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Contents

Pg 2 - Welcome
Pg 3 - Charter Scene
Pg 41 - Pictures
Pg 121 - News and Features
Pg 127 - Fares Advice
Pg 136 - The Nosh Report
Pg 137 - Different View
Pg 140 - Preserved Railways
Pg 169 - From the Archives

Submissions

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

entries@railtalk.net

Please include a detailed description and credits.

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Welcome to Issue 96 of Railtalk Magazine. Each month we bring you a round up of pictures, news and reports.

As we steam (pun intended) into September, I look back at the Summer and can't help but think, "What I good one we have had!" We have had some cracking railtours, galas and general rail movements across the past month or two, which has kept them shutters clicking. I know I've said it before, but only a few years people thought that the UK rail network was dull and boring. Now, (see below), we have fantastic looking (yes I maybe the only one thinking that) new locos, we also have more heritage traction back on the mainline under commercial working than we ever imagined.

Now, September, my personal favourite month of the year. Not just because in the calender we have a excellent scene of a pair of Westerns (side note, watch this space for Railtalk 2015 calendar info). But in my opinion the favoured livery being BR blue with full yellow ends, please don't lynch me, WLA readers. As the months fly by though it's that fact that September is the start of the RHTT season, when the sound of EE engines can once again be heard whistling past my desk. I say that though, as this year we have a hope that there might be some of those shiny new class 68s working. Anyway without going on too much, lets all look forward for the highly anticipated 2014 RHTT season. Let those leave fall!

Andy

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

Front Cover: On August 8th, DRS' Class 57 310 came to the aid of 57 603 on the 1A40 Paddington - Penzance sleeper, but then fails itself at Plymouth with loss of power. Steve Andrews

This Page: DRS' Class 68 007 'Valiant' is seen working the 0Z28 Kingmoor - Teesside - Kingmoor route learner as it arrives into sunny Middlesbrough on August 7th. Michael J Alderdice

Charter Scene

London Transport - LT HAMMERSMITH 150

Metropolitan Railway 0-4-4T No. 1 is seen as it passes through Farringdon with the first train of the day from Northfields to Moorgate for the Hammersmith & City 150 celebrations on August 6th. Derek Elston

London Transport - LT HAMMERSMITH 150

Right: Sarah Siddons is seen as the Hammersmith & City 150 train passes through Farringdon, as a new 'S' stock train arrives with an Amersham service, August 9th. Derek Elston

Main: London Underground preserved electric loco No. 12 'Sarah Siddons' heads the 12:15 Moorgate - Hammersmith special through Baker St. on August 2nd. Chris Morrison







London Transport - LT HAMMERSMITH 150

Above: Metropolitan No. 1, Metropolitan Milk Van, Jubilee Coach 353, Ashbury Coaches and London Underground Electric Bo-Bo Locomotive No. 12 'Sarah Siddons' power through West Kensington working train 150 from Northfields to Moorgate in celebration of 150 years of the Hammersmith & City Line on August 2nd. Alex Thorkildsen

Right: London Underground Electric Bo-Bo Locomotive No. 12 'Sarah Siddons' powers through West Kensington with the train heading from Northfields to Moorgate, August 9th. Alex Thorkildsen

Main: The ensemble is seen again on August 2nd, with No. 12 'Sarah Siddons' leading as they pass through pass Chiswick Park. Alex Thorkildsen

London Transport - LT HAMMERSMITH 150

London Underground preserved steam loco Metropolitan No. 1 heads the 13:10 Hammersmith - Moorgate special through Baker Street celebrating 150 years since the opening of the Hammersmith and City Railway, August 2nd. Chris Morrison





Retro Railtours - The Retro Shakespearean Tug

Above: Class 60 059 is seen at Leeds, ready to work the ECS from the tour back to Crewe, August 25th. Class47

Left: Class 60 059 stands at a very wet Stratford upon Avon ready to work the return charter to Leeds, August 25th. Brian Battersby

Main: Class 60 059 departs Crewe with the return working from Stratford upon Avon to Leeds via some rare track in the Manchester area. Brian Battersby

Compass Tours. - The Heart of Wales Scenic Rambler

Class 47 854 top'n'tailed with 47 786 approaches Sutton Bridge Junction on August 16th working the 1Z56 05:40 Grantham - Cardiff General 'Heart of Wales' charter. Keith Davies

Statesman Rail - Sussex Coast Statesman

Right: Class 57 314 is seen on the rear of the 1Z22 Doncaster to Eastbourne as it passes through Three Bridges. Derek Elston

Main: Class 57 315 with 57 314 on the rear leads the 1Z22 Doncaster to Eastbourne Statesmen stock, run in connection with the Eastbourne Airshow through Three Bridges on August 16th. Derek Elston





Railway Touring Company - THE WEYMOUTH SEASIDE EXPRESS

On August 17th, the Weymouth Seaside Express didn't quite run to plan for the first charter to be hauled by Southern Light Pacific Battle of Britain Class No. 34067 'Tangmere' for a while. It left Bristol Temple Meads on time in the morning but was delayed by a signal failure near Bradford-on-Avon. It therefore arrived and departed Yeovil Pen Mill around half an hour late. It then suffered slipping problems and was delayed a further two hours, eventually arriving in Weymouth two and a half hours late. Unfortunately there was no diesel on the back, which might have solved the problem. West Coast's Class 33 029 arrived in Weymouth in the afternoon, as the steam loco was unable to go to Yeovil for turning due to the time, and hauled the train back to Bristol with Tangmere trailing.

Martin Hill



Prudential - Ride London Charter

Right: In connection with the major cycling event in London, Class 86 259 'Les Ross' approaches Doncaster working from Edinburgh to London King's Cross on August 8th. Alex Thorkildsen

Main: Another photo of Class 86 259 'Les Ross', taken a day later on August 9th, working the same route from Edinburgh to London Kings Cross. Robert Bates





UK Railtours - Drax 40

Class 66 001 top'n'tailed with 60 079 approaches Doncaster with the return working of this railtour, working from Monk Bretton Loop to Finsbury Park, August 30th. Alex Thorkildsen



Railway Touring Company - The Cumbrian Mountain Express

Left: West Coast Railway Company's Class 47 786 'Roy Castle OBE' is seen after passing through Rishton (Blackburn) station hauling 1Z60 Railway Touring Company's 'The Cumbrian Mountain Express' from Newcastle to Carlisle via York and Settle on August 23rd. Dave Felton

Main: LNER A4 Class No. 60009 'Union Of South Africa' approaches Langho station hauling the train from Carlisle to Blackburn Dave Felton

Steam Dreams - The Cathedrals Express

On August 26th, LMS Jubilee No. 45699 'Galatea' accelerates away from Garsdale working the return Carlisle - Finsbury Park charter. Shep Woolley





Railway Touring Company - The Cumbrian Mountain Express

Above: LMS No. 46233 'Duchess of Sutherland' heads through Settle on August 30th. John Alsop

Left: On August 30th, LMS Princess Coronation Class 4-6-2 No. 46233 'Duchess of Sutherland' is seen in charge of the Cumbrian Mountain Express, accelerating through Bamber Bridge after being held at Lostock Hall Junction. Ken Abram

Main: Having handed over the Cumbrian Mountain Express to diesel power at Blackburn, A4 Pacific No. 60009 'Union Of South Africa' heads back to Crewe near Hoghton on August 23rd. Gerald Nicholl

Railway Touring Company - The Cumbrian Mountain Express

It's a grey evening and northbound signals reflect brightly on the side of the train as A4 Pacific No. 60009 'Union Of South Africa' takes the up fast line at Lancaster with the returning Cumbrian Mountain Express on August 16th. Gerald Nicholl

Railway Touring Company - The Cumbrian Mountain Express

On August 30th, LMS Princess Coronation Class No. 46233 'Duchess of Sutherland' approaches Shap Village with the return working from Carlisle back to Crewe via Manchester. Shep Woolley





Railway Touring Company - THE NORTH WALES COAST EXPRESS

Above: LNER A4 Class 4-6-2 No. 60009 'Union of South Africa' takes the Cumbrian Mountain Express from Crewe onto the down slow line at Balshaw Lane Junction as it prepares to slow for its transfer to the East Lancs line at Farington Junction, July 27th. Ken Abram

Right: Class 57 316 tails RYTC's 'North Wales Coast Express' through Levenshulme on August 3rd passing the 09:20 Pendolino from Manchester Piccadilly to London Euston. Gerald Nicholl

Main: LNER A4 Pacific No. 60009 'Union Of South Africa' takes the down fast line, under the wires at Levenshulme, heading for Manchester Piccadilly and Holyhead with RYTC's 'North Wales Coast Express' on August 3rd. Gerald Nicholl

Statesman Rail - The Fellsman

Late afternoon sun catches Stanier Class 5 4-6-0 No. 45231 'The Sherwood Forester' cruising down the 1 in 100 gradient towards Helwith Bridge with the returning Fellsman on August 13th. Gerald Nicholl

Statesman Rail - The Fellsman

LMS Class 8F No. 48151 approaches Langho hauling 1Z53 Statesman Rail's 'The Fellsman' on the return leg from Carlisle to Lancaster with West Coast Railway Class 37 518 attached to the rear of the train, August 6th. Dave Felton

Statesman Rail - The Fellsman

On duty on the Fellsman on August 20th, Stanier Class 5 4-6-0 No. 45231 'The Sherwood Forester' heads towards Pleasington. Gerald Nicholl

Statesman Rail - The Fellsman

LMS Stanier Class 5 4-6-0 No. 45231 'Sherwood Forester' is pictured working the outward penultimate Fellsman tour of 2014 through Blea Moor on August 20th. Shep Woolley

Statesman Rail - The Fellsman

LMS Stanier Class 5 4-6-0 No. 45231 'Sherwood Forester' speeds away from Garsdale with 'The Fellsman' on August 20th. Shep Woolley





Statesman Rail - The Fellsman

Top Left: On August 13th, West Coast's Class 37 518 pulls into a busy Long Preston station to collect passengers for the Wednesdays 1Z52 Fellsman to Carlisle. On this date the tour was steam hauled on the return journey only due to FBU strike action. Michael Lynam

Bottom Left: West Coast Railway's Class 37 518 is seen attached to the rear of 1Z53 Statesman Rail's 'The Fellsman' on the return leg from Carlisle to Lancaster with LMS Class 8F No. 48151 in charge of the train as it passes through Langho station on August 6th. Dave Felton

Below: On August 27th, LMS Stanier Class 5 4-6-0 No. 45231 'Sherwood Forester' approaches Gisburn with the last Fellsman of the 2014 season. Michael Lynam



Pathfinder Tours - The Dartmouth Flyer

Left: On August 29th, Class 37 601 'Class 37 Fifty' and 37 603 stand at Cheltenham Spa with the return working to Crewe. Lewis Mitchell

Main: Class 37 603 leads 37 601 into Cheltenham Spa with the outward working 1Z29 Crewe - Kingswear on August 29th. Lewis Mitchell

GBRf Staff Charter

Left: Class 87 002 'Royal Sovereign' approaches Doncaster working the ECS from Acton Lane Reception Sidings to Heaton T&R.S.M.D. on August 8th. Alex Thorkildsen

Main: The day after, August 9th, Class 87 002 speeds through Colton Junction with a Newcastle to London Kings Cross staff excursion. Robert Bates

Belmond British Pullman

Class 67 004 is seen on the rear of the Belmond British Pullman as it gets away from a signal check at Ashford International on August 2nd behind 67 006 'Royal Sovereign'. Derek Elston

Northern Belle

Left: On August 23rd, Class 47 790 stands in the sunshine at Preston on the rear of a Northern Belle working from Coventry to Oxenholme. Class47

Main: Class 57 307 arrives into Preston on August 23rd with the Coventry - Oxenholme outing. Class47

Northern Belle

Class 47 810 (in the new DRS livery) top'n'tails 47 841 past Walcote with 1Z84 06:07 Cardiff Central - Oxenhope outing on July 25th. Keith Davies

Footex

Class 67 006 'Royal Sovereign' stands on the two way goods line at Doncaster on August 19th waiting to be swapped for 67 008 whilst working a Footex from London King's Cross to Burnley Manchester Road. Alex Thorkildsen

Pathfinder Tours - The Taffy Tug 2

Pathfinder Tours' 'The Taffy Tug 2' ran on August 24th from Bristol Temple Meads to various freight lines in South Wales including Baglan Bay and Tower Colliery. This view shows DBS liveried Class 60 039 passing St. Athan on the Vale of Glamorgan line between Cardiff and Bridgend via Barry. In the middle distance may be seen the British Airways engineering facility at Cardiff Airport and to the right is Aberthaw Cement Works. Stuart Warr

Pathfinder Tours - The Taffy Tug 2

On August 24th the tour, running as 1Z61 Baglan Bay - Tower via Maesteg is seen at Tondu with Class 60 039 leading and 60 040 on the rear. Lewis Mitchell

Pathfinder Tours - The Taffy Tug 2

A stretch of line rarely used in the last couple of years is the Ogmore Vale Extension (OVE) linking Margam yard with Tondu (on the Bridgend to Maesteg branch) but on August 24th 'The Taffy Tug 2' operated by Pathfinder Tours used this link on the Baglan Bay to Maesteg section of their tour. Seen crossing a minor road on the OVE in a hamlet named Cwm Ffos is DBS Class 60 040 'The Territorial Army Centenary.' The metal crossing gates are a relatively recent addition as for a number of years the crossing was controlled by automatic lights, but local youths were prone to activate the lights as a result of trespassing; the gates are more secure and are padlocked when not in use. Stuart Warr

Torbay Express Ltd. - The Torbay Express

GWR 4073 Class No. 5029 'Nunney Castle' heads for Kingswear with the 'Torbay Express' from Bristol, August 3rd. Steve Thompson

Torbay Express Ltd. - The Torbay Express

On July 20th, GWR 4073 Class No. 5029 'Nunney Castle' passes through Dawlish Warren with the return working to Bristol. Richard Hargreaves

Torbay Express Ltd. - The Torbay Express

Right: BR (SR) Rebuilt Bulleid Light Pacific locomotive No. 34046 'Braunton' passes Cockwood Harbour on August 17th with the return 'Torbay Express' heading for Exeter and Bristol. Phil Martin

Main: At Cockwood Harbour on August 3rd, a couple of weeks earlier, the return working of the Torbay Express, 1Z28 Kingswear - Bristol was handled by 'Nunney Castle', seen here in fine form, no doubt startling a few motorists on the road towards Starcross. Steve Thompson



ECS and Light Engine Moves

West Coast's Class 57 316 leads classmate 57 313 with the 5Z00 Kilmarnock - Old Oak Common HST stock move. Seen here passing Chorlton on August 29th. Dave Harris

ECS and Light Engine Moves

West Coast's Class 37 518 departs Derby on August 26th hauling LMS Princess Coronation Class No. 46233 'Duchess of Sutherland' from the Midland Railway Centre, Butterley to Crewe Heritage Centre. Alex Thorkildsen

ECS and Light Engine Moves

Immaculately turned-out, Jubilee Class 4-6-0 No. 45699 'Galatea' ambles along the up goods loop at Hellifield with its support coach to wait and take over the incoming diesel-hauled 'Cathedrals Express' to Carlisle on August 26th. Gerald Nicholl

ECS and Light Engine Moves

West Coast's Class 47 804 leads the 5Z44 Carnforth - Norwich empties with Class 57 314 dead on the rear. Seen here passing Red Bank, August 22nd. Dave Harris

Pictures: Chiltern Railways





Above: Class 67 013 'Dyfrbont Pontcysytlle' is seen ready to depart into the evening rush hour from London Marylebone on August 19th. Derek Elston

Left: Class 67 027 stands in Leamington Spa on August 4th working a London Marylebone service. Richard Hargreaves

Main: Another DB liveried Class 67 heading for London Marylebone, again on August 4th, as Class 67 018, is also seen in Leamington Spa. Richard Hargreaves

Right: Class 68 010 and 68 011, sporting Chiltern Railways livery, head south through Red Bank with 0Z59 Carlisle to Crewe on August 21st. Dave Harris

Main: Class 68 011, in Chiltern colours, is the latest new loco to work the 6U77 Mountsorrel Quarry to Crewe with 21 IOA ballast wagons, 20 of them loaded, making a 2000 tonne train, seen here passing Burton on Trent, on a very gloomy August 26th. Stuart Hillis

Colas Rail





Above: On August 4th, Class 56 087 leads 56 113 through Leamington Spa with a steel working. from Cardiff to Washwood Heath. Richard Hargreaves

Right: Class 70 802 and 56 105 arrive into Warrington Bank Quay with the Carlisle to Chirk timber train on July 26th. The Class 70 was detached here and left 56 105 in charge for the remainder of the journey through to Chirk. Robert Bates

Main: On July 23rd, Class 56 113 is seen heading down the seawall at Dawlish with the empty logs heading for Teigngrace. Richard Hargreaves





Above: Class 70 805 and 70 809 are seen stabled at Westbury on August 30th. James Passant

Left: Class 56 094 pilots 56 096 on a test run working the 6E07 Washwood Heath - Boston Docks, pictured as it passes Burton on July 27th. Stuart Hillis

Main: Class 70 808, 70 805 and DB's 66 207 head an empty ballast working through Leamington Spa on August 5th, heading for Bescot. Richard Hargreaves



On August 7th, Class 70 802 pulls into Chester with a rake of ballast wagons. Brian Battersby

On July 30th, Class 56 105 is seen crossing the Cefn Mawr viaduct between Ruabon and Chirk with a Carlisle - Chirk loaded timber service. Phil Martin

CrossCountry





Top Left: Power car No. 43285 is seen on the rear of a Leeds - Plymouth service heading along the sea wall at Dawlish on August 18th. Phil Martin

Bottom Left: On August 16th, power car No. 43366 arrives into Derby with a York to Plymouth service. Richard Hargreaves

Below: Power car No. 43321 is seen on the rear of Penzance - Glasgow service at Dawlish on July 22nd. Richard Hargreaves







Above: On August 6th, power cars Nos. 43285 and 43366 head along the sea wall at Dawlish working the 1V44 Leeds - Plymouth. Steve Thompson

Left: On July 26th, about to plunge into Kennaway Tunnel, is the 1V52 Glasgow - Paignton, worked by power cars Nos. 43321 and 43304. Steve Thompson

Main: Power car No. 43301 leads a Penzance - Glasgow service across Cockwood Harbour on August 22nd. Phil Martin

CrossCountry operate some of the longest passenger services on the network, often with the inappropriate Voyager family of units for such long distances, but a small number of HSTs are kept in service and are most appropriate for journeys such as the one seen here. On August 30th power car No. 43366 leads the 1S51 12:35 Paignton to Glasgow Central and it is seen running parallel to the River Teign at the Shaldon Bridge between Newton Abbot and Teignmouth. Stuart Warr

DB Schenker's fleet





Above: On August 20th a rather smart looking Class 08 907 is seen shunting wagons around Bescot Yard. James Passant

Left: Class 90 039 stands at Doncaster on August 26th running 104 minutes late with the Caledonian Sleeper diverted via the East Coast main line due to engineering work. Alex Thorkildsen

Main: On August 22nd, Class 66 070 passes Appleby working the 6G28 returning 7 empty JNAs from Gainsborough Trent Jct. to Doncaster Up Decoy, via the Brigg Line. Steve Thompson

On August 20th, Class 60 062 passes Mobberley with the 6F05 15:19 Tunstead to Lostock Works. Mark Pichowicz





Above: On August 13th, Class 66 035 passes through Hellifield working the 6Z76 Newbiggin - Warrington Arpley Gypsum. Michael Lynam

Left: Class 60 079 passes Burton on Trent working an oil train from Westerleigh Murco to Lindsey oil refinery, August 26th. Alex Thorkildsen

Main: Class 60 011 passes Bomere Heath with the 6V75 09:30 Dee Marsh - Margam on August 11th. Keith Davies

Above: On August 5th, Class 08 799 is seen shunting wagons around the yard at Westbury. James Passant

Right: Class 66 105 heads north through Acton Bridge on August 20th with the 6M94 empty cement tanks from Avonmouth to Clitheroe. Michael Lynam

Main: EWS liveried Class 60 045 top'n'tailed with Class 60 062 passes through Doncaster on August 21st working a Peak Forest to Selby stone Train. Alex Thorkildsen

On August 2nd, Class 66 001 passes through Dawlish working the 6C55 china clay's to Exeter. Steve Thompson





Above: Mendip Rail's Class 59 101 stops for a crew change at Westbury with a service to Acton from Merehead Quarry on August 5th. James Passant

Right: On August 20th, Class 92 031 approaches Acton Bridge with a Mossend - Daventry intermodal service. Michael Lynam

Main: On August 29th, Class 60 059 with the 6F61 Runcorn Folley Lane chemical tanks is seen passing Acton Bridge. This working takes the Hartford Curve to run through Northwich and then head's back this way again up to Warrington Arpley. Dave Harris





Above: Class 66 142 heads south through Acton Bridge on August 20th with a Halewood - Southampton car train. Michael Lynam

Left: Class 66 168 and 66 188 are seen adorned with DB stickers at Bescot Yard on a very wet August 25th. Class47

Main: Class 60 024 with the 6E41 Westerleigh - Lindsey fuel tanks passes through Burton on Trent, July 27th. Stuart Hillis





Above: On August 5th, Mendip Rail's Class 59 104 is pictured running round its empty stone wagons at Westbury with a service to Merehead Quarry. James Passant

Left: Class 60 039 heads a Preston Docks to Lindsey bitumen tanks through Barnetby on August 8th. Julian Churchill

Main: On August 23rd, Class 66 007 stands at Preston with a southbound ballast working from Carlisle. Class47





Above: On August 21st, Class 60 063 approaches Barnetby with the 6E32 from Preston Docks to Lindsey oil terminal. Michael Lynam

Left: DB livered Class 66 114 passes Settle working the 4M00 Carlisle - Clitheroe empty cement tanks on August 27th. Michael Lynam

Main: On July 19th, Class 66 030 crosses the river at Exeter working a China Clay train. Richard Hargreaves







Above: Class 66 116 approaches Westbury light engine with a move from Exeter Riverside to Whatley Quarry, August 5th. James Passant

Left: In EWS livery with DB logos applied, Class 66 197 passes Knabbs Crossing, with a Drax - Immingham Biomass train on August 21st. Michael Lynam

Main: Class 90 039 in faded EWS livery speeds the 1M16 towards London Euston at Old Linslade on August 4th. Derek Elston

A good weather forecast and confirmation that the train had commenced its journey motivated the photographer to drive to Kidwelly on August 19th and locate on the old quay looking up the river to the bridge over the Gwendraeth Fach; all was quiet apart from the call of the distant skylarks and the constant raucous chatter of black-headed gulls as they assembled on the river bank to watch Class 60 017 working the 6B33, 13.00 Theale to Robeston empty oil tanks. Stuart Warr

Class 66 122 with the 6Z94 Avonmouth - Clitheroe cement tanks passes Winwick Jct. on August 19th. Dave Harris

Above: Class 66 134 passes Knabbs Crossing, New Barnetby with an Immingham - Santon Ore train, August 21st. Michael Lynam

Right: On August 22nd, Class 66 119 works a one-off 6J75 Aldwarke - Immingham SS through Appleby conveying wire coil loaded on SPAs, once a fairly common sight around these parts but, sadly, no more. Steve Thompson

Main: DB /Tata Steel liveried Class 60 099 works the 6M57 Lindsey - Kingsbury loaded oils through Burton on July 29th. Stuart Hillis



Above: Class 60 001 is pictured at the rear of a Peak Forest to Selby aggregate train at Gilberdyke. Owing to Selby bridge repairs, the train had reversed here with Class 60 045 'The Permanent Way Institution' at the other end. Robert Bates



Right: A light load for Class 60 044 working the 6E08 Wolverhampton - Immingham on August 7th, seen passing through Burton with just one rake of covered steel carriers. Stuart Hillis

Main: Class 66 130 hauls Colas' 60 069 'CLIC Sargent' and 66 122 working the 6D44 Bescot - Toton engineers, with the Colas Class 60 returning to Toton for minor repairs. Stuart Hillis





Above: Class 60 054 at the head of the 6M00 Humber - Kingsbury loaded oils, passes through Burton on August 21st. Stuart Hillis

Right: On August 20th, Class 60 024 working the 6E41 Westerleigh - Lindsey empty oils passes through Wychnor Junction. Stuart Hillis

Main: DB Schenker liveried Class 60 010 is seen shortly after passing through Bamber Bridge station hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on August 27th. Dave Felton



Above: Class 92 002 passes through Leyland station hauling the 6S94 03:04 Dollands Moor Sidings to Irvine Caledonian Paper china clay tanks on August 27th. Dave Felton



Right: Class 60 092 coasts down Copy Pit incline hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on August 15th. Dave Felton

Main: Class 66 092 passes through the Cherry Tree area of Blackburn hauling the 6M94 05:00 Avonmouth Hanson's Siding to Clitheroe Castle Cement empty cement tanks on August 30th. Dave Felton

Class 56 312 'Jeremiah Dixon' top'n'tails 56 303 with 12 PNA wagons and a Railvac as 6Z34 York Leeman Rd. – Washwood Heath passes Burton on August 18th. Stuart Hillis

Direct Rail Services

With the famous Transporter Bridge in the background, Class 68 007 'Valiant' works the 0Z28 Kingmoor - Teesside - Kingmoor route learner through Middlesbrough, heading for Low Gates, Northallerton on August 7th. Michael J Alderdice





Above: On July 27th, Class 57 008 and 57 009 pass Lympsham with the 5Z52 empty stock move from Crewe to Plymouth. Dave Harris

Left: On August 4th, Class 47 501 takes Greater Anglia DVT No. 82107 past Melton Mowbray with a Loughborough Brush to Norwich stock move. Julian Churchill

Main: Class 66 426 passes Burton on Trent on July 30th working the 6U77 Mountsorrel - Crewe loaded ballast boxes. Stuart Hillis



On August 6th, photographed next to the level crossing at Knodishall, Suffolk not far from Sizewell, Class 37 610 and 37 218 lead what is reputed to be the last train from Sizewell, as the emptying of spent fuel rods is now complete from Sizewell 'A'. John Alborough





Above: Class 57 012 and 57 002 are photographed after passing through Pleasington station hauling the 6K05 12:18 Carlisle N.Y. to Crewe Basford Hall on August 6th. Dave Felton

Left: If August 6th was an awkward day for DRS, it was downright embarrassing for FGW! The down sleeper failed at Whiteball, and had to be assisted to Exeter by an HST, it's unfortunate passengers forwarded to Penzance on another HST and the train itself stuck in platform six awaiting rescue. That arrived in the form of Class 57 310 from OOC, the loco freshly repainted in the latest DRS livery. Dragging the disgraced 57 603 and the sleeper stock, it set off for Penzance, only to fail itself at Plymouth. It never did make it to Penzance! But before that ignominious ending, all appeared to be well as it passed through Dawlish. Steve Thompson

Main: Class 66 431 reaches the summit of the four mile long 1 in 82 climb up Langho bank after passing through Ramsgreave and Wilpshire station hauling the 6K05 Carlisle NY to Crewe Basford Hall infrastructure train on August 22nd. Dave Felton





Above: Class 66 422 working a diverted Daventry - Wentloog liner passes Baystan Hill on August 3rd. Phil Martin

Left: On a wet August 5th, Class 68 002 heads light engine through Leamington Spa with a crew training run. Richard Hargreaves

Main: Class 66 303 passes Meole Brace with the 4V38 09:34 Daventry DRS (Malcolm W.H.) - Wentloog FLT on August 31st. Keith Davies







Above: Class 66 430, on test, pilots 66 428 with the 6U77 Mountsorrel - Crewe loaded ballast, passing through Burton on Trent, August 14th. Stuart Hillis

Right: On July 28th, Class 57 008 and 57 009 head through Dawlish with two barrier vehicles, running as 5Z52 Crewe Gresty Bridge to Keyham. Richard Hargreaves

Main: On August 17th, Class 66 421 approaches Sutton Bridge Junction with a diverted 4V38 09:34 Daventry DRS (Malcolm W.H.) - Wentloog FLT. Keith Davies



Above: On August 23rd, Class 20 312 and 20 304 pass Mexborough working a loaded rail train from Stapleford & Sandiacre to Doncaaster Belmont Down Yard. Alex Thorkildsen



Right: Class 68 002 'Intrepid' leads 68 004 'Rapid' on an 0Z68 Crewe Gresty Bridge (DRS) to Willesden LMD move, August 1st. Derek Elston

Main: One of the first ever Class 68 workings into South Yorkshire on August 21st, as Class 68 004 arrives into Doncaster bringing a Greater Anglia Mk III coach from Norwich Crown Point depot to Wabtec. Alex Thorkildsen





Above: Class 66 425 leads Freightliner's 66 618 working the 6Z96 Crewe -Toton engineers, seen here passing Wychnor Jct. on August 20th. Stuart Hillis

Right: On August 21st, Class 68 002 'Intrepid' the first of the class to work a freight train, is seen here working the 6U77 Mountsorrel - Crewe with 21 IOA ballast boxes, of which only 11 were loaded, passing Wychnor Junction. Stuart Hillis

Main: Class 66 431 passes through Hellifield with the 6K05 Carlisle - Crewe engineers on August 27th. Michael Lynam

East Coast





Above: Class 91 105 arrives into Doncaster West Yard from Bounds Green T&R.S.M.D., August 20th. Alex Thorkildsen

Right: A newly repaired Class 91 101 'The Flying Scotsman' stands in Doncaster West Yard awaiting electrical testing, August 18th. Alex Thorkildsen

Main: On August 8th, Class 91 117 drags a failed 91 118 into Doncaster, working from London King's Cross to Leeds. Alex Thorkildsen



East Midlands Trains



Above: On August 16th, power car No. 43061 is seen departing Manchester Piccadilly on the rear of a service to London St. Pancras, running due to the closure of the West Coast main line at Watford. Power car No. 43075 was leading. Brian Hewertson



Right: On July 22nd, power cars Nos. 43047 and 43050 work a Derby Etches Park to Derby Etches Park ECS move, through Derby station. James Passant

Main: On August 16th, power car No. 43059 stands at Leicester whilst leading a London St. Pancras to Nottingham service. Richard Hargreaves

First Great Western



Above: Plymouth liveried power car No. 43163 is seen at Newton Abbot on July 19th. Richard Hargreaves

Left: Power cars Nos. 43031 and 43012 heads through Dawlish on July 22nd working a Laira to Bristol St. Philips Marsh move. Richard Hargreaves

Main: On July 25th, power car No. 43032 rounds the curve at Dawlish Warren and heads along the sea wall towards Dawlish with a London Paddington to Plymouth service. Richard Hargreaves





Above: Power cars Nos 43155 and 43069 run back to back through Dawlish Warren on August 21st, heading for a naming ceremony for 43155 to be unveiled as 'The Red Arrows' Phil Martin

Right: On July 22nd, power car No. 43137 leads a London Paddington - Paignton service away from Dawlish. Richard Hargreaves

Main: On July 19th, Class 57 604 passes through Dawlish with the weekly SO 2C51 Exeter St. Davids to Penzance. Richard Hargreaves



Above: Power cars Nos. 43175 and 43139 are seen working the 1C76 London Paddington - Newquay through Dawlish on July 29th. Steve Thompson

Right: First Great Western has had to resort to substituting a Class 57 and 4-coaches as a result of their shortage of units on Saturdays during the summer peak holiday period, the locomotive and coaches being those that run each night (except Saturday) as part of the consist of the sleeper services between Paddington and Penzance. They work a specific diagram, the SO 11:25 Par to Exeter St. Davids and 17:50 Exeter to Penzance. On August 30th, the up working, 2E75 is seen approaching Teignmouth and running next to the River Teign with Class 57 603 'Tintagel Castle' leading. Stuart Warr

Main: On July 29th, power car No. 43195 manages to keep up with it's leader, 43136, working the 1A82 Paignton - London Paddington past Dawlish. Steve Thompson





Above: Power car No. 43194 arrives into Castle Cary with the 1C75 London Paddington to Paignton service on August 16th. On the rear was No. 43197. James Passant

Left: Power car No. 43165 passes Cockwood Harbour on August 22nd with a London Paddington - Plymouth service. Phil Martin

Main: Power car No. 43009 'First Transforming Travel' leads a Penzance to London Paddington service through Highbridge on July 27th. Dave Harris

Freightliner



Above: Class 66 506 passes Settle on August 27th with a Hunterston - Drax loaded coal working. Michael Lynam

Right: On August 16th, Class 70 009 heads a diverted Felixtowe bound liner through Leicester. Richard Hargreaves

Main: Class 66 539 passes Meole Brace with the 4V22 06:45 Fiddlers Ferry power station - Newport Docks on August 28th. Keith Davies









Above: Class 66 957 stands in Chester on August 5th with a loaded ballast working from Crewe. Brian Battersby

Right: Class 66 516 leads the 06:24 Lawley Street FLT to Felixtowe liner past Old Linslade on August 4th. Derek Elston

Main: Class 66 604 working the 6V82 Tunstead - Westbury cement tanks, passes Kemps Eye, Shrewsbury on August 3rd. Phil Martin





Above: Class 66 592 'Johnson Stevens Agencies' passes Old Linslade in charge of the 04:58 Parkeston New Yard to Lawley Street intermodal on August 4th. Derek Elston

Left: Class 66 520 passes through Settle on August 20th working the 6M11 Hunterston - Fiddlers Ferry coal. Michael Lynam

Main: Class 66 533 heads through Hadnall working the 4V22 08:00 Fiddlers Ferry - Newport Docks empties on August 19th. Keith Davies



Above: Class 66 619 approaches Westbury with the 6C72 Fairwater Yard to Westbury UP T.C. HOBC on August 5th. James Passant

Right: Class 90 016 is seen running 40 mins late with the 04:46 Ipswich to Ditton O'Connor as it passes Old Linslade on August 4th. Derek Elston

Main: Class 66 549 stands at Derby on August 26th with a brand new train for Thameslink - Class 387 102, fresh out of the Bombardier Plant at Litchurch Lane and heading to Old Dalby for further testing. Alex Thorkildsen









Above: Class 66 553 approaches Farrington Junction with empty coal hoppers from Fiddlers Ferry heading to Hunterston on August 14th. Michael Lynam

Left: Class 66 559 storms through Burton on Trent working the 4E72 Rugeley power station - Barnetby coal empties on July 27th. Stuart Hillis

Main: Still in Freightliner grey livery, Class 90 048 passes Old Linslade on August 4th with the 07:18 Crewe Basford Hall to Felixtowe North FLT working. Derek Elston

Above: On August 30th, Class 70 015 passes Bristol Parkway with a late running Wentloog to Southampton M.C.T. working. James Passant

Left: Class 70 016 heads northbound through Acton Bridge on August 20th with a Felixstowe - Ditton service. Michael Lynam

Main: Class 70 014 working the 4O55 Leeds - Southampton intermodal, passes through Burton on July 30th. Stuart Hillis

Class 70 018 storms through Bainton Road crossing, Stamford with a Crewe to Felixstowe intermodal on August 9th. Julian Churchill



Above: With its DRS decals removed, Freightliner's Class 66 415 is seen passing Wandsworth Road with the 11:56 Angerstein Wharf to Bardon Hill empties on August 19th. Derek Elston



Right: Class 90 046 approaches Acton Bridge on August 20th with a Ditton - Crewe working. Michael Lynam

Main: Class 66 519 passes Hadnall working the 4V58 13:45 Fiddlers Ferry power station - Stoke Gifford on August 11th. Keith Davies





Above: Class 60 063 with a rake of empty oil tanks passes Class 66 531 with a Immingham - Drax loaded coal working at Barnetby on August 20th. Michael Lynam

Right: Class 70 019 working the 4O55 Leeds - Southampton modal passes Burton on Trent, August 14th. Stuart Hillis

Main: On August 3rd, Class 66 604 powers through Hadnall with the 6V82 13:54 Tunstead Sidings - Westbury Lafarge cement tanks. Keith Davies



Above: Colas' Class 70 803, on hire to Freightliner, works the 4O55 Leeds - Southampton modal through Burton on August 15th. Stuart Hillis



Right: Class 66 554 heads through Barnetby on August 20th with a Scunthorpe - Immingham empty coal hoppers while 66 119 heads south with a Immingham - West Burton loaded coal. Michael Lynam

Main: Class 86 638 and 86 628 slow down for Basford Hall Jct. at Chorlton with the 4M54 Tilbury - Crewe Basford Hall on August 29th. Dave Harris

Above: On August 24th, seen under repair at Leeds Midland Road depot are Class 66 566, 66 610, 66 953 and 66 510, amongst a few others. Michael Lynam

Right: Another shot of Midland Road on August 24th, looking the other way and Class 66 530, 66 554, 66 544, 66 506 and 66 565 can be seen stabled. Michael Lynam

Main: On August 22nd, Class 66 507 heads through Battlefield with the 4Z04 10:30 Crewe Basford Hall - Fairwater Yard. Keith Davies





Above: Heavy Haul Class 66 506 'Crewe Regeneration' makes hard work up the four mile long climb up 1 in 82 Langho bank as it approaches the station hauling the 6M11 Hunterston to Fiddlers Ferry power station with 2000 tonnes of loaded coal hoppers on August 26th. Dave Felton

Right: Class 66 520 is seen after departing from Blackburn station goods loop hauling the 4S42 11:09 Hunslet Yard to Hunterston High Level with empty coal hoppers, August 4th. Dave Felton

Main: Colas Rail's Class 70 803 passes through Eastleigh, on hire to Freightliner, with a Wentloog to Southampton container train. Robert Bates

GBRf





Above: Class 66 725 'Sunderland' leads 66 721 'Harry Beck' in white tube map livery and 66 711 on an unusually triple headed 6K50 Toton to Crewe engineers train, passing Burton on Trent, August 19th. Stuart Hillis

Left: Class 66 747 passes through Barnetby on August 21st with a Doncaster - Immingham empty coal working. Michael Lynam

Main: Class 92 044 'Couperin' conveying Class 350 376 and 350 377 leads the final delivery of London Midland Class 350s as 6X53 03:35 Dollands Moor to Northampton EMD passes Old Linslade on August 4th. Derek Elston





Above: Class 66 702 heads northbound through Acton Bridge on August 20th with an Ironbridge - Liverpool Bulk Terminal empty Biomass train. Michael Lynam

Left: Class 66 739 passes Madeley Jct. on July 25th with a loaded Biomass working, heading for Ironbridge. Phil Martin

Main: Class 47 812 approaches Hessle Road Junction in Hull on a returning Hull Docks to Doncaster Decoy working on July 14th. Robert Bates





Above: On August 5th, Class 66 719 pulls out of Westbury Yard with a service from Westbury to Cliffe Hill Stud Farm. James Passant

Left: Class 66 719 'Metro-Land' is seen coming off platform three at Earlestown with the 4F68 empty Biomass hoppers from Ironbridge power station to Liverpool Docks, August 22nd. Dave Harris

Main: On August 12th, Class 20 096 and 20 107 lead the 7X10 Amersham - Derby Adtranz with barrier wagons LUL sets Nos. 101 & 102 for rectification work, and 20 118 'Saltburn by-the-Sea, and 20 132 now named 'Barrow Hill Depot' on the rear, seen here passing through Burton on Trent. Stuart Hillis





Above: On July 25th, Class 66 742 catches the sun as it passes Shifnal with a rake of Biomass empties from Ironbridge power station. Phil Martin

Right: Class 47 812 passes Melton with an empty gypsum container train heading for Hull Docks from Doncaster. Robert Bates

Main: Class 66 705 'Golden Jubilee' heads through Brough on August 6th at the head of a Selby to Felixstowe container train. Due to bridge repairs at Selby the train will reverse here before setting off for its final destination. Robert Bates





Above: Class 47 812 and 47 843 'Vulcan' storm through Gateforth, south of York, with a Drax to Doncaster gypsum train on August 14th. Robert Bates

Left: Class 47 812 passes through North Ferriby with the Doncaster to Hull Docks empty gypsum train on August 6th. Robert Bates

Main: Class 92 010 'Moliere' heads south through Chorlton with the 6L48 empty Cartics from Garston to Dagenham on August 29th. Dave Harris

Class 47 815 passes Melton, East Yorkshire with a returning Hull Docks to Doncaster Decoy loaded gypsum train on July 21st. Robert Bates

Right: Class 47 843 and 47 812 pass through Doncaster on August 29th working the 4D19 Drax AES - Doncaster Down Decoy. Michael J Alderdice

Main: On August 12th, Class 20 096 and 20 107 lead the 7X10 Amersham - Derby Adtranz with barrier wagons, LUL sets Nos. 101 & 102 for rectification work, and 20 118 'Saltburn by-the-Sea, and 20 132 now named 'Barrow Hill Depot' on the rear, seen here passing through Burton on Trent. Stuart Hillis



Abellio Greater Anglia's Class 90 008 stands at Norwich having arrived from London Liverpool Street, August 14th. Alex Thorkildsen

Class 67 030 stands at Derby on August 26th sandwiched between Network Rail DVTs Nos. 82111 and 82129 having arrived from Northampton. Alex Thorkildsen





Above: Class 950 001 passes Preston Boats on August 7th with the 12:27 Shrewsbury - Derby RTC. Keith Davies

Left: A very unusual Class 67 sandwich as DVT Nos. 82129 and 82111 work with Class 67 030 running as 5Z68 Stafford - Derby RTC, passing through Burton on August 8th. Stuart Hillis

Main: On July 25th, power car No. 43062 is seen on the rear of the NMT as it passes through Dawlish Warren, heading back to Derby RTC. Richard Hargreaves





Above: After a protracted build process, the new road-rail bridge at Penrhyndeudraeth in West Wales finally, and very quietly, reopened to rail traffic in mid August (though revenue-earning passenger services will not resume on the Cambrian line beyond Harlech until September). On track testing/route learning duties, August 28th, Class 97 303 sits alongside the rebuilt canopy at Porthmadog station (itself just repaired after being badly damaged by the storms at the start of the year), with the track rusty and weed-strewn after many months out of use. The loco is one of very few items of stock cleared to run on this line, which is a pilot-route for the ERTMS signalling system. Ben Bucki

Left: Network Rail's Class 150 No. 950 001 heads along the sea wall at Dawlish on July 29th with a 2Q08 Didcot to Plymouth working. Richard Hargreaves

Main: On July 25th , power cars Nos. 43013 and 43062 top'n'tail the NMT along the sea wall at Dawlish. In recent weeks the NMT has featured a strange assortment of Mk1 and Mk2 coaches. Richard Hargreaves





Above: Arriva liveried Class 67 003 arrives into Doncaster on August 18th top'n'tailed with 67 030 working a test train from Heaton T&R.S.M.D. to Derby R.T.C. via Scotland. Alex Thorkildsen

Left: On July 29th, Class 950 001 passes through Dawlish working the 2Q08 Didcot to Plymouth. Steve Thompson

Main: Class 97 301 and 97 304 pass Ferriby station in East Yorkshire, heading east towards Hull on a Derby to Hull test train. Robert Bates



Above: Network Rail's Class 97 302 passes through Doncaster on August 8th working from York to Derby R.T.C. Alex Thorkildsen

Right: Class 67 020 top'n'tails 67 003 with the 1Q15 Derby RTC - Worcester - Derby RTC, passing through Burton on Trent, August 22nd. Stuart Hillis

Main: Class 31 465 passes New Barnetby on a Network Rail test train heading for a trip around the Immingham Docks area. Robert Bates

Class 97 303 and 97 304 top'n'tail the delayed 1Q05 08:04 Derby RTC - Machynlleth Carr. Sdgs. through Belle Vue, Shrewsbury on August 4th. Keith Davies

Class 319 372 is seen in First livery but minus any FCC branding as it passes Wandsworth Road working the 5Z96, 13:48 London Victoria to Kent House ECS on August 19th.
Derek Elston

Above: TransPennine Express' Class 170 301 and 170 302 stand at Stalybridge on August 3rd working a Manchester Piccadilly to Hull service. Brian Hewertson

Right: On July 19th, London Midland's Class 323 219 departs Bescot Stadium with the local stopping service from Wolverhampton to Walsall. James Passant

Main: An Arriva Trains Wales Class 158 is seen crossing the Cefn Viaduct on July 30th. Phil Martin





Above: London Midland's Class 350 372 stands at Preston with a TransPennine Express service from Manchester Airport. Class47

Right: On August 3rd, a CrossCountry Class 220 passes Cockwood Harbour working the 1V57 Bristol - Paignton. Steve Thompson

Main: First Great Western's Class 150 927 passes by Cockwood Harbour with a service to Exmouth on August 22nd. Phil Martin





Above: Wabtec Rail's Class 08 669 shunts the DMSO of SouthEastern's Class 465 248 into the paint shop at Wabtec on August 20th. Alex Thorkildsen

Left: On August 23rd, First Great Western's Class 143 617 stands at Dawlish Warren whilst working a Paignton to Exeter St. Davids service. Richard Hargreaves

Main: Southern's Class 377 703 speeds past Old Linslade with the 09:13 to South Croydon from Milton Keynes, August 4th. Derek Elston



Above: First Great Western's Class 150 263 arrives into Castle Cary with a severely delayed 2E22 service from Weymouth to Gloucester on August 16th. James Passant



Right: With the construction of a new road-rail bridge at Penrhyndeudraeth running behind schedule, the Cambrian Coast line is open only as far as Harlech, but services through Barmouth (the penultimate large-town on the truncated line) are heavily loaded this summer. The line is a test-bed for the European Rail Traffic Management System (ERTMS), and only a few Class 158's and a handful of converted former Class 37 diesels are allowed to use the line. Here Arriva's Class 158 831 slowly pulls away with a service for the West Midlands, along the decidedly neglected-looking track. Ben Bucki

Main: East Midlands Trains' Class 222 013 arrives at Bedford on August 2nd and will form the 08:17 service to London St. Pancras International. Derek Elston





Above: Southern's Class 377 209 is seen stabled at Cauldwell depot, Bedford, July 25th. John Coleman

Left: During the summer peak there is a great strain placed on First Great Western units in Devon and Cornwall, often with standing room only, especially those services that link the seaside resorts of Exmouth, Dawlish, Teignmouth, Torquay and Paignton. This image shows such a service running on August 30th, as the 2T17 12:23 Exmouth to Paignton with Class 150 239 and a Class 153, is seen having departed Teignmouth and will follow the River Teign to its next stop, Newton Abbot. Stuart Warr

Main: South West Trains' Class 159 015 leads a nine car rake through Clapham Junction on August 19th working the 1L33, 12:20 to Exeter St. Davids and Bristol Temple Meads, which will divide at Salisbury. Derek Elston





Above: On August 26th, First Great Western's Class 153 333 arrives into Exeter St. Davids with Class 150 131 working the 2T17 Exmouth to Paignton service. James Passant

Right: On July 27th, First Great Western's Class 153 333 is seen arriving at Paignton on the rear of 143 612 while working the 2T20 service from Exmouth. Steve Thompson

Main: First Great Western's Class 153 318 leads 143 621 along the sea wall at Dawlish with a Paignton to Exmouth service on July 29th. Richard Hargreaves









Above: CrossCountry's Class 170 398 slows down to call at Cheltenham Spa whilst working the 1M98 Cardiff Central to Nottingham service on August 19th. James Passant

Left: Southern's Class 171 729 is seen arriving at Rye with the 14:33 service from Ashford International to Eastbourne, August 2nd. Derek Elston

Main: 'The Brand New Train for Thameslink', Class 387 102 stands between two barrier wagons at Derby on August 26th, fresh out of the Bombardier plant and heading from Litchurch Lane to Old Dalby for further testing. Alex Thorkildsen







Above: Class 319 373, in unbranded white livery, arrives at Three Bridges with the 09:24 Bedford to Brighton service on August 16th. Derek Elston

Left: Northern Rail's Class 150 136 stands at platform three at Earlestown with the 17:00 Warrington Bank Quay to Liverpool Lime St. service, August 8th. Dave Harris

Main: On August 30th, South West Trains' Class 159 007 stands at Bristol Temple Meads, awaiting time, with a service bound for Salisbury. James Passant

Above: Northern's Class 150 132 approaches Bamber Bridge station with the 2S17 08:23 service from Colne to Blackpool South on August 27th. Dave Felton

Right: Northern Rail's Class 158 903 approaches Bamber Bridge station with the 1B10 06:20 service from York to Blackpool North on August 27th. Dave Felton

Main: Northern Rail's Class 142 056 after traversing Bolton Junction at Blackburn with the 2J52 09:33 service to Manchester Victoria passes Class 66 012 held at a red on the approach to to Blackburn hauling the 6E32 bitumen tanks from Preston Docks to Lindsey, August 4th. Dave Felton



Above: Northern's Class 158 790 and 158 851 depart Hellifield working a Leeds - Carlisle service on August 14th. Michael Lynam



Right: London Midland's Class 350 127 working the 06:52 Crewe to Euston and 350 110 working the 07:52 Birmingham New Street to Euston make a fine site running parallel at Old Linslade on August 4th. Derek Elston

Main: First TransPennine Express' Class 350 405 stands at Carlisle on August 5th, whilst working the 12:51 service from Edinburgh to Manchester Airport. Eddie Emmott

Above: First Great Western's Class 143 611 and 153 372 pass Coryton Cove on August 17th with a Paignton to Exmouth service. Phil Martin

Left: South Eastern's Class 375 616 leads the 13:22 London Victoria to Ramsgate & Dover Priory past Wandsworth Road on August 19th. Derek Elston

Main: First Great Western's Class 153 370 and 150 232 are seen as they head past Cockwood Harbour with an Exeter service on August 23rd. Phil Martin



Above: Southern's Class 377 607 speeds the 1A38 London Victoria to Brighton towards Three Bridges on August 16th. Derek Elston



Right: First Great Western's Class 150 002 arrives into Dawlish Warren on July 20th with a Paignton - Exmouth service. Richard Hargreaves

Main: A debranded First Capital Connect Class 319 447 and 319 435 approach Cricklewood. These units have been de-branded in preparation for a new franchise handover in the Autumn. Alex Thorkildsen







Above: On August 20th, Northern's Class 156 459 approaches Langho station with the 2J52 18:04 service from Clitheroe to Manchester Victoria. Dave Felton

Left: First TransPennine Express' Class 185 115 passes through Leyland station working the 1S40 09:00 service from Manchester Airport to Glasgow Central on August 27th. Dave Felton

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





Above: On July 28th, First Great Western's Class 143 620 crosses 143 619 and 143 621 with services along the Barnstaple branch. Steve Thompson

Left: Southern's Class 455 808 is seen passing Wandsworth Road on August 19th. Derek Elston

Main: First Great Western's Class 153 373 and 150 120 arrive into Dawlish working the 2T23 Exmouth - Paignton service on July 26th. Steve Thompson

News and Features:
Scotrail - life north of the border

Class 68 005 continues its trials in Scotland. Seen here working through Perth with an intermodal to Inverness. Richard Jones

Going Underground





Above: A Victoria line service to Pimlico is seen at Victoria station. Class47

Right: 'S' stock No. 21006 is seen departing for Rayners Lane at Farringdon, August 9th. Derek Elston

Main: Metropolitan line 'S' stock No. 21107 leads an Aldgate service into Farringdon on August 9th. Derek Elston



Midland Metro

Tram No. 16 is seen departing West Bromwich Central with a service to Birmingham Snow Hill. Paul Godding

Tyne and Wear Metro

Left: Metrocar No. 4087 reverses into Wabtec Doncaster on an Allelys low loader having arrived from Newcastle to be refurbished, August 19th. Alex Thorkildsen

Main: Metrocar No. 4088 heads down Hexthorpe Road in Doncaster on an Allelys low loader travelling from Wabtec Doncaster to Washington Services where it shall spend the night before being delivered to Metro at Hylton Street Yard the next day, August 18th. Alex Thorkildsen

Nottingham Trams - NET





Above: On August 16th, several of the new Alstom Citadis trams are seen awaiting commissioning at the lines Wilkinson Street depot. Class47

Right: NET Tram No. 211 pulls into The Forest station stop with a service to Station Street, August 16th. Richard Hargreaves

Main: Tram No. 207 arrives at The Forest with a service to Phoenix Park. Class47

Mid Hants Railway





Above: On August 2nd, BR standard Class 4 4-6-0 No. 75069 is seen under restoration at the Mid Hants' Ropley workshops. Ken Mumford

Left: Another loco under repair is British Railways Standard 7MT Class No. 70000 'Britannia. Ken Mumford.

Main: SR Maunsell Class LN 4-6-0 No. 850 'Lord Nelson' passes by the workshops at Ropley with an Alresford bound service. Ken Mumford





Fares Advice with RailUK

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

Gateline staff inadequate training

Q: From my recent experiences of SWT and Chiltern Railways, it appears that gateline staff are no longer being informed about basic ticketing rules. The last two times I've travelled overnight from Scotland I've been denied entry to platforms at Waterloo and Marylebone because the ticket has yesterday's date on it. I patiently explain that I'm just trying to complete a 600 mile journey which started the previous evening, to no avail. I get sent to the ticket office, where eventually someone tells them to let me through. It's no use pointing out that yes, the date does change every night, and, using their logic, everyone should have been thrown off the sleeper at Carlisle.

I can understand the barriers rejecting the ticket but there's no excuse for the staff being unaware of the rules concerning Break Of Journey. I presume others have encountered the same problem; has anyone found a solution?

A: I'd normally suggest showing them a relevant extract from the NRCoC but if they've been that badly trained, they probably haven't got a clue what they are. If it happens again put a complaint in. And if you miss a train because the muppets won't let you board, I suppose that makes you eligible for Passenger Charter repay schemes as it's within the railway's control.

Getting an earlier connecting train with an advance ticket

Q: A friend of mine has an advance ticket to travel from Luton to Penzance. The itinerary has him catching the 08.48 service from Luton to St Pancras in order to connect with the 10.06 to Penzance which is the only train he has a reservation coupon for. Would he be allowed to catch an earlier train from Luton in order to have more time to travel between stations in London?

A: The public rules say you should take "appropriate" connecting services. There is no definition of "appropriate" but, for sure, allowing an extra half an hour is obviously appropriate. This is not part of the contractual terms, but I agree that the guidance to staff (also available in our Fares Guide: 1.1.3 Advance tickets) is that only unreservable trains can be caught. Stevenage to London on EC is given as an example of an exception. The position Luton to St Pancras is unclear.

Common sense would indicate that this should be an exception. It would not be clear to a passenger wishing to take the first available train to London that there would be any reason why such a train would not be an "appropriate connecting service".

Stopping short on an advance during disruption?

Q: A friend of mine travelled yesterday from Coventry to Cosham, on a First Class Advance routed VWC&Connections. The itinerary was:
1151 Coventry-Watford Jn;
1251 Watford Jn-Clapham Jn;
1338 Clapham Jn-Cosham (operated by Southern, via Horsham)
In the event the 1338 was cancelled, and after speaking to the ticket office he was directed to the 1352 to Portsmouth and Southsea (operated by SWT), on which he travelled to Havant with no argument (the guard did check tickets), and then was picked up from Havant rather than waiting for a train to Cosham.

Now, technically, by stopping short he has breached the no-break-of-journey rule on advance tickets. In the event, there wasn't any problem. However, is there some clause in the NRCoC which makes what he did permissible due to the disruption caused by the cancelled train? Something like abandoning a journey? It seems somewhat churlish to force a passenger to complete a journey that's already late, when they could make up some time by stopping short and getting a lift..

A: If delays occur, you can either stick with the itinerary and claim compensation as appropriate, or abandon your journey. If you abandon in a case like this, the fares would almost certainly be the same, so no refund due. Some forum members recently travelled from London to a small place in Wales, with a 10 minute connection from Swansea.

The FGW Guard informed them if they went to Swansea and missed the connection, they'd have to abandon their journey. FGW customer services confirmed they'd get nothing back if they did this but the Guard was incorrect to say they'd have to abandon as a taxi would be provided. However if they made a connection at another station and were over an hour late they'd be compensated. So they chose to complete the journey.

I'd argue that compensation should still be provided to the customer to the extent that would have applied had he waited for the train and completed the journey.

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 thecomplex rail fares system who can help you. Never pay over the odds again, and ask us if you need help! See you there!

First Capital Connect turns travel time into productive time for passengers

First Capital Connect (FCC) and O2 have announced the launch of free O2 Wifi for passengers at seven stations across both routes on its network, available from Wednesday 20th August, with Luton and Elephant & Castle launching at a later date. The seven stations are: Bedford, Hertford North, Hitchin, Huntingdon, West Hampstead, Elstree & Borehamwood and Welwyn Garden City.

Passengers will be able to log on to O2 Wifi at all of these stations and be able to check out the latest journey information, keep up to date with social media, and check emails whilst on the move.

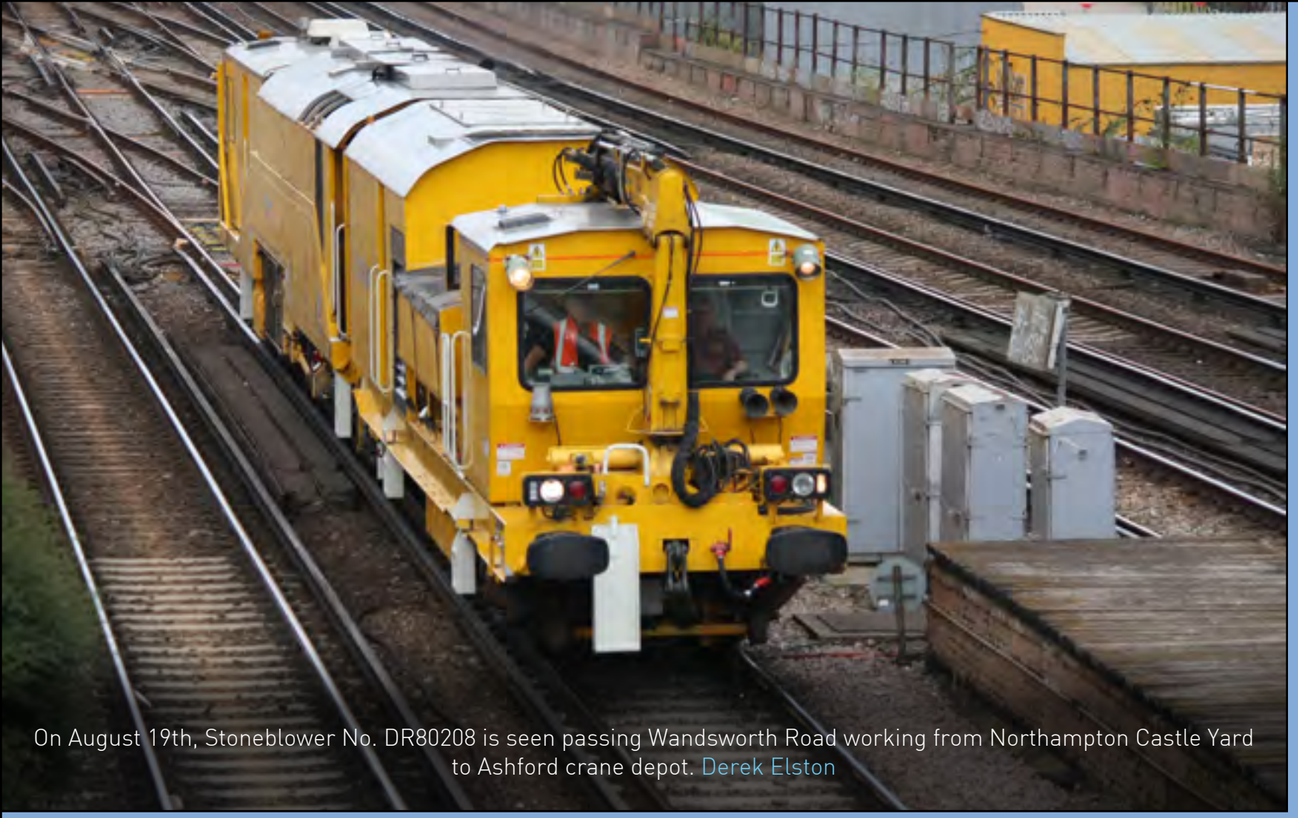
FCC's Customer Service Director Keith Jipps said: "I am delighted to announce the launch of complimentary Wifi at nine of our key stations. We know time is precious to our busy passengers; Wifi will turn travel time into productive time by giving fast access to the web, our mobile website and mobile ticketing app. It will help passengers keep in touch with friends and family on the go.

He added: "FCC is committed to on-going investment in our network and offering our customers a better value-for-money service."This is part of a £2 million-plus on-going investment in our network to celebrate our 8th anniversary. Other areas of investment include cleaner trains, improved customer assistance and additional improvements to stations along the route."

Harpal Singh, Managing Partner of Passenger Services at O2 said: "The rapid evolution of digital technology has significantly changed consumer expectations, in particular around mobile connectivity. We all know how important a seamless experience is to passengers, so working with First Capital Connect to bring O2 Wifi to nine of its stations shows that the industry is making great strides in providing passengers with the digital tools they want. Thanks to O2's fast, safe and reliable wifi passengers across First Capital Connect's network will be able to connect any personal device, and be productive on the move."



Class 52 No. D1062 'Western Champion' arrives at Hampton Loade, on the Severn Valley Railway, August 23rd, complete with headboard commemorating 40 years of the Western Locomotive Association. John Alsop



On August 19th, Stoneblower No. DR80208 is seen passing Wandsworth Road working from Northampton Castle Yard to Ashford crane depot. Derek Elston

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





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Rail investment in Blackpool continues

Network Rail is to make additional investment in the line between Preston and Blackpool North as part of its commitment to provide a better railway in the north west of England.

As well as electrifying the line, a new modern signalling system will be installed while the track layout at Blackpool North station will be changed to allow for longer trains to serve the town.

The improvements are part of Network Rail's £1bn+ investment in the north west which will help to provide passengers with a faster, more reliable and efficient railway.

Completing the electrification, signalling and track upgrades at the same time will mean just one period of closure resulting in less future disruption to passengers and less of an impact on the local economy.

Martin Jurkowski, principal sponsor at Network Rail, said: "We have grasped the opportunity of electrification and the need for new signalling to carry out further modernisation and improvement work along the route which will provide a more reliable and efficient railway for Blackpool. This will help to deliver maximum benefits for passengers and while there will be short-term disruption while the work is completed, this will be far outweighed by the long-term benefits. We will work closely with the train operators to minimise disruption as much as possible and to provide passengers with the information they need to plan their journeys during this time."

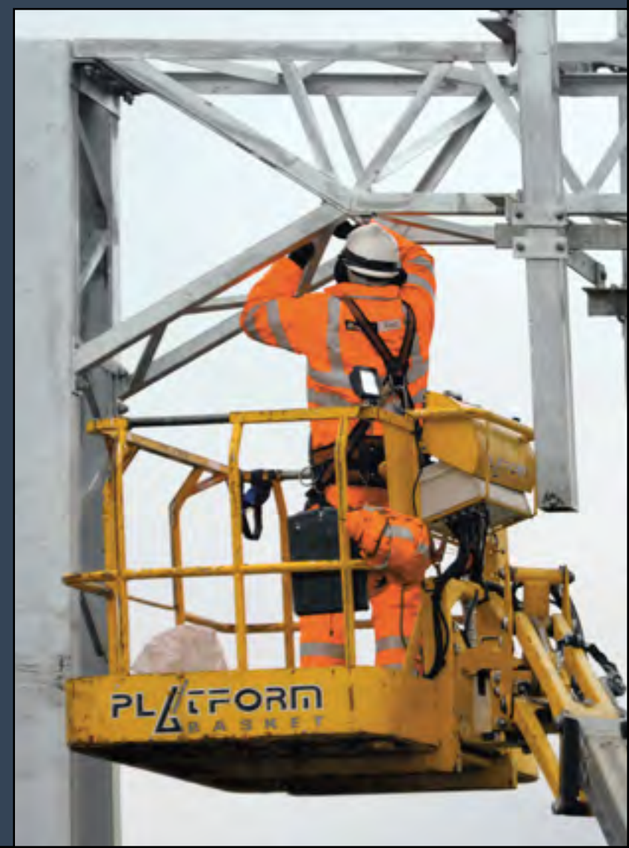
Rail minister Claire Perry said: "This is proof that our plan to transform rail travel across the north is progressing and will provide a world-class railway that offers more seats, improved connections and better journeys. This will help secure lasting economic growth across the region. "In addition to the £1bn being invested in major transport improvements in this area, we have also asked Virgin Trains to look at introducing direct services from Blackpool to London from December, benefiting passengers even further."

Rob Warnes, programmes and planning director for Northern Rail, said: "We are fully supportive of the further investment by Network Rail to develop the railway in the north. This new approach will allow more improvements to be carried out on the line than had been previously planned. We have been working closely with Network Rail to ensure this is carried out at a time which will have minimal impact on our customers and the local economy of Blackpool."

Chris Nutton, FTPE programme director, said: "The railway in the north is being invested in and developed to improve customer experience, choice and journey reliability. Some improvements are being made now to allow for extra capacity in the future. We are fully supportive of this joined up approach. The engineering improvements in and out of Blackpool are two fold, with some of the work bringing benefits immediately and some of the work future proofing the infrastructure.

"Whilst any closure of the line is an inconvenience for customers it is much better to only inconvenience passengers once and complete the upgrades in one stretch as opposed to multiple closures."

As a result of this additional investment, the Blackpool line work programme has been rescheduled, with the main works starting in mid-December 2016 and lasting approximately three months, avoiding the key holiday period for the resort.





BR Standard 4 No. 73129 (on loan from the Midland Railway Centre) approaches Haye Bridge on the Severn Valley Railway, working the 10:30 service from Kidderminster, August 9th. John Alsop

70 tonne steel beam signals major milestone at Manchester Victoria station

Manchester Victoria station is undergoing a £44m transformation as part of the £1bn+ Northern Hub and North West Electrification Programme.

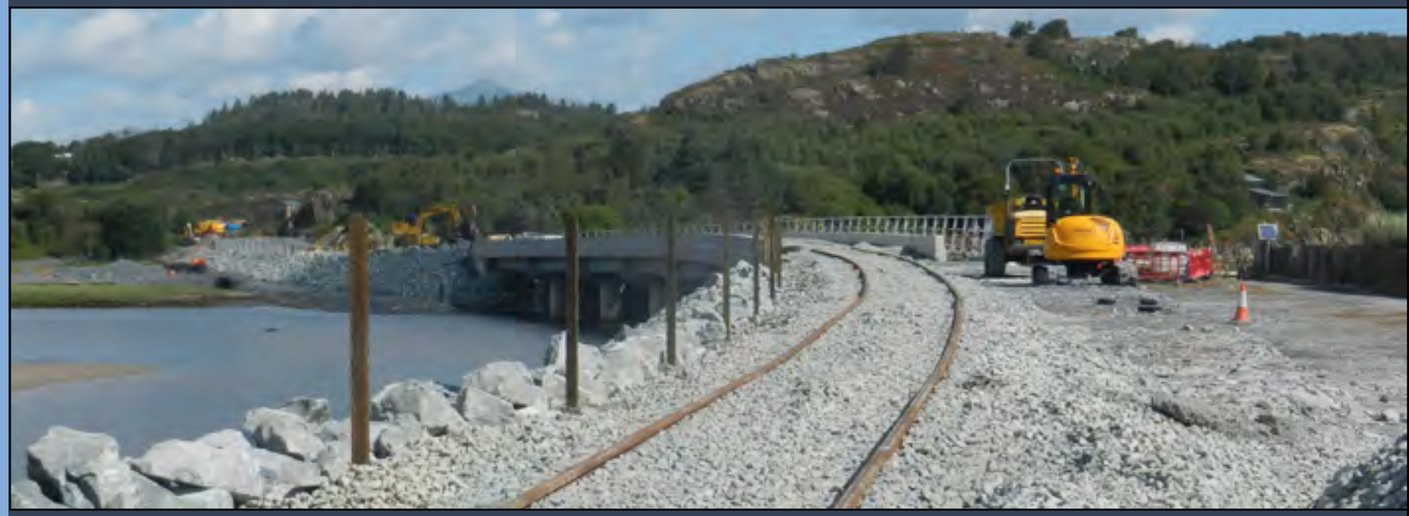
As part of the redevelopment, a new state-of-the-art roof is under construction and on August 2nd, the ninth and largest steel rib was lifted in to place using 750 tonne crane, one of the largest in the country. Measuring nearly 100 metres long and weighing nearly 70 tonnes, the beam was lowered into place to form the corner section of the station's modern and iconic new roof.

Ian Joslin, area director for Network Rail, said "This is a significant milestone in the redevelopment of Manchester Victoria station which will become a vital transport hub as well as an iconic new building. The new concourse will be lighter, brighter and more modern than the old one and will complement the original station building's beautifully restored architecture. When it opens next year, Manchester Victoria will be a station of which the city can be proud of."
Later this month, work will begin to install the roof's ETFE (ethylene tetrafluoroethylene) panels, a lighter and cheaper alternative to glass. The material, which is used at Manchester Piccadilly station, Birmingham New Street station and the Eden Project in Cornwall, has self-cleaning properties and will allow large amounts of natural light in to the station for the first time.
Plans for Manchester Victoria also include a new bridge link to the Phones 4u arena, which is due to open later in August, along with improvements to the concourse and a programme of refurbishments to many of Manchester Victoria's Grade II listed features and buildings.
The remaining roof sections will be installed over the next few months with the whole station redevelopment due for completion in early 2015.The Northern Hub and North west Electrification Programme will provide a foundation for future transport developments, including those proposed in the One North report which calls for improved links between cities in the north.

Cambrian Coast railway up and running

The train service between Harlech and Pwllheli is open for business again from Monday September 1st following the successful rebuild of Pont Briwet viaduct.

The project has seen the 150 year-old wooden bridge over the Afon Dwyryd near Llandecwyn replaced with a modern structure.



Funded by the European Regional Development Fund, Welsh Government, Network Rail and TraCC, and managed by Gwynedd Council, the project has also involved line speed improvement work across the new bridge as part of plans to deliver faster journey times on the route.
With the rail bridge now complete, trains are now able to run the entire Cambrian Coast line for the first time since late 2013.

The upper section of the Cambrian Coast railway closed between Harlech and Pwllheli in November 2013, shortly after the £20m bridge-replacement project commenced, so work to replace the structure could be conducted safely.
Further work was required on the Cambrian Coast earlier this year after ferocious winter storms caused widespread damage. The lower section of the line – between Dovey Junction and Harlech – closed in January, after storms and tidal surges severely damaged the infrastructure.

The railway was quickly opened between Dovey Junction and Barmouth, with more substantial works needed at Llanaber. Following a £10m programme to repair the damage, the railway opened between Barmouth and Harlech in May.

Work continued at Pont Briwet through the summer months and, now the rail-bridge is complete, trains can continue onward from Harlech to Pwllheli.

Mark Langman, Network Rail's route managing director for Wales, said: "I am grateful for the support we had in communities like Barmouth, Harlech and Tywyn during our efforts to re-open the lower section of the line following the unprecedented storm damage earlier this year.

"Now Gwynedd Council has completed the rail section of Pont Briwet, we are thrilled that services can now resume all the way to Pwllheli. I'd like to thank the communities for their patience while the work has been carried out."

As the railway line is now open to trains, Network Rail is reminding people of the risks of trespassing on the railway.

Mr Langman continued: "The communities along the line have been extremely patient while this vital work has been carried out, however we know that some people have been taking shortcuts across the railway while it has been closed.

"We would like to remind them that trains are now running as normal and trespass on the railway or misuse of level crossings is extremely dangerous as well as being a serious criminal offence. We want everyone to stay safe and stay off the tracks."

Ben Davies, Stakeholder Manager for Arriva Trains Wales says "It is great to see the Cambrian coast line fully up and running again and we look forward to welcoming customers old and new to use what I believe to be one of the most beautiful scenic rail journeys in the UK. This line plays an important role in people's daily lives and I know the hundreds of school children returning to school for the autumn term will be glad that the service is now fully operational. As part of the celebrations we have a special "Pricebuster" promotion for local journey s on the Cambrian Coast line – we hope this will act as an added incentive for more people, both locals and tourists alike, to use the line. "



A cab from the scrapped BR Green livered Class 37 411 is seen in the car park of The Alexandra Hotel in Derby. Richard Hargreaves

Ed Tickett returns to First Capital Connect with new images from his 'Modern Day Guide to Using the Railways'

First Capital Connect (FCC) has released its fourth and final set of images featuring fictional character Edwin Tickett and his 'Modern Day Guide to Using the Railways'.

The four new images, which are part of a 19 image series, encourage passengers to arrive at the station with plenty of time, be aware of fellow passengers feeling unwell when travelling and make sure the whole family boards safely and minds the gap.

Ed and his guide first appeared on the FCC network in October last year. Since then he has shared his advice on various topics regarding being safe on the railways and mindful of fellow passengers when travelling.

FCC Customer Service Director Keith Jipps said:"Ed Tickett and his 'Modern Day Guide to Using the Railways' has been very popular with our passengers who have told us they have felt more engaged by it in regards to railway safety.
"We care about our passengers' safety and comfort which is why we ran this campaign to encourage safer and more considerate behaviour. We know from research that we need to use humour to grab people's attention and our latest findings show that this campaign has been incredibly successful."

'The Modern Day Guide to Train Etiquette' can be found at: firstcapitalconnect.co.uk/safety

Attention all passengers: Virgin Trains now gives you Nectar points every time you travel

Virgin Trains has teamed up with Nectar, the UK's largest loyalty programme to announce an exciting new partnership giving customers the opportunity to collect Nectar points when booking tickets online at virgintrains.com from 12 August 2014. Virgin Trains customers will receive 2 Nectar points for every £1 spent on tickets purchased on the Virgin Trains website. Virgin Trains' customers who book online will be asked to enter their Nectar card number at 'checkout' to receive points on their ticket purchase. Around 31.9 million journeys a year are made with Virgin Trains, providing even more opportunities for Nectar cardholders to collect points as they travel for either business or leisure.

Graham Leech, Executive Commercial Director at Virgin Trains said: "On top of our great value fares, we are delighted to be partnering with Nectar to offer our customers an even bigger reward for choosing us."
Will Shuckburgh, Nectar Managing Director said; "Bringing Virgin Trains on board is fantastic news for Nectar as we continue to add big brand, household names to the coalition. Thousands of Nectar cardholders travel on Virgin Trains each and every day, so this exciting addition to the programme is guaranteed to make their trips around the UK even more rewarding."

To mark the launch of this exciting partnership, a double points offer will run for two months from 12 August 2014. During this time, customers will be able to collect 4 Nectar points for every £1 spent when booking tickets online.
Rail users who are not currently Nectar cardholders can apply for a Nectar card via the Nectar website (Nectar.com) or by collecting a registration pack at any Sainsbury's or Homebase store.
Terms & Conditions

1. Collect 2 points for every £1 spent on Virgin Trains' tickets bought online through virgintrains.com (desktop website & mobile website.) From September 2014, you'll also be able to collect points using the Virgin Trains' app.)

2. All journeys where a customer travels on a Virgin Trains' service (whether for the whole journey or just part of it) are eligible for Nectar points. So, a journey on a Virgin Trains' service between London and Manchester would receive points, as would a journey including travel on a Virgin Train between London and St Helens Central.

3. At present season tickets can't be purchased online and are therefore not eligible for Nectar points.

4. To collect points you must enter the last 11 digits of your Nectar card number at check out on virgintrains.com

5. Incorrect or invalid Nectar cards or Nectar card numbers will not be awarded points. Customers are responsible for ensuring the number entered is correct.

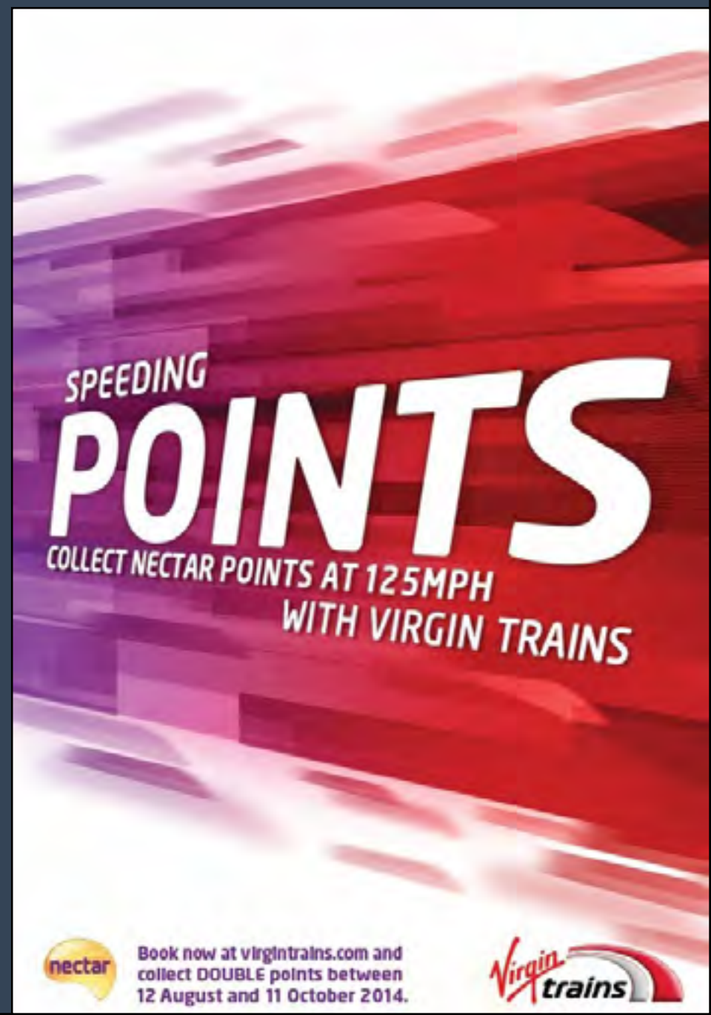
6. Points will appear on the account within 28 days of buying your tickets.

7. In the case of a refund the awarded Nectar points will be deducted from the Nectar account within 28 days of the refund. Where a change is made to your booking, the points collected will be increased or reduced based on the final transaction amount.

8. Points cannot currently be redeemed on virgintrains.com.

9. Points cannot be collected on any element of a transaction which is paid for by redeeming a National Rail Travel voucher.

Virgin Trains reserves the right to:
•Withdraw at any time any Nectar points that were granted in the case of any fraudulent activity or in error
•Withhold or delay issuing Nectar points
•Change these terms at any time





Balfour Beatty Class 20s Nos. 20 189 and 20 142 are seen stabled at Derby station. John Coleman

First trains operate on the newly upgraded Swindon to Kemble line

Network Rail's £45m project to upgrade the line between Swindon and Kemble was successfully completed in late August, paving the way for greater capacity, reduced journey times and a better experience for passengers. The infrastructure upgrade along the route included the reinstatement of the second line between Swindon and Kemble, improvements to earthworks to accommodate the new track, and the installation of new signalling equipment which will safely control the movement of trains.

The new infrastructure provides increased capacity, which will be crucial to meet future passenger demand and will reduce delays for a more reliable service. These improvements will also be essential to enable trains from south Wales to be diverted along this route when Bristol Parkway station and the Severn Tunnel are closed for electrification work.

Simon Maple, Network Rail's route programme and project sponsor, said: "Now that our work is complete, passengers can look forward to fewer delays and reduced journey times in the future. It also means we can minimise the disruption caused by our electrification work and ensure the region gets maximum benefit from a modern, electric railway.

"As is the case with most major works, a certain amount of disruption is unfortunately unavoidable and I would like to thank passengers and local residents for their continued patience and understanding."
Other improvements incorporated as part of the upgrade project include the installation of additional signals between Kemble and Standish Junction, level crossing upgrades at Minety and Purton Collins Lane and the installation of a new footbridge in Stroud.
Rob Mullen, First Great Western's general manager central, said: "These are vital infrastructure works to help pave the way for increased capacity and reduced journey times, and better performance and punctuality that electrification and new electric trains will bring for future services.
"We have worked closely with our colleagues at Network Rail to keep disruption to a minimum but I must thank our customers for their understanding and patience as we seek to make the improvements that we know they want to see."

West Coast main line reopens after August closures help to build a better railway

The West Coast main line reopened on time on August 26th after Network Rail completed the third successive weekend of upgrade work at Watford.

Over the bank holiday weekend, including bank holiday Monday, more than 300 track workers and engineers continued to replace and install new sections of railway and parts of the new modern signalling system in the area.

Planning is already underway ahead of the next West Coast main line closure at Watford which will take place between Christmas Eve and Monday 29 December.

Jim Syddall, acting route managing director for Network Rail, said: "The past three weekends have seen a significant amount of work completed which will help to provide a better and more reliable railway on the West Coast main line through Watford.

"I would like to thank passengers for their patience while the work was carried out as it meant longer journeys and alternative routes for many travelling in and out of London.

"The section of track at Watford is one of the most intensively used, high-speed pieces of railway in Britain and has seen tremendous growth in traffic and passengers over the last five years. There are still a further four weekends of work to come, starting with the next closure over the Christmas period.

"There is never a good time to close the railway but this work is essential to provide a reliable railway for the millions of passengers who use this section of railway every year."

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

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

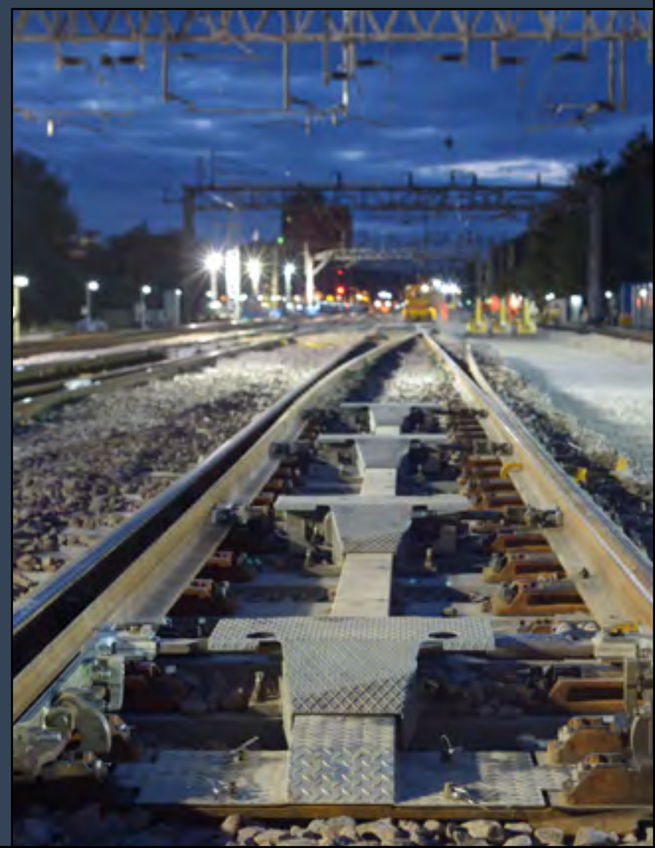
Terry Oliver, London Midland's head of west coast services, said: "We are really pleased with the number of passengers that followed our advice and chose to travel with other operators during the closures. We'd like to thank them once again for their patience and cooperation.

"We will continue to work with Network Rail, industry partners and key stakeholders when planning the strategy for the December closure, ensuring that inconvenience is minimised and that passengers are kept up to date with the latest information."

Phil Bearpark, Virgin Trains' executive director for operations and projects, said: "There is never a good time to close the West Coast main line – Europe's busiest mixed-use rail route – and we'd like to thank our customers for bearing with us during the disruption this caused.

"Our staff have worked really hard to ensure that those travelling with us or on alternative services have been well looked after and given the correct support to help them make their journeys.

"This is always a learning experience and we'll ensure that any lessons from the August line closures are built into our plans for the next round of closures planned this Christmas."
Information will be made available well in advance of the Christmas closure and Network Rail will continue to work with affected train companies to raise awareness. Passengers can plan any journey and get the latest travel information at www.nationalrail.co.uk.





Great Western Railway (GWR) 4200 Class No. 4277 'Hercules' approaches Kingswear on the Paignton and Dartmouth Railway, August 8th. Martin Hill

Investment to transform Hamilton Square station

Hamilton Square station in Birkenhead is to be redeveloped as part of ongoing investment in the railway in Merseyside. Working with Merseyrail and Merseytravel, Network Rail will invest £4m in the station as part of its commitment to provide a better railway to meet the demands of an ever increasing number of passengers. Passengers will benefit from improved platform and tunnel areas which will include new flooring, brighter lighting and better passenger information. The station will look cleaner, lighter and less cluttered and it will be easier for passengers to plan their journey. To complete the upgrade, the station will be closed from Monday 29 September until spring 2015. Trains will continue to run through the station but won't stop.
Ian Joslin, area director for Network Rail, said: "This work will significantly improve Hamilton Square station and provide passengers with a better beginning or end to their journey. "The redeveloped station will be a positive addition to the railway in Merseyside, building on the recent improvements made at Lime Street, Liverpool Central and James Street. "The nature of the work means it can only be carried out while the station is closed. We apologise for the inconvenience this will cause but passengers can be assured we are working closely with Merseyrail and Merseytravel to minimise disruption as possible." Maarten Spaargaren, managing director of Merseyrail, added: "We know that the temporary closure of the station is not good for customers in the short term, but I am confident that that the upgrade will make a big difference and people will really like the new look and feel. A lot of thought will go into improving signage and customer information, making travel on the network easier and more pleasant."

Councillor Liam Robinson, chair of Merseytravel, said: "There has been significant investment to improve station facilities across the railway network in the Liverpool City Region in the last few years and we're delighted to once again work with Network Rail and Merseyrail on the next station in this large scale refurbishment programme."We appreciate that the work will involve some significant disruption to passengers who normally use the station in the short-term but we are confident that it will bring significant improvements for them in the longer term." A rail replacement bus service will be in place from Hamilton Square throughout the closure. Operating in a loop, it will take customers to Birkenhead Central and Conway Park.
Buses will run every five minutes between 7am and 10am and 4pm and 7pm, Monday to Friday, and every 10 minutes at all other times. The bus round trip will take about 15 minutes and 20 minutes at peak-times.
The work at Hamilton Square station is part of a ongoing project to improve all five stations in Liverpool city centre. Liverpool Central was redeveloped in 2012 and Lime Street and James Street in 2013. Moorfields is due to be refurbished next year.

Batteries included: Network Rail begins on-track trials of prototype battery-powered train

Britain's first battery-powered train is being put through its paces in a series of on-track trials – a move which could ultimately lead to a fleet of battery-powered trains running on Britain's rail network which are quieter and more efficient than diesel-powered trains, making them better for passengers and the environment.
Network Rail has successfully completed the retrofitting of its first battery-powered train and has now embarked upon a programme of trials at a test track in Derby, which will culminate with a series of high-speed tests at the Rail Innovation and Development Centre (RIDC) in Nottinghamshire later this year.

Network Rail has a target to reduce the cost of running Britain's railway by a further 20 per cent. At the same time, we are always looking for ways to make the railway greener too. This project has the potential to contribute significantly towards both those goals.

"It's still early days for what is an exciting and experimental project that tackles these two key objectives, but we're thrilled to begin the next phase of testing and look forward to running the train on-track in live, high-speed tests."



Although the project is in its very early stages, Network Rail and its partners believe battery-powered trains could be used to bridge gaps in otherwise electrified parts of the network or be used on branch lines where it would not be cost effective to install overhead electrification equipment, bringing the additional benefits of making the new trains cost-effective and sustainable.
Using an Abellio Greater Anglia Class 379 unit, which normally operates using electricity drawn from overhead power lines, Network Rail and its industry partners – including Bombardier, Abellio Greater Anglia, FutureRailway and the Department for Transport who are co-funding – have installed six battery rafts to the full train at Bombardier's facility in Derby, where the first on-track test runs are now taking place.

Network Rail's senior engineer leading on the Independently Powered Electric Multiple Unit (IPEMU) project, James Ambrose, said: "Over the next five years, The battery rafts fitted to the Class 379 unit contain a battery box, isolation switch, power distribution control panel, battery charging inverter, batteries and battery monitoring system, all mounted within a bespoke, purpose-built rig. Their creation follows the successful testing of several types of battery technologies, including lithium iron magnesium and hot sodium nickel salt.

James added: "Although we've retrofitted the Abellio Greater Anglia Class 379 unit with lithium iron magnesium batteries, we continue to test other possible solutions so we can gather as much information and comparison data as possible for future development."

Additional battery tests are now underway at the Bombardier Mannheim facility in Germany. On-track trials of the Abellio Greater Anglia Class 379 are now underway at a test track in Derby, and high-speed running has been scheduled at the RIDC towards the end of the year.

Schoolgirls raise the roof with IT competition work experience prize

Six secondary school students have been getting a roof-raising experience by visiting the £44m redevelopment at Manchester Victoria station. The tour was part of their prize of two weeks paid work experience, after winning Network Rail's Could IT Be You? competition to encourage more young women into technology careers.

The competition was launched in October 2013 after Susan Cooklin, Network Rail's chief information officer, raised concerns about the rapid slide in the number of women entering the UK's IT sector. The latest figures from e-skills UK shows the proportion of women working in technology roles in the UK has more than halved since the 1980s despite technology becoming an increasingly integral part of our everyday lives.

During the two weeks, the girls shadowed Network Rail's IT managers, attended meetings and saw how technology helps run Britain's railway, which carries more than 4m people and hundreds of tonnes of freight a day. They also visited signalling centres, stations and the National Records Centre, which holds over five million historical records including original architectural drawings by Brunel, which are still used today by 21st century engineers.

Could IT Be You? winners take up their paid work experience prize - here at Manchester Victoria redevelopment
Hannah Blair, aged 18, from West Wickham in south London and runner up in the competition, spoke about her time with Network Rail: "The highlight of my week was the visit to Wembley signalling centre. To see the live operation of trains being run from Euston to Watford Junction was amazing. It was interesting to see the different types of technologies working together and it really helped to open my eyes to what a complex operation Network Rail undertakes daily."

Dani Ball, aged 17, from Nottingham, also a runner up, said: "The thing that surprised me the most was the variety of roles available. One of my favourite experiences was seeing how the biggest crane currently being used in the country is helping transform Manchester Victoria station."

Zoe Moore, aged 17 from Towcester in Northants, was the overall winner of the 2013 competition and will have her first year's university fees paid for by Network Rail. She said: "One of the most unusual things we got to see was all the historical railway records at the National Records Centre in York, the oldest of which was from 1509. One particularly special document contains Florence Nightingale's signature from a land deed. Where else do you get to see that?"

Network Rail CIO, Susan Cooklin, said: "Popular culture has helped create a perception amongst young women that a career in IT is all about writing code in basement offices – the reality couldn't be further from the truth. All these girls have shown a creative mind for solving problems and good communication, and these are the skills that business leaders are after. Everyone in my team is thrilled to be able to showcase how much technology there is on the railway and hopefully inspire them to become technology gurus of the future."

Could IT Be You? winners take up their paid work experience prize - here at Wembley signalling centre

Could IT Be You? 2014 will be launched in September, with the same top prize of the first year of university fees paid for by Network Rail. The winner and runners up will also receive paid work experience as a prize. A new website will accompany the launch but those interested can keep up to date on what's happening by following the team @couldITbu14



Metropolitan No. 1 is seen at Moorgate tube station on August 9th. John Coleman



GB Railfreight brings hardy 'Yeoman Highlander' back to the UK

GB Railfreight has formally confirmed the purchase of the locomotive 59 003, named 'Yeoman Highlander', from German-based Heavy Haul Power International (HHPI).

This will be the first Class 59 to join the GBRf fleet, exemplifying the company's intention to build its presence in both the aggregates and bulk materials freight markets.

Class 59 003 has heavy haul capability and can be subsequently used to shift anything from stone aggregate to oil tankers. Given this power, it will be used on flows across the UK where it is deemed useful and appropriate.

This once again affirms the company's commitment to not only growing UK rail freight, but also boosting the supply chain across the various sectors. British companies will now be able to benefit from a locomotive that has successfully hauled coal trains in Germany for the last 15-20 years.

The contract states that the 59 003 will be delivered to the UK at the end of August 2014, ready to put into traffic by December 2014.

John Smith, Managing Director of GB Railfreight, said: "We're delighted to be bringing the 'Yeoman Highlander' back to the UK. The extra power it provides will be of a prime importance for our work in the aggregates market and will allow us to further expand our business in other areas. This will be the first Class 59 to join our fleet, and from December, we hope to have it working on flows across the UK."

Talking Statues at London Paddington station

Visitors to London Paddington station can listen to the statues of The Unknown Soldier and Isambard Kingdom Brunel for the first time. Voiced by the actors Sir Patrick Stewart and Hugh Bonneville, the statues have been brought to life as part of the Talking Statues project, which Network Rail is supporting.
The Unknown Soldier is voiced by Sir Patrick Stewart reading a monologue inspired by the soldier's scarf. Sir Patrick Stewart said: "I think 'Talking Statues' is a lovely idea. It brings a sense of intimacy and personality to the statues that surround us all". The piece was written by the playwright Tony Harrison: "People often assume that he's wearing a belt of bullets round his neck but if you look closely you see that it's a knitted scarf." explains Harrison. "I imagined it as red scarf, hand knitted by his mother..."

The statue of Brunel has been animated by Hugh Bonneville, reading a piece written by the playwright Rachel Wagstaff . "Brunel was such a fascinating man,' says Wagstaff. " It's wonderful that he can be recognised in the station which he designed!". Hugh Bonneville added: "The idea of discovering unsung heroes and bringing them to life is captivating. This is certainly an exciting way of bringing them to our attention".
Nick Hartnell, Network Rail's station manager at London Paddington welcomed the Talking Statues project: "We're delighted to see the statues at the station brought to life in this manner. I hope that passengers who have the time will stop and listen to these statues for a few moments." The project sees 35 statues in London and Manchester animated by a cast of actors and comedians. The producers, Sing London, have commissioned some of the nation's most celebrated writers to pen monologues for the statues, which will speak for one year.

Other London statues in the project include:
• Dominic West as a stir crazy Achilles in Hyde Park
• Jeremy Paxman defending free speech as John Wilkes in Fetter Lane
• Baker Street's Sherlock Holmes, as imagined by Anthony Horowitz
• Nicholas Parsons as Samuel Johnson's famous cat, Hodge in Gough Square
• Hugh Dennis as a goat in Spitalfields
• Alan Johnson MP as Rowland Hill, inventor of the Penny Black in EC1
• Simon Russell Beale as Isaac Newton at the British Library



Talking Statues in Manchester include:
• The Reading Girl, in Manchester Central Library, written by Dame Jacqueline Wilson,
• Tom Conti as Lincoln in Manchester's Lincoln Square, written by Gary Younge, Prunella Scales as Queen Victoria in Piccadilly Gardens. Written by Katrina Hendry whose play about Victoria generated great acclaim.
• Coronation Street star David Neilson propping up the bar as LS Lowry at Sam's Chop House, written by exciting new talent, Kiran Benawra
• Russell Tovey as code-breaker Alan Turing, penned by Mark Ravenhill.

A public competition has been launched to animate another four statues:
• The Leaping Hare on Crescent and Bell, Broadgate Estates, London
• Isis, Hyde Park, London
• Shakespeare, guarding the way to knowledge at British Library, London
• T-Rex, the Jurassic giant housed in Manchester Museum

The winning monlogues will be chosen in November and be recorded by well known public figures. Details of the contest can be found at www.talkingstatues.co.uk.



At Wabtec Doncaster, Class 47 703 is seen with a rake of East Coast Mk4 stock. Class47



Liebherr A900 road-railers Nos. 940699-0 and 940675-0 stand in Malvern Wells down loop on August 3rd. Neil Pugh



Class 57 003 takes 68 002 through Daresbury. Mark Enderby

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

Farmers urged not to come a crop-per on a level crossing this harvest



Network Rail is reminding farmers and farm-workers of the importance of level crossings safety as they gather their crops this harvest.

There are hundreds of user-worked crossings on farmland in Britain, which see a marked increase in traffic during the harvest season. Figures collated over the past ten years reveal that the number of collisions and near misses at these types of crossings also sharply increases over the harvest months.*. Since the beginning of June, Network Rail has recorded dozens of incidents of level crossing misuse on farm crossings. Fortunately none of these have resulted in collisions or serious harm but they have caused over ten hours of delays to rail services. Vincent Briggs, level crossing manager for Network Rail, said "Harvest gathering is an extremely busy time for farmers, with level crossings that are seldom used during the rest of the year coming into almost constant use.

"While most farm crossings are used correctly and safely, that is not always the case and we have already seen a number of dangerous examples of crossing misuse this year. "We're asking farmers with level crossings on their land to make sure that everyone who comes onto their farm knows how to use the crossing correctly." National Farmers' Union regulatory affairs adviser Ben Ellis added: "Farmers with land either side of the railway rely heavily on being able to use level crossings. We remind our members to follow the safe working procedures for the particular crossing, cutting corners can cost lives."General advice for the safe operation of a user worked crossing include:

• Read all the signs and follow the instructions
• If there are no lights, stop, look both ways and listen before you cross. If there is a railway telephone, always use it to contact the signal operator to make sure it is safe to cross. Inform the signal operator again when you are clear of the crossing so trains are not unnecessarily delayed
• Train speeds can be deceptive. Don't be fooled into thinking that you can beat an approaching train.

Earlier this year, Network Rail launched a nationwide awareness programme targeting motorists who drive for a living. The programme, delivered by its team of 100 level crossing managers, provides training sessions reminding drivers that although it may seem an inconvenience to have to wait at a crossing, especially when they are trying to meet delivery deadlines, crossings are in place to save lives – theirs as well as those on trains. As well as the risk to life, the misuse of a level crossing also poses a threat to the career of a professional driver as it is a criminal offence to misuse a level crossing.

Actual numbers for the period 2004 -2013:

	Strikes	Near-misses
Jan	2	65
Feb	2	55
Mar	0	81
Apr	1	83
May	4	100
Jun	7	132
July	7	120
Aug	7	131
Sep	8	105
Oct	4	93
Nov	3	54
Dec	4	58

In the past four years, Network Rail has invested £130 million into its programme to improve level crossing safety. During this time it has:
• Closed nearly 800 level crossings
• Replaced footpath crossings with footbridges
• Installed warning lights as an additional safety measure at footpath crossings
• Launched a new schools programme – Rail Life – teaching both primary and secondary school children about how to stay safe when crossing the railway
• Rolled out safety camera enforcement vans
• Invested in new technology such as the obstacle detection radar technology
• Introduced power operated gate openers
• Installed spoken warnings to announce when "another train is coming" after one train has passed through
• Employed more than 100 new dedicated level crossing managers

The Nosh Report

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

This month I visited The White Horse at Church Fenton (A busy little junction on the York to Leeds line)

Well this was a real surprise. I had only ever previously been to the Indian restaurant at Church Fenton, which is located on the station, so after alighting from the train it was just a short walk into the village.

Pie which was bursting with meat and was serves with some excellent chips, veg and gravy.

I found a really excellent review of this place online, and thought I would share it here:

An unassuming but quite large village local with a large lounge and saloon bar, free wifi, good choice of beer and quite simply the best home made pies anywhere! I stayed in a B&B in the village in March 2014 and wandered over to the pub on a very quiet Monday night about half eight. After finishing a telephone conversation outside I stepped in and ordered a pint of Black Sheep



The White Horse
Main Street, Church Fenton
North Yorkshire LS24 9RF
Tel: 01937 557143

Food is served:

Daily Lunch : Served from 12 noon to 2.30pm Monday to Saturday.

Sunday Lunch : Served at 12 noon, 1.30pm and 3pm Sunday.

A La Carte : Available Monday to Saturday (lunch or evening) and Sunday evening.

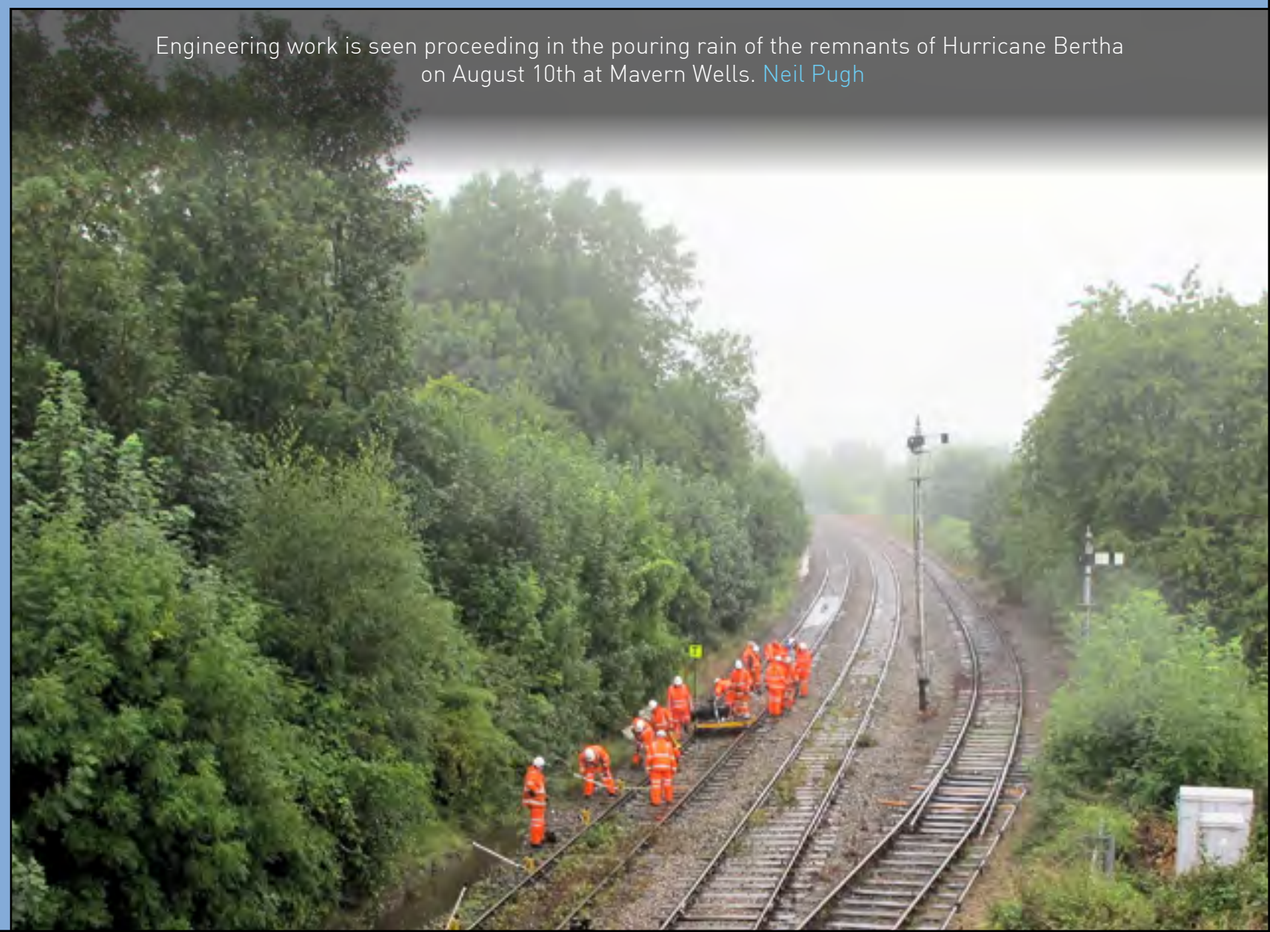
The menu is very comprehensive and the portions are substantial. I went with a group and although we all commenced by saying we would have dessert, none of us did, as we were all too full! There was also a real problem with choice here, and to be honest although most of the group had different dishes, and they all looked lovely, a special mention has to go to the Steak and enquired whether food was being served.
I was disappointed to hear that as it was so quiet, the kitchen had closed at half eight and also that the curry house was closed on a Monday also.
Oh well, two more pints and a packet of nuts would have to do - beer is food after all. As I sat down, the very kind lady in the kitchen walked over and enquired whether I would like home made steak and mushroom pie with veg and new pots? Is the Pope a catholic I replied and cancelled the nuts! Great service and also, when the food came out simply great food. A pie the size of a house brick stuffed full of tender, juicy beef and mushrooms. light and velvety pastry with new potatoes, broccoli, cauliflower, carrots and green beans all with a jug of piping hot gravy - kill me now my work here is done! All for £8.50 too!

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



Former Severn Valley resident Class 37 906 stands amongst the weeds at Leicester. Class47



Engineering work is seen proceeding in the pouring rain of the remnants of Hurricane Bertha on August 10th at Mavern Wells. Neil Pugh

A Different View

The Dawlish air show draws huge crowds each year and many of them travel by train. Here a CrossCountry and a First Great Western HST cross during the event.
Richard Hargreaves

Left: A close up of the metal work on the former swinging-section of Barmouth Viaduct, and the slow decay after over a century exposed to the sea air is apparent on the ageing structure, but it does make for some interesting shades and colours. Ben Bucki

Below: Looks like the signal box at Rye need a little roofing work done. Derek Elston



The westbound platform at Rye showing the offset platform arrangement, as viewed from the footbridge. Derek Elston

Preserved Railways: Ecclesbourne Valley Railway





Above: BR Derby Lightweight DMU No. 79900 is seen at Duffield operating with Class 122 'Bubble Car' No. W55006. Class47

Right: Class 119 DMU No. 51073 leads Class 101 Nos. 59303 and 51505 along with another Class 101 into Duffield on August 9th. Richard Hargreaves

Main: On August 9th, Class 101 DMU Nos. 51188 and 50599 are seen at Wirksworth operating on the Ravenstor branch. Richard Hargreaves



South Devon Railway



BR 0-6-0DE No. D3721 (the former Class 09 010) is seen stabled at Buckfastleigh on July 28th. Richard Hargreaves



GWR 4-6-0 No 4920 'Dumbleton Hall' awaits restoration at Buckfastleigh. Richard Hargreaves



The open door of the PLOG shed reveals a tantalising glimpse of a Wickham trolley and Class 33 002, both under restoration. Steve Thompson

Recent arrival to the railway, Class 37 275 stands in the yard at Buckfastleigh on July 28th. Richard Hargreaves





Above: GWR pannier tank No. 5786, still in LT red as No. L92, arrives into Buckfastleigh on August 8th. Steve Thompson

Left: GWR Collett 0-6-0 No. 3205 now wears BR lined-out green livery at the South Devon Railway, and very nice it looks too. Here it is getting ready to depart from Buckfastleigh Station with a train to Totnes. Steve Thompson

Main: On August 8th, Class 25 No. D7612 awaits departure time from Buckfastleigh with the last service of the day to Totnes. Steve Thompson

Paignton and Dartmouth Railway





Above: GWR 4200 Class No. 4277 'Hercules' arrives into Dartmouth with a service from Paignton, August 7th. Steve Thompson

Left: Great Western Railway 7800 Class No. 7827 'Lydham Manor' is seen stabled at Paignton on July 20th. Richard Hargreaves

Main: Class 25 No. D7535 departs Kingswear during the evening of the 150th Anniversary of the Paignton and Dartmouth Railway, August 16th. Mark Pichowicz

Llanberis Lake Railway



Above: Quarry Hunslet 'Dolbadarn' runs past the National Slate Museum at Llanberis on a busy summer-holiday day, August 20th. Ben Bucki

Main: Quarry Hunslet "Elidir" was also in use on August 20th, seen here also passing by the National Slate Museum at Llanberis. Ben Bucki

Ffestiniog Railway





Above: Acting as station pilot loco, diesel 'Criccieth Castle' shunts a mixture of coal wagons and vintage stock whilst it prepares a service train in Porthmadog Harbour Station, August 28th. Ben Bucki

Left: On a very warm and bright August 7th, 'Earl of Merioneth', one of the Double-Fairlie locomotives operated by the Ffestiniog Railway, eases back onto its train at Porthmadog Harbour, preparing to depart to Blaenau Ffestiniog. Ben Bucki

Main: Double Fairlie 'David Lloyd George', still running in undercoat following overhaul, leaves Porthmadog Harbour station and crosses the Cob embankment, with its first service of the day on August 28th. Ben Bucki





Above: On August 7th, 'Vale of Ffestiniog' (heavily rebuilt from a former South African diesel loco) tows an item of former South African stock away from Harbour and towards Boston Lodge station. Ben Bucki

Left: 'Earl of Merioneth', the 1980's-built Double-Fairlie locomotive operated by the Ffestiniog Railway, sits ready to depart from Tan-Y-Bwlch with a train for Blaenau Ffestiniog, August 7th. Ben Bucki

Main: Lynton and Barnstaple-replica 'Lyd' runs-round its train at Porthmadog Harbour station, ready to form an afternoon service on the Ffestiniog Railway, August 19th. Ben Bucki





Double-Fairlie locomotive 'Merddin Emrys' heads towards Porthmadog at Tan-Y-Bwlch, August 22nd. Amy Bucki

GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

Over 50 new layouts confirmed for GCR's 2015 'Model Event'

Examine the very best models and ride behind their giant counterparts!

Friday 19th, Saturday 20th and Sunday 21st June 2015

The Great Central Railway's inaugural 'Model Event' was so successful, it will be staged again in 2015, with over 50 layouts already confirmed!
'We have managed to secure the cream of the crop' said John Elliott of Soar Valley Model Railway Club. 'We are delighted with next year's line-up, we thought this year's was going to be tough to beat, but we've already cracked it!'

Amongst those confirmed are 82G – Templecombe Road, Casterbridge, Coppell, Dorehill, Great Train Robbery, Harpenden East, Hungerford, Newcastle by the Water, Waterloo Street, Warton Road and Woodhead.

Andrew Jones said 'We are delighted to be bringing our Harpenden East layout next year. We came this year with our QUESTA layout and we loved the concept of the event, visitors can travel on full size steam and diesel locos to look at a variety of miniatures. The quality and variety of the layouts was superb; we can't wait to be part of the event in 2015.'

Unusually the event isn't concentrated on a single site, visitors are able to take train rides between the line's stations and visit different displays. Full size locomotives and rolling stock will also be on display alongside the main 35,000 square foot exhibition hall and there will be displays from model engineers too.

The GCR is delivering the event alongside the Soar Valley Model Railway Club again. Our normal fares will apply for this event with tickets costing just £15 including all day travel!



On August 22nd, Double-Fairlie locomotive 'Merddin Emrys' heads towards Porthmadog at Tanygrisau. Amy Bucki



After more than two decades out of traffic, the SR Pacific No. 34092 'City of Wells' charges out of Mytholmes tunnel, on the last 'regular' train of the day of its first weekend in regular service, on August 16th, before heading the special evening dining train. The locomotive has been restored to a very high standard, and is once again adding a welcome note of eccentricity to the locomotive fleet of this former Midland Railway's Yorkshire branch line. Ben Bucki

GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

GREAT CENTRAL RAILWAY REUNIFICATION: NEXT PHASE OF WORK GETS UNDERWAY

THOUSANDS OF POUNDS SAVED AS LEADING CONSULTANTS SPONSOR HISTORIC CANAL BRIDGE SURVEY

Survey work has taken place on a disused Victorian bridge over the Grand Union canal in Loughborough as the Great Central Railway steps up its reunification project. XEIAD, a specialist civil engineering consultancy examined the bridge, which dates from the late 1890s, to determine how much work will be required before it can carry steam trains again.

The Great Central Railway is planning to reunite two sections of the former Main Line to create an eighteen mile heritage line between Nottingham and Leicester. Already the two halves of the railway are working in partnership with Network Rail to build a new bridge across the Midland Main Line, which is the key component of the missing 500 metres of track that needs to be rebuilt.

With the recent announcement of two grants of half a million pounds from the Government's Local Growth Fund, the GCR is now accelerating its plans to reunify the railways. Attention is now turning to other parts of the project including the repairs to the canal bridge. Unlike the bridge over the Midland Line it wasn't demolished after the closure of the railway but it is in a state of disrepair. XEIAD sponsored the survey providing two its of trained engineers for two days, work which would have otherwise cost tens of thousands of pounds. Besides measuring and photographing the structure they were also able to use a pontoon on the canal to examine the underside of the bridge decks in detail.

Bill Ford, the Managing Director of the Great Central Railway said, "We are extremely grateful to XEIAD. Their professional team have kick started the next phase of our exciting reunification project. The report they produce will help us draw up detailed plans to repair the bridge which in turn will allow us to cost the work and most importantly, get it underway! In years to come our heritage trains will make a fine site crossing the bridge."

Olivier Garrigue, Chief Executive Officer of XEIAD said "XEIAD are delighted to be among the many partners who actively support the redevelopment of the Great Central Railway project. We recently had the opportunity to inspect and assess the condition of the Canal Bridge and will continue to contribute in all ways we can. We found that the elements of the structure we inspected ranged from a fair condition to some requiring repairs but nothing that cannot be achieved if we all pull together."

The grand reunification project is expected to cost six and a half million pounds. Besides the award from the Local Growth Fund, the GCR is currently raising one million pounds to build the new bridge across the Midland Main Line with Network Rail. The work must be completed before the Midland line is electrified. Five hundred and ninety thousand pounds has now been raised.

Bill continued, "The reunification project is really gathering pace. We must now raise the remaining money to complete the construction of the Main Line bridge. Our Local Growth Fund grant can't be spent on that part of the project. Thankfully railway enthusiasts across the country and the local community has been very generous and we hope that will continue. Then we look forward to making rapid progress on the rest of the infrastructure required for the project."

Trains could be running over the new link along the full length of the 18 mile railway within a few years subject to finance being available.

To donate to the GCR Bridge appeal;
Send a cheque made payable to the David Clarke Railway Trust and marked 'Bridge Appeal' to Lovatt House, 3 Wharncliffe Road, Loughborough, Leics, LE11 1SL
Or donate on line using a credit or debit card at www.gcrailway.co.uk/unify

Back in revenue-earning service on the KWVR after an extensive overhaul, West Country Class Pacific No. 34092 'City of Wells' (minus nameplates) calls at Oakworth on August 17th. Gerald Nicholl

West Somerset Railway





Above: Brush built Class 47 No. D1661 "North Star" stands outside the shed at Wiliton on July 28th. Dave Harris

Right: GWR 4900 Class No. 4936 'Kinlet Hall' departs Watchet with a Minehead service on July 26th. Dave Harris

Main: A busy Minehead station with No. D2133 on shunting duties. This loco was withdrawn by BR in 1969 and then saw many years of use at Bridgewater by British Cellophane before eventually arriving on the WSR. Dave Harris





Above: Wiliton depot on the West Somerset Railway on July 28th with Class 33 No. D6575 and Warships Nos. D832 "Onslaught" in BR green livery and maroon liveried D821 'Greyhound'. Dave Harris

Right: GWR Manor Class No. 7828 "Norton Manor" is pictured in one of the headshunts at Minehead on August 20th. Phil Martin

Main: BRCW Class 33 No. D6566 is seen outside the depot at Wiliton on July 28th. Dave Harris



GWR 2-8-0 freight locomotive No. 3850 approaches Watchet with a service to Minehead. Martin Hill



GWR 5101 Class 'Large Prairie' 2-6-2T No. 4160 stands on the turntable at Minehead on August 7th. Martin Hill

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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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

Welsh Highland Railway

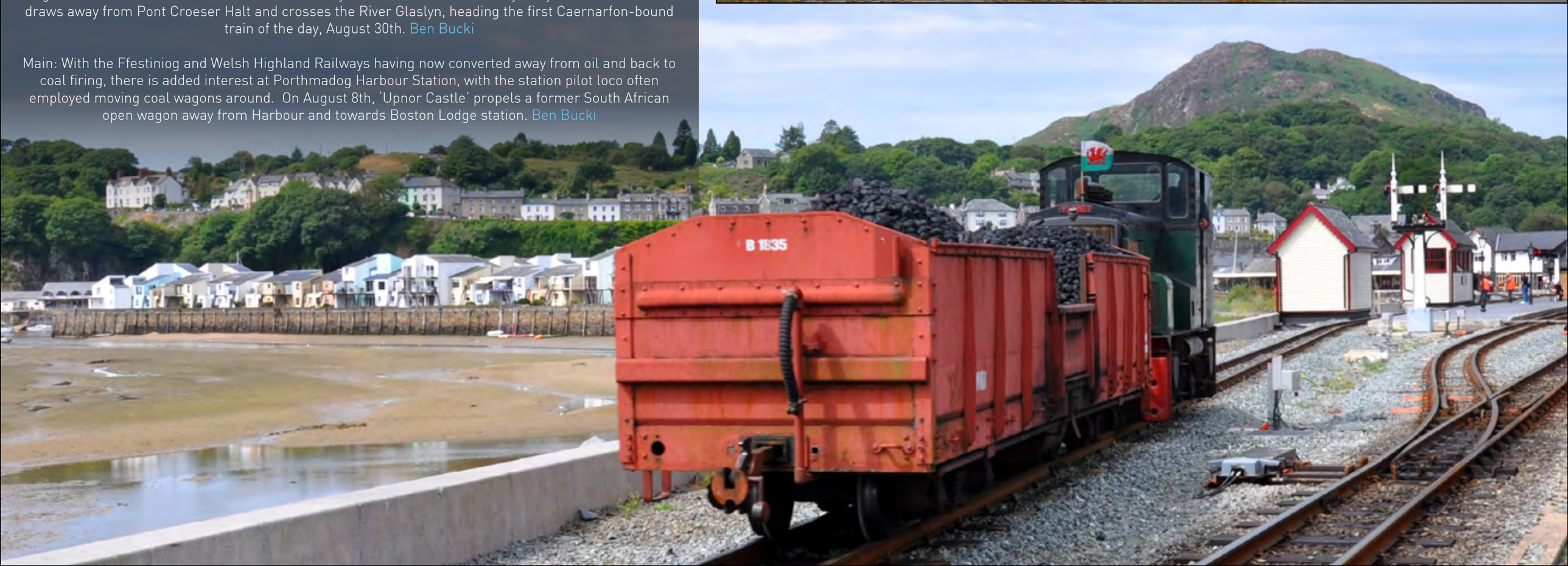


Above: No. 87, one of the Garratt locos used by the Welsh Highland Railway, trundles over the Cob embankment in Porthmadog, running light-engine to the sheds at Boston Lodge after having brought a train from Caernarfon into Harbour Station. Ben Bucki

Right: On the last weekend of the summer holidays, ex-South African Railways Beyer-Garratt No. 138 draws away from Pont Croeser Halt and crosses the River Glaslyn, heading the first Caernarfon-bound train of the day, August 30th. Ben Bucki

Main: With the Ffestiniog and Welsh Highland Railways having now converted away from oil and back to coal firing, there is added interest at Porthmadog Harbour Station, with the station pilot loco often employed moving coal wagons around. On August 8th, 'Upnor Castle' propels a former South African open wagon away from Harbour and towards Boston Lodge station. Ben Bucki





Llangollen Railway





Above: BR Standard Class 4 2-6-4T No. 80072 brings a freight into Glyndyfrdwy on August 30th. Brian Battersby

Left: GWR 2884 Class 2-8-0 No. 3802 waits to depart Glyndyfrdwy on August 30th with a service to Llangollen. Brian Battersby

Main: LMS Ivatt Class 2 2-6-0 No. 46521 passes Fisherman's Crossing working a train from Llangollen to Carrog on August 30th. Brian Battersby





Above: Class 27 No. D5310 arrives into Glyndyfrdwy with a service from Carrog on August 30th. Brian Battersby

Left: LMS Ivatt Class 2 2-6-0 No. 46521 is seen arriving into Glyndyfrdwy with the 12:56 service to Carrog. Michael Lynam

Main: LMS Black 5 No. 45337 arrives at Glyndyfrdwy with the 12:56 service to Bonwn. Michael Lynam

East Lancs Railway

Recently restored and now in regular service on the ELR, LMS Hughes 'Crab' 2-6-0 No. 13065 heads out of Heywood with the 15:20 to Bury on August 6th. Gerald Nicholl

Class 117 DMU Nos. W51382 & W51339 ambles into Ramsbottom with the 15:40 service from Rawtenstall on August 6th. Gerald Nicholl

BR Class 35 'Hymek' No. D7076 passes the site of the former Ewood Bridge station hauling the 09:30 service from Bury to Rawatenstall on August 9th. Dave Felton



Hunslet built Austerity 0-6-0ST locomotive No. WD132 'Sapper' is seen departing from Irwell Vale station hauling the 10:45 service from Heywood to Rawtenstall on August 9th. Dave Felton



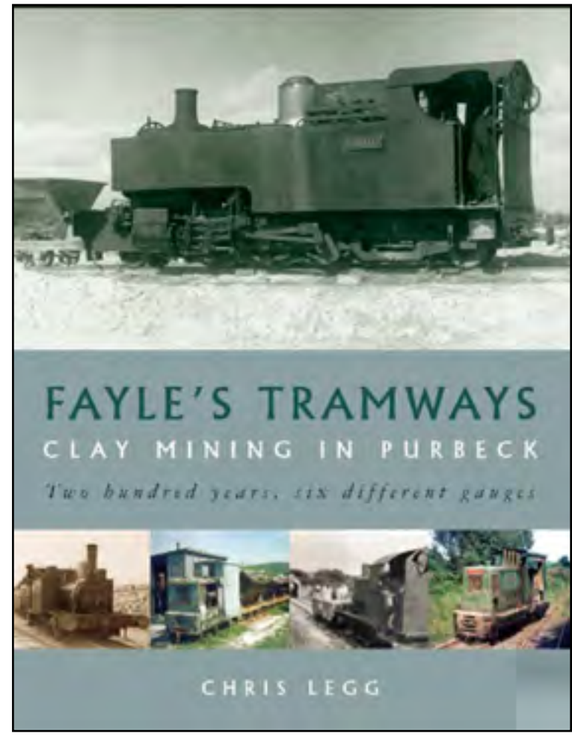
LMS Hughes Crab Class No. 13065 is pictured standing in Irwell Vale station with the 10:00 service from Heywood to Rawtenstall on August 9th. Dave Felton

SWANAGE RAILWAY

AUTHOR SIGNS LANDMARK BALL CLAY HISTORY BOOK AT THE UNIQUE AWARD-WINNING PURBECK MINERAL AND MINING MUSEUM

A dedicated author who has spent more than 50 years researching the history of the Isle of Purbeck's important ball clay mining industry has signed copies of his new landmark book at the unique award-winning Purbeck Mineral and Mining Museum near Corfe Castle. Growing up in Wareham and going to school in Swanage, Chris Legg signed copies of 'Fayle's Tramways – Clay Mining in Purbeck' at the Norden museum, next to the Swanage Railway's Norden station and Purbeck District Council's park and ride car park, on Bank Holiday Monday, 25 August, 2014.

With the free admission volunteer-run Purbeck Mineral and Mining Museum opened for the day, the occasion was marked with a special appearance by a Victorian narrow gauge steam locomotive No. 542 'Cloister' which was named after a horse that won the Grand National during the 1890s. Published by the Twelveheads Press based at Chacewater near Truro in Cornwall – and featuring 225 illustrations – copies of Chris Legg's hardback 'Fayle's Tramways – Clay Mining in Purbeck' are £28.00 each.



The new landmark book by the retired pharmacist, who used to work in Wareham, covers some 200 years of history and six different gauges of narrow gauge railways that transported ball clay from the Isle of Purbeck for use in the potteries of the Midlands which exported their ceramic wares across the world.

Purbeck Mineral and Mining Museum Chairman Peter Sills said: "Everyone was absolutely delighted that Chris Legg travelled from his home in Suffolk to sign his new landmark book in the area where ball clay has been mined for more than 400 years. It's very apt and it was a very special day enjoyed by many people with an interest in the subject. "Ball clay mining industry and narrow gauge railway enthusiasts have been waiting with anticipation for many years for Chris to complete his 50 plus years of meticulous research and write his book – a wait that has been well worthwhile," explained Mr Sills.

Explaining the history and technology behind ball clay mining – which has been taking place in the Isle of Purbeck since the 16th century – the Purbeck Mineral and Mining Museum features a realistic reconstruction of an underground mine tunnel, a rebuilt ball clay trans-shipment building, a 300 metre section of narrow gauge railway as well as an engine shed with viewing area.
Part of the Swanage Railway Trust and its educational remit, the museum is the result of some 40,000 hours of work – and has been achieved thanks to a £100,000 European Union grant from the Chalk and Cheese organisation as well as £40,000 donated by museum members.

Swanage Railway Trust Chairman Gavin Johns explained: "The Swanage Railway Trust is very proud to have played an important part in the creation of the Purbeck Mineral and Mining Museum as among the Trust's aims is to preserve, conserve and educate."Because Chris Legg knew many Purbeck ball clay miners, managers and their families over many years, his new book is a very people orientated story with fascinating photographs and drawings – many of which are published for the first time," he added.

A 0-4-0 wheel arrangement saddle tank steam locomotive, 'Cloister' was built by Hunslet of Leeds in 1891 for the Dinorwic slate quarry – once the largest slate quarry in the world – at Llanberis in north Wales a cost of £500.
Planned and built by a small team of dedicated volunteers over more than a decade, the award-winning Purbeck and Mineral Mining Museum is open on Saturdays, Sundays, Tuesdays and Wednesdays between 11am and 4.30pm. Admission is free. Donations are welcome to help fund continuing preservation and development work at the Purbeck Mineral and Mining Museum – just go on-line and visit 'www.pmmmg.org' or call 01929 481461.

Great Central Railway



Above: Class 31 No. D5830 approaches Quorn and Woodhouse station on August 30th with a Leicester North service. Class47



Right: Class 45 041 arrives into Quorn and Woodhouse station on August 30th. Richard Hargreaves

Main: Class 55 No. D9016 'Gordon Highlander' arrives into Quorn and Woodhouse with a service to Leicester North on August 30th. Richard Hargreaves





Above: Class 14 901 arrives into Quorn and Woodhouse on the rear of a service to Loughborough, August 31st. John Alsop

Left: Class 20 No. 8098 approaches Rothley station. Class47

Main: GBRf's Class 66 753, visiting the line for the gala, leads Class 27 No. D5401 into Quorn and Woodhouse with a service to Leicester North. Richard Hargreaves

Spa Valley Railway



Class 33 202 'Denis G Robinson' is seen in the company of 33 063 at Tunbridge Wells on August 4th. Michael Lynam



On August 4th, Class 26 038 'Tom Clift' is seen at Tunbridge Wells station. Michael Lynam



The A1 Steam Locomotive Trust
New Steam for the Main Line

NEW CUSTODIAN FOR THOMPSON CLASS B1 NO. 61306 MAYFLOWER

Retired businessman and long-term London & North Eastern Railway (LNER) enthusiast David Buck has acquired LNER-designed Thompson class B1 No. 61306 Mayflower from the Boden family for an undisclosed sum. The locomotive will be managed on behalf of David Buck by The A1 Steam Locomotive Trust, the builders, owners and operators of new main steam locomotive No. 60163 Tornado which is also currently building Britain's most powerful steam locomotive No. 2007 Prince of Wales.

The Thompson class B1 two-cylinder mixed traffic 4-6-0s steam locomotives were designed for medium mixed traffic work by Edward Thompson. Introduced in 1942, 274 were built for the LNER and 136 were built for British Railways (BR) after nationalisation in 1948 with the class eventually totalling 410. The prototype for the new class B1 4-6-0 was built at Darlington and entered service in December 1942. With cost saving a wartime priority the LNER re-used existing patterns, jigs and tools to economise on materials and labour and extensive use was made of welding instead of steel castings. The LNER placed substantial orders with two outside builders: Vulcan Foundry and the North British Locomotive Company of Glasgow. The B1s operated throughout LNER territory, with the first normal withdrawal occurring in November 1961 with the remaining locomotives were withdrawn between 1962 and 1967. Two B1s have been preserved, these being No. 61264 and No. 61306.

No. 61306 was built in 1948 by the North British Locomotive Company. It was allocated to Hull Botanic Gardens Depot until June 1959, when it was transferred to nearby Hull Dairycoates Depot, where it remained until June 1967, when it was transferred to Low Moor Depot, Bradford. Withdrawn in September 1967, No. 61306 was privately purchased for preservation at Steamtown in Carnforth. There it was painted into LNER Apple Green Livery and given the number No. 1306 and the name Mayflower. In 1978, No. 1306 moved to the Great Central Railway in Leicestershire, where it remained until 1989, when it was taken out of service for a ten-year overhaul at Hull Dairycoates and subsequently the Nene Valley Railway. In 2006 a further overhaul was undertaken at Boden Rail Engineering Ltd, Washwood Heath and the locomotive returned to the main line in 2012 as No. 61306 in Apple Green livery with 'British Railways' on the tender. Since the time it has been under the care of Neil Boden and has always been an exemplary locomotive both in terms of the high quality of its turn out and its operational pedigree.

Having only completed around 2,000 miles since its last overhaul, No. 61306 will be available for private hire by heritage railways and for use on main line charter trains. It is anticipated that the locomotive will initially move to the North Norfolk Railway in Sheringham.

David Buck commented: "I am delighted to become the new custodian of No. 61306 Mayflower. I have vivid memories of B1s working in and around Ipswich and this is the fulfilment of a childhood dream. The Boden family have always ensured that the locomotive was immaculately presented and this will continue as Mayflower seeks work on heritage railways and main line charters."

Neil Boden added: "The Boden family has had the pleasure of owning Mayflower for over 30 years and we are delighted that this wonderful locomotive is going to David Buck who will continue to maintain the same high standards of presentation and who really cares about the locomotive."

Mark Allatt, chairman, The A1 Steam Locomotive Trust, concluded: " We are delighted to be working with David to operate this much-loved LNER designed locomotive and bring it to new audiences up and down the country. As a Darlington designed locomotive, No. 61306 Mayflower is a perfect complement to No. 60163 Tornado."

Romney Hythe & Dymchurch



Above: No. 8 'Hurricane' a 4-6-2 built by Davey Paxman in 1927 waits to leave for Dungeness. Michael Lynam

Left: Diesel loco No. 14 'Captain Howey', a Bo-Bo built by TMA in 1989, runs round its train at New Romney having arrived with a service from Hythe. Michael Lynam

Main: No. 9 'Winston Churchill', a 4-6-2 loco built by the Yorkshire Engine Company in 1931 arrives into New Romney on a Hythe - Dungeness service. Michael Lynam

Kent and East Sussex Railway





Above: GWR 5600 Class 0-6-2T No. 6619 and LBSCR A1X Terrier No. 32678 are being prepared for the next days duties at Rolvenden shed, August 2nd. Michael Lynam

Left: Maunsell S.R. USA tank No. 65 (30065) approaches Wittersham Road passing loop with a Bodiam - Tenterden service. Michael Lynam

Main: On August 2nd, LBSCR Terrier 0-6-0T No. 32670 prepares to leave Tenterden with a train for Bodiam. Michael Lynam

Welshpool and Llanfair Railway



Above: No. 823 'Countess' waits to depart Llanfair with a service to Welshpool. Michael Lynam



Right: GWR No. 822 'The Earl' is seen arriving at Llanfair on August 31st. Michael Lynam

Main: No. 17 TSC175, a 6WDH built by Diema in 1979 and originally for the Taiwan Sugar Company is seen alongside, No. 7 'Chattenden', a 1947 built Drew & C0 0-6-0 originally built for Admiralty Depot and in the background, No. 11 'Ferret', a 1940s built Hunslet Engine Co. 0-4-0 originally built for the Admiralty Depot. Michael Lynam

Mangapps Railway Museum



Partially repainted Class 31 530 arrives into the station on August 23rd. Andrew Wilson



Class 47 579 'James Nightall G.C.' is pictured alongside former Great Eastern Class 302 201 EMU. Andrew Wilson



Ex Elland power station Yorkshire, Hudswell Clark No. 1 'Elland' stands in the yard. Andrew Wilson



Former Canadian Pacific Woodings Railcar Co. No. 466, an Inspection Car built in 1980. Andrew Wilson



No. 2613 'Brookfield' was designed as a metre gauge loco for export to Turkey, but was diverted to the Royal Navy for use during WW2. Andrew Wilson



Ex Colchester & Ipswich pilot Class 03 399 at Mangapps on August 23rd. Andrew Wilson



NCB 0-6-0ST 'Empress' built by Bagnall to works No. 3061/1954 is a former Cadley Hall Colliery loco, seen at Mangapps on August 23rd. Andrew Wilson



Recently restored to working order, Class 03 197 shunts the lines Class 302 EMU. Andrew Wilson

Prototype Leyland railbus Class 140 001 calls at Shirley in July 1981 with a Birmingham Moor St. to Stratford upon Avon service. Chris Morrison

Above: On July 11th 1981, Class 50 028 'Tiger' runs light engine through Royal Oak. Brian Hewertson

Left: Northern Spirit liveried Class 158 810 arrives into Northallerton on April 3rd 1999 with a Newcastle to Manchester Piccadilly service. Paul Godding

Main: Class 31 554 in departmental grey livery, passes through Chester with a ballast train from Penmaenmawr Quarry to Warrington Arpley, August 12th 1991. Michael Lynam



Above: On March 7th 1982, Class 40 070 is seen in Doncaster works, in the process of being cut. Brian Hewertson



Right: Research liveried Class 47 973 'The Royal Army Ordnance Corps' is photographed moving off Crewe diesel depot on May 15th 1994. Steve Stepney

Main: A derelict Class 47 413 stands at Frodingham depot on August 19th 1995. Paul Godding





Above: Class 55 018, 55 011 and 55 007 are seen stabled on Finsbury Park, August 3rd 1980. Brian Hewertson

Right: Enthusiasts clamber over withdrawn Class 55 001 'St. Paddy' at Doncaster Works open day on June 17th 1978. (We're not sure this would be allowed now!) Chris Morrison

Main: Class 76 010 leads another Class 76 past Class 40 004 at Guide Bridge on October 13th 1980. Steve Stepney









Above: BR Type HA, Class 71 No. E5005 stands at Ashford station stabling point on August 5th 1969. Dave Felton

Left: BR Class 37 108 and 37 417 are seen at Peak Forest on a chilly January 28th 1995. Brian Hewertson

Main: BR Class 37 diesel locomotives Nos. 37 379 and 37 373 are photographed stabled behind Blackburn station on September 19th 1989. Dave Felton



Above: A Class 156 DMU arrives into Altrincham from Chester whilst a Class 304 EMU waits to return to Alderley Edge, September 28th 1991. Michael Lynam



Right: Beyer Peacock Type 3 'Hymek' Class 35 No. D7090 with several other unidentified class members stabled behind it, is pictured at Margam motive power depot on August 3rd 1969. Dave Felton

Main: An unidentified split box Class 40 passes through Wigan North Western on May 29th 1979. Dave Felton

The Back Page

In glorious evening sunshine, Class 70 810 arrives into Chester on August 4th with a ballast working.
Brian Battersby