

Railtalk

Magazine

Issue 58
July 2011
ISSN 1756 - 5030



Gorgeous in Green - The NRM's Class 37

Welcome to Issue 58 of Railtalk Magazine. Each month we bring you a jam packed round up of the best pictures, news and reports.

May I firstly start this month with a grumble (maybe a section of the magazine that should return.... you never know) and its not about the weather, but about the railways. Yes I know this is Rail magazine, but I'm a big fan of Nationalised Railways and I think that Central Europe has some brilliant nationally owned railways, a few being Czech Republic, Germany and Austria. These countries are brilliant not because of their locos, rolling stock or services but because everyone cares for the network and it all works perfectly, and if it doesn't then they all pull in the same direction to make it work and to help the passengers, something we seem to have forgotten.

There are many arguments around the web with people saying that the UK network should be re-nationalised. Mostly I'll find myself arguing for nationalisation, but this month may have changed my mind. One of the busiest routes in the UK, the East Coast, which could be classed as sort of nationalised, appears is also the worst. East Coast has the poorest punctuality of all the major rail operators in the UK. They have changed their livery from silver to grey part way through rebranding, spent loads of money on barriers at stations, yes have also increased the number of public entrances at others, the list goes on and on. But the ultimate has to be their new Flying Scotsman Service, which passes though Platform 3 at York but doesn't stop, all in the interest of a few minutes time saving.

Andy Patten

This issue wouldn't be possible without: Richard Hargreaves, Carl Grocott, Jonathan McGurk, Dave Harris, Jon Jebb, Derek Elston, Pete Cheshire, David Mead, Brian Battersby, Steve Andrews, David Hollowood, James Stoker, Steve Thompson, Richard Jones, Gary S. Smith, Craig Stretten, Jonathan Gill, Alex Roberts, Julian Churchill, Colin Irwin, Steve Madden, Ian Furness, Phil Martin, Alan Usher, CJ Sutcliffe, James Paice, Chris Morrison, Yorkie, Danny Sladdin, Derek Hopkins, Charlie Robbins, Mike Williams, Daniel Stanbridge, John Coleman, John Martin, Wayne Radford, Barry Beeston, Robert Barton, Ben Bucki, Darrel Hendrie, Geoff Barton, John Alsop, Alan Naylor, Chris Stanley, Lewis Mitchell, Richard Holmes, John Edkins, James Bartlett, Mark Walker, Matt Price, Geoff Barton, Nathan Gibson, John Edkins and the guys at RailUK.

Welcome

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Submissions

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

entries@railtalk.net

Please include a detailed description and credits.

Railtalk Magazine

Railtalk Magazine is published monthly by Railtalk Group. © Railtalk

Front Cover: The NRM's Class 37 No. D6700, looking resplendent in BR Brunswick Green is seen negotiating the curve just outside Mytholmes tunnel on a service to Oxenhope, at the Keighley and Worth Valley railway on May 20th. *CJ Sutcliffe*

This Page: Class 37 608 leads 37 602 with a southbound scrap train at Harrowden Junction on the Midland Main Line, June 18th. *Geoff Barton*

Charter Scene

Northern Belle

On June 19th, Class 20 303 leads 20 309 and 47 818 with the 1231 Crewe - Crewe via Holyhead Fathers Day special seen here passing Old Colwyn. [Carl Grocott](#)





Northern Belle

Above: Class 20 309 and 20 303 are seen with the 1Z31 Crewe - Holyhead - Crewe through Penmaenmawr on June 19th. [Carl Grocott](#)

Below: The pair of Class 20's are seen passing Chester Racecourse on the outward journey to Holyhead. Problems with the pair of Class 20s at Holyhead meant that Class 47 818 returned alone. [Brian Battersby](#)



Northern Belle

Above: Class 47 818 was tagged on the rear for the journey through to Holyhead on June 19th. [Brian Battersby](#)
Below: On June 11th, Class 47 832 and 47 712 (on rear) are seen at Doncaster with the return working of a Kensington Olympia to York, via Leeds working. [Steve Thompson](#)



Northern Belle

In lovely summer sunshine, Class 47 818 leads 47 832 with the 1248 Gobowen - Bristol Temple Meads through Upton on June 18th. [Carl Grocott](#)



Northern Belle

On June 24th, DRS Class 47 832 and 47 818 are seen working the Northern Belle from Swansea - Oxenholme as it passes through Coychurch. [Lewis Mitchell](#)





Cruise Saver Express

Above: On June 19th, Class 47 810 leads 47 501 with the 1252 10:30 Southampton Western Docks - Edinburgh, seen here passing Colton Jct. [Class47](#)

Northern Belle

Below: Class 47 818 leads 47 832 with the 1248 Gobowen - Bristol Temple Meads through Bescot on June 18th. [John Edkins](#)



Railtourer

LMS "Royal Scot" Class 7P 4-6-0 No. 46115 "Scots Guardsman" exits Blea Moor tunnel just before Dent viaduct with a private excursion from Stevenage to Carlisle, which was steam hauled between Hellifield and Carlisle on the run northbound, May 21st. [CJ Sutcliffe](#)

Compass Tours - The Heart of Wales Explorer
West Coast's Class 47 804 heads the return working of the 1271 Cardiff - Rugby through Cheney Longville on June 29th. *Carl Grocott*





Steam Dreams - The Cathedrals Express

Above: LNER A4 4-6-2 No. 4492 "Dominion of New Zealand" heads Steam Dream's "The Cathedrals Express" from Kings Cross to York, seen speeding through Doncaster on June 4th. [Richard Hargreaves](#)
 Below: On the return working No. 4492 is seen with the 1224 York to Kings Cross at Retford during a water stop. [John Martin](#)



Steam Dreams - The Cathedrals Express

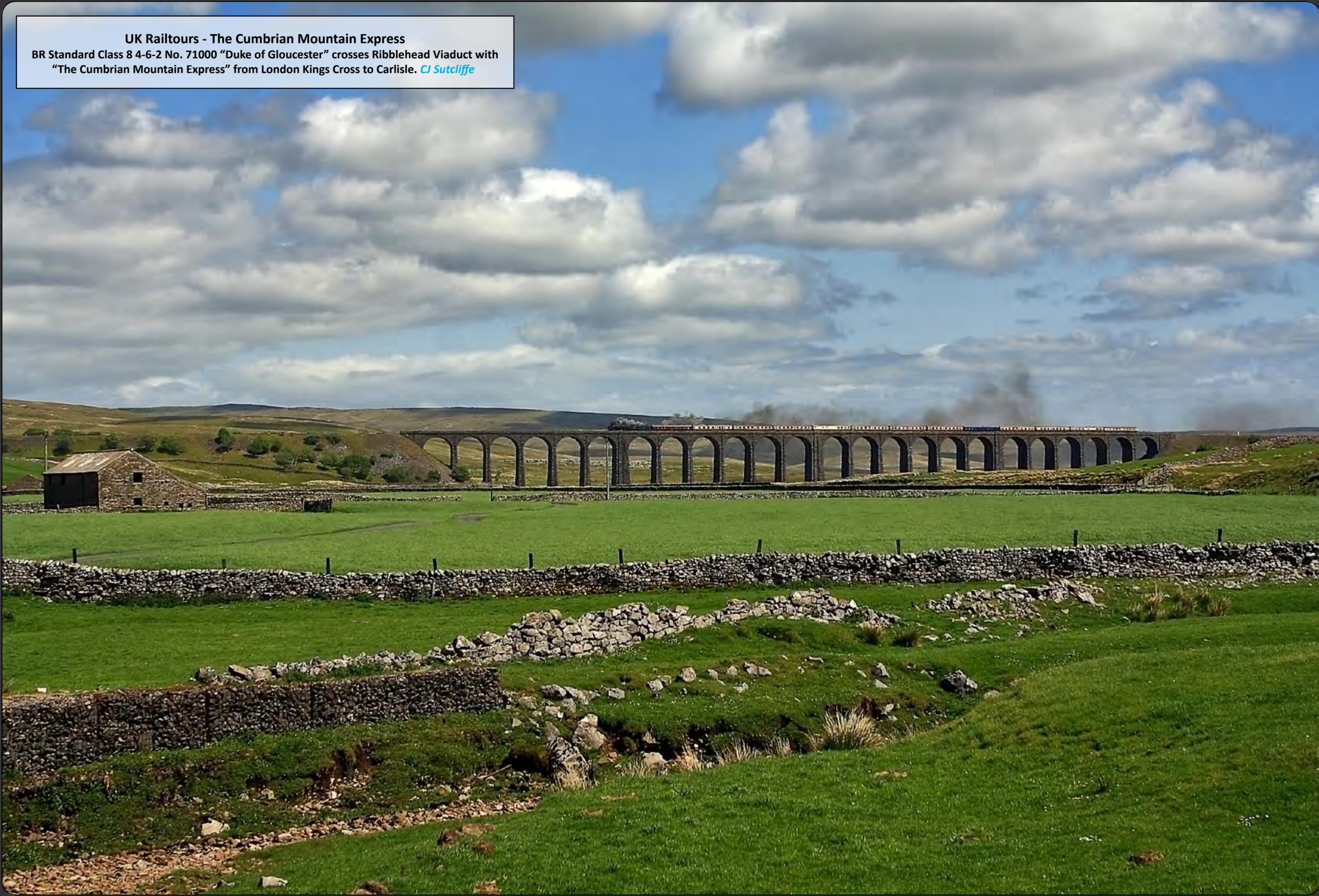
Above: West Coast Class 37 516 was on the rear of the charter for the outward and return working, seen here upon arrival into York on June 4th. [John Martin](#)
 Pathfinder Tours - The Cumbrian Mountain Express
 Below: British Rail 8P 4-6-2 No. 71000 "Duke Of Gloucester" passes Ais Gill on the southbound run of "The Cumbrian Mountain Express" on May 21st. [CJ Sutcliffe](#)



The Royal Wessex
Battle of Britain Class No. 34067 "Tangmere" sits under the beautiful restored canopies at London Victoria after working the 1293 Southampton - London Victoria on June 16th. [Matt Price](#)



UK Railtours - The Cumbrian Mountain Express
BR Standard Class 8 4-6-2 No. 71000 "Duke of Gloucester" crosses Ribblehead Viaduct with
"The Cumbrian Mountain Express" from London Kings Cross to Carlisle. [CJ Sutcliffe](#)



Steam Dreams - The Cathedrals Express

GWR King Class No. 6024 "King Edward 1" is seen hauling "The Cathedrals Express" from Bristol Parkway to Shrewsbury past Bayston Hill Quarry, Shrewsbury on June 11th. [Phil Martin](#)





STATESMAN RAIL - SETTLE & CARLISLE STATESMAN
West Coast's Class 57 601 heads Statesman tours 1235 Bristol - Carlisle through Redbank cutting on June 11th.
Inset: Class 47 760 is seen clagging away nicely on the rear. *Both: Dave Harris*



Vintage Trains - The Scarborough Flyer

Above: GWR No. 5043 "Earl of Mount Edgcumbe" is seen under the roof at York station with the 1246 Tyseley Warwick Road to Scarborough on June 4th. [John Martin](#)

Below: GWR No. 5043 "Earl of Mount Edgcumbe" is seen departing York working the 1247 Scarborough - Tyseley returning Vintage Trains Steam charter on June 4th. [Derek Elston](#)



Vintage Trains - The Scarborough Flyer

Above: GWR No. 5043 "Earl of Mount Edgcumbe" heads Vintage Train's "The Scarborough Flyer" charter, 1246 Tysley - Scarborough through Colton Junction on June 4th. [Wayne Radford](#)

West Coast ECS

Below: Class 47 760 and 57 601 top n' tail the 5Z35 Carnforth - Bristol seen here passing Severn Tunnel Junction on June 10th. [Lewis Mitchell](#)





Railway Touring Company - The Cumbrian Mountain Express
Class 47 500 leads the return working 1282 "The Cumbrian Mountain Express"
from Carlisle back to Leicester on June 25th. Seen here storming through
Acton Bridge with Class 37 516 on the rear. [Brian Battersby](#)



Royal Train

Above: On May 31st, Class 67 005 and 67 006 are seen heading south on the Old Road to Wolverton through Chesterfield with the Royal Train. [John Martin](#)

West Coast - Loco Move

Below: BR Black 5 No. 44305 is seen passing Hadnal working Swanage to Crewe on June 27th. [Phil Martin](#)



Cheshire Cat Tours

Above: Class 67 001 heads through Acton Bridge on June 30th with the return 1291 Edinburgh to Stratford Upon Avon railtour. [Brian Battersby](#)





Spitfire Railtours - The Kernow Voyager

Above: On June 25th, DRS Class 20 308 & 20 309 double head the outward leg of Spitfire Railtours "The Kernow Voyager" railtour from Gloucester to Penzance through Norton Fitzwarren. [Jonathan Gill](#)
 Below: Class 20 308 and 20 309 head along a deserted sea wall at Dawlish. [Lewis Mitchell](#)



Spitfire Railtours - The Kernow Voyager

Above: A touch of early morning mist as Class 20 308 leads 20 309 through Plymouth with the 1237 Gloucester to Penzance on June 25th. [Steve Andrews](#)
 Below: Class 20 309 leads 20 308 back to Gloucester, seen here passing through Restormel. [Lewis Mitchell](#)





Pathfinder Tours - The Mazy Day Cornishmen

Above: On June 25th, Class 31 601 [in DCR livery] & 31 190 [in BR green livery as D5613] speed west through Norton Fitzwarren with the outward run of Pathfinder Tours "The Mazy Day Cornishmen" railtour from Tame Bridge Parkway to Penzance. [Jonathan Gill](#)
 Below: As the Class 31s head along the sea wall, the sun just begins to break through the clouds. [Lewis Mitchell](#)



Pathfinder Tours - The Mazy Day Cornishmen

Above: Still heading south, the Class 31s are seen as they cross Largin Viaduct. [Lewis Mitchell](#)
 Below: Class 31601 and 31 190 are seen at Plymouth with the 1220 Tame Bridge Parkway to Penzance on June 25th. [Steve Andrews](#)



Pathfinder Tours - The Mazey Day Cornishmen
For the return journey Class 31 190 leads 31 601 as they head through Restormel with the return Penzance - Tame Bridge Parkway charter on June 25th. [Lewis Mitchell](#)





Spitfire Railtours - Kernow Explorer III

Above: On June 25th, DRS Class 37 409 "Lord Hinton" and 37 229 "Jonty Jarvis" power west through Norton Fitzwarren with the outward Spitfire Railtours' "Kernow Explorer III" railtour from Birmingham International to Penzance

for the Mazey Day celebrations. [Jonathan Gill](#)

Below: The pair of Class 37s are seen heading along the sea wall at Dawlish. [Lewis Mitchell](#)



Spitfire Railtours - Kernow Explorer III

Above: Class 37 409 and 37 229 are seen arriving into Plymouth with the 1231 Birmingham Int. to Penzance railtour on June 25th. [Steve Andrews](#)

Below: Class 37 229 leads 37 409 for the return journey to Birmingham Int. seen here heading through Restormel. [Lewis Mitchell](#)





Railway Touring Company - The Welshman

Above: Battle of Britain Class No. 34067 "Tangmere" passes Pellet Street, Cardiff hauled by Class 47 500 after failing to climb Filton Bank, with "The Welshman" Poole - Cardiff railtour. on June 11th. [Lewis Mitchell](#)
 Below: The return to Poole was hauled by No. 34067 "Tangmere" but was heavily delayed once more by problems with the loco at Canton. Seen here awaiting departure from platform 3 at Cardiff. [Lewis Mitchell](#)



Green Express Railtours

Above: Class 47 804 is seen at the head of the 1276 Leeds - Aberystwyth "Green Express" Charter on June 25th as it passes Dunham Hill. [Brian Battersby](#)
 Below: Class 47 760 passes Dunham Hill on the rear of the "Green Express" Charter. [Brian Battersby](#)



Pathfinder Tours - The Canterbury Tornado
Peppercorn A1 Pacific No. 60163 "Tornado" opens up on the hill
to Shortlands at Ravensbourne, Bromley, with the
1270 Poole to Canterbury West on June 18th. [Nathan Gibson](#)

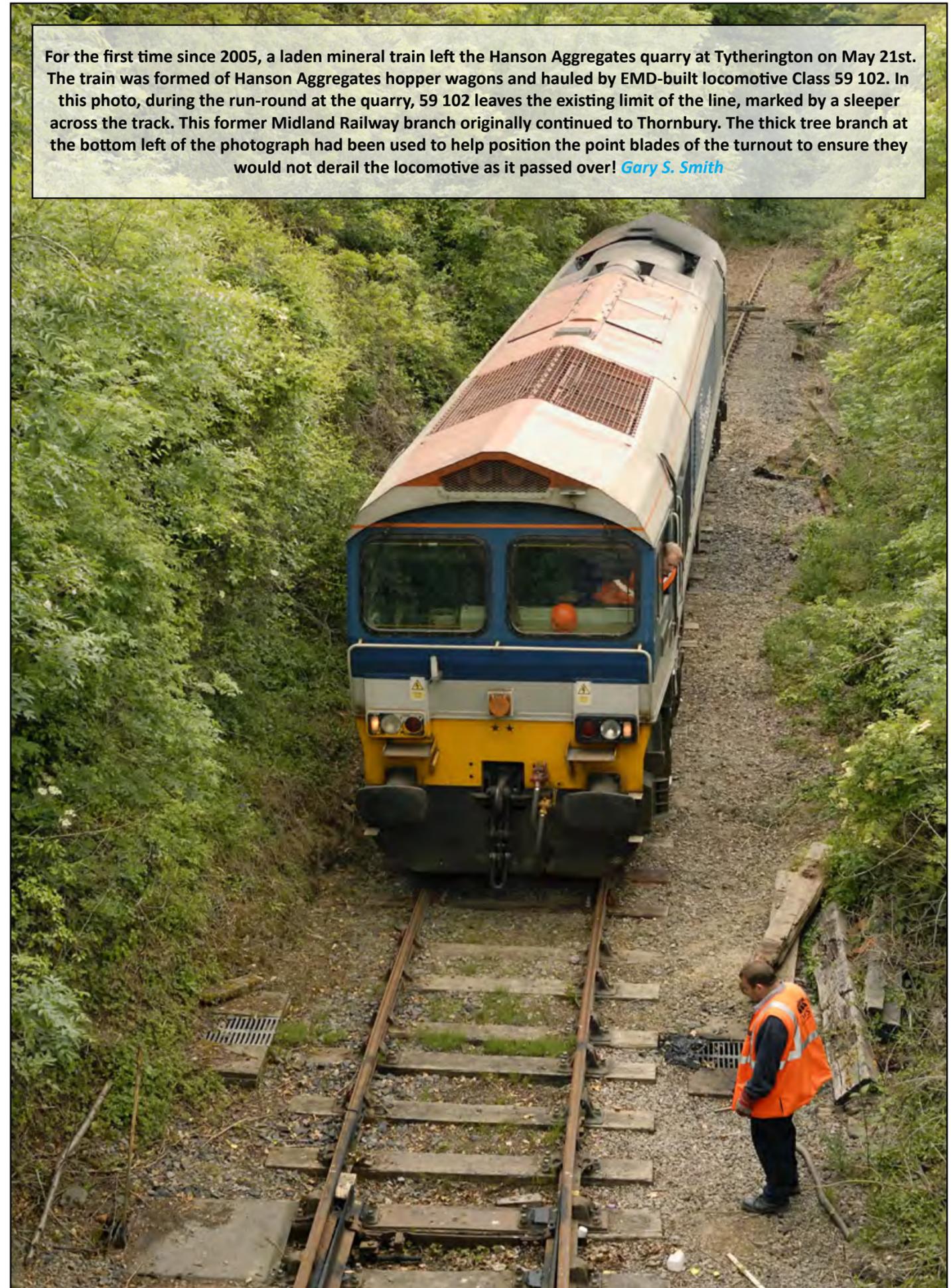




Freightliner's Class 70 010 breasts Shap summit and crawls into Shap quarry with 6226 on June 16th. [David Hollowood](#)



Above: Class 92 019 passes noisily through Preston at 01.15 on June 7th with the 4S25 Hams Hall to Mossend. [David Hollowood](#)
Below: Clag at Harrowden Junction on June 17th as Class 66 094 heads the northbound Castle Cement train. [Geoff Barton](#)



For the first time since 2005, a laden mineral train left the Hanson Aggregates quarry at Tytherington on May 21st. The train was formed of Hanson Aggregates hopper wagons and hauled by EMD-built locomotive Class 59 102. In this photo, during the run-round at the quarry, 59 102 leaves the existing limit of the line, marked by a sleeper across the track. This former Midland Railway branch originally continued to Thornbury. The thick tree branch at the bottom left of the photograph had been used to help position the point blades of the turnout to ensure they would not derail the locomotive as it passed over! [Gary S. Smith](#)

DB Schenker liveried Class 92 009 is seen working the 4E32 Dollands Moor - Scunthorpe through Kentish Town West for the first time in her new livery on June 1st. [Matt Price](#)



Class 66 842 is seen at Wolsingham Depot on the Weardale Railway on June 18th. Colas Rail have a new freight flow of coal between Wolsingham and Scunthorpe every Tuesday, Wednesday and Thursday. With over 4 million tons of open cast coal to move, it should be working for some time to come. [Michael J. Alderdice](#)



Network Rail's Class 97 302 passes through Upton near Shifnal with the 6Z97 Bescot - Coton Hill on June 22nd. [Carl Grocott](#)



A popular working across the S&C is the loaded cement run from Clitheroe, which is usually in the hands of DBS traction, as is the case here with Class 66 201 passing slowly across Ribblehead Viaduct on May 19th. [CJ Sutcliffe](#)





Above: From the May timetable change, East Coast has some London Kings Cross services starting from York, giving the (until now) rare chance to see a Class 91 on the blocks at York. This is Class 91 132 with the 12.01 York to London Kings Cross service on June 26th. [Barry Beeston](#)

Below: Class 66 104 heads 6S00 Clitheroe to Mossend loaded cement over Ais Gill summit on June 1st. [David Hollowood](#)



Above: Freightliner Class 70 011 passes Houghton Bottoms near Preston, Lancashire with the 6M11 Hunterston to Fiddlers Ferry loaded Heavy Haul working on May 31st. [Chris Stanley](#)
Below: On June 11th Class 67 016 hauls a 225 set with DVT 82226 and Class 91 124 through Doncaster. [Steve Thompson](#)





Above: On June 17th Class 66 559 is seen topping the bank into Scunthorpe with 6E06 Bredbury - Roxby bins. [Steve Thompson](#)
 Below: On June 6th, Network Rail's Class 97 304 is seen passing through Drawell St. with a Colas Rail track machine running as 6J85 Coleham - Talerddig. [Carl Grocott](#)



Above: At the end of June Freightliner's Class 70 012 was moved from Newport Docks to Liverpool's Seaforth terminal prior to it being loaded aboard a ship sailing back to America. This move led to a flurry of activity with enthusiasts trying to get a shot of the loco before it returned overseas. In this photo the banana shape of the loco is clearly seen. [Dave Harris](#)
 Below: This is the other end of the loco showing again the warped frame. [Brian Battersby](#)



Newly named Class 90 010 "Bressingham" passes a very hot
Brantham with the 14:00 Norwich to Liverpool St. on June 27th.

Steve Madden





Above: Network Rail Class 97 304 and 97 303 are seen at Coalbrookdale on June 16th with the 1Q09 Derby - Machynlleth test train. [Carl Grocott](#)
 Below: On June 22nd, Class 37 604 and 37 603 worked from Doncaster West Yard to Doncaster TMD, via Immingham and Barton, seen here leaving Scunthorpe. [Steve Thompson](#)



Above: Class 60 074 is seen passing Pellet St. Cardiff with the 6B13 Robeston - Westerleigh on June 27th. [Lewis Mitchell](#)
 Below: Freightliner Class 66 540 passes southbound across Ribblehead Viaduct with a coal service to Drax power station on May 19th. [CJ Sutcliffe](#)





Above: June 16th saw the first working by Colas of coal from Wolsingham to Scunthorpe CHP. Running as 6Z66 it was hauled by Class 66 842 and comprised of 19 unbranded former FLHH HHAs and was spot on time passing through Scunthorpe Station on the loaded trip. After tipping, there was about an hour's delay while the train went to Barnetby to run round, what a way to run a railway!
 Still, at least the sun was shining by the time it passed by, returning the empties to Weardale. [Steve Thompson](#)
 Below: On June 17th Class 60 024 is seen topping the bank into Scunthorpe with the 6E32 Preston - Lindsey discharged ICAs. [Steve Thompson](#)



Above: Class 92 026 leads 7X80 Dollands Moor to Polmadie with the penultimate Class 380 delivery seen here passing through Nuneaton on June 6th. [Derek Elston](#)
 Below: Class 97 302 heads the 6Z10 Bescot - Machynlleth through Shrewsbury on June 29th, hauling an MPV unit. [Carl Grocott](#)



On June 27th, BR Blue Class 50 044 looks stunning as it passes Pellet St. Cardiff with 0Z39 Canton - Condor Park. [Lewis Mitchell](#)





Above: On June 25th, Grand Central's 43467 is seen entering York station with the 14:05 service to London Kings Cross. [Barry Beeston](#)

Left: A northbound Pendolino effortlessly skirts the Lune Gorge at Tebay on June 16th. [David Hollowood](#)

Bottom Left: Class 47 749 is seen stabled at York whilst employed on route learning trips in conjunction with a new coal service from the North East to Scunthorpe. [Class47](#)

Bottom Right: Class 37 603 and 37 602 are seen working the 1Q12 Derby RTC to St. Pancras test train through Clapham on June 10th. [Steve Madden](#)



On June 13th, Ex Gatwick Express Class 460 004 is seen on the 5B39 Wimbledon to Bournemouth depot. The Class 460's are being moved to Bournemouth for storage.

Derek Hopkins





Above: On June 13th Class 37 604 leads 37 682 through Stafford with just one flask. [Richard Hargreaves](#)
Below: Another shot of Class 37 682, this time at York on June 26th. With the Parcels sidings out of use for the junction remodelling scheme, locos are currently stabling either in one of the bays at the station or at the Network Rail (Thrall) site. [Class47](#)



Class 37 601 leads a test train through Euxton station heading north towards Preston. [Colin Irwin](#)

Class 153 317 leads a Class 155 unit over Hallroyd Jct. with a Leeds to Manchester Victoria service. [Colin Irwin](#)



Above: Class 66 168 passes Preston nr Shrewsbury returning from Donnington to Warrington with 1 container and a load of fresh air on June 2nd. [Phil Martin](#)
Below: Class 55 022 "Royal Scots Grey" takes the road for Lowton and Parkside Junctions here at Golbourne Junction on the WCML with 0Z55 on June 20th. [Dave Harris](#)





Above: Class 92 042 freshly reliveried into DB Schenker red stands in Bescot Yard on June 12th. [Derek Elston](#)



Right: Class 60 040 is seen passing Carter House Jct. on June 4th with the 6F78 Fiddlers Ferry Power Station - Liverpool Bulk Terminal. [Carl Grocott](#)

Bottom Left: Having a break from Scotrail sleeper duties on June 13th is Class 90 019, seen heading south through Stafford with a car train from Garston. [Richard Hargreaves](#)

Bottom Right: Another Scotrail liveried Class 90 is also seen heading through Stafford in June. Scotrail Class 90 021 leads EWS 90 026 heads south on empty car flats on June 1st. [Phil Martin](#)



An additional working for the WAG on June 4th in conjunction with an event at the Millenium stadium in Cardiff, Class 57 313 and 57 315 work the 1V41 Holyhead - Cardiff through Hadnall. *Carl Grocott*



DRS Class 37 087 and 37 194 are seen with 6K73 Sellafield - Crewe nuclear flask train, passing Redbank on the WCML on June 2nd.

Dave Harris





Above: Seen passing Tamworth with the Crewe to Mountsorrel ballast working on June 18th is Class 70 004 "The Coal Industry Society". [John Edkins](#)
 Right: Class 60 015 "Bow Fell" heads the 6F84 MGR duty from Liverpool Dock's to Fiddlers Ferry power station. Seen here crossing George Stephenson's 1830 viaduct spanning Sankey Valley near Earlestown, June 16th. [Dave Harris](#)
 Bottom Left: Class 37 601 "Class 37-Fifty" passes Splott with 2Q88 Derby - Swansea on June 27th. [Lewis Mitchell](#)
 Bottom Right: On June 3rd, Class 325 012 heads south through Chorlton. [Phil Martin](#)





Above: Class 57 316 arrives into Cardiff Central past Pellet St. with the WAG-ex from Holyhead on June 27th. [Lewis Mitchell](#)
 Left: The Bubble is back, Class 121 032 stands at Cardiff Bay (Bute Street) on its first day in service since around January! [Lewis Mitchell](#)
 Bottom Left: Class 66 414 passes through Stafford on June 13th with the 4M34 Coatbridge - Daventry. [Richard Hargreaves](#)
 Bottom Right: On June 9th, Network Rail's Class 97 301 powers the 2Q88 St. Erth to Bishops Lydeard via Taunton & Minehead track testing train onto the WSR at Norton Fitzwarren where it would stable for the weekend. [Jonathan Gill](#)



A 12 car Class 325 Royal Mail EMU passes the loops at Shap on June 16th. [David Hollowood](#)





Above: The Guard of this Northern service to Sheffield checks his watch at Worksop as departure time approaches on May 14th. [John Martin](#)
 Left: Class 70 006 coast down Houghton Bank towards Farrington Junction with 6M11 Killoch to Fiddlers Ferry on June 8th. [David Hollowood](#)
 Bottom Left: Virgin Trains Class 57 308 is seen at Crewe with Class 221 144 on June 13th. [Richard Hargreaves](#)
 Bottom Right: Arriva liveried Class 57 314 is seen towing Class 221 144 from Central Rivers to Crewe. [Dave Harris](#)





Above: On June 30th, DRS Class 66 433 heads north through Acton Bridge. [Brian Battersby](#)
Below: Colas Rail's Class 66 842 is seen climbing into Scunthorpe on June 22nd with the Wolsingham - Scunthorpe loaded coal service. [Steve Thompson](#)



Above: Class 70 011 heads for Fiddlers Ferry Power Station on June 13th with a loaded coal train. Of note here is a rake of Mk2s behind the train that were parked in Arpley yard from a railtour the previous weekend. [Richard Hargreaves](#)
Below: Class 86 605 leads 86 610 through Acton Bridge on June 30th with a Crewe - Mossend working. [Brian Battersby](#)





Above: On June 13th, Class 59 202 heads out of Warrington bound for Liverpool with an empty coal train. [Richard Hargreaves](#)
 Below: Colas branded Class 66 576 climbs Stormy Bank with 6078 Margam - Dollands Moor on June 21st. [Lewis Mitchell](#)



Above: Class 86 638 and 86 609 are seen passing through Acton Bridge with a Tilbury - Garston liner. [Brian Battersby](#)
 Below: Class 66 741 is seen working the 6R45 Maltby Colliery to Immingham through Worksop on June 2nd. [John Martin](#)





Above: On June 11th, Class 70 005 heads through Dorrington with a Fiddlers Ferry to Stoke Gifford working. [John Edkins](#)
Below: GBRf Class 66 721 is seen with a rake of Freightliner Heavy Haul wagons (empty) heading south at Harrowden Junction on June 30th. [Geoff Barton](#)



Northern liveried Class 155 341 arrives into Castleton station on May 23rd. [Colin Irwin](#)



Above: On June 27th, Class 60 011 is seen with the 6V75 steel empties from Dee Marsh as it passes Ludlow Racecourse. *Phil Martin*

Below: Class 66 710 works the 6B58 Thoresby Colliery to West Burton Power Station up through Worksop on May 20th with a rake of HYAs. *John Martin*



Northern Rail's Class 158 907 passes into Dent station, the UK's highest mainline station at 1150ft above sea level, with a service from Leeds to Carlisle on May 19th. *CJ Sutcliffe*

On June 3rd, Class 66 955 is seen passing Chorlton on the West Coast main line between Crewe & Stafford with a southbound liner. [Phil Martin](#)





Above: Wearing the new GBRf livery Class 66 728 heads through Rugby on June 11th. [Richard Hargreaves](#)
 Below: GBRf Class 66 713 "Forest City" storms through Pleasington on June 29th with the 4C77 Gypsum working. [Chris Stanley](#)

Above: On June 23rd, Class 460 006 is seen passseg through Christchurch whilst working the 5B39 Wimbledon to Bournemouth Depot, where the Class 460s are being stored. [Derek Hopkins](#)
 Below: On June 10th Class 60 011 passes Magor with 6B47 Westerleigh - Robeston. [Lewis Mitchell](#)





Above and Below: Whilst it was still running round as a complete set, (which didn't last all that long) Class 91 101 and DVT 82205 are seen at Doncaster on June 4th. *Both Richard Hargreaves*

Above: Arriva Trains Wales Class 153 312 passes Hadnal on June 27th with a service to Crewe. *Phil Martin*
Below: Colas branded Class 66 575 passes Llangewydd with 6278 Margam - Lanwern/Dollands Moor on the June 19th. *Lewis Mitchell*





On June 3rd, Class 66 033 is seen working the 6G06 Hunterston - Longannet, approaching Langloan Junction on the Whifflet Line, Glasgow. [Michael J. Alderdice](#)

Scot-Rail - life north of the border



Class 67 011 is seen stabled with the previous nights Scotrail sleeper coaches in the sidings at Fort William. [Darrel Hendrie](#)

Scot-Rail - life north of the border

Scotrail's Class 158 722 is dwarfed by the ship bearthed alongside it as it prepares to depart Kyle Of Lochalsh. [Darrel Hendrie](#)



Fares Advice with RailUK

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

Megatrain Tickets

Q: I've booked a Megatrain ticket on 20th August from Southampton Central to London Waterloo: afterwards I will travel on the Northern Line to Euston where I will take a VWC service to Birmingham New Street for which I've bought an Advanced Purchase ticket. If the train to Waterloo is late and I end up missing my connection at Euston, do I have to pay for an OP single to Birmingham or can I board the next train to Birmingham NS without having to pay extra?

A: Even with the recent addition of the Advance Fares FAQs, this is a potential grey area. The FAQs say that multiple tickets (even advances) can be used, under condition 19, for one journey and that delays whilst travelling allow you to travel on later services, irrespective of the combination of rail tickets held.

However, the megatrain/advance fares do not cover the entire journey on their own and the FAQs (Q22) say that 'tube-only' fares are not included in that allowance.

So if you have Southampton-Waterloo + Zone U1-Birmingham New Street tickets you are fine, but if you have Southampton-Waterloo + Zone U1 + Euston-Birmingham New Street tickets then I'd say you are on rocky ground.

Newcastle [NCL] to Manchester Airport [MIA]

Q: I'm looking at buying tickets from NCL to MIA on 26th September. We are staying a night for an early flight the next day. I can find tickets going out ok and can stick to a fixed train, returning is more of an issue though as I don't want to be caught out with a delayed flight etc. Is there any other option other than buying a standard single for the return journey on 12th October? Just looking at doing this as cheap as I can get it.

A: With the TPE Airport Advance tickets there is a 3 hour relaxation on the journey from the Airport. If your plane is delayed you may use your ticket on any train up to 3 hours later, subject to you getting an authorisation slip from the ticket office prior to joining the train. You cannot, however, travel earlier than the time stated on the ticket. So don't do what lots of people do and expect the plane to be late and book a ticket for 3 / 4 hours later than necessary and then get stropky when not allowed to travel earlier than booked.

If I am travelling on Advance Tickets can I get off early?

Q: I was wondering if, for example you bought an advance ticket from Penzance to Paddington but decided half way through you wanted to end your journey at Reading, would you be allowed to leave the train at Reading? would the barriers let your ticket through?

I bring this up because I have seen on "Dispatches" TV program that a man got charged a full fare because he got off his train early. I do however understand if you wanted to continue your journey from Reading to London you would have to buy a new ticket because the train your booked on would have (obviously) left.

A: It's a definite NO! you cannot get off early on an Advance Ticket!

The rules state:
Break of journey: You may not start, break and resume, or end your journey at any intermediate station except to change to/from connecting trains as shown on the ticket(s) or other valid travel itinerary.

Tesco Clubcard Vouchers can now be used to purchase Railcards!

£14 of Tesco Clubcard Vouchers can now be used to purchase a 16-25, Family & Friends or Senior Railcard

You are getting 2x the value (as a Railcard normally costs £28), whereas you can get 3x the value for general train travel booked through www.redspottedhanky.com.

What on earth will Tesco think of next?! It certainly is a very good idea though.. and bloody good value too, you only have to spend £700 to get the required points.

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.

Athletes given helping hand by Virgin Trains: Cyclist Jessica Varnish gets a Virgin Pendolino train named after her

Midlands-based cyclist Jessica Varnish is the latest athlete to get a Virgin Trains Pendolino named after her. The naming took place at Wolverhampton station on 29 June as Virgin Trains continues to highlight its sponsorship of the travel for a number of sportsmen and women who hope to represent their country in upcoming major sporting events. Pendolino 390027 now carries Jessica's name under the windscreen on both ends of the train. Following the naming, Jessica took a trip to Birmingham in the cab of 'her' train. The Virgin Trains sponsorship initiative is supported by Alstom, which built and maintain Virgin's Pendolino train fleet including from a depot at Oxley, near Wolverhampton.

The initiative, 'Supporting British athletes', enables a number of sportsmen and women to attend training camps; key competitions and championships up and down the country. With the numerous events happening in the run up to the 2012 Games and Glasgow 2014, the ability to train and take part in competitive events is an important part of these athlete's careers.

Jessica Varnish, at 19 years of age, is an upcoming star of the British Track Cycling Team. She is ambitious, focused and talented, and has her eyes on World titles and gold medals at the Olympic Games in London 2012.

Jessica is a level headed individual and popular in the Midlands region, winning the Young Sports Personality award for the past two years. She has already taken part in fashion and photo shoots to promote cycling and, with the recent changes in Olympic cycling rules meaning more opportunity for medals in the 2012 Games, is perfectly positioned as a brand ambassador and the fresh face of women's cycling in Britain.

Jessica said: "Having a train named after me is incredible and something I never thought would happen. My friends think it's awesome! I'm really happy and thankful for the huge support Virgin Trains are giving me"

Paul Holland, General Manager, West Midlands at Virgin Trains, said: "We think it's fantastic that Jessica has agreed to have one of our trains named after her. We think it is really important to help support the athletes of the future and, with the 2012 Games held on home turf this year, it has even greater resonance."

Richard Woodroffe, Alstom Transport UK's Mainline Operations Director said: "Alstom is delighted to support this initiative with Virgin Trains. We identify with the determination and commitment needed by the athletes to deliver top performance and wish Jessica well for the exciting challenges ahead."



Central Rivers Charity Tour

Following the success of last year's charity event at Bombardier, Central Rivers Depot, Burton-on-Trent using 08507, which raised £2000 for our depot's nominated charity, Macmillan Cancer, Nightingale Ward at Royal Derby Hospital, and the arrival of 08943, the Preserved Loco Enthusiast Group (PLEG) contacted me to assess the feasibility of another charter. A date was agreed, Saturday 11th June 2011 and arrangements were then put in place with the full support of Bombardier Central Rivers Depot staff and management. Virgin trains offered the use of one of their Class 57 'Thunderbird' locos and part set Voyager 221144.

221144 was used due to it being the only set available as the date was a summer Saturday and all normal length sets were required in service. The engines could run for lighting and air conditioning purposes but power could not be applied due to a compressor not being present. A portable compressor was acquired and installed into one of the buffet galleys which enabled the Voyager to move under its own power on the final run.

Virgin Trains returned 221144 hauled by 57308 'Tin Tin' specially from Crewe, as it currently has a 12 week contract for training purposes, specially for the charity day. A big thank you is extended to all staff involved at Virgin Trains for facilitating this. 08943 was tidied up and given an 'A' exam for the event by HNRC. Bombardier ensured 221144 and 57308 were spruced up at the depot for what turned out to be a nice and mostly sunny day.

On the day over 250 people enjoyed some rare haulage behind 08943 in three separate passenger trainloads with support from Wolverhampton driver Bob Dunn driving 57308, which was also kindly donated by Virgin Trains. Some extremely rare track in the depot yard was covered by the charters, including the car park road, through roads, maintenance platforms and the highlight was a run through the depot building itself through one of the maintenance pits. Several Bombardier staff gave up their time to volunteer for operational duties on the day to ensure that the charter could run without any problems.

Cross Country Trains supplied light refreshment catering with all proceeds going to the charity. Ticket sales, pay on the day customers, catering and collections meant we were able to raise £3025 for the Macmillan Cancer, Nightingale Ward at Royal Derby Hospital, which is Central Rivers Depot's chosen charity.

Grateful thanks are extended to PLEG for running the event, to Virgin trains for supporting the event, Cross Country Trains for the donation and sales of the catering, HNRC, Bombardier for their full support and all the depot staff that helped make the day a huge success.

All Text and Photos: © Andrew Wilson / PLEG



Virgin Trains rated top long-distance franchise

Virgin Trains has been rated best long-distance franchise operator for overall satisfaction - in the latest Spring 2011 National Passenger Survey. For the third survey in a row, passengers gave Virgin Trains the highest rating of any long-distance franchise operator when asked how satisfied they were with their overall journey. Ninety percent of those questioned rated Virgin Trains as satisfactory or good.

Top marks for punctuality and reliability

Figures for punctuality continue to soar, with 92 percent of customers giving Virgin Trains satisfied/good ratings (up from 89 percent for the same time last year), and 94 percent awarding top marks for journey times. Once again, these figures are the highest for any long-distance train operating franchise.

The station and onboard environment

Overall satisfaction with the station environment remains well ahead of the sector average, with 82% of customers giving a satisfied/good rating. The train environment performs ahead of the sector average in all areas with improvements in comfort, cleanliness and personal security. It's also a big thumbs up for Virgin Trains' staff with helpfulness and attitude of on train staff and provision of information during journey, rated 80 percent and 81 percent respectively.

Other highlights include...

At stations

- Overall satisfaction with station (82 percent, up from 80 percent)
- Provision of information about train times/platforms (86 percent)
- How requests to staff were handled (86 percent)

On Trains

- Cleanliness of the inside (88 percent)
- Upkeep and repair (89 percent)
- The ease of being able to get on and off (87 percent)

Regional successes

In terms of overall satisfaction on Virgin Trains' routes, London-Scotland was the most improved, with 93 percent of customers giving a satisfied/good rating.

Across the industry, value for money for price of ticket scores poorly. While Virgin Trains received some of the best scores on this measure, only 59 percent of customers rated the company good or satisfactory. This is a disappointing result given the amount of work that has been done to improve and promote the availability of our many thousands of excellent value Advance fares on offer every week.

Tony Collins, Virgin Trains Chief Executive Officer, says: "I'm absolutely delighted that Virgin Trains has been voted top long-distance franchise operator - for the third time in a row. The start of this year was extremely challenging for us with some of the harshest weather conditions experienced under our stewardship of the West Coast franchise. We worked around-the-clock to limit disruption during this time and I think these results reflect our efforts.

"Passenger numbers have doubled from 14 million a year to over 28 million a year in the last six years and I would like to thank our passengers for this vote of confidence and pay tribute to the Virgin Trains' people who continue to raise the bar in terms of the service they deliver. Of course, I recognise that there are areas where we can do more, such as at stations, and I'd like to assure customers that for the remainder of the franchise we will be focusing on providing them with best and most reliable service. We are continuing to work with Network Rail to keep a real focus on train performance."

The National Passenger Survey is carried out twice a year - in Spring and Autumn - by rail watchdog Passenger Focus and is a key marker of train operating companies' performance.

EAST COAST MAKES THE GOING EASIER FOR CAPITAL HOLIDAYMAKERS

Baggage check-in teams to provide assistance at two busiest stations

As families prepare for the annual summer holiday getaway, train operator East Coast is planning ahead to make the going easier by train. Dedicated check-in teams will be on hand at the two busiest stations served by its trains, London King's Cross and Edinburgh Waverley, to welcome passengers making the full 393-mile journey between the two capitals - and to help stow their heavy luggage safely in the guard's van prior to departure.

With thousands of passengers expected to travel between London and Edinburgh by East Coast train during the summer, the train operator is gearing up to handle an increased volume of luggage on the prestige route in late July and throughout August. Passengers who book early can also take advantage of East Coast's cut-price Advance fares, including in First Class, where customers can relax and enjoy the recently-launched complimentary food and drink service in comfort as great city, country and coastal views speed by. On selected weekend services, subject to availability, passengers can upgrade from Standard to First Class on payment of a £25 supplement on board the train.

East Coast Commercial and Customer Services Director Peter Williams said: "Many passengers will be travelling with us for holidays in the next month, including those going to the Edinburgh Festivals, or making connections with Eurostar at London St Pancras to travel to European destinations.

"We know people travelling for an extended break will have increased volumes of luggage. To create more space on-board and make the journey more comfortable for everyone, we're advising passengers making the full journey between London and Edinburgh to arrive in good time and take advantage of our free baggage check-in service.

"Our teams will ensure luggage is safely stowed in the guard's van on the train, and will unload it onto the platform at the end of the journey in either Edinburgh or London."

Luggage assistance teams will be on hand to stow luggage for passengers making the following journeys, seven days a week, from Friday, 1 July until Saturday, 17 September inclusive:

From Edinburgh Waverley to London: depart Edinburgh at 09.30, 10.00, 10.30, 11.30, 12.00, 12.30, 13.30, 14.30 and 15.30.

From London King's Cross to Edinburgh: depart London 09.00, 09.30, 10.00, 11.00, 11.30, 12.00, 13.00, 14.00 and 15.00.

All luggage should be clearly labelled with the passenger's name, address, contact telephone number and destination station.

New trains launched in East Lothian

Rail users in East Lothian are now benefiting from new electric trains which are being phased in to service on routes between Edinburgh, North Berwick and Dunbar.

Scottish Transport Minister Keith Brown MSP was keen to see one of the new trains for himself when he visited Edinburgh Waverley station earlier this week with Kenny McPhail, ScotRail's deputy managing director.

The four-carriage Class 380 trains servicing the North Berwick route are part of a £430m investment by the Scottish Government and have spacious seating and a light and airy feel, thanks to large windows.

The aisles and vestibules are wider, making it easier for passengers with luggage or prams to pass through. There are also two wheelchair spaces, companion seats and an accessible toilet. Power sockets - for laptops and mobiles, and cycle storage, air conditioning and CCTV complete the features.

Housing and Transport Minister Keith Brown said: "This is great news for rail users in East Lothian and I'm delighted this fleet of new trains has now come into service on the North Berwick line. "The Class 380 trains will not only provide an enhanced experience for rail passengers, but will help meet the Scottish Government's commitment to encourage people to make the switch from their car to more sustainable modes of transport."

Kenny McPhail, deputy managing director of ScotRail, added: "These state of the art trains are already performing well in the west of Scotland. We are pleased to be introducing the fleet for customers in East Lothian."

HOWZAT! 4 OUT OF 4 AS c2c PUSHES THE BOUNDARY AGAIN

National Express train operator c2c has reached the top of the national punctuality table for the fourth month in a row, with another four-week period of rail industry-leading performance.

The punctuality of Britain's franchised train operators is measured every four weeks by Network Rail and official rail industry figures released today confirm that 97.5% of c2c's trains ran to time in May, that's nearly 49 in every 50 trains running on time.

This latest achievement by c2c in delivering leading performance for February, March, April and now May 2011, demonstrates again the excellence and consistency of service the c2c team provides for its customers in East London and South Essex.

Julian Drury Managing Director of c2c said: "The c2c team continue to push the boundaries in delivering high standards of train service punctuality. I am really proud of their commitment and passion for excellence in topping the punctuality table once again with 97.5% of our trains on time, making it an impressive four months-in-a-row."

Andrew Munden, Network Rail route director, said: "Passengers travelling with c2c have one of the best rail services in the country and we're determined to help them keep it that way. Our prime focus is to provide c2c with a safe, reliable railway on which to run their trains and we'll continue working together to deliver the best possible service for them and their customers."

c2c already holds the UK records for the highest annual punctuality by a franchised train operator at 96.7% and the record for any 4-week performance period at 98.8%. Customer satisfaction with c2c services, measured in the National Passenger Survey in both spring and autumn 2010 was 91%.



Chiltern commuters celebrate as brand new trains pull in

Chiltern Railways has recently introduced brand new trains into passenger service, the first new commuter trains on the line for 20 years. The class 172 trains have faster acceleration than the trains currently in use and crucially, they are the "cleanest" diesel trains in the country. These class 172 trains cost approx £2 million each and the company has purchased a total of four two carriage trains. The 172s will run on the Marylebone-High Wycombe line, but all Chiltern Railways passengers will benefit as their introduction frees up capacity and allows Chiltern to add carriages to lengthen some of its busier trains across the network.

Kate Marjoribanks, Engineering Director of Chiltern Railways said: "We are delighted that our new trains have entered service today and as the first new commuter trains for 20 years, we're thrilled that they are the "cleanest" diesel trains in the country. We're sure they will be a big hit with our commuters not only with those onboard, but also with those who will benefit from the increased capacity with additional carriages added to their trains."

Since being awarded the franchise in 1996, Chiltern Railways has invested over £400 million to improve the railway and to ensure stations meet the needs of passengers. Currently, Chiltern Railways is working on a £250 million project to reduce journey times to London by 20%, with no recourse to the taxpayer.

In addition, the company recently spent over £800k to improve their 165 trains - used on the High Wycombe and Aylesbury commuter routes - by giving them a major refresh and have completed an extensive station improvement programme.

NEW CLASS 379 TRAINS CONTINUE TO ROLL-OUT ON STANSTED EXPRESS

National Express East Anglia (NXEA) is continuing to make good progress with the introduction of brand new trains on its key Stansted Express route as part of the company's Service Improvement Plan, with the majority of services between Liverpool Street and Stansted Airport now operated by the new Class 379 trains.

To mark the continued introduction of the new trains to the Airport in passenger service, one of the four-carriage Class 379 electric trains was named 'Go Discover' by Nick Barton, Managing Director of Stansted Airport in a ceremony at the Airport on Thursday 16 June.

The 30 four-carriage Class 379 trains are manufactured by Bombardier Transportation and all 120 carriages will be in service this summer on NXEA's Stansted Express and West Anglia network. The trains feature air-conditioning, wi-fi and fully-accessible high-standard passenger accommodation. Some of the Class 379 trains are also providing key commuter services between Cambridge and Liverpool Street.

Andrew Chivers, Managing Director, NXEA said: "I am delighted to mark the continued introduction of our fleet of brand new trains for Stansted Express and our partnership with London Stansted Airport by naming a train 'Go Discover' at the Airport. The new trains are transforming the quality of service and passenger comfort on our key Stansted Express route, and will help in expanding capacity across our West Anglia network by over 5,000 seats later this year."

Nick Barton, Managing Director, Stansted Airport said: "The introduction of the new fleet of Stansted Express trains is a fantastic boost for the airport and the millions of passengers who use the service every year.

"It's a great honour for me to officially name the latest train 'Go Discover' in recognition of our airport brand. Today's traveller is looking to 'Go Discover' the very best in the choice of destinations on offer and excellent customer service. I am incredibly proud that we have the newest trains serving any airport in the country. We want every Stansted passenger to have the best possible experience and these superb new trains ensure those who choose the Stansted Express will get just that."

GB Railfreight extends Class 66 fleet

GB Railfreight (GBRf), the UK's most reliable freight haulier, continues to expand its fleet with the purchase of four Class 66 locomotives from Eversholt Rail and an agreement to buy an additional five Class 66s from Porterbrook on 4 July. Mary Kenny, CEO, Eversholt Rail said "We are delighted to continue our relationship with GB Railfreight and provide stock to support its sustained growth."

The locos GBRf has purchased from Eversholt Rail are 66578, 66579, 66580 and 66581, which will be re-numbered as 66738-66741. The Class 66s GBRf will receive on lease from Porterbrook in July are 66841, 66842, 66843, 66844 and 66845, which will be re-numbered 66742-66746.

John Smith, MD, GBRf, said: "The additional locos will be used to support projected new developments, which will see us continue to expand our operations." GBRf had already agreed to lease five Class 66s from Porterbrook on a seven year contract. The five, previously numbered as 66401 - 405 will be re-numbered 66733 - 737.

Keith Howard, commercial director, Porterbrook, said: "The sale of these five locomotives to GBRf demonstrates our flexible approach to the freight market. The proceeds of the sale will be reinvested within the company."

As of July this year GBRf will have a total of 46 Class 66 locos in its fleet. This is made up of the 27 locos it has on lease from Eversholt Rail, ten it leases from Porterbrook and the further nine currently being purchased.

John Smith, MD, GBRf, said: "We are securing extra locomotives in order to support GBRf's growth over the next few years, and to ensure that we are in a strong position to bid for some key contracts which are due to be tendered in the near future." In March GBRf reported achieving £6 million turnover in a month for the first time.

SAT NAV TECHNOLOGY TO HELP DRIVE DOWN LEVEL CROSSING INCIDENTS

Britain's motorists are set to benefit from a world first in sat nav technology which will improve awareness of level crossings and encourage safer driving. A free downloadable application which alerts drivers with a cheery train whistle sound that they are approaching a level crossing has been developed by Network Rail and leading satellite navigation provider Garmin.

It is hoped the new technology will encourage safer motoring and reduce the number of incidents which cause damage, disruption and a number of deaths each year. The news comes as the rail company is supporting international level crossing awareness day where around 40 countries are organising activities to promote safety at level crossings.

The free application can be downloaded onto Garmin nüvi or nüLink sat navs from its website. Similar to choosing options that alert you to approaching speed cameras, the device whistles like a train and an 'X' appears on the screen with the name of the level crossing so motorists can approach and cross with care*. The companies are also looking into developing an intelligent version where motorists can choose to set a journey to avoid level crossings. They also want to develop the application so the sat nav would alter your route to avoid a level crossing where the barriers are down for a significant period of time, if the alternative was quicker.

Network Rail director of operational services Dyan Crowther said: "Motorists that jump the lights or smash into barriers as they try and beat them coming down can cause great disruption and cost to the network, so we're always looking at new ways to reduce the risk of incidents at level crossings.

"Sat nav technology has proved to be a great help to motorists in alerting them to what's ahead on the road, so developing an app around level crossings seemed a smart idea and we hope it will be a useful aid to motorists as the roads and the railway get even busier."

Anthony Chmarny, Garmin head of communications said, "The development of this free level crossing application shows the ongoing commitment we have to ensure our sat nav customers have the very best travel information at the tip of their fingers. We believe this will help to save time, money and most importantly improve drivers' safety during their journey."

Chief Superintendent Eamonn Carroll (Territorial Policing) British Transport Police said: "This innovative sat nav technology will be a useful additional tool in helping reduce level crossing misuse across the country. Our officers remain committed to not only detecting offenders but working closely with Network Rail to reinforce the safety message and continue our educational approach, in order to change driver behaviour. The roll-out of the camera equipped level crossing vans also provides an ideal opportunity to affect driver behaviour and attitude when approaching level crossings."

Another of Network Rail's recent technology-driven deterrents to reduce incidents, its purpose-built marked police van equipped with license plate recognition camera technology, has lifted the lid on the scale of the problem in the south of England.

In three months in operation, British Transport Police officers, who operate the van, have caught and prosecuted 1,131 people, despite the van having a very visible presence close to the crossings to act as a deterrent:

In addition, these incidents have been recorded across Britain (January to 30 April 2011):

31 near misses where vehicles have narrowly avoided being struck by a train

77 pedestrians also had near misses with trains and were lucky not to lose their lives

58 incidents where vehicles have struck barriers and two vehicles which were also struck by trains.

One person has died at a level crossing this year (excluding suicides).

Commenting on this, Dyan Crowther added: "The camera van has proved what we always believed, that far too many people are misusing level crossings, which has to stop. It's a little too early to see a confirmed trend but we have seen initial reductions at some crossings which is encouraging. Our aim is to improve safety not get prosecutions. We hope those caught will change their behaviour and this along with other activities we're running we can see a reduced impact on passenger services and the cost of these crimes on the running of the railway."

LET THERE BE LIGHT

Engineers rebuilding Birmingham New Street station have started work to deliver something that the station has not enjoyed for over 40 years: natural daylight.

As high as eight double decker buses, the atrium will form the centrepiece of the new station and the first stages of the job will be undertaken by Birmingham based contractors Coleman & Co.

Chris Montgomery, project director for Network Rail said: "The stunning new atrium will be the focal point of the redeveloped New Street which will transform the experience for the thousands of passengers who rely on the station every day. We're working hard to minimise disruption during construction and while our engineers work behind the scenes, the station will remain open for train services as normal."



Mike Whitby, leader of Birmingham City Council, added: "It's excellent to see work get underway on the stunning centrepiece at the heart of the new New Street. The new atrium will become a focal point not only for the station but for the city as well - providing a new meeting place and connecting the city with a rejuvenated south side."

The Pallasades Shopping Centre will also remain open throughout the construction work.

Jonathan Cheetham, general manager of the Pallasades said: "The construction of the hoarding marks a very exciting and significant milestone in the regeneration of The Pallasades and New Street station.

"The shops situated in the central core which are affected by the hoarding work have now moved to alternative units in the shopping centre and I'd like to reassure shoppers that they can still find great value at The Pallasades as all our retailers will remain open during the redevelopment."

Hoardings are being erected around the old retail units in the centre of the shopping centre. Coleman & Co will then start the process of removing around 20,000 tonnes of concrete and dismantling the roof on the top of the building. This will create the huge space to form the new station atrium. Construction of the steelwork which will form the atrium roof will start later this year.

At 3,300 square metres, the new atrium will cover an area 13 times the size of the centre court at Wimbledon. Lightweight, self cleaning ETFE will be used instead of glass in the roof structure. The atrium will open alongside a completed New Street station in 2015.

GB Railfreight completes contract for Angel Trains

GB Railfreight (GBRf), the UK's most reliable freight haulier, joined Angel Trains to celebrate the completion of its refurbished translator vehicles, and the relationship that has been forged between the two companies, on Friday 27 May 2011, at KRS's Eastleigh works where the refurbishment of the vehicles was undertaken.

Kevin Tribley, chief operating officer, Angel Trains, said: "Angel Trains is delighted to be entering into a lease with GB Railfreight for these vehicles. It is the culmination of an extensive and innovative overhaul and modifications package demonstrating Angel Trains, Arlington Fleet Services and GB Railfreights commitment to investing in a partnership approach to projects. Our collaborative approach will deliver a superior service for our combined customer and supplier base."

GBRf has focused on providing Angel Trains a consistently reliable and flexible service supplying locomotives, translator vehicles and drivers to undertake the programme of movements agreed with Angel Trains.

The result of this has seen GBRf undertaking a much increased level of movements and this now includes contracts for Class 153 and 158 units between Cardiff and Doncaster, Class 314s between Shields Road, Glasgow and Springburn and Class 465s between Slade Green and Doncaster.

Phil Amos, market manager for rail services, GBRf, said: "Today's event was to celebrate the excellent relationship that has been developing between GBRf and Angel Trains and we look forward to continuing the successful partnership in the future."

The work on the translators was undertaken by Arlington Fleet Services at Eastleigh Works. Details of work included exterior and interior painting, corrosion works, reconditioning and recalibration of translator equipment, installation of diesel generators and various other modifications to 'future proof' the vehicles, while making them more user friendly to GBRf.

The vehicles 975978 and 975974 are being leased to GBRf with a view to undertaking further movements of Class 465 Networker units between Slade Green and Doncaster. The vehicles will now carry the names Perpetiel and Paschar.



Southern staff member honoured with an MBE

Southern's Service Analysis Manager, Nigel Searle has been awarded an MBE for services to the rail industry in the recent Queen's Birthday Honours list.

Nigel has worked tirelessly on improving Southern's train service provision for many years and was surprised to be awarded the honour. On hearing the news said: "An MBE is not just an honour, but a huge almost daunting responsibility to fulfil passengers raised expectations. This honour is to be shared with everyone at Southern past and present who has contributed to Train Service Development."

Nigel has been a lifelong and passionate advocate of the railway and in his work devotes his time to developing train services around passenger needs. He is equally admired and respected by passenger representatives, passengers and railway industry colleagues.

Nigel lives in Arundel, West Sussex, is married to Cissy and the couple have a recent addition to the family, baby Isaac. He was chairman of the Phoenix Big Band between 2000 and 2010, and founded the Annual Arundel Proms Concert series in 2009.

TV GARDENER PETER SEABROOK NAMES NATIONAL EXPRESS LOCOMOTIVE

A National Express East Anglia (NXEA) Class 90 electric locomotive has been named "Bressingham Steam and Gardens" by the popular TV gardener Peter Seabrook in a ceremony at London Liverpool Street station.

The special occasion marked the 50th anniversary of the opening of Bressingham Steam and Gardens in Norfolk. This wonderful location, with its unique mix of railway heritage and fantastic gardens, was the brainchild and passion of the late Alan Bloom. It has become hugely popular with visitors from across the UK, attracted by its fascinating collection of railwayana and beautiful flora and fauna. Now led by Adrian Bloom, who has protected and enhanced his father's legacy, Bressingham is one of Norfolk's most popular attractions.

Mark Phillips, NXEA Deputy Managing Director said: "We are delighted to play our part in the 50th anniversary celebrations for Bressingham and to recognise their long-established links with the railways of the region. We hope the train naming will promote Bressingham to a new generation of visitors and act as a platform for another 50 years of success."

Photo shows left to right: Chris Leah – Chairman of the Bressingham Trustees, Adrian Bloom, Mark Phillips NXEA's Deputy Managing Director and Peter Seabrook.



NETWORK RAIL OUTLINES FUTURE FOR SCOTLAND'S RAILWAY

Network Rail has published its Scotland Route Utilisation Strategy Generation Two (RUS), which sets out how Scotland's railway will need to grow over the next two decades to keep pace with demand. The Scotland RUS forecasts that considerably more passengers are expected to travel by rail into the major towns and cities across Scotland over the next 30 years with passenger numbers set to double on some routes. Passenger numbers in the Glasgow area will increase by up to 38% by 2025, while passenger growth in Edinburgh is anticipated to grow by 90 to 115% by 2025. Strong growth is also forecast outside of the central belt, with routes between Fife, Stirling and North Berwick and Edinburgh and between Aberdeen and Inverness likely to see significant increases in passenger numbers. With businesses across Scotland also relying on rail to get their staff to work and transport goods, planning ahead to meet this increasing demand is vital in order to support economic growth in Scotland.

The Scotland RUS looks at ways to achieve this and makes recommendations for targeted investments in rail including: earlier services on the Argyle line, the further development of Carstairs remodelling, Highland Mainline and Aberdeen to Inverness infrastructure and journey time improvements, electrification of more Glasgow suburban routes, provision of a bay platform at Aberdeen station to improve capacity.

Nigel Wunsch, Network Rail Scotland's planning and development manager, said: "The rail network in Scotland is experiencing a period of strong growth and increased investment." "In the RUS we have identified a range of value-for-money opportunities to further develop capacity as well as improve how we use the existing infrastructure to ensure the railway continues to make a significant contribution to the economic and social development of Scotland in the years ahead."

BETTER FACILITIES AND INCREASED SECURITY AT TWO MANCHESTER STATIONS

Two stations at opposite ends of Greater Manchester have been upgraded as part of the National Stations Improvement Programme. Passengers using Altrincham and Rochdale stations are reaping the benefit of a £1.89m investment.

Alan Howarth, Network Rail scheme sponsor, said: "Working with Transport for Greater Manchester and Northern Rail has been a truly co-operative process, with Network Rail administering funds on behalf of the DfT, TfGM contributing a substantial part of their own money and Northern delivering the on-site work."

Councillor Keith Whitmore, chair of Transport for Greater Manchester Committee, said: "I'm delighted at the improvements that have been delivered at these popular stations. I am sure that they will be well received. It's important that we work with our partners at Network Rail and Northern Rail to ensure passengers feel welcome, comfortable and safe when they're travelling."

Lee Wasnidge, area director for Northern Rail, comments: "The security of our passengers and employees will be greatly improved by the work at both Rochdale and Altrincham and we have worked hard with our partners to deliver this fantastic programme of enhancement. Thanks to the improvement to facilities, passengers will also now enjoy a more pleasant journey experience when travelling through both of these stations."

At Rochdale, Northern Rail has created two new enclosed passenger waiting rooms with glass frontages for additional security. They also include new information screens, announcement system and CCTV cameras.

In the ticket office, a new accessible counter has been installed to make buying rail tickets easier for disabled passengers, and the station entrance now has new sliding doors.

The subway flooring leading to the platforms has also been enhanced.

For the benefit of less able passengers, the leading edges of the stairs to platform level have been enhanced and a double height handrail has been fixed to the wall.

At platform level the canopies have been painted, drainage has been improved and lighting has been changed to give brighter illumination. The toilet facilities have been completely upgraded, with new tiling, lighting and ventilation. A second ladies toilet has been opened after being out of use for some time. Throughout the station, the number of CCTV cameras has been increased with the addition of another 11 new cameras, providing improved coverage, thereby making the station much more safe and secure for passengers to use.

In Altrincham, the rail part of the interchange is a joint facility used by Metrolink trams and Northern trains. The security and ambience of the booking hall has been enhanced by the introduction of a glass partition with sliding doors leading to the Northern ticket office. Other areas of the station used by Northern passengers have been cleaned and decorated, the footbridge staircase treads have new leading edges in order to improve accessibility and a new CCTV system has been installed throughout the interchange.



TICKETING IS NOW EASIER WITH STANSTED EXPRESS

Stansted Express, the fastest way between Central London and Stansted Airport has launched a new e-ticketing option via its website offering customers the option of requesting a new Print at Home e-ticket, helping to reduce queues and save precious time for busy air travellers using the Airport service.

The new e-ticket allows customers to book on-line, print their ticket at home and simply board the train where the Stansted Express on-board hosts will scan the barcode and verify the ticket. It's now that simple to book and purchase a ticket for immediate travel with Stansted Express.

Although customers still have the option to book on-line and collect their ticket at the station, the new e-ticket is already proving popular and by booking on-line passengers can save £1 off the single and £2 off a return fare, and Stansted Express will not charge a booking fee.

Adrian Warren, Marketing Manager for Stansted Express said, "Travelling to and from an Airport can at times be a stressful experience and we continually look at ways to make travel easier. The new e-ticket service has been well received by both our inbound and outbound audiences in speeding-up their time at the station as they continue with their onward journey. With trains every 15 minutes, it really is the fastest way to arrive and depart Stansted Airport."

To book on-line, for up-to-date travel information, on-line registration and the latest offers and promotions, customers using Stansted Express should visit: www.fastersgettingbetter.com

Stansted Express train operator National Express East Anglia is introducing a £155m fleet of 30 brand new trains on the London Liverpool Street to Stansted Airport service, improving passenger comfort and reliability. All the new trains will be in service on this key airport route by August 2011.

Picture: Stansted Express on-board hosts Karl Paul and Kevin Wright with the first Stansted Express e-ticket. VRG is a joint



South West Trains passengers in Honiton to benefit from £1.4 million station improvement scheme

A new look station for Honiton has been officially unveiled to the public following a seven month refurbishment programme to create a modern station environment, fit for the needs of today's passengers. Passengers using Honiton station are now greeted by a more welcoming station environment following the completion of a £1.4m joint improvement scheme by South West Trains working in partnership with the Department for Transport, Devon County Council and Network Rail.

The improvements made include:

- The old station building has been completely refurbished to create a more spacious booking hall and ticket office. A brand new accessible toilet has now been installed, including baby changing facilities.
- A new ramp has been installed on platform 2 making it much easier for all passengers to use the station. This is especially beneficial for those travelling with luggage or with young children, and provides access for disabled passengers who can now access both platforms.
- A new retail unit, for which expressions of interest have already been received.
- A new waiting shelter on platform 2

NORTH COTSWOLD REDOUBLING COMPLETES FIRST STAGE OF WORK

Two formerly disused platforms at Charlbury and Ascott-under-Wychwood stations have been re-open to passengers for the first time in 40 years.

These platforms - buried and removed after spending cuts in the early 1970s - will cater to trains running on the extra 4.5 miles of new track between Charlbury and Ascott-under-Wychwood.

This also marked the end of an intensive nine-day improvement programme and the completion of the first stage of the North Cotswold redoubling scheme.

The £70m scheme, spearheaded by Network Rail with support from First Great Western and Cotswold's Line Promotion Group, will enhance capacity and performance of rail services between Worcester and Oxford with an extra 21 miles of track.

Mike Gallop, principal programme sponsor for Network Rail said: "For many years, the North Cotswold line has been suffering from a frustrating bottleneck because of the single track. This will soon become a thing of the past as we move a step closer to completing the redoubling scheme with the launch of the first phase today. We will continue to work hard over the next two months to complete the scheme, bringing direct benefits to thousands of passengers from Oxford to Worcester."

First Great Western Managing Director Mark Hopwood said "In the past ten years we have seen marked growth in the area First Great Western serves. The combination of improved reliability, better connectivity, and the competitiveness of rail against other modes of transport is increasingly attracting customers to use the railway. This redoubling scheme will allow us to deliver extra capacity, and improved reliability on North Cotswold rail services, which is good news for our customers."

As part of the first stage of improvement work, an extra track is installed to help remove congestion and increase capacity on an otherwise single line between Charlbury and Ascott-under-Wychwood.

In addition, passengers at Charlbury and Ascott-under-Wychwood will also benefit from a bigger, brighter and accessible stations with improved facilities, including new platforms with step-free access, new lighting and real-time digital passenger information systems.

The signalling equipment in the area, including the system deployed at the Ascott-under-Wychwood signal box, is also upgraded to modern standards and will help to improve the reliability of rail services.

Around 1700 engineers were mobilised to work round the clock in the nine days to deliver this programme of work. Work will now focus on the final stage of the scheme to commission the remaining 15.5 miles of track between Evesham and Moreton-in-Marsh during August.



View from the Outside

This month I had gastroenteritis and was taken to hospital and put on drips and because I hadn't slept for so long I started hallucinating, but unfortunately I didn't hallucinate any trains so I am not too sure what the point to this story is going to be.

Maybe it's the fact that I want to tell you how good Andy was during my illness and how I missed a day out at Berwick which I'm sure would have been great, or maybe I don't have anything interesting to say because I was so poorly so I am just telling you random bits of information.

Next time I write an article I may well be in my new house as we are moving house within the next month! Again, not really relevant to the magazine I admit. When I was better Andy and I did travel on a rather cool train at Scarborough and I would really recommend it, it was far cheaper than a main line train that's for sure! £3000 for a season ticket to and from university I'd have to pay if I didn't choose to live on campus!

This 'cool' train showed brilliant views of Scarborough beach and hopefully a photo will be shown on this page for you to see just how good this train really was. I now have another infection, not of the stomach like gastroenteritis but in my two wisdom teeth (although Andy says he doesn't think I have WISDOM teeth) but I do wonder is it the trains I am picking all of these infections



from?... Only joking, see you next month unless I gain even more infections...Until next month, happy training. If you have any comments, about my articles or any ideas about what I could write about please drop me an email, I always love the fan mail.

megan.thomason@railtalkmagazine.co.uk

CAMERA VAN SHOWS WOMEN AGED 50-65 ARE COMMITTING MOST LEVEL CROSSING OFFENCES

The first findings of an initiative in south east England to curb dangerous and disruptive activity at level crossings has revealed that female motorists aged between 50–65 years old committed the most offences*, accounting for over a quarter of those recorded. The surprising trend comes to light after analysing the data gathered in just a few months since the purpose-built marked police van, which contains cutting-edge camera technology to deter motorists from breaking the law at level crossings, started operations in January 2011. Despite having a highly visible presence close to the crossing, British Transport Police officers, who operate the van, have caught and prosecuted 1,131 people with various offences ranging from jumping the lights and driving through crossings as barriers come down to striking barriers, careless and dangerous driving and yellow box junction obstructions.

Men aged 50-65 account for the second highest number of offences (19%), which means that this age group alone is responsible for 47% of the misuse caught on camera. By contrast, males aged between 17-25 – often regarded as the highest risk motoring group - accounted for 8% of offences.

To date, the van has carried out operations at 43 level crossings across the south east of England. Motorists and pedestrians in Greater London committed the highest number of offences, accounting for 46% of those recorded to date. Kent residents accounted for the next highest number of offences (17%), followed by Surrey (14%), West Sussex (13%), East Sussex (5%) and Hampshire (3%). Dyan Crowther, Network Rail's director of operational services, said: "The camera vehicle has proved what we always believed, that far too many people are misusing level crossings. Although the initial trend shows that older people are responsible for the highest number of offences, all ages misuse crossings. Our aim is to deter them all rather than prosecute."

NEW HOME WANTED FOR RARE RAILWAY WAGON FROM BATH

A rare German wagon, which has emerged for the very first time from the historic vaults at Bath Spa station, now needs a new home. The initiative to conserve the wagon is led by the Railway Heritage Committee, Bath & North East Somerset Council and Network Rail.

Currently being delicately restored in Bristol, the wagon was manufactured by Orenstein & Koppel (O&K). O&K is a German company that provided railway equipment to serve the trenches on the German side during the First World War. The company's initials – O&K Berlin SW – can be found inscribed on the wagon's axle boxes.



Neil Butters, secretary of the Railway Heritage Committee said: "I contacted the Narrow Gauge Railway Society and the Industrial Railway Society, who had never previously been aware of this system. They confirmed how rare it was in Britain, particularly the 50cm gauge, and because of this the wagon was 'designated' by the Railway Heritage Committee as being of sufficient interest to warrant long-term preservation."

Stephen Bird, head of heritage services for B&NES Council, said: "The wagon serves as a wonderful reminder of Bath's considerable industrial history. We get to learn many interesting stories from it – the railways, coal, electricity, the river. The wagon also has its own colourful stories about its abandonment, entombment in the vaults and subsequent re-discovery decades later"

Jerry Swift, head of community rail for Network Rail said: "Network Rail is proud of the unique railway heritage of which it is custodian, and this is one small piece of that heritage previously unknown in recent years. We very much hope a suitable long term home can be found."

The narrow gauge wagon was uncovered in the vault nearly 10 years ago, when plans for the Southgate development were first mooted. Apart from the wagon, a short section of track and a small turntable were also found underground. Until 1953, a small 50 cm-gauge wagon tramway system was in operation in the vaults adjacent to the rear of the London-bound platform at Bath Spa station. It was installed shortly after the adjacent privately-owned power station – established in 1890 – was taken over by Bath Corporation in 1897. A shunting horse at high level had drawn wagons of loaded coal around a sharp curve at the rear of the platform, with the contents dropped down chutes to be trundled next door.

The Nosh Report

Welcome to another "Nosh Report", remember that this is your chance to let everyone know where to go for something to eat or drink, (eg: cafe, takeaway, sandwich shop) when out and about. It can also be about whilst you are on a railtour or sampling the delights of on train catering.

This month I went up to Edinburgh and looking for somewhere different, I popped in to this place: 99 Hanover Street, located at 99 Hanover Street, Edinburgh, EH2 1DJ. Their phone number is 0131 225 8200.

Not my usual quick bite and run establishment I know, but I thought you might like to know about it anyway.



They do specialise in burgers and I had "The Hangover" which included bacon, egg and cheese together with garlic mayo. The price was £7.99 and the quality was fantastic. This is definitely one that I will come back to next time I'm in Edinburgh.

Plenty of other offers available including specialities such as "Iron Bru" ice cream, salads, bar snacks etc. Lunchtime prices start at only 99p so do check their offers.

They are open :

Monday - Friday 12 - 3 , 5 - 10
Saturday 12 - 10
Sunday 12 - 5

However do remember that this place can get pretty busy and that is especially so when there is a sporting events on in Edinburgh. Also this is not a place to visit if you are in a rush, all food is cooked to order so be prepared to wait.



Just one of the many reviews I found for this place summed it up in my opinion:

A really neat place with great food. This was my first stop in Edinburgh, and it couldn't have been a better way to start off. Had a great meal, a cold beer, and got to watch black and white, silent cartoons projected onto one of the walls. "

As I always say, if you know of anywhere that is worth a mention then please let me know, I always enjoy visiting new places and discovering new locations.

Until next month,

steve.roberts@railtalkmagazine.co.uk
Stephen W Roberts

A LIGHTER , BRIGHTER CONCOURSE FOR PORTSMOUTH AND SOUTHSEA STATION



An eight month project to completely replace the 160 year old glass roof at Portsmouth and Southsea station has been completed, resulting in a lighter, brighter concourse for the thousands of passengers who pass through it each day.

The station is a Grade II listed building, so the new roof had to closely match the original design. One difference which was allowed was the use of clear glass rather than the frosted glass used in the original. This will let more natural light onto the concourse, providing a better environment for passengers.

Richard O'Brien, Network Rail's route managing director for Wessex, said: "This is a great example of how we can improve stations for passengers at the same time as preserving Britain's rich rail history. The station now has a better environment and ambience which we hope will make a positive difference to passengers passing through it. We thank people for their patience while we carried out this upgrade."

Jake Kelly, customer service director for South West Trains, said: "Portsmouth and Southsea station will now be far more welcoming for passengers, benefitting from a beautiful new wooden roof and more natural light entering the building."

The construction of the new roof took teams of engineers around 30,400 hours to complete and involved:

- Fitting 1,300 panes of glass – approximately enough to cover 4½ tennis courts
- Laying 38,000m of cable – enough to run along the railway between Portsmouth & Southsea and Littlehampton
- Placing 10,000kg of lead – the equivalent of six Ford Fiestas
- Installing 6,500m of timber – enough to reach the Isle of Wight if laid end to end
- Adding a bright finish to the roof using enough paint to fill around 3,500 pint glasses

The project also included the installation of a new energy-efficient intelligent lighting system. Passengers will notice that lights are only on when they are needed, and when they are on they automatically adjust depending how bright it is outside. This is not only helping reduce the cost of running the railway, it is more environmentally friendly, which could save up to 18 tonnes of carbon dioxide emissions every year – the equivalent of seven average cars being taken off the road.

A Different View



Virgin Trains Pendolino Class 390 043 pauses at Rugby whilst being overtaken by another member of the fleet. [Paul Godding](#)

Drivers eye view, Virgin Voyager Class 221 144 passes through Central Rivers depot during a charity tour on June 11th. [Andrew Wilson](#)



DRS "Choppers" Class 20 309 and 20 308 lead the
6M95 over Eynsford Viaduct in beautiful evening sun on July 1st.

Matt Price





Peckett 0-4-0ST steam locomotive built 1916 (works number 1438) is seen with the Brake Van tour on June 18th. [Richard Hargreaves](#)

Carrying the livery of the Eccles Slag Co Ltd, who were one of the original occupants at the Scunthorpe site of Tata steel, "Arnold Machin" an 0-6-0DE diesel electric locomotive built by the Yorkshire Engine Company (works number 2661) in 1958, stands outside the AFRPS depot on June 18th. *Richard Hargreaves*





Above: An 0-6-0DM diesel mechanical locomotive built by Bagnall (works number 3151) in 1962 "Richard Clark" is seen at the Frodingham station halt. [Richard Hargreaves](#)
 Below: Hudswell Clark No. 10 (Works No. D1344) "PETER BRIDON" is seen undergoing maintainance. [Richard Hargreaves](#)



Above: Derby Lightweight DMU trailers, Class 108 TSL No. 59245 and Class 104 DTCL No. 54207 are used on some of the tours round the Scunthorpe site. [Richard Hargreaves](#)
 Below: Yorkshire Engine Co. Class 02 No. D2853 is seen at the depot. [Richard Hargreaves](#)



Ffestiniog Railway

In glorious weather during the Spring half-term school holidays, the Ffestiniog Railway's "Blanche" draws into TanYgrisiau station with an afternoon train, June 2nd. [Ben Bucki](#)



Keighley and Worth Valley



During the Spring school half-term holidays, the first train of the day on the Keighley and Worth Valley Railway departs Haworth for Keighley, formed of the lines Class 108 DMU. This unit is shortly to be withdrawn for repairs, and will be replaced by the recently restored Class 101 unit. *Ben Bucki*



Keighley and Worth Valley Diesel Gala
 Above: Class 25 059 works a service from Keighley to Oxenhope through Haworth fields on May 20th. [CJ Sutcliffe](#)



Above: Class 37 No. D6700 and Class 47 715 are seen at Haworth during the KWVR Diesel gala. [Colin Irwin](#)
 Below: Class 37 No. D6700 ascends through Haworth fields on a service to Oxenhope on May 22nd. [CJ Sutcliffe](#)



In the absence of a visiting loco from DRS, apparently due to fleet availability issues, Hanson Traction helped to bail out the KWVR by sending their grey liveried Class 56, which was a performer on Friday and Saturdays service diagrams but was stabled at Oxenhope all day on Sunday. Here she is seen choking half of Haworth as she departs from Haworth station on May 20th with a service from Oxenhope to Keighley, double headed with ex-Fragoneset Class 47 715 "Poseidon", another fellow visitor to the railway that weekend. [CJ Sutcliffe](#)



Above: English Electric Experimental shunter No. D0226 "Vulcan" heads for Oxenhope on a service from Keighley on May 22nd. [Colin Irwin](#)

Below: Class 47 715 is seen departing Oxenholme on May 22nd. [Colin Irwin](#)



Bluebell Railway



SE&CR P Class No. 323 "Bluebell" and No. 178 "Nettle" depart Kingscote with the 12:00pm Service to Sheffield Park on May 7th. [Nathan Gibson](#)



FIFTY SUPPORTERS SIGNED UP!

**GCR CLASS 2 No. 567 'NEW BUILD' PROJECT
HAS FIFTY SPONSORS SIGNED UP WITHIN
DAYS OF LAUNCH**

**GCR TENDER NOW SECURED AND MOVED TO
RUDDINGTON ENGINEERING BASE**

The project to build a brand new GCR Class 2 locomotive No 567 is off to a flying start, attracting almost 10% of the required supporters in under a fortnight. Within days of the formal launch of the vision, which took place at the Spring Bank Holiday GCR Golden Oldies event, fifty supporters had pledged to fund £5.67 a month towards the costs.

Group chairman and project manager Andrew Horrocks-Taylor said, "We couldn't be more delighted. People are clearly excited by the idea of a 'brand new' Victorian engine. I had cautiously hoped we might have 50 supporters by the end of the Summer - but to have them inside two weeks is phenomenal. It's almost 10% of the 567 sponsors we need to complete the job! Some of the first people to join paid a full year's sponsorship in one go, so we've got a helpful lump sum to get going."

Meanwhile, an original GCR tender was loaded and transported to Ruddington (the Northern GCR railhead and the projects base) by a professional haulage company under the supervision of GCR 567 Locomotive Chief Engineer Mike Fairburn. The 23 Ton of steel in tender form required some extraction from its previous home of over 10 years, with a 1 ½ mile shunt to its eventual loading position. With a few inevitable hitches the tender was loaded late morning at the Midland Railway Centre Butterley and was delivered to its new home at Ruddington a few hours later.



Chief Engineer Mike Fairburn said. "Initial inspections indicate that the frames and running gear are in remarkably good condition with the added bonus that many GCR fittings can be salvaged from the life expired tank."

A cylinder block is in the process of being acquired for the locomotive. Further supporters are encouraged to join up and the benefits shown below were declared at the launch event:

- First 50 GCR567 supporters to sign up will have a free footplate ride on the completed locomotive (Note: all now taken)
- First 200 GCR567 supporters to sign up will have a free seat on the first train pulled by the completed locomotive
- All GCR567 supporters are to be automatically entered into a quarterly draw to win a footplate ride, either on 567 or the Chief Engineer's Locomotive when completed next year.

Some of the reasons the first donors have given for signing up are fascinating:

- One supporter signed up as a memorial to his Great Great Grandfather, who was discovered as part of a genealogy search to have been killed in a railway accident at the Woodhead Tunnel in 1856.
- Others are linked to Manchester's Gorton works, with one such individual who now lives in Australia insisting his Manchester based ex-workmate to attend the launch!
- A further individual congratulated the group for looking to build a "truly beautiful Victorian locomotive".

Mr Horrocks Taylor concluded "The project is one of the few opportunities for people to be involved with a 'new build' that looks to recreate a locomotive class from history rather than peoples' memory. The prospect of running a classic GCR Victorian Express locomotive with original GCR carriages on the only preserved Main Line, a GCR mainline, is a vision we can now look forward to. We're off to a great start which will hopefully encourage more donors. With 567 supporters we can make number 567 a reality soon!"

Photo Left: Donor Tender at Ruddington - GCRN, May 21st. [Andrew Horrocks-Taylor](#)

Photo Above: Donor Tender, Centre Wheel Detail - GCRN, May 21st. [Andrew Horrocks-Taylor](#)

West Somerset Railway



WSR Mixed Traction Gala

Above: On June 11th, during the WSR's Mixed Traction Weekend event, visiting Class 59 103 "Village of Mells" and 59 001 "Yeoman Endeavour" double head the 1600 Minehead to Bishops Lydeard service at Dunster Marsh. Of note is the 5-tone 'Chime' horn attachment located on 59 103's headboard mount. [Jonathan Gill](#)



Above: On June 11th, visiting Class 59 001 "Yeoman Endeavour" & 59 103 "Village of Mells" double head the 1000 Bishops Lydeard to Minehead service past Washford Recreation Ground. This was the first time 2 Class 59s had worked together on a passenger train on the WSR. [Jonathan Gill](#)

Below: On June 10th, Class 59 206 "John F Yeoman - Rail Pioneer" which carries the new red DB Schenker livery, passes Watersmeet with the 1100 Bishops Lydeard to Minehead service. [Jonathan Gill](#)



On June 11th, during the WSR's Mixed Traction Weekend event, Hymek No. D7017 powers away from Washford during a brief spell of sunshine with the 1300 Bishops Lydeard to Minehead service.

Jonathan Gill



Real nuts blog at Railnuts.com



RAIL NUTS is the answer to all your dreams! You can blog away to like-minded people all day long. RAIL NUTS is dedicated to people worldwide who are passionate about railways. Not just engines, but the whole railway scene. The railways changed and enhanced our world now RAIL NUTS can increase the clarity of your interest. Join a community of passionate, like-minded people who wish to get the facts right. The latest technology will be employed to give you absolutely top quality photographs and yes, more importantly, videos, enabling all of us to see in real time any special events or, indeed, sometimes mundane events, happening on railways throughout the world.





Above: S&D No. 88 gets ready to leave with the 1100 departure to Minehead while FGW Class 150 123 sits in contrast on the 1103 shuttle to Taunton. Apart from being the same gauge, just about the only thing they have in common is that they're both painted blue!. [Steve Thompson](#)

Below: Hymek Class 35 No. D7017 arrives into Bishops Lydeard with the 1000 from Minehead. [Steve Thompson](#)



Above: No. 88, gets ready for it's 3 o'clock departure. The trained eye will be able to make out the unmistakable shape of FGW Class 150 123, which awoken from it's slumbers to form the 15:03 shuttle to Taunton. [Steve Thompson](#)
Below: Only in undercoat, Warship Class 42 No. D832 waits for the off at just before twelve o'clock. [Steve Thompson](#)



Good old Class 47s have appeared in many liveries over the years, but you just can't beat the original two-tone green.
A shining D1661 glides into the station on the 1100 from Minehead.
Quite superb! [Steve Thompson](#)



Class 59 001 arrives into Bishops Lydeard with a service from Minehead. Apparently, the bell on the front makes it more interesting! [Steve Thompson](#)



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Bodmin and Wenford



25th ANNIVERSARY WEEK

T9 4-4-0 No. 30120 is seen starting to climb from Bodmin Parkway to Bodmin General near Charlies Gate on their 25th anniversary week, Southern engine day, June 21st. [Steve Andrews](#)



Above: Class 50 042 is seen in action at the Bodmin and Wenford on June 5th. [Lewis Mitchell](#)
 Below: Class 33 110 is also seen in action at the line on June 5th. [Lewis Mitchell](#)



THE GR8 ESCAPE SURPRISES CONTINUE! Over £16,000 raised for GWR's emergency appeal!

In order to properly record the Gr8 Escape Event, the Gloucestershire Warwickshire Railway's Chairman, Malcolm Temple, along with their Fundraising Coordinator, Alan Bielby, travelled to Loughborough on May 9th to receive Great Central Railway's giant cheque for their donation. The great surprise was the value of the cheque! The GCR had previously indicated a value of 'at least £7,000'; however the final figure was £9,149.68! Clearly all the stops had been pulled out to raise this sum and the GWR are extremely grateful for all the efforts made to raise this amount.

Bill Ford (GCR President) spoke of the "marvellous working relationship which had developed between the volunteers of both railways over the course of the event". He added "it was particularly good news to hear how the GCR's initiative with the Gr8 Escape weekend had proved a catalyst to a whole series of such events and special trains across the country in support of GWR".

In this respect, Dinmore Manor Locomotive Limited for example has just donated £500 towards the appeal, expressing pleasure at their 2-8-0 No.3850 being a participant at the Gr8 Escape event.

Malcolm Temple commented: "With the £7,000 raised by the GWR's own efforts during the event, the total of over £16,000 has allowed the GWR to start its slip investigation works and so find out just how much the repairs will cost. Initial results are expected in mid-June and only then can the full extent of the problem facing the GWR be determined. Fingers are crossed that the cost will be much less than the very lengthy Gotherington slip and, with the continued support of our friends, we can dare to contemplate repairs in time for next year's operation."

Photo: On the left is Bill Ford (GCR President) and Malcolm Temple, right.





3M ASSISTS GREAT CENTRAL RAILWAY IN BRAND NEW TURNABLE PROJECT

Volunteers from 3M at Loughborough are assisting Great Central Railway to install a major new infrastructure project at their Quorn & Woodhouse station. The railway is installing a 60ft turntable, for turning rolling stock and locomotives.

“Watching a 180-ton loco turning 360 degrees at close inspection will be quite a spectacle for our visitors. We are so grateful for 3M’s contribution to this exciting project” said Kate Tilley, Great Central Railway’s Marketing Manager.

The volunteers from the diversified technology company are working over two days (June 22nd & 23rd) to assist in the restoration of components including a level crossing gate and original decorative cast-iron lamp standards. These will enhance the main turntable project which started in mid June.

Up to twelve 3M employees are taking part in the project under the 3M 4Good programme, which gives every employee the opportunity to do a day’s work for the community in company time. Specialist paint for the work has been donated by JL Putt & Sons of Loughborough.

3M Communications Manager Julie Owen said there had been great enthusiasm for the project. “Great Central Railway do such a magnificent job in preserving the golden age of steam and our employees were only too happy to lend their support,” she added.

Tony Sparks, Director at the Great Central Railway, said “This is a very welcome move by 3M who are a vital employer within area, and their input is a valuable contribution to the community and our heritage activities, which are mostly funded by grants and donations. We much appreciate the gesture”

The £130,000 project, generously funded by various directors and trustees, is expected to be finished in October just in time for GCR’s spectacular Autumn gala



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!

Llangollen Railway

DMU Gala
Class 109 "Wickham" DMU DMBS No. 50416 and DTC No. 56171
arrives into Glydyfrdwy on June 26th. [Brian Battersby](#)





Above: Class 108 DMBS No. 51907 and DTC No. 54490 leads the Class 109 "Wickham" DMU with a working to Llangollen. [Brian Battersby](#)
 Below: Class 104 DMBS No. 50454 and DMC No. 50528 are seen departing Glyndyfrdwy with the Class 108 on June 26th. [Brian Battersby](#)



Class 127 DMBS No. 51618 and Class 108 DTC No. 56223 pass through Glyndyfrdwy on June 26th. [Brian Battersby](#)

BREL Railbus RB004 visiting the line for the event is seen at Glyndyfrdwy. [Brian Battersby](#)





A BRACE OF DUCHESSES!

Nottingham Society of Model and Experimental Engineers bring together a record 14 miniature Stanier Masterpieces! It was red letter day for model engineers and fans of all things connected to the London Midland and Scottish Railway. No fewer than fourteen 5 inch gauge Duchess class locomotives were on display at the Nottingham Society of Model and Experimental Engineers track at Ruddington. Ten of them were in steam and posed together 'on shed' in what's thought to be a record breaking line up. The other locomotives, some part built models were on static display. There were also two gauge one Duchesses in operation and for good measure a model of a Royal Scot in 7 1/4 gauge. The gathering was been organised by club member Nick Harrison. "Last year we hosted three 5 inch gauge Duchesses's, but I don't think anyone has ever brought up to fifteen together at once. It was a truly special occasion and all the owners of the models, who came from far and wide, have been delighted to join in with the spirit of the event. This is a private event for our members, but we hope it will help raise the profile of our society within the model engineering movement."

Among the miniature masterpieces in steam were No. 46255 Duchess of Gloucester, No. 46240 City of Coventry, No. 6233 Duchess of Sutherland and No. 46251 City Of Nottingham. Introduced in 1937 and designed by the legendary William Stanier, Chief Mechanical Engineer of the LMS, it's unlikely there was ever such a sizeable line up of the locomotives in standard gauge. On lookers at the event who had worked at Crewe shed commented that only four or five would be on shed together. With many having been scrapped, the line up would be impossible today.

The club has a raised 3/12 and 5 inch gauge track which runs to almost half a mile ensuring the Duchesses were given a good workout. There is also an extensive ground level 7 1/4 inch gauge railway which even has a branch line, a gauge one track and comprehensive steaming and engineering facilities. This year NSMEE celebrates its 20th anniversary at its current site at Ruddington, just south of Nottingham. This is also the base for the Great Central Railway Nottingham who operate standard gauge heritage trains towards Loughborough.



FIVE STEAM LOCOS SET TO STAR IN GCR'S FAMOUS MAIL BY RAIL GALA FULL SET OF MK 1 TPO VEHICLES ON HIGH SPEED MAIL DROPS

Great Central Railway's famous Mail by Rail Gala is imminent! Over the weekend of the 23rd and 24th of July a total of 5 steam locos will operate an intensive timetable with four non-stop mail drops each day.

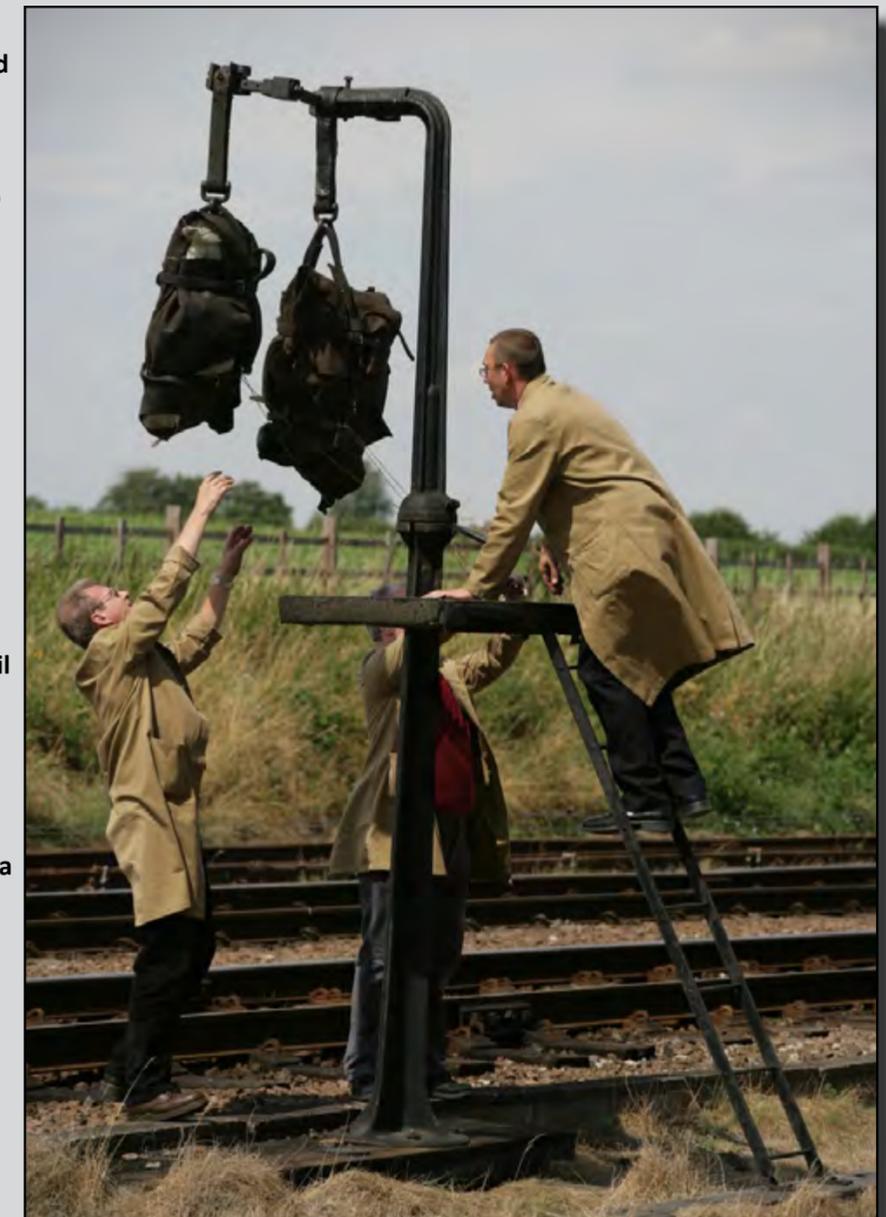
Pitchford Hall, LMS 8F 48624, 78019, Prairie 5542, N2 1744 will all star in the 2 day gala. Selected locos from the line up, yet to be announced, will pair up with the fully restored MK 1 travelling post office train wearing smart 1950s Royal Mail livery. The set, owned by Railway Vehicle Preservations Ltd, will make up to four high speed mail drops on Saturday and Sunday. This spectacle can be seen by visitors just South of Quorn station.

Visitors to the railway are also invited onto the footplate of a static loco, complete with Pullman carriages to explore, situated at Quorn station. The weekend also sees the launch and official opening of the railway's brand new cafe, Butler Henderson also at Quorn. The cafe, due to be opened by Antiques expert, Paul Atterbury at 2.45pm will provide brand new refreshment facilities for the railways 100,000 plus annual visitors.

"There will undoubtedly be a lot of variety at the Mail by Rail gala, and we hope enthusiasts will thrill to the high speed mail drops on GCR's double track" said GCR President Bill Ford. He added "We are really proud to officially open Butler Henderson at this exciting event, the new 45 seater cafe will transform Quorn station and the picnic area will give visitors a grandstand view of the passing trains"

More details, including the fares and timetables will be available on the GCR website closer to the event. Current and past employees of the Royal Mail and anyone visiting the event with them will be entitled to discount tickets on production of proof of employment.

Photo: Mailbags ©Milepost[1] mail by rail



NRM Locomotion Shildon

The sole surviving Class J21 No. 65033 is seen in the workshops at NRM Shildon where rebuilding will begin in the next few weeks.

Alan Usher



Lakeside & Haverthwaite



Above: 1942 W.G. Bagnall 0-6-0ST No. 2682 "Princess" is seen at Haverthwaite. [Ian Furness](#)
Below: Hunslet 0-6-0ST No. 3698 "Repulse" is seen at Lakeside on June 29th. [Ian Furness](#)



The A1 Steam Locomotive Trust
New Steam for the Main Line

All Aboard the "TORBAY EXPRESS" For Tornado

Tornado, started her summer season hauling the "Torbay Express" from Bristol to Paignton and Kingswear early with an additional train on Sunday 3rd July 2011.

The locomotive is now wearing a different livery of BR Brunswick green, in place of her now familiar LNER apple green, which the original A1s carried for most of their lives up until the last one was scrapped in 1966. Over the duration of her first boiler certificate Tornado will carry all of the A1's historic liveries of LNER apple green with 'British Railways' on the tender, BR blue and BR Brunswick green, with both crest and emblem.

Tornado will be hauling the "Torbay Express" from Bristol to Paignton and Kingswear (Paignton & Dartmouth Steam Railway) and return every Sunday for five weeks from 3rd to 31st July inclusive. The 'Torbay Express' is the perfect way to experience the true majesty and romance of steam, whisking its passengers across the flat Somerset levels to Taunton, charging through the Blackdown Hills and down the Exe Valley to Exeter, then alongside the sea-wall from Dawlish Warren to Teignmouth and finally through the delightful wooded estate once owned by Agatha Christie and down into the old riverside terminus station at Kingswear.

Starting at Brunel's famous Bristol Temple Meads station at 09:15hrs and stopping to pick up passengers at Weston-super-Mare (09:40hrs) and Taunton (10:40hrs), the 'Torbay Express' takes the spectacular coastal route via Dawlish, Torquay and Paignton, then onward via the Paignton & Dartmouth Steam Railway, with stops at both Paignton (12:00hrs) and Kingswear (12:45hrs, for Dartmouth) to set down passengers for an afternoon on the delightful South Devon Riviera. The return train departs Kingswear at 16:45hrs, calling at Paignton (17:15hrs), Taunton (18:50hrs) and Weston-super-Mare (20:05hrs), arriving at Bristol Temple Meads at 20:40hrs

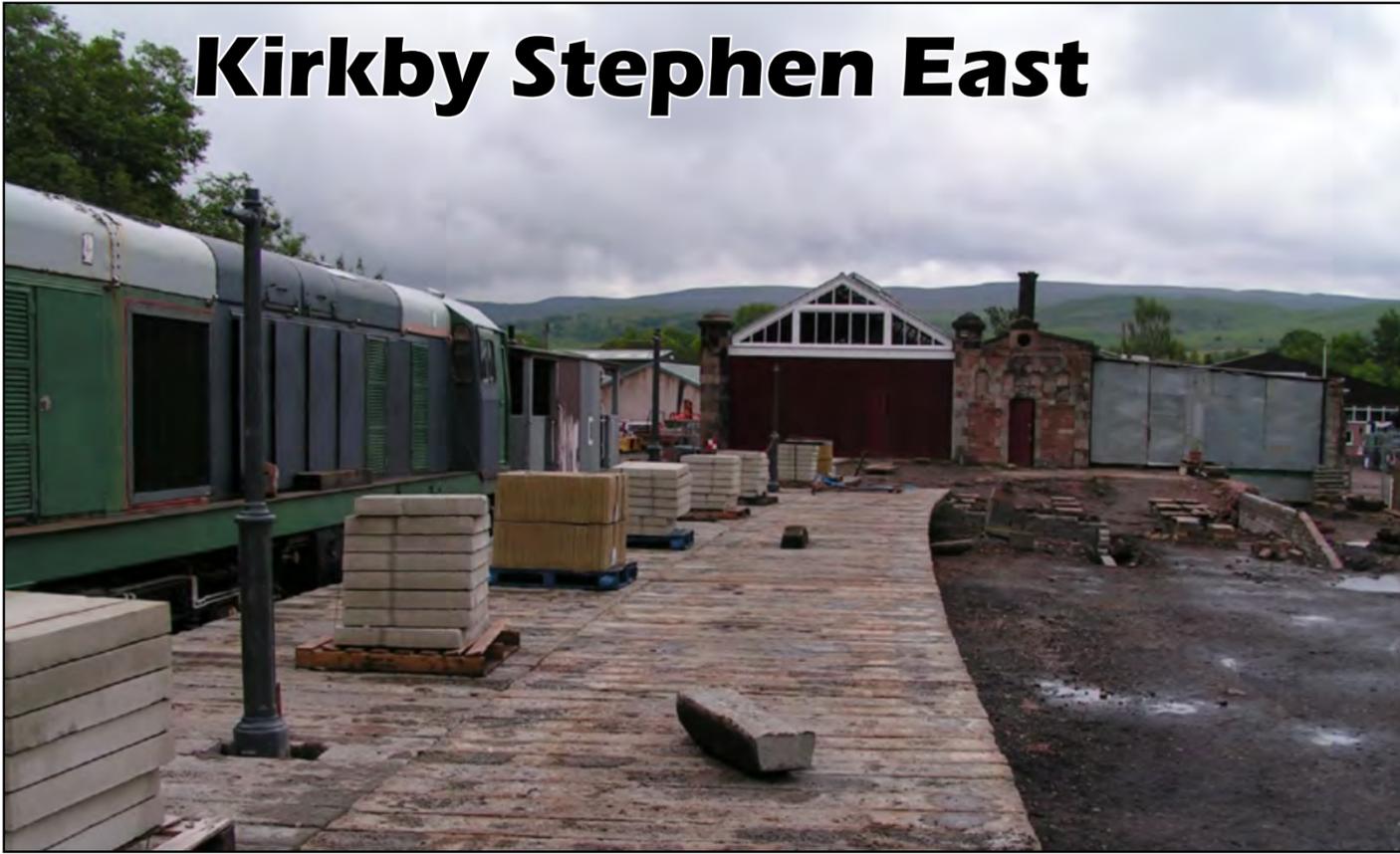
Prices for travelling on the 'Torbay Express' are Standard Class (adult £75.00; child £49.00), First Class (£115.00) and Premier Dining (£185.00). Additionally, a small number of tables for two in First Class and Premier Dining may still be available on certain dates at a supplement of £25 per person and there is a £20 discount for parties of four in Premier Dining and First Class. Premier Dining fares include at seat silver service dining: a hearty English breakfast, morning and afternoon tea and coffee, a four course dinner with coffee and chocolates served after a champagne-assisted departure on the return journey. First Class fares include a complimentary service of morning tea and coffee with Danish Pastries and an afternoon Devon Cream Tea on the return journey. There is also an at seat service of light meals and snacks for purchase from the day's menu. Standard Class passengers can purchase sandwiches, snacks and drinks from the buffet. A selection of wines and other alcoholic and soft drinks are available for purchase on-board.

The trains are being promoted by Torbay Express Limited and seats can be booked via telephone (01453 834477), Web (www.torbayexpress.co.uk) or email (contact@torbayexpress.co.uk).

Mark Allatt, chairman of The A1 Steam Locomotive Trust, said:

"We are delighted to hauling the 'Torbay Express' again in 2011 and hope that railway enthusiasts and members of the public who have followed Tornado's progress in the press will take this opportunity to come and ride behind her in her new livery on this truly great railway journey."

Kirkby Stephen East



These are the latest pictures of Kirkby Stephen East, showing the platform extension that is being built. The piles of slabs are the edging stones and then the middle section will be tarmacked once the edging is done.

Photos: Mike Thompson and Mark Keefe





KIRKBY STEPHEN EAST

“Stainmore 150” Events in 2011

During 2011, there will be a full programme of events held in Kirkby Stephen and the local community.

Bank Holiday Weekend 27th - 29th August 2011

‘Stainmore 150’ - a 3 day festival to mark the 150th anniversary of the opening of Kirkby Stephen East

We have recently been delighted to hear that we have received a grant of £33,400 from the Heritage Lottery Fund towards the cost of organising our programme this summer.

A series of exhibitions in Kirkby Stephen during June, July and August.

A Festival over the August Bank Holiday weekend, 27-29th August 2011, based at Kirkby Stephen East to mark the 150th Anniversary of the first passenger train in 1861. This will also witness the first passenger train to depart from the station since closure almost 50 years ago.

A series of presentations held in a number of local communities over the winter months (October 2011 - March 2012).

Various steam locos will be visiting KSE during the weekend of 27-29th August including 78019.

For upto date information please log onto

<http://www.stainmore150.co.uk/> or <http://www.kirkbystepheneast.co.uk/>

STAINMORE
150
CELEBRATION
27-30 AUGUST

STAINMORE
RAILWAY COMPANY

Supported by
The National Lottery[®]
through the Heritage Lottery Fund

heritage
lottery fund



Above: BR Standard Class 4 2-6-0 No. 76045 crosses Belah Viaduct.
Below: LNER 0-6-0 No. 899 is seen departing a busy Kirkby Stephen. *Both: Mark Keefe/Stainmore Railway Company*



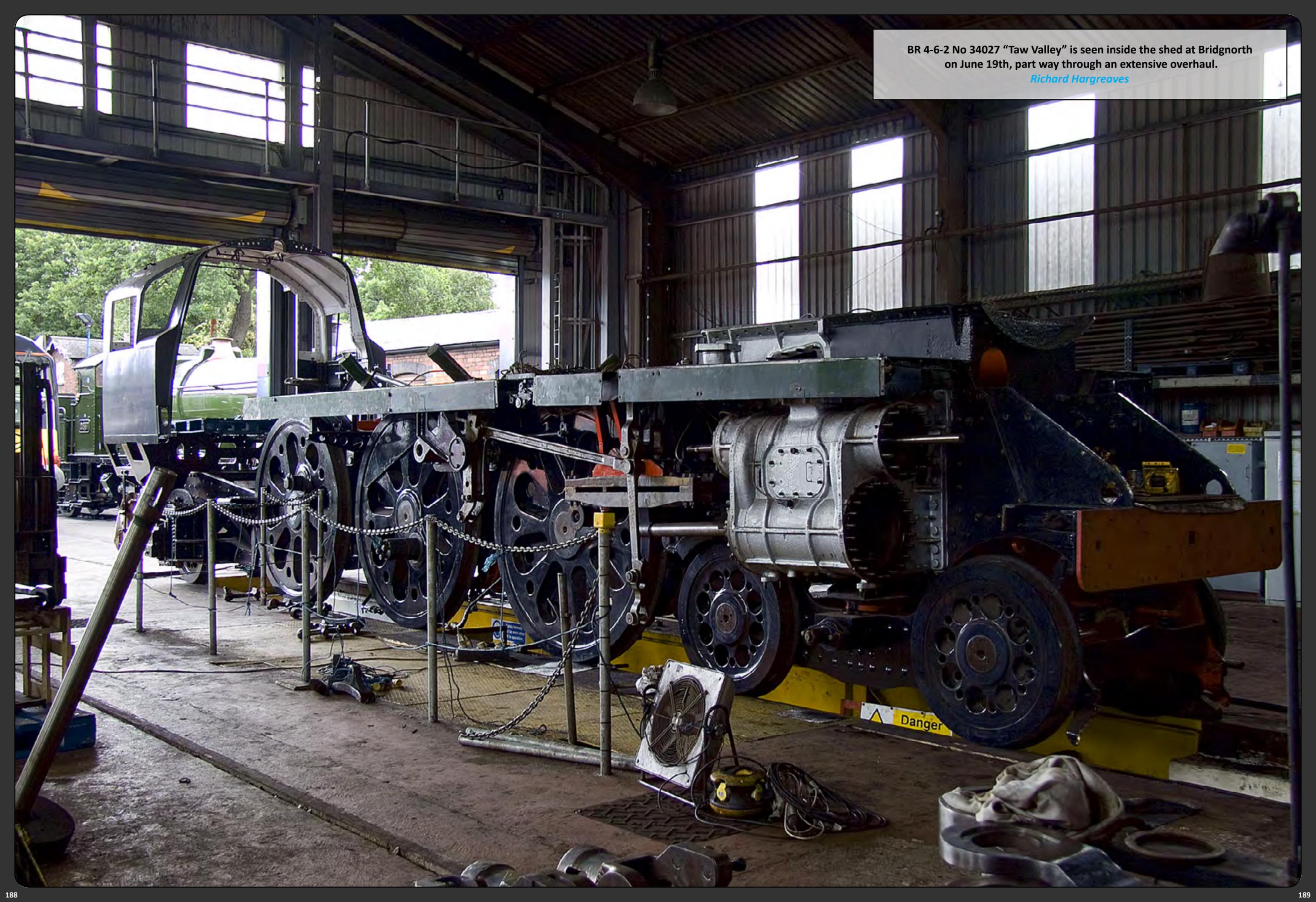
Severn Valley Railway

BR Standard Class 9F No. 92212 has arrived at the Severn Valley Railway in June. The loco will be staying at the line for the summer, seen here at Bridgnorth. [Richard Hargreaves](#)



BR 4-6-2 No 34027 "Taw Valley" is seen inside the shed at Bridgnorth on June 19th, part way through an extensive overhaul.

Richard Hargreaves





Above: Class 50 135 still carrying Load Haul livery waits to depart Bridgnorth on June 19th. [Richard Hargreaves](#)
 Below: Class 26 No. D5310 is seen at Bridgnorth on May 22nd. [Phil Martin](#)



D1013 D1062 Western Locomotive Association



News from the WLA.....

Through circumstances, the Western Locomotive Association currently has the honour of running the only serviceable Class 52 in the Country – just! Following D1062's very successful visit to the Swanage Railway's Diesel Gala event on 6/7/8 May 2011 a small water leak appeared on B end engine, which has now finally been cured thanks to the determination of our working members who had to persevere with taking part of the engine to bits – twice. Once back from the Swanage Railway, D1062 was working to the Sounds of the 60's weekend on the Severn Valley Railway and then helped to deputise for a shortage of steam locomotives by working a couple of services over two weekends, including the Severn Valley's prestigious Venturer dining train. Surprisingly, there were no complaints from the diners who would normally be expecting a steam locomotive on the front!

Following a brief respite in workings, the WLA now has another challenge on its hands – this time with A end engine, which nearly self-destructed whilst idling at Arley Station. Some black smoke suddenly appeared from the exhaust and the engine was promptly shut down, spending the rest of the day on B end engine, pending further investigation. It was soon discovered that a cam-shaft gear wheel had come adrift which meant that one bank of 6 cylinders clashed with 36 valves. The WLA is currently dismantling the engine on one side, checking/refurbishing each steel cylinder head, fitting new valves and a complete new cam-shaft. It is understood that this type of failure is extremely rare, with only one on record that we are aware of. The cause of the failure is still being investigated. All being well, the engine will be working again before the end of July.

Despite the problems, we have managed to keep D1062 running for all our rostered turns and the locomotive should be running at events scheduled for the rest of the year on the Severn Valley Railway, which are as follows:-

Friday 22 July: Driver Experience Course, Saturday 23 July: Table C Service, Friday 9 September: Driver Experience Course, Saturday 10 September: Table C Service, Monday 12 September: Driver Experience Course, Thursday 6 October: Diesel Gala, Friday 7 October: Diesel Gala, Saturday 8 October: Diesel Gala

Work continues on D1013 Western Ranger, with the electrical frames for A end cab completely rewired and overhauled. Other work includes the removal of the two cooler groups and ancillary equipment, where extensive cleaning work is now underway.

So far, this has been an expensive time for the WLA but any help and support you can provide to the WLA will be very much appreciated, whether through membership, hands-on help, purchases or donations. Thank you!

Class 50 023 is seen at Reading on June 19th 1986 working a service to London Paddington and carrying freshly applied NSE livery. [Derek Hopkins](#)

From the Archives





Dover Then and Now

Above: Network SouthEast 4-CEP No. 1508 departs Dover heading for Charing Cross, with Dover Town Yard in the background, which was used to marshal ferry born traffic. [Chris Morrison](#)

Below: South Eastern Class 375 628 departs Dover for London on Aug 21st. The Town Yard has long gone, but cruise liners still visit the Western Docks in the background. [Chris Morrison](#)



Above: 4-CEP No. 1590 in seen in the trainshed at Dover Western Docks in July 1991. It was such a shame that just 3 years later this superb station was closed to regular services. [Chris Morrison](#)

Below: However Dover Western Docks trainshed remains as a cruise terminal and car park, seen here in July 2010. [Chris Morrison](#)





Above: Network SouthEast liveried Class 47 711 heads south through Stafford on May 30th 1998. [Paul Godding](#)
 Below: Waterman Railways liveried Class 47 712 heads a Birmingham - Liverpool CrossCountry service through Crewe in June 1999. [Brian Battersby](#)



Above: Large Logo liveried Class 73 002 is seen stabled at Clapham Junction, date unknown. [Derek Elston](#)
 Below: Hymek D7017 leaves Williton on the West Somerset Railway on May 21st 2000. [Richard Hargreaves](#)





Above: Class 117 DMU Set No. P460 is seen carrying Telecom advertising livery at Exeter St. Davids. [Derek Elston](#)
Below: Class 37 670 and 37 673 head through Teignmouth on May 31st 1994. [Paul Godding](#)



Above: Class 47 299 is nearing its end at Wigan Springs Branch on November 14th 1999. [Dennis Falcon](#)
Below: Class 47 225 heads a light load through Cardiff Central station in February 1990. [Brian Battersby](#)





Above: Class 73 006 in Merseyrail livery is seen at Crewe Basford Hall open day in August 1994. [Derek Elston](#)
Below: Class 85 102 heads south through Crewe in 1989 with a CWR train heading for Basford Hall. [Brian Battersby](#)



Above: Class 47 676 is seen in the process of being cut at CF Booths on February 7th 1998. [Paul Godding](#)
Below: Transrail liveried Class 37 043 heads a freight working through Didcot on June 22nd 1999. [Paul Godding](#)



The driver of Class 40 078 looks for the departure signal at Leicester with a London bound service on May 26th 1979. The steam heat boiler is clearly simmering nicely. *Derek Elston*



The Back Page

Thanks for reading this issue,
see you again next month.



Recently London Midland have started to receive new rolling stock in the form of new build Class 172 Turbostar units, meaning the Turbostar Class 170s are being cascaded onto other routes to strengthen services, and as a result the company's small fleet of Class 153 single car units have begun to find a new home in the north of England. Still wearing the former operator's green, black and silver livery, Class 153 366 heads a Class 158 on a service from Leeds to Carlisle, seen exiting Blea Moor tunnel on May 21st. [CJ Sutcliffe](#)