

Railtalk

Magazine

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How many lives does a Class 60 have?

Welcome to Issue 59 of Railtalk Magazine. Each month we bring you a jam packed round up of the best pictures, news and reports.

Well another month has passed and another month closer to the year of 2012, will this bring the predicted end of the world?, we certainly hope not, but the big event next year will of course be the Olympics, which brings me onto my main point, we (the Editorial Team) had a week away touring the UK this month and what more can you say than what an excellent country we have. We travelled across the south coast seeing locations that took our breath away. Someone once said to me, people who never travel out of the UK, only ever read one page of a book, but I think this is wrong.... I think its more like a chapter, and some of the preserved railways we have in the UK show this well. One in particular is the West Somerset Railway and to be exact.. Minehead, a place that I found to be timeless, and this is something which really brings a preserved line into life.

Along the trip we also visited the Isle Of Wight, where we have ex London tube stock given a new lease of life and working in regular passenger service along with the excellent preserved steam railway. Which to my knowledge is the only preserved railway to accept National Rail tickets. So next time you think about your hols, think about what the UK has to offer.... just don't mention the weather!

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, Mark Summers, Steve Dave 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

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Front Cover: Stored, then back into traffic, then stored again and now back, Class 60 015, works an early Sunday morning 6T73 ballast job from Ulceby to Doncaster Up Decoy, seen here passing through Scunthorpe station, which makes us ask - Just how many lives does a Class 60 have? *Steve Thompson*
This Page: During a rather cloudy morning the sun picks out a northbound FGW HST at Dawlish with the 1A78 Penzance - Paddington on July 18th. *Dave Harris*

Spitfire Railtours - The Devonian

Once again this month we have been inundated with shots from one charter in particular. The Devonian took Class 55 022 from Doncaster to Paignton and return. With just a small problem of an exhaust fire just before Exeter, not causing too many problems, the tour went very well and the Deltic didn't seem to have any problems with the return working. This is RSG in Birmingham New St. station on the outward leg of the tour on July 9th. [Richard Hargreaves](#)





Spitfire Railtours - The Devonian

Above: Class 55 022 "Royal Scots Grey" approaches Tamworth with "The Devonian" from Doncaster to Paignton on July 9th. [Derek Elston](#)

Below: Following the small exhaust fire at Tiverton Jct., Class 47 804 was run round and attached to the front of the train to allow the Deltic to cool down, seen here passing Dawlish. [Steve Thompson](#)



Spitfire Railtours - The Devonian

Above: Class 55 022 stands among the crowds at Paignton ready to work the return charter to Doncaster with Class 47 804 just visible behind the Deltic. [Richard Hargreaves](#)

Below: Job done!, "Royal Scots Grey" is seen upon arrival back into Doncaster at just after midnight. [Class47](#)



Spitfire Railtours - The Devonian

As seen from the train, the summer sun is just low enough in the sky to give a lovely glint off the locos as they leave the Great Western main line and head for Cheltenham Spa. [Richard Hargreaves](#)



Spitfire Railtours - Cambrian Coast Express
Network Rail's Class 97 303 and 97 304 are seen with the 1297 Aberystwyth
- Euston through Borth on July 16th. [Carl Grocott](#)



Spitfire Railtours - Cambrian Coast Express
On July 16th Network Rail's Class 97 303 leads 97 304
with the 1Z37 Euston - Aberystwyth railtour through Newtown.
Carl Grocott





Spitfire Railtours - Cambrian Coast Express

Above: With the return working Class 97 303 and 97 304 head into Shrewsbury with the 1297 Aberystwyth - London Euston. [Carl Grocott](#)

Below: Having taken over from the Network Rail pair at Shrewsbury, DRS Class 37 087 leads 37 510 through Wolverhampton with the return working back to London Euston. [Richard Hargreaves](#)



Railway Touring Company - The Scarborough Flyer
Deputising for an unavailable No. 6201 "Princess Elizabeth", SR Battle Of Britain Class Light Pacific 4-6-2 No. 34067 "Tangmere" is seen passing through Diggle working the outbound leg of the debut Scarborough Flyer of the 2011 season on July 22nd. [CJ Sutcliffe](#)





Pathfinder Tours - The Lakes and Borders Explorer
In conjunction with the DRS open day at Carlisle Kingmoor depot.
Pathfinder ran a charter service from Eastleigh to Carlisle on July 16th
featuring Class 47 832 and 47 712, seen here arriving into Carlisle. [Brian Battersby](#)



The Royal Scotsman - Grand Tour of Great Britain

Above: On July 10th Class 37 685 stands at Chester with the 1224 Dundee - Chester Royal Scotsman working. [Brian Battersby](#)

Below: After a break in Chester the 7-day tour continued into Wales with Class 57 001 on the rear ready for the departure from Llandudno. [Brian Battersby](#)



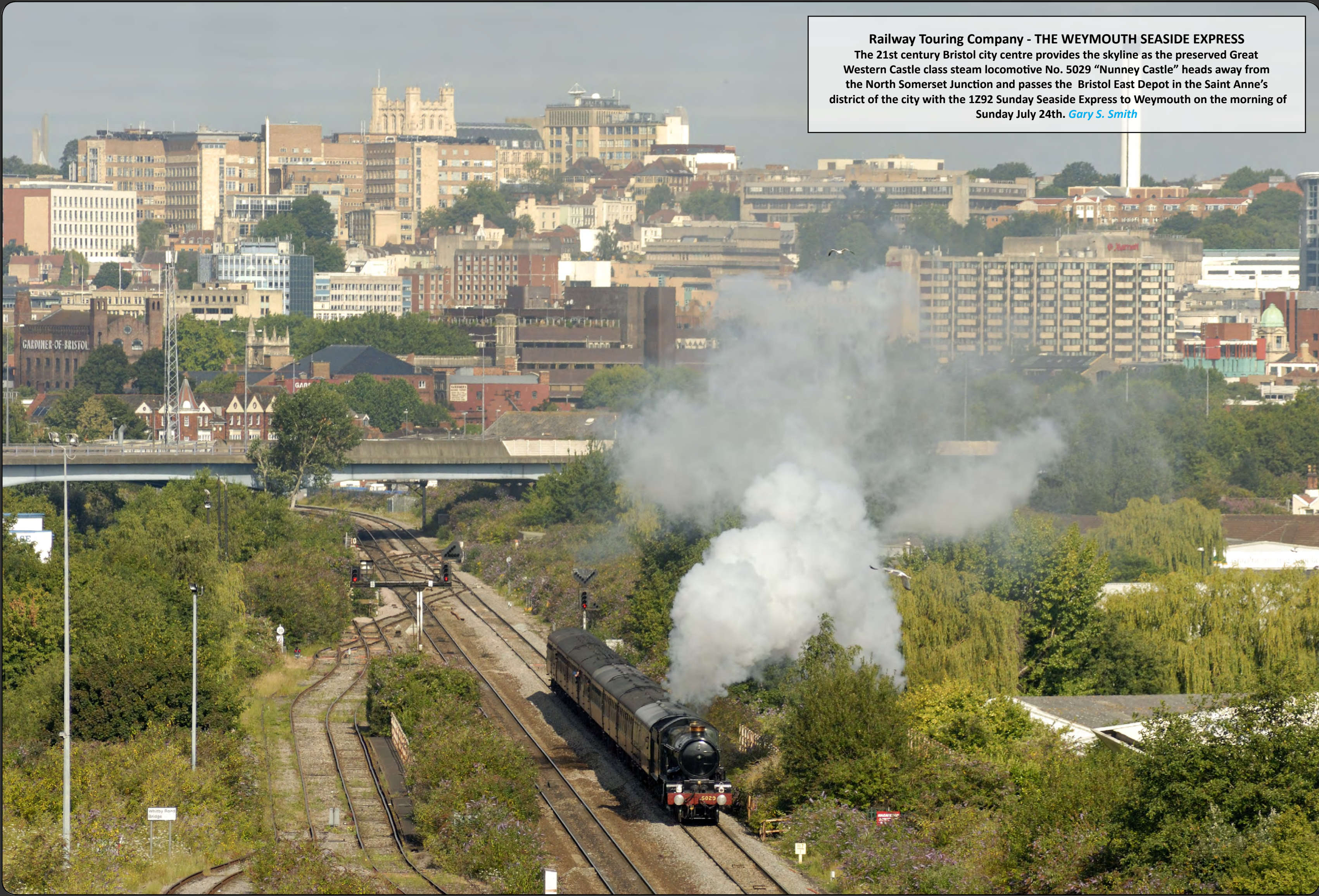
Steam Dreams - The Cathedrals Express
BR 8F No. 48151 is seen here thundering through Shortlands on her first ever appearance in the South working the 1296 Alton - Canterbury West on June 19th. [Matt Price](#)



Railway Touring Company - The Easterling
BR Class 7MT 4-6-2 No. 70000 "Britannia" climbs Bethnal Green bank working
1270 "The Easterling" from London Liverpool Street to Great Yarmouth,
July 16th. [Derek Elston](#)



Railway Touring Company - THE WEYMOUTH SEASIDE EXPRESS
The 21st century Bristol city centre provides the skyline as the preserved Great Western Castle class steam locomotive No. 5029 "Nunney Castle" heads away from the North Somerset Junction and passes the Bristol East Depot in the Saint Anne's district of the city with the 1292 Sunday Seaside Express to Weymouth on the morning of Sunday July 24th. [Gary S. Smith](#)



Railway Touring Company - The White Rose
LNER A4 No. 4492 "Dominion of New Zealand" is seen heading through Peterborough
on July 9th with Kings Cross to York "The White Rose" charter. [Geoff Barton](#)



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Torbay Express Ltd - The Torbay Express
LNER A1 No. 60163 "Tornado" is seen climbing Goodrington Bank
on July 3rd with the Bristol - Kingswear "Torbay Express."
Steve Andrews



Railway Touring Company - The Cornishman
 Above: Great Western 4073 Class No. 5029 "Nunney Castle" is seen working "The Cornishman" from Bristol to Par through Totnes on July 10th. [Steve Andrews](#)
 Below: GWR No. 5029 "Nunney Castle" is seen departing Plymouth with the return working, July 10th. [Steve Andrews](#)



DBS Executive Train on tour
 On July 8th, Class 67 029 leads the DBS Executive train through Leigh, Uttoxeter on 5Z05 Liverpool Lime Street - Toton TMD. [Richard Holmes](#)

Steam Dreams - The Cathedrals Express
LNER A4 No.4492 "Dominion of New Zealand" worked from London Victoria - Cardiff on July 7th, seen at Pelet Street, Cardiff with the outward working. *Lewis Mitchell*





The Railway Touring Company - The Coast to Coast Express
 LMS Stanier Class 5 5MT 4-6-0 No. 45305 "Alderman A. Draper" hauls
 1238 "The Coast To Coast Express" past Moston on July 2nd. [CJ Sutcliffe](#)

The Railway Touring Company - The Coast to Coast Express
 Above: LMS Stanier Class 5 5MT 4-6-0 No. 45305 "Alderman A. Draper" is seen at Manchester Victoria on
 July 2nd heading for Scarborough. [Steve Dave](#)
 Below: Black 5 No. 45305 is seen heading through Bolton Percy with the Liverpool Lime St. -
 Scarborough charter. [Steve Thompson](#)





Vintage Trains - The Shakespeare Express

Above: LMS pacific No. 6201 "Princess Elizabeth" is seen on the 1615 Stratford upon Avon - Birmingham Snow Hill passing Chiltern's Class 67 hauled sets, stabled for the weekend on Bordesley Viaduct, on the approach to Birmingham Moor Street, July 3rd. [Chris Morrison](#)
 Below: On July 3rd, the first Shakespeare Express of the 2011 season was hauled by LMS No. 6201 "Princess Elizabeth" seen here Tyseley. [John Edkins](#)



Vintage Trains - The Shakespeare Express

Above: On July 24th, Great Western No. 4965 "Rood Ashton Hall" heads the 1T53 Stratford-upon-Avon - Birmingham Snow Hill through Tyseley. [Wayne Radford](#)
 Below: Class 47 804 heads the 1651 Stratford upon Avon - Carlisle return charter through Shirley on the North Warwicks line, July 1st. [Chris Morrison](#)

Compass Tours - The Pendle Shakespeare Explorer



Railway Touring Company - The Dorset Coast Express

On July 19th, BR Class 7MT 4-6-2 No. 70000 "Britannia"
gets the 1294 London Victoria - Weymouth under way again
at Barnes after a signal check and onwards to the seaside.

Wayne Radford



GBRf Staff Outing

On July 23rd, Class 87 002 speeds through Colton Junction with the 1Z48 Retford to Edinburgh GBRf Staff outing. *Class47*
Inset: Class 86 101 was on the rear and worked the return trip. *Andy*



Northern Belle

On July 1st, there was a visit by the Northern Belle to Lincolnshire taking the posh-noshers from Nottingham to Cleethorpes to sample the local chippies. The return working is seen passing Barnetby East box hauled by Class 47 501, with 47 818 on the rear. [Steve Thompson](#)



Northern Belle

Class 47 790 leads the Northern Belle across the Tay Bridge on an ECS from Dundee - Edinburgh, July 3rd. [Richard Jones](#)





Statesman Rail - The Fellsman
 Above: LMS Royal Scot No. 46115 "Scots Guardsman" is seen working the 1248 "The Fellsman" at Hoghton level crossing, Lancashire on July 27th. [Chris Stanley](#)
Compass Tours - The Settle Moorlander
 Below: Class 47 804 heads the 1230 "The Settle Moorlander" through Pleasington on July 21st. Class 47 851 was on the rear. [Chris Stanley](#)



West Coast Railways - ECS move
 Above: Class 47 580 "County of Essex" works the 5270 Carnforth - Southall ECS passes Northampton on July 15th. [Derek Elston](#)
 Below: Another ECS move for Class 47 580 was on July 10th when it worked 5273 empty stock move from Norwich to Carnforth. On the rear was West Coast's maroon liveried Class 47 851. [Steve Thompson](#)



West Coast Railways - ECS move
On July 9th Class 47 760 passes through Kemps Eye in Shrewsbury
working 5Z21 ECS from Carnforth to Bristol. *Phil Martin*





On hire to Northern Rail, a London-Midland Class 153 brings up the rear of a Leeds-Settle-Carlisle service at Hirst Wood, Bingley, West Yorkshire on June 30th. [Ben Bucki](#)



Above: A South West Trains Class 444 heads across Lychett Bay, Poole with the 1W17 Waterloo - Weymouth service on July 13th. [Dave Harris](#)
Below: Stobart liveried Class 92 017 heads north through Carlisle on July 16th. [Brian Battersby](#)



Above: On July 1st, Class 66 702 struggles out of the Down Receptions sidings at Barnatby with 6R45, comprising 27 heavily-loaded JNAs from Maltby, it was heading for Immingham. [Steve Thompson](#)
Below: On July 6th, Freightliner's Class 70 010 works north through Greenholme with 4S41 Fiddlers Ferry to Hunterston. [David Hollowood](#)





DBS Class 60 049 leads a large rake of Murco oil tanks through Newport station on an eastbound working on July 27th. [CJ Sutcliffe](#)

After having soon finished discharging its train of spent ballast at Wootton Bassett, Foster Yeoman's EMD-built Class 59 001, rolls into Chippenham, Wiltshire and returns to its base at Merehead with the early running 7C68 empty train on July 1st. [Gary S. Smith](#)



Exciting times in South Wales on July 14th as Freightliner's Class 70 005 worked 6V23 Crewe - Aberthaw Cement Train, becoming the first Class 70 to travel on the Vale of Glamorgan Line, Seen here arriving at Aberthaw. [Lewis Mitchell](#)



In an interlude between rain showers, DBS Class 60 010, in a rather worn EW&S livery, passes Chipping Sodbury, Avon with the 6B33 Theale - Robeston empty oil tanks on June 23rd. [Gary S. Smith](#)





Above: A surprise turn up on July 26th on the 4C77 Fiddlers Ferry to Newbiggin gypsum was Class 66 735.
 Seen here passing through Pleasington on its way to the S&C. [David Hollowood](#)
 Below: Class 92 034 speeds past Roade with the 6M76 Mossend to Wembley, on July 15th. [Derek Elston](#)



Above: In the run up to the 2012 Olympic Games in London, Virgin Trains and Alstom have joined forces in promoting the upcoming games by applying their logos and the names of british athletes to selected members of the Class 390 Pendolino fleet. Class 390 027 "Virgin Buccaneer" has received the name of Jessica Varnish, a track racing cyclist for Team GB, seen here departing from Crewe forming a service to Edinburgh on July 27th. [CJ Sutcliffe](#)
 Below: Back to back First Great Western HST power cars Nos 43056 and 43012 are seen passing through Newport with 0Z68 Old Oak Common - Landore on July 14th. [Lewis Mitchell](#)





Above: Class 47 811 still wearing First Great Western livery with Freightliner branding is seen stabled at Basford Hall, Crewe on July 9th. [Derek Elston](#)

Below: On June 30th, GBRf Class 66 721 "Harry Beck" hauls a rake of empty Freightliner Heavy Haul wagons south at Harrowden Junction. [Geoff Barton](#)

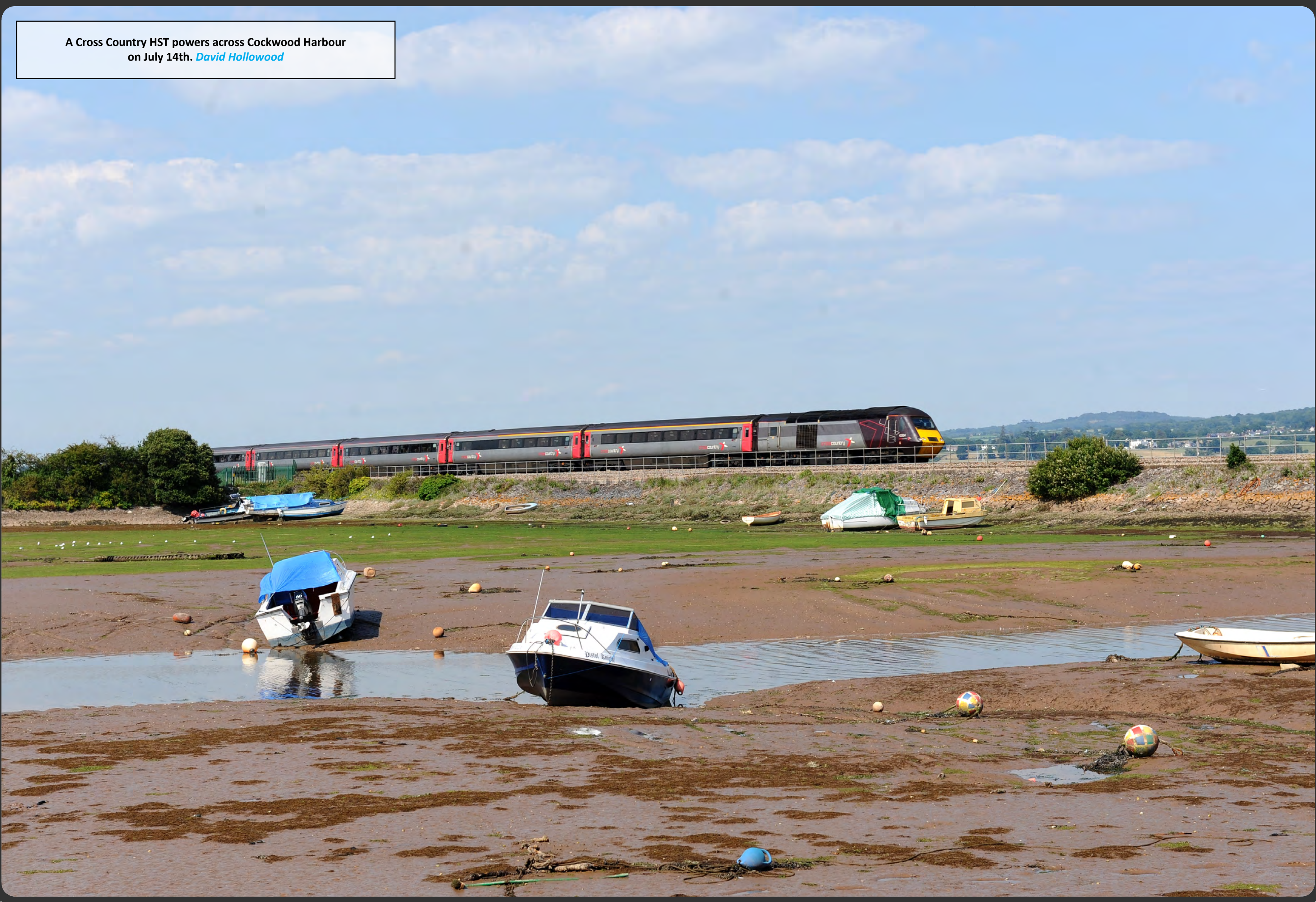


Above: Fire damaged Class 86 621 is seen stored at Crewe Heritage Centre on July 9th, The loco has since been moved over to the LNWR workshops for assessment. [Derek Elston](#)

Below: Retford is not a good place for photos unless you are very lucky - this one is no exception, the evening sun being on the wrong side of the station for down services. Nevertheless Class 92 019 is seen working the 0E32 Dollands Moor to Scunthorpe Redbourne Sidings down through Retford on June 30th with Class 66 010, 66 064 and 66 212 for onward movement to Toton. [John Martin](#)



A Cross Country HST powers across Cockwood Harbour
on July 14th. *David Hollowood*





Above: Network Rail's Class 73 138 and 73 201 "Broadlands" stand at Grove Park awaiting the road into the depot after working 1209 Dollands Moor – Grove Park on July 9th. [Mark Summers](#)
 Below: A Cross Country HST set enters Parson's Tunnel on it's journey north with power car No. 43366 on the rear of 1S51 Plymouth - Glasgow Central, July 19th. [Dave Harris](#)



Above: Class 57 004 and 57 008 work the 6K73 Sellafield to Crewe through Burton in Kendal in very bad light and a heavy rain storm imminent. [David Hollowood](#)
 Below: On July 19th, Colas Rail's Class 66 745 passes Llangewydd with a very late 6V78 Dollands Moor - Margam. [Lewis Mitchell](#)





Above: Cross Country Voyager Class 221 139 heads south along the sea wall at Teignmouth working the 1V41 Derby - Plymouth on July 19th. [Dave Harris](#)

Below: Driver Tunstall eases Class 66 007 out of Ramsgreave and Wilpshire with the 6E73 Clitheroe to Doncaster empty coal, on the sunny Saturday evening of July 30th. [David Hollowood](#)



Above: After travelling many hundreds of miles across Europe, ScotRail's last two Class 380s are seen here passing through Bromley South with Class 92 041 at the helm, on the last ever Dollands Moor - Polmadie 7X80. [Matt Price](#)

Below: On July 23rd Class 66 006 and 66 169 pass through Preston nr Shrewsbury heading for Wellington with the 6M60 Exeter - Bescot loaded clay working. [Phil Martin](#)





Above: A pair of Merseyrail Class 507 and 508 units stand at Southport on July 23rd. [Paul Godding](#)
 Below: Class 91 101 arrives into Doncaster with an Edinburgh bound service. It can be clearly seen around the cab windows that the paint/vinyl has already started to peel off. [Class47](#)



Above: Class 150 276 departs Chester on July 23rd with a working to Manchester Piccadilly. [Paul Godding](#)
 Below: First Great Western HST set led by power car No. 43191 is about to enter Parsons Tunnel from the Teignmouth side with 1A78 Penzance - Paddington on July 19th. [Dave Harris](#)



Class 70 006 is seen hauling 6U77 Mountsorrel to Crewe through Sutton Park on July 9th. [John Edkins](#)





Above: GBRf Class 66 701, 66 704 and 66 728 are seen passing Highfield Moss on the Liverpool to Manchester line with 0Z04 Peterborough - Longport on July 6th. *Dave Harris*
 Left: A First Great Western HST trundles into Dawlish station as it heads toward Bristol and eventually Paddington on July 11th. *David Hollowood*
 Bottom Left: FGW Class 150/153 combo with 150 246 leading works the 2F13 Paington to Exmouth service seen here at Rockstone Bridge, Dawlish on July 19th. *Dave Harris*
 Bottom Right: Class 66 089 is seen on a early morning rail train at Wellington returning from Shrewsbury to Bescot, June 29th. *Phil Martin*



With the demise of Wrexham and Shropshire, the Class 67s and stock now operate for sister company Chiltern. This is Class 67 018 entering London Marylebone on July 27th with a service from Birmingham Moor St. [David Hollowood](#)





Above: With semaphores still very much in evidence an Arriva Trains Wales Class 175 departs Shrewsbury on July 9th heading for Cardiff. [Paul Godding](#)
 Below: Freightliner Class 66 957 works the 6C16 - Crewe to Carlisle ballast through Low Gill on June 6th. [David Hollowood](#)



Not far from its destination, Freightliner's GE-built Class 70 005 rounds the curve at Brindley Heath village, Staffordshire with the 6M55 Portbury - Rugeley Power Station coal train on Wednesday 22nd June 2011. The landscaped area behind the train had contained the exchange sidings with the West Cannock No. 5 colliery until the early 1980s. [Gary S. Smith](#)



Above: On July 22nd SR Green liveried saloon No. 975025 "Caroline" is propelled by DRS Class 37 423 "Spirit of the Lakes" past Norton Fitzwarren whilst returning empty from Exeter to Derby. The loco & saloon had been used the previous day for a managers trip from London Waterloo to Exeter via Salisbury & Yeovil. [Jonathan Gill](#)
 Below: Class 142 049 waits at Southport on July 23rd ready to work a Manchester Victoria service. [Paul Godding](#)



Above: First Transpennine Express Class 185 112 and 185 146 are seen under the magnificent station roof at Scarborough on July 2nd. [Steve Dave](#)
 Below: Class 66 850 on its maiden voyage, powers 6J37 Carlisle to Chirk log train through Pleasington, July 7th. [David Hollowood](#)





Above: On July 23rd Class 60 099 is seen working OX04 Immingham -Doncaster through Appleby hauling Class 66 131, 66 076, 66 182, 66 070, 66 206, and 66 111, the latter just being out of the shot. [Steve Thompson](#)
Right: Freightliner's Class 86 621 awaits it's next duty stabled at Basford Hall on July 9th. [Derek Elston](#)
Below: GBRf Class 66 724 is seen climbing Appleby Bank with the 6C11 HIT - Eggborough on July 1st. [Steve Thompson](#)



An East Coast HST crosses the Royal Border Bridge at Berwick upon Tweed heading north on July 3rd. [Andy](#)



Network Rail's Class 97 302 heads a 6Z10 Bescot - Machynlleth
MPV working through Shrewsbury on June 29th.

Carl Grocott





Above: Looking smart in FGW livery, Class 143 619 stands at Exeter on July 9th waiting to work a service to Paignton. [Brian Battersby](#)
 Right: A Cross Country HST heads towards Teignmouth along the Dawlish coastline on July 25th. [Class47](#)
 Bottom Left: Class 379 028 leads 379 018 through a wet Bethnal Green working from Stanstead Airport to Liverpool Street on July 16th. [Derek Elston](#)
 Bottom Right: A sure sign of summer is the appearance of an East Midlands Trains service working through to Scarborough on a Saturday. This is Class 222 011 on July 2nd, and don't worry, the smoke over the top of the first coach is from a steam charter. [Steve Dave](#)





Above: DRS Class 37 607 and 37 604 with 2Q88 Longsight - Baguley Fold are seen here passing Highfield Moss on July 6th. *Dave Harris*
 Left: Recent acquirement by Colas Rail and with the new Colas Rail Freight branding Class 66 850 heads through Helsby on July 7th. *Brian Battersby*
 Bottom Left: On July 27th still-clean Class 66 097 passes Appleby (Lincs) with the 6V19 Immingham SS - Margam TC. *Steve Thompson*
 Bottom Right: On July 12th Class 66 152, looking remarkably clean, is seen on the Scunthorpe iron ore circuit., seen here returning empties to Immingham Bulk Terminal. *Steve Thompson*



On July 20th, Class 47 802 is seen departing Great Yarmouth with 47 841 on the rear working a unit replacement service to Norwich. This service is currently running with two workings in the morning and an early evening service. [Charlie Robbins](#)





Above: Refurbished Class 158 838 pulls into Shrewsbury on July 9th with a working from Birmingham International. [Paul Godding](#)
 Left: Its been a few months since the Class 508's arrived at Telford Railfreight Terminal for storage and now they're on the move again! - Back to the Southern Region and for store at Eastleigh. The first to move was Class 508 205 which departed behind GBRf Class 66 731 "interhubGB" on July 19th. [Richard Hargreaves](#)
 Bottom Left: On July 16th, Colas Class 66 850 passes through Battlefield, Shrewsbury with a rake of empty timber wagons from Kronaspan at Chirk. [Phil Martin](#)
 Bottom Right: On July 12th Class 56 311 is seen passing Appleby, Scunthorpe with the 6Z56 loaded scrap from Grimsby Docks to Cardiff Tidal Sdgs. [Steve Thompson](#)





Above: Now in regular service, Pendo '54 heads south through Stafford on July 16th. [Richard Hargreaves](#)
 Below: Class 92 041 leads the final 7X80 delivering Class 380 114 & 380 116 to Scotland through Northampton on July 4th. [Derek Elston](#)



Above: Class 66 066 approaches Clay Cross hauling the Clitheroe - Toton loaded cement tanks on July 2nd. [Charlie Robbins](#)
 Below: Class 66 616 passes Cheney Longville near Craven Arms with a loaded stone train from Moreton on Lugg to Crewe on July 13th. [Phil Martin](#)





Above: On July 27th Class 31 601 "Driver Dave Green" heads west through Water Orton with a Network Rail test train. [Geoff Barton](#)

Below: Not only Northern Rail have hired some London Midland Class 153s, it appears First Great Western have also acquired a few to bolster local and semi fast services through the region. Here Class 153 325 calls at Newport with a FGW liveried Class 158 in tow on a service to Taunton, July 27th. [CJ Sutcliffe](#)



Above: On July 27th Class 66 587 rounds the curve at Didcot with a working from Southampton. [CJ Sutcliffe](#)

Below: Class 56 311 passes Magor on July 13th working 6256 Cardiff Tidal - Hoo Jct. [Lewis Mitchell](#)





Above: Class 156 464 in Lancashire Dalesrail livery is seen at Southport on July 29th. [Derek Elston](#)
Below: With engineering work at Standish Junction, the line between there and Kemble via Stroud was closed on July 24th and a shuttle service was provided by First Great Western Class 150 128 south of Kemble. Late in the morning, the unit is seen leaving Kemble heading for Swindon. [Gary S. Smith](#)



Unbranded DRS liveried Class 66 735, now a GBRf machine, passes Wigan North Western operating 4C77 Fiddlers Ferry - Newbiggin loaded Gypsum on July 26th. [CJ Sutcliffe](#)

On a typical July day by the sea, cold and very damp, Class 97 302 and 97 304 are seen heading round the Cambrian coast from Llwyngwrl to Tywyn on a test train. *Phil Martin*



Class 66 007 is about to depart from Peak Forest with loaded bogie
hoppers for Stourton on June 29th. [Charlie Robbins](#)





A Scotrail Class 158 leads a Class 170 over the Forth Bridge at Queensferry on July 3rd. [Class47](#)



Scotrail's Class 158 724 is seen arriving into Edinburgh station on July 3rd with a terminating service from Perth. [Andy](#)

You can't beat a good view out of a train window and travelling around the Scotrail region on a Class 158 is certainly one way to see the best of the area. [Andy](#)

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Passenger Safety Information

IN AN EMERGENCY, STAY on the train and LISTEN for INSTRUCTIONS

- If you are unwell, PULL EMERGENCY ALARM HANDLE. This will stop the train and you will receive INSTRUCTIONS.
- If you need to LEAVE THE TRAIN GO TO EMERGENCY DOOR and follow instructions provided.
- If instructed, LEAVE THE TRAIN AND MOVE TO THE SIDE OF THE TRACK AS QUICKLY AS POSSIBLE. WAIT FOR FURTHER INSTRUCTIONS FROM RAIL STAFF.

Please familiarise yourself with the emergency equipment and exits



All First Class buffet services are now smoking



DRS Open Day - Kingmoor



Above: Class 20 302 in plain DRS Blue is seen at Kingmoor Depot on July 16th, the date of this years DRS open day, once again drawing the crowds to this rather remote location. [Brian Battersby](#)
Below: Stored and debranded the former Malcolm liveried Class 66 412 was also on display. [Brian Battersby](#)



Above: Newest livery for the DRS fleet is on Class 47 790 which now has regained its "Galway Princess" nameplates along with cast numbers. [Brian Battersby](#)

Below: BSO to baggage van. MK2f BSO No. 9537 has been converted to a baggage car for use on this service, with the removal of its seats to provide a large area for luggage/suitcases. 9537 has been in Virgin livery before being replaced by vinyls for the Cruise Saver Express. [Robert Duff](#)





Above: Previously stored at Carnforth, Class 20 307 and 20 313 are here to be assessed for a return to traffic. *Robert Duff*
 Below: Visiting the depot was Colas Rail's Class 66 843. *Robert Duff*



Above: Class 66 411 the former "Eddie the Engine" looks rather plain without the branding. *Brian Battersby*
 Below: An overall view of DRS Kingmoor yard. *Robert Duff*



Fares Advice with RailUK

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

Missed a train on an Advance ticket due to delay on London Underground

Q: I am wondering wherein lies the difference in my experience one Sunday morning a couple of months back. I had booked an advance first ticket for £34 on the 09:07 Virgin trains service out of Euston to Liverpool Lime Street but the Northern Line train I was on came to a halt just before the tunnel entrance heading South out of Golders Green and was stuck there for 15 minutes before eventually moving off at a reduced speed. Despite racing up the escalators and over to the platform I watched as the train slowly pulled out. The LUL ticket office said they would confirm for me that there was a delay to their service but that I would be wasting my time and that "that lot (meaning Virgin Trains) don't even talk to us anymore". True enough, the Virgin staff said basically tough luck but that will be another sixty odd quid if you want to go standard on the next service and even then you are lucky it's a Sunday and not a Monday or it would have been a lot more.

As I was heading up to see my brother who subsequently died of cancer I coughed up and thought nothing of it at the time. Thinking on it now though why should I have to suffer and pay for something that is not my fault? I had given myself a good 20 minutes to change between tube and train and through no fault of my own I am over £60 out of pocket.

How early should one get to a station to catch a train bearing in mind most

stations aren't the most pleasant of places to be whiling away ones time? If Virgin give in on this then surely myself (and many others in a similar situation) should also be able to claim back what is essentially a fine for putting faith in the ability of one transport concern to actually provide a service that is supposed to link up with another.

A: *If it is from "U123 LONDON" then you're covered. If you were using Oyster PAYG in combination with a ticket from London Terminals, then it appears you are not covered as this is "Non train company travel on separate tickets" as London Underground does not count as a 'train company' (TOC). However if you were using Oyster PAYG on a TOC (e.g. London Overground, FCC, etc) then it appears you are covered only if you visit the ticket office before boarding.*

My personal interpretation is that Tube journeys are not covered by the NRCOC and that, in this case, Virgin are not obliged to honour your ticket. That is probably the subject of some debate as to what constitutes a rail journey etc!

Reserved seating query - do guards have to enforce them?

Q: I bought myself an Off-peak DR to get from Piccadilly to Huddersfield, well, my brother did and I specifically told him to book me on specific trains so I can be guaranteed a seat.

Brings the tickets back, showed me the reservations as well, no problem. Get to the 0911 today, no reservation on my seat. Showed the people my reservation, wouldn't move, told the guard, wouldn't do anything about it so had to stand on the way to

Huddersfield. I wasn't the only person because a party of women on their hen do to York had the same problem.

Get ready to come back after I had been to Wakefield Kirkgate, and survived, board the 1716 back to Piccadilly, no reservation again. People in my seat, showed the guard, he asked the people to move, told him that there was no reservation and they wouldn't move, guard left it at that and went on his way with me standing again.

Question; what are my options because I paid for seats and didn't get them?

A: *You didn't pay for seats. A ticket gives you authorization to travel and a seat reservation is free therefore you are entitled to no compensation. I suppose it might be worthwhile firing off an email to the relevant TOCs customer services but I wouldn't hold your breath over actually getting anything from them because unless there is something in their passenger charter about standing they are not required to give you anything.*

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.

ABSEILERS TACKLE TOWERING VIADUCT

Everyone has to weed their garden from time to time – but what do you do when it's 111 feet up in the air and made of 11m bricks? That's the problem faced by Network Rail when it comes to removing vegetation from Stockport's railway viaduct. The 27-arch viaduct also straddles a river, a motorway and several smaller roads.



The answer according to Birse Rail, which has got the contract to do the work, is a combination of very big cherry-pickers working at ground level and abseilers dangling from the top. Network Rail route director Jo Kaye said: "The last time the viaduct was spruced up was in 1989. Since then buddleia has taken hold, and while it may be very good for butterflies, it can cause us real problems.

"Its prominent position in the town centre and under the flight path to Manchester Airport means it is seen by millions of people, so we want to clean it up and give a good impression of both the railway and Stockport as a whole." During the project, vegetation will be removed and treated to prevent its re-growth, and the brick and stone work repaired. Councillor Iain Roberts, Executive Member for Transportation, said: "Stockport Viaduct is an iconic regional landmark and a fantastic example of 19th century engineering which has stood the test of time. The Council fully supports the necessary clean up work being undertaken by Network Rail.

"Some of the work is being carried out during the school holidays so as to minimise any disruption. We would like to thank road users for their patience while this work is carried out and ensure them that everything is being done to minimise any disruption." As the work progresses, a number of traffic management measures will be needed. This will include full or half road closures, temporary traffic lights for short periods of time and night time operations as the work crosses over Daw Bank, Chestergate, Heaton Lane, Great Egerton Street and the M60.

None of the road closures will last for the duration of the work and where necessary, signed diversions have been agreed with Stockport Council.

Work on the £1m project will start on Monday 8th August and is expected to take 14 weeks. As much of the work as possible will be done during daylight hours but there will also some 24 hr working, which will include weekends.

Manchester Metrolink

On 7th July 2011, the first portion of Phase 3A of the Metrolink extension programme first came into public use, with the opening of the new line from Trafford Bar to St Werburghs Road, the first portion of the new "South Manchester Line" to open to the public.

The route follows much of the older Cheshire Lines Committee (CLC) route from Manchester Central to Didsbury. The CLC was an odd railway company in the fact it never owned any of its own locomotives, and instead built railway lines across Cheshire and charged other companies, such as the Midland Railway, to run services across them. The route from Manchester Central ran across the High Peak area to Stockport Tiviot Dale where it joined the Hope Valley line, and was marketed as the Manchester South District Line. In its heyday the line carried express services from Manchester Central to London St Pancras, however the line fell into decline in the late 50s and early sixties, when intermediate stations were closed on the route, and eventually with the electrification of the LNWR route into Manchester Piccadilly, services were concentrated along that route instead and passenger and freight services steadily declined until the route was eventually closed completely in 1969 and the line lifted in 1970.

All Text and Photos: © CJ Sutcliffe



St Werburgh's Road

Way out

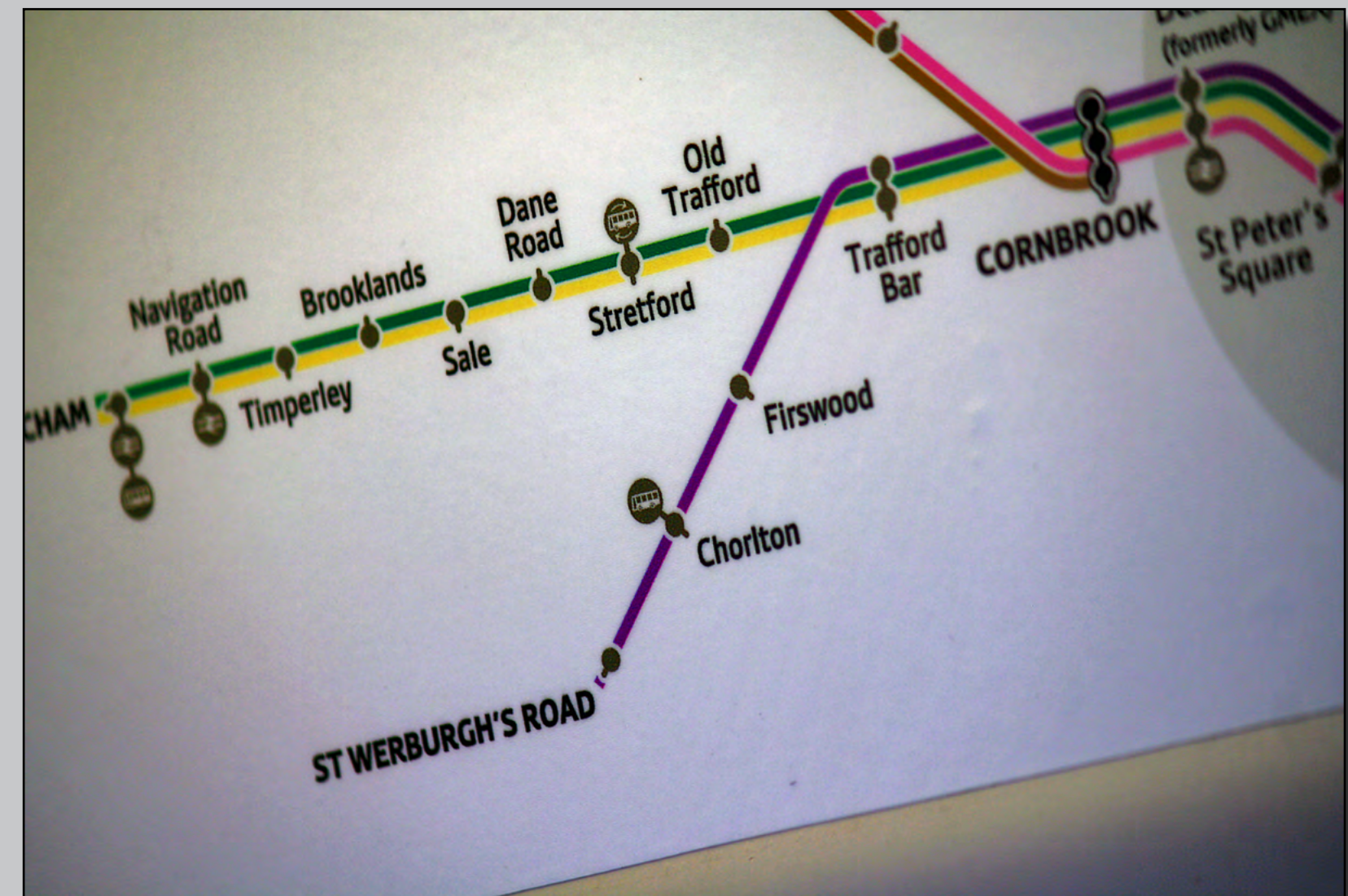
Services from St Werburgh's Road

Destination	Service	Frequency
Victoria	Victoria	Every 15 minutes
Manchester	Manchester	Every 15 minutes
Stretford	Stretford	Every 15 minutes
Old Trafford	Old Trafford	Every 15 minutes
Trafford Bar	Trafford Bar	Every 15 minutes
Cornbrook	Cornbrook	Every 15 minutes
St Peter's Square	St Peter's Square	Every 15 minutes

Metrolink network



From 2009, construction work has been underway to extend the Manchester Metrolink to Didsbury along the former rail route, and to Manchester Airport via Wythenshawe. On July 7th, the first stretch to St Werburghs Road opened to passengers, and (Photo Left) M5000 No. 3001 is seen forming a service to Victoria at the newly constructed Firwood station. The line is to continue from St Werburghs to Didsbury in 2013 and Manchester Airport in 2016.



Manchester Metrolink

The second new line of the Manchester Metrolink to open recently is the spur from Harbour City on the Eccles line to the new MediaCity complex built for the BBC and completed late last year. The line is a single line spur located between Broadway and Harbour City on the Eccles line, and the terminus station comprises of two platforms, both of which can accommodate double unit workings of four cars. Shown in the terminus station (Photo Below) is M5000 number 3001, having formed a service from Piccadilly station.

All Text and Photos: © CJ Sutcliffe



A DRS Charity Open Day – heralded a success!!

Direct Rail Services (DRS), the UK's best performing rail freight operator has opened its doors (for one day only) to the public. Normally the depot is under tight security arrangement but on Saturday 16th July 2011, the head office at Kingmoor Depot in Carlisle welcomed almost 2000 visitors.

Despite the rather wet start to the day, the spirits were not dampened. Music mogul Pete Waterman, a train enthusiast himself was at the depot to lend his support.

Pathfinder Tours had arranged for a special train operated by DRS which brought a group of enthusiasts to Carlisle. The passengers were dropped off at Carlisle Rail Station where coaches were waiting to take them to the Depot. The train later made a pit stop at the depot for fuelling which was a highlight for the visitors.

In aid of charities in the local area, a donation was requested upon entry and the company had raised over £8000. All proceeds will be distributed to charities through the company's Sponsorship and Donations Committee. Many thanks to all those who had donated most generously.



EUROSTAR OPENS SALES FOR ITS POPULAR DIRECT SKI SERVICES TO THE FRENCH ALPS

Eurostar, the high speed passenger service linking the UK and mainland Europe, has opened ticket sales for its direct ski services from St Pancras International and Ashford International to the heart of the French Alps.

The direct seasonal ski services will run from Saturday 17 December (day services) and Friday 23 December (night services) until Saturday 14th April 2012. Eurostar's day and night services, carry ski and snowboarding enthusiasts direct to the popular French ski towns of Moûtiers, Aime-La-Plagne* and Bourg St Maurice, with return fares starting from £149. Eurostar stations are located a short bus ride from the resorts avoiding lengthy transfers to and from the airport.

The stations offer easy access to a variety of top ski destinations in the French Alps, such as Courchevel, La Plagne, Tignes, Meribel, Les Arcs, allowing people to choose a resort that matches their needs. For added convenience, Eurostar allows ski passengers to carry on-board an extra item of luggage in addition to the normal luggage allowance - such as a pair of skis or a snowboard - at no extra cost. Eurostar's overnight services arrive in the Alps early on a Saturday morning and depart late on a Saturday evening, making them perfect for winter sports enthusiasts looking for an extra couple of days on the slopes. On the Saturday day service, passengers can sit back and enjoy stunning views of the French countryside before they arrive rested and ready to go.

Mary Walsh, Eurostar's Director of Communications, commented; "French ski resorts are some of the most popular in Europe, and more and more travellers are seeing that high speed rail is the perfect way to reach them, with a minimum of stress and limited impact on the environment. On average, a Eurostar journey accounts for just one tenth of the carbon emissions of an equivalent flight and allows travellers to arrive close to their resort, relaxed, refreshed and ready to hit the slopes." Return fares start from £149 return. Travellers can indulge themselves on their way to and from the slopes by travelling Standard Premier, enjoying more spacious seating and meals and drinks served at their seat from just £229 return.

Tickets for the direct seasonal ski services are available from www.eurostar.com, by calling 08432 186 186, at Eurostar stations or from travel agents.

DB Schenker Rail operates first European sized freight train over High Speed 1

The project to introduce regular European sized freight trains on High Speed 1 has achieved a major breakthrough following the successful operation by DB Schenker Rail during the early hours of Saturday 23 July 2011 of the first European sized freight train on the route. The significantly larger haulage capacity available, with an internal height of three meters, from the curtain sided swap bodies moved on this train can only be utilised on the High Speed 1 route from the Channel Tunnel to London, as it is the only European sized rail route in the UK.

Two wagons from Spanish logistics operator Transfesa, part of DB Schenker Rail, and four European sized swap bodies were successfully transported over High Speed 1 on Saturday 23 July from Dollands Moor near Folkestone to a rail terminal in East London in a fault free operation. This has clearly demonstrated that European sized rail freight can be transported efficiently from across mainland Europe to London.

DB Schenker Rail plans to follow this initial operation with the first full train of European sized swap bodies, with regular services being introduced thereafter.

In doing so, DB Schenker Rail will connect the UK via the High Speed 1 route to the rest of its pan European rail freight network, opening a new market for customers to export and import goods more efficiently using larger wagons. Alain Thauvette, Chief Executive of DB Schenker Rail (UK) Ltd, said: "This rail freight service is a historic milestone for European rail freight. For the first time ever, the larger swap bodies as used as standard across mainland Europe were transported to London in a fault free operation. The UK is now connected to the larger freight railway used across Europe."

Mr Thauvette continued: "We have been conducting trials over five months on the High Speed 1 rail route, arriving at this major milestone. We will now deliver larger freight trains travelling from anywhere across Europe on the DB Schenker Rail pan-European network to London. This will increase modal shift between road to rail across Europe." Bernd Hullerum, Chief Executive of Transfesa, said: "This is a great opportunity for our Automotive customers to link their European plants using the same Mega Combi equipment used for this trial, as they offer the possibility to load up to 96 cubic meters in a curtain sided unit which is key for this industry."

The work to introduce rail freight services onto High Speed 1 has been supported by the European Commission's Marco Polo programme.

Drax Power awards new three year contract to DB Schenker Rail UK

Drax Power, operator of the UK's largest power station, has awarded DB Schenker Rail UK a new three year contract to haul coal and limestone to the Drax Power Station in Yorkshire.

Under the new contract, DB Schenker Rail UK will continue to operate its existing coal services for Drax Power from ATH Resources and Keir Mining in Scotland, and from the Port of Immingham. New services to be operated by DB Schenker Rail under the contract include coal services from Hull Docks, and limestone services from Tunstead.

Paul Taylor, Director of Trading for Drax Power, said: "We are pleased to have agreed this new contract with DB Schenker Rail. The reliability of deliveries is important to us, and we are impressed with their industry leading levels of performance in this area."

Neil McDonald, Managing Director Industrial for DB Schenker Rail UK, said: "We are pleased to have renewed our relationship with Drax Power, and to be operating additional services. We have worked hard to provide leading levels of reliability to them, and look forward to this continuing under the new contract."

CABLE THEFT : THE GREATEST OF ALL TRAIN ROBBERIES

That's the message from Network Rail, British Transport Police and the Association of Train Operating Companies who have joined forces to launch a new poster campaign aimed at combating the growing crime.

The campaign represents a call to communities to take a stand against cable theft which causes delays to thousands of rail passengers every week. It has been launched to coincide with the national day of action against metal theft on Friday, 29 July. British Transport Police Assistant Chief Constable Alan Pacey, said: "Metal and cable theft is one of the biggest challenges we face. In a time of falling crime figures, metal theft has risen by more than 70 per cent during the past year and, as a result, has had an enormous impact on the rail passengers across the UK.

"This is not a crime which solely impacts on Network Rail or the operators, as the thieves would have us believe, it represents a direct attack on people and communities who rely on rail travel to go about their daily business.

"This has to stop. BTP officers, together with colleagues from the rail industry, have worked closely with scrap metal dealers in a bid to stop thieves being able to sell on the stolen metal – and this work will continue as we aim to make life more and more difficult for criminals. "But, as we jointly launch the new campaign, we are also calling on local people and communities to take an active stand against this crime and pass any information about related criminal behaviour to police." Dyan Crowther, director of operations for Network Rail, said: "It is vital that we work together to tackle the issue of metal theft which is blighting our railway and our communities. The financial costs are substantial but wider social and economic disruption cannot continue.

"In the first three months of this financial year we have seen nearly 300 crimes which caused nearly 2,000 hours of delay to passengers and cost £4.3m in compensation costs alone. This campaign is just part of a much wider programme which seeks to better protect our cables, get trains on the move more quickly when a theft does occur and – crucially – supporting British Transport Police with the detection and prosecution of the people who steal from our railway."

In the North East, where, last year, metal theft rose by more than 73 per cent, BTP officers will be spreading the word during the national day of action on 29 July. During the day BTP will be carrying out scrap metal dealer checks, lineside cable patrols, leaflet drops and disruption visits to offenders in cable hotspot areas, including Teeside- Middlesbrough, Stockton and Billingham, West Yorkshire-Castleford, Wakefield, South Elmsall, Knottingley, Leeds and Moorthorpe, South Yorkshire - Hatfield and Stainforth in addition to Newcastle, Sunderland and Hull.

Detective Inspector Mick Jackson of Operation Leopard - BTP's dedicated cable and metal theft team: "Tackling cable theft is a priority for BTP and we are prepared to do everything within our power to take action against anyone who steals from the railway. "We will be out and about during the coming days, weeks and months, targeting known hot-spot locations, and making life as difficult as possible for would-be thieves. "My officers understand the misery caused by cable theft and will go to great lengths to deter thieves from targeting the railway. "When thefts do occur we will use every investigative and forensic tactic available to us to trace those responsible and put them before the courts."

The theft of cable from the railway has an enormous impact on the travelling public with countless delays and cancellations directly attributable to the crime. DI Jackson concluded: "We are working extremely closely with Network Rail to address the issue and lessen the impact of cable theft on the communities throughout the area. Gary Cooper, Head of Operations at ATOC, said: "Train companies want to do all they possibly can to reduce the number of cancellations and delays caused by cable theft, which regularly leads to considerable disruption for many of their passengers.

"Operators and the industry as a whole are determined to crack down on the thieves, whose actions lead to extra work for staff and cost of millions of pounds, money which could otherwise be invested in improving services for passengers.

"Members of the public can help us by reporting any incidents of cable theft or suspected criminal activity at scrap metal dealers to the police, and we urge them to do so." Transport Minister Norman Baker said: "It is essential we get to grips with this problem because cable thefts are becoming more and more numerous and audacious – for example, gangs of thieves have even dressed up as official workers to get access to sites so they can steal cable and equipment.

"We also had a situation in June this year where thieves stole cabling during the rush hour, knocking out power on vast swathes of the network and causing thousands of passengers to be stranded in their trains for hours on end.

"Stealing railway cable is selfish and dangerous – it disrupts passengers' journeys and costs the rail industry millions of pounds each year. We take metal theft very seriously I will be meeting Ministerial colleagues soon to discuss the issue. I strongly support Network Rail and the British Transport Police in tackling these crimes."



The greatest train robbery yet.

Over the past three years cable theft cost the taxpayer more than £43 million, and the problem is growing. But it also costs passengers thousands of hours of their time through signal failure caused by stolen and damaged cables. We're working with British Transport Police and train operators to stop cable thieves stealing even more of your time and money.



*Report cable theft by calling
British Transport Police on
0800 40 50 40*

Helping Britain run better



£15 West Yorkshire Summer Sale

Grand Central is offering a great deal on our West Riding route in August. From 29 July until 28 August, travel to or from London Kings Cross to West Yorkshire for just £15!

Travel between Bradford Interchange, Halifax, Brighouse, Wakefield Kirkgate, Pontefract Monkhill or Doncaster and London Kings Cross for a standard £15 single fare.

How to buy

- Buy your tickets online
- At the station
- On-board the train (for no extra cost)
- Or call us on 0844 811 0071

Terms and conditions:

- £15 single fare between London Kings Cross and Grand Central stations on the West Riding route.

Travel is permitted on all Grand Central services between Bradford Interchange, Halifax, Brighouse, Wakefield Kirkgate, Pontefract Monkhill, Doncaster and London Kings Cross.

London Kings Cross must be the origin or destination.

- Tickets are available for sale from 29 July 2011 and travel is permitted until 28 August 2011.

You must make your journey on the date on the ticket.

- Seat reservations are not compulsory with these tickets, but may be available. Tickets can be purchased in advance and also on board the train.

Tickets are valid on Grand Central rail services only.

- The £15 Summer Sale fare is not available in conjunction with any other offer.
- No refunds are available.
- No further discounts are available, including child fares and Railcard reductions.
- This offer is not valid on Grand Central services between Sunderland and London Kings Cross via York.



More seats from Virgin Trains for Chester passengers this summer

Virgin Trains will be providing more seats on its busiest services between Chester and London this summer. The delivery of a new Pendolino train, which will be used on the Birmingham-Scotland route has allowed an additional diesel Super Voyager train to be transferred to the Chester-London route.

From now until early September, on Mondays to Fridays, the 09:10 and 19:10 services from London to Chester, and the 15:35 from Chester to London will all be formed of ten carriages providing an extra 256 seats on each train.

On Saturdays an extra 256 seats will be provided on both the 13:35 and 14:35 Chester to London Euston services, whilst the 12:10 and 16:10 services from London Euston to Chester will also have 256 additional seats on each train.

An additional service will link Holyhead with Chester on Saturdays, departing Holyhead at 11:55. More seats will also be provided on the 1809 Chester-Holyhead service on Saturdays. On Mondays to Fridays more seats will also be available on the 11:09 Chester-Holyhead and 13:58 Holyhead to Chester services.

Virgin Trains spokesman Steven Knight said: "The number of journeys on Virgin Trains has more than doubled in six years - from 14 million to over 28 million. The additional Pendolino train has allowed us to reallocate other trains and provide Chester with much needed additional capacity during the busy summer months".

London Midland fits trains with electricity meters

London Midland has become the first UK train operating company (TOC) to equip 100% of its electric train fleet with energy meters. Traditionally, TOCs buy electricity from Network Rail using a billing system that estimates the amount of electricity used to power trains and then redistributes any difference back to TOCs.

The new system means that London Midland will now pay only for the electricity that it uses and also have the information to be able to reduce energy consumption. Over time this will save up to 20% of its £15m electricity bill and reduce its annual carbon emissions from 98,000 tons to 78,000 tons. At the same time, London Midland is looking to work with its train drivers and other staff to make the most of the electricity that they use, in the same way that car drivers can maximise a tank of petrol.

This is achieved by reducing power when the train is on level or slightly falling gradients and reducing acceleration when it is not needed to meet the train timetable. Electricity can also be saved by smarter use of on board air conditioning, heating and lighting and reducing power when trains are parked up at night. All 100 electric trains out of London Midland's total fleet of 159 trains (the rest are diesel) are now fitted with energy meters.

The meters themselves have a similar look to household electricity meters. The meter records energy usage every minute, the dates and times of energy usage and GPS-derived location. A roof mounted antenna uses mobile phone technology to transmit data at 1 minute intervals.

Back office software can then process the data to produce a picture of which trains are using the most and the least electricity, in real time. Network Rail will then receive all actual meter readings from all company electric trains on a daily basis, and every 4 weeks the company will receive an actual rather than an estimated electricity bill from Network Rail. London Midland staff are keen to do their bit for the environment, and the company is planning training to encourage good practice in energy consumption. The process from research to procurement to implementation has been achieved in a record breaking 10 months and this also includes changing the contract for billing of electricity with Network Rail.

The scheme has also had to gain approval from the Office of Rail Regulation (ORR), to ensure that other TOCs are not placed at a disadvantage by the scheme and that it meets the required standards of accuracy. Following a competitive tender process, London Midland chose a Derby based company, Interfleet Technology, to project manage the scheme. The scale of the project meant that the tender to build the meters had to be split between 2 suppliers.

Siemens has fitted meters made by Swiss firm LEM to 67 trains that it originally built and now maintains in Kings Heath depot, Northampton; while Interfleet has fitted the remaining 33 trains with meters made by FAR Systems of Italy.

Mike Haigh, Programme Director for London Midland, comments: "If we know how much electricity we are using, we can start to manage that usage. We don't just want to be billed differently; we want to do things differently. "Everyone in the rail industry is aware of the current need to make savings and this is an example of an early start we are making to invest in technology to reduce our costs and our carbon emissions. "Just as 'smart meters' are starting to help us make intelligent decisions about using energy at home, our trains should be no different."

Although the use of on-train energy meters is increasingly commonplace in mainland Europe, London Midland is the first UK company to use this technology on all of its electric fleet.

Mike Haigh continues: "As well as energy consumption data, the technology we are fitting to our trains can also transmit data on the condition of train systems which will ultimately help us to improve reliability and our maintenance processes. If trains can tell us 'how they are feeling' we can resolve issues before they become a problem and give passengers a more reliable service."

Jo Kaye, Network Rail route director, said: "The development of this equipment is good for the environment and good for the taxpayer, and something that we hope other train operators will incorporate into their fleets of electric trains in due course. "It will allow them to accurately measure electricity consumption and all the factors that affect it. This in turn should lead to innovative ways to reduce the total amount of electricity used and reduce the train operators' carbon footprint. "For the taxpayer, it offers value for money because in future, individual train operators will only pay for the electricity they use rather than simply having to pay a proportion of Network Rail's overall electricity bill."

London Midland is currently contributing to Department for Transport (DfT) and Network Rail research on energy usage in the rail industry, as well as sharing good practice with European counterparts.

Chiltern leads rail industry with fares simplification

Chiltern Railways has become the first rail company to respond to calls by rail passengers and Government that train fares are too complex with a dramatic restructuring and simplification of their fares. The radical changes have been introduced for the launch of their new Mainline service between Birmingham and London in September and aligns with the recent McNulty recommendations.

The company has borrowed from well established practices in the retail sector and deliberately chosen price points that passengers will be able to remember - and applied them to an entire region. Standing out amid the complexity of ticketing from other operators will be three, highly memorable price points for all its key West Midlands stations to London that includes a price cut of £10 for the most flexible ticket.

The new, on the day, return fares between Birmingham and London will be as follows:

- £75 Any train, any day
- £50 Any train, any day except trains arriving in London during the morning peak period
- £25 Any train, any day except trains arriving in London during the morning peak period or leaving London during the afternoon peak period

These fares will apply from all Chiltern's West Midlands stations from Birmingham Moor Street via Solihull through to Warwick Parkway. Passengers will no longer need to remember a whole series of different prices if they sometimes use different stations and the add-on for a London travelcard (covering the tube) will always be £5, instead of varying by ticket type as it does today. Passengers will be delighted to hear that the cheapest £25 return ticket will now be valid for more of the day than ever before, an additional 1.5 hours London bound and an additional 5.5 hours towards Birmingham. Passengers will now be able to travel on any train arriving into London after 1130 and those travelling north will just need to avoid the 4pm to 7pm peak on weekdays.

There is no need to book any of these tickets in advance, with them all available on the day via ticket office or mobile app.

Perhaps most dramatically of all, as part of this new approach Chiltern have cut the peak fare from most stations from £85 to £75. This follows criticism of train companies that the steep fall in train pricing after the end of the evening peak encourages overcrowding and that peak fares are too high.

Chiltern's peak fare will now be virtually half that of the Virgin route into Euston - coupled with fastest trains having near equivalent journey times; just 90 minutes from Birmingham and 1hr 10 minutes from Warwick Parkway.

Former CBI Director General and regular Warwick Parkway passenger Lord Digby Jones said, "At last a train company has woken up and started treating passengers like customers. And it comes as no surprise to me that this innovative way of charging comes from one of the few train operators by whom you can virtually set your watch. Reliability and easy to understand fares which are value-for-money, now that's how 21st rail travel should be! A cut in peak fares can only be the right thing to do at a time of slow economic growth, and the use of simple, memorable fares is something that most of the rest of the world started doing hundreds of years ago. It's great to see the great British railway finally moving into the modern world."

Thomas Ableman, Director at Chiltern Railways, commented, "Passengers tell us they want fast trains, free wifi and a simple pricing structure that they can understand. We've developed Chiltern Mainline to deliver all of these things.

"We believe that customers shouldn't be held to ransom by extortionate walk up fares or held captive in stations with an endless wait until the ever-extending evening peak is over. Our new fares are a commitment to customers to avoid unnecessary complexity and make it easier for them to travel."

Advance tickets will still be available, but Chiltern will not be promoting them as heavily in the future.

Thomas Ableman explained "Passengers told us that adverts saying "from £5" were confusing - as it wasn't clear when those tickets were actually available. That is why we have focused on a range of easily understandable tickets that are available on the day, every day and in unlimited numbers."

c2c Commuters Travel on Britain's Most Punctual Trains

Commuters in south Essex are benefitting from the most punctual rail service in Britain, provided by National Express train operator c2c, who run the train services from Shoeburyness and Southend, to Fenchurch Street station, in the heart of the City of London.

Official rail industry figures just released confirm that 97.3% of c2c's trains ran to time in June. These figures place c2c at the top of the national punctuality table for the fifth month in a row, with another four-week period of rail industry-leading performance. This winning run of performance demonstrates once again the excellence and consistency of service that c2c provides for the communities served by the operator in south Essex.



Julian Drury Managing Director of c2c said: "I'm so pleased that our customers are benefitting from the most punctual rail service in Britain. We are proud to be a local railway, serving the people of south Essex and I am proud of my team at c2c for providing a consistently high level of service for our local community."

Andrew Munden, Network Rail route director, said: "Passengers deserve and expect excellent service on the railway, which is something we're helping to deliver along with our colleagues at c2c. Coming top of the punctuality tables for five months in a row is an excellent achievement and I'm proud of the role Network Rail has played in helping make that happen. "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 in east London and Essex."

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%. c2c has now delivered the leading performance in the UK rail industry for June, May, April, March and February 2011. Customer satisfaction with c2c services, measured 91% in the latest National Passenger Survey in spring 2011 - the joint highest amongst franchised rail operators in the UK.

First of 22 trains receives makeover

The first of 22 ScotRail trains to be refurbished entered service in early July. Customers will see the first on Glasgow - Milngavie / Dalmeir / Balloch / Helensburgh routes - followed by Milngavie / Dalmeir - Motherwell / Larkhall / Lanark routes later this summer.

The makeovers for the Class 320 trains, project managed by Eversholt Rail Group, will be carried out during routine maintenance cycles, with seven scheduled for 2011 and the remainder by autumn 2013.

Key elements of the overhaul involve improving reliability - and enhancements by ScotRail include new toilets at a cost of over £2 million. The toilets are fully compliant with disability regulations and come complete with push button controls and a baby change table.

New wheelchair accessible areas are also being provided, which include call for aid units and tip up seating when there is no wheelchair in the space. Other work, funded by Eversholt Rail Group, includes new footstep lighting and door sounders.

All the trains will be rebranded in the new "ScotRail, Scotland's Railway" unified livery. Steve Montgomery, ScotRail's managing director, said: "This investment not only means improvements to reliability but greater comfort for customers."

c2c's Award-winning Tony Smith Retires

National Express train operator c2c's award-winning Fleet Manager Tony Smith has retired after completing 36 years service in the rail industry. Since 2001, he has been part of the team that has steered c2c's fleet to the top of the punctuality and reliability charts. It all began in 1962 when a young Tony Smith joined British Rail at Darnall Diesel Depot in Sheffield as an apprentice, moving to Tinsley, where he remained for about 15 years.

After some time away from the rail industry, Tony returned to the rails in 1990, working in a signalling and telecommunications role in the BR Southern Region, before joining West Anglia Great Northern at Hornsey Depot in 1996. At Hornsey, Tony worked in a variety of roles, looking after everything from training, to materials and the buildings, before becoming Hornsey's Resources and Contracts Engineer.

In June 2001, Tony made the move to c2c's East Ham Depot and has never looked back, taking c2c's Class 357 fleet from strength to strength, regularly performing to the highest levels of reliability in the industry. In his time at the helm of the fleet, c2c has won an unheard of 5 'Golden Spanner' awards for the reliability of their fleet. This record-breaking reliability has been instrumental in helping c2c to set new UK records with industry leading standards of punctuality, yet to be bettered by any other franchised train operator in Britain.



Julian Drury c2c's Managing Director said: "Not only is Tony a Fleet Manager second to none, but he is also a fantastic colleague, selfless, humorous and energetic, always there for his team, supporting and encouraging them."

It is these exceptional qualities which led to Tony Smith winning the 'Outstanding Personal Contribution' award at the 2008 National Rail Awards.

Speaking of his time on the railway Tony Smith said: "The important thing is to pass on the knowledge you have, to give people a chance and encourage them. It makes you feel so proud when your colleagues take away the knowledge you've given them and become even better at the job than you are yourself."

There speaks the selfless Fleet Manager, who has led his team at East Ham Depot to the 'Maintenance Team of the Year' award at the National Rail Awards two years in a row, in 2005 & 2006.

To mark his retirement, Tony's colleagues arranged a special presentation for him at East Ham Depot on Friday 1 July.

MORE TRAINS LESS FUEL

A scheme to cut fuel use and lower carbon emissions is proving so successful that train operator First TransPennine Express has saved 10 million litres of diesel since introducing its Eco-mode initiative just four years ago. Now the fuel saved each year by the company's 51 Class 185 three-carriage trains is sufficient to power its smaller fleet of nine Class 170 two-carriage trains. The Class 185 trains were built for the First TransPennine Express (FTPE) network in 2006 and burn around 26 million litres of fuel each year.

Shortly after their introduction the manufacturer, Siemens and FTPE spotted an opportunity to make the trains run more efficiently along rail routes with a number of steep gradients. Modifications to the Class 185 trains changed how they make use of their diesel engines on different parts of the network. When running up a gradient the trains will use all three engines to draw full power. Running down an incline, one or more of the engines can be shut down temporarily to avoid providing power that is not needed. The company's train drivers also play their part in cutting fuel consumption and exhaust emissions by tailoring their driving style to suit the terrain. With an on-train display in the cab providing information on fuel consumption, drivers are able to monitor how their driving affects the amount of diesel being used at different points along the way and see how smooth acceleration and braking can make a real difference.

When trains are not in service and are being moved to and from their maintenance depots they run on just one of the three engines and similarly if a train is standing in a station for more than a few minutes then the engines are turned off rather than left idling. Nick Donovan, engineering director of First TransPennine Express, says: "Rail travel is rightly regarded as being environmentally friendly, but it's important that we still continue to find ways to lessen the impact of running our diesel trains.

"We are delighted with the progress we have made so far which has been an engineering innovation and a great example of how our drivers have become more aware of their driving style and risen to the challenge of cutting our fuel consumption in a big way.

"So far the whole initiative has saved enough fuel to run the class 170 fleet for the next four years so effectively we are using less fuel to run more services." The Class 185 trains run on all First TransPennine Express routes and the Class 170s run mainly between Cleethorpes, Sheffield and Manchester Airport and between Hull and Manchester.

South West Trains announces plans for London 2012 Games

London 2012 spectators planning to travel with South West Trains to next summer's Games can now take advantage of some great value rail tickets, following the launch of a dedicated new website, www.nationalrailgamestravel.co.uk will offer special rail fares exclusively to Olympic and Paralympic ticket holders.

Examples of 2012 Games trains fares on the South West Trains network include: Woking to London Waterloo – Day return: £7.00; Guildford to London Waterloo – Day return: £9.00; Basingstoke to London Waterloo – Day return: £16.40; Winchester to London Waterloo – Day return: £22.40; Portsmouth to London Waterloo – Day return: £26.40; Salisbury to London Waterloo – Day return: £26.40.

These prices will be even lower for spectators with a Railcard, who will be able to get at least a third off any 2012 Games train fare. These special fares are being made available to spectators more than 12 months in advance of the start of the Olympic Games, allowing spectators to book their train travel once they have confirmation of all their London 2012 sports event tickets. South West Trains has also worked with Network Rail to draw up a special timetable that will provide more late night services throughout the Games. Additional capacity will be provided on many services, and a number of late evening services from London Waterloo will also be extended to serve even more stations. Other late night services have been re-timed to depart later than usual, providing greater travel options for the thousands of spectators returning home after the Games. Details of the additional services are available for passengers to view when booking their tickets through www.nationalrailgamestravel.co.uk.

In addition to the events taking place in London, there will also be a number of other events on the South West Trains network, including the rowing at Eton Dorney, the tennis at Wimbledon and the sailing at Weymouth.

In memorandum of the late Jim Hockley, formerly of Bristol:

Jim Hockley a fellow railway photographer, friend to many and provider of railway sighting information. Jim tragically and suddenly passed away around the 24th of July. Jim is sadly missed by all who knew him either in person or by email communication. RIP Jim.



First Great Western Class 57 602 & 57 603 top and tailing the Old Oak-Bristol Temple Meads-Old Oak Special Test Train and 57602 heading 57603 on the return. Pictures taken at Keynsham on June 30th 2011 by Jim Hockley



RAIL SERVICES RESUME AS VIADUCT REOPENS



Arnside Viaduct reopened on schedule on July 18th after a 16-week closure during which Network Rail and its principal contractor May Gurney completely rebuilt the deck of the 155 year old structure.

Jo Kaye, Network Rail's route director, said passengers are now reaping the benefits of the work. "The first thing regular passengers will notice is how quiet the ride is over the viaduct compared with before. We have taken away the old jointed track and replaced it with continuous rails. Not only is this quieter but it is also makes the ride over the viaduct a lot smoother.

"In due course we will be doubling the speed of trains over the viaduct which could lead to reduced journey times in future timetables."

Arnside Parish Council expressed its appreciation for the way the work had been carried out, saying: "It has been on time with a minimum of mess and disruption to the village, for which we are grateful."

Site compounds were set up at either end of the viaduct, which closed at the end of March. Old material was taken away in the Grange direction and the new decks brought in from the Arnside compound.

Working on one line at a time, the railway tracks were removed to expose the viaduct decks, which were cut into sections, lifted out by special road/rail machines and taken away to the Grange compound.

Special gantry cranes were then erected which moved along the viaduct lifting the new deck units into position before base plates were bolted in place to take the new continuously welded track. The type of base plates and track used mean a quieter, smoother ride for passengers and less maintenance for both Network Rail and train operators.

Having completed the line towards Barrow, the process was reversed to renew the viaduct in the Carnforth and Lancaster direction.

The 30 mph speed restriction is due to be removed after a settling in period, and the speed of trains over the viaduct is expected to be increased to 60 mph in the New Year.

New Alstom Pendolino train enters service with Virgin Trains

A new 125mph Pendolino train, has been formally handed over to Virgin Trains by train builder Alstom. Leased by Virgin Trains from rolling stock owner Angel Trains, the train entered service in mid July. Virgin Trains' Chief Operating Officer Chris Gibb accepted the train from Alstom Transport UK Managing Director, Paul Robinson and Malcolm Brown, Angel Trains' Chief Executive, at Alstom's Edge Hill Traincare Centre in Liverpool on 12 July. The new train has undergone extensive testing over the last few months and will now be used to boost capacity of the busy West Coast Main Line, where passenger numbers have doubled to over 28 million in the past six years alone - making it the fastest growing franchise.

Its use on the West Coast Main Line is a result of close co-operation between Virgin Trains and the Department for Transport. The agreement means that the 439-seat train will run on Virgin Trains' busiest routes, and enable more capacity to be provided on other routes. The new train will allow additional seats to be provided on the busy Birmingham-Scotland and London-Glasgow routes, which have seen growth of more than 30% in the last two years. It will provide 183 more seats than are currently available on the Super Voyagers that serve the Birmingham-Scotland route.

A five-carriage Super Voyager will then be transferred to services between London and North Wales, meaning that some of the busiest trains on the route will now have ten carriages.

Transport Minister Theresa Villiers said: "Tackling crowding and reducing the cost of our railways are two of the biggest challenges facing the rail industry at the moment. I am delighted that we have reached agreement to bring these carriages into service ahead of schedule.

"But this is just part of the Government's plans to increase capacity for the West Coast main line - when all the new Pendolino vehicles and trains are in service in December 2012, there will be 106 new carriages in operation on the line.

"Across the rail network we plan to deliver more than around 2,700 new carriages by 2019. These carriages are already beginning to arrive."

Chris Gibb, Chief Operating Officer of Virgin Trains, said: "This is exactly what our customers want - more seats and space for their journeys. We are delighted to accept this train into our fleet and from next week our passengers will be able benefit from more seats each day on some of our busiest trains."

Paul Robinson, Managing Director of Alstom Transport UK added: "Thanks to our teams in the UK and Italy and close cooperation with our customers, we are able to deliver this train for passenger service ahead of the original schedule; a great achievement."

Malcolm Brown Chief Executive at Angel Trains adds: "We are delighted to have been able to work with Alstom and Virgin to enable the introduction of this new train which will significantly improve the travel experience for passengers on the West Coast Main Line. Angel Trains has always been supportive of extending the Pendolino fleet and we are delighted that this deal has come to fruition. We hope to play an active role in providing further investment to expand the number of fleets in operation on our railway lines."

This train is part of the Pendolino extension programme to deliver four new 11-car Pendolino trains to the current fleet operating on the West Coast Main Line, in order to increase capacity. It will enter service initially as a nine-carriage set. As well as supplying these new trains, Alstom will lengthen 31 of the 52 existing trains operating on the West Coast Main Line from nine to eleven cars by the end of 2012, providing over 7,000 extra seats in all.

The trains were manufactured at Alstom's site in Savigliano Italy, its UK Preston site specialised in traction engineering, parts and modernisation, supplying the power modules.

The DfT has ordered four 11-carriage Pendolino trains from Alstom along with an additional 62 new Standard carriages, which will be added to 31 existing nine-carriage trains.

Photo: Virgin Trains Chief Operating Officer Chris Gibb (centre), Alstom Transport UK Managing Director Paul Robinson (left) and Angel Trains Chief Executive Malcolm Brown (right) with new Pendolino train 390054.



View from the Outside

During July I didn't do much because Andy went to so many places to do train photography and left me at home. He went on holiday for a week around various places in the UK and some of the photos are in this month's issue. They visited Dawlish, Isle of Wight, Swanage, Dungeness, and many more places across the South Coast which comes highly recommended by Andy for train photography, but I wouldn't know, for I was not invited, so you'll have to let me know if it is any good if you go yourselves. Andy has also been to Prague this month which makes me jealous and again he says it is highly recommended.

Andy and I are looking forward to August and going to Spain on a train for the first time, and will tell you all about it in the next issue. I can imagine this will be extremely recommended especially since I am invited! We will go through to France on the Eurostar and stop off in many nice places a long the way. I have been in hospital twice these passed two months with Gastroenteritis which including recovering has taken up quite a bit of possible train photography time, however I

can say that I rode ambulances as a patient for the first time, but I would have rather been healthy and riding a train, although trains don't have flashing blue lights! Which would you prefer? I know that waiting for an ambulance takes a lot less time than waiting for a train and you are guaranteed a seat. Plus it is free, the only problem being the return journey....or the lack of it, for example my mum having to drive me home in the car at 5.30 in the morning.... Anyway moving on from the fact that I have been in more ambulances than trains lately I have actually moved house and there is not a train station where I live! There is Selby station a 5 minute drive away however, but it just isn't the same! It would take half an hour to walk from where I live to Selby station, but I am really happy in my new house with a 3 car driveway but not quite wide enough to park a train in.

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

RELAUNCHED EAST COAST RAIL ROUTE IS A FIRST CLASS SUCCESS

First Class journeys leap by almost a third as more make the switch from 'plane to East Coast's new First Class service. A major surge in First Class journeys – the biggest for five years – has been recorded on East Coast trains, following the successful launch of its new timetable and First Class complimentary food and drinks service.

The news comes as fresh evidence emerges showing that more long-distance travellers are switching from 'planes to East Coast trains. The train operator's own data shows that in the four weeks to 23 July, 173,000 passenger journeys were made in First Class – a rise of 29 per cent, or 39,000 journeys, compared with the corresponding four weeks in 2010. The rise is the biggest seen on the East Coast route in the last five years, and one of the biggest since the end of British Rail in 1996.

Meanwhile, the number of First Class journeys made with East Coast has also leapt by 24 per cent since the new timetable and First Class Complimentary service launched on 22 May. This represents an additional 74,000 First Class journeys, compared with the same period last year. In contrast, East Coast First Class journeys grew by just three per cent in the entire year from April 2010 to March 2011.

East Coast launched its new timetable on Sunday 22 May, adding 117 extra services every week and more than three million additional seats to the timetable. The timetable also reintroduces direct return services to and from Harrogate for the first time in 20 years, and a new daily service between Lincoln and London. From the same date, East Coast also introduced substantial improvements to its First Class customer service, including a new complimentary food and drinks service, featuring hot meals on weekday morning and evening trains, and a new Quiet Coach.

East Coast Managing Director Karen Boswell said: "Launching the new timetable and First Class customer service presented a major logistical challenge. The timetable represents the biggest change to East Coast in 20 years, and has settled in well, successfully delivering more seats, more services, improved frequency and faster services – including a prestigious new 'Flying Scotsman' non-stop express service from Edinburgh to London in just four hours. "The data we now have confirms that many people are voting with their feet and trying out the new First Class customer service – while our market research tells us that the reaction to what we are now offering is generally very good. At a time when our trains are gaining ground in competition with the airlines, we will seek to build on the positive start made since 22 May.

"Our staff have made a massive contribution to ensuring a positive start to the new timetable and service, while we all fully recognise there is more to do to build on this early progress. I want to thank our people for all they have done, and continue to do, to build a bigger and better East Coast."

Latest data shows that in the five years to May 2011, East Coast's own share of the market between London and Edinburgh almost doubled, from 13 per cent in May 2006 to 25 per cent in June of this year. East Coast's market share between the English and Scottish capitals rose by one per cent in the month following May's launch of the new timetable and on-board service. East Coast's market share in June of this year on the route between London and Edinburgh also rose by three per cent compared with June 2010 – and by six per cent compared with June 2009. The results between Newcastle and London are also positive for East Coast, with its market share rising from 46 per cent to 64 per cent over the five years to May 2011. Meanwhile, detailed research to gauge customer reaction to East Coast's improved First Class Complimentary service has been commissioned by the train operator, and carried out independently by market research consultancy Outlook. Research was carried out on board East Coast's trains between 27 June and 7 July.

The results give the first clear picture of customer reaction to the improvements to First Class service. They show that four out of five customers surveyed in First Class were pleased with the style and quality of service on board the train, while three quarters of those asked liked the complimentary food and drinks on offer.

Customers also welcomed the inclusion of healthier food options within the complimentary menu, and East Coast's partnership with the National Trust on its locally-sourced cake range also won praise. East Coast Managing Director Karen Boswell added: "These results are encouraging, with high levels of customer satisfaction with our new First Class complimentary offer. "Taken together with the rises in our market share compared with the airlines and with First Class passenger numbers continuing to grow ahead of target, our business is growing faster than at any point since we began operating East Coast services in 2009. It's clear that customers are enjoying our new First Class service – for them, the proof of the pudding is in the eating! "Naturally, we know there is more work to do to build on the improvements we have made so far. We continue to work hard on delivering higher quality services for our passengers."

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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's report comes from Railtalk regular, CJ Sutcliffe who has been to Diggle Chippy. I haven't been there myself but it certainly sounds great. Here's what he wrote:

One can mix two or three fillings if they so choose to do so, or they can do what I did, and order the full four on the same barm. They will also find the barm retain their heat really well due to the fact they are not wrapped in paper bags and napkins, but instead tinfoil which is a new one on me. And the structural integrity of the sandwiches is really quite excellent, at the point where most sandwiches would fall apart in one big mess, my barmcake held together really nicely. There is also a choice of tea or coffee available, served in a typical polystyrene cup with a plastic lid.



This is one for all of the people that I know or have seen that visit Diggle Junction, more specifically the road bridge and footbridge at Ward Lane, for the morning pass of the Scarborough Flyer or anything else that also happens to be passing that way, regardless of working. Not ¼ of a mile from where I shot 6201 and 34067 on the Ward Lane footbridge, is a quaint and innocent looking chip shop named "Diggle Chippy". However unlike any other chippy I know of, this one also doubles up as a static roadside café, opening for breakfast in the mornings no doubt for the people travelling between Huddersfield and Oldham/Uppermill on the main Huddersfield Road. The chippy is located on the southwest corner in a small part timber hut, and is instantly noticeable from the roadways it adjoins to.

The breakfast menu consists entirely of barmcakes with various fillings, such as fried egg, bacon, sausages, the usual suspects. Along with the magical fourth ingredient to a good breakfast barm, spam. Not all roadside cafes serve spam, and the ones that do normally tend to be the better ones.

The lids leave a little to be desired, and great care must be taken when opening them to avoid losing half a cup over the floor and your hands. The chippy appears to be owned and operated by one woman, at least during the mornings, and even when there is a small rush on orders are processed really quite swiftly, and all with a smile and light hearted banter. It costs nothing to be nice after all, and niceness is aplenty at this little spot. As some of you may remember I also reviewed The Maltings in York, a tiny tiny pub not far from York station sometime last year. And Diggle Chippy is yet another shining example of smaller places often being the best, if you pay enough attention to find them. Well worth the custom, and I'd recommend it to anyone who visits Diggle Junction in the future.

Many thanks to CJ for this in depth review, and 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

SAFETY SURVEY: MYTHS MEAN PARENTS IN THE NORTH EAST COULD PUT CHILDREN AT RISK

Network Rail has released a hard-hitting video about the severe consequences of trespassing or messing about near the railway as a new survey reveals 60% of parents in the north east have not discussed railway safety with their children. Furthermore, 55% of mums and dads in the region don't realise that electrical power is on all of the time and more than 70% don't know that you can get a shock without actually touching the wires.

As the summer holidays begin, Network Rail has launched the powerful video to specifically highlight the dangers of electricity. Nationally, 69 people have been electrocuted in the last ten years after coming into contact with the overhead wires or the 'third rail'. A further 72 people have suffered injuries or trauma. Of the total, 23 were children aged 15 or under.

The video features a skin biology specialist and a Network Rail electrical engineer, sending a stark message about the power of the current used to run trains and the consequences of coming into contact with it. Mixed with graphic images of people who have suffered burns, the experts talk about how the power used in overhead wires is ten-times more powerful than an electric chair, and recount stories of people who have had their clothes set alight and the coins in their pockets melt.

Dyan Crowther, Network Rail's director of operational services, said: "Thankfully the number of people killed or hurt on the railways is coming down but every death or injury is preventable. As our video shows, receiving an electric shock is horrific and could affect you for the rest of your life, if you're lucky not to be killed.

"Our community safety teams work tirelessly with young people across Britain to warn them of the dangers and encourage them to get involved in safer and more positive activities. However, we are concerned that many parents are very much in the dark about the dangers of trespassing or playing near the railway. Even though the majority of trespassers aren't hurt, these crimes are not harmless and can result in huge delays and costs. We hope that by getting out this stark warning we can help banish the myths about rail safety and ultimately save lives."

British Transport Police's Schools Education Officer PC Steve Wareing said: "During the summer holidays we unfortunately see an increase in offences on the rail network. So we are hoping that by targeting hotspot areas, and through the education work we have already done, we will reduce the number of incidents and deter youngsters from seeing the railway as a place to hang out or play.

"The railway is such a dangerous environment, trains cannot stop quickly or swerve, and are often not seen or heard until it is too late. I cannot emphasise strongly enough the dangers associated with this type of crime. One of the worst jobs a police officer has to do is break it to a parent that their child has been seriously injured, disfigured for life or killed; and it's so unnecessary. A little thought by parents and carers will save us having to make that painful visit."

"I am appealing to parents and adults to emphasise the dangers to your children this school holiday, and if you live near the railway, ask yourself if you know where your children are playing."

Gary Cooper, Head of Operations at the Association of Train Operating Companies (ATOC), said: "People playing on or near railways not only put themselves in serious danger of injury, they also cause disruption affecting thousands of passengers trying to go to work, visit friends or travelling for their business.

"We don't want people hurt and we know how important running trains on time is to our customers. This is why train companies are working with the rest of the industry to keep people safe and to make sure record numbers of trains arrive on time."

A Different View



On July 27th, First Great Western Class 165 110 speeds through Didcot.

CJ Sutcliffe



A superb example showing what can be achieved with "Tone Mapping" sees Class 90 019 working the 6L48 Garston - Dagenham through Hartford, Cheshire. However I'm sure that there are those who prefer the photographs to be as un-edited as possible. [Colin Irwin](#)



Many heads all trying to see whats going on, this is the moment that Class 55 022 was halted in the Tiverton Loop with an exhaust fire whilst working "The Devonian" railtour. Class 47 804 which was on the rear soon ran round and took the charter forward to enable the Deltic to "cool off."
Brian Battersby



Great Western 7800 Class No. 7827 "Lydham Manor" in BR Black livery is seen heading a Paignton bound service on July 9th.

Brian Battersby



Ok its a preserved "Rat" working a charter train on a preserved line, but we think it fits here not in the charter section! Class 25 No. D7535 is seen heading out of Paignton on a Spitfire Railtours private charter service in connection with "The Devonian" on July 9th. [Richard Hargreaves](#)

Foxfield Railway

Steam Gala

On July 16th, No.19 visiting from the Devonport Dockyard leads Bagnall 0-4-0 saddle tank built in 1946, No. 2842 up the bank from the Colliery and into Dilhorne Park.

Richard Hargreaves





Above: Devonport Dockyard 0-4-0ST No. 19 is seen shunting at Foxfield Colliery. [Richard Hargreaves](#)
 Below: Haydock Foundry 0-6-0 well tank built in 1874, No. C "Bellerophon" rests at Caverswall Road. [Class47](#)

Above: Hunslet 0-6-0 saddle tank Austerity class built 1950, No. 3694 "Whiston" climbs the bank out of Foxfield Colliery. [Richard Hargreaves](#)
 Below: Bagnall 0-6-0 saddle tank, No. 3059 "Florence No 2" heads towards Dilhorne Park. [Richard Hargreaves](#)



Dubs 0-4-0 crane tank built in 1901, No. 4101
is seen hauling some wagons at Caverswall Road. [Class47](#)



GWR Didcot

Seen in steam at Didcot on July 27th is
Great Western 5700 Class 0-6-0PT No. 3738, and in the
background is Avonside built GWR 0-4-0ST No.1340.

CJ Sutcliffe



In steam at Didcot Railway Centre on July 27th was GWR 2-6-0 No. 5322, turned out in War Department Desert Sand livery. Here she is seen working a demonstration passenger train into the halt at Didcot.

CJ Sutcliffe



Above: Seen inside the shed, GWR Castle Class 4-6-0 No. 5051 "Earl Bathurst" is seen lying dormant. Her boiler certificate has expired, and she's unlikely to be restored to steam for a while due to the overhauls of GWR King No. 6023 "King Edward II" and the ongoing overhaul of classmate No. 4079 "Pendennis Castle". *CJ Sutcliffe*
Below: The coaling stage at Didcot Railway Centre towers over Class 08 757, working at Didcot Yard. The Class 08 is owned by DBS and is currently in debranded Rail Express Systems livery. *CJ Sutcliffe*



North Yorks Moors Railway



PASSENGERS FOR GOATHROPE AND LEVISHAM MUST TRAVEL IN THE FRONT FOUR COACHES OF THE TRAIN BEYOND THE FOOT BRIDGE

PICNIC AREA

PICKERING

Class 25 No. D7628 "Sybilla" approaches Pickering with the last train of the day from Grosmont on July 4th. [CJ Sutcliffe](#)

BR Class 24 No. D5061 stands at Pickering with a train from Grosmont on July 4th. Pickering station has regained its original trainshed roof, just seen at the top of this shot. [CJ Sutcliffe](#)



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Spa Valley Railway



Above: The Spa Valley Railway platform at Eridge, July 16th. [Derek Elston](#)

Below: Class 12 No. 15224 stands in the yard at Tunbridge on the Spa Valley Railway, July 16th. This locomotive is unique in the fact that it is the only diesel in preservation with the Bulleid-Firth-Brown Boxpok wheels. [Derek Elston](#)



Above: Metro Cammell unit No. 56408 is seen being utilised as hauled stock by the lines Class 37 at Eridge on July 16th. [Derek Elston](#)

Below: LMS Jinty 0-6-0T No. 47493 departs Eridge with the 15.05 departure to Tunbrise Wells West with Class 37 153 attached to the rear of the train. [Derek Elston](#)



Ffestiniog Railway



Baguley-Drewry shunter "Harlech Castle" is seen at Minffordd station on an engineering train on June 30th.

Phil Martin

Pontypool and Blaenavon



RSH 'Austerity' No. 71515 "Mech.Navvies Ltd." climbs the bank into Furness sidings station on July 24th. [Andy](#)



Above: Motor coach No. 60117 from unit 1118 stands in Furness sidings on July 24th. [Andy](#)
Below: Class 31 No. D5627 "Steve Organ G.M." and Class 73 128 "O.V.S. Bulleid C.B.E." are seen shunting in the Furness sidings that house a vast array of rolling stock. [Class47](#)



A pair of DMU Class 108 DMCLs as W50632 is seen paired with W52044 at the excellent Pontypool and Blaenavon's headquarters, a line that is certainly well worth a visit. [Andy](#)



Severn Valley Railway

Ivatt Class 2 2-6-0 No. 46443 is seen at Bridgnorth on the 1940s weekend, June 25th. [Phil Martin](#)



South Devon Railway

Class 33 002 is seen at the South Devon Railway's Buckfastleigh depot on July 25th. [Class47](#)





Above: Rat without a Cab - Class 25 No. D7541 is seen at Buckfastleigh in July after its cab was removed for much needed repairs. *Andy*
 Below: BR Class 122 DMU No. W55000 arrives into Totnes on July 26th. *Class47*



**GB RAILFREGHT presents
 the
 Weston-Super-Deltic
 on
 Saturday 20th August**



Join us for another great day of twin engined Napier action as Deltic 55 022 'Royal Scots Grey' and GB Railfreight take you from Peterborough to the picturesque location of Weston-Super-Mare.

Picking up and setting down at Potters Bar, Finsbury Park, Willesden Junction High Level and Reading, then travelling onwards to Bath Spa where you can spend the day, or continue to the delightful seaside resort of Weston-Super-Mare. This excursion is primarily a family day for GB Railfreight staff however though negotiations we have been allocated one TSO coach which should be located at the front of the train in one direction, special terms apply as shown below. Booking is strictly limited to a small number so please book as soon as possible to avoid disappointment.

ADDITIONAL TERMS

1. No pay on the day sales.
2. There will be no buffet car facilities available (as the train will only have kitchen cars).
3. Passengers must be aware that this is a customer and family dining train and inappropriate behavior will not be tolerated.
4. GB Railfreight reserve the right to remove people from the train should behavior be unacceptable.
6. No claim can be made against GB Railfreight should the train be delayed.

Further details, can be found on our website: www.royalscotsgrey.co.uk
 Any queries, please telephone 07890 638083 or e-mail railtours@royalscotsgrey.com
 Bookings will be accepted up until August 15th 2011. Please send completed booking form to:
 Guy Middleton, 26 Kendall Close, Blackburn, Lancashire, BB2 4FB.
 Please include a stamped, addressed envelope should a booking confirmation be required
 Confirmed times & tickets will be sent approximately 5 days before the tour.



BR 2-6-2 tank locomotive No. 5526, one of 100 of the 4575 class introduced by the GWR in 1927, is seen in regular use at the South Devon Railway. [Andy](#)



C58LG

First livery for 58 016 agreed

It is now over 12 months since 1984 - built Class 58 016 became the first ex-British Rail Class 58 heavy freight locomotive to enter preservation. Over the past year an enormous amount of renovation work has been undertaken, including a power unit swap.

With the restoration of the locomotive now in full swing, several refurbished components were beginning to require painting in to a suitable manner so as to match the engine's final colour scheme, meaning one key question had to be answered:

What livery shall we repaint 58016 in to?

The Class 58s (and '016 in particular) have sported a selection of liveries throughout their careers; from their original British Rail colours right through to the corporate identities of French, Spanish and Dutch operators. 58 016 entered traffic in Railfreight red stripe colours, this being initially superseded by Trainload Coal and then plain triple grey livery in 1994. 'Mainline' branding was applied to the engine in 1995 prior to a full repaint in to EWS maroon and gold in June 1996. Following withdrawal and subsequent reinstatement for export duties in France, 58 016 received Fertis white/grey livery in 2005, which it has worn ever since, albeit now with some additional embellishments. Contrary to some previous reports, 58016 never received aircraft blue livery; however the Class 58 Locomotive Group has always remained open-minded towards livery selection.

Back in March 2011 the Class 58 Locomotive Group appealed to members and supporters for their comments, views and opinions on the first livery that 58016 should reappear in once its restoration is complete. Aware that locomotive livery can become one of the most contentious subjects in railway preservation; the appeal was aimed at avoiding controversy and genuinely appreciating all the views of C58LG members and volunteers. Being relatively youthful, it is hoped 58016 can have a long and active career in preservation and therefore scope exists for the engine to wear several colour schemes over the coming years.

Over the past three months we have been inundated with input towards the livery decision and we would firstly like to thank everyone who has e-mailed, written or spoken to committee members. Feedback quite literally covered all potential options, including foreign variants; however having digested all suggestions we are pleased to officially announce that 58 016 shall be outshopped in Trainload Coal triple grey livery.

Whilst some interest towards original red stripe was shown, 58001's prolonged period at Barrow Hill in this colour scheme seems to have influenced many towards wishing to see an alternative. Trainload Coal clearly stood out as the favoured choice and we now look forward to seeing the engine in the same colours worn when it departed Barrow Hill for the final time in February 1991.

Keen to avoid diverting restoration funds away from 58 016's current electrical, mechanical and engineering tasks; Class 58 Locomotive Group Committee Member Chris Lowe has set up a 'Paint Me' fund, specifically aimed at sourcing the necessary funds to pay for the final paint scheme. To donate please send a cheque or postal order made payable to Class 58 Locomotive Group to 14 The Chase, Blofield, Norwich, Norfolk, NR13 4LZ.

The Class 58 Locomotive Group is keen to again recognise the on-going assistance of Morris Lubricants, who are continuing to help ensure the restoration of 58016 flows smoothly. During the livery debate process, consideration was given to painting the Class 58 in to the house colours of our sponsor; however this has currently been side-lined in favour of a more authentic alternative.

More information on the group's activities can be found on our website: www.c58lg.co.uk

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!

Embassy and Bolton Abbey



Recently arrived from the North Yorkshire Moors Railway, ex-GWR 0-6-2 tank No. 6619 is now resident on the Embsay and Bolton Abbey railway whilst it is up for sale by its present owner. The locomotive makes easy work of the first Bolton Abbey - Embsay service on July 12th, seen near Holywell Halt. [Ben Bucki](#)

West Somerset Railway



Above: Class 33 No. D6566 is seen stabled at Bishops Lydeard on July 27th. [Andy](#)
Below: Recently returned to service after overhaul, SR West Country Class 4-6-2 Rebuilt WC No. 34046 "Braunton" is seen stabled at Minehead. [Class47](#)



Great Western Railway "Large Prairie" 2-6-2T No. 4160 is seen at the delightful location of Crowcombe Heathfield. [Class47](#)



A three car Class 115/117 DMU is seen departing Watchet station on the West Somerset Railway in late July. [Andy](#)



Swanage Railway



A pair of Class 33s, Class 33 111 and recently restored No. D6515 are seen at Swanage on July 28th. [Andy](#)



The A1 Steam Locomotive Trust
New Steam for the Main Line

Tornado and King Edward I to haul train celebrating steam's return to the main line in 1971

On 8th October 2011 steam locomotives No. 60163 "Tornado" and No. 6024 "King Edward I" will haul a special train to celebrate the 40th anniversary of the return of steam traction to Britain's main line railway. A ban on steam was imposed by British Railways when it withdrew from service its last steam locomotives in 1968. This special anniversary train will retrace much of the route taken in October 1971 by GWR King class No. 6000 "King George V" and all of the profits will be donated to Help for Heroes, with all of the key parties involved pledging their services for free.

The proceeds from the sale of tickets will provide Help for Heroes with much needed funds for Britain's wounded and disabled armed forces personnel, helping them through the trauma of their ordeal, coping with their injuries and learning how to reintegrate into civilian society. To this end the key players are providing their services free of charge: The A1 Steam Locomotive Trust is providing 60163 Tornado and Jeremy Hosking (with the 6024 Society) 6024 King Edward I; Network Rail has agreed to waive any track access fees while Bells & Two-Tones will be sponsoring the provision of water for the steam locomotives; operator DB Schenker will not charge for its role and Steam Dreams is providing the booking services. Steam Railway magazine will be the official media partner and provide all of the on-train literature. More sponsors are being sought for other aspects of the train to ensure that the maximum amount from the ticket sales goes to Help for Heroes.

The 40th Anniversary train will run on Saturday 8th October from London Paddington (initially diesel hauled) to Hereford, picking up passengers en-route at Slough and Reading. At Hereford, the diesel locomotive will hand over to GWR King class 6024 King Edward I (the same class of locomotive as ban-breaker 6000 King George V, which is not currently operational) which will take the train on to Birmingham Snow Hill via Severn Tunnel Junction, Swindon, Oxford and Banbury. At Birmingham 60163 Tornado, Britain's famous new steam locomotive (which wasn't completed until 2008), will take over and return the train to London Paddington. Appropriately, Tornado was named in honour of the RAF aircraft of the same name which were being used in action in the first Gulf War (when the project to build the locomotive was launched in 1990) and are still in action today over Libya and Afghanistan.

Tickets will be priced at £75 standard class, £115 first class and £195 dining. Bookings are being handled by promoter Steam Dreams and seats can be booked on-line at www.steamdreams.com, by telephone on 01483 209888 or by email at info@steamdreams.co.uk.

Graham Magee, who has co-ordinated fund-raising from within the railway community for Help for Heroes said: "It is wonderful that the 40th anniversary of the main line steam movement, with all of its achievements, is to be celebrated by the running of this train and that the money raised is to be donated to Help for Heroes to support members of the Armed Forces who have been wounded in the service of our Country."

The Trust respectfully requests that anyone wanting to see the train follows the rules of the railway and only goes where permitted.



Above: Looking down from Corfe Castle, BR 2-6-4T Class 4MT No. 80104 heads a Norden to Swanage service on July 28th. [Class47](#)
Below: LSWR 0-4-4T Class M7 No. 53 is seen undergoing maintainance at Swanage. [Class47](#)



Isle of Wight Steam Railway



Above: Hunslet Austerity 0-6-0ST Army No. WD192 "Waggoner" is seen at Haven Street. [Andy](#)
Below: Andrew Barclay diesel shunter No. 235 is seen on the depot at Haven Street. [Andy](#)



Barclay 0-6-0T No.W38 'Ajax' is seen at the lines terminus of Smallbrook Junction on July 29th. [Andy](#)



R. H. D. R.



No. 10 "Dr Syn" a Canadian outline two-cylinder 4-6-2 Pacific locomotive, built by Yorkshire Engine Co (2295) in 1931 is seen arriving into Hythe. [Andy](#)



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




Above: LNER 0-6-0 No. 102 is seen departing Kirkby Stephen East.
Below: BR Standard 4 No. 76045 leads another Standard 4 across the Belah Viaduct.
Both: Mark Keefe/Stainmore Railway Company





Above: BR Standard Class 3 No. 77004 is seen departing Kirkby Stephen East.
 Below: Ivatt 2-6-0 No. 46471 shunts some stock.
Both: Mark Keefe/Stainmore Railway Company



GREAT CENTRAL RAILWAY OPENS BRAND NEW CAFÉ AT QUORN AND WOODHOUSE

One hundred and forty thousand pound private investment creates new jobs and provides brand new family facilities.

The next arrival at Quorn and Woodhouse railway station is a brand new family café! It was officially opened on Saturday July 23rd by TV antiques expert Paul Atterbury. The one hundred and forty thousand pound project to create a forty six seater family friendly facility plus a brand new toilet block has now been completed. The café has created 10 new jobs for the local community. The building has been carefully designed in Great Central house style to blend in with the adjacent grade two listed station. There will also be a picnic area to give visitors a grandstand view of the passing trains. Project Manager for the Great Central Railway, Tony Sparks said, "With an ever growing number of events taking place at Quorn station, like our wartime weekend, bonfire night and steam galas, the new café will allow us to cater for the thousands of people who visit us. It's just one of a number of developments planned for the site."

A significant amount of the money for the new development was provided by the Leicester Railway Society. Their president, Horace Gamble will assist Mr Atterbury at the opening ceremony. The rest of the project capital has been raised privately.

Bill Ford, president of the Great Central Railway said, "I'd like to thank Leicester Railway Society for a warm hearted gesture to the GCR. They've ensured our visitors will receive a warm welcome at Quorn and Woodhouse station in future. The new café will be a tremendous asset to the railway and will operate in addition to the atmospheric war time tea room on the station platform."



The new café has been named Butler-Henderson, after the locomotive which ran on the line in the 1920s. It is the only surviving Great Central Railway passenger locomotive and is currently on display at the National Railway Museum. The locomotive was named after the Butler-Henderson family, one of whom was a member of the board of the Great Central Railway. The opening ceremony will take place during the railway's annual mail by rail gala featuring the famous non-stop mail drop, which also takes place at Quorn station.

Keighley & Worth Valley

A long-time Keighley and Worth Valley resident, Ivatt tank locomotive No. 41241, heads for Oxenhope seen from near Haworth on July 12th. The full summer timetable is now getting into full swing, with steam trains every day. [Ben Bucki](#)



Class 55 013 "The Black Watch" calls at Doncaster on a Kings Cross - York service in August 1979. *Chris Morrison*

From the Archives





Above: A very tidy Class 44 008 "Penyghent" passes Peterborough with a Toton - March freight working in August 1979. [Chris Morrison](#)
 Below: In BR Blue, Class 35 Hymek No. D7017 is seen on the West Somerset Railway during a diesel gala on May 21st 2000. [Richard Hargreaves](#)



Above: Derby Research Class 46 No. 97403 is exhibited at Basingstoke show on September 27th 1987. [Derek Elston](#)
 Below: Class 37 058 approaches Stafford on May 29th 1999 with the 1241 service to Holyhead. [Paul Godding](#)





Above: Class 31 434 is seen in the bay at Chester in September 1998. [Brian Battersby](#)
 Below: Ivatt 2-6-0 No. 46443 is seen on one of the specials marking closure of the original platforms at Birmingham Moor Street in September 1987. The platforms were brought back into use in December 2010. [Chris Morrison](#)



Above: EW&S liveried Class 37 668 leads GWR No. 4936 out of Didcot on June 17th 2000. [Paul Godding](#)
 Below: Class 31 325 and 47 009 flank an unidentified Class 40 at March depot in 1978. [Derek Elston](#)





Above: Class 37 140 pauses at Grantham on a Kings Cross bound service in August 1979. [Chris Morrison](#)
Below: Class 47 749 is seen inside Crewe DMD undergoing a bogie lift in 1998. [Brian Battersby](#)

Above: Class 31 255 and 31 233 are seen waiting the road at Warrington Bank Quay on August 4th 1998. [Brian Battersby](#)
Below: Class 40 015 is seen at Longsight depot, Manchester in 1982. [Derek Elston](#)





Above: Class 37 426 "Y Lein Fach/Vale of Rheidol" heads the first revived 1540 Euston to Aberystwyth "Cambrian Coast Express" at Shrewsbury in May 1986. [Chris Morrison](#)
 Below: Class 47 513 "Severn" is seen at Crewe with a northbound Class 90 drag on August 15th 1995. [Paul Godding](#)

Above: Class 56 074 with amber beacon and 56 108 are seen at Knottingley on April 5th 1983. [Derek Elston](#)
 Below: Class 56 063 heads through Redcar on September 9th 2001 with a Boulby Potash working. [Paul Godding](#)



Class 31 411 is seen on the stops at London Kings Cross in 1978.

Derek Elston



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



Freightliner's Class 70 005 heads west through Water Orton on July 27th with a ballast train. [Geoff Barton](#)