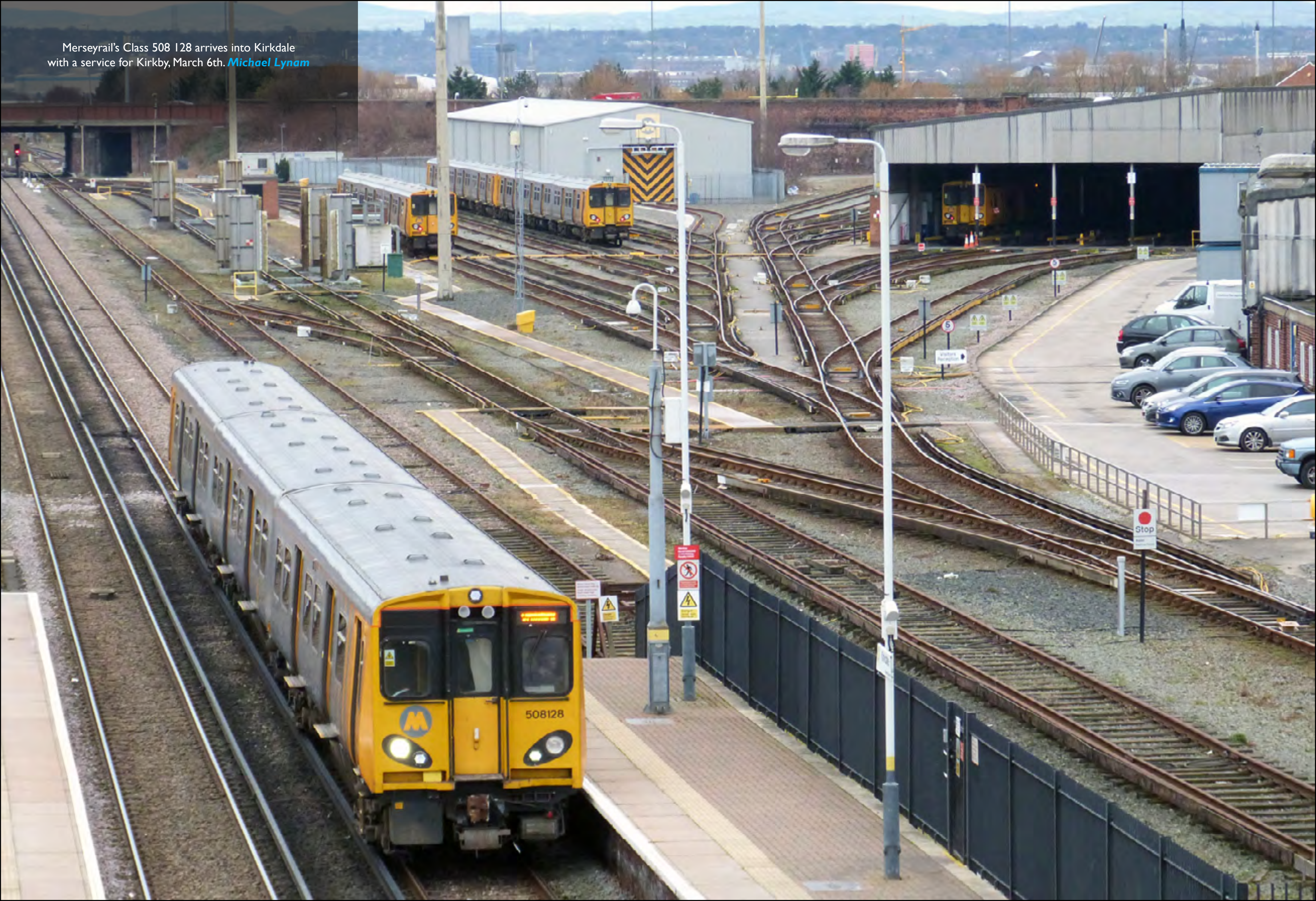


On March 18th, Arriva Trains Wales Class 150 282 is seen at  
Pembroke Dock awaiting custom for its return to Swansea with  
the 13.09 service. [Stuart Warr](#)





Merseyrail's Class 508 128 arrives into Kirkdale with a service for Kirkby, March 6th. [Michael Lynam](#)







Above: Northern's Class 150 138 is seen working a service from Liverpool to Blackpool North, through Euxton Balshaw Lane on March 15th. [Alan Naylor](#)

Left: The resignalling of the Berwick - Eastbourne - Bexhill line in East Sussex was expected to be completed in April 2014 but this may now be delayed. Shortly after leaving the Hampden Park station following a shower of rain on March 22nd, Southern Railway's Class 377 407 approaches Willingdon Jct. working the 1F04 London Victoria - Ore service as workmen continue with the resignalling of the area. A new colour-light signal has already been erected in front of the SR semaphore signal. [Gary S. Smith](#)



Main: Reliveried Merseyrail's Class 508 114 is seen working a Chester service through Capenhurst on March 5th. [Brian Battersby](#)





Above: At Carmarthen on March 18th a motorbike vies for the viewer's attention as does a train: The train is Arriva Trains Wales Class 175 115 working the 15:03 Carmarthen to Manchester Piccadilly and the motorbike a Honda CB500, resting between duties. [Stuart Warr](#)



Right: Greater Anglia's Class 317 508 pauses at Walthamstow Central on March 22nd with a service to London Liverpool Street. [Paul Godding](#)

Main: First Transpennine Express Class 350 407 and 350 408 work the 1M93 Edinburgh to Manchester International Airport through Balshaw Lane Junction on March 14th. [Alan Naylor](#)







Above: Northern's Class 156 441, 'William Huskisson MP' is pictured working a Liverpool to Blackpool North train through Balshaw Lane Junction on March 15th. [Alan Naylor](#)



Right: Sporting the new 'yellow' Merseyrail livery, Class 508 122 is seen at Chester on March 5th with an arrival from Liverpool Central. [Brian Battersby](#)



Main: Southern's Class 455 839 is seen arriving into Clapham Junction on March 15th. [Richard Hargreaves](#)





Above: Northern Rail's Class 158 794 passes through Gargrave with a Leeds - Carlisle service, March 5th. [Michael Lynam](#)

Left: London Overground DMU Class 172 005 is seen pulling away from Leytonstone High Road with the 2J49 12:20 Gospel Oak to Barking service on February 21st. [James Wise](#)

Main: First Capital Connect's Class 319 374 heads through Elephant and Castle on March 29th with a service to Luton. [Paul Godding](#)







Above: First Great Western's Class 150 123 is seen at Severn Beach forming the 11:54 departure to Bristol Temple Meads on March 15th. [Derek Elston](#)



Right: A very unusual site at Stafford on March 13th as Grand Central's Class 180 112 runs empty stock as 5Z80 from Manchester Longsight to Heaton following maintenance, travelling via Crewe, Stafford, Loughborough, Derby, Doncaster, York, and Newcastle. [Michael Lynam](#)



Main: Southern's Class 455 802 speeds through Battersea Park, March 29th. [Paul Godding](#)





Above: Greater Anglia's Class 315 847 heads through Walthamstow Central on March 22nd with a service to London Liverpool Street. [Paul Godding](#)

Right: South West Trains Class 159 006 and 159 103 approach Clapham Junction with 1L37, 12:45 London Waterloo to Templecombe service on February 16th. [James Wise](#)



Main: Northern Rail's Class 142 031 is seen approaching Cherry Tree (Blackburn) station with the 2N18, 10:44 service from Blackpool South to Colne on March 6th. [Dave Felton](#)







Above: South West Trains' Class 158 880 is seen working a Southampton to Great Malvern service, pictured at Malvern Wells on March 1st. [Neil Pugh](#)



Right: With its white livery looking rather shabby, Greater Anglia's Class 379 013 speeds through Tottenham Hale on March 22nd with a service to London Liverpool Street. [Paul Godding](#)



Main: Arriva Trains Wales' Class 158 837 leads a Birmingham International service through Admaston on March 9th. [Jon Jebb](#)





Above: London Midland's Class 170 630 passes Malvern Wells down inner home signals on March 8th. [Neil Pugh](#)

Left: Newly refurbished Scotrail Class 318 251 stands outside Wabtec, Doncaster West Yard on March 4th. [Alex Thorkildsen](#)

Main: Northern Rail's Class 150 114 passes the old L & Y warehouse at Mill Hill (Blackburn) with the 1B35, 15:29 service from Blackpool North to Burnley Manchester Road, whilst in the distance is Direct Rail Services Class 57 003 and 57 007 hauling the 6K05 Carlisle NY to Crewe Basford Hall, March 12th. [Dave Felton](#)







Above: Arriva's Class 153 312 heads through Admaston on March 9th. [Jon Jebb](#)

Left: First Great Western's DMU Class 166 220 forming the 10:36 Paddington to Hereford service passes Malvern Wells signal box on March 23rd. [Neil Pugh](#)

Main: On March 18th, Royal Mail units Nos. 325 014, 325 001 and 325 007 speed through Crewe with a Warrington Royal Mail - Willesden PRDC working. [Michael Lynam](#)







Above: First Capital Connect's Class 365 517 in the new First Group colours is seen at London Kings Cross March 22nd. [John Coleman](#)



Right: Southern Railway's Class 377 448 arrives at Newhaven Town, East Sussex on the 2F81 Brighton - Seaford service, March 22nd. The signal box was built in 1879, in 1953 it received a brick extension at the rear to allow the installation of a larger lever frame that was previously used at Three Bridges. The building looks as if it does need the support of the extension. However the box could close in 2015 with control passing to the Sussex Regional Operations Centre at Three Bridges. [Gary S. Smith](#)

Main: East Midlands Trains Class 153 326 and 153 357 are seen departing from Sleaford station with the 2K42, 11:49 service from Peterborough to Lincoln on March 29th. [Dave Felton](#)







Above: The Saxby & Farmer-designed box at Eastbourne was one of several in England that was given Grade II listed status in 2013 and safeguarded. On March 22nd, Southern Railway's Class 171 721 leaves Eastbourne working the 1G34 Ashford International - Brighton service after reversing at the terminus. The signal box was built in 1882 and became a power signal box in 1991 when the semaphore signalling was replaced by colour-light signals. [Gary S. Smith](#)

Left: Third rail electrification and semaphore signals at Berwick? This is not Northumberland but the other end of England: East Sussex. Southern's Class 377 427, built by Bombardier at Derby, arrives at Berwick with the 2D22 Ore - Brighton service on March 15th. [Gary S. Smith](#)

Main: Northern Rail's Class 156 425 departs from Leyland station with the 2F63, 10:35 service from Blackpool North to Liverpool South Parkway as Class 150 270 arrives with the 2N91, 10:22 service from Manchester Victoria to Blackpool North on March 19th. [Dave Felton](#)







Above: London Overground's Class 172 004 is seen travelling on the viaducts between Leyton High Road and Wanstead Park with the 16:20 Gospel Oak to Barking service. [James Wise](#)

Left: Arriva Trains Wales' Class 150 283 speeds through Admaston on March 9th, with a Class 158 in tow and heading for Chester. [Jon Jebb](#)

Main: One of the two Cross Country Voyagers stranded west of the blockade at Dawlish is Class 221 114, seen here at Totnes on March 29th, working the 12:04 Newton Abbot to Penzance. [Stuart Warr](#)







# News and Features: Going Underground

Piccadilly line 1973 stock No. 212 passes through Ravenscourt Park on March 1st with a service to Cockfosters.  
*Brian Battersby*





Above: London Underground District line 'D' stock No. 7108 is seen arriving into West Kensington station with a Richmond service. [Richard Hargreaves](#)

Left: 'C' stock No. 5727 arrives into Southfields station on March 1st with a Wimbledon service. [Brian Battersby](#)



Main: 'S' stock No. 21560 arrives into Wimbledon Park on March 1st with a service for Wimbledon. [Brian Battersby](#)





Above: 1960's Stock No. L133, 1973 Trailer Car Track Recording Car No. 666 and 1960's Stock No. L132 are seen stabled on Neasden depot, March 15th. [Class47](#)

Left: The LT 150 liveried S7 unit No. 21301 calls at High St. Kensington on a Circle Line working, March 1st. [Chris Morrison](#)

Main: A Bakerloo line service for Queens Park is seen arriving into Marylebone station on March 1st. [Richard Hargreaves](#)







Above: District line 'D' stock No. 7070 heads underground at Earls Court on March 15th. [Brian Battersby](#)

Left: On March 1st, 'C' stock No. 5596 arrives into West Brompton with a service to Edgware Road. [Richard Hargreaves](#)

Main: Piccadilly line '1973' stock No. 184 arrives into Acton on March 15th with a service to Cockfosters. [Brian Battersby](#)





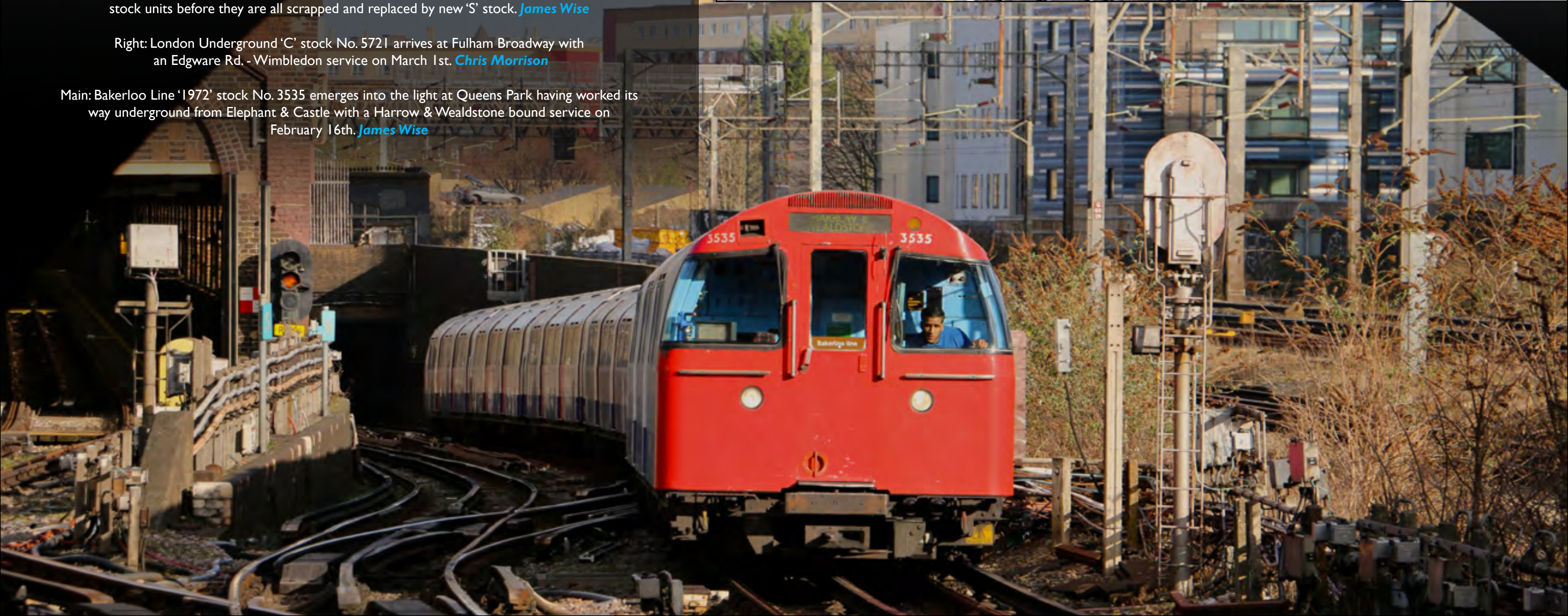


Above: 'C' stock unit No. 5594 arrives at Paddington working a District Line service to Wimbledon on February 19th. The Edgware Road to Wimbledon service is the last remaining service operated by the 'C' stock units before they are all scrapped and replaced by new 'S' stock. [James Wise](#)



Right: London Underground 'C' stock No. 5721 arrives at Fulham Broadway with an Edgware Rd. - Wimbledon service on March 1st. [Chris Morrison](#)

Main: Bakerloo Line '1972' stock No. 3535 emerges into the light at Queens Park having worked its way underground from Elephant & Castle with a Harrow & Wealdstone bound service on February 16th. [James Wise](#)





# Manchester Metrolink

Since the closure of the Metrolink stop, much of the scaffold covering the former single platform adjacent to the main concourse of the station has been removed, in preparation for work to begin on installing the new curved glass roof and new mezzanine floor seen on the official plans and artists impressions for the rebuilt station. Despite the closure of the stop, services have to continue, albeit in a much reduced state. Services from Bury - Altrincham remain in operation as normal, as do Rochdale - East Didsbury services, however Bury - Ashton services have been suspended, and Eccles - Piccadilly services extended to Ashton to compensate. A shuttle service from Bury - Abraham Moss is in operation to bolster services on the Bury section, and services from Cornbrook - Mediacity UK, Eccles services via Mediacity UK and Altrincham - Piccadilly still run as normal.

To create the space to build/rebuild the Metrolink, Victoria stop has been closed temporarily, and the southbound line has been taken out of use. Therefore, utilising crossovers on both Victoria approach and Balloon Street, Metrolink operates a single line section through Victoria, with trams from Rochdale/Bury utilising "wrong line running" passing under Cheetham Hill Road overbridge, through Victoria station and halfway up Balloon Street. As the arrangement is not designed to be permanent, no additional electronic signals have been installed on this new single line section, instead Metrolink have initiated a token block system, with a single token controlling the extent of the section between Shudehill and Cheetham Hill Road.

Left: At the crossover entering into the Victoria section, a small wooden platform has been erected, with drivers being ordered to stop and await further instruction before entering the single line section. Due to the lack of signalling on the street running section, drivers are advised to drive by line of sight from here on in. It's at this point the driver proceeding will receive the token through the offside cab window. [CJ Sutcliffe](#)

Right: On arrival at the wooden halt at Cheetham Hill Road, The previous tram will have given the token back to the signaller at the north end of the section, allowing the next southbound service to pass through the gateway into the section. In this case it was No. 3008 working a Bury - Altrincham service. [CJ Sutcliffe](#)







Above: What was the old route to Oldham Mumps has now been paved, preventing reuse.

[Michael Lynam](#)

Right: Metrolink trams Nos. 3009 and 3052 pass at King Street, Oldham. [Michael Lynam](#)



Main: Trams Nos. 3055 and 3039 climb the new route from Featherstone and head into Oldham town centre. [Michael Lynam](#)

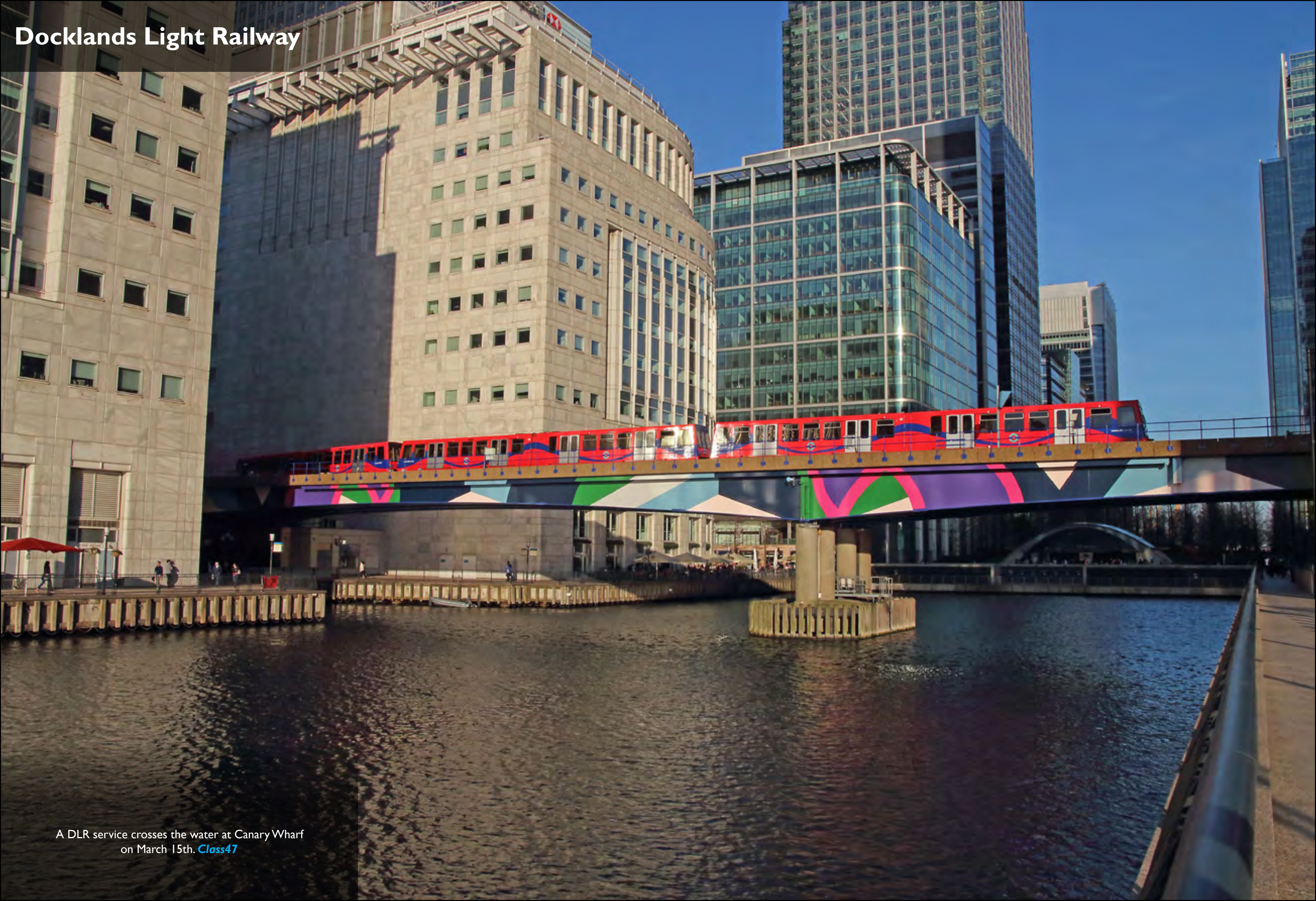




On March 3rd, Metrolink's tram No. 3004 descends  
the ski slope into Rochdale. [Michael Lynam](#)







# Docklands Light Railway

A DLR service crosses the water at Canary Wharf on March 15th. [Class47](#)



DLR No. 84 emerges into the sunlight as it leaves Canary Wharf station on March 15th. [Brian Battersby](#)



## **BY RAIL, SEA and ROAD**

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



Due to the immense amount of interest that the re-patriation of "*Dwight D. Eisenhower*" and "*Dominion of Canada*" generated over the last few months, we have now decided to share all the photos from the work with you all in the form of a photobook.

Being available direct from the publishers, Blurb, this allows people from all over the world to order the book and have it delivered direct to their door in your choice of either softback, hardback (with dust jacket) or hardback (image-wrapped).

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

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





On March 1st, PLEG organised a charter round Barrow Hill featuring Class 03 066, 08 389, 37 275, 26 007 and Industrial shunter No. 01520. *All Photos: Andrew Wilson*





Above: Single Metrocar No. 4005 approaches Bank Foot working train No. 171, carrying out speed testing after depot attention. [Alex Thorkildsen](#)



Right: Equipped with new pantographs for their upcoming mainline registry exam, Battery Locomotives Nos. BL1 (97901) and BL2 (97902) stand in Road 2 of Stoddart Street Sidings top'n'tailing refurbished Metrocar No. 4068, heading to Gosforth Depot after taking a detour here to charge for 45 minutes. [Alex Thorkildsen](#)

Main: Battery Locomotives Nos. BL1 (97901) and BL2 (97902) drag Metrocar No. 4086 past Tynemouth working from Gosforth Depot to Hylton Street Yard on February 25th. [Alex Thorkildsen](#)







Above: Due to the Metrocar Three-Quarter life refurbishment programme, there are only two green Metrocars left that have not been refurbished by Wabtec. Metrocar No. 4051 stands at Bank Foot with Metrocar No. 4064 working train No. 107. Metrocar No. 4051 is also one of the last two Metrocars to have the old triangular Metro logo on the doors, with Metrocar No. 4016 being the only other train with this design. [Alex Thorkildsen](#)

Right: Metrocars Nos. 4026 and 4003 depart University under a rainbow working train No. 103. The roof advertisement for Braathens Airlines is from when the Metrocar was painted in the full advertisement livery back in the 1980s. [Alex Thorkildsen](#)

Main: Metrocars Nos. 4067 and 4048 power up the hill towards Callerton Parkway in the last of the day's sun, working train No. 105 on March 24th. [Alex Thorkildsen](#)

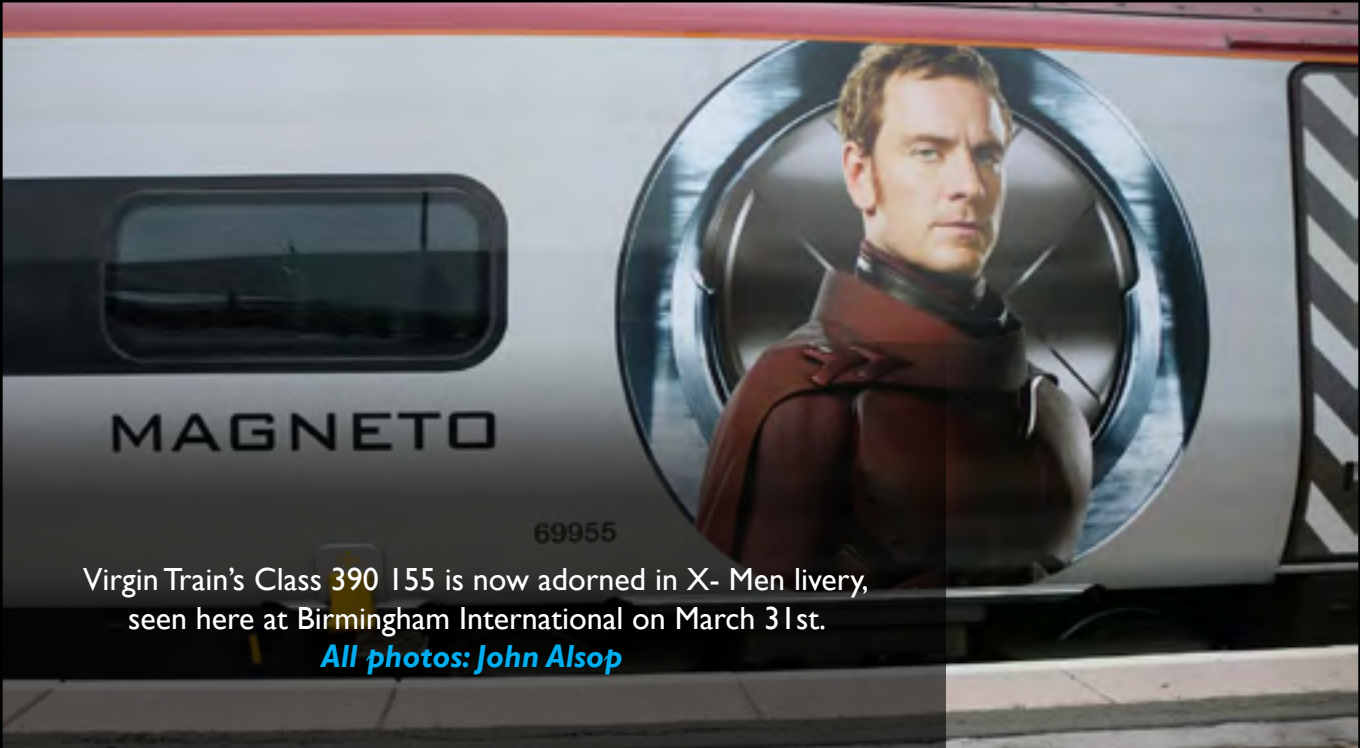




Virgin Trains : X-Men Pendo'



X-MEN  
*Days Of Future Past*



Virgin Train's Class 390 155 is now adorned in X- Men livery, seen here at Birmingham International on March 31st.  
*All photos: John Alsop*





# Fares Advice with RailUK

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

## Ticket validity

Q:I have an any route permitted Season Ticket from Doncaster to London. I travel down to London from Donny and come back via Sheffield. So far so good. Occasionally I stay over near Meadowhall and take the Northern Train from Meadowhall to Donny and then down to London. Most of the guards accept my ticket no problem, but there is one individual who insists I must pay from Meadowhall to Doncaster. Who is right, after all I am travelling on the same line, just breaking the journey?

A: You are very much right! Do the words "any intermediate station" appear on the back of your ticket? If so, next time you can try referring him to that, otherwise refer him to the National Rail Conditions of Carriage.

You are allowed to make unlimited intermediate journeys e.g. Meadowhall - Doncaster, on your Season ticket.

I would not over-complicate things, keep to the basic facts: Meadowhall - Doncaster is on a permitted route, from the origin to destination stated on your ticket. You may therefore make any number of such journeys as you hold a Season ticket.

## GroupSave changes?

Q:According to the London Midland website GroupSave is due to change in some way from 18 May 2014. Any idea what this entails?

A: Discount level changes from GroupSave 3 saving a third and GroupSave 4 saving 50%, to a one third saving for all GroupSave discounted tickets as well as the introduction of a discount for a group of 5 travelling together.

I wonder if that going to be spun as a positive thing?! Currently, say for a fare of £30, with five passengers you can get 4 GPS-4 tickets at £15 each, plus one full price, giving a total cost of 4 \* £15 + £30 = £90.

If all five passengers are going to only have a third off, then the new cost will be 5 \* £20 = £100. Not a positive development at all!

Four passengers travelling together would currently pay £60; with the new arrangement they will pay 4 \* £20 = £80.

So five passengers travelling together will pay 11% more than currently, and four passengers travelling together will pay 33% more!

On the one hand, it's always seemed strange in theory that 4 passengers should pay the same as 3 passengers, and if this change enables GroupSave to be rolled out more widely (e.g. on Virgin) I would be in favour. On the other hand, if nothing changes to GroupSave except the price, it will of course be a detrimental change. I reserve judgement.

## XC stop split tickets? Advice please..

Q:Work colleague was travelling from Exeter to Birmingham for work on Monday and I told her to split her ticket at Bristol to save. She bought a combination of advance tickets but on the SAME train (just different seats).

When she got on the train, the XC guard said "They've stopped you doing that, you'll have to get off and get the one behind". He was quite blunt about this and bordering on rude with this. Is this real or have they imposed some kind of minimum connections for split tickets? In the end she got off and paid some kind of penalty fare on the one behind (not sure what as don't have details).

I just need to give advice as she is going to complain and just wondered about the split ticketing.

A: It's nonsense. Complain to XC, and if they try and say it is true (I've heard some horror stories about incorrect information being provided to train crew by XC, so nothing would surprise me) escalate it.

As much as XC don't like split tickets because they think they are being deprived of revenue that is rightfully theirs, it is their own fault for being greedy and charging too much for the through tickets. And there is nothing they can do without significant changes to the NCoC.

If your colleague wants to avoid such hassles in the future, the best thing to do would be to just show one Advance ticket at a time.

## Ticket Advice for All

Advice on rail ticketing is available on railforums.co.uk in the 'Fares, Tickets & Routeing' section.

We believe this to be the best source of UK rail fares advice available anywhere, as we have a team of people who are familiar with the complex rail fares system who can help you. Never pay over the odds again, and ask us if you need help! see you there.



Class 57 306 heads through Acton Bridge on March 8th with a rake of car transporters. [Brian Battersby](#)

## GB Railfreight runs first test train on Ipswich Chord

On March 24th, GB Railfreight tested the first freight train on the Ipswich Chord. The project that will join the Great Eastern Mainline to the East Suffolk Line.

The chord forms an important part of Network Rail's strategic freight network, a programme of investment to improve freight capacity across Britain's railways. The total cost of the chord was £59m and the project was co-financed by the European Union Trans European Transport Network (TEN-T).

It will allow operators to directly access the Midlands from the Port of Felixstowe without having to go via London, and eliminates the need to change direction at Ipswich goods yard.

This brings significant benefit to the freight industry as capacity is freed up on the network, journey times are reduced and longer trains can be run. As a result, it will support the growth of the Port of Felixstowe.

John Smith, Managing Director of GB Railfreight, said: "GB Railfreight welcomes the opening of the Ipswich Chord and is proud to have run the first freight test train. We thank the Government for investing in the Chord as it represents an important development for the rail freight industry, and allows us to assist the Government in its drive to take lorries off of our road network.

"Being the first company to test trains on the line is testament to our support for the project and reflects our intentions to work with the Government to promote other ambitious developments across the freight network in order to support the growth of rail freight."







In the Esk Valley, LNER B1 Nos. 61264 and 62005 pass through Nunthorpe en route to Whitby on March 22nd. [John Alsop](#)

# 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.

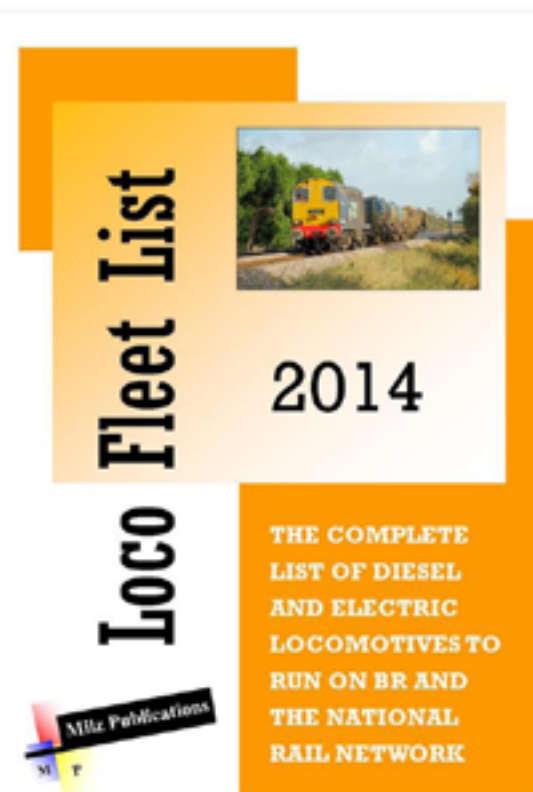
This information has been put together to give an easy reference to the numbering and official naming of each locomotive and includes all withdrawn, preserved and currently operating locos in TOPS classification order.

## 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](http://www.milzpublications.co.uk) Email: [lee@milzpublications.co.uk](mailto:lee@milzpublications.co.uk)



## Millions to benefit from massive multi-billion pound railway investment programme

Millions of people across the country are set to benefit from an ambitious five-year £38bn spending and investment programme – part of the biggest sustained investment programme ever – that will transform today's railway giving passengers more trains, more seats, reduced congestion and bigger, better stations.

The five-year plan will see the busiest parts of Britain's rail network targeted making a very real difference to millions of people's lives and providing a significant boost to the economy.

Transport Secretary Patrick McLoughlin said: "A key part of this government's long term economic plan is investing in world class infrastructure. That is why we are putting record amounts of government funding into our railways over the next five years. That investment will generate growth, create jobs and boost business while delivering faster journeys, greater comfort and better punctuality for passengers across the UK."

Mark Carne, chief executive of Network Rail, said: "Millions of passengers and freight users will benefit enormously from the plans we set out today to wisely spend and invest £38bn in transforming some of the busiest parts of our railway network."

"Dawlish has shown us at our best when we work in a planned, disciplined and innovative way. Our aim is to emulate that approach and embed it in our organisation so that we are continuously improving the service for our customers."

Today, more than 1.5bn passenger journeys are made by rail each year and by 2019 the railway will be carrying more people than at any time in its history. The rail industry's five-year plan will:

- Provide capacity for 170,000 extra seats for commuters at peak time
- Shorten journeys and provide for hundreds more daily services between the cities of the north (Northern Hub)
- Electrify more than 850 miles of railway and see whole new fleets of electric trains
- Transform hundreds of stations around the country including London Bridge, Manchester Victoria, Birmingham New Street and Glasgow Queen Street

Improving passenger, public and workforce safety will also feature prominently throughout control period 5 (2014-19) with plans to close a further 500 level crossings on top of the almost 800 closed since 2010, reducing risk by a further 25%.

Mr Carne commented: "Passenger, public and workforce safety will be at the core of our plans. Good safety performance and good train and business performance go hand-in-hand and in both, we must strive for, and deliver, continuous improvement day by day."

As well as the big projects, the day-to-day task of delivering a safe and reliable railway will be even more important and tough to deliver as more services and more improvement work becomes ever more challenging to balance. Investment in this area includes:

- Renewing over 7,000km of track – enough to reach from London to Mumbai
- 75 football pitches worth of station platforms replaced (300,000m<sup>2</sup>)
- Improving train punctuality to 92.5% across the country - the best performing in Europe
- Cutting the cost of running the British railway network by 20% making it one of the most efficient in Europe
- Investing in new technology and equipment that will deliver step-changes in productivity and efficiency

Mr Carne concluded: "Britain's railways are a vital part of our national infrastructure. They connect homes and workplaces, businesses with markets, they create jobs, stimulate trade and support the growth of a balanced economy."

"We are good at delivering projects both great and small and at providing a safe and reliable railway but want to do even more for the people that rely on our railway network. This investment responds to the growth and demands being placed upon us by delivering bigger, better stations, more trains and seats, reopened railway lines and fewer level crossings. We all want an improving, safer, successful and better value railway for everyone, and that is what we will do."





At the Midland Railway Centre, visiting LMS Class 2 2-6-0 No. 46521 from the Great Central is seen ready to depart Swanwick Jct. with a service to Butterley. [John Alsop](#)

## Seamless integration of HS2 will transform Britain's railway, says Network Rail

Network Rail has welcomed the report of the HS2 deliverability review as a clear statement of the benefits an integrated approach could deliver for passengers, freight users and local communities.

Paul Plummer, Network Rail group strategy director, said: "HS2 will sit at the heart of Britain's transport network, allowing us to reshape the railway in a way that incremental improvements simply cannot. That's why we welcome the report's recommendations and its call for an integrated approach to planning and operating the railway.

"We can deliver the biggest benefit for passengers, communities and freight if we plan for the high speed and existing lines to operate seamlessly together. This will also ensure we build upon investments we are making today, such as the Northern Hub, to improve connectivity between major towns and cities.

"The step-change in capacity that HS2 enables across the network as a whole will transform the service on existing lines, creating the space we need to meet growing demand and deliver new and better connections.

"The timetables that might operate are by no means fixed and we will soon announce a programme of engagement with passengers and stakeholders, both inside and outside the industry, to seek their views on what should be prioritised as we start to plan future services."

## Yorkshire set to benefit from five-year rail investment programme

Yorkshire's rail passengers can look forward to more trains, more seats, reduced congestion and bigger, better stations as Network Rail embarks on its next five year investment programme.

The ambitious plan will see the busiest parts of the rail network in Yorkshire and connecting routes transformed by investment that will make a tangible improvement to people's lives and significantly boost the economy.

By 2019 20% more passengers are expected to be travelling into Leeds each weekday morning and 14% more into the other major towns and cities in the region. Overall demand for rail freight is also predicted to increase by 23%. To meet that demand, Network Rail and its industry partners will deliver a programme of investment worth £4.2 billion in the East Coast and East Midlands.

Phil Verster, Route Managing Director for Network Rail, said: "Our railway is a vital part of our national infrastructure. Rail services connect homes and workplaces, businesses and markets; they create jobs, stimulate trade and support the growth of a balanced economy.

"Passenger numbers into Leeds during the morning peak are expected to increase by 20% by 2019 and we are predicting similar growth across Yorkshire. Our investment plans are crucial to making sure we can meet that demand whilst maintaining a safe and reliable service and making the improvements in performance passengers rightly expect."

Investments in Yorkshire include:

- Electrification of the North TransPennine and Midland Main Line routes, reducing the cost of running the railway and reducing carbon emissions

- "Northern Hub" elements, including a new line at Dore. This programme will allow up to 700 more trains to run each day across the North of England, providing the space for up to 44 million more passengers a year

- Investment worth £247million to unlock bottlenecks and improve performance on the East Coast Main Line

- Proposals for new stations at Low Moor, Kirkstall Forge, Apperley Bridge and Elland to give more passengers easy access to rail services

- Platform extensions in West and South Yorkshire to allow longer trains to run and more passengers to travel on every service

- Improvements at Leeds and Huddersfield to allow more and longer services to run

Key elements of the infrastructure (track, signals bridges etc.) will also be replaced and renewed. The plans include extensive investment in earthworks and drainage to make the route more resilient in times of extreme weather.

Mr Verster said: "Extreme weather is an increasingly frequent threat to our network, as we have seen with St Jude's storm last year and the heavy rain and flooding of 2012. We have robust plans to target the most vulnerable parts of our route to improve resilience and make sure we are doing everything possible to keep services running whatever the weather."

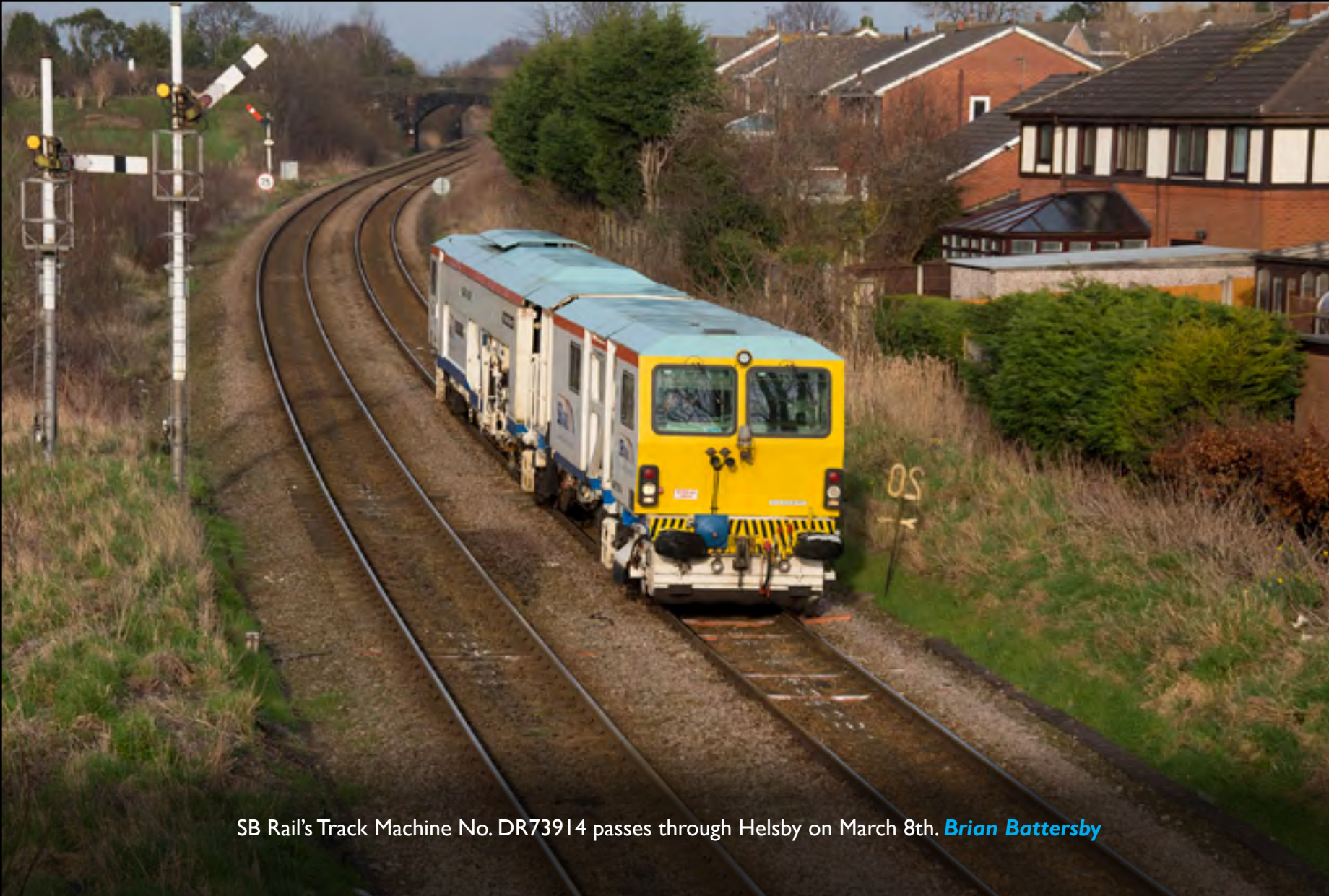
Finally, speaking about the fundamentally important areas of safety and train performance,

Mr Verster added: "The safety of everyone who comes into contact with the railway, whether as a passenger, worker or user of a level crossing remains of the utmost importance. We will continue to close level crossings where possible and make improvements when closure is not an option.

"At the same time, along with our colleagues in the train operators, we are committed to make significant improvements in the number of trains which run on time. We are running more trains than ever before and performance remains a tough challenge.

Our investment programme over the next five years will help to address the issues of congestion and ageing infrastructure to help drive up train performance."





SB Rail's Track Machine No. DR73914 passes through Helsby on March 8th. [Brian Battersby](#)

## Vital rail tunnel reopens after feat of engineering delivers improvements

Repairs which saw more than 3,000 tonnes of concrete used to strengthen a vital rail tunnel in the north west of England have been completed. Holme Tunnel, on the line between Burnley and Hebden Bridge, reopened to passenger services on March 24th after a 20 week closure to carry out essential improvement work.

The 250m tunnel had become increasingly misaligned over time because of local ground movement which had distorted the tunnel walls. Network Rail realigned and strengthened large sections of the tunnel's walls and re-laid more than two kilometres of track within and on the approach to the tunnel.

Ian Joslin, area director for Network Rail, said: "It was a significant engineering challenge to repair and strengthen Holme Tunnel, which although safe for trains to use before the closure, had been significantly damaged over the years because of ground movement.

"On average more than 40 tonnes of new materials were used for every metre of reconstruction within the tunnel, a measure of the scale of the challenge and work undertaken.

"The upgrade and new track will help to provide a more reliable railway and provide passengers with a quieter and smoother journey. The investment is part of Network Rail's commitment to provide a safer and more efficient railway and I'd like to thank passengers for their understanding while this essential work was carried out."

Alex Hynes, managing director for Northern Rail, added: "The reopening of Holme Tunnel and the resumption of train services between Burnley and Hebden Bridge is cause for celebration among our customers. Not only will it reconnect the north west of our network with Yorkshire, but it also a fantastic engineering achievement for our colleagues at Network Rail. The improvements help us deliver a better, more reliable service, reinforcing our commitment to Northern being an on-time railway."

## Survey results give Forth Bridge Experience a lift

Network Rail has released early analysis of a detailed market research study undertaken to support the development of a visitor's experience at the Forth Bridge. With almost 2,400 online questionnaires completed in just ten days, the study is the most in depth consumer research carried out into a potential visitor attraction at the Forth Bridge.

The results are seen as extremely encouraging for the team developing the proposals, with 94% of respondents declaring that they were interested in an attraction at the Forth Bridge which would allow them to visit the top of the structure. Although 68% of respondents were based in Scotland, there was a strong interest from other parts of Britain and Ireland, who accounted for almost a quarter of people taking time to complete the survey.

Almost 200 respondents were from overseas, with 38 countries represented in the results. In addition to visiting the top of the bridge, 95% of respondents were enthusiastic about visitor centre proposals in North Queensferry.

David Dickson, Route Managing Director (Acting) for Network Rail Scotland said: "The survey results will be used to further inform the study group which has been established to take forward proposals at the Forth Bridge. While these results are further affirmation that there is public interest in these proposals, there is still a lot of work to do before we can confirm our preferred option. "We know that traffic, travel and parking are the biggest potential issues for us to manage and we're currently undertaking further research to establish the best possible solution for this particular challenge.

"We are also continuing to work with our partners at the Forth Bridge Forum to ensure that these plans fit with broader aspirations for the three bridges area."







Ruston and Sentinel shunters are seen in the Crossley Evans scrap yard, Bradford. [Simon Sugden](#)

# Contract awarded for design and build of new route between London and Oxford

An £87m contract to deliver the design and construction of the new Chiltern Railways route between London Marylebone and Oxford and the western section of the East West Rail scheme to Bedford and Milton Keynes has been awarded by Network Rail. A joint venture between Carillion and Buckingham Group Contracting will design and build the new section of line which will provide a new and alternative link between Oxford and London. The Oxford to London line and East West Rail will deliver significant economic, social and environmental benefits to the wider Bedfordshire, Buckinghamshire and Oxfordshire region.

Dyan Crowther, route managing director for Network Rail, said: “The new Oxford to London line and wider East West Rail scheme will deliver significant economic, social and environmental benefits to Oxfordshire, Buckinghamshire, Bedfordshire and beyond.” “Thanks to the hard work of Carillion and Buckingham Group Contracting, we have been able to employ a regional business to help deliver the scheme, further boosting the local economy and providing jobs to local people.” Mark Davies, managing director of Carillion Infrastructure, said: “We are delighted to have been selected to deliver this important contract that in itself facilitates two strategically important rail links, one between Oxford and London and another as the first phase of the East West Rail Scheme. The Carillion Buckingham Joint Venture brings a wealth of experience and skills which are required to safely deliver this demanding project, embracing the highest standards of sustainability.” Mike Kempley, managing director of Buckingham Group Contracting, said: “Over the lifetime of the project we will create new jobs and once complete the project will deliver major improvements to the transport infrastructure across a wide area and deliver significant socio-economic benefits for Oxfordshire and Buckinghamshire.”

The project is overseen by the Bicester to Oxford Collaboration and includes building a new one kilometre section of railway to connect the Bicester Town to Oxford line to the Chiltern main line. It will also involve widening the existing track bed; doubling over 18km of track; increasing line speed to 100mph; constructing new overbridges, underbridges and footbridges; closing 37 level crossings; building a new station at Oxford Parkway; upgrading Bicester Town and Islip stations; and installing a new signalling system. Once the Oxford to London line and the western phase of the East West Rail scheme is delivered, a further phase will reconstruct and double disused track between Claydon junction and Bletchley; upgrade and double track between Bicester and Claydon junction, and Aylesbury and Claydon junction; and build a new station at Winslow.

# Rail services between Barmouth to Harlech to be restored ahead of schedule

Trains are set to run again between Barmouth and Harlech on 1 May as Network Rail completes the massive £10m programme of storm repairs two weeks ahead of schedule.

Lynne Milligan, Customer Services Director at Arriva Trains Wales adds “We welcome this good news and we would like to thank our customers for their patience and understanding over the last few months.



Dozens of engineers have been working round the clock, seven days a week, to repair the sea defences and rebuild the railway line. One of the worst affected sites was at Llanaber, north of Barmouth, where the winter storms and tidal surges had severely damaged the infrastructure.

As part of the massive repair, 40 tonnes of debris have been removed and 6,000 pieces of ‘rock armour’ that form the sea protection have been replaced or repaired. In order to re-open the line, the team has also been replacing more than 1,000 sleepers, 2500 tonnes of ballast and 1400 metres of track.

Mark Langman, route managing director for Wales said: “I’m fully aware of the importance of the line to the local economy. We know it’s an important route for tourists and I’m determined that the work will be completed as soon as is possible. I’d also like to thank to local communities along the line for their patience whilst the work has been carried out”.

We will continue to run a regular rail replacement bus service between Harlech and Pwllleli and look forward to the rest of the line reopening in the very near future.

Beyond the repair work, a long-term strategy - the Coastal Asset Management Plan - is currently being developed to safeguard the 34 miles of Wales railway sea defences against the impact of extreme weather and changing climate.

The long-term strategy builds on the existing annual £1.2m programme to maintain and renew the railway sea defences in Wales. It is also aimed at boosting resilience of the railway, using data based on increased frequency of severe weather and rising sea level predictions to inform the maintenance and renewal strategy for coastal routes





Class 33 103 and 09 018 shunt at Sheffield Park, Bluebell Railway on March 13th. [Paul Fuller](#)

## All Aboard the Severn Riviera Express

A Shropshire and Mid Wales charity is aiming to start a new venture that will not only help raise vital funds but will also act as a new railtour operator for Shropshire, Mid Wales and North West Midlands. Severn Hospice provides specialist end of life care and symptom control for people living with progressive and terminal illnesses at its sites in Shrewsbury, Telford and Newtown as well as out in the community. As an independent charity it has to raise over two thirds of its running costs through kind donations, legacies, hospice lottery, hospice shops and fund-raising events. The charity, which celebrates its silver anniversary this year, was looking at ways to diversify fund-raising efforts and came up with the idea of organising two unique train trips which could become a new and exciting income stream.

The inaugural journey aboard the Severn Riviera Express is set to take place on June 14. The specially chartered train will depart from Whitchurch around 6am picking up in Wem, Shrewsbury, Wellington, Telford Central, Shifnal, Albrighton and Wolverhampton before heading to Exeter, Torquay and Paignton. The outward journey for the train will be via Bescot, Ashton, Coventry, Leamington Spa, Banbury, Foxhall junction, Swindon, Melksham and Castle Cary. The return route is the traditional main-line via Taunton, Bristol, Cheltenham, the Lickey incline and Birmingham New Street. Rob Wilde, associate director at Severn Hospice worked in the rail industry for eight years before moving over to the charity sector. He has previously helped to set up a charity partnership with operator Retro Railtours. He said: "We are thrilled to announce the launch of the first of our special trips aboard the Severn Riviera Express. "This will be the first time we have organised anything like this and we hope it will appeal to everybody. Whether you want to treat yourself to a luxury day out, are a rail enthusiast relishing the thought of a ride on some unusual railway lines or just looking to enjoy a day by the seaside. "We will be using a set of air-conditioned carriages from Riviera Trains which will be hauled by two class 37 locomotives from Direct Rail Services. It is also great to be working with Compass Tours by Rail who are helping us with promotion and ticket handling.

"There are a number of ticket options available. For those wanting a bit of luxury we have premier dining priced £169 per person or first class priced £124 per person. We can offer guaranteed tables for two in premier dining and first class for a small supplement. For those who just want to enjoy a day out we also have standard tickets priced £74 per person for adults and £64 for children aged between five and 15. "Every penny of profit we make from the train trips will help support our vital services across Shropshire and Mid Wales." For more information about the train trips please visit [www.severnospice.org.uk](http://www.severnospice.org.uk). Alternatively please call the Severn Hospice Retail team on 01743 272 082.

## More trains and more seats as Network Rail / South West Trains Alliance kicks off five-year £1.2bn programme in South West

Passengers in Hampshire, Surrey, Berkshire and south west London can look forward to more trains, more seats and improved stations as five years of massive investment in the rail network connecting London Waterloo and the South West begins.

Driven by a huge growth in demand, which has seen a 50 per cent increase in passengers over the past 10 years, the Network Rail/South West Trains Alliance is investing more than £1.2bn in the rail network connecting Waterloo to Surrey, Hampshire, Berkshire and beyond between now and 2019. This will form part of a wider programme to deliver an extra 115,000 seats a day into the capital by 2019 – an increase of 20 per cent.

"Improving Waterloo is a key part of our strategic plan and it will benefit passengers across our network, not just in London. In the next five years we are delivering longer trains between Reading, Ascot and Waterloo, 10-car trains throughout our suburban network. To do this, we need to upgrade the power supply and extend a number of platforms to cope with the extra demand. We also will run additional capacity on some of our main line routes.

"We are also working on plans to improve the resilience of the railway to extreme weather and renewing our focus on safety. While we are the safest railway of our size in Europe, we are not complacent – particularly when it comes to level crossings and the safety of our workforce.



Increasing capacity into Waterloo station is the Alliance's focus over the next five years, creating space for more trains, and more room for passengers travelling to and from Britain's busiest station. This work will include lengthening the remaining eight-car platforms at the terminus and bringing the former international terminal back into use.

Managing director of the Alliance, Tim Shoveller, said: "The growth we are managing now is phenomenal - more than 95m passengers at Waterloo with us every year –there is a clear need to improve the railway in the area.

"The next five years will make a huge difference to everyone who travels by train and we are committed to delivering a better, safer, more reliable railway for them."

Along with longer trains and platforms, the Network Rail/ South West Trains Alliance will begin the process of bringing control of the network into a new £50m purpose-built route operating centre in Basingstoke, replacing old signalling systems and offering a more reliable railway with better real-time information for passengers. In addition, a comprehensive renewals programme will continue to upgrade and improve the infrastructure of the railway.



# First new platforms to open at London Bridge as Thameslink programme gathers pace

The first phase of the dramatic rebuild of London Bridge railway station finished on schedule on March 31st when the first two new platforms were brought into use and the next two were closed for redevelopment.

London Bridge is one of Britain's busiest stations, serving 54m passengers a year, and is getting busier. The current layout of the station and the tracks surrounding it mean that currently no more trains can run during the morning or evening peak periods.

The station is being redeveloped as part of the government-sponsored £6.5bn Thameslink Programme, which will transform north-south travel through London. The investment will remove bottlenecks to enable new, more spacious trains to run with Tube-like frequency every 2-3 minutes at peak times through central London by 2018, reducing pressure on the Underground. Better connections will offer passengers more travel options to new destinations while new track and modern trains will make journeys more reliable.

The overhaul of London Bridge - Britain's biggest ever station redevelopment - will result in a bigger, brighter, station that is unrecognizable from today. When complete the station will be longer than the Shard is tall, with a new single concourse larger than the pitch at Wembley at street level to provide more space and easier connections to other rail services and the Underground. Improved links will join the two communities to the north and south of the station and help boost economic regeneration in the area.

The entire length of the new, longer platforms at London Bridge will be covered by strikingly-designed undulating canopies of steel and aluminium, allowing passengers to make full use of them during all weather conditions, making boarding trains more efficient. Stunning 'eyebrow' arches over north-facing glass will let light flood the platform and the new concourse being built directly below.

Dave Ward, Network Rail route managing director, said: "This huge investment in rebuilding London Bridge station will transform rail travel in London for millions of people across London and the south east. By 2018, London Bridge will be the most modern station in Britain with more space, better connections and great facilities.

"Keeping London Bridge open for passengers while we rebuild it is a critical and challenging part of the Thameslink Programme. Construction goes on as much as possible behind the scenes without impacting passengers but there will be times each year between now and 2018 where services into the station will need to change.

"Wherever possible, we will schedule work that requires changes to train services at quieter times, such as summer holidays and Christmas, to minimise disruption as much as possible."

Chris Burchell, Southern's managing director said: "The opening of the first two new platforms at London Bridge demonstrates real progress in the huge transformation programme for the station. They also offer passengers, who have been living with the reduced capacity at the station for some months now, an initial glimpse of the future benefits when the wider programme is complete. There is much more work still to do affecting Southern passengers at London Bridge in 2014 for which detailed information on travel options are being provided – particularly for the partial closure on 28 March as well as the longer closures between 23 and 31 August and 20 December and 4 January 2015. We are grateful to passengers for their support and patience over this period."

David Statham, First Capital Connect managing director, said: "The Thameslink Programme and Network Rail's rebuilding of London Bridge is going to give the Thameslink route its own dedicated platforms and a fabulous high frequency service.

"Inevitably this means service changes, with diversions for Thameslink trains around London Bridge in August and for a further three years from December. So we urge people to log on to ThameslinkProgramme.co.uk to find out what's happening and to plan ahead."

Rail Minister Stephen Hammond said: "Thameslink is vital if we are to deliver a transport network fit for the 21st century, providing more seats across the morning peak and better connections across the south east. The London Bridge redevelopment is at the heart of this project and I am pleased to see progress is being made with the opening of these two new platforms. Whilst there will be disruption, the benefits to passengers in the long term will be tremendous."



Shunter No. 13236 and a Class 101 Met-Cam DMU are seen at Sheffield Park, Bluebell Railway. [Paul Fuller](#)

## Rail group to map out resilience strategy for Devon and Cornwall

A rail taskforce pulling together a dozen national and regional organisations has been established, marking the launch of a high-level study that aims to protect a key rail link between Devon and Cornwall against extreme weather.

Led by Network Rail, the study management group also combines expertise from the Department for Transport, the Environment Agency, train operating companies and local authorities. The group will steer the strategic review on the viability of three long-term options – retaining the coastal route; building a second line and re-routing the main line.

Paul Harwood, strategy and planning director for Network Rail, said: "The railway in the south west has been helping move people and products for more than 175 years. We are taking action today to safeguard the railway for the next 175 years and beyond.

"The catastrophic destruction of the Dawlish sea wall by the storm in February has made clear the need to re-think the long-term strategy around changing climate and extreme weather. A robust railway is integral to national resilience and we are committed to keep passengers moving, every day and in every situation. We need to review what viable alternatives exist – otherwise there will be severe implications for local and national economies, mobility and connectivity across the region and the wider UK."

Forecast sea level rises, passenger demand, the impact on communities and environmental, social and economic factors will be considered as part of the process, as well as examining engineering options to strengthen the sea wall. The group will also be informed by findings from a study which will examine five potential alternative routes outside the coastal route.

The study is due to be completed by early summer and it will serve to inform the Department for Transport on the options for a long-term transport strategy for the south west.



# A better railway in the north west as Network Rail kicks off five-year investment programme

Rail passengers in the north west of England can expect more trains, more seats, reduced congestion and improved stations as Network Rail embarks on the largest national railway spending programme since Victorian times.

The ambitious five-year plan will see £38bn of investment being made across the network. On the London North Western route, which includes the north west region, over £5.5bn of maintenance and investment will be carried out to make a tangible improvement to people’s lives and provide a significant boost to the economy.

More than 1.5bn passenger journeys are made by rail each year, with around 146m taking place in the north west, a figure predicted to continue to grow year-on-year. As part of the improvements, and to help meet the increasing number of passengers, more than 25,000 extra seats into Manchester, and nearly 7,000 extra seats into Liverpool, could be provided during the morning peak by 2019. Rail Minister Stephen Hammond MP said: “I know the importance of the railways to the north west and am determined that passengers and businesses get the services they deserve. That is why we are putting record amounts of government funding into our railways over the next five years. Improved stations, massive electrification and better infrastructure through projects like the £600m Northern Hub and £400m North West Electrification Programme will deliver quicker, cleaner and more reliable journeys for passengers and drive forward our long-term economic plans. In addition, I will continue to push the industry to make sure they are delivering the electric trains that will make this transformation complete.”

Dyan Crowther, Network Rail’s route managing director, said: “It’s an important and exciting time for the railway, with significant levels of investment being made to meet the increasing demand of an ever-rising number of passengers. “The railway is a vital part of the national infrastructure. It connects homes and workplaces, businesses with markets, creates jobs, stimulates trade and supports the growth of a balanced economy.

“Passenger numbers in recent years have grown far beyond predictions, so it’s vital that this investment over the next five years helps meet the increasing demand across the north west of England.

“Improved stations, more tracks and longer platforms, electric trains, reopened railway lines and fewer level crossings – all will help deliver more frequent, more comfortable, more reliable journeys and a safer railway for everyone.”

Across the London North Western route, around £2bn will be invested by Network Rail to provide improvements to tackle congestion, provide additional capacity for passengers and improve facilities at stations.

In the north west, between 2014 and 2019, work which will be completed includes:

- The £600m Northern Hub project which will upgrade stations and the infrastructure to provide better connectivity and faster journey times, particularly between Manchester, Liverpool and Leeds, contributing to an improved economy across the north of England.
- A £20m platform upgrade at Manchester Airport station will help to accommodate the increased capacity at the station provided by new direct rail services to the airport
- The £400m North West Electrification Programme will electrify more than 350km of railway to provide better services across the north west to Yorkshire and the north east of England
- The £44m redevelopment of Manchester Victoria station will transform it into a 21st century gateway to the city
- A new Rail Operating Centre (ROC) in Manchester will come into operation later this year, one of 12 centres which will eventually operate the entire rail network across Britain. The signalling functions will be phased into the ROC throughout CP5
- The West Coast main line power supply upgrade will help to provide a more reliable service along the route between London and Glasgow, via Birmingham, Coventry, Wolverhampton and Manchester.



Eurostar Class 373 005 (3005) briefly surfaces at Stratford International working the 12:52 Brussels to London service on March 13th. [James Wise](#)

•The £250m Stafford Area Improvements Programme will deliver capacity and line speed improvements on the West Coast main line between Stafford and Crewe, the last upgrade before the WCML reaches full capacity

•The £81m Watford Area Renewals Programme will see nine miles of track relayed and a complete replacement of signalling between Kings Langley and Bushey to help boost reliability and improve performance on the WCML

Phil Whittingham, lead executive Virgin Trains, said: “Today’s announcement signals a massive investment in the railways over the next five years. This will benefit our passengers, as well as other users of the West Coast main line. We look forward to working with our Network Rail partners as they undertake the significant works necessary to deliver a bigger and more reliable railway in which we can all be proud.”

Nick Donovan, FTPE managing director, said: “The future of rail travel in the north of England really is an exciting one. There are huge levels of investment ongoing that will modernise and improve the railway for the benefit of customers. “The Northern Hub and extensive electrification projects will mean greater journey choice and opportunity for all. The benefits are starting to be felt right now. FTPE is entering the final stages of delivering a £60m investment in new electric trains that will not only provide much needed additional capacity but will also enable a brand new timetable in May 2014 to deliver better rail services connecting many of the great cities and towns across the north of England and into Scotland. These step change improvements cannot be achieved by one party alone and it is testament to the collaborative working of train operators, infrastructure providers and business and political leaders that rail customers in the north now have a lot of positives to look forward to.”

Alex Hynes, Northern Rail’s managing director, said: “The next five years will see substantial investment in rail in the region. With Northern continuing to operate services in the north for the next 22 months, this announcement is fantastic news for our growing customer numbers.” Network Rail is committed to making even more trains run on time. By 2019 it has agreed to deliver punctuality levels of 92.5% across England, Wales and Scotland while running more trains and carrying more people than ever before. “



## Dawlish railway reopens in time for Easter holidays as Network Rail's 'orange army' wins its war with the elements

The communities and businesses of south and west Devon and Cornwall have been celebrating as their rail link with the rest of the country was restored in time for the Easter holidays, following eight weeks of painstaking repairs to the storm-ravaged railway at Dawlish.

Mark Carne, chief executive, Network Rail, said: "Our army of engineers has done an amazing job of putting back together a railway that was ravaged by the elements. They have overcome every obstacle thrown at them, winning many battles along the way to restore this critical piece of the network, ahead of schedule, and in time for the Easter holidays. "The biggest thanks must be reserved for passengers and local communities and businesses who have been hugely supportive and patient over the past two months as we worked flat-out to rebuild this vital rail link. "Our focus now moves to the medium and long-term looking at what can be done at Dawlish to make the current coastal route more resilient and, by the autumn, understand what the best viable relief route might be."

Network Rail's army of 300-strong engineers, known locally as the 'orange army', has battled for over two months to overcome every obstacle thrown at it by Mother Nature; work that has included:

- Building a temporary sea wall from 18 welded shipping containers to protect homes and engineers as they worked to repair a 100m breach at Riviera Terrace, Dawlish, following storms on 4 and 14 February
- Rebuilt and fortified the breach with more than 6000 tonnes of concrete and 150 tonnes of steel
- Removed 25,000 tonnes of collapsed cliff at Woodlands Avenue, Teignmouth, following a landslip on 4 March, using high pressure water canon, fire hoses, helicopter-borne water bombs, specialist roped access team and 'spider' excavators
- Repaired dozens of other sites along a four mile stretch of coastal railway, clearing hundred of tonnes of debris and repairing over 600m of parapet wall
- Rebuilt half of Dawlish station with a new platform, new canopy and repainting throughout with the finishing touches provided by TV gardener, Toby Buckland, and members of the 'Friends of Dawlish station'
- Installed over 13 miles of new cables, designed and installed a new temporary signalling system and replaced over 700m of track and ballast

David Cameron, Prime Minister, said: "This is a great time for the hard-working people of Dawlish, and for businesses and commuters across the South West whose lives have been turned upside down by the devastating loss of their train line. Back in February when I visited the town to see the damage for myself, I promised to do everything I could to get this vital artery back up and running as quickly as possible. I am delighted to say that promise has now been delivered. A promise which says that the South West is well and truly open for business. "The impact of the extreme weather shows the importance of making our railways strong enough to weather any storm. That is why we announced a £31 million package of improvements and asked Network Rail to examine every option to ensure the resilience of this route, all part of our long-term economic plan to boost business and create more jobs in the region."

Andy Crowley from AMCOrail, one of Network Rail's key contractors, said: "It has been an incredible eight weeks. Everyone has pulled together and come up with so many innovative engineering solutions to solve some of the tremendous obstacles we've had to overcome. No-one will forget the great sense of family and belonging that has been built up over the last two months. The support from both the community and local businesses has been overwhelming."

Mark Hopwood, managing director for First Great Western, said: "The reopening of the railway line is good news for the South West and for our passengers. The railway plays a vital role in the prosperity of the region, and we are grateful to the hard work Network Rail and their teams have put in to get this line up and running as quickly a possible."

"Over the past two months we've put on thousands of extra buses and drafted in volunteers from FirstGroup companies across the UK to keep people moving. Throughout it all, our customers have been extremely patient and I would like to thank them for their support."

Andy Cooper, managing director for CrossCountry, said: "Reopening the railway through Dawlish is a magnificent achievement and we are indebted to the 'orange army' for all they have done. We are also grateful to our customers for their patience and understanding over the last two months while the repair work took place. "All our services will be running as of today and we are already taking bookings for journeys from all over the country to destinations in Devon and Cornwall for Easter and summer and will do all we can to ensure people across the country know the region is again fully open for business."

Class 55 No. D9016 'Gordon Highlander' with the delayed 12:35 Loughborough - Leicester North service. [John Alsop](#)

**SOUTHERN COUNTIES RAILWAY SOCIETY**

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



[www.southerncountiesrailwaysociety.co.uk](http://www.southerncountiesrailwaysociety.co.uk)



# The Nosh Report

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

This month the delights of Halifax have been at my mercy. I was recommended to the following place:

The Brasserie At The Bull  
5 Bull Green  
Halifax  
HX1 5AB



This delightful place is situated in the centre of Halifax and is open from:

Food is served twice daily during weekdays from  
11:45 – 2:30pm and 5:00pm – 9:00pm  
(Mondays Wednesday & Thursdays)

Fridays and Saturdays, we have a full day service from  
11:45am – 9:30pm

We are closed Tuesday & Sunday.

Theis star attraction for me was the fixed price menu, which at just £11.95 for two courses or £13.95 for three courses is in my opinion excellent value. The choice is quite varied and does include some interesting items such as,



For Starters: Chicken Tikka Skewers, Rocket & Chilli Salad, Raita Dip

For Main: Twice Cooked Belly Pork, Olive Oil Mash, Sausage Cassoulet

For Dessert: Sticky Toffee Pudding served with Vanilla Ice Cream

This is not the normal pub grub, as I found out, and certainly isn’t food that can be rushed. The place does tend to fill up quite quickly and if there is a group of you, then you’re probably better off booking. As well as the fixed price menu, there is a wide range of other A La Carte choices. The photo above shows my starter which was a selection of breads, and I can highly recommend it.

The drawbacks to this place is that it can be busy and at times service can be slow, but other than that, it is an excellent venue.

*“Been on several occasions for either bar snack at lunch time, sunday lunch, or evening meal and it is faultless. The food is divine - innovative British menu with a continental twist - fresh good quality ingredients are used - served by professional but friendly staff. Spotlessly clean, modern yet relaxing decor - even the toilets are a marvel. I could not recommend this highly enough.”*

*“I have been here a few times since it has opened, every time the food is very good and the service fantastic. The design of the bar and the restaurant is modern and they both look great. Always a good atmosphere and everyone that works there is very friendly.”*

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

Send your emails to: [nosh.report@railtalkmagazine.co.uk](mailto:nosh.report@railtalkmagazine.co.uk)



A tatty patch painted Class 47 847 is seen stabled at Crewe on March 26th. [Derek Elston](#)

## Virgin Trains services over the May Day Bank holiday weekend

Virgin Trains advises customers to plan their journey ahead during the May Day Bank holiday weekend as route improvement works will be taking place at various locations along the West Coast Main Line.

In particular, the line will be completely closed throughout Saturday 3 May and Sunday 4 May at Watford junction which means that no Virgin Trains services will be able to run further south than Milton Keynes Central on Saturday and Rugby on Sunday. Customers travelling from the West Midlands, the North West and Scotland to London will need to travel by an alternative rail route.

To obtain information on the best alternative route, customers should go to [www.nationalrail.co.uk](http://www.nationalrail.co.uk) and use the journey planner tool, keying in ‘London All stations’. Customers must make sure that they are purchasing the correct ticket for the line of route over which they are travelling.

Improvement work will also be taking place between the following locations: Runcorn to Liverpool Lime Street; Wigan North Western and Warrington Bank Quay; Oxenholme Lake District and Carlisle; Stafford and Crewe; Preston and Lancaster; Lockerbie and Carlisle.

The work at Watford Junction will provide for improved performance at the southern end of the West Coast Main Line, where a particularly intensive service is operated by Virgin Trains and other passenger and freight operators.

Phil Bearpark, Operations and Customer Service Director for Virgin Trains, says: “We are aware that many customers will be affected by the May Day Bank Holiday closure and we have made arrangements with a number of operators to ensure customers can continue to travel to and from London should they need to.”

Dyan Crowther, route managing director for Network Rail commented: “This scheme represents significant investment in the southern end of the West Coast Main Line to improve punctuality and make the railway more reliable. This line has seen tremendous growth in traffic and passengers over the last five years with the section at Watford being one of the most intensively used, high-speed sections of track in the UK. This work is absolutely essential to maintain reliable train services for the thousands of passengers who travel on this route every day.”





# A Different View

On March 15th, Class 66 601 passes through the Hope Valley close to Edale with the West Thurrock to Tunstead cement empties. [Mark Pichowicz](#)





Above: The Great Western Railway crest atop the station entrance from Praed Street Paddington. [Derek Elston](#)

Left: Pictured on March 18th are the former station buildings at Pembroke Dock, which are now used for retail purposes and known appropriately as 'The Station Inn' serving light meals, hot and cold drinks including on the day of the photographer's visit, 4 real-ales. A good use of redundant railway infrastructure. [Stuart Warr](#)



Main: Nexus Rail has ordered a brand new Tamping Machine from Plasser and Theurer in Austria. The new tamper can now work on junctions, curves and plain sections of track. With on board kitchen and WC Facilities, staff can work on the tamper for longer. This shall gradually phase out the single car tamping machine, that can only work on plain sections of Metro track. The new tamper stands outside of the Nexus Rail Maintenance Shed at Gosforth Depot undergoing tests and staff training. [Alex Thorkildsen](#)





Left: Intercity liveried Class 73 103 has recently arrived from Throckmorton to the Burton Nemesis Rail depot, seen here on March 12th. [Stuart Hillis](#)

Main: The ever emptying view of Burton Nemesis yard, with (from left to right), Class 73 117, 20 904, 73 134, 47 375 and 20 903 seen on March 8th. However the two Class 20s are to move to Barrow Hill sometime, a Class 37 and an 08 have left recently with another Class 37 to follow soon. [Stuart Hillis](#)







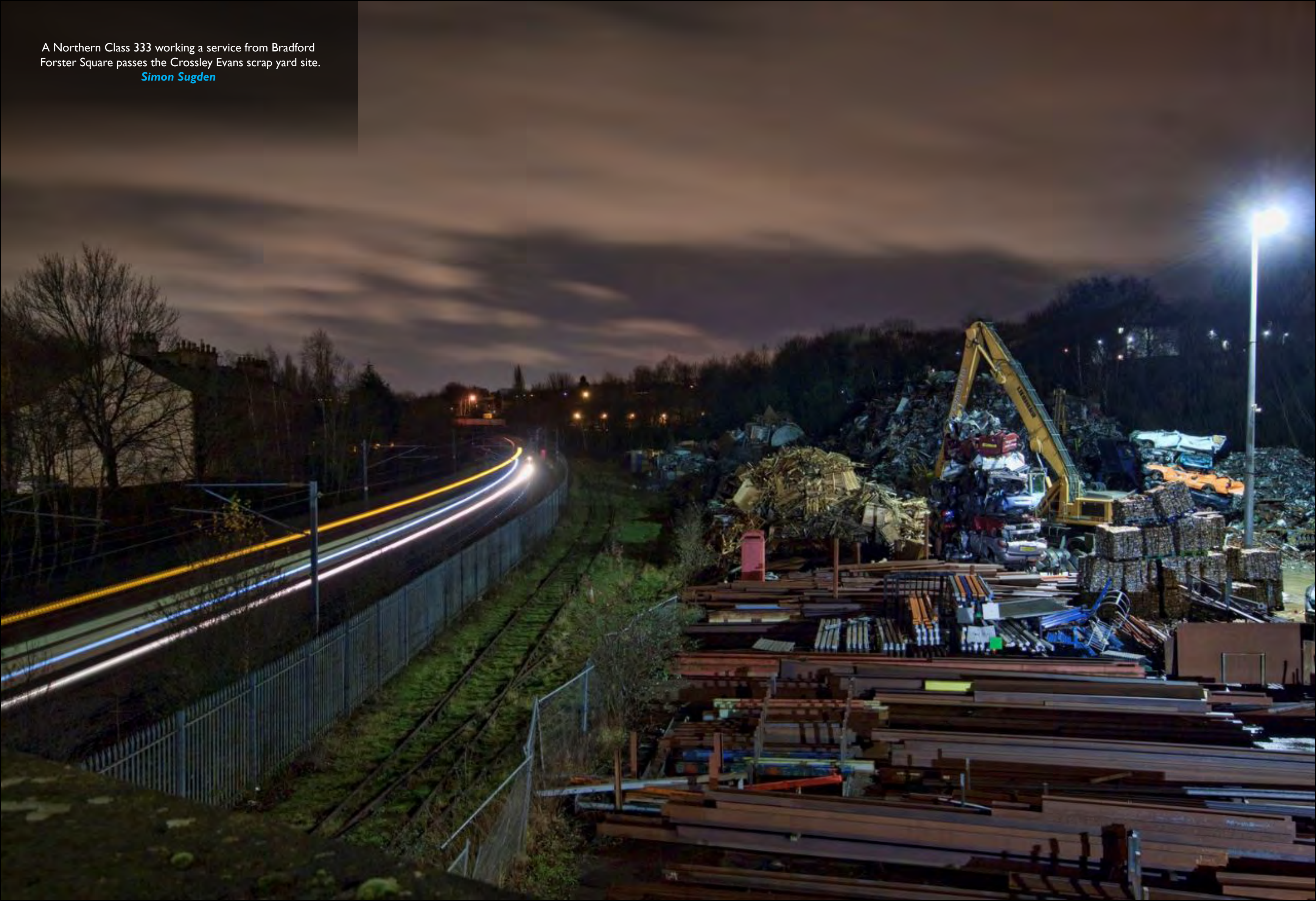
An unusual rather flat rainbow crosses the tracks at Hampton Loade on the Severn Valley Railway, March 21st.  
[Richard Hargreaves](#)



The beautifully restored waiting room at Hampton Loade on the Severn Valley Railway, complete with coal fire.  
[Richard Hargreaves](#)



A Northern Class 333 working a service from Bradford  
Forster Square passes the Crossley Evans scrap yard site.  
*Simon Sugden*





# Preserved Railways: Severn Valley Railway



Above: Restoration work is continuing on BR standard Class 4 4-6-0 No. 75069 at Bridgnorth, seen here just cab and boiler whilst the frames are being worked on. [Richard Hargreaves](#)

Left: GWR 0-4-2T No. 1450 leads GWR 2-6-2 Small Prairie No. 4566 out of Bridgnorth on March 23rd. [Richard Hargreaves](#)

Main: GWR 0-4-2T No. 1450 with the autococh, is seen adjacent to Class 14 No. D9551. [Richard Hargreaves](#)







Above: GWR 1500 Class 0-6-0 pannier tank No. 1501 is seen at Bridgnorth on March 16th. [Richard Hargreaves](#)

Left: Almost disappearing in its own steam, GWR 2-6-2 Small Prairie No. 4566 pulls out of Bridgnorth shed. [Phil Martin](#)

Main: On March 21st, GWR 0-4-2T No. 1450 passes Eardington Halt with the 09:00 departure from Bridgnorth. [Mark Pichowicz](#)







Above: Class 108 Driving Motor Brake Second No. 50933 is seen at Bridgnorth on March 9th. [Richard Hargreaves](#)



Right: Ruston Hornsby 0-4-0 diesel electric shunter, No. D2961 is seen at Bridgnorth on March 3rd. [Richard Hargreaves](#)

Main: Class 37 906 is seen stabled in the yard at Kidderminster on March 22nd. [Class47](#)





Recently repainted into BR black, Great Western Small Prairie No. 4566 coasts down Eardington bank with the 09:45 Bridgnorth - Kidderminster service, March 21st. [Mark Pichowicz](#)





# Mid Norfolk Railway



Class 50 019 'Ramillies' stands at Dereham on March 8th. [Jon Jebb](#)



Network SouthEast liveried Class 47 579 is seen at Dereham on March 8th. [Class47](#)







Above: Class 101 DMU Nos. 51434, 59117 and 51503 are seen stabled in the sidings at Dereham on March 8th. [Class47](#)

Right: Class 20 No. D8069 is seen next to the Mid Norfolks 10t 4w self-propelled diesel crane, built by Thomas Smith & Sons (Rodley) Ltd, No. DR81330. [Jon Jebb](#)

Main: Class 122 DMU No. 55009 is part way through restoration, seen here at Dereham on March 8th. [Class47](#)







Above: WD Austerity 2-8-0 No. 90733 is pictured arriving into Oxenhope. [Michael Lynam](#)

Left: Hudswell Clarke & Co Ltd side tank loco No. 1704 'Nunlow' climbs out of Keighley with a rare though-train working towards Oxenhope, March 7th. [Ben Bucki](#)

Main: For the lines Spring Steam Gala, the recently-restored USATC S160 freight loco (running in fictional BR livery as 95820) climbs out of Ingrow with a morning service towards Oxenhope. [Ben Bucki](#)





The line's resident star attraction, the now unique War Department Austerity 8F 2-8-0 No. 90733 passes Mytholmes working a Keighley - Oxenhope service. *CJ Sutcliffe*



# ISLE OF WIGHT STEAM RAILWAY

## The Train Now Arriving ...

A very special model locomotive has recently arrived at Havenstreet in readiness to take centre stage in the Isle of Wight Steam Railway's forthcoming new Train Story Discovery Centre which opened on April 6th.

Based on the Isle of Wight Steam Railway's flagship locomotive W24 Calbourne, the model is part of a fascinating new interpretive display within the discovery centre, which will bring the locomotives and carriages to life, uncovering their impact on all our lives and showing what happened to them when no longer needed on the railways.

Train Story, which has been part-funded by a £1m grant from the Heritage Lottery Fund, will now house many of the Steam Railway's historic locomotives, carriages and wagons.

The interpretive displays, including the model locomotive, have been designed by Richard Fowler Associates from Halifax and built by The Workhaus from York. Chris Tagart, Interpretation Commissioner from the Steam Railway said, "The idea for Train Story goes back many years, and now, thanks to the very generous Lottery funding, it's nearing completion. We're particularly pleased to have been able to bring in some of the best interpretive skills from within the UK to develop Train Story, and also to work with a number of local Island businesses, such as The Sign Company in Newport, to produce various elements of the displays".

With a floor area extending to a massive 27,000 sq ft, Train Story is located adjacent to Havenstreet Station on the Isle of Wight Steam Railway. Due to open at the beginning of the Easter break on 6th April, it will then open every day and is expected to attract 100,000 visitors each year.

"The development of Train Story opens-up a whole new added experience for our visitors", said IWV Steam Railway General Manager Peter Vail. "In Train Story we will have a first class undercover attraction to thrill the many families that visit our Steam Railway."

Picture:  
The model Calbourne waits on a 100 year-old former London, Brighton and South Coast Railway wagon at Havenstreet before taking centre stage in the Train Story displays.  
© Di Hollander/IWSR





LNER Class K4 class 2-6-0 No. 61994 approaches Haworth with an Oxenhope service, March 7th. [CJ Sutcliffe](#)



## A STEAMY EASTER AT THE GREAT CENTRAL RAILWAY

Enjoy the sights and sounds of a country fair, vintage style

18th, 19th, 20th, 21st April 2014

Roll up, or more to the point steam up! Easter at the Great Central Railway this year will see much more than the trains being driven by steam. The award winning Leicestershire heritage line is staging a grand vintage country fare at Quorn and Woodhouse station, to welcome in Spring.

Traditional steam driven gallopers to delight all ages will provide plenty of noise and colour to set the mood. They'll be accompanied by two famous showman's traction engines, Renown and Repulse providing unique photo opportunities. There will be at least ten other traction engines on display, with vintage cars, commercial vehicles, steam sawing display and wooden dray wheels also having their steel tyres fitted. This year we are playing host to the Midland Vintage Tractor Club who are bringing a display of bygone machines! On Easter Saturday the road engines will gloriously parade through Quorn village!

"This will be a wonderful celebration of all things steam," said GCR marketing manager Kate Tilley. "There will be something at all of our stations but we are sure our visitors will be thrilled by the special atmosphere at our Quorn country fair. Come and enjoy the sights and sounds and dance to some live music in our real ale tent. Let's raise a glass to a cracking event."

Not to be outdone by the road machines, on the rails three steam stars will haul a busy train service between Loughborough and Leicester. Recently arrived 9F class number 92214 is one of the biggest steam locomotives ever built by British Railways. Southern Railways Arthur Class number 777 'Sir Lamie' once hauled holiday expresses to the south coast, the third loco is yet to be announced.

Full details of the event, including times and prices are on the GCR website at [www.gcrailway.co.uk](http://www.gcrailway.co.uk)

Families with two adults and up three children can ride all day for £30







Above: LNWR Webb Coal Tank No. 1054 awaits instructions to shunt out of Keighley station as part of a complex move to get the freight set into platform 4. [CJ Sutcliffe](#)

Left: Recreating a scene now consigned to the history books, WD 8F No. 90711 works a freight through the West Riding, arriving from Carlisle. [CJ Sutcliffe](#)



Main: After almost all weekend couped up in the shed being weighed in anticipation of her first moves after returning to steam, Southern Railway Bullied Light Pacific Class 7P6F 4-6-2 No. 34092 'City Of Wells', or 'The Volcano' as she is known for her rather large amount of volume and exhaust, simmers gently outside Haworth shed on March 9th. [CJ Sutcliffe](#)

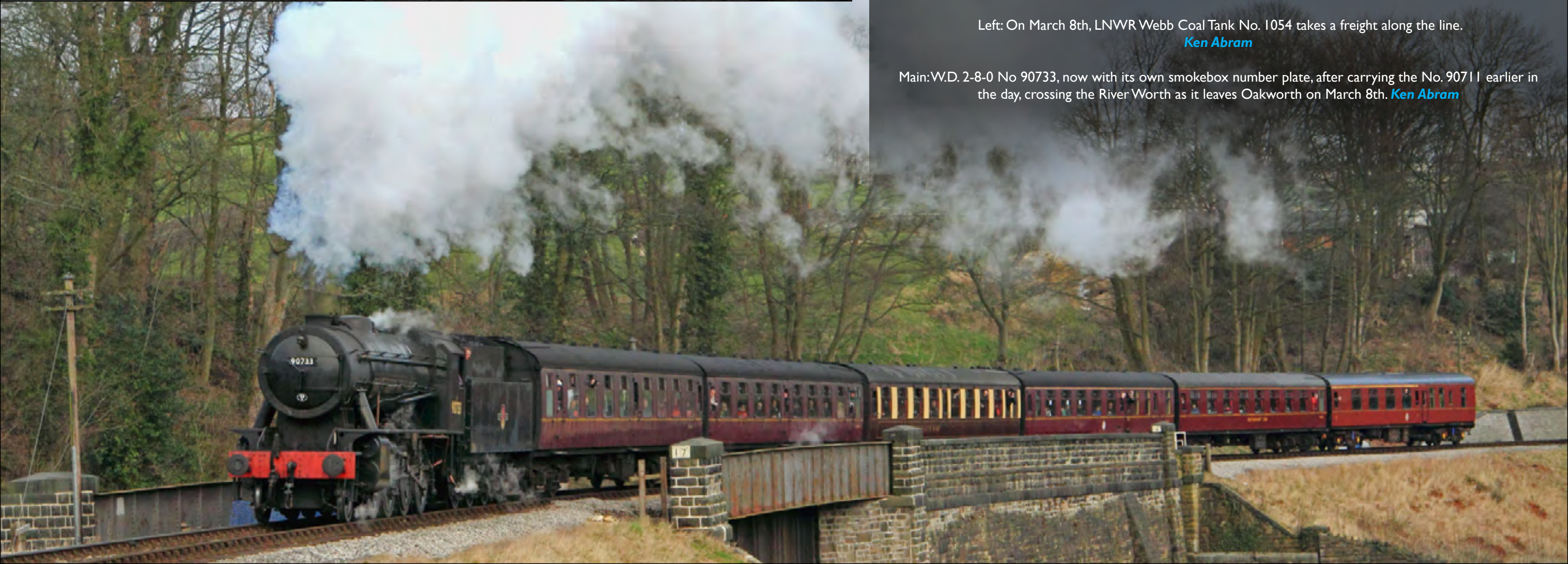




Above: LNER Class K4 class 2-6-0 steam locomotive No. 61994 'The Great Marquess' makes a good start on the steep gradient out of Haworth with its train for Oxenhope. [Ken Abram](#)

Left: On March 8th, LNWR Webb Coal Tank No. 1054 takes a freight along the line. [Ken Abram](#)

Main: W.D. 2-8-0 No 90733, now with its own smokebox number plate, after carrying the No. 90711 earlier in the day, crossing the River Worth as it leaves Oakworth on March 8th. [Ken Abram](#)





# North Norfolk Railway



Above: GNR Class N2 No. 1744 is seen stabled at Weybourne depot on the North Norfolk Railway, March 30th. [Dave Felton](#)



Right: BR Class 101 diesel multiple unit Nos. E56062 and M51192 arrive at Sheringham station with the 10:30 service from Holt on March 30th. [Dave Felton](#)



Main: LNER B12/3 Class No. 8572 is seen arriving at Weybourne station with the 15:00 service from Sheringham to Holt on March 30th. [Dave Felton](#)





Above: Recently arrived Class 08 598 is seen outside the shed at Brownhills on March 29th. This and its sister (Pictured left) have arrived from the Potter Group. [Brian Battersby](#)

Left: Potter Group Class 08 202 is seen inside the shed on March 29th. [Brian Battersby](#)

Main: Robert Stephenson & Hawthorn 0-6-0T No. 7684/1951 in its Central Electricity livery, is seen departing Brownhills with a passenger working. [Brian Battersby](#)







Above: Bagnall No. 2 'Kent' is seen arriving into Chasewater Heaths on March 29th. [Richard Hargreaves](#)

Left: NCB liveried Hunslet No. 6678 is seen shunting a rake of coal wagons at Brownhills. [Class47](#)

Main: Visitor to the line, from the Kent and East Sussex Railway, Sentinel No. 10 'Gervase' leads 103 year old Andrew Barclay 'Colin McAndrew' out of Brownhills with a freight working. [Richard Hargreaves](#)







Left: LSWR M7 Drummond Tank No. 30053 is seen climbing to Buckfastleigh on March 22nd. [Steve Andrews](#)

Main: Another shot of the visiting M7 No. 30053, this time as it passes Hood Bridge. [Steve Andrews](#)







Left: On March 23rd, a Class 101 Driving Trailer is seen under restoration next to Derby Lightweight single unit No. M79900 while Class 122 units Nos. W55006 and E55012 head to Ravenstor. [Michael Lynam](#)

Main: Class 33 035 is seen in the yard at Wirksworth. [Michael Lynam](#)



# West Somerset Railway



Above: Southern U Class No. 31806 passes Roebuck Gate crossing on March 28th. [Steve Andrews](#)

Left: GWR 43xx Class 2-6-0 Mogul No. 5322 passes through Dunster, March 28th. [Steve Andrews](#)

Main: Southern Bulleid West Country pacific loco No. 34007 'Wadebridge' departs Blue Anchor with a service for Minehead. [Steve Andrews](#)







Preserved Class 44 ICo-CoI No. D8 'Penyghent' approaches Darley Dale with the 13:51 from Rowsley on March 23rd. [Gerald Nicholl](#)





Above: The only preserved Class 31 remaining in Regional Railways livery, Class 31 270, and a livery it actually never carried in BR days, is seen at Rowsley on March 23rd. [Andrew Wilson](#)

Left: Class 03 113 and 03 099 are seen giving brake van rides at Rowsley on March 23rd. [Michael Lynam](#)

Main: Hunslet 0-6-0ST 'Lord Phil' is seen at Rowsley on March 13th, having arrived with a service from Matlock and being watered for the return journey. [Andrew Wilson](#)







Above: 'Deltic' Class 55 No. D9009 'Alycidon' arrives at Irwell Vale station on March 8th with the 2J65, 09:35 service from Heywood to Rawtenstall, with Class 50 015 attached to the rear. [Dave Felton](#)

Left: Class 47 No. D1501 departs Summerseat on March 8th with a Heywood to Rawtenstall service. [Michael Lynam](#)

Main: Class 14 No. D9531 arrives into Summerseat on March 8th with a service to Bury. [Michael Lynam](#)







Above: Class 40 No. D335 is seen top and tailed with fellow classmate No. 345 as the pair stand at Irwell Vale on March 8th working the 2J69, 10:25 service from Heywood to Rawtenstall. [Dave Felton](#)

Left: Class 33 109 'Captain Bill Smith RNR' passes the site of the former Ewood Bridge station with the 2G63, 09:20 service from Bury to Rawtenstall at the spring diesel gala on March 8th. [Dave Felton](#)

Main: BR Standard Class 4 2-6-4T No. 80080 is seen at Irwell Vale station with the 10:00 service from Heywood to Rawtenstall on March 1st. [Dave Felton](#)







Class 09 018 is seen at Horsted Keynes, Bluebell Railway  
on March 13th. [Paul Fuller](#)



# Swanage Railway



'Cloister' built by Hunslet in Leeds in 1891 for the Dinorwic Slate Quarry, Llanberis, Wales is seen having a test run at the Purbeck Mineral and Mining Museum adjacent to Norden station.  
*Martin Hill*



On March 25th, after completing her shunting duties at Norden, 'Manston' is seen being winched aboard a low-loader, together with bucket and spade, for a short holiday in Minehead.  
*Martin Hill*

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

There are various ways to help the C58LG:

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



**C58LG**  
Class 58 Locomotive Group

Preserving the Legacy of the Class 58s  
Visit Our Website [www.c58lg.co.uk](http://www.c58lg.co.uk)  
for all the upto date news on 58016!



Barrow Hill



Above: Recently overhauled Thomas Hill 321V 4wDH (1987) No. 01515 shunter, one of the Harry Needle fleet, awaits final attention on March 1st. [Andrew Wilson](#)

Left: Class 26 007 is seen in the station at Barrow Hill on March 1st. [Andrew Wilson](#)

Main: Class 37 521 and 37 503 still await a decision on their future. [Andrew Wilson](#)





On March 1st, Class 20 311 and 20 314 are seen taking a break from GBRf duties and return to Barrow Hill for maintenance.

*Andrew Wilson*







# Churnet Valley Railway

On February 22nd, USA Class S160 2-8-0 No. 6046 and LNER Class N7 No. 69621 depart Cheddleton during the Churnet Valley Railway's winter steam gala. [Mark Pichowicz](#)





From the Archives

BR Class 86 Electric Locomotive No. E3131 (86 222/86 502)  
is seen at Crewe station in September 1973.  
*Dave Felton*





Above: Class 31 233 takes a train of rails through Warrington on October 3rd 1997. [Paul Godding](#)



Right: BR Class 31 120 is seen in Kirkham Yard with the 9L66 from Preston Dock Street on June 27th 1981. [Dave Felton](#)

Main: Class 31 146 heads an additional Shrewsbury - Aberystwyth train through Glandyfi in July 1992. [Chris Morrison](#)







Above: Silverlink County Class 321 428 stands in London Euston station after arriving from Northampton. This unit carried an all over advertising livery promoting cheap rail fares. [Brian Battersby](#)

Right: Class 50149 and 50 042 are seen in the loop at Dawlish Warren on May 28th 1988 working an ECS from Exeter to Plymouth. [Brian Hewertson](#)



Main: In April 1971, Hymek No. 7087 is seen stabled outside Cardiff Canton depot. [Stuart Warr](#)







Above: Class 37 501 heads a rake of tanks through Stalybridge on June 10th 1989. [Brian Hewertson](#)

Left: On March 3rd 2004, Class 37 408 stands at Leeds on the rear of the regular Harrogate - Leeds - Carlisle working. [Brian Battersby](#)

Main: Class 304 005 departs a foggy Crewe on October 14th 1994 with a service to Deansgate. [Paul Godding](#)







Above: Class 37 379 and 37 373 are seen stabled at Blackburn in September 1989. [Dave Felton](#)



Right: Connex South Eastern Class 207 203 passes through Lye on June 22nd 2000.  
[Paul Godding](#)



Main: Green liveried Class 40 106 passes light engine through Manchester Victoria on September 30th 1980. [Steve Stepney](#)





Above: Class 31 444 is seen on Crewe diesel depot, September 23rd 1995. [Paul Godding](#)

Right: Class 47 625 is pictured after being named 'Resplendent' at Crewe depot open day on October 12th 1991. [Derek Hopkins](#)

Main: Railfreight Distribution liveried Class 47 152 passes Wigan Springs Branch with a short rake of vans heading for Warrington on August 13th 1991. [Michael Lynam](#)





A train of unpainted aluminium Metropolitan Line 'A' Stock, heading for Watford, is seen near Northwood in August 1990.  
*Chris Morrison*







National Express 'Electrostar' Class 357 020 is seen passing the Thames Estuary at Chalkwell with a Shoeburyness - Fenchurch Street service on February 22nd. [Chris Morrison](#)