

Railtalk Magazine

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Submissions

Should you fancy getting involved with the magazine, then please send any photographs, videos or articles, to us at the below email address:

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Please include a detailed description and credits of the author.

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From the Editor...

Welcome to Issue 103, and yet again another bumper month for excellent photos sent in to us., including a slight smattering of sun!

Well thats another month done and 2015 well on it's way. The clocks going forward can only be good news., giving us more time to be out and about with the camera. And especially in the North East, where it gives me the opportunity to photograph the Jarrow Tanks, which for the majority of the year, confides itself to night time running. But with a strong Class 60 presence, it's a great opportunity to photograph the old workhorses.

One of the more notable point to this month, is the pickup of charters, across the Country. As you will see from Charter Scene, a good selection of Charters operated right across the country. However, I'm sure that this will be short lived with one of the main suppliers of locos and rolling stock currently unable to operate on the network. I'm sure that you know who I mean.

Anyway, I hope everyone has enjoyed the better weather (it won't last!) and not eaten too much chocolate over Easter.

Andy

Once again many thanks to the many people who have contributed, it really makes our task of putting this magazine together a joy when we see so many great photos. These issues wouldn't be possible without: Michael J Alderdice, Steve Andrews, John Alsop, John Balaam, Geoff Barton, Robert Bates, Brian Battersby, Paul Beard, Sam Bilner, Ben Bucki, Keith Chapman, Pete Cheshire, Nick Clemson, Keith Davies, Neil Davies, Derek Elston, Eddie Emmott, Dave Felton, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Brian Hewertson, Paul Hewertson, Stuart Hillis, Derek Hopkins, Colin Irwin, Jon Jebb, Ken Livermore, Michael Lynam, Steve Madden, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Gerald Nicholl, Andy Parkinson, James Passant, Mark Pichowicz, Neil Pugh, Charlie Robbins, Mike Sheridan, Stephen Simpson, Stewart Smith, Chris Stanley, Steve Stepney, Steve Thompson, Tim Ward, Andrew Wilson, Shep Woolley and the guys at RailUK.

Front Cover: On March 4th, LNER K4 No. 61994 and K1 No. 62005 depart Hellifield working a Carnforth - York - Grosmont NYMR positioning move. [Colin Irwin](#)

This Page: With Pen-y-ghent dominating the background, Jubilee Class 4-6-0 No. 45699 'Galatea' heads for Ribbleshead with the northbound 'Pendle Dalesman' on March 25th. [Gerald Nicholl](#)



Charter Scene: Vintage Trains - The Red Dragon

GWR Hall Class 4-6-0 No. 4965 'Rood Ashton Hall' is seen at the head of 'The Red Dragon' railtour near Croome Perry Wood south of Worcester on March 7th.
Neil Pugh



Railway Touring Company - The Winter Cumbrian Mountain Express

Right: Class 68 011 and 47 746 'Chris Fudge 29.7.70 - 22.6.10' are pictured ready to leave Preston with 1Z86 Euston - Carlisle on March 28th. [John Balaam](#)

Main: Class 47 237 and 57 314 speed through Stafford on March 21st working the London Euston to Carnforth section of the tour. [Class47](#)

Main: LMS Royal Scot Class No. 46115 'Scots Guardsman' waits to depart from Carlisle station with the return working on March 14th. [Dave Felton](#)



Railway Touring Company - The Winter Cumbrian Mountain Express

Class 47 237 leads 47 580 'County of Essex' into Crewe on March 14th working 'The Winter Cumbrian Mountain Express' from London Euston to Carnforth where they will give way to No. 46115 'Scots Guardsman' for the run to Carlisle. [Derek Elston](#)



Compass by West Coast - THE PENDLE DALESMAN

West Coast's Class 47 245 and 47 580 are seen here working hard up Red Bank working the 1Z19 Kidderminster - Carlisle with a backdrop of Fiddlers Ferry power station on March 25th. [Dave Harris](#)



Compass by West Coast - THE PENDLE DALESMAN

Right: LMS Jubilee Class No. 45699 'Galatea' heads towards Blackburn passing through the Pleasington area hauling the outbound leg 1Z69 'The Pendle Dalesman' from Kidderminster to Carlisle on March 25th. [Dave Felton](#)

Main: A pheasant seems unimpressed as Jubilee Class 4-6-0 No. 45699 'Galatea' attacks Houghton Bank with the northbound 'Pendle Dalesman' on March 25th. [Gerald Nicholl](#)



Compass by West Coast - THE PENDLE DALESMAN

LMS 5XP Class 4-6-0 No. 45699 'Galatea' is seen working across Sheriffs Brow with the northbound 'Pendle Dalesman' on March 25th. [Shep Woolley](#)



Vintage Trains - THE CUMBRIAN JUBILEE

Jubilee Class No. 45690 'Leander' backs onto its train at Hellifield whilst working 'The Cumbrian Jubilee' on March 21st. [Charlie Robbins](#)



Vintage Trains - THE CUMBRIAN JUBILEE

Following windy conditions on the outward leg, an improvement in the weather sees LMS 5XP Class 4-6-0 No. 45690 'Leander' heading the return leg of 'The Cumbrian Jubilee' rail tour on March 21st. [Shep Woolley](#)



Vintage Trains - The Valentines Express

GWR 'Hall' Class No. 4965 'Rood Ashton Hall' passes under the GW footbridge at Hagley with the Valentines Express from Tyseley to Oxford via the Cotswold Line on February 14th. [Chris Morrison](#)



Pathfinder Tours - The Buffer Puffer 12

Class 20 308 passes Hounslow with Pathfinder's Buffer Puffer 12 tour returning from Twickenham to Crewe on February 7th. [Chris Morrison](#)



Steam Dreams - The Cathedrals Express

Right: LNER B1 No. 61306 'Mayflower' looks good charging through platform 3 at Doncaster on March 12th working the 1Z71 York - London Kings Cross return charter. [Steve Thompson](#)

Main: Sprinting under the ECML wires near its destination of York, LNER B1 Class 4-6-0 No. 61306 'Mayflower' heads the 'Cathedrals Express' from London Kings Cross on March 12th. [Gerald Nicholl](#)



Pathfinder Tours - The Cumbrian Docker

Right and Main: DRS's Class 57 004 and 57 008 are seen at Stafford on March 21st working this tour from Birmingham International to Carlisle via the Cumbrian coast. Class47



Statesman Rail - The Cairngorm Mountain Statesman

Right and Main: West Coast's Class 57 316 and 57 315 are seen heading north through Stafford on day one of this three day tour of Scotland. Day one sees the tour head from Didcot Parkway to Aviemore. [Class47](#)



Steam Dreams - The Cathedrals Express

Right: Class 47 580 is seen on the rear of 1Z21 Southend Central to Bristol Temple meads as it departs West Hampstead on March 7th. [Derek Elston](#)

Main: On March 7th, LNER B1 4-6-0 No. 61306 'Mayflower' is seen arriving at West Hampstead working 1Z21 Southend Central to Bristol Temple Meads. The B1 would be replaced at Southall by Tangmere. [Derek Elston](#)



Railway Touring Company - The Hadrian

Charging north near Hincaster, LMS 5MT Class 4-6-0 No. 45407 'The Lancashire Fusilier' pilots LMS 5XP Class 4-6-0 No. 45690 'Leander' with 'The Hadrian' railtour on March 7th. [Shep Woolley](#)



Railway Touring Company - The Hadrian

Right: The LMS pair are seen passing Low Row on March 7th, working the Carlisle to Newcastle leg of the tour, which had originated at Manchester Victoria. [Colin Irwin](#)

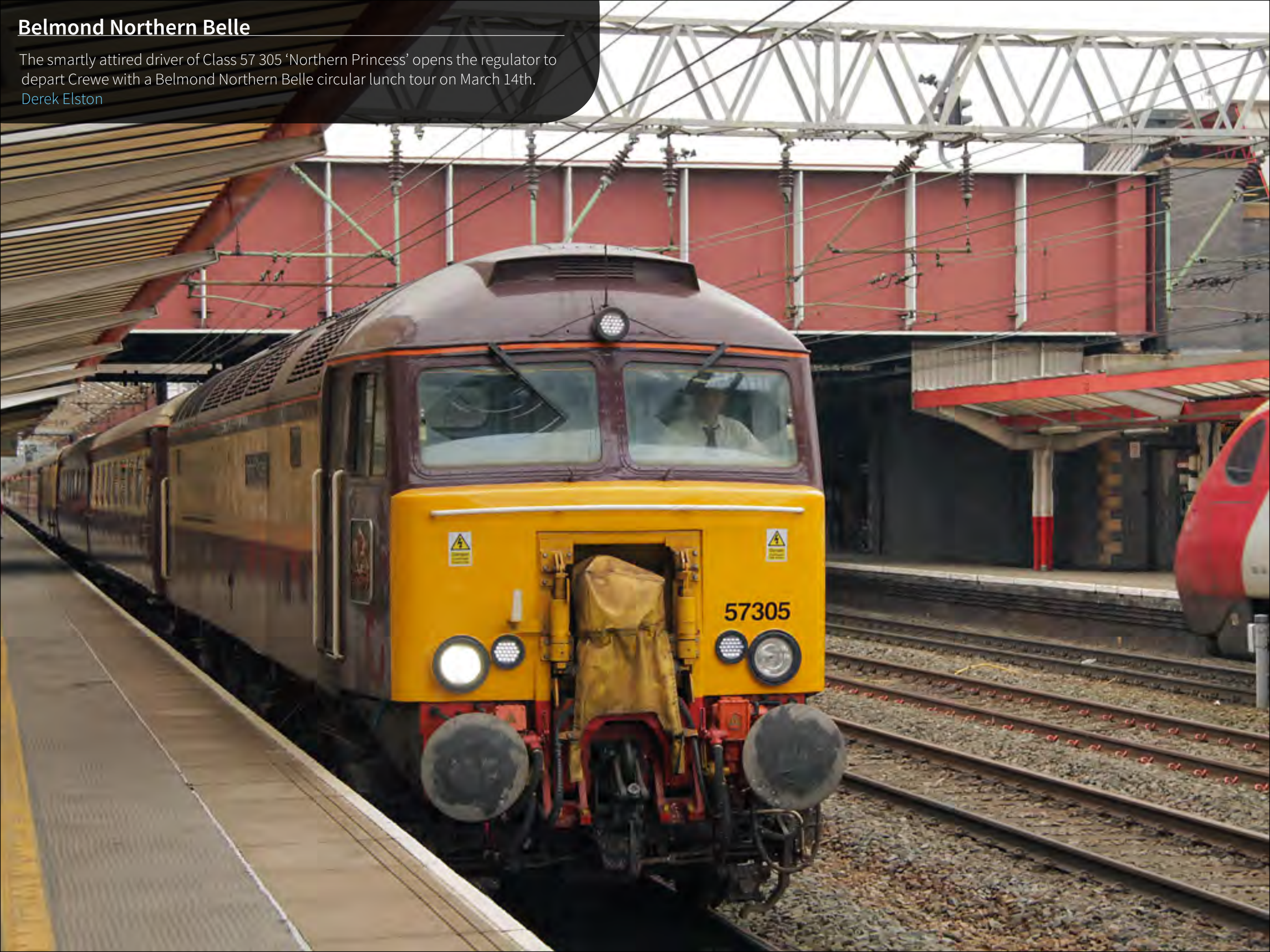
Main: LMS Class 5MT 4-6-0 No. 45407 leads LMS Jubilee Class 4-6-0 No. 45690 'Leander' through Colton Junction with the return working. [Colin Irwin](#)

Below: On March 7th, LMS Class 5MT 4-6-0 No. 45407 and LMS Jubilee Class 4-6-0 No. 45690 'Leander' are seen at a Newcastle water stop. [Colin Irwin](#)



Belmond Northern Belle

The smartly attired driver of Class 57 305 'Northern Princess' opens the regulator to depart Crewe with a Belmond Northern Belle circular lunch tour on March 14th.
Derek Elston



Statesman Rail - The West Highland Statesman

Class 57 315 leads the 1Z63 'The West Highland Statesman' from Cardiff to Fort William, seen approaching Crewe on March 14th. Class 57 313 (pictured Right) was on the rear. [Derek Elston](#)



Railway Touring Company - The Easterling

LNER B1 4-6-0 No. 61306 'Mayflower' is seen working 'The Easterling', 1Z67 London Kings Cross to Lowestoft through Thetford on March 8th. [Derek Elston](#)



Vintage Trains - The Cumbrian Jubilee

On March 21st, Class 47 773 arrives into Crewe working the Tyseley to Carlisle charter, which the Class 47 would work as far as Carnforth. [Class47](#)



UK Railtours - Chester & Llangollen

Class 67 023 speeds this Stevenage to Chester tour north through Stafford on March 21st. [Class47](#)



UK Railtours - The Buxton Spa

Right: On March 13th Class 66 177 leads the London Kings Cross to Buxton tour through Guide Bridge. [Brian Hewertson](#)

Main and Below: Class 66 177 and 66 019 are seen top'n'tailing the 1Z47 London Kings Cross to Buxton railtour at Ashton Moss, Jct. [Brian Hewertson](#)



Steam Dreams - The Cathedrals Express

LNER B1 Class 4-6-0 No. 61306 passes across Over bridge near Gloucester hauling Steam Dreams' St. David's Day Cathedrals Express tour from London Paddington to Cardiff on March 1st. Neil Pugh



Arriva Trains Wales - Ruggex

Class 67 029 'Royal Diamond' passes Bayston Hill with the 1V74 08:05 Holyhead - Cardiff 'Ruggex' on March 14th. [Keith Davies](#)



Compass by West Coast - THE PENDLE DALESMAN

Jubilee Class 4-6-0 No. 45699 'Galatea' leans into the 1 in 100 gradient at the site of Hoghton station (closed in 1960) with the northbound 'Pendle Dalesman' on April 1st. [Gerald Nicholl](#)



Pathfinder Tours - The Lancs Links/ White Rose Kipper

Right: Class 37 419 and 37 604 pass through Daisy Hill on the 1Z78 'The Lanc's Links' Crewe to Crewe via Preston and Liverpool on March 7th. [Brian Hewertson](#)

Main: The same pair earlier worked the 1Z77 'The White Rose Kipper' Crewe to Crewe via Bradford, seen here calling at Stalybridge. [Brian Hewertson](#)

Below: Class 37 419 'Carl Haviland' passes between Farrington Curve Jct. and Midge Hall with the 1Z78 1001 Crewe - Ormskirk leg. [John Balaam](#)



Pathfinder Tours - The Lancs Links/ White Rose Kipper

Right: Class 37 419, hauling Pathfinder's 'The Lancs Links' railtour on March 7th is seen just after passing Reddish South station. [Keith Chapman](#)

Main: Class 37 604 crosses the River Douglas at Rufford on the Ormskirk - Preston branch with Pathfinder's 'The Lancs Links' railtour on March 7th. [Chris Morrison](#)



Compass by West Coast - THE SALOPIAN EXPRESS

Right: On March 28th, Jubilee Class No. 45690 'Leander' pauses in the station at Preston prior to working 'THE SALOPIAN EXPRESS' to Shrewsbury. [John Balaam](#)

Main: LMS Jubilee Class No. 45690 'Leander' top'n'tailed with Class 47 580 pass Steel Heath working the 1Z47 Shrewsbury - Bishop Auckland return charter on March 28th. [Carl Grocott](#)



West Coast Railways

West Coast's Class 47 746, newly named 'Chris Fudge 29/7/70-22/6/10' passes Wood End on the North Warwickshire line with his memorial train returning from Stratford-upon-Avon to Carnforth on March 2nd. [Chris Morrison](#)



ECS and Light Engine Moves

LNER K1 Class 2-6-0 No. 62005 and K4 Class 4-6-0 No. 61994 'The Great Marquess' are seen crossing Capernwray Viaduct during their light engine move to Grosmont on March 4th. [Shep Woolley](#)



ECS and Light Engine Moves

Right: LNER K1 2-6-0 No. 62005 works the 5Z62 10:21 York N.R.M. to Tyseley L.M.D. through Chesterfield on March 23rd. [Colin Irwin](#)

Main: Making a change from their normal stock, Northern Belle liveried Class 57 312 'Solway Princess' and 57 305 'Northern Princess' work the 5Z02 Crewe - Derby RTC with 3 ex Virgin coaches, photographed at Willington on March 16th. [Stuart Hillis](#)



ECS and Light Engine Moves

Right: LNER K1 2-6-0 No. 62005 with support coach No. 80220 working as 5Z62 York NRM - Tyseley, passes Burton on March 23rd. [Stuart Hillis](#)

Main: West Coast's Class 57 314 top'n'tailed with 57 315 hauling 31 128 and two coaches as 5Z66 Carnforth - Burton Nemesis, are seen passing Burton on March 3rd. [Stuart Hillis](#)



ECS and Light Engine Moves

West Coast's Class 47 804 and 47 851 head a FGW HST set from Old Oak Common to Kilmarnock through Wigan North Western on March 7th. [Chris Morrison](#)



ECS and Light Engine Moves

Right: Royal train liveried Class 67 005 hauling the 10:30 Crewe - Tyne Yard is seen just after passing Reddish South station on March 6th. [Keith Chapman](#)

Main: On March 4th, LNER K1 No. 62005 and K4 No. 61994 complete with two support coaches depart Hellifield on a loco move from Carnforth - York. [Michael Lynam](#)





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Premier Dining (Child)	Ask	Huddersfield	07:10 20:50
		Wakefield Kirkgate	07:30 20:30
		Skegness	12:00 arr 17:00 dep

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Pictures:

Arriva Trains Wales

Right: Class 67 002 is seen at Shrewsbury on February 23rd working the evening Cardiff - Holyhead WAG service. [Phil Martin](#)

Main: Class 67 002 passes Leaton with the 1V91 05:33 Holyhead - Cardiff General 'WAG express' on March 20th. [Keith Davies](#)

Below: Class 67 029 'Royal Diamond' arrives into Crewe with the 1V74 08:07 Holyhead to Crewe service on March 14th. [Derek Elston](#)



Chiltern Railways

Right: On March 17th, it was the turn of Class 68 015 to haul the 6U77 Mountsorrel - Crewe loaded ballast, pictured as it passes through Burton. [Stuart Hillis](#)

Main: Class 68 013 passes Preston working the 4Z44 07:58 Motherwell TMD (DRS) - Crewe C.S. on March 7th. [Andy Parkinson](#)

Below: Chiltern Mainline Class 67 014 'Thomas Telford' stands at London Marylebone on March 18th with a service from Birmingham Moor St. [Robert Bates](#)





Left: On March 16th, Class 67 014 stands in Birmingham Moor St. having arrived with a service from Leamington Spa. [Richard Hargreaves](#)

Main: Class 68 013 heads north through Stafford on March 16th working a Mountsorrel to Crewe ballast. [Richard Hargreaves](#)

Below: Due to engineering work at Banbury, Class 67 017, 67 013 and 68 011 are seen stabled at Stourbridge Jct. on March 21st. [Class47](#)





Left: On March 18th, Class 68 013 heads an infrastructure train from Crewe - Toton through Stafford. [Michael Lynam](#)

Main: Class 68 010 works for the first time on 6U77 Mountsorrel - Crewe loaded IOA wagons, seen passing at Burton on March 3rd. [Stuart Hillis](#)

Below: On March 16th, Class 68 011 stands at Leamington Spa with a service to Birmingham Moor St. [Richard Hargreaves](#)



Colas Rail

Class 56 105 leads 56 078 working the 6V54 Chirk to Teigngrace empty log train through Cowley Bridge on March 10th. [Steve Andrews](#)





Left: Class 70 802 heads a short ballast through Leamington Spa on March 16th. [Richard Hargreaves](#)

Main: Since it's return to service with Colas, Class 56 113 has been rather scarce in the North West generally working south from Chirk. However it can be seen here working 6M95 Grangemouth - Long Marston with VTG tanks through Red Bank Cutting on March 25th. [Dave Harris](#)

Below: On March 10th, Class 70 809 heads a Ratcliffe PS - Gloucester N.Y empty hoppers through Water Orton. [Michael Lynam](#)



As the haze develops over Armathwaite, the Carlisle - Chirk logs storm through with its normal charge, Class 66 849, running slightly early on March 19th. [Charlie Robbins](#)





Left: On March 7th, Class 66 849 'Wylam Dilly' crossing Stand Road Level Crossing working 0Z67 14:45 Preston Docks Lanfina - Carlisle N.Y. [Andy Parkinson](#)

Main: On February 18th, Class 60 002 passes Melton Ross working the Colas Ribble Rail to Lindsey Oil Refinery empty bitumen tanks. [Robert Bates](#)

Below: Class 60 002 is seen towing 66 167 as 0Z40 Toton - Crewe Electric at Stenson Jct. on March 10th. The Class 66 was heading for store. [Stuart Hillis](#)



Right: On March 28th, Class 60 021 heads through Mexborough working the 6E82 Rectory Jct. - Lindsey empty tanks. [Brian Battersby](#)

Main: On March 28th, Class 70 808 pauses at Kettering station whilst working a Slade Green to Mountsorrel ballast. [Geoff Barton](#)

Below: Class 56 087 working Washwood Heath - Boston covered steel wagons, heads through Burton on March 21st. [Stuart Hillis](#)



On March 4th, a Colas Rail Class 66 passes Gisburn working the 12:58 Carlisle Yard Colas Rail to Chirk Kronospan log train. [Colin Irwin](#)



Class 60 076 passes Thorne South with the Preston to Lindsey empty bitumen tanks on March 2nd. [Robert Bates](#)



Class 70 804 is seen climbing Battlefield Bank with a Cardiff - Crewe Basford Hall engineers train on March 28th. [Phil Martin](#)

DB Schenker

Class 60 017 passes Dorrington working the 6V75 09:30 Dee Marsh - Margam steel on March 20th. [Keith Davies](#)





Left: Class 60 017 speeds through Mexborough on March 28th working 6E66 Margam - Scunthorpe. [Brian Battersby](#)

Main: Class 66 118 heads an empty rake of hoppers from Scunthorpe - Immingham through Brocklesby Junction on March 6th. [Michael Lynam](#)

Below: Class 60 100 with an empty oil train from Kingsbury - Immingham passes through Brocklesby Junction on March 6th. [Michael Lynam](#)



Right: Class 66 074 pass through Cherry Tree hauling 6M90 05:00 Avonmouth Hansons Siding to Clitheroe Castle Cement on March 21st. [Dave Felton](#)

Main: On March 2nd, Class 66 018 heads west hauling 4D14 coke empties from CHP to Tees Yard, passing a local landmark in the process of demolition, the former Council Depot and, before that, the old BRS Depot, remember them? An odd process, they took off the roof last! [Steve Thompson](#)

Below: Class 66 100 heads a Felixstowe - Burton W. Yard liner through Water Orton on March 10th. [Michael Lynam](#)



Right: On March 20th, Class 60 011 heads into Manchester Victoria working a Peak Forest to Hope St. stone train. [Brian Hewertson](#)

Main: Class 60 017 working the Theale to Margam Murcos crawls through Keynsham on March 14th. [Sam Bilner](#)

Below: DB Schenker liveried Class 66 097 working a Burton - Felixstowe liner passes through Water Orton on March 10th. [Michael Lynam](#)



Right: Class 60 024 runs around its train at Latchford Sidings, Warrington on March 17th. [Michael Lynam](#)

Main: Class 60 063 arrives into Doncaster on March 28th working a heavily loaded spoil train heading for Decoy yard. [Richard Hargreaves](#)

Below: On March 23rd, Class 66 096 passes the foot crossing at Fontygary with an empty coal train from Aberthaw. [Ken Mumford](#)



Right: On March 20th, Class 90 035 passes Church Brampton working a Crewe - Wembley light engine movement. [Geoff Barton](#)

Main: Class 66 031 arrives into Skipton on March 20th working a Hull - Rylston stone train. [Michael Lynam](#)

Below: Class 66 021 passes through Stafford on March 18th with a Halewood - Southampton Car Train. [Michael Lynam](#)



On March 10th, Class 66 206 heads light engine through Althorpe running as 17:32 Scunthorpe Redbourne Sidings to Belmont Down Yard. [Colin Irwin](#)



Class 66 025 working 6Z65 Earles - Walsall loaded cement tanks, passes Burton on the goods line, March 3rd. [Stuart Hillis](#)



Class 66 044 approaches Cherry Tree (Blackburn) station hauling 6Z21 Hunterston to Fiddlers Ferry Power Station with 2000 tonnes of loaded coal hoppers on March 19th. [Dave Felton](#)



Right: On March 10th, Class 66 078 works 16:30 Immingham Biomass LP (DBS) to Drax power station through Althorpe. [Colin Irwin](#)

Main: Class 66 002 approaches Sutton Bridge Junction working the 6V75 09:30 Dee Marsh - Margam steel on March 10th. [Keith Davies](#)

Below: Class 59 103 heads a stone train through Swindon on March 12th. [Ken Mumford](#)



Right: Class 66 188 approaches Hawkeridge Junction with a diverted 10:30 Morris Cowley M.A.T to Southampton Eastern Docks car train, March 7th. [James Passant](#)

Main: Class 66 206 heads a Hunterston - Ferrybridge coal working through Skipton on March 20th. [Michael Lynam](#)

Below: Class 66 094 arrives into Hellifield on March 18th with loaded coal hoppers heading for Ferrybridge power station. [Eddie Emmott](#)



Class 66 185 passes Wigan North Western working 6M90 04:30 Avonmouth
Hansons Sidings - Clitheroe Castle Cement on March 7th. [Andy Parkinson](#)



Class 92 016 running as 0B41 Wembley to Daventry, passes
through Northampton on March 10th. [Derek Elston](#)



On March 18th, Class 92 036 heads north through a misty Crewe.
[Michael Lynam](#)



Class 66 076 working 4E66 Margam - Scunthorpe empty steel
bogies passes Burton on March 17th. [Stuart Hillis](#)



Left: On March 26th, Class 60 099 passes Appleby working the 6T26 iron ore en route to Santon FOT. [Steve Thompson](#)

Main: Class 66 621 passes 66 004 working the 6E66 Margam - Scunthorpe steel carriers at Burton on March 19th. [Stuart Hillis](#)

Below: On March 18th, Class 66 132 waits in the loop at Hellifield for a driver change before going forward to Castle Cement at Clitheroe. [Eddie Emmott](#)



Right: Class 60 066 arrives into Doncaster on March 5th working an Immingham - Drax stone train. [Michael Lynam](#)

Main: Class 66 006 working the 6M00 Humber - Kingsbury loaded oils, is seen crossing Stenson Jct. on March 25th. [Stuart Hillis](#)

Below: Class 66 009 working the 6M82 Walsall - Briggs Siding with empty box wagons, passes through Burton on March 17th. [Stuart Hillis](#)



Class 56 301 is seen passing the remains of the Waddsdon station platforms working the 6Z56 10:16 Claydon to Willesden Euroterminal conveying empty spoil wagons on March 4th. [Derek Elston](#)



Class 31 601 passes through Water Orton on March 10th on a loco move from Derby - Bristol Barton Hill. [Michael Lynam](#)



Direct Rail Services

On March 17th, Class 68 001 passes Frodingham Jct. with 6Z52 Toton - Scunthorpe Trent Yard, hauling an empty RDT set. [Steve Thompson](#)



Class 66 434 leads the late running 12:37 Daventry to Purfleet Deep Water Wharf through Northampton on March 10th. The train was running 60 mins late at this point. [Derek Elston](#)



Right: On March 18th, Class 92 042 working a Mossend - Daventry service, passes 66 431 with a Daventry - Coatbridge intermodal at Stafford. [Michael Lynam](#)

Main: Class 68 002 'Intrepid' and 68 003 'Astute' pass through Wigan North Western working the 4S43 06:40 Daventry - Mossend on March 7th. [Andy Parkinson](#)

Below: On March 9th, Class 68 009 passes through Stafford working a Mountsorrel to Crewe ballast. [Richard Hargreaves](#)



Right: DRS' Northern Belle liveried Class 57 305 'Northern Princess' and 57 312 'Solway Princess' depart Crewe station working Crewe Gresty Bridge to Crewe Carriage Sidings on March 14th. [Derek Elston](#)

Main: Class 68 003 'Intrepid' and 68 002 'Astute' hauling the 4S43 Daventry - Mossend Intermodal, approach Red Bank on March 25th. [Dave Harris](#)

Below: Class 66 433 passes Scunthorpe on March 2nd working 6Z68 to Whitmoor, conveying an RDT set. [Steve Thompson](#)



Right: At Hellifield on March 4th, Class 57 009 comes off the Ribble Valley line on route learning duties from Preston - Carlisle. [Michael Lynam](#)

Main: On March 3rd, the 5Z57 Carlisle - Crewe with Class 37 667 and 57 301, once named 'Scott Tracy' but now sporting a rather gothic name 'Goliath', is seen passing Red Bank with a welcoming smile from the driver. [Dave Harris](#)

Below: Class 37 667 and 37 602 fog out Crewe as the pair depart on March 23rd. [Richard Hargreaves](#)



Right: Class 68 005 working the 13:42 Mountsorrel Sidings to Crewe Basford Hall passes through Willington on March 23rd. [Colin Irwin](#)

Main: On March 5th, Class 57 301 arrives into Doncaster hauling Greater Anglia's Class 90 009 'Diamond Jubilee' which was heading for the works. [Michael Lynam](#)

Below: Class 47 818 heads south through Church Brampton on March 20th running light engine from Crewe. [Geoff Barton](#)



Right: On March 2nd, Class 66 433 passes Thorne South with a Scunthorpe to York engineers' train. [Robert Bates](#)

Main: On March 10th, Class 68 009 with the 6U77 Mountsorrel - Crewe and 19 loaded IOA's of aggregate passes Stenson Jct. [Stuart Hillis](#)

Below: Class 20 308 and 20 305 working the 6M63 depart from Bristol Temple Meads heading the Bridgwater to Crewe CLS flask on March 11th. [Sam Bilner](#)



Right: On March 2nd, Class 37 425 and 37 688 working 1Q51 Derby RTC - Doncaster West Yard. It had been to Barnetby and back to Doncaster under cover of darkness, then back to Scunthorpe and down to Roxby to do a bit of rail-polishing. Then up to Barnetby again before finally returning to Doncaster, seen here opening up through Scunthorpe Station, over the 30mph ESR imposed after it's earlier passage! [Steve Thompson](#)

Main: Class 68 002 'Intrepid' and 68 003 'Astute' pass through Leyland station hauling 4S43 07:01 Daventry to Mossend Euro terminal on March 21st. [Dave Felton](#)

Below: Class 57 012 and 57 004 pass through Filton Abbey Wood with the Bridgwater - Crewe flasks on March 21st. [Sam Bilner](#)



East Coast

Virgin Trains East Coast's Class 91 105 stands at Doncaster on March 28th working a service from Leeds. [Brian Battersby](#)



Right: Class 67 015 is seen at Doncaster on March 28th, prior to working a London Kings Cross service, diverted due to engineering work. [Richard Hargreaves](#)

Main: Class 91 125, the ex Sky1 loco, is just one of the many that have received temporary branding from their 'new owners', Virgin Trains EC. [Brian Battersby](#)

Below: Whilst DVT No. 82217 stands at York ready to work the all station stopper to London, HST power car No. 43367 will head non-stop to the capital. [Tim Ward](#)



Right: Class 91 130, with flat front leading, hauls DVT 82206 and stock, working a service to London Kings Cross through Doncaster on March 4th. [Michael Lynam](#)

Main: Virgin Trains East Coast liveried Class 91 124 and matching rake of stock pulls into Doncaster on March 4th working a Leeds service. [Michael Lynam](#)

Below: Unique liveried power car No. 43320, still carrying remnants of its National Express livery, stands at Doncaster on March 28th. [Richard Hargreaves](#)



Freightliner

Class 90 042 passes Church Brampton working the 11:13
Felixtowe North to Trafford Park liner on March 2nd.
Derek Elston



Right: Class 66 518 eases through Northampton working a well laden Washwood Heath to Willesden Eurofreight Terminal sleeper train on March 10th. [Derek Elston](#)

Main: Class 66 511 passes Harrowden Junction whilst working the 7X33 Old Dalby to Bletchley TMD delivering Class 387 128 for testing, March 24th. [Derek Elston](#)

Below: Class 70 006 passes Hadnall on March 24th working the 4V58 13:45 Fiddlers Ferry power station - Portbury Coal Terminal. [Keith Davies](#)



Right: On March 3rd, Class 66 515 is pictured at Dean Lane, seen from Metrolink's Newton Heath and Moston stop, having arrived with a bin train. [Michael Lynam](#)

Main: Class 70 004 climbs Battlefield Bank with the 6M07 03:21 Avonmouth Bbht Coal Silos - Rugeley 'B' power station on March 24th. [Keith Davies](#)

Below: Class 90 046 heads south through Stafford on March 18th working a Crewe - Felixstowe freightliner. [Michael Lynam](#)



Right: A new working, sourcing their fuel oil for Ipswich from Lindsey instead of Fawley, this is Class 66 591 passing Appleby working the 6L49, comprising all of one TEA tank. [Steve Thompson](#)

Main: Class 70 013 heads the 12:12 Leeds F.L.T. to Southampton M.C.T. through Saxilby on March 10th. [Colin Irwin](#)

Main: On March 25th, Class 66 602 is seen passing Kangaroo Spinney, Wellingborough working the 15:54 Elstow Redland Sidings to Tunstead Empties. [Derek Elston](#)



Right: Class 66 569 (with 70 001 DIT) leads the 10:18 Trafford Park FLT to Southampton through Northampton on March 10th. [Derek Elston](#)

Main: On March 10th, Class 66 620 passes through Water Orton working Rugeley 'B' power station - Leeds empty hoppers. [Michael Lynam](#)

Below: On March 7th, Class 66 501 'Japan 2001' is pictured at Upper Battlefield with the 4V64 11:08 Crewe Basford Hall - Wentloog FLT. [Keith Davies](#)





Left: On March 5th, Class 90 044 and 90 042 pass through Manchester Piccadilly running light engine from Trafford Park - Crewe Basford Hall. [Michael Lynam](#)

Main: Class 70 003 heads past Hadnall with the 4V58 13:45 Fiddlers Ferry power station - Portbury Coal Terminal empty coal hoppers on March 2nd. [Keith Davies](#)

Below: Class 66 951 with an infrastructure train from Cliffe Hill Stud Farm - Bescot heads through Water Orton on March 10th. [Michael Lynam](#)



Class 66 515 leads 66 520, 66 555, 66 598 and an unidentified other through Dorrington on March 19th, running as 0V07 09:52 Crewe Basford Hall - Stoke Gifford. [Keith Davies](#)



Right: Class 90 016 is in charge of the 08:01 Felixtowe to Crewe Basford Hall liner as it eases through Northampton on March 25th. [Derek Elston](#)

Main: Class 70 004 is seen at Upper Battlefield on March 17th working the 4V58 13:45 Fiddlers Ferry power station - Portbury Coal Terminal empties. [Keith Davies](#)

Below: Class 66 603 with a Hunterston - Drax coal, heads through Skipton on March 20th. [Michael Lynam](#)



Right: Class 70 006 passes Steel Heath with the 4V58 13:45 Fiddlers Ferry power station - Portbury Coal Terminal on March 25th. [Keith Davies](#)

Main: Class 86 628 leads 86 612 working the 4M11 through Coatbridge Central on March 25th. [Michael J Alderdice](#)

Below: Class 86 639 and 86 613 with a Ditton - Felixstowe freightliner pass through Stafford on March 18th. [Michael Lynam](#)



Right: Class 66 512 heads through Stalybridge on March 10th working the 'Bins' from Bredbury to York Yard South. [Brian Hewertson](#)

Main: Class 86 622 and 86 614 head through Stratford on March 18th working a Tilbury to Crewe liner. [Robert Bates](#)

Below: Class 66 620 working the 4E82 Rugeley PS - York empty coal hoppers, passes Burton on March 5th. [Stuart Hillis](#)



Right: Class 66 602 passes Euxton Jct. with a Bolton - Crewe engineers train on March 21st. [Michael Lynam](#)

Main: Class 70 007 with the 4055 Leeds - Southampton modal, passes Stenson Jct. on March 25th. [Stuart Hillis](#)

Below: Class 90 049 passes through Stratford with a Crewe to Felixstowe service on March 18th. [Robert Bates](#)



Right: Class 70 006 passes Battlefield working the 4V58 Fiddlers Ferry - Portbury empty coal on March 28th. [Phil Martin](#)

Main: CrossCountry's Class 170 116 working the 1G38 Nottingham - Birmingham passes 70 014 with 4055 Leeds -Southampton modal at Burton. [Stuart Hillis](#)

Below: Class 66 602 passes through Leyland station hauling the 6Y63 10:00 from Bolton to Crewe Basford Hall infrastructure train on March 21st. [Dave Felton](#)



Class 66 711 with its new livery, looks great as it passes Harrowden Junction on its way from Peterborough to Wellingborough, March 25th. [Geoff Barton](#)



Right: On March 20th, Class 92 038 passes Church Brampton looking good in its new blue livery heading northbound from Wembley - Crewe. [Geoff Barton](#)

Main: Class 66 747 heads through Stafford on March 16th with its seemingly regular working of the Trafford Park to Felixtowe liner. [Richard Hargreaves](#)

Below: Class 66 706 with the daily Middleton Towers - Monk Bretton Sand train, passes through Doncaster on March 5th. [Michael Lynam](#)



Right: Class 92 018 has joined 92 033 in Caledonian livery, and on March 9th the pair are seen at Crewe in between working training runs. [Richard Hargreaves](#)

Main: Class 86 101 'Sir William Stanier F.R.S.' passes through Northampton on the return 0Z86 Willesden to Willesden via Rugby test working, March 12th. [Derek Elston](#)



Right: Class 66 747 works the Felixtowe to Trafford Park liner through Manchester Piccadilly on March 27th. [Brian Hewertson](#)

Main: Class 47 847 in multi with 47 843 'Vulcan' provide the power for 4D93 Doncaster Decoy to Drax as it approaches Doncaster on March 17th. [Derek Elston](#)

Below: Class 66 764 is seen stabled in Tonbridge yard on March 28th. [Derek Elston](#)



Right: Class 66 763 passes Ruckley on March 6th working the 13.00 Ironbridge - Liverpool empty biomass. [Phil Martin](#)

Main: Class 66 760 heads a Selby - Felixstowe working through Doncaster on March 24th. [Michael Lynam](#)

Below: On March 18th, Class 66 721 speeds through Stafford heading northbound with empty Biomass train from Ironbridge - Tuebrook Liverpool. [Michael Lynam](#)



Right: The third Class 92 to be painted in the Caledonian blue livery, Class 92 038, stands in Crewe on March 21st. [Class47](#)

Main: Class 73 961 'Alison' and 73 962 'Dick Mabbutt' are seen stabled in Tonbridge Yard on March 28th. [Derek Elston](#)

Below: Also in Tonbridge Yard on March 28th, is Class 73 963 'Jancie' with 73 107 for company. [Derek Elston](#)



Right: On March 30th, Class 66 706 heads through Stalybridge working the 4Z70 Doncaster Decoy to Trafford Park. [Brian Hewertson](#)

Main: On March 25th, Class 66 711, wearing it's new Aggregates livery, is working the 6M54 Wellingborough Up Yard to Bardon Hill at Harrowden Jct. [Derek Elston](#)

Below: The first outing for Class 66 771 on March 18th, as it passes Clay Cross North Junction heading the 6M23 Doncaster to Mountsorrel. [Stephen Simpson](#)



Class 66 749 working a Hunterston to Drax coal train, passes Kellingley on March 25th. [Robert Bates](#)



On March 17th, Class 66 748 eases through Doncaster with the 08:38 Tyne Coal Terminal to West Burton power station loaded coal. [Derek Elston](#)



Class 47 847 passes Melton, East Yorkshire whilst working a Doncaster to Hull Coal Terminal empty gypsum train on March 20th. [Robert Bates](#)



Class 66 715 'Valour' is seen at the sharp end of 6M79 Angerstein Wharf to Bardon Hill at Kangaroo Spinney, Wellingborough on March 25th. [Derek Elston](#)

On March 8th, Class 66 720 and 66 759 operated the Railvac, working as 6G30 23.09 Eastleigh yard to Christchurch via Bournemouth, arriving in Christchurch at 00.44. The possession started at Christchurch for work on Christchurch bank, however prior to departure the Railvac was prepared for work in the station and the train actually commenced work at around 01.30. All Photos: [Derek Hopkins](#)



Right: Class 66 737 pauses at Shrewsbury during a crew change with the Coton Hill - Pengam stone train on February 25th. [Phil Martin](#)

Main: Class 47 847 and 47 843 working a Doncaster to Drax empty gypsum train, pass Kellingley Colliery on March 25th. [Robert Bates](#)



Right: On March 24th, Class 66 718 passes through Doncaster working Eggborough PS - Doncaster Down Decoy empty coal hoppers. [Michael Lynam](#)

Main: Class 66 737 working the Tinsley - Coton Hill passes Upton on February 25th. [Phil Martin](#)

Below: On March 28th, Class 20 905 is seen in Tonbridge Yard stabled for the weekend. Class 20 901 was at the other end of the rake of wagons. [Derek Elston](#)



Grand Central

Power car No. 43468 (with 43480 on the rear) powers the 08:42 Sunderland to London Kings Cross through Doncaster on March 17th. [Derek Elston](#)



Greater Anglia

Abellio Greater Anglia Class 90 003 'Raedwald of East Anglia' is seen at Stratford on March 18th working a Norwich to London Liverpool St. service. [Robert Bates](#)



Abellio Greater Anglia Class 90 012 'The East Anglian' calls at Stratford on March 18th working a Norwich to London Liverpool Street service. [Robert Bates](#)



Network Rail

Class 67 027 is seen on the tail of a two vehicle 1Q24 hauled by 67 012 'A Shropshire Lad' as it departs Northampton for Derby RTC on March 12th. [Derek Elston](#)



Right: Class 67 027 (with 67 012 on the rear) head through Stockport on March 5th working a Crewe - Manchester - Crewe test train. [Michael Lynam](#)

Main: Class 97 302 is seen at Drawell Street, Shrewsbury with the late running 6J73 10:43 Crewe - Machynlleth engineering train on March 2nd. [Keith Davies](#)

Below: Class 67 012 with DVT and 67 027 on rear, work the 1Q28 test train Derby RTC - Euston and return, seen here at Stenson Jct. on March 10th. [Stuart Hillis](#)



Right: Class 37 259 and 37 610 are seen stabled in Carlisle Wapping sidings with a test train on March 13th. [Dave Felton](#)

Main: Class 37 425 top'n'tails 37 688 working the 1Q03 Doncaster West Yard - Heaton Depot as it approaches Seaton Carew on March 5th. [Michael J Alderdice](#)

Below: Network Rails NMT with power cars Nos. 43013 and 43014 pass a Virgin Train's Pendolino at Stafford on March 18th. [Michael Lynam](#)



Class 97 304 gets the road at Sutton Bridge Junction working 09:10 Crewe H.S - Dovey Junction Down Loop on March 10th. Keith Davies



Units: DMUs and EMUs

South West Trains Class 158 888, on hire to First Great Western, arrives into Worcester on March 21st, working a service to Great Malvern. [Class47](#)



Right: On March 16th, Virgin Trains' Class 390 151 in its 'Business is Great' garb, stands at Stafford whilst working a service to London Euston. [Richard Hargreaves](#)

Main: A hundred and eighty years after the first Inter City railway in the world was built, Stephenson's Chat Moss route from Liverpool to Manchester see's it's first electric passenger service. The inaugural run was worked by Northern Electric Class 319 363. The same set can be seen here running through the newly electrified Earlestown station with the 15:16 Liverpool to Manchester Airport on March 5th. [Dave Harris](#)

Below: On March 20th, Northern's Class 333 010 arrives into Skipton with a working from Leeds. [Michael Lynam](#)



Right: First Great Western's Class 166 216 stands in Great Malvern on March 21st working a service to London Paddington. [Class47](#)

Main: South West Trains' Class 159 002 speeds through Surbiton on March 7th working the 1L35 Waterloo to Salisbury service. [Paul Godding](#)

Below: Celebrity Northern Class 158 849 is seen at Doncaster on March 24th working a Sheffield - Scarborough service. [Michael Lynam](#)



Right: A South West Trains Class 458/5, re-configured from Class 458 and 460 vehicles, is seen ready to depart Wabtec Doncaster on March 5th. [Michael Lynam](#)

Main: A First Great Western Class 158 is seen about to pass under Saltford Tunnel heading to Portsmouth Harbour on March 21st. [Sam Bilner](#)

Below: On March 12th, First Great Western's Class 180 103 passes Malvern Wells to form the 14:26 Great Malvern to London Paddington service. [Neil Pugh](#)



Right: Greater Anglia's Class 170 273 is seen approaching Thetford station working a Norwich service on March 8th. [Derek Elston](#)

Main: Northern Rail's Class 142 057 passes through the Pleasington area with the 2N16 09:20 from Blackpool South to Colne March 25th. [Dave Felton](#)

Below: London Midland's Class 170 517 working a Hereford to Birmingham New Street service crosses Malvern Common on March 12th. [Neil Pugh](#)



Right: South West Trains' Class 444 010 working the 2P37 Waterloo to Haselmere passes through Surbiton on March 7th. [Paul Godding](#)

Main: ScotRail's Class 156 502 approaches Carlisle station on March 14th working the 1S74 13:23 service from Newcastle to Glasgow Central. [Dave Felton](#)

Below: Northern's Class 144 011 calls at Mexborough on March 28th working a Sheffield to Scunthorpe service. [Brian Battersby](#)



First Great Western's Class 158 766 and 150 127 pause at
Keynsham on March 17th. Sam Bilner



Right: London Midland's Class 350 369 is seen working a Crewe to London Euston service at Old Linslade on March 4th. [Derek Elston](#)

Main: Arriva Trains Wales Class 150 242 passes Fontygary working a service to Aberthaw and Bridgend, March 23rd. [Ken Mumford](#)

Main: On March 7th, First Great Western's Class 158 955 arrives at Westbury with the 1F09 from Cardiff Central to Portsmouth Harbour. [James Passant](#)



Right: First TransPennine Express' Class 350 403 approaches Manchester Airport on March 3rd working a service from Edinburgh. [Michael Lynam](#)

Main: Southern's Class 377 703 passes Old Linslade with a Milton Keynes Central to South Croydon working on March 4th. [Derek Elston](#)

Below: On March 7th, South West Trains' Class 450 106 passes through Surbiton working the 2P35 Waterloo to Portsmouth service. [Paul Godding](#)



Right: London Midland's Class 172 214 approaches Malvern Wells on the down loop on March 4th. [Neil Pugh](#)

Main: Poppy fitted East Midlands Trains' Class 222 011 stands at Doncaster on March 28th working a London St. Pancras to York service. [Brian Battersby](#)

Below: East Midlands Trains Class 156 498 works the 1K17 Derby - Crewe service through Stenson Jct. on March 10th. [Stuart Hillis](#)



Right: Thameslink's Class 387 126 and 387 124 (on the right) with 387 118 and 387 105 (on the left) are seen at Bedford on March 11th. [Derek Elston](#)

Main: Royal Mail's Class 325 004 is seen at Doncaster working a Doncaster Belmont to Tyne S.S. move on March 17th. [Derek Elston](#)

Below: South Eastern's Class 375 703 is pictured paired with another member of the class at Tonbridge with a London bound working on March 28th. [Derek Elston](#)



Right: South West Trains' Class 458 022 arrives into Clapham Jct. on March 7th, working a service to London Waterloo. [Paul Godding](#)

Main: East Midlands Trains' Class 222 007 leads 1C40 11:29 Sheffield to London St. Pancras through Harrowden Junction on March 24th. [Derek Elston](#)

Below: East Midlands Trains' Class 158 862 and 158 870 are seen at Manchester Oxford Road working a Liverpool to Norwich service. [Brian Hewertson](#)



Right: On February 15th, London Midland's Class 170 635 departs Worcester Shrub Hill with the 1M10 from Hereford to Birmingham New Street. [James Passant](#)

Main: Virgin Trains' Super Voyager Class 221 109 approaches Carlisle station with the 9S65 11:43 service from London Euston to Glasgow Central. [Dave Felton](#)

Below: On March 27th, Northern Rail's Class 319 362 calls at Manchester Oxford Road whilst working a Manchester Airport to Liverpool service. [Brian Hewertson](#)



Right: Merseyrail's Class 507 012 is seen leaving New Brighton with a Liverpool Central service on January 24th. [Chris Morrison](#)

Main: Virgin Trains' Class 390 002 heads south through Church Brampton on March 20th heading to London Euston. [Geoff Barton](#)

Below: On March 23rd, Northern Electrics branded Class 319 363 stands at Crewe working a test run from Allerton depot. [Richard Hargreaves](#)



Right: London Midland's Class 350 240 approaches Runcorn with a Liverpool Lime St. - Birmingham New St. service on January 31st. [Chris Morrison](#)

Main: Arriva Trains Wales Class 142 072 passes across Over bridge near Gloucester on March 1st. [Neil Pugh](#)

Below: Wabtec's Class 08 401 shunts South West Trains' Class 458 vehicle No. 67618 into the works at Doncaster on March 28th. [Brian Battersby](#)



Right: First Great Western's Class 166 215 waits at Great Malvern with the 17:52 service to London Paddington on February 14th. [Chris Morrison](#)

Main: Northern's latest electric unit, ex Thameslink Class 319 363, stands at Manchester Airport working a service to Liverpool Lime Street. [Michael Lynam](#)

Below: Arriva Trains Wales Class 153 312 stands at Crewe on March 23rd working a local service to Shrewsbury. [Richard Hargreaves](#)



Right: London Midland's Class 323 218 is seen arriving for the stop at Smethwick Galton Bridge with the 2A15 Wolverhampton to Walsall service. [James Passant](#)

Main: Northern Rail's Class 158 755 heads towards Preston passing Pleasington Golf Course with the 1B12 07:19 York to Blackpool North, March 25th. [Dave Felton](#)

Below: Northern Electric's (ex Thameslink) Class 319 379 stands in Stockport Carriage Sidings, currently used for driver training prior to being refurbished. [Michael Lynam](#)



Northern Rail's Class 144 008 arrives into Althorpe on March 10th with the 2R45 17:23 Doncaster to Scunthorpe service.

[Colin Irwin](#)



Probably the only Parliamentary train ever to run during a solar eclipse! On March 20th, a pair of Class 142 DMUs approach Denton station working the 09:22 (FO) Stockport - Stalybridge service.

[Keith Chapman](#)



On March 21st, London Midland's Class 139 001 arrives into Stourbridge Jct. with a Stourbridge Town service.

[Richard Hargreaves](#)



News and Features: Scotrail - life north of the border

Class 55 003 'Meld' is seen working the 0Z55 Fort William - Polmadie Car MD through Kirkwood Station on March 27th.
[Michael J Alderdice](#)



Having had an altercation with a fallen tree , Class 37 685 is seen being dragged by 47 851 from Inverness - Carnforth, as it passes through Coatbridge Central on March 25th. They grow some tough trees in Scotland! [Michael J Alderdice](#)



Heaton Park Trams, Manchester

Blackpool No. 691 replica Toast rack is seen in service on March 22nd. Michael Lynam



Manchester tram No. 765 is pictured outside the original depot at Heaton Park on March 22nd. Michael Lynam



Manchester Metrolink

Right: Tram No. 3020 meanders through the new track layout at Manchester Victoria station. [Michael Lynam](#)

Main: Metrolink No. 3082 departs Shadowmoss Road for Manchester Airport. As the tram leaves the destination changes for its return journey. [Michael Lynam](#)

Below: M5000 trams Nos. 3011 and 3020 stand at the new platforms at Manchester Victoria station. [Michael Lynam](#)



Fares Advice *with RailUK*

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

Euston - Manchester, what is this ticket type called?

Q: I've just managed to make a mistake ordering some tickets for travel up to Manchester and back for Saturday and Sunday. I wanted to order an Advance for tomorrow and a open single for the journey back, looking at the National Rail journey planner, the tickets were £25 pounds for an advance to Manchester, and the off peak single back was £40.80, which seemed surprisingly reasonable to me. So I went ahead and purchased the Advance up there and thought I would pick up the return at Manchester on the Sunday.

Luckily I checked the price of a single Manchester to Euston for Sunday and it turns out as a stand alone ticket it's actually twice as expensive at £80.60! I've managed to pick up an advance for £35, so it's not the end of the world, but it's stripped all the flexibility out of my Sunday, which is a little frustrating. My question is, what is this half advance/off peak return ticket type called, I had a feeling I had read about it before in these forums, but couldn't find any reference to it when searching for it before I booked!

My other question is why is it not clearer on the National Rail Journey Planner that the fare quoted for the 'off peak single' is contingent on the first advanced portion being purchased at the same time, and is therefore actually far more like an 'off peak return' than an 'off peak single'?

A: That 'half price' single is offered by Virgin on its website for its services, only for journeys where an Advance is purchased in one direction.

It's also an incentive to do your ticket buying business with them rather than another toC.

It can't be purchased as a walk-up ticket.

Its abbreviation is SVH; "Saver Half". Its purpose is to give flexibility in one direction, or to compensate when one direction's advances have sold out.

The old name 'Saver Half Return' (SVH) was far, far too 'complex' for us mere rail passengers to understand, denoting that it was half a return.

The new name 'Off Peak Single' (SVH) "describes when you can buy or use a ticket making, it easier for you to buy the best value ticket for your journey", and as you can see is not available singly. This is in contrast to the 'Off Peak Single' (SVS) which is available singly (!) The new names "simplify the choice, allowing you to choose your rail ticket with confidence." I know what you're thinking: that these products are different and should have a different name. But this apparently is not so, as "with fewer names you can quickly work out what ticket you need to make your journey." If you're still in doubt, you can relax in the knowledge that "Ticket terms and conditions are now the same across all train companies nationwide, so you know exactly where you stand."

Ticket Advice for All

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

Hunslet 0-6-0 'Beatrice' No. 7 arrives with the Observation Coach into Embsay on March 20th. [Michael Lynam](#)



DRS support to Cumbrian Coast services

DRS are delighted to announce they have now signed an agreement with Northern Rail to provide locomotives and passenger coaching stock.

The DRS locomotives and coaching stock will operate some of Northern Rail's timetabled services between Carlisle and Barrow-In-Furness from Monday 18th May 2015 providing much needed extra capacity to passengers along the Cumbrian Coast route and also allowing release of coaching stock to ease capacity elsewhere on the rail network. This follows on from the successful trials that took place in 2012 that were supported by the Nuclear Decommissioning Authority, Sellafield Ltd and Northern Rail. DRS will be providing two of their, newly refurbished locomotive hauled, MKII coaching stock sets operating six days per week.

Chris Connelly, Commercial & Business Development Director for Direct Rail Services said: "DRS are delighted to support Northern in delivering these vital services to the Cumbrian community. The contract demonstrates our company's unique flexibility to provide industry leading services to both the freight and passenger markets."

Alex Hynes, Managing Director for Northern Rail said: "The signing of this agreement takes us a step closer to the delivery of 2.5million extra seats for customers across the north west from May. The use of locomotives and coaching stock on the Cumbrian Coast will deliver capacity where it is needed most on some of our busiest services."

DB Schenker Rail UK adds more services from London Gateway

DB Schenker Rail UK is delighted to announce that it has increased its services from London Gateway to run five days a week.

The UK's largest rail freight company is now operating intermodal services from London Gateway to Trafford Park on Mondays, Wednesdays and Fridays with additional services on Tuesdays and Thursdays to its Wakefield terminal.

Adrian Fleming, Head of Intermodal at DB Schenker Rail UK, said: "At DB Schenker Rail UK we are continually looking to the future and responding to customer demand. We're pleased to be introducing these new services for the benefit of our current, and future, intermodal customers. Rail freight

is an attractive cog in the supply chain because it gives businesses a cost efficient and environmentally friendly solution to moving goods across the country, as well as internationally."

London Gateway has the UK's largest port rail freight terminal, with more than 30% of the port's cargo being carried by rail. DB Schenker Rail UK was the first company to offer scheduled rail freight services from the port. Along with the services to Trafford Park and Wakefield, the company also runs trains from the port to South Wales.

DB Schenker Rail UK was also the first rail operator to integrate its own order-management systems directly with those of the port. This gives customers a seamless, efficient, rapid intermodal freight service, direct from the port to terminals across the country. The close integration of its systems with London Gateway has enabled the company to achieve an impressive 'shore-to-door' delivery record of 99.7% of containers transported on time.

On March 23rd, Freightliner's Class 66 555 works a loaded log train through Chester heading for Chirk. [Brian Battersby](#)



Virgin Trains brews new coffee deal with the Nero Roasting Company

Virgin Trains is proud to announce the revamp of its on-board coffee offer by introducing a new coffee brand, Aroma by the Nero Roasting Company. From the Roaster behind Caffè Nero's premium beans, the new bespoke coffee blend will be available across Virgin Trains' Pendolino and Voyager fleets.

The new coffee will take pride of place aboard all Virgin Trains' retail shops, which collectively sell 900,000 cups of coffee annually across 300 daily services.

The partnership, which sees Virgin Trains commit to enhancing the quality of its coffee without increasing the cost to the customer, means 'Aroma by Nero Roasting

Company' will be the only coffee available for purchase on board and will be sold in a number of varieties, including Americano, Latte, Cappuccino and Espresso.

Each retail shop aboard Virgin Trains' fleet is equipped with a premium bean to cup espresso machine to ensure each freshly brewed coffee sold is of the highest quality. To further ensure this quality, Virgin Trains staff members have also been trained at the Roaster owned by Caffè Nero to study coffee making skills and learn about the harvesting, processing and blending that makes for the perfect cup.

Simon Thomas, Head of Business Development at Caffè Nero, said: "Partnering with Virgin Trains is a really exciting move for us and it's brilliant to be able to demonstrate our coffee roasting credentials. We're passionate about ensuring coffee fans have access to the best blends and we hope travellers enjoy drinking the 'Aroma by Nero Roasting Company' on-the-go."

The Nero Roasting Company's traditional Italian blend for Virgin Trains has been developed to create the best possible espresso on the move, it provides a complex but balanced flavour with notes of dark chocolate, fruit, caramel and toasted bread. All of the beans in the blend have been sourced direct from the farmers by the Nero Roasting Company.

Amanda Smit, Head of Catering at Virgin Trains said: "Virgin Trains is a company that prides itself on giving the very best to our customers, which is why we've decided to partner with the 'Nero Roasting Company' and introduce its Aroma blend. We don't think coffee fans should ever have to compromise on quality because they're on the move and we're confident that it's one of the best cups of coffee out there."

New Stansted Express ticket attracts new passengers

Abellio Greater Anglia has announced that a new ticket from Stratford has attracted even more people to use its Stansted Express service. The dedicated ticket, which enables passengers to travel to Stansted Airport from Stratford rail station, via Tottenham Hale, from just £7.50 each way has led to a four-fold increase in the numbers of people travelling. The ticket was introduced in Summer 2014, when around 300 passenger journeys were made per four-week period. The figure is now consistently around 1300 passenger journeys per four-week period.

Passengers from Stratford can travel to Stansted Airport, changing at Tottenham Hale, for just £7.50 each way when booking 30 days or more in advance, and £11 if booked 7 days or more in advance. Tickets must be booked online at www.stanstedexpress.com. The journey time to/from Tottenham Hale is just 36 minutes and the train station at the airport is directly under the terminal, just 2 minutes from checkout. Overall, Stansted Express passenger numbers were up 21% on 2013, to over 6 million in 2014 - with the train operator's range of low cost fares and fast, frequent services cited as the reasons that people choose to travel to Stansted Airport by rail. With trains every 15 minutes, the Stansted Express not only offers customers a frequent service, but also travel on one of the most modern train fleets in the country, which include free Wi-fi, free charge points and an at seat trolley service of drinks and snacks.

To find out about money saving options such as 'Duo' and 'Group 3 and Group 4' log on to the Stansted Express website: www.stanstedexpress.com



Class 68 003 'Astute' (with 68 002 'Intrepid' on the rear) is seen passing Church Brampton working 1Z54 Wembley Central to Glasgow Central on March 5th. [Derek Elston](#)

Easter marked the start of the rail upgrade for the transformation of the Trans-Pennine route

This Easter engineers started to replace two bridges near Bolton Percy. This seemingly routine work is the first of dozens of bridge replacements needed to enable electric trains to run on the route between York and Manchester for the first time.

The work is part of a rail upgrade programme that will enable more and faster trains to run on the route, supporting the economies of the north whilst continuing to meet demand for travel on this busy route.

Phil Verster, route managing director for Network Rail, said: "This is a very exciting time for rail in Yorkshire. As well as completing work to allow electric trains to run which can be faster and more environmentally friendly, we will be improving stations for passengers and installing new sections of track that will allow more services to operate. This Easter marked a key milestone in this upgrade plan as we started work on the ground. I thank passengers for their patience during this disruption."

Work has begun on two bridges in March. The bridge on Oxtan Lane near Bolton carries the highway over the railway and Brumber Hill bridge carries a private farm access over the railway. These bridges cross the lines between Leeds and York and between Leeds and Normanton.

Oxtan Lane near Bolton Percy will be partially closed from 23 March to 3 July. Diversions have been agreed with North Yorkshire County Council and road signage is in place. A temporary footbridge will allow pedestrians and cyclists to cross Oxtan Lane throughout the closure.

EDF Energy renews rail haulage agreement with Freightliner Heavy Haul

Freightliner Heavy Haul (FHH) are pleased to announce the renewal of their rail haulage agreement with EDF Energy.

The agreement will see an increase in contracted volumes and secures the capacity, service performance and flexible offer that FHH have demonstrated in previous contracts.

Paul Cooke, Fuel Operations Manager at EDF Energy, said: “This contract renewal builds upon our long term relationship with FHH and secures the level of service performance and flexibility that we require to meet the future challenges in the ever-changing energy market.”

David Israel, FHH Commercial Director, added: “We are delighted to announce the renewal of our contract with EDF Energy.

This new deal will increase our contracted capacity and is a reward for the strong service delivery performance that we have been able to provide to EDF Energy. We look forward to working closely with EDF Energy to ensure we can meet their haulage demands over the coming years.”

Colas Rail’s DR73948 passes Northampton working as 6J63 Rugby D.E.D. to Bletchley Cambridge sidings. [Derek Elston](#)



Hamilton Square station reopens after £4m redevelopment

Hamilton Square station in Birkenhead reopened on March 27th after a £4m redevelopment by Network Rail. The investment means passengers on the Merseyrail network are benefitting from improved platform and tunnel areas which include new flooring, brighter lighting and better passenger information. The station is cleaner and less cluttered and the additional information, which uses more sophisticated technology, means it’s easier for passengers to plan their journeys.

Network Rail worked with Merseyrail and Merseytravel to plan the upgrade which is the latest in a £40m upgrade of stations in Merseyside. Feedback from passengers about how they experience the station helped determine the new look and feel as well as the improved signage.

Liverpool Central, James Street and Lime Street have already been upgraded and work is due to start on the redevelopment of Moorfields on 13 April. Chris Littler, area manager for Network Rail, said: “The £4m upgrade at Hamilton Square is part of Network Rail’s wider £40m investment in the railway in Merseyside. It has provided passengers with a better, brighter station which will give them an improved beginning or end to their journey and I thank them for their patience while the work was being completed.

“It is a positive addition to the rail network in Merseyside, complementing previous improvements made at Lime Street, Liverpool Central and James Street. We will now look forward to upgrading Moorfields to provide a better station to serve Liverpool’s business district.”

Alan Chaplin, Merseyrail’s interim managing director, added: “Hamilton Square is an impressive, historic building, but was badly in need of a makeover. Customers will see that it is now sharper and more modern, while some of the original features have been preserved. We’re confident that our passengers will like it as much as we do.”

Councillor Phil Davies, chair of the Liverpool City Region Combined Authority, said: “It’s been great to see Merseytravel, Network Rail and Merseyrail work in partnership on the refurbishment of Hamilton Square, which continues the significant investment to improve station facilities across the railway network in the Liverpool City Region.

“Merseyrail is central to the delivery of the Long Term Rail Strategy, being led by Merseytravel, which is focussed on improved connections, and more capacity for customers across the city region.” While work on the platform and underground areas of Hamilton Square station has been completed, there is still work to finish in the concourse areas and entrance to the station. This will take place overnight, without disruption to passengers, and be completed by the summer. To celebrate the re-opening of the station, a new artwork feature will go on display, depicting some of the old advertisements discovered during the refurbishment at the end of last year. Some of the original posters date back seventy years.

Colas Rail's Plasser & Theurer 08-4x4/4S-RT Switch & Crossing Tamper No. DR73910 'Jupiter' is seen stabled in sidings adjacent to Blackburn station on February 11th. [Dave Felton](#)



Passengers advised of Edinburgh-Glasgow summer electrification works

Passengers are being advised that from Saturday June 13 until Monday July 27 Winchburgh tunnel on the main Edinburgh-Glasgow line will close while Network Rail carries out work to prepare the structure for electrification. The six-week long closure of the tunnel, near Linlithgow, is part of the Scottish Government-funded, £742m Edinburgh Glasgow Improvement Programme (EGIP) which will electrify the Edinburgh-Glasgow Queen Street line by 2016 – allowing the introduction of faster, greener and quieter electric services on the route.

As part of the 44-day project, engineers will be lowering and relaying the two lines of track through the 330m tunnel and installing equipment to carry the overhead power lines needed for the electrification of the railway. The tunnel will need to remain closed while engineers work 24-hours a day to deliver the work as quickly and safely as possible.

Network Rail, Transport Scotland and ScotRail have worked closely to ensure that a temporary timetable is in place during the work to minimise disruption and provide alternative travel options for passengers. Transport Minister Derek Mackay said: “The Winchburgh tunnel works are a major milestone in the Edinburgh Glasgow Improvement Programme and will take us one step closer to the electrification of our busiest route.

“Once complete, EGIP will deliver a 20% reduction in journey times and 30% more capacity within four years, as well as more comfortable, efficient and reliable trains. “The closure at Winchburgh will mean a change from usual operations on the route. However, ScotRail and Network Rail are working closely to minimise disruption and ensure that passengers can still travel between the two cities. This includes launching this major information drive three months ahead of the works to keep passengers informed.”

David Dickson, Network Rail’s route managing director for Scotland added: “While we understand the inconvenience the closure of the tunnel will cause to some passengers, this is the safest and most effective way of delivering what is a very complex piece of engineering work. “Our engineers will be operating around the clock over this 44-day period to complete this vital work and keep disruption to the railway to a minimum.

“The Edinburgh Glasgow Improvement Programme is a unique chance to modernise and enhance our railway and transform rail services across the central belt, creating a faster more resilient and more reliable network.”

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

Arriva Trains Wales Class 158 837 and 158 825 are pictured in a panoramic view at Shrewsbury forming the 1G38 Holyhead to Birmingham International on February 16th. [James Passant](#)



Better rail services become a reality between Liverpool Lime Street and Manchester Airport



Passengers made the first journeys on an electric train between Liverpool Lime Street and Manchester Airport station on March 5th. The 06:16 Liverpool Lime Street to Manchester Airport service was the first train to use the newly electrified route following the completion of work by Network Rail.

The completely revitalised Northern trains have had extensive work done ahead of their maiden journeys with striking new look exterior paintwork, as well as refreshed and modernised interiors which include new paintwork and improved seating for a more comfortable journey.

Newly-installed on-board information technology means customers will be better informed about their journey while travelling via new digital screens and automated audio announcements to support the conductor.

The trains are first of a new fleet of 20 trains which will be rolled out on the route in coming months. The electrification of the line means that passengers are able to travel on electric trains which are quieter, more reliable and have more space.

Network Rail recently completed the electrification of the route between Newton-le-Willows and Liverpool Lime Street which linked the previously electrified section between Manchester and Newton-le-Willows.

Martin Frobisher, route managing director for Network Rail, said: "This first electric train to travel between Liverpool Lime Street and Manchester Airport signifies the completion of the latest stage of a much bigger electrification programme in the north west.

"When the north west electrification upgrades and network improvements are completed in 2019 they will deliver significant, long term benefits to passengers across the north of England."

Alex Hynes, managing director for Northern said: "What an exciting time for our customers in the north west! Being able to deliver these electric services to them is the culmination of years of planning and will bring more seats, more space and improved journeys for our customers."

This is the latest milestone in a major programme of work which will see around 200 rail track miles electrified in the north west of England as part of a £1bn+ investment in the railway to provide passengers with a faster, more regular and reliable service.

LNER D49 No. 62712 is seen departing Barrow Hill for a trip up the branch line, on its last steaming before overhaul, March 14th. [John Alsop](#)



Euston eateries to open this May

New food and beverage units at Euston, London's fourth busiest railway station, will start to open from May 2015, with construction well underway on a £12.5 million project to create more space and offer more choice for passengers and the local community.

Over 71 million passengers travel through Euston annually, and they will soon enjoy an increased and varied retail and dining offer along with a more user-friendly station layout.

The Euston Station Balcony Development Scheme will include more than 11,000 sq ft of food and beverage space with a new balcony level opening up the station and providing passengers with an area to relax and eat away from the hustle and bustle of the station concourse.

Network Rail head of retail, Samantha Turner, said: "A number of new food and beverage retailers have been carefully selected to enhance the options on offer for passengers and station visitors at Euston.

"People will soon benefit from a complementary mix of premium, convenient, grab and go offers along with a number of dine-in options" she said.

Options on offer: Mi Casa Burritos; Itsu; Leon; Fine Burger; The Duke of Grafton (public house); Junction Urban Street Food; Big Apple Hot Dogs; The Rib Man; Beany Green

Network Rail takes action at London Bridge



Network Rail, and the train operators serving London Bridge station, are taking action to make London Bridge a better environment for passengers to use over the days, weeks and months ahead as Network Rail continues its vital task of transforming and rebuilding this busy, congested station.

Phil Hufton, Network Rail's new managing director of network operations, said: "In the last few weeks passengers have experienced unacceptable levels of service and over-crowding at London Bridge station.

"Passengers have been very tolerant about the changes to their usual travel arrangements, but understandably they have lost their patience with the recent poor service experienced for which we are very sorry.

"The measures we are putting in place, in collaboration with our train operators will improve both train service provision as well as station management in order that customers receive a better service at London Bridge and if delays occur, they are given the help they need."

Action being taken includes:

- Forming an integrated 'one-station-team' management structure with all staff (whether Network Rail, Southern or Southeastern) working to a single response structure with a single identity so better able to respond to

and manage issues as they arise

- Increasing the number of staff on the station, particularly at peak times and at times of disruption

- Ensuring staff and passengers, have access to the latest travel information and advice by boosting wi-fi capability, providing tablets to staff and bolstering information screens

- Better advanced warning for passengers of potential problems at the station offering alternative travel advice enabling people to avoid the station at times of disruption

- Changes to the timetable to help a better flow of trains into, and out of, the station

- Re-introducing Olympic 2012 style 'travel champions' and 'customer action teams' who can be called upon to bolster station staffing levels and help people find their way

The railway has seen tremendous growth over the last 20 years with a doubling of passenger numbers. London Bridge and other major stations will experience crowding if services are delayed because of our very well used and congested network. It's the rail industry's task to manage these incidents better and ensure that passengers are well informed and looked after as well as deliver a huge investment and improvement programme aimed at growing and expanding the network Mr Hufton concluded: "I want to assure customers that we do take this situation seriously and Network Rail is committed to improving our performance by delivering improvements to deliver a safe environment for users of London Bridge hand in hand with meeting the level of train provision and customer service they rightly expect."

First Great Western HST power car No. 43036 passes the signal box at Malvern Wells leading the 15:13 Hereford - London Paddington service on February 14th. [Chris Morrison](#)



First Great Western to increase on board staff on Super Express Trains

First Great Western has confirmed that it will be increasing the number of staff on board long distance trains when it introduces new Super Express Trains (SETs) from 2017.

The new trains are being introduced as part of the government's Intercity Express Programme on routes between London Paddington and Oxford, Bristol and South Wales and form part of First Great Western's plans to replace 40-year-old High Speed Trains on long distance routes.

In March First Great Western announced that the new trains would help provide three million additional seats a year for customers by December 2018, cutting journey times into Swansea by 20 minutes, and by up to 17 minutes into Bristol. These journey time improvements rely almost entirely on replacing the current trains - which require every door to be shut manually - with the new Super Express Trains, where the doors are centrally controlled.

Trains with sliding doors across the whole of the UK network operate like this on a daily basis, carrying millions of passengers safely to their destinations. In these cases, industry research supports our view that, with in-cab CCTV that allows close monitoring of the platform/train interface, driver controlled operation offers a much safer method of train dispatch while offering considerable journey time

benefits for our customers.

First Great Western's Operations Director, Ben Rule said: "We are not removing train managers or customer hosts from these trains, and we will be serving hot and cold food and drink on more trains than we do today. We are being very clear from the very start. We need every train manager and customer host we have got - plus at least 100 more over the course of the franchise - for our plans to deliver the very best customer service on our long distance services. There will be absolutely no compulsory redundancies for those currently working on board these trains."

"And to help make sure those who currently work on our High Speed Trains stay with us, we've also promised no changes to pay or conditions of employment, with retraining and redeployment available for those who do not want to make the switch to the newer trains. We know this is a significant change for staff that currently work on board our High Speed Trains, but it is a change that is driven by improving the safety and customer service we offer on board, while increasing jobs on board and protecting the pay and conditions of current train managers and customer hosts."

Loco Fleet List 2015

This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

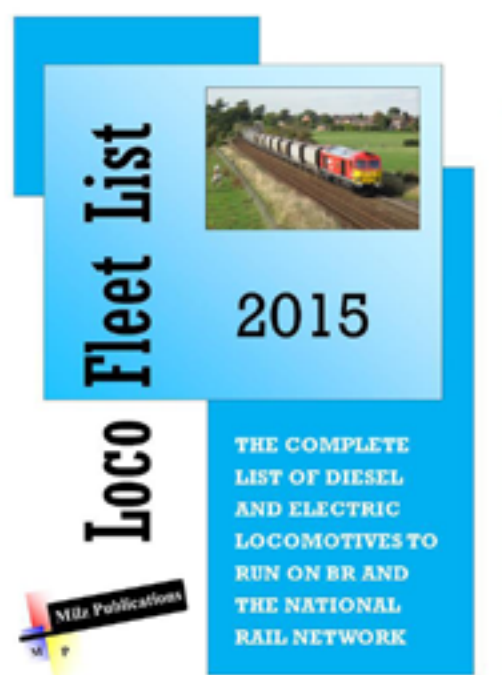
This information has been put together to give an easy reference to the numbering and official naming of each locomotive and includes all withdrawn, preserved and currently operating locos in TOPS classification order.

Contents

- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric Locomotives
- Eurotunnel Locomotives
- Unclassified & Prototype Locos
- Locomotive Names

Loco Fleet List 2015 is available via mail order for just £7.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY or by using Paypal when visiting the Milz Publications website.

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



On March 7th, GWR No. 4965 'Rood Ashton Hall' heads the return 'Welsh Dragon' from Cardiff to Tyseley passing Smethwick Galton Bridge. [Chris Morrison](#)



£1,000 reward offered after train hits shopping trolley

British Transport Police (BTP) is investigating how a supermarket trolley was placed in the path of a Great Northern train travelling at 100mph in Hertfordshire. Passengers had to remain on the service for two hours after the train suffered damage to its braking system in the collision at Welwyn Garden City last month.

Train operator Govia Thameslink Railway is offering a reward of £1,000 if information leads to the successful prosecution of offenders. Detective Sergeant Alan Bardsley said: "Shortly after 6pm on Tuesday, 10 February, the driver of the 5.17pm service from Cambridge to London Kings Cross was forced to make an emergency stop under Digswell Rise footbridge in Welwyn Garden City, after it struck a shopping trolley. "I believe the trolley was thrown from the bridge deliberately. Travelling at 100mph, it was only the skill of the driver and significant luck the train wasn't derailed. It was wanton, senseless vandalism." "I want to hear from anyone who walked across Digswell Rise footbridge early that evening – 10 February. What did you see? Please contact BTP if you have any information." Tony Holland, Crime Prevention Manager for Govia Thameslink Railway, which operated the train, said: "This severe act of deliberate vandalism caused severe delays for our passengers and could have led to a very serious accident, putting hundreds of lives at risk. We would urge anyone with information to please come forward."

New fleet upgrade for South Wales passengers

First Great Western customers will be able to get to London from South Wales in less than two hours, as part of the new package of improvements it has put together with the Department for Transport. These improvements are part of the new Great Western franchise deal announced in March, which will see First Great Western operating on the route until at least April 2019.

New Super Express Trains – delivered as part of the government's Intercity Express Programme – will be introduced on the route from 2017. A major timetable change in December 2018 will mean the fastest times between Cardiff and London will drop to 1 hour 45 minutes, compared to the current typical journey time of 2hr 7 minutes. Journey times between London and Swansea will be cut by up to 20 minutes.

FGW will provide two intercity trains an hour to and from Cardiff – three at the busiest times – with one train per hour extending to Swansea. FGW will continue to operate through intercity trains to and from Carmarthen.

Higher capacity five-carriage Turbo trains will replace older vehicles on the popular Cardiff-Portsmouth route from 2017, and they will also maintain the level of Cardiff to Taunton via Bristol services.

The changes are part of the biggest fleet upgrade in a generation on the First Great Western network, with new or modernised trains – all with free WiFi – on every area of the network by December 2018. It will see the age of First Great Western's train fleet slashed by more than half and will help create three million additional seats a year across the franchise by December 2018.

The company will expand the use of the GWR brand, currently used in its long distance First Class carriages and will begin its rebrand before the start of the new franchise in September.

First Great Western Managing Director, Mark Hopwood said: "I am pleased and proud that we will be running the Great Western network for another three and a half years. The Great Western network is already seeing the biggest investment since Brunel, and this deal has been designed to match that investment and ambition. It gives passengers newer trains, faster, more frequent services and importantly, given the growth this franchise has seen in recent years, more seats.

"We've worked with the Department for Transport to make sure passengers get every bit of benefit from the mainline electrification programme, while making sure no area misses out. I believe that the team at First Great Western will deliver for customers and the thriving communities and economies they serve, as well as the taxpayer."

Transport Secretary Patrick McLoughlin said: "I am determined that passengers in the West, Thames Valley and South Wales get a railway that is fit for the 21st century. This is a fantastic deal, which will give them more seats, more services and brand new fleets of modern trains.

"This government knows the importance of our railways. That is why they are a vital part of our long term economic plan, with over £38 billion being spent on the network between 2014 and 2019."

GWR No. 4141 is seen on a special service for the King Richard III event at the Battlefield on Bosworth, March 22nd. [John Alsop](#)



Great Northern lets final shop to complete £340,000 revamp of Stevenage station

Train operator Great Northern has announced Chuggs newsagents as the final tenant to set up shop at Stevenage station, bringing to a close its £340,000 renovation. Stevenage, which is the start or end point for more than four million journeys every year, has new lifts, which opened in March last year, that passengers can operate themselves – previously passengers had to be accompanied by a member of staff in a goods lift – and a smart new concourse and ticket hall with improved ticket machines.

New retail spaces allowed for the introduction of new tenants including local favourites such as The Street Kitchen alongside recognised brands, all of which are now serving passengers at Stevenage. Great Northern Estates Manager Anna Kiddle, of owning company Govia Thameslink Railway, said: “We are delighted our £340,000 renovation project has reached completion with the housing of all our new tenants. The station now has great lifts for people with disabilities, passengers with luggage and parents with buggies, opening up train travel to an even wider section of the community.” Now all four retail units in our new concourse have been let, bringing together local and national favourites to deliver all the great services we wanted to offer our passengers.”

AMT, another of Stevenage’s new tenants, combines coffee with views and seating, delivering on a promise to introduce the seating that passengers requested. The concourse’s new aesthetic is further enhanced with the addition of the beautiful selection of flowers on display at The Ivy Florist.

Did you Know - Ken Mumford

O The Euroscout was coming into platform 5 at Basingstoke station
O [a bay platform with a one-way access into it] when an automatic announcement said:-
P “Please stand away
S from the edge of platform 5, the approaching train is not scheduled to stop.”

Bargain Corner

Astronomical price of some railwayana in 1973

A frequent visitor to “Collectors Corner” which once existed at London (Euston) noted that name-plates from “Warship” class diesels were fetching [what this visitor considered too high] £50. Slow sales of them there seemed to confirm this. In contrast, builder’s plates from “Warship” diesels were selling quickly at £3 each.

Rhymney Railway Locomotives

Many, but not all, ferroequinologists know that from 1902 the locomotive, carriage and wagon works of the Rhymney Railway were situated at Caerphilly, about six miles north of Cardiff. This railway company had outgrown their original establishment at Cardiff Docks. Primarily a mineral line, passenger locomotives were distinguishable by their brass domes and chimney caps, and a polished boiler ring behind the smokebox. Standard livery was Brunswick Green with black-and-white lining. The first locomotives bought by the company were of the tender type, but the 0-6-0 locos built in 1872 by Sharp Stewart, set the pattern for the future and no further tender locos were built, though some of the originals survived until 1915.

The first 0-6-2 class “J” locos appeared in 1890 from Vulcan Foundry as saddle-tanks, the first 0-6-2 side-tanks, the “M” class, coming from Robert Stephenson in 1904. The latter type became the standard for the line, the last “AR” class coming from Beyer Peacock in 1921. On its absorption by the G.W.R. in 1922 the Rhymney Railway handed over 123 locos. A history of the line and fuller information relating to its engines will be found in “The Rhymney Railway” by D. S. Barrie, published by Oakwood Press.

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.

Well, this month I’m handing over to Michael Lynam who has written a smashing article on Wetherspoons, and one of them in particular, the Leyland Lion:



Are you ready to become a Spooner?

Wetherspoons is a pub chain operating in the UK, with over 930 outlets and many more in the planning stage. The company was founded in 1979 by Tim Martin who today holds the position of Chairman since floating the company. Some outlets operate under the name of Lloyds No 1 (which have music and TV) and in some cases can be located literally next door to a traditional Wetherspoons pub.

Many pubs are conversions of existing buildings, including, Theatres, Cinemas, Banks, Post Offices and Churches and consequently many properties are listed buildings. The buildings always retain the original character and where possible display photographs relating to the history of the building and the immediate area, many depicting public transport.

An example of this is The Leyland Lion in Leyland Lancashire originally a Post Office. Leyland was the home to the world-famous Leyland Motors, later

British Leyland. The company’s ‘Lion’ buses proved to be a global winner for the company. The pub’s interior celebrates the bus designs and the boom in public transport of the 1920s, with a feature bench bus seat and coffee tables made from original luggage trunks, as well as a bar which includes stainless-steel trim and recycled tyre tread.

So what’s in it for the travelling Railway Enthusiast? First you get Free Wi-Fi. With over 930 outlets most are located in town and city centres within close proximity of public transport. For example in Greater Manchester there are eighteen sites within a five minute walk of the Metrolink network. I have sampled over 140 outlets most close to railways such as Eastleigh, London Victoria, Carlisle (2 pubs), Stafford (2 pubs), Doncaster (3 pubs),

Crewe, Manchester Centre (5 pubs) and so the list goes on. They claim to be the only large pub chain which opens all its pubs early, usually 8am serving breakfast and coffee as well as a full food menu until 11pm. Weekly food promotions include, Mexican Monday, Steak club Tuesday (a personal favourite), Chicken club Wednesday, Curry club Thursday, Fish Friday, and finally the Sunday club for traditional roasts. Prices vary depending upon location and local competition. For example a refillable filter coffee (up to 2pm) can start as low 75p but generally is £1.15. A breakfast is around £3.00. The classic burger cost around £5.49 which includes a pint of your choice! The menu is very comprehensive and includes many vegetarian meals.



Wetherspoons has always been famous for its range of Beers including many Real Ales and frequently hold Real Ale Festivals. For 2015, 50 exquisite ales were brewed especially for the event, with ales varying from local breweries to as far afield from New Zealand & South Africa, including the first ever Spanish beer, all brewed using British hops. Beer prices can start as low as £1.45 again depending on location and competition but generally around £1.85 to £2.50, so all round very good value.



For details of all locations and pub finder app which also shows the nearest railway station, please visit www.jdwetherspoon.co.uk

Happy eating and drink responsibly as they say.

Fantastic work Michael, well done.

Send your emails to: nosh.report@railtalkmagazine.co.uk

A Different View

Hymek Class 35 No. D7076 departs Ramsbottom on the East Lancs Railway with a freight working on March 7th. The addition of a sepia filter here creates an atmosphere of a bygone era. [Class47](#)



Whilst Northern Rail's Class 142 023 waits to work a York - Hull local service, a sea of bikes await their owners return. Tim Ward



A pair of EWS Class 66s working the 08:55 Margam T.C. to Scunthorpe B.S.C.(Ent.C.) approach Althorpe on March 10th. [Colin Irwin](#)



The signalbox on the westbound platform of Aberthaw Station looks like it needs a bit of TLC. [Ken Mumford](#)



A First Great Western HST speeds through Keynsham on March 17th as a First bus passes on the road above. [Sam Bilner](#)

Preserved and Industrial Railways: Llangollen Railway

Great Western 2-6-2 Prairie Tank No. 5199 departs Carrog on March 6th on the rear of a working to Llangollen. [Richard Hargreaves](#)



G.W.R. 28XX Class 2-8-0 No. 3802 is seen leaving Glyndyfrdwy with a freight, bound for Llangollen. [Ken Abram](#)



Right: LMS 5MT Class 'Black 5' No. 45231 makes a fine sight and sound as it pulls away from Carrog bound for Corwen. Unfortunately, it was failed on the return working and was to take no further part in the event. [Ken Abram](#)

Main: GWR 42XX Class 2-8-0T No. 4270 approaches Corwen hauling a mixed goods, with GWR 28XX Class 2-8-0 No. 3802 banking on the rear. [Ken Abram](#)

Below: GWR 2251 Class 0-6-0 No. 3205 accelerates away from Corwen with the three coach suburban set. [Ken Abram](#)



LMS 5MT Class 'Black 5' No. 45231 arrives into Deeside Loop after failing. Seen here being pushed into the loop by 9F No. 92214. [Phil Martin](#)



SR 'West Country' 4-6-2 No. 34092 'Wells' arrives into Corwen East on March 7th. [Phil Martin](#)



GWR 42XX Class 2-8-0T No. 4270 stands in Deeside Loop on March 7th, heading for Carrog. [Phil Martin](#)



BR Class 9F No. 92214 is seen at Deeside Loop on March 7th. [Phil Martin](#)

Keighley and Worth Valley Railway

The Keighley and Worth Valley Railway is experimenting with running a midweek diesel service in March, under the name 'Railcar Wednesday'. On the first day of the trial new timetable, March 11th, the W&M Railbus departs Ingrow Station with the first train of the day to Oxenhope. [Ben Bucki](#)



On February 28th, WD Austerity No. 90733 is pictured running round its train at Keighley on February 28th. [Brian Battersby](#)



Barrow Hill

Pullman coach 'Aries' is seen awaiting restoration at Barrow Hill on March 14th. [John Alsop](#)



On March 11th, Ex MOD shunter No. 01520 is seen in the platform at Barrow Hill. [Andrew Wilson](#)



Nearly ready for release into traffic with GBRf, Class 47 848 'Titan Star' is seen awaiting testing on March 14th. [John Alsop](#)



Class 40 No. D213 stands outside the roundhouse on March 11th. [Andrew Wilson](#)

Seen sheeted over, Class 45 105 awaits restoration at the depot on March 14th. [John Alsop](#)



A THIRD OF FUNDING IN PLACE AFTER ONLY ONE YEAR

Funding pledges for new Gresley class P2 steam locomotive No. 2007 Prince of Wales have reached one third of the £5m required to complete Britain's most powerful steam locomotive by 2021. In only 12 months since the launch of the project's 'P2 for the price of a pint of beer a week' (£10 per month) regular donation - or covenant - scheme, funds either already donated or pledged by Standing Order have already passed £1.7m. The class P2 2-8-2 'Mikado' locomotives were the most powerful passenger steam locomotives to operate in the UK, designed by Sir Nigel Gresley to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly the design was never fully developed and they were rebuilt in 1943/44 and scrapped by 1961. The A1 Steam Locomotive Trust (a registered charity and builders of famous new steam locomotive No. 60163 Tornado) is building the seventh member of this class over seven years at an estimated cost of £5m through its P2 Steam Locomotive Company subsidiary. The project will demonstrate how the design can be fully realised through use of modern computer design and modelling techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network. Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high and over 650 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) covenant scheme since its launch a year ago. In addition to this core scheme, funds have been raised through The Founders Club (over 360 people have donated £1,000 each - target 100 people, now closed), The Boiler Club (over 60 people have pledged £2,000 each - target of 300 people) and Dedicated Donations (£100,000 from existing supporters sponsoring a variety of components). This means that the project has already received pledges of over £1.7m (including Gift Aid) of the £5m needed over the next seven years.

Construction progress to-date includes: Frame plates for engine and tender rolled and profiled; Engine's frames erected at Darlington Locomotive Works; All 20 wheels for engine and tender cast; eight 6ft 2in driving wheels proof machined; All major engine frame stays, brackets and horn blocks cast and machined - 26 in total; further 16 axle box and buffer castings underway; Roller bearings for all engine and tender wheelsets and engine tyres, axles and crank pins ordered; Over 1,000 fitted and driven bolts ordered; Preliminary discussions held with boiler manufacturers and forged foundation ring corners manufactured and machined; Vampire study into ride and suspension completed and Finite Element Analysis of crank axle underway to ensure locomotive complies with modern standards; Assessment and notified body appointed to oversee certification; Nameplates delivered and chime whistle ordered!

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented: "We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. Thanks to our supporters' continued generosity over £1.7m has now been donated or pledged. "We are hopeful that we will have completed the rolling chassis for No. 2007 Prince of Wales next winter and we remain on-track for completion of the new locomotive in 2021. However, to maintain this rate of progress we need to continue to raise in excess of £700,000 per year, which given the nature of the regular donation scheme becomes more challenging as each year passes. "I would encourage all steam enthusiasts who haven't yet contributed to this exciting project to help us to meet these deadlines by becoming a monthly covenantor or joining The Boiler Club. It's time to get on board!"



Class 37 884 in Europhoenix livery, awaits release into traffic from the HNRC workshops. [John Alsop](#)

Swindon & Cricklade Railway

Fowler 0-4-0 DH shunter No. 4220031 'Blunsdon' carries out some shunting at Hayes Knoll on March 22nd. [Andrew Wilson](#)



Former BR Class 03 152, in a non standard green livery, stands at Hayes Knoll on March 23rd. [Andrew Wilson](#)



Fowler 0-4-0 DM shunter No. FB7342 was built in 1958, and worked at Swindon's Pressed Steel car body plant. Seen here at Hayes Knoll on March 22nd. [Andrew Wilson](#)



Class 09 004 is seen working a service at Taw Valley on March 22nd. [Andrew Wilson](#)

Class 73 No. E6003 'Sir Herbert Walker' stands at Hayes Knoll in the sunshine on March 22nd. Andrew Wilson



BR Class 08 Diesel Electric No. D3261 arrives into Taw Valley. Andrew Wilson



Former BR 'Thumper' Unit DEMU No. 1302 is seen stabled at Blusdon on March 22nd. Andrew Wilson

Northampton and Lamport Railway

Right: Peckett R4 Class 0-4-0ST No. 2104 is seen working services at the line on March 22nd. Andrew Wilson

Main: Railfreight Grey liveried Class 47 205 stands out of use at Pitsford on March 22nd. Andrew Wilson



Ribble Steam Railway

Right: Colas Rail's Class 66 849 'Wylam Dilly' visiting the line for the diesel gala, is seen approaching Strand Road on March 7th. [John Balaam](#)

Main: On March 7th, during the Ribble's diesel gala, Hunslet Class 05 No. D2595 is seen heading down to the Exchange Sidings. [John Balaam](#)



Right: Andrew Barclay 0-4-0 No. 2261/1949 No. 6, and one of the few remaining 'Fife Flyers', seen here having a clean out after a hard days work. [Steve Stepney](#)

Main: Class 08 628 is pictured in a fairly well stripped down condition, outside the Ribble workshops on March 7th. [Andrew Wilson](#)

Below: Colas Rail's Class 66 849 is seen at the line on March 7th, having arrived as guest loco for the diesel gala. [Brian Battersby](#)



Right: On March 21st, Sentinel shunter 'Progress' is pictured under repair at the Ribble Rail's workshops. [Michael Lynam](#)

Main: Andrew Barclay 1147/1908 'John Howe' is seen heading along the side of the River Ribble on March 21st. [Michael Lynam](#)

Below: GWR 0-6-2T No. 5643 leads its stock across the marina and heads towards the Exchange Sidings. [Steve Stepney](#)



Statfold Barn Railway

'Howard' No. 2, previously named Josephine, built by Hunslet No. 1842 of 1936 is seen at rest between duties on March 28th. [Stuart Hillis](#)



'PADDY', a vertical boiler loco by Wilbrighton Wagon Works of 2007 in Chartley Gypsum mines livery is pictured on the garden railway, heading around the lake. [Stuart Hillis](#)



Burton & Ashby Light Railways tram No. 14, built in 1906 (owned at the time it ran by the LMS and withdrawn in 1927) is seen at Statfold on March 28th. [Stuart Hillis](#)



'Minas De Aller' L. Corpett side tank loco No. 439 of 1884 leaves station area for the field section. [Stuart Hillis](#)

This photo was taken in June 2014, just 9 months ago, have a look at the photo below to see the restoration carried out in such a short time. [Stuart Hillis](#)



'CHARLIE', a diminutive 2 foot gauge petrol engine Simplex in War Dept. livery with mobile searchlight from the Anti Aircraft Regiment Royal Artillery. [Stuart Hillis](#)



Fully restored Ryam Sugar Company (India) loco, built Davenport Ohio No. 1586 of 1917 looks superb. [Stuart Hillis](#)



'The Goose' is an 18 seater railbus at the line. Pictured here at Statfold on March 28th. [Stuart Hillis](#)

West Somerset Railway

GWR Hall Class No. 6960 'Raveningham Hall' steams at Minehead station on March 23rd. [Sam Bilner](#)



BR Standard 'Britannia' Class 4-6-2 No. 70021 'Morning Star' is seen working the 'South Wells Pullman' into Wilton on March 23rd. [Sam Bilner](#)



East Lancashire Railway

On March 7th, Class 37 418, back in service after engine repairs, stands in the sunshine at Bury Bolton Street. [Richard Hargreaves](#)



Class 14 No. D9537 arrives into Ramsbottom on March 7th with a service from Rawtenstall to Heywood. [Brian Battersby](#)



Class 40 No. 345 arrives into Ramsbottom on March 7th with a freight working to Bury. [Richard Hargreaves](#)



Class 37 109 arrives into Ramsbottom on March 7th with a service to Heywood. [Brian Battersby](#)



Right: Class 31 466 stands in the sunshine at Rawtenstall on March 7th, ready to work a service to Heywood. [Richard Hargreaves](#)

Main: On March 14th, Class 104 DMU Nos. M50455 and M50517 sits at Bury prior to working a service to Heywood. [Michael Lynam](#)

Below: Class 117 DMU Nos. W51339 and W51382 and Class 122 Driving Motor Brake Second No. 55001 pass at Bury. [Michael Lynam](#)



Class 122 Driving Motor Brake Second No. 55001 is seen departing Ramsbottom on March 14th. Michael Lynam



Class 117 DMU Nos. W51339 and W51382 depart Ramsbottom heading for Rawtenstall. Michael Lynam



Recently repainted Class 08 164 is pictured shunting a CCT van at Bury. Michael Lynam



Part way through restoration, Class 105 Craven units Nos. E51485 and 56121 are seen on display at Bury. Michael Lynam

Right: Class 14 No. D9537 is seen on the rear of the 2J71 11:15 Heywood to Rawtenstall as it departs Irwell Vale with Class 50 015 in charge. [Dave Felton](#)

Main: Class 37 109 top'n'tails 31 466 as it departs from Irwell Vale station with the 2J64 10:06 service from Rawtenstall to Heywood on March 7th. [Dave Felton](#)

Below: Class 37 418 passes the site of the old Ewood Bridge station hauling the 2G18 09:20 service from Bury to Rawtenstall on March 7th. [Dave Felton](#)



Severn Valley Railway

Rebuilt West Country Class No. 34027 'Taw Valley' is pictured undergoing restoration at Bridgnorth MPD on March 22nd. [Richard Hargreaves](#)



Right: Class 20 No. D8059 is seen undergoing a spot of maintenance in the yard at Kidderminster on March 21st. [Class47](#)

Main: G.W.R. 57XX Class 0-6-0PT No. 5786, in its latter day London Transport livery and numbered L92, drifts down Eardington Bank with a Hampton Loade bound local service. [Ken Abram](#)

Below: WD Austerity 2-8-0 Class No. 90733 passes by some track workers at Foley Park on March 21st. [John Alsop](#)



Right: GWR 2-8-0 tank loco No. 4270 climbs Eardington Bank on March 22nd working a Kidderminster - Bridgnorth service. [Carl Grocott](#)

Main: WD Austerity 2-8-0 Class No. 90733 makes light work of an 8 coach load of blood 'n' custard Mk1s as it climbs Eardington Bank on March 22nd. [Ken Abram](#)

Below: Another picture from Eardington Bank as Great Western Railway 2-6-2 No. 4566 is seen working a Bridgnorth - Kidderminster service. [Carl Grocott](#)



Right: LNWR 0-6-0T 'Coal Tank' No. 1054 departs Bridgnorth with the local train to Hampton Loade comprising a three coach train of LMS stock. [Ken Abram](#)

Main: Rebuilt West Country Class No. 34053 'Sir Keith Park' descends Eardington Bank on March 22nd working a Bridgnorth - Kidderminster express. [Carl Grocott](#)

Below: On March 21st, GWR No. 1450 awaits departure from Northwood Halt, heading for Bewdley. [John Alsop](#)



On March 21st, GWR 28XX Class 2-8-0 No. 2857 passes Trimpley Reservoir heading for Bewdley and Kidderminster. [Ken Abram](#)



National Railway Museum

SR 4-6-2 Battle of Britain Class No. 34051 'Winston Churchill' stands in the main hall at the NRM having recently been cosmetically restored on the occasion of Churchill's 50th anniversary since his death. Behind the loco is the Southern Railway Van No. S2464S, which carried his coffin. [Richard Hargreaves](#)



North Yorkshire Moors Railway

LNER K4 Class 4-6-0 No. 61994 'The Great Marquess' pilots LNER K1 Class 2-6-0 No. 62005 through Moorgates with the 50th Anniversary re-enactment of the line closure on March 6th. [Shep Woolley](#)



Class 101 DMU 'Daisy' waits at Grosmont to depart with a service to Pickering. [Michael Lynam](#)



LNOR K1 Class 2-6-0 No. 62005 brings up the rear of the midday departure from Pickering, March 7th. [Michael Lynam](#)



LNOR Class K4 2-6-0 No. 61994 and Stanier Black Five No. 45428 are seen at Grosmont on March 7th. [Michael Lynam](#)

BR Standard Class 4MT 2-6-0 No. 76079 departs from Goathland on a Grosmont to Pickering service, March 7th. [Robert Bates](#)



Epping and Ongar Railway

Class 31 438 passes North Weald with an engineers train on March 28th. This photo was taken during an EMRPS photo charter. [Mark Pichowicz](#)



Class 45 132 arrives into North Weald during an EMRPS photo charter on March 28th. Mark Pichowicz



Having marker lights rather than headcode boxes at the other end of the loco, Class 45 132 is pictured heading in the opposite direction. Mark Pichowicz

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

There are various ways to help the C58LG:

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



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

From the Archives

DP2 was an ill-fated prototype locomotive loaned by English Electric to BR in 1962 as a test bed for its new 2700hp 16CSVT power unit (later used in Class 50 locomotives) fitted into what was basically a Deltic body. When allocated to Camden it was a frequent choice for Euston/Blackpool services and is seen here shortly after leaving St. Annes station heading for London with the 10am service.

[Gerald Nicholl](#)



Right: Class 20 186 plus another member of the class enters Wigan Springs Branch depot on October 11th 1991. [Michael Lynam](#)

Main: An immaculate Class 37 408 passes Pontlottyn on April 6th 2002 working a Cardiff - Rhymney service. [Carl Grocott](#)

Below: Class 37 252 stands in Glasgow Queen St. on March 6th 1982. [Brian Hewertson](#)



Right: Class 108 DMU Nos. M53982 and M54246 depart Chester with a service to Manchester Piccadilly via Northwich and Stockport on August 12th. 1991.

[Steve Stepney](#)

Main: Class 20 083 and 20 096 working the 08:14 Tinsley - Lackenby steel train, head across Yarm Viaduct on June 18th 1987. [Nick Clemson](#)



Right: Midland Mainline's HST power car No. 43049 stands at London St. Pancras on October 4th 1997. [Paul Godding](#)

Main: Class 31 273 hauls EMU Class 308 137 through Aldwarke on January 19th 1994. The Class 308 was en route to Doncaster Works. [Brian Hewertson](#)

Below: BR Standard Class 4MTs Nos. 77002 and 77012 along with B1 Class No. 61123 are seen in store after being withdrawn from active service at Wakefield motive power depot on July 16th 1967. [Dave Felton](#)



Parcels liveried Class 33 021 passes Paddock Wood with the 13:05 Maidstone - Tonbridge special, during a transport festival on August 30th 1999. [Chris Morrison](#)



Right: Class 47 316 arrives into Crewe on May 31st 1998 working a Virgin Cross Country service to Manchester Piccadilly. [Paul Godding](#)

Main: Class 31 250 reverses into Scarborough station on August 27th 1981 having allowed the Class 08 to prepare its next working. [Dave Felton](#)

Below: Class 47 098 and 47 367 along with a pair of Class 37s are seen stabled in Buxton station on July 23rd 1985. [Dave Felton](#)



Right: On November 22nd 1992, Class 37 174 stands at Shrewsbury awaiting a crew change whilst working steel empties from Dee Marsh to Margam. [Phil Martin](#)

Main: BR Class 31 282 is seen departing from York station with an unknown passenger train working on August 28th 1978. [Dave Felton](#)

Below: Class 26 038 and 33 203 are seen at Meadowhall on April 28th 1996. [Steve Stepney](#)



The Back Page

On April 1st, Class 92 038 stands at Preston whilst working the 1M11 23:40 Glasgow Central and Edinburgh to London Euston on the first day of Serco/GBRf taking over from DB Schenker on the Caledonian Sleepers. [Andy Parkinson](#)

