

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 119 and your monthly roundup from across the UK.

Issue 119, a number that didn't seem significant to me until someone asked... "So what are you doing for your tenth anniversary?" My reply of course was "Tenth anniversary of what?". A very confused look was cast towards me... followed by the confused tone of "Well next issue of Railtalk is 120 isn't it(?)", thus making it 10 years of the magazine". Three different calculators later and scrambling through boxes to find old calendars and yes, he was correct next month is indeed 10 years of Railtalk Magazine. Please, please, please don't be tempted to alter your browser and have a look back at issue 1. Technology has come a long way since then, I think is about as much as I will say on that one. So what does this mean... Well for a start, this means I now have a month to bring something special to the Magazine for its tenth birthday. If anyone wants to give us their thoughts, then that would be fantastic, from day one we have only survived on your support, and should anyone every be interested in writing an article for either this magazine or Xtra, please do get in contact with us. It would be greatly appreciated.

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: Ken Abram, Michael J Alderdice, John Alsop, Steve Andrews, John Balaam, Geoff Barton, Robert Bates, Brian Battersby, Sam Bilner, Tim Bott, Ben Bucki, Keith Chapman, Pete Cheshire, Julian Churchill, Nick Clemson, John Coleman, Keith Davies, Neil Davies, Steve Donald, Robert Duff, Eddie Emmott, Derek Elston, Mark Enderby, Dave Felton, Greig Gibson, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Jim Haywood, Brian Hewertson, Paul Hewertson, Stuart Hillis, David Hollowood, Derek Hopkins, Colin Irwin, Jon Jebb, Richard Jones, Colin Kennington, Ken Livermore, Michael Lynam, Jonathan McGurk, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Gerald Nicholl, Jeff Nicholls, Andy Parkinson, Mark Pichowicz, Colin Pidgeon, Neil Pugh, Tim Richardson, Alan Rigby, Charlie Robbins, Neil Scarlett, Stephen Simpson, Gary Smith, Stewart Smith, Steve Stepney, Steve Thompson, Brian Turner, Tim Ward, Andrew Wilson, David Wood, Leuan Wood, Shep Woolley and the guys at RailUK.

Front Cover: Malcolm liveried Class 90 024 leads Class 90 019 'Multimodal' past Heamies on July 18th working the 4M25 06:07 Mossend Yard - Daventry Int. RFT. [Keith Davies](#)

This Page: Class 37 402 leads the 2C41 Barrow - Carlisle service past Ravenglass on July 19th. [Carl Grocott](#)



Charter Scene:

Retro Railtours - The Retro Canterbury Belle

On July 9th, Class 68 005 awaits departure time at Leeds with the 1Z68 Leeds - Canterbury West charter, with Class 68 018 on the rear. [Class47](#)



Retro Railtours - The Retro Canterbury Belle

Class 68 018 'Vigilant' arrives into Canterbury West on July 9th with the return working of 'The Retro Canterbury Belle' to Leeds. [Richard Hargreaves](#)



Railway Touring Company - THE HADRIAN

Right: With no improvement in the weather from earlier in the day, LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' leans into the curve heading for Hexham and home on July 2nd. [Shep Woolley](#)

Main: Wind and rain greet LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' as it charges through Greenholme with the northbound 'Hadrian'. [Shep Woolley](#)



Railway Touring Company - THE HADRIAN

A rare glimpse of sunshine as LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' works light engine through Keerholme towards Carnforth to work 'The Hadrian' railtour on July 2nd. [Shep Woolley](#)



Railway Touring Co. - The Cumbrian Mountain Express

Right: In contrast to the morning shot (Main) No. 46233 'Duchess of Sutherland' is slowed to a crawl with the return working by the signal protecting Balshaw Lane Junction as priority is given to a local stopper coming off the slow line - an insult to a Duchess if ever there was one. [Ken Abram](#)

Main: LMS Princess Coronation Class 8P 4-6-2 No. 46233 'Duchess of Sutherland' is seen near the 70mph speed limit as it takes the down slow line at Balshaw Lane Junction on July 23rd working the northbound CME to Carlisle. [Ken Abram](#)



Pathfinder Tours - The Cheshire Cat

On July 23rd, Class 37 606 and 37 609 prepare to depart Crewe working the 1Z12 Stockport to Eastleigh return charter. [Brian Battersby](#)



S.R.P.S. Raitours - The Golden Stag

Working its first raitour for a good few years, Class 37 025 calls at Perth on July 16th with 1Z38 Inverness - Linlithgow. [Carl Grocott](#)



Railway Touring Company - THE WAVERLEY

LNER A3 class 4-6-2 No. 60103 'Flying Scotsman' has the road as it speeds towards Carlisle with 'The Waverley' on July 17th. [Shep Woolley](#)



Belmond - The Royal Scotsman

The Royal Scotsman, 1Z83 09:45 Orton Mere to Cambridge passes through Whittlesea on July 13th with Class 66 743 tailing 66 746. [Derek Elston](#)



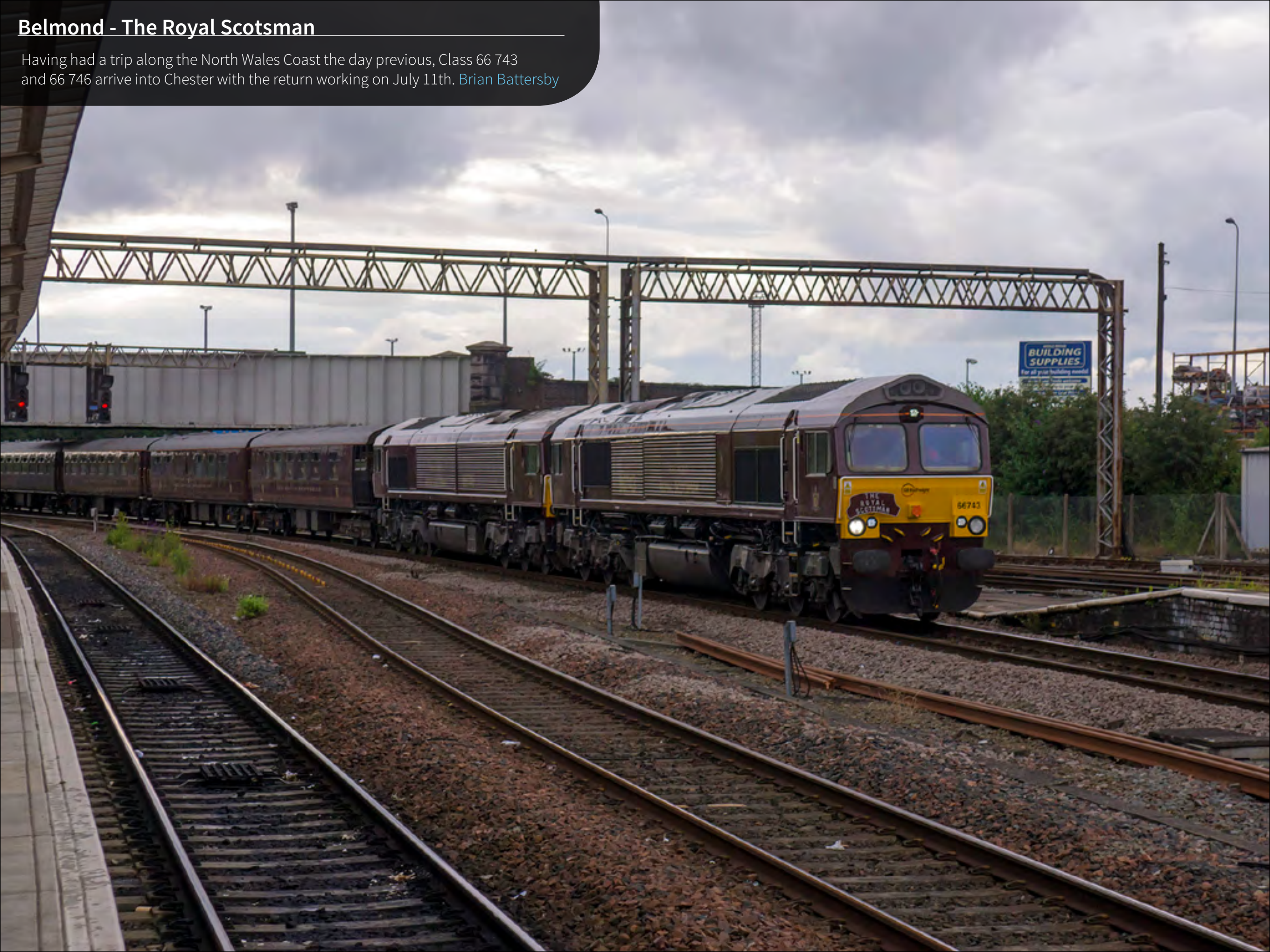
Belmond - The Royal Scotsman

Class 66 743 passes Saltney Ferry on July 10th with the Royal Scotsman's 'Grand Tour of Great Britain', heading along the North Wales coast. [Brian Battersby](#)



Belmond - The Royal Scotsman

Having had a trip along the North Wales Coast the day previous, Class 66 743 and 66 746 arrive into Chester with the return working on July 11th. [Brian Battersby](#)



Belmond - The Royal Scotsman

Class 66 747 and 66 743 depart Newton Abbot on July 16th with the Royal Scotsman's 'Grand Tour of Great Britain'. [Steve Andrews](#)



Torbay Express Ltd. - The Torbay Express

LMS Royal Scot Class No. 46100 'Royal Scot' is seen departing Bath on July 3rd working 1Z27 'The Torbay Express' Bristol to Kingswear. [Sam Bilner](#)



Torbay Express Ltd. - The Torbay Express

LMS Royal Scot Class No. 46100 'Royal Scot' passes Teignmouth on July 10th heading the 1Z27 'The Torbay Express' Bristol to Kingswear. [Steve Andrews](#)



Pathfinder Tours - The Lakeland Explorer

Class 68 003 arrives into Crewe on July 9th with the return working of 1Z69
'The Lakeland Explorer' from Carlisle to Taunton. [Class47](#)



West Coast Railway Co. - The Jacobite

LMS 4-6-0 Black 5 No. 45407 leads the 2Y61 Fort William - Mallaig service through Inverlochy on July 18th. [Carl Grocott](#)



West Coast Railway Co. - The Jacobite

LMS 4-6-0 Black 5 No. 44871 working the 2Y68 Fort William - Mallaig steams past Inverlochy on July 18th. [Carl Grocott](#)



West Coast Railway Co. - The Jacobite

Left: LMS Class 5MT 4-6-0 No. 44871 accelerates away from Banavie with the afternoon Jacobite service on July 21st. [Colin Irwin](#)

Right: Later on the same day, LMS Class 5MT 4-6-0 No. 44871 heads through the Scottish countryside at Glenfinnan. [Colin Irwin](#)



Branch Line Society - Turbo Prop Tracker

Class 170 307, 170 306 and 170 303 pass the Cemex Sidings, Peak Forest with the Branch Line Society's railtour from Manchester Airport to Cleethorpes via Peak Forest and Buxton on July 3rd. This charity railtour was to mark the end of the use of Class 170s by TransPennine Express. [Nick Clemson](#)



Branch Line Society - Turbo Prop Tracker

On July 3rd, Class 170 303, 170 306 and 170 307 exit Great Rocks Tunnel on their return from Buxton and head for Cleethorpes as a Class 60 draws the afternoon Tunstead - Northwich hoppers through the loading bunkers. [Nick Clemson](#)



Railway Touring Co. - The Cumbrian Mountain Express

LMS 8P Class 4-6-2 No. 46233 'Duchess of Sutherland' speeds through Saltergate with the northbound 'Cumbrian Mountain Express' on July 23rd. [Shep Woolley](#)



Railway Touring Co. - The Cumbrian Mountain Express

LMS 8P Class 4-6-2 No. 46233 'Duchess of Sutherland' drifts through Hincaster with the return leg of 'The Cumbrian Mountain Express' on July 23rd. [Shep Woolley](#)



Railway Touring Co. - The North Wales Coast Express

LMS Jubilee Class No. 45690 'Leander' storms through Helsby on July 24th with this Liverpool to Holyhead excursion. [Brian Battersby](#)



Railway Touring Co. - THE WELSH MOUNTAINEER

LMS Royal Scot Class No. 46115 'Scots Guardsman' speeds along the North Wales coast at Dunham on July 26th with this Preston - Blaenau Ffestiniog charter.

Brian Battersby



Steam Dreams - THE CATHEDRALS EXPRESS

In hazy sunshine, BR Southern Rebuilt Light Pacific Class 7P5F No. 34046 'Braunton' (running as No. 34052 'Lord Dowding') re-starts a Cathedrals Express service to Cardiff after calling to pick up passengers at Twyford (Berks) on July 28th.

[John Johnson](#)



NENTA Tours - The Central Wales & Llangollen Explorer

Class 47 851 and 47 854 top'n'tail the 1Z88 05:04 Norwich - Llandrindod Wells charter past Bayston Hill on July 22nd. [Keith Davies](#)



ECS and Light Engine Moves

GBRf white tube map liveried Class 66 721 'Harry Beck' hauls the 5Z22 Eastleigh - Doncaster 10 coach ECS through Burton on July 29th for the next day's GBRf company outing to Blackpool. [Stuart Hillis](#)



Class 68 017 (with 68 008 on the rear) passes Sutton Bridge with the late running 5Z54 08:09 Crewe CS - Bristol Temple Meads ECS on July 29th. [Keith Davies](#)



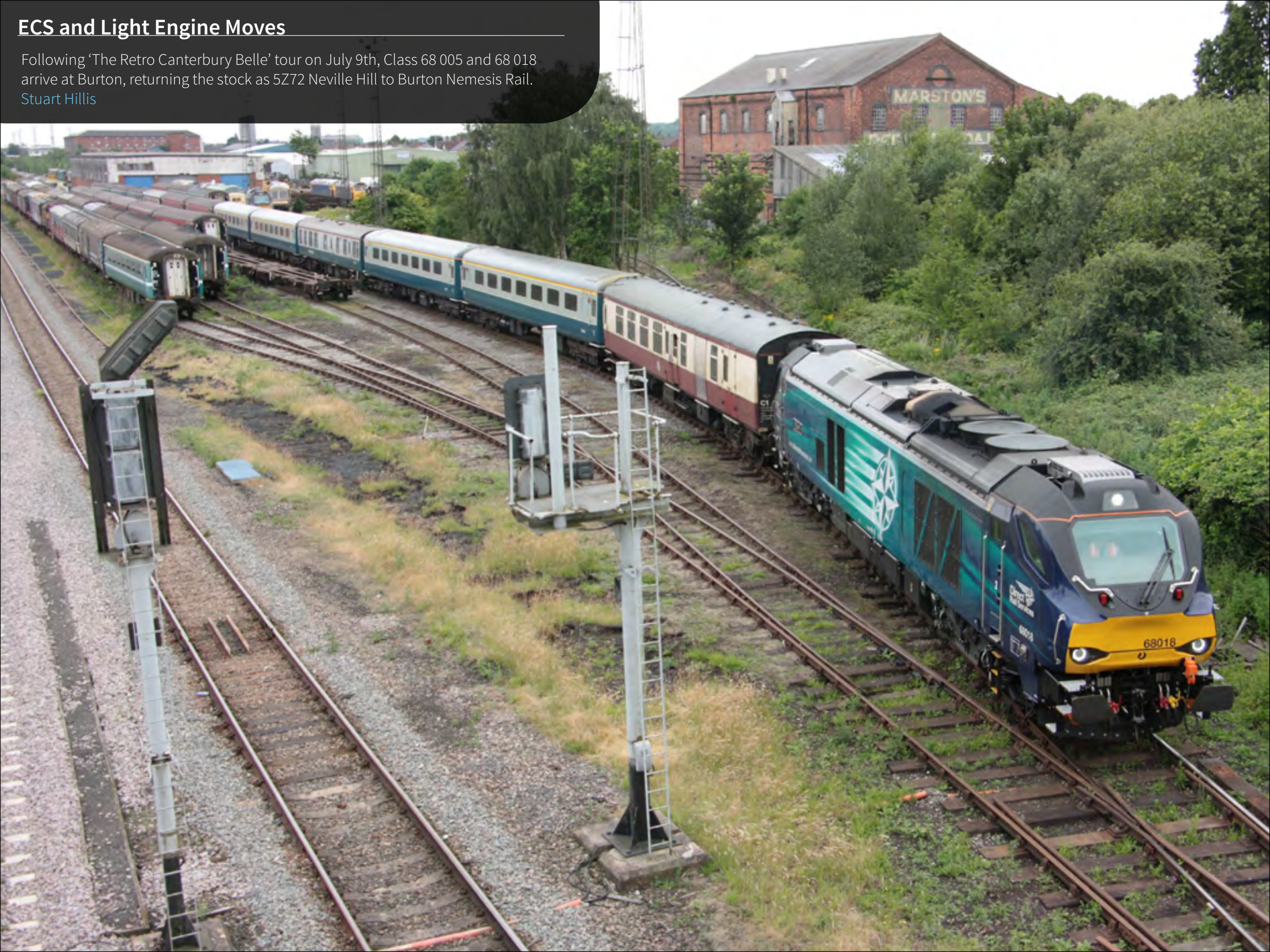
Class 55 No. D9009 'Alycidon', running as 0Z55 Crewe Gresty Lane - York NRM, passes Burton on July 27th. [Stuart Hillis](#)



LMS 'Pacific' No. 46233 'Duchess Of Sutherland' with support coach pass Burton on July 22nd running as 5Z59 Butterley MRC - Crewe Heritage Centre. [Stuart Hillis](#)

ECS and Light Engine Moves

Following 'The Retro Canterbury Belle' tour on July 9th, Class 68 005 and 68 018 arrive at Burton, returning the stock as 5Z72 Neville Hill to Burton Nemesis Rail. Stuart Hillis



ECS and Light Engine Moves

On July 19th, West Coast's Class 37 516 passes Acton Bridge running light from Rugeley - Carnforth. [Mark Enderby](#)



LNER Class A3 4-6-2 No. 60103 'Flying Scotsman' heads out of Carlisle station for turning and servicing on July 17th. [Robert Bates](#)



On July 14th, the 5Z43 Southall - Carnforth passes through Tamworth with Class 37 516, 47 760 and LMS Jubilee No. 45699 'Galatea' in light steam. [Stuart Hillis](#)

ECS and Light Engine Moves

West Coast's Class 37 668 and 37 706 are seen stabled at Crewe on July 23rd, waiting to work 'The Cumbrian Mountain Express' back to Liverpool Lime Street, taking over at Crewe from LMS Princess Coronation Class No. 46233 'Duchess of Sutherland'. [Brian Battersby](#)



ECS and Light Engine Moves

Right: LMS Royal Scot Class No. 46100 'Royal Scot' working 5Z46 Crewe - Millerhill, passes Winwick on August 4th. [Alan Rigby](#)

Main: Class 66 721 'Harry Beck' is seen passing through Oxford working 5Z22 10:05 Eastleigh TRSMD to Doncaster Royal Mail Terminal on July 29th. [Andy Parkinson](#)



ECS and Light Engine Moves

On July 5th, Class 56 096 leads Class 46 No. D182, 45 108, 56 006 and Class 31 No. 5580 on a Butterley - Castleton move at Searchlight Lane Jct. [Mark Enderby](#)



Deltic Class 55 No. D9009 and Class 40 No. D213 pass Heamies Farm on July 5th with a Grosmont - Crewe Gresty Bridge light engine move. [Mark Enderby](#)



Class 37 516 leads 47 760 and Jubilee No. 45699 at Stone Road with the 5Z43 10:19 Southall - Carnforth move on July 14th. [Keith Davies](#)



On July 18th, the NRM's Class 55 No. D9002 KOYLI passes Tupton Bridge, Chesterfield running light engine to York. [Stephen Simpson](#)

ECS and Light Engine Moves

Class 37 516 speeds through Bowling station on July 30th with an ECS working to Carnforth. [Class47](#)



Pictures:

Arriva Trains Wales

New kid on the block as Class 67 012, still in Chiltern livery, joins the list of 67s spotted on the Arriva Trains Wales services to and from Manchester. Here it heads 1D34, the 09:50 from Manchester Piccadilly to Holyhead as it is about to pass beneath the M62 motorway at Winwick Quay on July 5th. [Jeff Nicholls](#)



Class 67 002 is pictured at Leaton on July 1st working the 1W96 17:16 Cardiff Central - Holyhead service. [Keith Davies](#)



Caledonian Sleeper

Class 73 968 and 73 966 are seen stabled at Inverlochy on July 18th. [Carl Grocott](#)



A work worn Class 90 044 stands at London Euston on July 25th having arrived with an overnight sleeper service from Scotland. [Derek Elston](#)



Chiltern Railways

On July 14th, making a change to its usual passenger duties, Class 68 013 passes Stone Road hauling the 6U77 13:42 Mountsorrel - Crewe Basford Hall. [Keith Davies](#)



Colas Rail

On July 1st, Class 60 085 hauls the Carlisle - Chirk logs through Chester.

Brian Battersby



On July 27th, Class 56 087 runs light engine down Shap, heading for Carnforth and a run out on 'The Scarborough Spa Express' the following day. [Colin Irwin](#)



On July 3rd, Class 56 113 and 56 087 pass Frodingham Jct. working the 6C52
Barnetby - Tyne Yard Railvac. [Steve Thompson](#)



On June 29th, Class 47 739 passes Frodingham Jct. working the 6X56 Long Marston - Frodingham, returning a large Kirow crane from exhibition. [Steve Thompson](#)



Class 60 095 working the 0D60 Carlisle - Toton, passes Winwick on August 4th. [Alan Rigby](#)



On July 27th, Class 56 113 and 56 302 are seen with a Railvac at Latchford in preparation for work on Arpley Jct. [Mark Enderby](#)

Class 60 085 formally named 'Axe Edge' and 'Mini Pride Of Oxford' trundles down Red Bank with the 6J37 Carlisle - Chirk loaded timber on July 4th. [Dave Harris](#)



Class 56 087 and 56 113 running light engine as 0C55 Washwood Heath - Carlisle, pass Winwick on August 4th. [Alan Rigby](#)



Class 70 809 is seen stabled Eastleigh station on July 2nd. [Robert Bates](#)



Class 70 810 (substituting for the Class 47 that failed the previous day at Burton) works the 6E07 Washwood Heath - Boston Docks covered steel carriers through Tamworth on July 14th. [Stuart Hillis](#)



Class 47 739 heads the 6E07 Washwood Heath - Boston Docks covered steel carriers through Burton on July 22nd. [Stuart Hillis](#)

DB Cargo

On June 30th, Class 60 091 passes Beeston in the early morning sun, working the 6E46 04:37 Kingsbury - Lindsey oil tanks. [Mark Pichowicz](#)



Class 66 111 passes Preston Boats on July 13th working the 6Z41 09:55 Arpley Sidings - Donnington RFT. [Keith Davies](#)



On July 10th, Class 60 039 passes Frodingham Jct working the 6D37 Lackenby - Ent C empty slab carriers. [Steve Thompson](#)



Class 66 097 heads a Tunstead to Hope St. stone train through Stockport on August 4th. [Brian Hewertson](#)



On July 9th, 6H10, the 12:29 Bletchley RMC to Belmont Down Yard, passes Isham with Class 60 019 in charge of a failed 66 043. [Derek Elston](#)

Class 66 148 passes Frodingham Jct. on July 3rd working the 6T68 Wrawby Jct.
- Doncaster Up Decoy ballast. [Steve Thompson](#)



Class 66 164 heads through Acton Bridge on July 19th with a Knowsley - Wilton loaded bin train. [Michael Lynam](#)



On July 26th, Class 66 116 moves off from Leicester station following a crew change operating a Churchyard Sidings Castle Cement - Kelton Ward. [Michael Lynam](#)



On July 7th, Class 66 059 pulls out of Arpley Yard following a crew change, hauling empty cement tanks from Avonmouth - Clitheroe. [Michael Lynam](#)



Class 90 036, running light engine from Warrington Arpley - Crewe, speeds through Acton Bridge on July 19th. [Michael Lynam](#)

Class 66 167 passes Searchlight Lane with the 6M48 10:34 Southampton East Docks - Halewood (Jaguar Cars) on July 14th. [Keith Davies](#)



Class 66 199 heads towards Upholland tunnel on July 19th working the 6E16 Knowsley Freight Terminal - Wilton EFW. [Alan Rigby](#)



On July 9th, Class 60 007 heads down Appleby Bank hauling it's BVAs loaded with slabs as 6D03 Tinsley - Immingham Nordic. [Steve Thompson](#)



Class 90 040 climbs Beattock, running light engine as 13:21 Carlisle NY to Mossend Down Yard on July 27th. [Colin Irwin](#)



Class 66 158 with the 10:00 Washwood Heath RMC to Peak Forest Cemex Sidings is seen running 69mins late through Water Orton on August 1st. [Colin Irwin](#)

On July 6th, the Neville Hill tanks is seen approaching Scunthorpe Station heading back to Lindsey behind unique-liveried Class 60 007, super power having, no doubt, being provided because of the extra vehicle on the train, six instead of the more usual five! [Steve Thompson](#)



Class 90 024 leads 90 019 working the 4M25 Mossend - Daventry through Winwick on July 19th. [Alan Rigby](#)



Class 90 024 in Malcolm livery, paired with 90 019 'Multimodal' approach their destination working the 4M25 Mossend - DIRFT on July 19th. [Derek Elston](#)



Class 66 076 with the 09:47 Southampton Western Docks to Garston(Speke) TC, passes Searchlight lane Junction on August 1st. [Colin Irwin](#)

Class 66 161 passes Rainford on July 19th working the 6E26 Knowsley Freight Terminal - Wilton EFW. [Alan Rigby](#)



Class 66 006 heads under the wires at Farrington Jct. on June 2nd hauling the 19:02 Clitheroe - Bescot tanks. [John Balaam](#)



Class 66 091 passes Duncote on July 21st working the 6G51 07:46 Arpley - Donnington RFT. [Keith Davies](#)



Class 60 007 passes through Scunthorpe on June 28th with another massive load on the 6E08 Wolverhampton Steel Terminal - Immingham SS. [Steve Thompson](#)



Class 60 066 was the star attraction at this years Stockport Railfest, seen here on July 31st. [David Hollowood](#)

A new containerised rubbish service between Knowsley Freight Terminal and Wilton has recently been inaugurated, Class 66199 heads south through Colton Jct. with the 07:20 Wilton - Knowsley empty containers on July 19th. [Nick Clemson](#)



Class 66 116 passes Lostock Hall whilst working the 18:12 Clitheroe - Mossend on July 8th. [John Balaam](#)



On June 30th, Class 66 097 is seen stabled at Didcot. [Richard Hargreaves](#)



On July 15th, Class 60 063 heads west at Ashbury Crossing with a Theale to Roboston rake of fuel tanks. [Ken Mumford](#)



Class 60 039 passes through Scunthorpe on July 9th working the 6D05 slab empties heading for Ent C. [Steve Thompson](#)

Class 67 029 'Royal Diamond' is seen waiting to depart with the DB Company Train at London Kings Cross with DVT No. 82146 on the rear working the 5Z06 19:49 to Toton TMD on July 21st. [Andy Parkinson](#)



Class 66 116 hauling a light load on the 11:09 Bescot Up Engineers Sidings to Toton North Yard, passes through Water Orton on August 1st. [Colin Irwin](#)



On June 29th, Class 66 058 passes Frodingham Jct. working the 6D80 Neville Hill - Lindsey discharged fuel tanks. [Steve Thompson](#)

Class 90 040 heads up Red Bank on July 27th working the 6Z94 Wembley - Carlisle wagon move, running in the same path as the Irvine clay tanks. [Dave Harris](#)



Class 66 184 heads past Searchlight Lane on July 18th working the 6M66 04:26 Southampton Western Dock - Garston (Speke). [Keith Davies](#)



On July 11th, Class 66 098 heads along the Down Goods approaching Frodingham Jct. on the final 6V04 Scunthorpe FD - Southall Yard. The was the last run of the Brentford bin train, it's a shame it's finished, but we did get a six month extension on what was originally a two year contract. [Steve Thompson](#)

On July 12th, Class 66 164 passes through Acton Bridge with empty cement tanks from Avonmouth - Clitheroe. [Michael Lynam](#)



On July 29th, Class 66 121 hauls 67 010, 66 083, 66 050 and Abellio Greater Anglia's Class 90 003 as 0D44 Bescot - Toton through Burton on Trent. The Class 90 heading for a repaint at Toton. [Stuart Hillis](#)



On July 14th, Class 66 134 works the 4L90 Halewood - Southampton Docks car train through Tamworth. [Stuart Hillis](#)

On July 2nd, Class 66 112 passes Stanton Gate with an Attercliffe - Cardiff Tidal scrap metal working. [Mark Pichowicz](#)



Class 66 051 with the 6M82 Walsall - Dowlow and a new rake of red DB open wagons, heads through Burton on July 8th. [Stuart Hillis](#)



On July 14th, Class 66 058 heads a Burton - Felixstowe modal working through Tamworth. [Michael Lynam](#)



On July 14th, Class 66 152 passes through Tamworth High Level with a train of new rails from Scunthorpe - Eastleigh. [Michael Lynam](#)



Class 66 155 with the 6E08 Wolverhampton - Immingham covered steel carriers, passes Burton on July 18th. [Stuart Hillis](#)

Class 66 009 working the 6M48 Southampton - Halewood passes Heamies Farm on July 5th. [Mark Enderby](#)



Class 60 092 runs light engine though Lostock Gralam on July 30th as 07:40
Lostock Works to Peak Forest Up Sidings. [Colin Irwin](#)



Class 66 139 leads the 6E08 Wolverhampton - Immingham covered steel carriers through Burton on July 4th. [Stuart Hillis](#)



D. C. R.

Class 56 312 and 56 081 pass through Burton on July 2nd working the 6Z34 Cardiff Tidal - Leicester LIP with empty scrap metal wagons. [Stuart Hillis](#)



Direct Rail Services

On July 20th, Class 37 402 works the 2C49 Barrow - Carlisle Northern service through Millom. [Carl Grocott](#)



An immaculate Class 57 309 'Pride of Crewe' stands at Crewe on Thunderbird duties, July 16th. [Richard Hargreaves](#)



Class 68 001 and 68 005 pass Heamies on July 18th working 0Z16 11:40 Rugby CS - Crewe Gresty Bridge. [Keith Davies](#)



Class 68 004 'Rapid' and 68 007 'Valiant' are seen in charge of a very long Daventry to Mossend working through Balshaw Lane Jct. on July 23rd. [Ken Abram](#)



Class 66 434 and 66 430 pass through Carlisle with the SuO Mossend to Daventry Tesco train on July 17th. [Robert Bates](#)

Class 37 403 departs Arnside with the 2C47 Preston to Barrow service, seen here crossing Arnside Viaduct on a cold damp cloudy morning. [David Hollowood](#)



On June 28th, Class 37 401 departs Carlisle on the rear of the 2C34 service to Barrow. [Mark Enderby](#)



On July 18th, Class 68 022 heads past Searchlight Lane working the 6U77 13:42 Mountsorrel - Crewe Basford Hall loaded ballast. [Keith Davies](#)



Class 68 004 and 68 020 working the 4M48 Mossend to Daventry, pass through Leyland on July 10th. [Charlotte Heyes](#)



Class 68 020 'Reliance' works the 6U77 Mountsorrel - Crewe loaded ballast wagons through Burton on July 4th. [Stuart Hillis](#)

Class 66 305 leads 37 403 'Isle of Mull' with the 6E44 Kingmoor - Seaton power station flask, past Hartlepool on July 25th. [Michael J Alderdice](#)



On July 21st, Class 37 403 and 37 409 are seen arriving into Carlisle having been on a test run to Maryport. [Michael Lynam](#)



Class 68 005 working the 6Z96 Bescot - Toton engineers, conveying a crane and match wagon, passes through Tamworth high level on July 14th. [Stuart Hillis](#)



Class 68 022 'Resolution' works the 6U77 Mountsorrel - Crewe loaded ballast through Burton on July 18th. [Stuart Hillis](#)



Class 66 427 enters Carlisle station on July 21st with the 6K05 Carlisle - Crewe daily engineers train. [Michael Lynam](#)

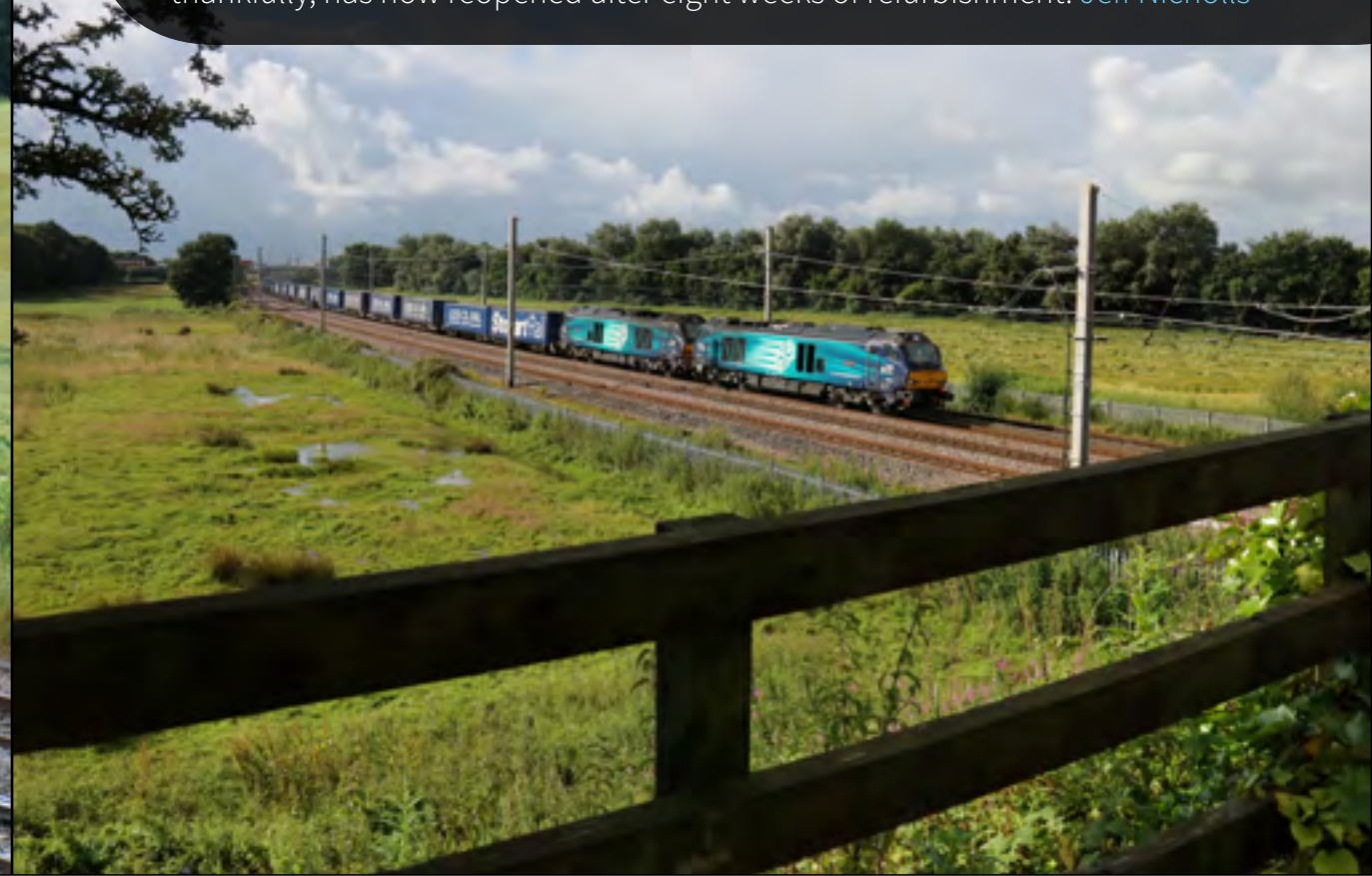
Pairs of Class 68s have recently taken over from Class 66s on the 06:15 Daventry - Mossend Tesco service, a treat for the ears as 68 018 and 68 005 power loudly through a temporarily sunny Red Bank on July 5th. [Jeff Nicholls](#)



Class 37 610 and 37 605 amble their way north to Derby from Tonbridge passing Harrowden Junction on the Midland main line on July 11th. [Geoff Barton](#)



Class 68 020 and 68 004 roar north through Winwick with the daily Tesco train on July 13th. This photograph is taken from the famous Old Alder Lane Bridge, which thankfully, has now reopened after eight weeks of refurbishment. [Jeff Nicholls](#)



Class 37 419 heads through Stalybridge on August 1st. propelling 'Caroline' on a York bound outing. [Brian Hewertson](#)



On July 9th, the 06:50 Crewe Gresty Bridge (DRS) to Wembley LMD eases through Northampton formed of Class 68 019 'Brutus' and 68 009 'Titan'. [Derek Elston](#)

Virgin Trains East Coast

On July 16th, DVT No. 82227 leads an East Coast service heading for London Kings Cross through a sunny Colton Jct. [Andy](#)



On July 16th, Class 91 112 arrives into Northallerton with an Edinburgh bound service. [Andrew Wilson](#)

Class 91 104 with the 08:30 London Kings Cross - Newcastle service, heads north through Colton Jct. on July 19th. [Nick Clemson](#)



East Midlands Trains

Power car No. 43058 (with No. 43055 on the rear) stands at Leicester on July 26th with a London St. Pancras - Nottingham service, passing Class 222 009 on a Sheffield - London service. [Michael Lynam](#)



First Great Western

Power car No. 43027 in its 90 Glorious Years livery, is seen at Reading on June 30th, leading a London Paddington service. [Richard Hargreaves](#)



Great Western Railway's IEP Class 800 004 is seen on test at Reading on June 30th.
Richard Hargreaves



Power car No. 43002 'Sir Kenneth Grange' passes through Ealing Broadway working the 1A12 07:40 Paignton to London Paddington on July 20th. [Andy Parkinson](#)



Great Western Railway's power car No. 43188 leads along the sea wall at Teignmouth with the 1C76 Paddington - Penzance on June 27th. [Dave Harris](#)



Power car No. 43035 pulls away from Teignmouth on June 27th working the 1A82
Paignton - London Paddington service. [Dave Harris](#)



Freightliner

Class 70 019 leads a Wentloog to Southampton liner past
Ashbury Crossing (Shrivenham) on July 27th. [Ken Mumford](#)



Right: Class 70 004 leads the 4S44 Daventry - Coatbridge through Searchlight Lane Jct. on July 5th. [Mark Enderby](#)

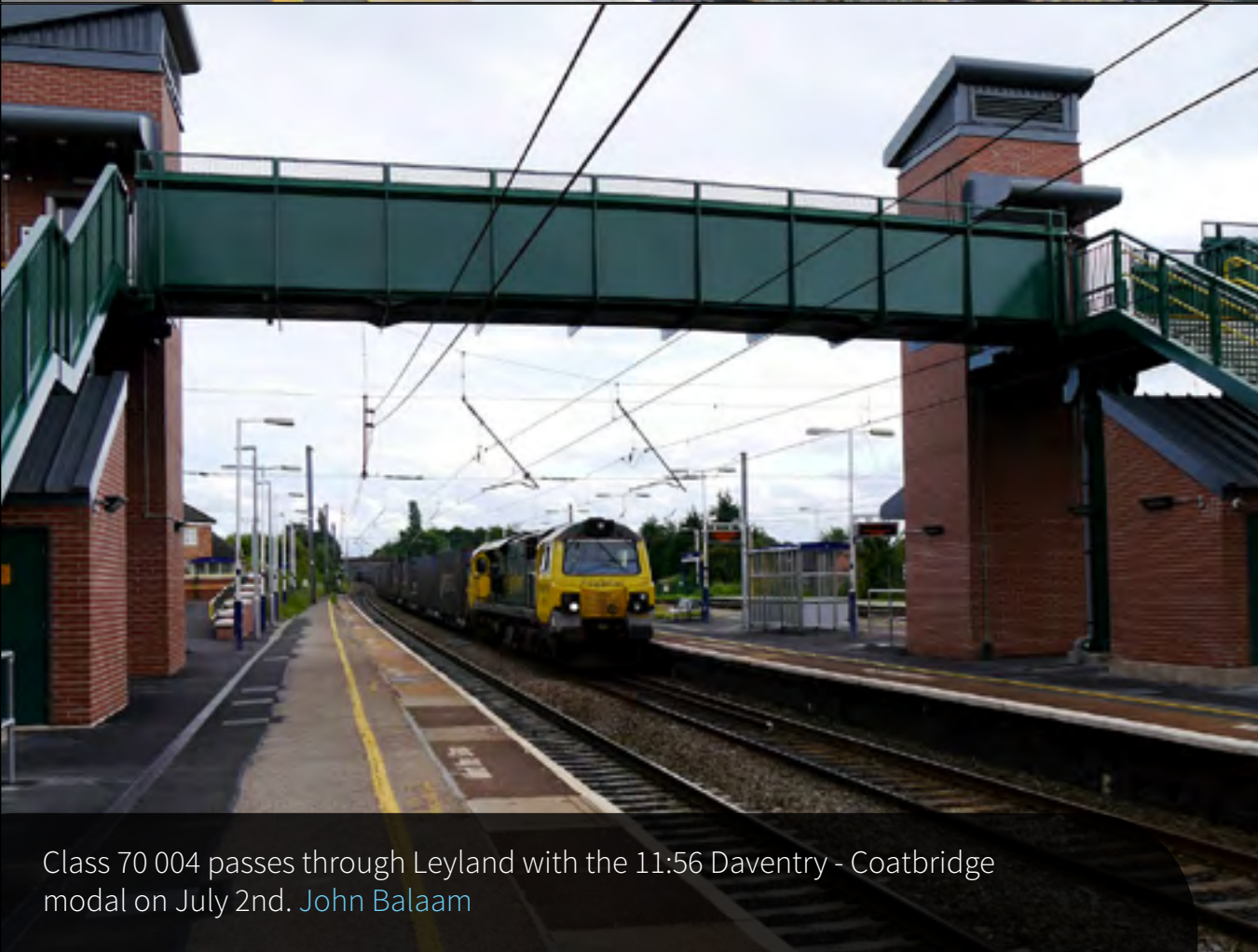
Main: Class 66 504 passes Searchlight Lane on July 18th working the 4M81 08:01 Felixstowe North - Crewe Basford Hall. [Keith Davies](#)



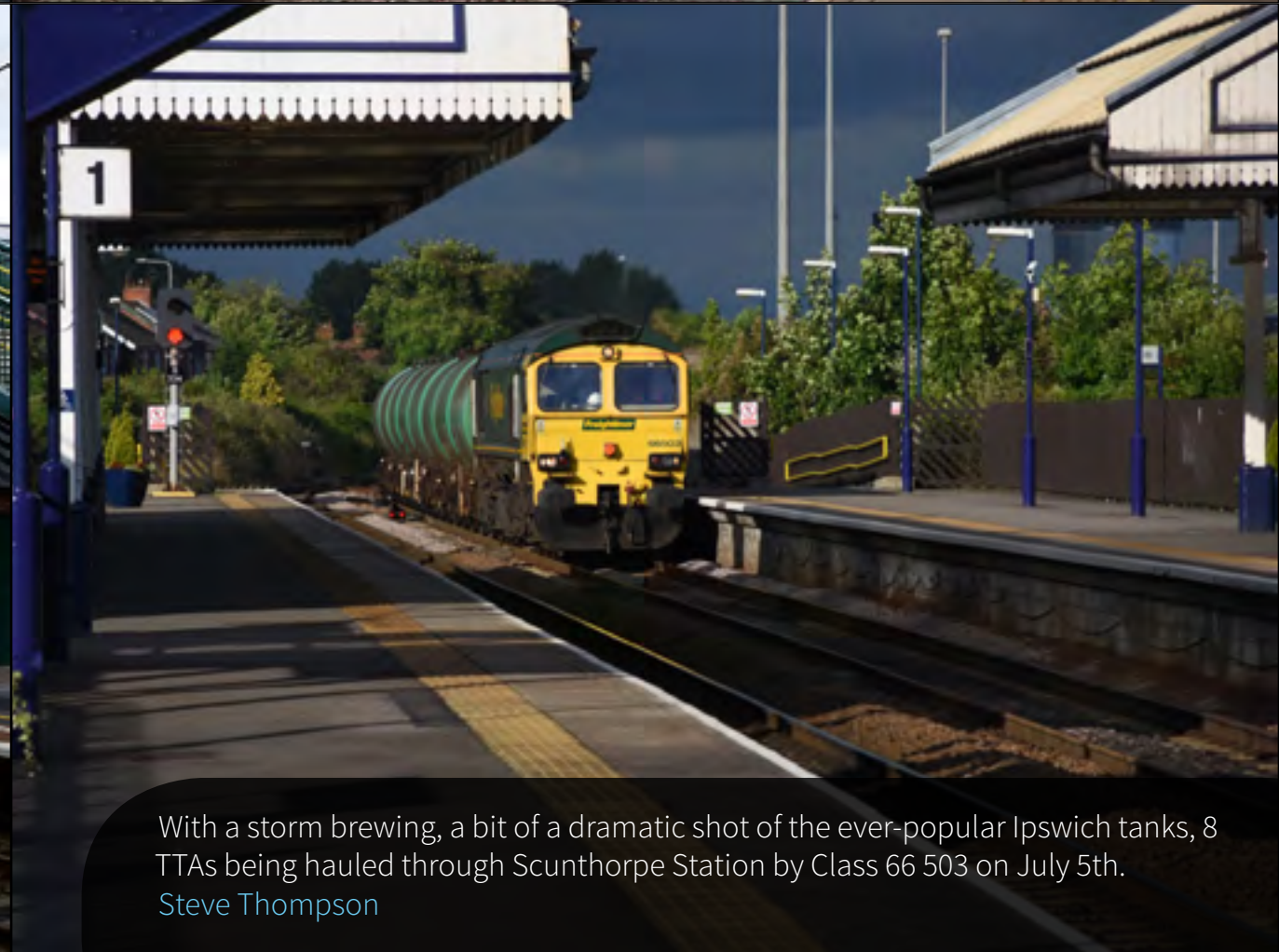
On July 14th, Class 66 601 passes through Tamworth High Level with a Hope - Walsall cement train. [Michael Lynam](#)



Class 66 566 heads a Wentloog freightliner working through Reading on June 30th. [Richard Hargreaves](#)



Class 70 004 passes through Leyland with the 11:56 Daventry - Coatbridge modal on July 2nd. [John Balaam](#)



With a storm brewing, a bit of a dramatic shot of the ever-popular Ipswich tanks, 8 TTAs being hauled through Scunthorpe Station by Class 66 503 on July 5th. [Steve Thompson](#)

Right: Class 66 414 powers a lightly laden 12:11 Doncaster Europort (F'liners) to Felixstowe North FLT through Turves on July 13th. [Derek Elston](#)

Main: On July 28th, Class 66 546 passes Llandevenny whilst hauling an Avonmouth BBHT Coal Silos to Fifoots Point power station working. [Brian Turner](#)

Below: On July 4th, Class 66 523, 66 507 and 66 529 pass through Burton running as 0K25 Leeds Midland Road - Crewe Basford Hall. [Stuart Hillis](#)



Class 70 005 eases through Preston on July 13th working the 12:13 Daventry - Coatbridge. [John Balaam](#)



On July 14th, Class 86 614 leads another classmate towards Acton Bridge working the 4K64 Garston - Crewe liner. [Mark Enderby](#)



Class 66 501 passes Heamies Farm with the 4M81 08:01 Felixstowe - Crewe Basford Hall on July 14th. [Keith Davies](#)

Class 66 954, one of the low emission variant, powers through West Ealing on July 18th, hauling a Daventry - Southampton liner amidst extensive building work being carried out in connection with Crossrail. [Charlie Robbins](#)



Class 66 569 working the 4M28 Southampton - Garston, passes Searchlight Lane Jct. on July 5th. [Mark Enderby](#)



Class 86 627 and 86 605 pass Searchlight Lane on July 18th working the 6M81 11:13 Felixstowe North FLT - Trafford Park FLT. [Keith Davies](#)



On June 28th, some of the best of the summer weather greeted Class 66 416 working the 6L49 Lindsey OR - Ipswich fuel tanks as it passes through Scunthorpe. [Steve Thompson](#)



Class 70 020 hauls the 07:39 Felixstowe South FLT to Lawley Street FLT through Northampton on July 29th. [Derek Elston](#)

Class 70 015 slowly climbs Shap with the 12:13 Daventry Int Rft Recep Fl to Coatbridge FLT on July 27th. [Colin Irwin](#)



Class 70 009 passes through Acton Bridge on July 12th with a Coatbridge -
Daventry intermodal. [Michael Lynam](#)



Class 66 560 heads out of Warrington Arpley Yard with a Ferrybridge - Fiddlers Ferry
coal train on July 27th. [Mark Enderby](#)



Class 66 620 approaches Langley Mill with the 6M91 13:18 West Thurrock to
Tunstead cement empties on July 14th. [Ken Abram](#)



Class 70 017 passes through Tamworth on July 14th with a Crewe - Southampton
liner. [Michael Lynam](#)

Class 90 043 passes Heamies on July 18th working the 4L90 10:18 Trafford Park FLT - Felixstowe North Docks. [Keith Davies](#)



On July 26th, Class 66 569 passes UK Rail's Leicester depot with a Felixstowe - Crewe Basford Hall liner. [Michael Lynam](#)



Class 70 011 passes Searchlight Lane on July 18th working the 4M28 09:05 Southampton MCT - Garston FLT. [Keith Davies](#)



Class 90 046 working the 4M63 Felixstowe - Ditton crosses the River Weaver at Dutton on July 19th. [Mark Enderby](#)



Class 90 045 speeds through Tamworth on July 14th with a Trafford Park - Felixstowe liner. [Michael Lynam](#)

Class 66 572 heads past Stone Road on July 14th with the 4M63 09:12 Felixstowe North FLT - Ditton (O'Connor) liner. [Keith Davies](#)



Class 66 512 passes through Acton Bridge on July 19th hauling a Runcorn - Northenden bin train. [Michael Lynam](#)



Class 90 048, running light engine to Crewe, passes through Acton Bridge on a sunny July 19th on route learning duties. [Michael Lynam](#)



On July 4th, Class 66 623 is seen arriving on the Up Goods at Frodingham Jct. with the 6C77 Immingham Bulk Terminal - CHP, the second of two loaded trains it worked that day. [Steve Thompson](#)

GBRf

Class 66 707 passes Searchlight Lane with the 6K50 15:13 Toton - Crewe Basford Hall on July 14th. [Keith Davies](#)



On July 5th, Class 66 778 working the 6K50 Toton - Crewe engineers, is seen passing Heamies Farm. [Mark Enderby](#)



On August 1st, Class 66 755 hauling the 6G16 11:23 Cliffe Hill Stud Farm GBRf to Bescot Up Engineers Sidings approaches Aldridge. [Colin Irwin](#)



On June 29th, Class 66 737 passes Frodingham Jct. working the 6D35 Rylstone - Immingham NCB loaded stone. [Steve Thompson](#)



The 7X10 Amersham - Derby Litchurch Lane with Class 20 314 and 20 107 leading barrier wagons and LU 'S' stock Nos. 49 & 50, with 20 905 and 20 096 on rear, pass Burton on July 1st. [Stuart Hillis](#)

Class 66 712 leads the 6L48 Garston - Dagenham across the viaduct at Dutton on July 19th. [Mark Enderby](#)



Class 66 762 hauling the 6M83 Tinsley Yard - Bardon Hill Quarry empty stone hoppers, passes Moira on July 11th. [Stuart Hillis](#)



Class 66 779 'Evening Star' approaches Turves on July 13th working the 6E88 12:39 Middleton Towers GBRf to Goole Glassworks GBRf. [Derek Elston](#)

Class 66 779 'Evening Star' is seen heading north through Rugeley Trent Valley working 6K50 15:13 Toton North Yard to Crewe Basford Hall on July 26th.

[Andy Parkinson](#)



Class 66 761 working the 6M83 Tinsley Yard - Bardon Hill quarry with empty
hoppers, heads through Burton on July 8th. [Stuart Hillis](#)



Class 66 779 'Evening Star' works the 6K50 Toton - Crewe through Burton
on July 26th. [Stuart Hillis](#)



Class 73 969 works 0Z73 Loughborough Brush - Burton Wetmore (Nemesis Rail) to
collect 1 coach for Kilmarnock on July 5th. [Stuart Hillis](#)



On July 22nd, Class 66 767 works the 6K50 Toton - Crewe engineers train
through Burton on Trent. [Stuart Hillis](#)

Class 92 023 heads the 6L48 Garston - Dagenham car train past Heamies Farm on July 5th. [Mark Enderby](#)



Class 66 749 powers through Whittlesea working the 6E48 09:44 Middleton Towers GBRf to Monk Bretton Redfearns GBRf on July 13th. [Derek Elston](#)



Class 66 717 is seen passing Nether Alderley with the 4M21 03:15 Felixstowe North - Trafford Park Euro Terminal on July 23rd. [Nick Clemson](#)

Not a common sight at Carlisle, but on July 21st, Class 66 747 is pictured stabled in one of the north bays. [Michael Lynam](#)



Class 92 018 passes light engine through Acton Bridge on a loco move from Carlisle - Crewe, July 19th. [Michael Lynam](#)



Class 66 741 heads through a sunny Acton Bridge on July 19th working a Liverpool - Drax Biomass. [Michael Lynam](#)

Grand Central

Power car No. 43465 leads a Sunderland - London Kings Cross service through Colton Junction on July 16th. [Andy](#)



Power car No. 43484 with the 08:42 Sunderland - London Kings Cross heads through Colton Jct. on July 19th. [Nick Clemson](#)



Power car No. 43480 approaches Colton Jct. on July 19th with the 08:02 London Kings Cross - Sunderland service. [Nick Clemson](#)

Network Rail

Inter-City liveried Class 37 254 top'n'tailed with Colas liveried 37 175 on a Derby - Carlisle Wapping Sidings working is photographed passing Winwick Junction on July 5th. [Jeff Nicholls](#)



Who'd have thought it - a pair of Class 73s at Peak Forest!, Class 73 963 and 73961 draw attention as they pass through Peak Forest with 1Q14 13:13 Derby RTC - Crewe CS on July 4th. [Nick Clemson](#)



Class 73 963 works the 1Q41 Crewe - Crewe test train through Hartford on July 4th.
Class 73 961 was on the rear. [Mark Enderby](#)



Another outing in the north west on July 5th as Class 73 961 and 73 963 are seen at Sandbach working the 1Q42 Crewe - Crewe test train. [Mark Enderby](#)



On July 26th, Class 37 057 and 37 219 top'n'tail Network Rail's Overhead Line Inspection train as it trundles through Derby. [Michael Lynam](#)

On July 2nd, Class 73 963 and 73 961 are seen stabled at Derby station.
[Richard Hargreaves](#)



Class 31 233 leads 97 301 and 97 304 as 0Z97 Kidderminster - Derby RTC, passing through Burton on July 13th. [Stuart Hillis](#)



Class 37 601 'Class 37 Fifty' heads the 3Z02 Derby - Carlisle test train up Red Bank on June 25th. [Dave Harris](#)

A rare appearance at Redcar of a test train and probably the first time for the Class at this seaside resort as Class 68 004 'Rapid' with a Network Rail test train is seen at Saltburn-by-the-Sea station at around 14:30 on a dull June 27th. Class 68 020 'Reliant' was on the rear and the train had arrived shortly before from the direction of Teesside. [Jim Haywood](#)



Class 37 025 'Inverness TMD' is seen waiting to depart from Platform 6 at Manchester Victoria with 37 254 on the rear working 1Q67 15:25 Derby RTC (Network Rail) to Derby RTC (Network Rail) on July 28th. [Andy Parkinson](#)



Colas Rail's Class 37 254 stands at Manchester Victoria on July 28th, on the rear of the 1Q67 15:25 Derby RTC to Derby RTC test train (pictured left). [Brian Hewertson](#)



Colas Rail's Class 37 219 is seen propelling the 3S02 Derby - Carlisle test train through Red Bank on July 17th. [Dave Harris](#)

Rail Operations Group

Class 37 800 stands at Ramsgate on July 9th having arrived hauling Southeastern's Class 375 708 from Derby following overhaul. [Class47](#)



Class 20 205 and 20 189 pass the coastline at Hartlepool on July 25th working the 5M20 Bo'ness Jct. - York Holgate, hauling HST Prototype No. 41001 and its Mk3 stock, heading back to the Great Central Railway (North). [Michael J Alderdice](#)



On July 26th, Class 56 098 and 56 018 are seen on the ROG depot at Leicester.
Michael Lynam



On July 26th, Class 47 812 heads through Derby with a coaching stock move from Burton Wetmore Sidings - Derby RTC. Michael Lynam



Class 37 884 shunts a barrier coach at UK Rail's Leicester depot on July 26th.
Michael Lynam



A gleaming Class 37 800 passes Harrowden Junction on July 8th heading it's way from Wembley to Derby. Geoff Barton

Units: DMUs and EMUs

Southeastern's Class 395 010 is seen arriving into Canterbury West on July 9th with a service to London St. Pancras International. [Richard Hargreaves](#)



On July 9th, Northern's Class 144 017 stands at Leeds working a service to Scarborough via Bridlington. [Paul Godding](#)



Northern's Class 158 757 passes Huncoat with the 1B25 14:11 Blackpool North - York service on July 13th. [John Balaam](#)



Arriva Trains Wales' Class 150 264 calls at Rhose station on July 24th working a service to Bridgend. [Ken Mumford](#)



On July 8th, the final TPE working by Class 170 303 and 170 308 on the 1B87 16:26 Cleethorpes - Manchester Airport is seen departing from Scunthorpe. [Steve Thompson](#)

On July 19th, Great Western Railway's Class 387 130 leads 387 131 as the pair pass through Northampton with the 10:33 Wembley to Crewe proving run. [Derek Elston](#)



On July 14th, Southern's Class 377 148 waits to depart Southampton Central with a service to London Victoria. [Richard Jones](#)



Virgin Trains' Class 390 104 speeds through Tamworth on July 14th working 5A24 Longsight Car. M.D. - London Euston. [Stuart Hillis](#)

First Great Western's Class 165 125 stands at Didcot Parkway on July 2nd with the 12:07 Oxford to Paddington service. Neil Scarlett



On July 9th, Southeastern 'Javelin' Class 395 002 is seen departing Ramsgate with a service to London St. Pancras International. [Brian Battersby](#)



Great Western Railway's Class 166 219 stands at Reading on June 30th, working a service to London Paddington. [Richard Hargreaves](#)



On June 25th, East Midlands Train's Class 222 103 is pictured from the new footbridge at Lincoln High St., working a Lincoln - Leicester service, the normal units having been spirited away to Cleethorpes to make sensible-sized trains for the armed forces weekend there. [Steve Thompson](#)



Northern's Class 158 910 passes Huncoat with the 1B24 13:18 York - Blackpool North service on July 13th. [John Balaam](#)

On July 2nd, Arriva Trains Wales' Class 158 823 arrives into Telford Central working a Shrewsbury bound service. [Paul Godding](#)



Northern's Class 319 371 heads out of Earlestown on July 7th working a Warrington Bank Quay - Liverpool Lime Street service. [Michael Lynam](#)



On July 2nd, Virgin Trains' Class 390 040 'Virgin Radio' prepares to depart Birmingham New St. with a Wolverhampton service. [Richard Hargreaves](#)



Not many ECML services have Class 142s as motive power, going flat out, but here Northern's Class 142 025 heads south through Colton Jct. with the 10:19 York - Selby service on July 19th. [Nick Clemson](#)

A Northern Class 158 returns to Leeds, heading over Ribbleshead after another unsuccessful trip to Carlisle, terminating at Armathwaite due to the landslip.
[Colin Irwin](#)



East Midlands Trains' Class 158 777 passes Turves working the 1R94 13:57 Norwich to Liverpool Lime Street service on July 13th. [Derek Elston](#)



South West Trains' Class 158 883 prepares to depart Southampton Central on July 14th working a service to Romsey. [Richard Jones](#)

Chiltern Railways' Class 168 109 stands at Birmingham Moor Street on July 30th, having arrived with a service from London Marylebone. [Paul Godding](#)



TransPennine Express' Class 185 144 calls at Northallerton on July 16th working a service to Liverpool. [Andrew Wilson](#)



Southeastern's Class 375 602 is seen departing Canterbury West on July 9th with a service to Margate. [Brian Battersby](#)



Northern's Class 158 905 is pictured shortly after passing through Cherry Tree station working the 1B12 07:19 York to Blackpool North on June 22nd. [Dave Felton](#)

Northern's Class 142 088 stands at Wigan Wallgate on July 19th after arriving with the 2F83 12:15 service from Huddersfield. [John Balaam](#)



On July 2nd, London Midland's Class 170 508 is pictured at Birmingham New Street station. [Paul Godding](#)



Arriva Trains Wales' Class 150 254 heads a Bridgend service past the Fontygary Leisure & Caravan Park on July 23rd. [Ken Mumford](#)



On July 13th, Northern's Class 142 037 is seen arriving into Preston working the 2S19 14:21 Colne - Blackpool South. [John Balaam](#)



Refurbished Class 144 012 'Evolution' approaches Pontefract Monkhill with the 15:13 Knottingley - Leeds service on July 19th. It has new seating, lighting, toilets and is seen as a low cost option to new units - oh joy!. [Nick Clemson](#)



Arriva Trains Wales' Class 150 280 arrives at Helsby on July 1st with a service to Manchester Piccadilly. [Brian Battersby](#)

On July 20th a First Great Western Class 158, working the 1F19 Cardiff Central to Portsmouth Harbour service, is seen departing Bath Spa Station. [Brian Turner](#)



Abellio Greater Anglia's Class 321 319 calls at Ilford station on July 23rd with a service from London Liverpool Street. [Paul Godding](#)



Northern's Class 319 377 arrives into Leyland on July 2nd working the 1N89 16:05 Liverpool South Parkway - Preston service. [John Balaam](#)



On July 2nd, Arriva Trains Wales' Class 175 003 arrives into Crewe working a Cardiff - Manchester Piccadilly service. [Brian Battersby](#)



TransPennine Express Class 185 106 and 185 105 approach Colton Jct. with the 07:15 Liverpool Lime St. - Scarborough on July 19th. [Nick Clemson](#)



Southeastern's Class 375 905 has an additional passenger as it prepares to depart Ramsgate on July 9th. [Class47](#)

On July 19th, Northern's Class 142 022 and 142 007 call at Romiley whilst working the 2H58 11:05 Manchester Piccadilly - Rose Hill. [John Balaam](#)



One of the two Class 185s recently painted into the new TransPennine Express colours, Class 185 123 passes Colton Jct. with the 12:27 Middlesbrough - Manchester Airport service on July 19th. [Nick Clemson](#)

Northern's Class 142 013 arrives into Romiley on July 19th working the 2S24 11:14 Manchester Piccadilly - New Mills Central service. [John Balaam](#)



Northern's Class 158 754 passes Colton Jct. on July 19th working the 09:18 York - Blackpool North service. [Nick Clemson](#)



Arriva Trains Wales' Class 142 072 working the 2L59 Cheltenham Spa to Maesteg service, passes Llandeenny on July 28th. [Brian Turner](#)



Abellio Greater Anglia's Class 170 271 calls at Whittlesea on July 13th with the 2L75 11:50 from Peterborough to Ipswich. [Derek Elston](#)

News and Features:

Scotrail - life north of the border

A Glasgow bound Class 320 and 318 head past the picturesque harbour at Bowling on July 30th. [Class47](#)



On July 21st, Class 156 513 departs Annan on a Carlisle - Dumfries service, truncated due to critical engineering work beyond Dumfries. [Michael Lynam](#)



Class 334 040 leads the 2M33 09:37 Edinburgh to Milngavie service, seen here on the approach to Edinburgh Park on July 21st. [Derek Elston](#)



Class 170 405 approaches Edinburgh Park working the 2P57 09:33 Edinburgh to Dunblane service on July 21st. [Derek Elston](#)



Class 158 722 forms the 12:05 departure from Tweedbank to Edinburgh Waverley on July 21st, seen here prior to departure at Tweedbank. [Derek Elston](#)

Scotrail liveried DRS' Class 68 006 'Daring', calls at Haymarket on July 20th working the 2L69 17:20 Edinburgh to Cardenden service. [Derek Elston](#)



Scotrail's Class 156 450 is seen arriving into Loch Awe with an Oban service. [Martin Hill](#)



Scotrail's Class 170 473 crosses the Forth Bridge, heading towards Edinburgh on July 27th. [Colin Irwin](#)

On July 22nd, the E.G.I.P. (Edinburgh Glasgow Improvement Programme) Project at Glasgow Queen Street High Level railway station looks to be making very good progress following the erection of Overhead line equipment (O.H.L.E.). Viewed from the Buchanan Galleries Shopping Complex. [Jonathan McGurk](#)



Class 68 007 'Valiant' departs Haymarket working the 2G13 17:08 Edinburgh to Glenrothes with Thornton service on July 20th. [Derek Elston](#)



Class 68 006 'Daring' is captured departing Edinburgh Waverley on July 21st working the 08:47 ECS to Motherwell TMD. [Derek Elston](#)

Edinburgh Trams

Edinburgh Tram No. 251 climbs toward St. Andrews Square on July 21st with an Airport bound service. [Derek Elston](#)



Going Underground

Hammersmith and City line 'S' stock No. 21368 is seen departing West Ham on July 23rd with a service to Hammersmith. [Paul Godding](#)



'D' stock No. 7533 stands at Aldgate East with a train for Ealing Broadway on July 9th. According to the excellent 'District Daves' forum, this double ended unit Nos. 7533 - 17532 - 7532 was part of the first 'D' stock in passenger service on January 28th 1980. [Chris Morrison](#)



'D' Stock No. 7012 arrives at East Putney on a Barking - Wimbledon train on July 9th. [Chris Morrison](#)



'D' Stock headed by No. 7095 arrives at Fulham Broadway on a Wimbledon - Barking service on July 9th. [Chris Morrison](#)



'D' Stock No. 7108 arrives into Putney Bridge on July 9th with a Tower Hill - Wimbledon service. [Chris Morrison](#)

Fares Advice *with RailUK*

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

Virgin Trains East Coast price rise and changes to off peak from September 4th

From September 4th VTEC's tickets will rise by an average of 1.4% this will affect more than half of its fares. They are also making changes to the afternoon off-peak tickets between Monday's and Thursday's bringing the time forward for trains leaving London to 3pm rather than 3:30pm, and extending it until 7pm for some other journeys.

<http://www.scotsman.com/news/transpo...year-1-4195643>

Quote:

Virgin Trains East Coast (Vtec) has been accused of "bleeding the travelling public dry" for hiking fares for the second time this year.

More than half of the Scotland-London train operator's fares will go up by 1.4 per cent from tomorrow for travel from September, after increasing by 1.1 per cent in January.

The firm is also imposing greater restrictions on when passengers can use cheaper, off-peak tickets.

Two fare rises in a year are unusual, with the last on the route thought to be in 2011.

The firm, which is 90 per cent owned by Perth-based Stagecoach, took over the trains between Edinburgh, Glasgow, Aberdeen, Inverness and London last year when the operation was re-privatised following several years in public hands.

The extra restrictions mean the afternoon peak period, when cheaper tickets can't be used, has been extended.

The peak period for trains leaving London will start from 3pm rather than 3:30pm, and extend until 7pm for some journeys...

Presumably we are talking about un-regulated fares? and it has also to be viewed in the context of 10% Anytime price reductions when they took the franchise over. And the reputed revenue problems. The impact of the longer time restrictions is not clear without specifying the ticket types and destinations they are talking about. Funny how it's described as Perth-based Stagecoach. It's all the Scots' fault then...

They have to fund the franchise somehow. It's notable that the two previous private franchisees were unable to make it work financially, albeit GNER failing via the bankruptcy of Sea Containers.

I'm not for a moment suggesting that Stagecoach/Virgin will go the same way but there will be a lot of challenges to come during the remaining franchise term.

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!

A Freightliner Class 66 leads a rake of coal empties from Aberthaw power station past Fontygary on July 23rd.

Ken Mumford



Class 46 No. D182 (46 045) visited the East Lancs Railway for their diesel gala on July 8th. Brian Hewertson

DRS are proud to unveil the eagerly awaited Class 88 Locomotive in her new livery.

The Class 88 is another technical innovation from DRS for the provision of superior traction equipment for UK operation, which will result in a step change for delivery of freight and passenger services.



A further development of the Class 68 platform, the Class 88 is a true “Dual Mode” locomotive combining both 25kv Electric and Diesel Electric operating modes.

Testing of 88001 in Velim has concluded, reporting on the testing Stadler said: “During UKDual test campaign in Velim, two main goals have been covered. First, we have focused to perform all test related to homologation purposes by using the capabilities of Velim test center (TSI track, catenary characteristics, braking distances.). As second goal, we have tested and adjusted locomotive performances as traction control in different conditions, diesel engine and electrical power management, by hauling a train of 1500 tons and an ER20 locomotive. As our first dual locomotive, new functionalities of control software have been validated as dynamic mode changing between electrical operation to diesel operation (and vice versa) and fine tuning of automatic speed control. Finally, Velim test site has been used as first scenario to show to DRS the behaviour of the locomotive and let to our customer to feedback us with the first impressions about UKDual locomotive.”

The testing was completed ahead of schedule with the locomotive performing extremely well.

88003 will be appearing at the leading international trade fair for transport technology, Innotrans from 20th to 23rd September 2016 in Berlin. For more information regarding the trade fair please visit <http://www.innotrans.com/>

Direct Rail Services have purchased ten new state of the art Class 88 dual powered locomotives from Stadler Rail, in partnership with Beacon Rail Leasing Limited.

LMS Jubilee Class 4-6-0 No. 45699 ‘Galatea’ approaches Twyford (Berks) heading west with a charter to Worcester on July 2nd. [John Johnson](#)



Southern Battle of Britain Class loco No. 34052 ‘Lord Dowding’ speeds along near Compton Beauchamp with ‘The Cathedrals Express’ on July 15th. [Ken Mumford](#)

On July 9th there was a commemorative steam special which should have involved 'Southern' steam. However due to the non availability of suitable locos, a rare visitor to 'Southern' territory was LMS Jubilee No. 45699 'Galatea', which operated the 08:13 London Victoria to Weymouth and 16:40 Weymouth to London Waterloo. It was hauled back as far as Millbrook (Hants) by Class 33 207 with No. 45699 on rear, where it reversed and steam loco then leading took the Test Valley line via Nursling and Laverstock Loop. Here it is seen at Millbrook shortly to arrive in Southampton Goods Loop for the reversal to take place. [David Mead](#)



Virgin Trains launches toolkit to help businesses employ ex-offenders

Virgin Trains has launched a toolkit for businesses which offers practical advice on hiring ex-offenders. The train company, which is part-owned by Richard Branson, is calling for more businesses to follow their example and employ people with previous convictions. In the past 3 years, Virgin Trains on the west coast has hired 30 ex-offenders of which 25 still work for the company in roles across the business. Employment has shown to significantly decrease the risk of recidivism. Not a single ex-offender employee or candidate in the talent pool at Virgin Trains has re-offended and the company is looking to hire more.

Richard Branson, Virgin Founder who has been championing the hiring of people with convictions for the past few years, commented: "I'm delighted that Virgin Trains has taken on the challenge of hiring ex-offenders so successfully. It was great to meet one of our employees from the scheme, Tammy, and see how well she is getting on in her role. Business must become a stronger advocate for rehabilitation. It makes perfect sense, as it increases the talent pool, reduces reoffending, nurtures entrepreneurial spirit, and contributes to safer communities. Ex-prisoners should have the chance to learn from the mistakes of their past, not be damned by them."

The Virgin Trains toolkit covers the company's experiences from when it initially set up the programme three years ago, to the present day policy. It offers advice and tips to those considering adopting a similar policy and offers insight on what hiring ex-offenders can offer all levels of the business – from shareholders and managing directors through to HR departments and the ex-offenders themselves.

Tammy Moreton, 23, from Birmingham is now working for Virgin Trains on the other side of the law as a Revenue Protection Inspector after spending two years in and out of prison. As an apprentice, Tammy is training staff on ticket scanning machines, cracking down on fare-dodgers and getting qualifications along the way. Without her apprenticeship at Virgin Trains, Tammy believes she would have struggled to stay out of prison with half the crimes in the UK being committed by previous offenders.

Tammy said: "I thought I would spend my life in and out of prison. But bit by bit I decided to take matters into my own hands and turn my life around. I was incredibly proud when I was offered the apprenticeship at Virgin Trains and another chance at life. Since being employed, my life has really changed; I'm now mentoring other ex-offenders to find employment too. I am determined to put my past behind me and embrace this new future."

Kathryn Wildman, Lead Recruiter for Virgin Trains on the west coast said: "We are so pleased to be able to share what we've learnt from setting up our ex-offenders programme. Our experience has been an entirely positive one and we are proud to be hiring ex-offenders because we want to get the best candidates, no matter what their background is. We're looking forward to further expanding our programme to hire more."

Youngsters imagine the Train of the Future

Six children from across the UK were selected as winners of the Virgin Trains #Azuma4kids competition.

- Six winning ideas to inspire future developments of the new Azuma train
- Ideas include personalised pods, solar powered propulsion and pets' pads



Private pet carriages and solar powered propulsion are amongst the inventive ideas that children have designed into their ultimate train of the future. Asked by Virgin Trains to imagine what trains would be like in decades to come, kids came up with personal pods, transparent walls and mini-golf compartments. Now, the train operator is set to use some of these designs to inspire the development of its Azuma trains, coming to the east coast in 2018.

Set to revolutionise travel on the east coast, the Azuma will be one of the most advanced trains on the UK's rail network, and will embody the customer-centric approach which Virgin Trains is famous for. With 65 trains providing an extra 12,200 seats for a new and expanded timetable, the fleet of Azumas will increase capacity into King's Cross by 28 per cent during peak time.

LMS Jubilee Class 4-6-0 No. 45699 'Galatea' approaches Twyford (Berks) heading west with a charter to Worcester on July 2nd. [John Johnson](#)



Virgin Trains called on the creative minds of youngsters, and selected six ideas from a raft of drawings and sketches sent in by children. From imagination to interpretation, the six ideas were then developed into full concept images, with the winning designs combining practicality with entertainment, and visionary thinking with environmental considerations.

Amongst the features children chose for their future trains were floor to ceiling clear walls for optimal viewing (Luqman Hussain, 13), double decker layout to maximise capacity (William Rogers, 9), minimal wheel-track contact for smooth motion (Isabelle Carroll, 10), a revolutionary pod system to minimise dwell-time (Dawn Graham, 10), 20-plus-seater business booths for meetings on the move (Kaden Allen, 10), and fully digitised carriages for at-your-fingertips service (Elliott Crofts, 9).

David Horne, Managing Director of Virgin Trains on the East Coast, said: "The Virgin Azuma is set to be the most state of the art train on the network when it arrives in 2018 so what better way to celebrate this than to work with our younger customers to find out what they would like to see on our exciting new trains. Their ideas have given us a refreshing outlook on what the future could hold and will help us towards our goal of revolutionising every element of our customers' experiences."

Strathclyde Passenger Transport - Glasgow renewals

During July, Colas Rail on behalf of SPT has carried out work in the outer circle tunnel between Cowcaddens and Buchanan Street - renewing concrete and 70 metres of new rail. Here are some photos of work being undertaken. © Jonathan McGurk





Loco transformed into Scottish scene to celebrate logistics partnership

A stunning scene of the Scottish Highlands adorns DB Cargo UK's locomotive 90024 to celebrate the company's successful and ongoing partnership with Malcolm Logistics. DB Cargo UK, the country's leading rail freight operator, has enjoyed a close working relationship with Malcolm Logistics since April 2014, evidencing that collaboration is key to providing effective and modern logistics solutions. To celebrate this successful partnership DB Cargo UK's loco 90024 has been wrapped in a stunning scene of Coigach in the Northwest Highlands of Scotland.

Geoff Spencer, CEO of DB Cargo UK, said: "We're proud to have built such a successful working partnership with Malcolm Logistics. We run 12 trains a week, including on weekends, between Daventry in Northamptonshire to Grangemouth and Mossend in Scotland, a 660 mile round trip, supplying goods that families buy every day on the high street. This collaboration offers intelligent logistics solutions right across the supply chain, not just for our direct customers, but ultimately for consumers too."

The DB Cargo UK service achieved one of the highest delivery levels by rail for Malcolm Logistics in 2015 with over 97% of trains running on time to terminals and a whopping 26,000 containers handled.

Andrew Malcolm, CEO Malcolm Group, said: "We are delighted that DB Cargo UK has adopted the Malcolm Logistics branding on this loco to cement our partnership with them. We have already been using a number of stunning Scottish landscapes by Colin Prior on some of our road trailer fleet, so the opportunity to extend this to our Rail Division and highlight our multimodal capability between DIRFT and Central Scotland is most welcome. Carrying freight by rail plays an important part in protecting the environment and reducing carbon emissions for us all, and providing a fast, efficient supply chain for moving raw materials and consumer

goods while reducing pressure on the road network."

The impressive scene which now adorns DB Cargo UK loco 90024 is of Ben Mòr Coigach, Stac Pollaidh and Cùl Beag from Loch Cùl Dromannan, Coigach, Scotland, beautifully captured by internationally renowned landscape photographer Colin Prior.

Colin said: "Seeing my images of Scotland used at such large sizes was a great privilege – first on the sides of moving floor trailers but now on a train – it must be the first time in history that Scotland has travelled to the people and not the other way round! It's a really innovative way to promote and celebrate Scotland's wild and iconic landscapes."



The photo scene on loco 90024 is of Ben Mòr Coigach, Stac Pollaidh and Cùl Beag from Loch Cùl Dromannan, Coigach, Scotland. North-west of Ullapool lies the areas of Coigach and Assynt, which encompass some of the most dramatic mountain landscapes in Scotland. Known as inselbergs, they were shaped during the last Ice Age into what are now islands of Torridonian sandstone which sit on a bedrock of Lewisian gneiss – mountains one billion years in age which rest on three-billion-year-old bedrock – in every sense of the word, an ancient land. What is significant about the mountains is their diversity of shape and form and the spaces which exist between them.

Photo: Class 90 024 and 90 019 approach Acton Bridge on July 12th with a Coatbridge - Daventry intermodal. © Michael Lynam

Cars transported through Channel Tunnel by rail for first time in five years

Overnight from 4 to 5 July 2016, a train transporting new cars from Bristol in the UK to Ghent in Belgium travelled through the Channel Tunnel. This was the first time in five years that this type of traffic has been carried via the Tunnel, drawn by the need for reliable and secure transport for this high-value merchandise. The traction for the car train was provided by GB Railfreight, the rail freight subsidiary of Groupe Eurotunnel, working on behalf of European automobile transport specialist, STVA UK Ltd. The contract with STVA UK Ltd is for one train per week, carrying cars from the Bristol Port Company, Portbury, to Ghent, Belgium. The first wagons were hauled by Class 66 (locomotive 66713) from Portbury to the Channel Tunnel, where electric Class 92 (locomotive 92044) hauled the wagons through the Tunnel. From Frethun, B Logistics and Europorte France completed the journey to Ghent, Belgium. Each train was made up of nine double-deck STVA wagons, which were tailor-made to transport vehicles. Each wagon can carry 24 cars, with each train transporting 216 cars a week. The components that went into the manufacture of the vehicles being transported came in part from continental European suppliers themselves and had already been transported through the Tunnel en-route to the assembly plant. This train is therefore a symbol of the exchanges and the just-in-time logistics flows between the continent and the United Kingdom for which Groupe Eurotunnel offers a complementary service with its truck shuttles on the one hand and its rail freight services on the other. This contract also signifies GB Railfreight's ambition to continue diversifying its portfolio and forge forward with its European growth plans. Following the decline of core commodities such as coal and steel, the company is intent on increasing UK rail freight's competitiveness in other markets, and opportunities for expansion exist in the automotive industry and across the Continent.

Paul Maynard MP, Rail Minister, said: "This is a great example of how the rail freight industry in the UK is continuing to offer real benefits for the environment and for UK businesses. The extensive security measures put in place last year by both the French and UK Governments and Eurotunnel mean that customers now have confidence the Channel Tunnel site is secure and open for new business. This new cross-channel deal will build on the success of our safe and secure freight links through the Channel Tunnel, helping to reduce congestion on roads. The government is working with the industry to develop a Rail Freight Strategy that will identify and implement further measures to ensure continued growth and success for the sector."

John Smith, Managing Director of GB Railfreight, said: "Over the course of the last three years we have built a strong relationship with STVA UK Ltd and we are really proud to have added this new flow to our portfolio. There is huge potential to increasingly transport bulk items, such as cars, on rail and through the Tunnel, cutting carbon emissions and relieving congestion on our roads. We will continue to work closely with Government and the industry to ensure that we unlock capacity on the rail network in order to support the true potential of freight."

Ian Brown, Managing Director of STVA UK, said: "STVA is delighted to extend our transport services to an important customer to respond to a requirement linked to production growth. This solution is both operationally efficient and environmentally responsible. STVA successfully works with GBRf to transport cars by rail within a Domestic Context and we are pleased to offer this opportunity to work together on this cross-channel project."

Superbly restored Class 122 bubble car No. 55005 is seen working at the Shackerstone line on July 13th. [John Alsop](#)



BR Standard Class 7 No. 70013 'Oliver Cromwell' is seen being "run-in" after extensive repairs at the Great Central Railway on July 16th. [John Alsop](#)

First Great Western's power car No. 43169 speeds a London Paddington bound service past Ashbury Crossing (Shrivenham) on July 27th. [Ken Mumford](#)



Ward Bros chooses DB Cargo UK for first ever rail freight service

DB Cargo UK has sealed a contract win with scrap metal merchants Ward Bros (Steel) Limited, a customer that is brand new to rail freight. Ward Bros has hired DB Cargo UK to transport materials by rail from its scrap processing facility at the Port of Sunderland to the Celsa Steel UK works in Cardiff.

The trains carrying the metal are the first to run out of the Port of Sunderland since 1998.

The contract was awarded to DB Cargo UK because of the rail freight operator's excellent reputation for customer service and its provision of specialist MBA rail wagons. As scrap metal is not compacted, the length and size of the MBA wagons means that a heavy weight of material can still be carried, despite its large size.

DB Cargo UK is currently operating one service per week for Ward Bros, carrying around 1,250 tonnes of material on each train. The scrap metal is processed at the CELSA Steel Works to make finished metal products, including rebars used in the construction industry.

Sonia Hampton, Account Manager Metals at DB Cargo UK, said: "We are proud that Ward Bros chose DB Cargo UK for its first ever rail freight contract. We offer highly efficient solutions for transporting large materials built upon decades of experience working with companies across the metals sector. There is real value to customers in using rail freight to deliver their goods, including that it produces fewer emissions than road and can help to ease traffic congestion. As a company that strives to increase our eco-performance we are delighted that we are able to help Ward Bros deliver materials that will later be recycled and look forward to working with them on this new contract."

Chris Hagg, Head of External Affairs at CELSA Steel UK said: CELSA is proud to be a part of this great British manufacturing story, which will see scrap delivered from Sunderland recycled into top grade and responsibly sourced steel in Cardiff. In supporting UK supply chains, we promote sustainability and support thousands of livelihoods across the UK. We can proudly say that our steel is: Made in the UK. To Build the UK."

Loco Fleet List 2016

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 2016 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



Thameslink lengthens train in latest crowding figures

A Thameslink train that appears in the Department for Transport's crowded trains list for 2015 was lengthened by 50% a few months later. And on the metro route, which can accommodate only eight-carriage services and has two trains in the crowded list, new trains with 40% more capacity will begin running later this year. Across the Thameslink mainline route between Bedford and Brighton, the first five brand new, longer 12-carriage Thameslink trains, are already in service on the Brighton Main Line, forming 41 daily services and relieving crowding still further - and more will follow.

AspokesmanforThameslinksaid:“The06.57BrightonttoBedfordservicebecameextremely crowded in May 2015 when the revised Southern timetable (designed to address some of the performance issues caused by the rebuilding of London Bridge) was introduced. “The eight-carriage 06.57 saw a heavy increase in passenger numbers because, as part of measures to improve punctuality, a preceding Gatwick Express service from Brighton was withdrawn, displacing passengers onto the 06.57. To address the situation, in December 2015, the 06.57 was given a 50% increase in capacity by lengthening it from eight carriages to 12. “Passenger numbers across the South East have increased by a massive 40% in the past decade. To help address this, the Thameslink Programme, including the rebuilding of London Bridge which will allow 24 trains per hour to run through the heart of London will ultimately provide increased capacity on busy Thameslink routes. We have already begun the introduction of new, longer trains on the Brighton Main Line with five of our new 50% longer 12-carriage trains forming 41 daily services, and by 2018, we will have introduced 1,140 new carriages to the network, significantly reducing crowding on Thameslink routes.”



LMS Pacific's Nos. 6233 'Duchess of Sutherland', 6201 'Princess Elizabeth' and 6203 'Princess Margaret Rose' are seen lined up outside the west shed at Butterley on July 30th. [John Alsop](#)

Network Rail publishes Scotland Route Study

Network Rail has, on July 14th, published its Scotland Route Study – a long-term plan looking at how Scotland's railway could evolve over the next three decades. The Scotland Route Study outlines expected growth in rail usage between 2019 and 2043 and options to enhance the network to meet the future needs of customers. The newly-published study anticipates that strong growth is likely to continue in Scotland – with Edinburgh commuter traffic potentially increasing by 135 percent by 2043, Glasgow by 128 percent and Aberdeen by 226 percent. The study has been developed by Network Rail – in partnership with the rail industry, regional transport partnerships and Transport Scotland – to identify value-for-money choices for funders to improve connectivity, capacity and resilience on the existing network. Originally published in draft in December 2015, 136 individuals and organisations submitted comments on the study.

Phil Verster, Network Rail managing director Scotland, said: “Travel on Scotland's railway is more popular now than ever before with more than 96m journeys made on our network each year. We have seen passenger numbers nearly double over the last two decades and we need to make sure we have the plans in place to invest confidently in our infrastructure to meet future demand. The Scotland Route Study provides clear options for the future of Scotland's railway – setting out key choices for our funders to enable the country to continue to build on the industry's current success.”

Potential choices identified by the study, which will inform funding decisions for the period 2019 to 2029, include: Four-tracking the East Coast Main Line between Drem-Prestonpans; Edinburgh Waverley platform extensions / enhancement of approaches to the station; Lengthening services on the Ayrshire and Inverclyde routes; Enhancing capacity at Glasgow Central; Phased electrification to Perth; Electrification of East Kilbride/Barrhead and Kilmarnock/Barassie lines; Remodelling Carstairs junction; Remodelling Perth Station; Route enhancements on Inverness/Aberdeen/Far North.



With assistance from 'Norman' on the rear, Hunslet WD 0-6-0ST 3694/1950 'Whiston' running as 'HURRICANE' climbs Foxfield Bank. [Colin Kennington](#)

Restored former British Rail 'Bubble Car' No. E55012 is seen leaving Stanhope for Wolsingham on the Weardale Railway on August 4th. [Colin Kennington](#)



On July 17th, Avonside 0-6-0ST 'Cranford' heads up the bank towards Dilhorne Park at the Foxfield Railway. [Colin Kennington](#)

Terracotta decorations complete £60m redevelopment at Nottingham station

The final pieces of the £60m redevelopment at Nottingham station have been unveiled after work to restore ornate terracotta decorations to their former glory was completed. Network Rail carried out a comprehensive makeover of the Grade II* listed station, which is managed by East Midlands Trains, including major upgrades to the track and signals in 2014. It reopened to passengers in October that year but one final job – to restore the decorative terracotta pieces on the façade



around the top of the station – remained outstanding. Specialist artisan manufacturers were called in and selected old pieces were carefully removed by hand. Then new pieces were cast using a process which has not changed since the 19th century.

Jacquie Brown, Network Rail project manager, said: “The craftsmen have done a wonderful job. Each individual piece of terracotta had to be an exact fit because they shrink when they are fired. – it’s like replacing a jigsaw puzzle and the result is amazing. It really is the icing on the cake in the restoration of this beautiful station.”

Network Rail worked with Historic England to ensure that the restoration was done sensitively and the original terracotta pieces were not damaged by the removal of the old, damaged pieces and their replacements being installed. The redevelopment of Nottingham station was a joint project between Network Rail, Nottingham City Council, East Midlands Trains and the Rail Heritage Trust. Under the scheme the station’s porte-cochere entrance hall was made vehicle free, a new platform was built, there were more shops and the construction of a bridge to carry trams over the top of the station.

UK Rail's Class 56 098 passes Winwick on July 12th hauling 56 006, Class 46 No. D182 and Class 31 No. 5580. The locos were returning from the East Lancs Railway to Butterley after attending the diesel gala. [Alan Rigby](#)



SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

Network Rail and Northern alliance launched to provide a better service to passengers

Network Rail and train operator Northern have officially launched an alliance between the two organisations to help provide passengers across the north of England with a better rail service. The partnership will mean even closer working between the two organisations as part of a joint commitment to plan together to provide a better railway and resolve operational issues which have an impact on services as quickly and safely as possible. The alliance will promote innovation and cost-effective ways of working, while delivering an even more efficient, safe and reliable service for passengers. Network Rail owns, maintains and invests in the railway across Britain while Northern operates more than 2,500 daily trains across the north of England serving a population of nearly 15m people.

The alliance was launched in Manchester by Alex Hynes, managing director of Northern, Helen Kavanagh, head of access and alliancing at Northern, and Martin Frobisher and Rob McIntosh, Network Rail's managing directors who are responsible for the rail network in the north of England.

Martin Frobisher, route managing director for Network Rail's London North Western route, said: "As part of our national Railway Upgrade Plan to provide a better, more reliable and efficient railway for passengers, the network across the north of England is undergoing a wide-ranging modernisation programme including electrification, new sections of railway and upgraded stations. To deliver these improvements and minimise disruption as much as possible, it's essential we have an effective relationship with train operators. The alliance with Northern will mean that we continue to work closely together and develop new ways of working to deliver the improvements and benefits that we know passengers want to see."

Alex Hynes, managing director for Northern, said: "This agreement will transform our working relationship with Network Rail. We're already working closely with them on a variety of projects throughout the north of England, projects which when delivered will make a huge difference for our customers. It's fantastic to see our organisations fully committed to investing in our customers and improving the service we offer them. As part of this alliance, we are committed to setting standards for other industry colleagues to follow."

Rob McIntosh, route managing director for Network Rail's London North Eastern and East Midlands route, said: "The way to improve the railway for everyone in the north is to bring the people who run it closer together. I'm delighted to sign this alliance with Northern, which signals a step change in the way we work together, and which will ultimately deliver a better railway service for the millions of people who use it for work and leisure travel every single day."

£23m landslip repair set to reopen Settle-Carlisle railway line in March 2017

Repairs to a 500,000-tonne landslip in Cumbria will see the iconic Settle to Carlisle railway line fully reopen to trains by the end of March 2017. Engineers are building an enormous concrete and steel, tunnel-like structure that will sit beneath the railway, 70 metres above the River Eden, to provide a stable base across the damaged and unstable ground. Two rows of high-strength piles - steel tubes filled with concrete - will then be driven into the sloping bedrock of the Eden gorge, north of Armathwaite. The hundreds of piles will form a corridor, set into the hillside, on which a 1.5 metre-thick, 100 metre-long concrete slab will then be placed. This slab will form a solid base for the tracks. This £23 million engineering solution was selected by Network Rail from among six* possible options. This structure will stabilise a section of gorge bank above the River Eden which gave way in February causing ground below the railway to slip 1.5 metres below its normal level in the weeks that followed. Since then the line has been shut, initially between Appleby and Carlisle, until Northern services began running as far as Armathwaite in June, with buses operating between Armathwaite and Carlisle. In addition to the solid structure being built beneath the railway, an extensive earthworks project, costing an estimated £5 million, is planned to protect the foot of the bank down to the river. Drainage systems and ‘rock armour’, which helps prevent erosion, followed by tree replanting will stabilise the land.

Martin Frobisher, managing director for Network Rail’s London North Western route, said: “The tunnel-like structure we’re building will safeguard this section of railway for generations to come. If the land gives way again, the railway will not. This is a complex repair job many months in the planning. We are now focused on getting this iconic and much-loved line fully reopened right the way to Carlisle as soon as possible, which according to our programme of work will be by the end of March 2017. We recognise the impact the closure of the line between Appleby and Carlisle has had on local communities, especially during the summer tourist season, and we’re really pleased Northern now have services running as far as Armathwaite. We would remind people that the Settle-Carlisle Line remains very much open for business. Network Rail remains strongly committed to the Settle-Carlisle line. We regard this line as an essential freight corridor and vital for local communities and the regional economy.”

On July 7th, Network Rail teamed up with members of the Friends of Settle Carlisle Line (FoSCL) and Northern to meet with local people, calling at homes and dropping leaflets in the local communities of Appleby, Langwathby, Lazonby, Kirkoswald and Armathwaite. While the Appleby-Carlisle section of the line has been shut Network Rail has carried out other upgrades to avoid additional future disruption, including embankment strengthening at Barons Wood and improvements to Low Mill level crossing.

Douglas Hodgins, chairman of FoSCL, said: “We have been working closely with Network Rail and Northern over the past months to get the best of outcomes to what could have been a catastrophic event for the line’s present and future. The enormity of the repair task cannot be overstated. We are very grateful that such effort has been put into getting us to this stage and we are all working hard to ensure that the line - built as a main line between London and Scotland - can resume its role as a vital part of the UK’s rail network as soon as possible.

This particular bit of the Eden gorge slipped in the 1870s when the line was being built. It took the then Midland Railway two years to stabilise the ground with Victorian resources and know-how. We are immensely grateful to Network Rail for devising and commissioning this 21st century solution.”

Alex Hynes, managing director for Northern, said: “The engineering challenge for the Network Rail team at Eden Brows has been huge and it’s fantastic to hear their solution will contribute to protecting this beautiful route for rail users in years to come. From the end of June, we’ve been operating trains as far north as Armathwaite, with a bus service connecting Armathwaite and Carlisle, meaning the Settle to Carlisle route remains open to visitors throughout the summer months. We look forward to reopening the route fully in March 2017.”

Graham Young, head of production for DB Cargo UK, said: “Network Rail should be congratulated on the huge efforts being made to repair the line following the landslip in February and to stabilise it for future generations. The enormous and complex engineering challenge involved cannot be under-estimated. The famed Settle-Carlisle line provides a vital freight link and since its closure in February we have been using diversionary routes. We’re looking forward to again running trains, carrying a range of products for our customers, on the Settle-Carlisle line when it re-opens in 2017.”

Rory Stewart, MP for Penrith & the Border, and Parliamentary Under-Secretary of State at Department for Environment, Food & Rural Affairs, said: “Network Rail’s work on this complex repair has been arduous and difficult for all concerned, not least the commuters who rely on the line. I wholeheartedly welcome the news of the reopening, and want to thank Network Rail for their dedication in doing this difficult work as expediently as they can.”

The Eden Brows repair programme includes the following nine phases:

1. Access ramps built to bring piling rigs on to the site.
2. Trains begin removing spoil from site as the old track bed is removed.
3. Temporary piles – steel tubes filled with concrete – installed to stabilise the piling rigs.
4. First row of contiguous piles, near the brow of the slope, installed.
5. Second row of contiguous piles, on the side closest to the river, installed.
6. Concrete slab laid over the top of piles, forming a tunnel-like structure.
7. Track with aggregate and ballast beneath laid on top of the concrete slab.
8. Driver training before reopening of the shut section of line.
9. Any follow-up works required in order to restore full line speed of 60mph.

In December, three to four lorry-loads per day of concrete are set to arrive at the Eden Brows site. The traffic route, agreed with the council, will take deliveries via the main road through the village of Cumwinton, reducing the impact on nearby Armathwaite. Once the railway is reopened Network Rail plans to carry out earthworks improvements to the foot of the embankment below the line and above the River Eden. This will include drainage ditches and pipework, rock armour to guard against erosion when flows are high, and finally replanting trees over the entirety of the affected area.

Great care is being taken to ensure ecology is protected, including badger setts and spawning salmon. Natural England will advise on the tree replanting.

First South West Trains' Class 707s enter testing phase

Siemens on schedule to deliver £210 million fleet ahead of first passenger service in spring 2017



The first five South West Trains (SWT) new Class 707 trains have entered testing at Siemens' dedicated test track. This marks a significant step towards the completion of the state-of-the-art trains, which will service the route between London Waterloo and Windsor.

The contract for the manufacture of the £210 million fleet

(comprising 30, five-car electric multiple units) was originally awarded to Siemens in September 2014. The first trains began testing earlier this month ahead of delivery to SWT Wimbledon depot by leasing company Angel Trains this autumn. With this milestone, the Siemens-built Class 707 Desiro City trains are one step closer to being ready for passenger service along the route from spring 2017. They will serve many of the busiest stations on the network, including Clapham Junction, Twickenham, Richmond, Hounslow and Brentford and provide space for more than 18,000 extra passengers during the busiest times of the day.

The new Class 707 trains will also ensure increased space and improved accessibility through 'open gangways' and upgraded on-board facilities such as free WiFi – delivering a step-change in service for passengers along the route. The trains will also feature improved passenger information including real-time TfL and London Underground updates as well as information about individual carriage capacity. All units are required to undergo extensive testing to ensure that they are compatible with the safety and operational specifications along the route. Siemens' state-of-the-art test track in Wildenrath, Germany, has been designed to test new UK fleets to Network Rail standards, minimising disruption to the busy UK network. To ensure reliability across the SWT fleet, Siemens has fitted the hi-tech operating system from its recently launched Thameslink Class 700. This ensures the South West Trains fleet benefits from the extensive testing programme undertaken by the new Thameslink fleet.

The new fleet will be lighter and more energy efficient than previous generations, offering

a weight saving of around 25 %, meaning less wear and tear for the track. When they are introduced into service in 2017, the new trains will significantly boost capacity along the route, allowing an additional 18,000 passengers per day to travel in and out of London Waterloo during the busiest times of the day. The completed roll out will also allow a 'cascade' of the existing train fleet, providing additional carriages and space for passengers for all other lines on the South West Trains network.

The new trains will ensure increased space and improved accessibility ..

Steve Scrimshaw, Managing Director, Rail Systems at Siemens, said: "It is always great to see such a major contract progress and reach important milestones. The testing phase is the most important as it allows us to ensure that each and every unit we deliver is safe and reliable for passengers. We still have a while to go before the entire fleet is complete but sending the first units in for testing on schedule is a significant achievement that we can all be proud of."

Christian Roth, Managing Director, South West Trains, commented: "This is an important milestone in the project to provide a fleet of brand new, state-of-the-art trains for our passengers. The Siemens built Class 707 trains not only provide better facilities, including free WiFi and modern climate control, they're also part of the £800million investment to provide 30% more space for passengers during the busiest times of the day. It's really pleasing to see them being built and we look forward to welcoming them to the UK a little later this year."

Malcolm Brown, Chief Executive Officer for Angel Trains, added: "We are delighted to be procuring and leasing a new fleet of state-of-the-art Siemens-built Class 707s for South West Trains, offering increased capacity, air-conditioning, easier passenger access and on-board Wi-Fi. We understand that, as the capital's population grows, so do the travelling needs of passengers moving to, from and within London. Angel Trains is committed to providing value to customers and investing in London's rail network."





Did you Know - Ken Mumford

There were 3 at Crewe

*In the early 1840s there were
3 different gauges at Crewe:-*

The Grand Junction Railway:

(1838 with 4ft 8½ins)

The Crewe & Chester Railway:

(1840 with 4ft 8¾ins)

Manchester & Birmingham Railway:

(1842 with 4ft 9ins)

Just a ¼ I. K. Brunel adopted a
gauge of 7ft; after a while a ¼ inch
was added to give greater clearance.

Did you know?

TRAINS used to run on Christmas Day in years past, but rostering clerks and shed foremen always tried to give as many staff as possible the day off. Not so on Christmas morning in 1925!

That was the occasion of the Wagon Coupling Championships, which took place in the 'Furness and Midland' sidings at Carnforth.

There were several competitions, all based on coupling and uncoupling skills. The champion was Mr. J. Berry, a guard, who took just 66.2 seconds to couple and uncouple 16 wagons.

"Buckjumpers"



The class J69 0-6-0Ts (designed by J. Holden of the Great Eastern Railway introduced 1890-1904) were named 'Buckjumpers'. Why?

The Great Eastern was a Westinghouse line and with full loads and short stops steam was kept on right to the platform end, where a sharp brake application brought the train to rest in the right place. Starting away, the driver fully opened the regulator at once and the engine gave a visible jump as it got under way.

Come and meet Ken

Ken Mumford will be at these future presentations including:

RAILWAY ALLSORTS 2 at the Hereford branch of the WORCESTER LOCOMOTIVE SOCIETY in November

THE ELAN VALLEY RAILWAY at Reading and SIBERIAN YORKSHIRE at Bromsgrove in November

After that there is one in each of the following months in 2017:

March in Bishop's Waltham

April in West Wales

May in Thatham

September in Lymington

More details to follow.

Siemens Awarded Victoria 2: Sutton to Wimbledon Contract by Network Rail

The project will see the decommissioning of life-expired relay interlocking systems at Sutton, Mitcham Junction and Wimbledon, with these systems being replaced by two new Siemens Trackguard Westlock computer-based interlockings, to be installed at Sutton and Wimbledon.

All the signalling equipment between Sutton and Mitcham Junction is being completely renewed, with signalling control being moved from a conventional NX panel at



Victoria Area Signalling Centre to a Siemens Controlguide Westcad control desk at Three Bridges Rail Operating Centre (ROC). The project also includes the complete renewal of the CCTV level crossing at Mitcham Eastfields. Axle counters will replace all conventional track circuits for train detection.

Commenting on the programme, Siemens' Delivery Director, Steve Wright, said: "Our team in the South East has a wealth of experience and expertise and we are looking forward to working closely with our Network Rail colleagues to safely deliver this challenging programme.

"As a result of the work, this vital London suburban commuter route will be equipped with a safe, efficient, reliable and modern solution. It will also be compatible with the London Bridge signalling system which is controlled at Three Bridges ROC by our Controlguide Westcad solution."

Preliminary work on the programme is already underway, with the final project commissioning scheduled for Easter 2018. Siemens Rail Automation is a global leader in the design, supply, installation and commissioning of track-side and train-borne signalling and train control solutions. Its portfolio includes train control, interlocking systems, operations control systems, components, track vacancy detection, level-crossing protection, rail communications, cab radios, station systems and cargo automation for both passenger and freight rail operators.

On July 6th, GBRf's Class 73 961 and 73 963 call at Stalybridge whilst working a Network Rail test train. [Brian Hewertson](#)



Paignton and Dartmouth Steam Railway's Class 03 No. D2192 'Titan' is seen in the sidings at Churston on July 2nd. [Dave Harris](#)

A Different View

On July 22nd, an undisturbed piece of railway track which was laid along the breakwater at Barry is seemingly all that remains of the line here. [Ken Mumford](#)



The superb Canterbury West signalbox, in its unusual position, is photographed in the sunshine on July 9th. [Richard Hargreaves](#)



Cyclists try to keep pace with Class 31 130 as it powers up Riverside Bank, Avon Valley Railway on July 3rd. Sam Bilner



Preserved and Industrial Railways:

North Yorkshire Moors Railway

Class 40 No. D213 'Andania' approaches Newtondale working a Grosmont to Pickering service on July 2nd. [Class47](#)



Class 25 'Bo-Bo' No. D7628 'Sybilla' is seen at Grosmont shunting stock for the next departure. [Class47](#)



LMS Stanier Class 5 4-6-0 No. 45428 'Eric Treacy' stands awaiting departure time at Grosmont on July 2nd with a Pickering bound service. [Richard Hargreaves](#)



Class 26 038 runs round its train at Pickering on July 2nd. [Richard Hargreaves](#)



Class 08 850 was the yard shunter at Pickering on July 2nd. [Richard Hargreaves](#)

Restoration work has commenced on WD Austerity 2-10-0 No. 3672 'Dame Vera Lynn', seen here partially stripped at Grosmont on July 2nd. [Richard Hargreaves](#)



Class 26 038 approaches Levisham station with a service from Grosmont to Pickering on July 2nd. [Richard Hargreaves](#)



Llangollen Railway

Class 37 No. 6940 (37 240) departs Glyndyfrdwy on July 3rd, on the front of a service to Llangollen. [Brian Battersby](#)



GWR Prairie Tank No. 5199 stands at Glyndyfrdwy on July 3rd with a service to Carrog. [Brian Battersby](#)



Great Western 4-6-0 Manor Class No. 7822 'Foxcote Manor' creeps out of Glyndyfrdwy on July 3rd. [Brian Battersby](#)



Thousands of Modellers Make Tracks to Model Railway Expo

Great Central Railway's Model Event, as featured on BBC's East Midlands Today, has firmly established itself as one of the leading model railway shows in the UK. Thousands attended the 2016 exhibition located along the line at Loughborough, Quorn and Rothley stations. With over 70 layouts and 40 traders, plus demonstration and society stands, there was plenty to keep the model maker interested.

The 2017 show will be on Friday 16th June to Sunday 18th June, and planning is already underway. A discounted two-day ticket will be available (a must if you want to see the whole show), and all tickets will be available online, whilst reduced rate advance e-tickets will be available up to 1st May.

What makes the show totally unique is the all-inclusive ticket price, allowing the visitor unlimited train-travel and entry into all exhibition venues. The main location at Quorn and Woodhouse features a purpose built 35,000sq.ft. exhibition hall containing model railways of all gauges from the tiny T gauge through to the large O gauge.



Loughborough has garden railways plus traders whilst Rothley concentrates on the model engineering societies in the larger and live steam scales.

So make a date to come and see one of the best shows in the model railway calendar, visitors can examine the very best models and ride behind the real thing!

On July 3rd, Class 108 Nos. 51907 DMBS and 54490 DTC with Class 104 Nos. 50454 DMBS and 50528 DMCL, stand at Glyndyfrdwy. [Brian Battersby](#)



Foxfield Railway

On July 16th, RSH 0-6-0ST No. 35 'Norman' makes a fine departure from Foxfield Colliery and heads up the bank to Dilhorne Park. [Class47](#)



Andrew Barclay 486 0-6-0DH 'Clive', ex Meaford Power Station Locomotive No. 4, is in the process of being restored at Foxfield. [Class47](#)



W. G. Bagnall 0-6-0ST No. 2221 'Lewisham' built in 1927, is pictured stored in the yard at Caverswall Road awaiting overhaul after its boiler ticket expired. [Class47](#)

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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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

Visiting the line for the gala on July 17th and pictured here is Avonside 0-6-0ST 'Cranford' from Appleby Frodingham Railway Preservation Society. [Michael Lynam](#)



Always popular at the line is Dübs and Company crane tank 0-4-0T No. 4101 'Dubs', seen here at the colliery shunting mineral wagons. [Class47](#)



The restoration of Class 101 DTCL No. 56347 is progressing quite well, seen here in the yard at Caverswall Road on July 9th. [Richard Hargreaves](#)



Bagnall No. 2 arrives into the station at Caverswall Road, preparing to work the next service to Dilhorne Park. [Michael Lynam](#)

North Staffordshire Railway No. 2 is a recent arrival at the line, for assessment prior to overhaul. [Richard Hargreaves](#)



Ammerton Railway

Hunslet Engine Co. 0-4-0 'Jennie', works No. 3905/2008, is seen in operation at the line on July 10th. [Michael Lynam](#)



Merseyside Transport Trust, Burscough

Former Class 502 EMU No. 28361 is seen under restoration at Burscough on July 10th. [Brian Battersby](#)



Wensleydale Railway

On July 16th, Network SouthEast liveried Class 47 715 departs Leyburn during the lines diesel gala. [Mark Pichowicz](#)



On July 16th, visitor to the line for the gala, Class 31 271, is seen in the yard at Leeming Bar. [Andrew Wilson](#)



Class 37 146 awaits restoration, pictured in the sidings at Leeming Bar on July 16th. [Andrew Wilson](#)



Class 26 007 is seen on the rear of a Leeming Bar bound service. [Andrew Wilson](#)



Another visitor for the gala, Class No. D6836 (or as it is more commonly known 37 905), stands at Redmire on July 16th. [Andrew Wilson](#)

Right: Class 56 006 awaits its turn of duty during the diesel gala on July 16th, seen here in the yard at Leeming Bar. [Andrew Wilson](#)

Main: GBRf's Class 66 749 is pictured at Redmire, the current terminus for the line. However plans are to extend to Aysgarth, hence the 'Aysgarth Ambition' headboard carried on many trips during the gala. [Andrew Wilson](#)



Severn Valley Railway

GWR 4500 Class Small Prairie 2-6-2T No. 4566 is seen stabled on Bridgnorth MPD on July 17th. [Richard Hargreaves](#)



On July 17th, Class 52 No. D1062 'Western Courier' approaches journeys end at Bridgnorth, working a service from Kidderminster. [Richard Hargreaves](#)



Swanage Railway

Class 33 diesel No. D6515 'Lt Jenny Lewis RN' is pictured on the rear of a Swanage bound service at Corfe Castle station on July 6th. Neil Scarlett



Paignton and Dartmouth Steam Railway

On July 1st, Class 25 No. D7535 'Mercury' is seen being shunted out of the shed at Paignton by Class 08 No. D3014 'Samson'. [Dave Harris](#)



Avon Valley Railway

Class 31 130 is pictured running round her train at Avon Riverside on July 3rd.
Sam Bilner



Threlkeld Quarry Railway

On July 30th, the line's resident loco Bagnall 0-4-0ST 'Sir Tom' works No. 2135 of 1925 departs with the first passenger train of the gala. [Ken Abram](#)



Statfold Barn Railway's Hudswell Clark 0-6-0WT works No. 1643 of 1930 No. GP 39 and Joffre class No. 3014 approach the head of the quarry. [Ken Abram](#)



Newly restored and visiting from the Bala Lake Railway, Kerr Stuart 'Sirdar' Class 0-4-0T 'Diana' works No. 1158 of 1917 (with Bagnall 0-4-0ST 'Sir Tom' banking) attack the steep gradient as they head to the quarry face. [Ken Abram](#)



Kerr Stuart 'Joffre' Class 0-6-0WTT works No. 3014 of 1916 heads up the hill with some flat wagons to the head of the quarry. The loco was visiting from the Moseley Railway Trust's Apedale Railway. [Ken Abram](#)



Newly restored at Statfold Barn Railway, Hudswell Clark 0-6-0PT works No. 1172 of 1924 'Alpha' heads up the line with Blencathra in the background. [Ken Abram](#)

Gloucestershire Warwickshire Railway

A sorry looking Class 20 035 (in it's French CFD livery as No. 2001) awaits overhaul in the shed yard at Toddington on July 10th. [Derek Elston](#)



Pressed Steel Class 117 DMU No. W51360, fresh out of the paint shop, stands in the yard at Toddington on July 10th. [Derek Elston](#)



SR Bulleid Pacific Merchant Navy Class No. 35006 'Peninsular & Oriental S.N. Co.' stands at Winchcombe on July 10th with a Toddington bound service. [Derek Elston](#)



BR Blue Sulzer type 2 Class 24 No. D5081 is seen inside the shed at Toddington on July 10th. [Derek Elston](#)

East Lancashire Railway

UK Rail's Class 56 098 is seen at a very wet Rawtenstall on July 9th, the loco visiting the line for their diesel gala. [Andrew Wilson](#)





TEENAGER ON LAST TRAIN TO SWANAGE IN 1972 DRIVES FIRST DIESEL TRAIN TO WITHIN SIGHT OF WAREHAM – 45 YEARS LATER

A teenager who travelled on the last British Rail train from Swanage to Wareham in 1972 has driven the first timetabled diesel train to carry passengers from Norden along four miles of newly upgraded line – to within sight of Wareham. Forty-five years on from that sad and controversial last passenger train, Peter Frost took to the controls of a 1960s heritage rail bus along the Swanage Railway's extension to the River Frome, half a mile south of the branch line's junction with the main line through Wareham.

A founder Swanage Railway member and volunteer since restoration work started from nothing at Swanage in 1976, Peter said: "It was a very exciting and special moment to drive the first diesel train to the River Frome which is within sight of Wareham – you could see the tower of Lady St Mary's Church across the water meadows.

"The last time I rode on a timetabled diesel train between Norden and the River Frome I was back in 1972 when I was 13 years old – sometimes the British Rail drivers would let me ride in the cabs. Forty-five years later, I was driving the train which was exhilarating and absolutely marvellous. There was an air of excitement and expectation on the train as passengers enjoyed the views of the countryside between Norden and the River Frome not seen by passengers on a regular timetabled diesel train since January, 1972, when British Rail closed the branch line from Wareham to Swanage. I regularly rode the branch line from Wareham to Swanage as a child with my mother and knew many of the staff. I watched the line closed and the tracks ripped up for scrap but myself and other Swanage Railway volunteers – many of them teenagers like me – were determined to rebuild it," added the married father of one who grew up in Corfe Castle the son of a publican.

As Peter drove the first two-carriage Class 108 diesel multiple unit (DMU) between Norden, Motala, Furzebrook, Creech Bottom and Holme Lane on Monday, 25 July, 2016 – en route to the River Frome – he admitted to being sad at the thought of many hard-working Swanage Railway volunteers not living to see the historic day.

"It's a shame so many Swanage Railway volunteers – and many former members of branch line staff – have not lived to share the excitement of the first diesel trains to within sight of Wareham after experiencing the anger of closure 45 years ago. Most people thought the trains would never return.

"The special trains enabled the public to see the transformation achieved by the Swanage Railway over 18 months in restoring and upgrading three miles of former Network Rail freight-only line which saw the last gas train visit Furzebrook during 2005," added Peter who lives in Swanage.

Restoration work has seen 1,200 wooden track sleepers replaced, half a mile of track laid, a quarter-mile-long embankment upgraded, undergrowth and drainage cleared along six miles of embankments as well as the installation of a new track points at Furzebrook.

The special two-day diesel service between Corfe Castle, Norden, Furzebrook and the River Frome was operated because Swanage and Harman's Cross stations were closed for two days due to shooting taking place for a new feature film set in 1940 at the start of the Second World War.

During the two days – Monday and Tuesday, 25 and 26 July, 2016 – the two-carriage diesel railbus, built in the midlands during 1960 for British Railways, made 24 eight-mile return trips to the River Frome with trains running every 45 minutes between 10am and 6pm.



The Swanage Railway's steam train service between Norden, Corfe Castle, Harman's Cross, Herston Halt and Swanage resumed on Wednesday, 27 July, 2016, with steam trains every 40 minutes between 10am and 6pm.



Swanage Railway train times – and special event details – are available online at www.swanagerailway.co.uk or by telephone on 01929 425800.

Photos: © Andrew P M Wright

The secondman of visiting Class 31 No. 5580 gives up the token to the signalman at Ramsbottom as it enters the station with the 12:01 from Rawtenstall to Heywood on July 8th. [Jeff Nicholls](#)



Class 45 108 clags its way out of Irwell Vale with an afternoon service to Rawtenstall on July 10th. Class 46 No. D182 brought up the rear of the train, which it then hauled to Heywood. [Jeff Nicholls](#)



On display at Bury, and edging nearing completion of its restoration, Metro-Vic Co-Bo No. D5705. [Andrew Wilson](#)



Class 33 109 stands at Bury on July 9th, working a service to Rawtenstall. [Andrew Wilson](#)

EWS liveried Class 31 466 waits departure time at Bury on July 9th, working a service to Rawtenstall. [Andrew Wilson](#)



Class 46 No. D182 departs Irwell Vale station on July 10th with a service to Heywood during the lines diesel gala. [Jeff Nicholls](#)



'Warship' No. D832 'Onslaught' coasts towards Summerseat station as it crosses Brooksbottom Viaduct with a Ramsbottom - Bury 'shuttle' service during the railway's diesel gala on July 10th. [Jeff Nicholls](#)

Barrow Hill

Class 40 No. D212 is seen having some bodywork attention, prior to a repaint, inside the roundhouse on July 7th. [Andrew Wilson](#)



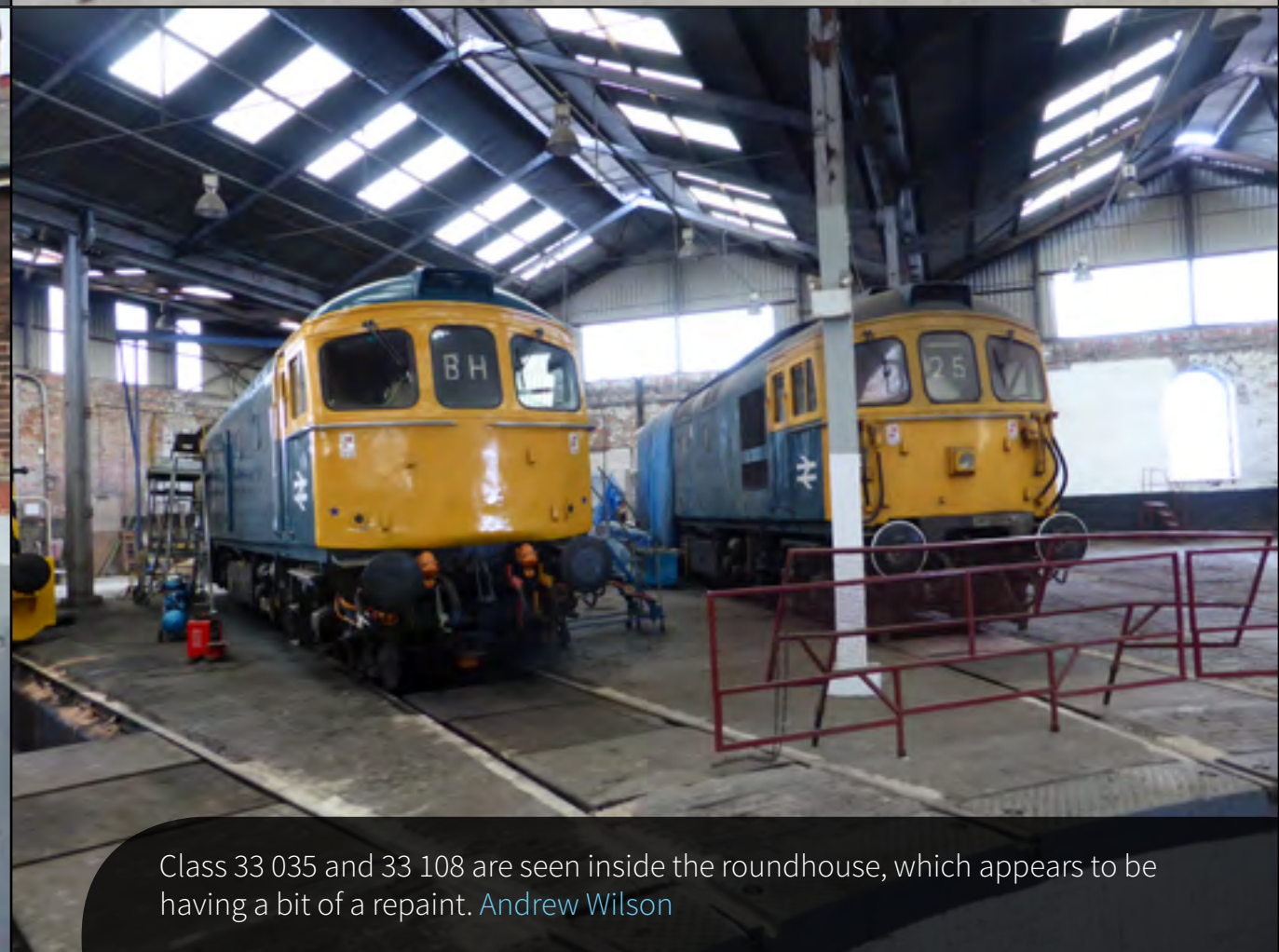
Class 20 132 and a very stripped and soon to be disposed of 20 092 are pictured alongside Class 31 414 in the yard. [Andrew Wilson](#)



Former Toton shunter, EWS liveried Class 08 676 is now located at Barrow Hill. [Andrew Wilson](#)



Not long until leaf fall season commences, will this loco see use on RHTT services this year? [Andrew Wilson](#)



Class 33 035 and 33 108 are seen inside the roundhouse, which appears to be having a bit of a repaint. [Andrew Wilson](#)

SWANAGE RAILWAY

STAR OF LANDMARK 1930s DOCUMENTARY 'NIGHT MAIL' VISITS CORFE CASTLE & SWANAGE ON SPECIAL TRAIN FROM LONDON

A powerful steam locomotive that starred in the landmark 1930s documentary film 'Night Mail' has visited Corfe Castle and Swanage – at the head of a special excursion train from London. It was the first time that a 1920s 'Royal Scot' class express steam locomotive has run on the award-winning Swanage Railway which has been rebuilt from nothing since 1976. Built for the London Midland and Scottish Railway in 1927, No. 46115 'Scots Guardsman' starred in the classic 1930s General Post Office (GPO) railway documentary film 'Night Mail'.

Organised by the Railway Touring Company, the ten-carriage 'Swanage Belle' from London's Victoria station was the first main line steam-hauled excursion train to use the fully commissioned £500,000 Norden Gates level crossing west of Norden station.

Swanage Railway General Manager Matt Green explained: "A commercial, aesthetic and nostalgic success, 'Night Mail' was made by the General Post Office (GPO) film unit and highly praised by the film critics of the time. Widely considered a masterpiece of the British documentary film movement of the 1930s and the 1940s, the documentary told the story of a London, Midland and Scottish (LMS) mail train running from London to Scotland. Starring Royal Scot locomotive No. 6115 'Scots Guardsman', the film became a classic of its kind and has been frequently imitated in modern short films and advertisements," explained Mr Green.

Designed by Sir Henry Fowler and built by the North British Locomotive Company in Glasgow during 1927, No. 6115 – as it was then numbered – was named 'Scots Guardsman' the following year in honour of the Scots Guards army regiment. In 1947, No. 6115 was rebuilt by Sir William Stanier with a new tapered type-2A boiler, which replaced the original 1927 parallel boilers, and repainted in the

London Midland and Scottish Railway's post-war 1946 style livery.

Renumbered by British Railways as No. 46115 in 1948, 'Scots Guardsman' was withdrawn by British Rail in 1965. Seventy of the Royal Scot locomotives were originally built between 1927 and 1930.

Matt Green explained: "It was great to see lots of happy passengers spill off the train at Swanage in perfect weather – blue skies, full sun and with a refreshing breeze – before spending three hours enjoying the delights of the seaside town which sits on the Jurassic Coast. The Royal Scot is an impressive steam locomotive and it was wonderful to see it running into Swanage at the head of the 'Swanage Belle'. The fact that 'Scots Guardsman' starred in the classic and landmark 1936 documentary film 'Night Mail' makes the locomotive even more special. No. 46115 is a powerful steam locomotive with very pleasing and solid lines. It really looked splendid in its British Railways 1950s Brunswick Green livery.

'Scots Guardsman' is one of two preserved Royal Scot locomotives, the other being London Midland and Scottish Railway No. 6100 'Royal Scot,'" added Mr Green.

At the rear of the 'Swanage Belle' excursion was West Coast Railway Class 33 diesel-electric locomotive No. 33 207 'Jim Martin' – a slim line version of the classic 1960 Southern Region design built for the London to Hastings line. A class seven 4-6-0 wheel arrangement locomotive, 'Scots Guardsman' made its first visit to the Swanage Railway on Thursday, 14 July, 2016.

Swanage Railway train times – and special event details – are available online at www.swanagerailway.co.uk or by telephone on 01929 425800.

Photos: © Andrew P M Wright



Churnet Valley Railway

Class 03 0-6-0 Drewery built shunter, No. D2334, works No. 2715/8193 from 1961 awaits overhaul at Cheddleton. [Michael Lynam](#)



Class 14 901, the former No. D9524, stands at Cheddleton on July 17th. [Michael Lynam](#)



BRCW built Class 33 102 is seen stabled at Cheddleton on July 17th. [Michael Lynam](#)

Chasewater Railway

On July 8th, British Railways Class 08 No. D3429 is seen arriving with a private charter into Brownhills West. [Michael Lynam](#)



From the Archives

Transrail liveried Class 37 889 awaits the road at Crewe with an engineers train on August 15th 1998. [Paul Godding](#)



Right: Class 56 004 is seen stabled at Warrington on December 26th 1994.
[Steve Stepney](#)

Main: Locos from Classes 08, 40, 47 and 76 are seen stabled at Guide Bridge in August 1981. [Brian Hewertson](#)



Right: Fragonset's Class 47 709 storms out of Stafford on May 15th 1999, on hire to and working a Virgin CrossCountry service. [Paul Godding](#)

Main: Class 40 166 hauls a permanent way train through Leyland on November 26th 1978. [Dave Felton](#)

Below: Class 37 185 sits in the parcel sidings at Bolton on June 18th 1992. [Michael Lynam](#)





Left: Trainload Coal sector liveried Class 58 019 'Shirebrook Colliery' is seen stabled at Worksop on October 29th 1993. [Derek Hopkins](#)

Main: Mainline freight liveried Class 37 803 hauls a rake of tanks through Newport on August 5th 1998. [Paul Godding](#)

Below: British Rail Class 52 No. D1000 'Western Enterprise' is seen stabled at Severn Tunnel Junction motive power depot on August 3rd 1969. [Dave Felton](#)



West Coast's Class 33 207 is pictured standing in the yard at Dumbarton Central on September 21st 2007. [Jonathan McGurk](#)



Right: Trainload Coal liveried Class 60 061, with departmental liveried Class 31 242 just visible, are seen at Warrington on December 26th 1992. [Steve Stepney](#)

Main: Royal train liveried Class 47 799 'Prince Henry' leads the 1Z57 08:00 Manchester Victoria - Bath through Westow on February 23rd 2002. [Carl Grocott](#)

Below: Class 40 029 is seen stabled at Manchester Victoria in August 1981. [Brian Hewertson](#)



Class 08 diesel shunter No. 08 306 is photographed on track relaying duties at Cadley on February 13th 1977. [Dave Felton](#)



BR Class 46 035 and Class 31 207 are seen stabled at Scarborough on August 25th 1980. [Dave Felton](#)



Class 47 diesel locomotive No. 1563 (47 446) stands outside Cardiff Canton on October 9th 1971. [Dave Felton](#)

The Back Page

Class 90 150 is seen in the company of Class 47 811 and 47 816 at Basford Hall, Crewe on July 2nd. [Brian Battersby](#)

