

Railtalk Magazine

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Railtalk Magazine

Welcome to Issue 83 of Railtalk Magazine. Each month we bring you a jam-packed round up of the best pictures, news and reports.

Where do I start... From the length of time it will have taken you to download this issue, you'll probably already have an inkling that it's been a fantastic month in the railway world. Well the answer is yes, yet again we have seen fantastic Gala's, Railtour's and some interesting freight working across the country. What more can we ask for?

It seems that many, including the Railtalk Team have taken their summer holiday's in the South West this month. Well who wouldn't?! What more can you ask for than Sun, Ice Cream, Chips and well a Colas liveried Grid. The iconic sea wall has seen these noisy and bright loco's a few times this month for the holidaying enthusiast to enjoy. I say let it continue, and as from the photos within this issue they are well worth the sun tan.

As always, thanks for reading. Any ideas or if you fancy seeing your photos in the magazine, please get in contact. Our details are to the right.

Andy Patten

This issue wouldn't be possible without: Richard Hargreaves, Paul Godding, Carl Grocott, Dave Harris, Jon Jebb, Derek Elston, Pete Cheshire, David Mead, Brian Battersby, Steve Andrews, David Hollowood, Steve Thompson, Richard Jones, Gary S. Smith, Craig Stretten, Jonathan Gill, Alex Roberts, Julian Churchill, Colin Irwin, Steve Madden, Ian Furness, Mike Byrne, Phil Martin, Alan Usher, CJ Sutcliffe, Chris Morrison, Derek Hopkins, Charlie Robbins, Mike Williams, Daniel Stanbridge, John Coleman, John Martin, Wayne Radford, Barry Beeston, Robert Barton, Ben Bucki, Darrel Hendrie, Neil Davies, Geoff Barton, John Alsop, Alan Naylor, Chris Stanley, Lewis Mitchell, John Edkins, James Bartlett, Mark Walker, Matt Price, Martin Hill, Geoff Barton, Amy Bucki, Nathan Gibson, John Edkins, Mark Summers, Steve Dave, Paul Montague, TeesideAnth, Stuart Hillis, Graham Court, Andrew Wilson, Matt Edkins, Joseph May, Michael J Alderdice, Jonathan McGurk, Chris Smetham, Gerald Nicholl, Richard Moxon, Matthew Bird, Bruce Smetham, Neil Vallender, Reuben Farr, Sam Bilner, Dave Gibson, Michael Lynam, Alex Thorkildsen, John White, Matthew Bird, Liam Coates, Andrew Parkinson, Nick Clemson, Keir Faulkner, Peter Alderson, Les Savine, Eddie Emmott, Ken Mumford, Matthew Evans, Neil Pugh, Dave Felton, Papercliponawire, Steve Stepney, Stuart Warr and the guys at RailUK.

Front Cover: On July 18th, Class 47 727 'Rebecca' operating the Colas log circuit is seen being passed by a Paddington bound FGW HST service during its run-around at Briton Ferry whilst working the 6251 Baglan - Chirk. The Class 47 would later fail with traction issues at Pencoed. [Lewis Mitchell](#)
This Page: Railway Touring Company's charter The North Wales Express from Liverpool to Holyhead is seen crossing Frodsham Viaduct on July 27th with LMS 5MT No. 45231 'Sherwood Forester' in charge. [Brian Battersby](#)

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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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Charter Scene



Torbay Express Ltd - The Torbay Express
Great Western Railway Castle Class No. 5029 'Nunney Castle' leads Class 47 812
past the Red Rock at Dawlish Warren working the Torbay Express on July 14th.
The Class 47 was added due to current high fire risks. [Steve Andrews](#)



Pathfinder Tours - The Mazey Day Cornishman

Above: On June 29th, Class 55 No. D9009 'Alycidon' leading Pathfinder Tours 1Z54 04:50 Tame Bridge Parkway - Penzance 'Mazey Day Cornishman' heads along the Dawlish Sea Wall, typically just as the sun dipped! [Matthew Bird](#)

Statesman Rail - The Cornish Riviera Statesman

Below: Class 57 601 leads 47 760 and a nice rake of Statesman stock along the Marine Parade section of the Dawlish Sea Wall leading the 1Z49 04:45 Derby - Penzance suitably adorned with 'Cornish Riviera Express' headboard, June 29th. [Matthew Bird](#)



V.S.O.E.

Above: Class 67 028 is seen working the 1Z18 York - London Victoria return VSOE on July 3rd. [Andy](#)

Below: Class 67 019 is seen on the blocks at London Victoria having worked in the ECS for the Orient Express on July 27th. [Derek Elston](#)



Railway Touring Company - The North Wales Coast Express
With Class 5MT No. 45231 'Sherwood Forester' on the front, Class 47 580
is seen on the rear of the working crossing Frodsham Viaduct heading for Holyhead
on July 28th. [Brian Battersby](#)





Railway Touring Company - The North Wales Coast Express

Above: LMS Class 5MT No. 45231 'Sherwood Forester' is seen at Frodsham on the first run of this 2013 season for this popular Liverpool - Holyhead Sunday tour, July 28th. [Brian Battersby](#)

PMR Tours - The North Eastern

Below: LMS 46223 'Duchess of Sutherland' is seen departing Newcastle on 'The North Eastern' Railtour from Sheffield to Newcastle on June 8th. [Alex Thorkildsen](#)



Railway Touring Company - The Devonian

Above: Un-rebuilt Battle of Britain Class No. 34067 'Tangmere' is seen working this Poole - Exeter 'The Devonian' charter passing Pinhoe, Exeter on July 4th. [Steve Andrews](#)

Below: 'Tangmere' is seen with the return working departing Exeter on July 4th. [Steve Andrews](#)



Compass Tours - The Jolly Fisherman
Class 37 419 'Carl Haviland' and 20 312 arrive into Derby on July 20th with
this 1220 Hooton - Skegness charter. [Class47](#)





Compass Tours - The Jolly Fisherman

Above: Class 37 419 'Carl Haviland' and 20 312 are seen upon arrival at Skegness on July 20th. This is believed to be only the second time a Class 37/4 has visited Skegness. The previous occasion was 37 418 in the early 1990s. [Phil Martin](#)

Below: Class 37 419 'Carl Haviland' and 20 312 are seen at the head of 1Z20 The Jolly Fisherman tour Hooton to Skegness as it passes Burton on Trent on July 20th. [Stuart Hillis](#)



Compass Tours - The Jolly Fisherman

Above: Class 37 419 and 20 312 are seen at Telford Central on July 20th, with the outward 1Z20 Hooton to Skegness railtour. [Richard Hargreaves](#)

Steam Dreams - The Cathedrals Express

Below: A1 'Peppercorn' No. 60163 'Tornado' storms through Colton Jct. on July 3rd with the return working from York to London Kings Cross. [Andy](#)





Compass Tours - Blackpool Bucket & Spade Excursion

Above: Class 47 805 passes Battlefield with this Hereford to Blackpool North railtour on July 27th, which would also run from Blackpool as 'The Cotton Mills Express', an add-on round trip from Blackpool - Blackpool via the Calder Valley and Standedge routes. [Phil Martin](#)

Below: Class 37 603 and 20 312 are seen on the rear of this part of the tour passing through Battlefield. [Phil Martin](#)



Compass Tours - The Cotton Mills Express

Above: Class 37 603 and 20 312 crawl into Manchester Victoria making ready for some classic thrash under the roof on route to Blackpool north, passing at empty Metrolink line which is closed for engineering work. [Colin Irwin](#)

Below: On July 27th, DRS' Class 47 805 is pictured attached the rear of the 1287 'Cotton Mills Express' from Blackpool North to Blackpool North on a circular tour via the Calder Valley and Standedge routes with Class 37 603 and Class 20 312 in charge of the train as it passes through Cherry Tree (Blackburn) station. In the distance is Northern Rail's Class 150 145 standing in Cherry Tree (Blackburn) station with 2S15 the 12:50 service from Colne to Blackpool South.

[Dave Felton](#)





Compass Tours - The Cotton Mills Express

DRS Class 37 603 and Class 20 312 haul the 1287 Compass Tours 'Cotton Mills Express' from Blackpool North to Blackpool North on a circular tour via the Calder Valley and Standedge routes with DRS Class 47 805 attached the rear as the train passes through Cherry Tree (Blackburn) on July 27th. [Dave Felton](#)



Northern Belle

Above: Class 47 501 'Craftsman' is seen attached to the rear of 1250, the outbound leg of the Northern Belle from Nottingham to Oxenholme with fellow class member 47 805 'John Scott 12.5.45 - 22.5.12' in charge of the train as it passes through Bolton station on July 13th. [Dave Felton](#)

Below: Class 47 501 (with 47 832 on the rear) approaches Newcastle working the 1228 07:32 Darlington - Dundee on June 15th. [Alex Thorkildsen](#)



Northern Belle
Class 47 501 top'n'tailed with 47 805 are seen working a Nottingham - Oxenholme Northern Belle working through Manchester Victoria on July 13th. [Colin Irwin](#)

Compass Tours - The Heart of Wales Express
Class 47 826 top'n'tails 57 601 past Llangewydd with 1Z44 Belper - Cardiff
Central railtour on July 29th. [Lewis Mitchell](#)





Hastings Diesels Ltd - The Weymouth Envoy

Above: The Hastings DEMU No. 1001 is seen working 'The Weymouth Envoy' from Hastings arriving into Weymouth station on July 20th. [Martin Hill](#)

Below: Later in the day, the unit is seen departing Weymouth with the return working for Hastings. [Martin Hill](#)



A1 Steam Loco Trust/ Pathfinder Tours - The Elizabethan

Above: LNER A1 No. 60163 'Tornado' is seen departing Newcastle on June 11th with the outward leg of this London Kings Cross - Edinburgh charter. [Alex Thorkildsen](#)

Below: Deltic Class 55 No. D9009 'Alycidon' was provided for the return working, again seen at Newcastle on June 11th, heading back to London Kings Cross. [Alex Thorkildsen](#)





Railway Touring Company - The Yorkshireman

Above: BR Standard Class 7 No. 70013 'Oliver Cromwell' is seen passing Glendon Bridge on July 6th, working a London Victoria - York charter. [John Coleman](#)

Below: Class 47 245 passes Glendon Bridge on the rear of the charter as it heads to York on July 6th. [John Coleman](#)



Railway Touring Company - The Yorkshireman

Above: BR Standard Class 7 No. 70013 'Oliver Cromwell' is seen arriving into York with 'The Yorkshireman' railtour from London Victoria on July 6th. [Derek Elston](#)

Compass Tours - The Settle Moorlander

Below: Class 47 854 'Diamond Jubilee' powers the 1269 Carlisle to Peterborough return working through Pleasington on July 6th. Class 47786 was on the rear. [David Hollowood](#)





Saltburn Railtours - The Saltburn Riviera

Above: On July 5th, Class 57 313 is seen on the rear of the outward 'Saltburn Riviera' as it passes Copmanthorpe heading for Torquay. Class 57 601 was on the front. [Andy](#)

Below: West Coast's Class 57 313 is seen working the 1Z64 Torquay - Saltburn summer special. This was the return working, seen here approaching Shaldon Bridge, Teignmouth on July 8th. [Dave Harris](#)



Statesman Rail - The Fellsman

Above: LMS Class 6P, No. 45699 'Galatea' and Class 47 580 'County of Essex', assisting due to the steam ban, are seen with the returning Fellsman approaching Pleasington on July 17th. [Alan Naylor](#)

Below: Stanier 8F No. 48151 with 1Z52 'The Fellsman' is seen storming through Pleasington on July 10th. [Chris Stanley](#)



Statesman Rail - The Fellsman

LMS Jubilee Class 4-6-0 No. 45699 'Galatea' pilots Class 47 580 'County of Essex' over Denthead Viaduct with the northbound Fellsman on July 17th.

Gerald Nicholl





Statesman Rail - The Fellsman

Above: LMS Stanier Black 5 Class No. 45231 'The Sherwood Forester' storms up the 1 in 82 Langho Bank obliterating the local landscape with smoke, hauling 1253 the return leg of Statesman Rail's 'The Fellsman' from Carlisle to Lancaster on July 3rd. [Dave Felton](#)

Below: LMS 8F Class No. 48151 approaches Langho station as it struggles up the 1 in 82 incline hauling 1253 the return leg of 'The Fellsman' from Carlisle to Lancaster on July 10th. [Dave Felton](#)



Statesman Rail - The Fellsman

Above: On July 3rd, LMS Class 5MT No. 45231 shunts its empty stock at Carlisle, having arrived with 'The Fellsman' tour from Lancaster. [Michael Lynam](#)

Below: On a very wet and dismal early morning, the outbound Fellsman with LMS Black 5 No. 45231 working the 1252 Lancaster to Carlisle passes through Bamber Bridge, July 3rd. [Alan Naylor](#)



Statesman Rail - The Fellsman

In the early evening sunshine and shadows, LMS Black 5 No. 45231 passes Lostock Hall Jct. with the return working of 1Z53 Carlisle to Lancaster via the Settle and Carlisle line on July 3rd. *Alan Naylor*





Statesman Rail - The Fellsman

Above: LNER Gresley K4 2-6-0 No. 61994 'The Great Marquess' and Class 47 580 'County Of Essex' head the Fellsman north near Clitheroe on July 24th. [Gerald Nicholl](#)

Below: LMS Jubilee Class 4-6-0 No. 45699 'Galatea' pilots BR Class 47 580 'County of Essex' on the outbound Fellsman near Nappa on July 17th. [Gerald Nicholl](#)



Pathfinder Tours - The Loopy Doughnut

Above: On June 23rd, Class 66 148 stands at Leeds whilst working Pathfinder's Loopy Doughnut, from Bristol Temple Meads to Sheffield, and running round various lines in the area. [Andrew Wilson](#)

Below: The tour was top'n'tailed with Class 60 019 for the days touring of various lines in Yorkshire. Again the Class 60 is seen here at Leeds on June 23rd, during one of the many reversals. [Andrew Wilson](#)





GBRf - Staff Outing

Above: Each year GBRf arranges excursions for its staff; and on July 27th at Coedkernew on the South Wales mainline near Newport shows one of this year's trips, running as the 07:50 Cardiff Central to Llandudno, which would run via Hereford, Shrewsbury and Crewe with Class 66 739 'Bluebell Railway' as motive power. [Stuart Warr](#)

Below: Class 20 314 and 20 311 head past Penmaenmawr on July 27th with the 1229 Llandudno - Holyhead part of this tour which had originated as the 1228 GBRf staff special from Cardiff to Llandudno. Class 20 189 and 20 142 were on the rear. [Brian Battersby](#)



GBRf - Staff Outing

Above: With Class 20 189 and 20 142 now leading, the returning tour, 1231 Llandudno - Cardiff Central passes Waverton on July 27th. [Brian Battersby](#)

Below: Another GBRf staff outing on July 6th, as Class 92 044 speeds through Colton Jct., with the GBRf staff charter to Glasgow. Class 92 010 can just be seen on the rear. [Andy](#)





GBRf - Staff Outing

Above: On July 6th, a GBRf staff charter to Glasgow is seen arriving into Doncaster top'n'tailed by Class 92s. This outbound working from Doncaster was hauled by Class 92 044 with 92 010 on the rear ready for the return working from Glasgow. Notice how the sun is shining, the weather clearly wasn't ready for us at that hour! [Steve Thompson](#)

Below: Class 92 010 is seen on the rear of the Doncaster - Glasgow GBRf staff charter as it prepares to leave for Glasgow on July 6th. [Steve Thompson](#)



Railway Touring Company - THE WELSH MOUNTAINEER

Above: LNER K4 No. 61994 'The Great Marquess' is seen arriving into Chester on July 30th with the return working of this Blaenau Festiniog - Preston Charter. [Brian Battersby](#)

Below: West Coast's Class 37 516 is seen on the rear of the return working at Chester on July 30th. [Brian Battersby](#)



GBRf - Staff Outing

Class 92 044 top'n'tailed with 92 010 works the
1292 Doncaster - Glasgow Central GBRf staff outing as it passes
through Morpeth in the sun on July 6th. [Michael J. Alderdice](#)





Railway Touring Company - The Cumbrian Mountain Express

Above: LMS Coronation Class No. 46233 'Duchess of Sutherland' is seen hauling 1228 the outbound leg of The Railway Touring Company's 'Cumbrian Mountain Express' from Crewe to Carlisle and attached to the rear is Class 47 580 'County of Essex' in order to provide assistance during the current steam ban, as the train passes through Pleasington on July 27th.

Dave Felton

Below: Class 47 580 'County of Essex' is seen attached to the rear of the 'Cumbrian Mountain Express' as it passes Pleasington station on July 27th. *Dave Felton*



UK Railtours - Mallard 75

Above: East Midlands Trains HST power cars Nos. 43050 and 43055 are seen passing York Holgate Sidings with the UK Railtours special from London St. Pancras to York on July 6th. *Alex Thorkildsen*

Below: After servicing at Neville Hill, the return working is seen at York and power car No. 43055 has been swapped with 43047, which now leads the tour back to London, with 43050 on the rear. *Derek Elston*





Railway Touring Company - The Coast to Coast Express

Above: Jubilee Class 4-6-0 No 45699 'Galatea' eases out of Winterbutlee Tunnel with 'The Coast To Coast Express' which ended up running the last part of its journey to Scarborough by diesel due to an increased fire risk. [Gerald Nicholl](#)

Below: 'Galatea' catches the last of the sunshine at Smithy Bridge with the return working on July 13th. The L&Y signal box is due for demolition in 2014 as part of signalling rationalisation in the area. [Gerald Nicholl](#)



Railway Touring Company - The Coast to Coast Express

Above: LMS Jubilee Class 4-6-0 No. 45699 is seen at Manchester Victoria awaiting passengers after a broken coach cancelled the Liverpool departure, and the tour passengers had to be transferred to here. [Colin Irwin](#)

Below: On July 13th, the tour is seen heading back to Manchester, passing through Mills Hill. [Colin Irwin](#)





Railway Touring Company - The Scarborough Flyer

Above: Stanier Pacific No. 46233 'Duchess Of Sutherland' climbs near Greenfield with the outbound Scarborough Flyer on July 26th, from Crewe to Scarborough. [Gerald Nicholl](#)

Below: After the sun has gone below the horizon, Stanier Pacific No. 46233 'Duchess Of Sutherland' emerges from Standedge Tunnel with the return Scarborough Flyer on July 26th. Just visible, Class 47 580 'County Of Essex' is tucked in behind the tender. [Gerald Nicholl](#)



Railway Touring Company - The Scarborough Flyer

Above: On July 26th, LMS Coronation Class 4-6-2 No. 46233 'Duchess of Sutherland' heads the 1782 16:56 Scarborough to Crewe, crossing Uppermill Viaduct, assisted by Class 47 580 due to an increased fire risk. [Colin Irwin](#)

ECS and light engine moves

Below: After a 23:30 departure from Fort William, Team Riley arrive at Manchester Victoria on their way to the East Lancs, with LMS 5MT No. 45407, July 27th. [Colin Irwin](#)



ECS and light engine moves

Class 37 516 leads 5Z47 09:08 Fort William to Tyseley ECS Stock move through Manchester Victoria's summer sunset, on its way to Tyseley for the stock to have their wheels turned. [Colin Irwin](#)





ECS and light engine moves

Above: SR West Country Class Pacific No. 34046 'Braunton' pilots Class 57 315 near Bolton on July 16th. This light engine movement was from Bury to Carnforth prior to a loaded test run around the Hellifield/Preston circuit. [Gerald Nicholl](#)

Below: Newly painted Class 57 314 and 57 315 arrive at Crewe along with 57 601 on the rear working a Carnforth - Crewe move on July 25th. Class 57 601 would be left here to take Un-rebuilt Battle of Britain Class No. 34067 'Tangmere' north to Carnforth. [Steve Stepney](#)



ECS and light engine moves

Above: West Coast's Class 47 245 and BR Standard Class 7 No. 70013 'Oliver Cromwell' stand at Crewe Station on July 25th. [Steve Stepney](#)

Below: BR Britannia Class 7MT 4-6-2 No. 70013 'Oliver Cromwell' returns to Bury from Southall, passing the former site of Granada studios and the Manchester skyline, July 25th. [Colin Irwin](#)





ECS and light engine moves

Above: LMS 5MT Class 4-6-0 No. 45407 'Lancashire Fusilier' is seen approaching MetroCentre on June 13th working from Grosmont to Carlisle. [Alex Thorkildsen](#)

Below: On July 4th, Class 5MT No. 48151 is seen on a test run approaching Cherry Tree from Carnforth and back via the Settle and Carlisle line, Blackburn and Preston. [Michael Lynam](#)



ECS and light engine moves

Above: Class 47 245 is seen hauling BR Standard Class 7 No. 70013 'Oliver Cromwell' and support coach passing through Church Brampton on July 29th, running as 5Z44 1048 Castleton - Southall Depot. [Geoff Barton](#)

Below: West Coast's Class 47 245 with BR Standard Class 7 No. 70013 'Oliver Cromwell' and Un-rebuilt Battle of Britain Class No. 34067 'Tangmere' plus support coaches head through Tamworth working 5Z42 10:13 Southall WCR - Carnforth Steamtown, which the Class 47 worked through to Crewe for a Class 57 forward on July 25th. [Stuart Hillis](#)



RETRO RAILTOURS LTD

The Retro Fenland Explorer - Saturday 31st August 2013

WWW.RETRORAILTOURS.CO.UK

Come and join us on Retro Railtours' Fifth anniversary tour, The Retro Fenland Explorer on Saturday 31st August. Picking up from Crewe and selected stations in Cheshire, we continue over the scenic Pennine route through Yorkshire, before heading along the East Coast route to Peterborough, then branching off on the line towards the pleasant city of Norwich and the traditional East Coast seaside resort of Great Yarmouth.

You have to choice of alighting at Norwich, which boasts a wealth of historic and cultural sights, as well as some fantastic retail therapy opportunities as well as a variety of interesting inns - with several featuring in CAMRA's Good Beer Guide. You will have around 4 hours to explore Norwich.

Alternatively, remain on board as we continue to Great Yarmouth, which is famous as being on average one of the driest seaside resorts in the country! Obviously, we can't guarantee good weather, but we can guarantee that you'll be able to enjoy fish & chips, and spend a few pennies at the numerous arcades along the seafront! Once home to Vice-Admiral Horatio Nelson, the town has strong sea-faring roots. There is a museum and monument dedicated to Nelson, who was killed at the Battle of Trafalgar, in the town centre. You will have just over 3 hours to explore Yarmouth.

We expect this tour to be very popular, so to avoid disappointment, book now!

The following timings are provisional and will be subject to change.

	Outward (dep)	Return (arr)	From all points to Norwich		From all points to Great Yarmouth	
Crewe	06:00	23:20	Standard Class	(Adult) £64	Standard Class	(Adult) £69
Stockport	06:40	22:45	Standard Class	(Child) £49	Standard Class	(Child) £54
Reddish South	06:50	22:35				
Stalybridge	07:10	22:15	First Class	(Adult) £104	First Class	(Adult) £109
Huddersfield	07:45	21:45	First Class	(Child) £74	First Class	(Child) £79
Wakefield Kirkgate	08:15	21:15				
Norwich	12:30 arr	17:40 dep	Premier Dining	(Adult) £175	Premier Dining	(Adult) £180
Great Yarmouth	13:30 arr	16:40 dep	Premier Dining	(Child) Call	Premier Dining	(Child) Call

WE HAVE REQUESTED DRS CLASS 37s TO HAUL THE MAIN PART OF THIS TOUR.

To book, you can visit our website www.retrorailtours.co.uk or alternatively postal booking can be sent to...

2 Brookfield Grove, Ashton-under-Lyne, Lancashire OL6 6TL - Enquiries Tel: 0161 330 9055 (answer phone out of hours)





Chiltern Railways has a small fleet of 'heritage' Class 121 single-unit railcars. Unit No. 960014 (vehicle W977873, the former 55022) retains the BR blue-grey livery and is used for route learning. After waiting at the Claydon LNE junction for a freight train to enter the sidings at Calvert, Buckinghamshire, and therefore clear the block to Aylesbury, the unit passes through the remains of the old Calvert station on what had been the Great Central Railway's 'London extension' mainline in bucolic Buckinghamshire, running as a 5Z01 Bicester London Road - Aylesbury move on June 10th. [Gary S. Smith](#)

Network Rail wanderings

Top Right: The regular Saturday NMT working from Derby to Heaton is seen arriving into Doncaster on July 13th with power cars Nos. 43013 and 43014. [Brian Battersby](#)

Bottom Right: Network Rail's NMT heads north through Bolton on July 16th. [Gerald Nicholl](#)

Below: Power car No. 43013 Leads the NMT through Isham with the 1Q23 07:34 Derby RTC - London St. Pancras on June 27th. [Steve Madden](#)



Class 31 106 passes through Helsby working the 3Q04 Longsight to Crewe test train on July 11th. [Brian Battersby](#)



Class 31 105 is pictured passing Pytchley Road Bridge with the 10:11 Derby RTC - Hither Green Down Reception test train on June 15th. [Steve Madden](#)



Top Right: On July 24th, the first-ever visit by the NMT to Scunthorpe was 1Q16 Derby to Melbourne Jct., seen here passing through the station at Scunthorpe on it's return from Cleethorpes, with power car No. 43013 leading and 43014 on the rear. [Steve Thompson](#)

Bottom Right: During the week commencing July 6th, Class 37 602 and 37 607 covered much of the South Wales network with three Network Rail vehicles in connection with signalling tests. On July 9th, the train was 1Q13 departing Whitland at 09:20 with a destination of Swansea via Milford Haven and it is seen here at Clarb Weston Road. [Stuart Warr](#)

Below: Again on July 9th, Class 37 602 is seen this time at Milford Haven whilst working 1Q13; the train was ready to depart, but the driver was visiting the adjacent Tesco store, presumably to purchase his lunch! Every little helps! [Stuart Warr](#)



Class 67s out and about

Top Right: Class 67 024 and 67 016 are seen on East Coast thunderbird duties at Doncaster on July 13th. [Brian Battersby](#)

Bottom Right: A weird set up for this one! as DVT No. 82129, with Class 67 015 tucked inside supplying the power, hauls 325 015 south on the approach to Castlethorpe working 13:35 5A06 Crewe IEMD - Wembley, July 12th. [Matthew Bird](#)

Below: Arriva Trains Wales Class 67 001 passes Saltney Ferry on the rear of an additional Holyhead - Crewe working, July 27th. [Brian Battersby](#)





Freightliner's GE locos

Above: Class 70 016 and 66 610 with a very rare double heading of the 6U77 Mountsorrel - Crewe loaded ballast pass through Burton on July 5th. [Stuart Hillis](#)

Top Right: On July 3rd, Class 70 013 is seen arriving into Carlisle with a rake of Ballast wagons from Carnforth. [Michael Lynam](#)

Bottom Right: Class 70 018 passes North Hinksey with the 4027 05:40 Garston - Southampton Maritime service on June 5th. [Steve Madden](#)

Below: Class 70 006 working 0296 light engine from Crewe - Toton on July 15th is seen passing through Burton on Trent. [Stuart Hillis](#)



Top Right: On July 1st, Class 70 011 passes Clay Mills, Burton with the 6U77 Mountsorrel - Crewe, hauling a mixed rake of ballast wagons. [Stuart Hillis](#)



Bottom Right: Class 70 015 working the 6U77 Mountsorrel - Crewe loaded Network Rail self discharge wagons is pictured moving from the goods onto the main line at Burton on Trent, July 26th. [Stuart Hillis](#)



Below: Class 70 010 hauls a loaded MGR working out of Ellesmere Port on July 27th, heading for Warrington. [Brian Battersby](#)



Class 70 004 working the 6L45 07:35 Earles - West
Thurrock passes Finedon Road, Wellingborough on July 12th.

Steve Madden



Recent Class 60 workings

Top Left: On July 5th, in fading light Class 60 020 heads the Jarrow - Lindsey tanks through Copmanthorpe (South of York). [Andy](#)

Bottom Left: Class 60 020 working the 6E38 13:54 Colnbrook - Lindsey tank, passes Souldrop on July 12th. [Steve Madden](#)

Below: Class 60 020 heads the 6M57 Lindsey - Kingsbury loaded oil tanks through Burton on Trent, July 4th. [Stuart Hillis](#)





Above: On July 20th, Class 60 063 heads through Swindon with the 6B33 Theale - Robeston rake of Murco tanks.
Paul Godding

Top Left: Class 60 019 hauls the 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Refinery, past Mintholme Lane on July 17th. *Chris Stanley*

Bottom Left: Seen at Coedkernew, midway between Cardiff Central and Newport on July 27th, is Class 60 059 'Swinden Dalesman' working the 06:54 Margam to Newport Docks. *Stuart Warr*

Below: The 6K50 Toton - Crewe is seen heading through Burton on Trent on July 8th, with Class 60 079 hauling a rake of rail carriers. *Stuart Hillis*



On July 19th, Class 60 059 'Swinden Dalesman' is pictured passing Brynna with the 6B67 Margam - Llanwern working.

Lewis Mitchell





Above: With the ISO turned up, Class 60 039 heads a ballast working through Acton Bridge, late on July 4th. [Brian Battersby](#)

Top Left: DB Schenker's Class 60 059 'Swinden Dalesman' hauls the 6M00 Humber - Kingsbury through Burton on Trent, July 10th. [Stuart Hillis](#)



Bottom Left: Class 60 019 'The Port of Grimsby and Immingham' powers through Lostock Hall hauling 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on July 10th. [Dave Felton](#)

Below: Class 60 059 passes through Hoghton hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on July 8th. [Dave Felton](#)





Above: Class 60 019 'Port Of Grimsby & Immingham' is pictured at the head of the 6M57 Lindsey - Kingsbury loaded oil tanks through Burton on Trent, July 18th. [Stuart Hillis](#)

Top Left: Class 60 079 is seen piloting a presumably failed 60 010 with empty oil tanks for Lindsey under the closed and soon to be replaced Finedon Station Road bridge between Wellingborough and Burton Latimer on July 31st. [Geoff Barton](#)



Bottom Left: On its first day back in traffic, TATA liveried Class 60 099 is seen working the 6E08 Wolverhampton - Immingham steel carriers. [Stuart Hillis](#)

Below: Class 60 079 makes light work of its two wagon load as it passes through Acton Bridge on July 4th heading north. [Brian Battersby](#)





Above: Class 60 035 is pictured working the 6M99 Immingham SS - Bescot DS through Appleby on July 12th.
Steve Thompson

Top Left: Class 60 063 working the 4V75 Dee Marsh steel empties, passes Meole Brace, Shrewsbury on July 27th. *Phil Martin*

Bottom Left: Class 60 019 with the 6E32 Preston Docks to Lindsey Oil Refinery empty bitumen tanks passes Pleasington on July 10th. *Chris Stanley*

Below: Class 60 010 with the 6E54 Kingsbury - Humber with empty oil tanks passes by the Nemesis Rail depot at Burton on Trent on July 20th. *Stuart Hillis*



Direct Rail Services

On July 19th, Malcolm liveried Class 66 434 makes a welcome appearance on the 4M71 Purfleet - Daventry as it approaches Castlethorpe near Milton Keynes. [Matthew Bird](#)





Above: Class 57 011 and 57 007 lead a failed 66 596 through Leyland station on July 3rd working a 4297 Ironbridge power station to Tyne Coal Terminal. [Alan Naylor](#)

Top Left: Class 37 610, 37 608 and 37 038 head the 6K73 Sellafield BNF to Crewe Coal Sidings through Leyland on July 3rd. [Alan Naylor](#)

Bottom Left: Class 37 402 and 37 423 are seen stabled in York Parcel Sidings on July 6th. The new building in the background is for Network Rail. [Alex Thorkildsen](#)

Below: Class 20 303 and 37 425 heads south through Acton Bridge on July 28th, with a couple of flasks heading for Crewe. [Brian Battersby](#)





Above: Class 37 423 leads 20 302 and 20 304 with a couple of nuclear flasks, seen approaching Carlisle on June 15th. [Alex Thorkildsen](#)



Top Right: Class 37 405 with Caroline in tow passes Harrowden Junction on July 5th, heading for Sheffield then onward to Derby. [Geoff Barton](#)

Bottom Right: On several occasions during June 2013, pairs of DRS Class 37 locomotives were employed to haul Anglo-Scottish freight trains. On June 13th, Class 37 610 and 37 607 take the 4M44 intermodal train from Mossend Yard to the Daventry International Railfreight Terminal past Shugborough, Staffordshire on the Trent Valley Railway. [Gary S. Smith](#)

Below: Class 37 610, 37 608 and 20 302 head south with through Arnside on July 10th with the 6K73 Sellafield - Crewe flask train. [Michael Lynam](#)





Above: On July 19th, Class 47 805 and 47 501 approach MetroCentre en-route to Kingmoor TMD working 0Z49 14:00 Tweedmouth FD - Carlisle Kingmoor. [Alex Thorkildsen](#)



Top Right: Class 37 218 leads 37 606 with the 4M71 Purfleet to Daventry past Church Brampton on July 1st. [Derek Elston](#)

Bottom Right: On July 3rd, Class 37 402 is seen passing through Scunthorpe station working 0Z37 which comprised a series of light engine moves between Doncaster, Scunthorpe and Goole for the purpose of route-proving, testing and a bit of good old fashioned rail-polishing! in conjunction with the re-opening of the line at Hatfield. [Steve Thompson](#)

Below: Class 37 688 leads 37 610, 37 609 and 37 605 through Lawrence Hill station working the 6M67 flasks from Bridgewater to Crewe Coal Sidings, July 4th. [Sam Bilner](#)



Class 57 008 and 57 004 are seen heading north with a late running train to DRIFT, passing through Church Brampton on July 29th. [Geoff Barton](#)



Top Right: Class 37 405 and inspection saloon 'Caroline' pass through Tamworth High Level working 2Z02 Derby - Derby via Worcester on July 3rd. [Stuart Hillis](#)

Bottom Right: On July 20th, Class 66 431 passes through Burton on Trent with a diverted 4S49 Daventry - Grangemouth well loaded 'Malcolm' modal train. [Stuart Hillis](#)

Below: Class 66 426 heads the 4S44 Daventry - Coatbridge Intermodal through Farrington Jct. on July 1st. [Michael Lynam](#)





East Coast

Above: On July 6th, East Coast's HST power car No. 43306 heads for the capital with the ex East Midlands Trains rake, seen here nonstop through Doncaster. [Steve Thompson](#)

Top Left: Flying Scotsman liveried Class 91 101 is seen departing Doncaster on July 13th with a Newcastle - London Kings Cross service. [Brian Battersby](#)

Bottom Left: Recently named Class 91 114 'Durham Cathedral' is seen at Doncaster with a London Kings Cross - Leeds working on July 13th. [Brian Battersby](#)

Below: Class 91 127 and 91 132 pass at Doncaster on July working London - Leeds services. [Class47](#)



Colas Rail

Class 47 727 is seen working the 6Z51 Baglan Bay - Chirk through Cheney Longville on July 16th. [Carl Grocott](#)





Above: Class 66 848 (yes Colas do have something other than Grids! - Ed) is pictured passing York Holgate Sidings with a loaded coal train from Wolsingham, July 6th. [Alex Thorkildsen](#)



Top Right: Class 56 105 leads 56 087 through Helsby on July 6th working the 6J37 logs from Carlisle to Chirk. [Brian Battersby](#)

Bottom Right: On July 9th, Class 56 105 and 56 087 are seen heading through Warrington Bank Quay with a loaded Carlisle - Chirk log train. [Richard Hargreaves](#)

Below: Class 56 087 is pictured at Llangewydd working 6Z50 Chirk - Baglan Bay on July 25th. [Lewis Mitchell](#)





Above: Class 56 094 is seen passing through Leyland station working the 6J37 Carlisle Yard to Chirk Kronospan log train, on July 1st. [Alan Naylor](#)



Top Right: Class 56 105 leads 56 087 with the 6J37 Carlisle Yard to Chirk loaded logs through Pleasington on July 12th. [Chris Stanley](#)

Bottom Right: Class 56 302 is seen passing Brynna with 6Z51 Pencoed - Pengam log train on July 19th. Class 47 727 'Rebecca' is dead in tow, having failed the previous evening whilst working 6Z51 Baglan - Chirk. [Lewis Mitchell](#)

Below: Class 56 105 and 56 087 head the 6J37 through Kearsley with the diverted Carlisle Yard - Chirk logs on July 15th. [Michael Lynam](#)





Above: Class 47 749 passes Meole Brace on July 27th, working light engine from Washwood Heath - Hereford to collect a poorly Class 56 094. [Phil Martin](#)



Top Right: Class 56 087 and 56 105 are seen working the 6C37 Chirk - Carlisle Yard through Upton on July 14th. [Carl Grocott](#)

Bottom Right: Class 56 087 and 56 105 climb the bank at Hoghton on July 10th with the 6J37 Carlisle Yard - Chirk logs. [Michael Lynam](#)

Below: Class 56 105 passes Walcot with a Chirk - Carlisle Yard log empties on July 28th. [Phil Martin](#)





Above: Class 56 087 arrives into Chester on the evening of July 29th, working the 6Z51 Baglan Bay - Chirk, which would stop over at Chester for the evening owing to engineering work at Chirk. [Brian Battersby](#)

Top Right: Class 56 087 and 56 105 pass Wombridge on July 14th working an empty log train heading for Carlisle. [Jon Jebb](#)

Bottom Right: Class 47 739 working the 5Z32 12:42 Ilford EMU Depot - Long Marston passes Chelmscote taking three MK3 coaches for store, July 7th. [Steve Madden](#)

Class 56 302 is seen running across Cockwood Harbour with the 6253 Teingrace - Chirk loaded timber on July 11th. [Dave Harris](#)





Above: Class 47 739 'Robin Of Templecombe' hauling the 6E07 Washwood Heath - Boston docks covered steel carriers passes through Burton on Trent, July 18th. [Stuart Hillis](#)



Top Right: Class 56 105 and 56 087 are seen working the 6J37 logs through Bolton on July 15th. This rare shot of freight working through Bolton was due to the WCML closure in the Wigan area for engineering work. [David Hollowood](#)

Bottom Right: Class 56 087 and 56 105 reach the summit of the four mile long climb up the 1 in 82 Langho bank as the train passes through Ramsgreave and Wilpshire hauling 6Z70 Ribbleshead (Virtual Quarry) to Chirk Kronospan logs on July 5th. [Dave Felton](#)

Below: Class Nos. 56 105 and 56 087 pass through Pleasington hauling 6J37 from Carlisle Yard to Chirk Kronospan with 1600 tonnes of logs on July 11th. [Dave Felton](#)



DB Schenker's fleet

Top Left: On June 27th, Class 90 036 speeds south through Acton Bridge with a rake of empty car carriers. [Class47](#)

Bottom Left: Class 08 495 'Noel Kirton OBE' is seen shunting in Eastleigh Yard on July 13th. [Derek Elston](#)

Below: On July 26th, Class 66 113, with a new freight working, 6Z32 Bardon Hill quarry to Tyne Yard with 34 loaded stone wagons passes Swain's Park on the Leicester - Burton freight only branch. [Stuart Hillis](#)





Above: On July 28th, and in a torrential downpour, Class 66 074 works the 6W02 Hinksey - Tondy ballast working seen in the Tondy Llynfi loop. [Lewis Mitchell](#)



Top Right: On July 4th, Class 66 086 hauls three Royal Train coaches working as 5Z18 Wolverton - Toton through Burton on Trent. [Stuart Hillis](#)

Bottom Right: And the return working of the above was Class 66 141 on July 5th, again seen at Burton on Trent, on July 5th, running as 5Z19 Toton - Wolverton. [Stuart Hillis](#)

Below: Class 66 132 heads down the bank at Hoghton with the 6E32 empty oil tanks from Preston Docks to Lindsey oil refinery on July 12th. [Michael Lynam](#)





Above: DB liveried Class 66 097 is seen attached to a rake of ballast wagons at Eastleigh on July 13th. [Derek Elston](#)



Top Right: Class 66 106 crosses Uppermill Viaduct with 16:45 Doncaster Europort to Warrington Arpley Sidings on July 26th. [Colin Irwin](#)

Bottom Right: Class 66 143 passes Glendon working the 6D32 Mountsorrel to Elstow stone train on July 6th. [John Coleman](#)

Below: EWS liveried Class 66 121 sits in Margam Knuckle Yard with a train of empty HTAs awaiting its next duty on July 16th. [Stuart Warr](#)



EWS liveried Class 90 039 is seen working the 1M16 20:44 Inverness - London Euston Caledonian Sleeper passing through Ashton on June 25th. [Steve Madden](#)





Above: Class 66 221 enters Hellifield with the 6K05 engineers from Carlisle to Crewe, July 12th. [Michael Lynam](#)

Top Right: On June 10th, Class 66 176 and DCR's Class 56 091 are seen having their trains unloaded at Calvert, Buckinghamshire. [Gary S. Smith](#)

Bottom Right: Class 66 119 leads the 4011 Aberthaw - Onllwyn through Llangewydd on July 16th. [Lewis Mitchell](#)

Below: On July 4th, Class 66 004 is seen approaching Cherry Tree with the 6K05 engineers from Carlisle to Crewe. [Michael Lynam](#)





Class 66 238 working the 6K50 Toton - Crewe continuous welded rail train passes Clay Mills on July 22nd. [Stuart Hillis](#)



Above: Five Class 66s head south to Bescot, seen here passing through Blackrod on July 21st. [Colin Irwin](#)

Top Right: DB liveried Class 66 097 is seen approaching Newcastle on June 11th with a loaded MGR working. [Alex Thorkildsen](#)

Bottom Right: Class 66 143 working the 6C31 07:27 Mountsorrel - Elstow, passes Glendon North on July 6th. [Steve Madden](#)



Below: Class 66 155 is seen climbing up the 1 in 82 Langho Bank hauling on the inaugural run of 6Z35 Clitheroe Castle Cement to Avonmouth with 1,200 tonnes of loaded cement on July 9th. [Dave Felton](#)





Above: Class 66 110 leads a poorly 66 065 through Doncaster on July 13th, heading for the depot.
Class 66 199 was attached to the rear. [Brian Battersby](#)

Top Right: Class 66 008 heads the 6K05 engineers from Carlisle to Crewe through Hoghton on July 10th. These Crewe - Carlisle engineers workings have since moved over to DRS traction. [Michael Lynam](#)

Bottom Right: Class 66 103 heads south through a very busy Settle with the 4M00 Carlisle - Clitheroe empty cement tanks, July 17th. [Michael Lynam](#)

Below: Class 66 126 approaches Pleasington hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on July 5th. [Dave Felton](#)





Yeoman Power

Class 59 004 'PAUL A HAMMOND' rounds the curve at Factory Junction hauling the Grain - Merehead empty hoppers, with the classic Backdrop of Battersea power station, July 18th. [Charlie Robbins](#)

GBRf workings

Top Left: Class 66 713 is seen at Ellesmere Port docks on July 16th being loaded with Biomass for Ironbridge power station. [Brian Battersby](#)

Bottom Left: Having failed on its first week of working, Class 66 749 is seen being dragged through Doncaster on July 13th, en-route to EMD's Longport via Peterborough. [Brian Battersby](#)

Below: Class 66 723 climbs out of Ellesmere Port on July 27th with a loaded Biomass working to Ironbridge power station. [Brian Battersby](#)





Above: Class 66 720 hauls the 4C77 Fiddlers Ferry power station to New Biggin (Gbrf) through Lostock Junction on July 2nd. [Alan Naylor](#)

Top Right: Class 66 713 heads light engine through Manors on June 8th. [Alex Thorkildsen](#)

Bottom Right: Class 66 730 is seen in Ellesmere Port docks on July 12th, being loaded with biomass. [Brian Battersby](#)

Below: Class 66 712 leads colourful 66 720 through Doncaster on July 13th. [Brian Battersby](#)





Above: Class 66 717 leads 66 747 through Doncaster on July 25th with a local trip working. [Michael Lynam](#)

Top Right: Class 20 901 and 20 905 (with 20 096 and 20 107 on the rear) pass Castle Gresley with London Underground 'S' Stock No. 154 working the 7X09 11:42 Old Dalby - West Ruislip on July 11th. [Steve Madden](#)

Bottom Right: On July 9th, Class 66 730 is seen passing Upton with a train load of Biomass bound for Ironbridge power station. [Phil Martin](#)

Below: Class 20 905 and 20 901 with barrier wagons and London Underground 'S' Stock Nos. 19 and 20 (with BR blue 20 107 and 20 096 on rear) running as the 7X10 Amersham - Derby Litchurch Lane on July 9th. The Underground stock was returning to Derby for rectification work to be carried out. [Stuart Hillis](#)





Above: Class 66 727 heads through Doncaster on July 25th, with a Selby - Felixstowe working. [Michael Lynam](#)



Top Right: Loading Biomass on a windy day can have its problems as clearly seen here with Class 66 717 at Ellesmere Port docks, July 8th. [Brian Battersby](#)

Bottom Right: Class 66 739 heads through Madeley Jct. on July 5th with an Ironbridge bound Biomass working. [Phil Martin](#)

Below: On July 25th, Class 66 721 leads a southbound Gypsum from Eggborough through Doncaster. [Michael Lynam](#)





Above: On July 27th, Class 66 719 'Metroland' is seen working the Saturdays only 4K80 Peterborough - Rugeley PS loaded gypsum train at Clay Mills. [Stuart Hillis](#)



Top Right: Class 66 746 at the head of the 4K80 Peterborough - Rugeley power station passes Clay Mills, Burton on Trent, July 6th. [Stuart Hillis](#)

Bottom Right: Having spent the previous 9 months based at Frethuin, Europorte Class 92 043 is seen working the 4L18 Trafford Park - Felixtowe modal through Tamworth low level on July 3rd. [Stuart Hillis](#)

Below: Class 66 746 traverses Bamber Bridge level crossing hauling 4F77 empty Gypsum wagons from New Biggin to Fiddlers Ferry Power station on July 10th. [Dave Felton](#)





Freightliner workings

Above: Class 66 556 passes Wilsons Crossing working the 4M94 Felixtowe to Lawley Street on July 18th. [Derek Elston](#)

Top Left: Class 86 627 and 86 614 head north through Acton Bridge on July 4th with a Mossend bound Freightliner working. [Brian Battersby](#)

Bottom Left: The driver of Class 66 614 applies the power as it heads through Doncaster on July 13th with a loaded rake of MGR hoppers. [Brian Battersby](#)

Below: Class 90 041 passes through Deansgate with a Trafford Park - Southampton working on July 15th. [Michael Lynam](#)





Above: Class 66 569 heads a Drax - Hunterston empty coal hoppers working through Settle on July 17th. [Michael Lynam](#)

Top Left: On July 9th, Class 66 572 heads a Southampton - Crewe working through Stafford. [Richard Hargreaves](#)

Bottom Left: On July 6th, Class 66 536 passes Finedon Road, Wellingborough working the 4266 05:00 York to Cricklewood sidings. [John Coleman](#)

Below: Class 86 622 and 86 628 working the 4L92 Mossend - Daventry head south through Tamworth low level on July 3rd. [Stuart Hillis](#)





Above: Class 86 607 is seen at Crewe on July 9th, sporting repainted yellow ends. [Richard Hargreaves](#)



Top Right: Class 66 570 catches the last of the evening sun as it passes through Acton Bridge on July 4th with a southbound liner. [Brian Battersby](#)

Bottom Right: Class 66 572 powers the 11:14 Felixtowe North to Trafford Park intermodal as it approaches Wilsons Farm crossing, Northampton on July 7th. [Derek Elston](#)



Below: Powerhaul liveried Class 66 504 is seen heading south through Werrington on July 30th. [Geoff Barton](#)



On July 11th, Class 90 044 crosses Tremlow Viaduct, near
Holmes Chapel with 4M87 11:18 Felixstowe to Trafford Park.

Mark Pichowicz





Above: On July 5th, Class 66 419 working the 6E06 Bredbury - Roxby bin train is seen heading up Appleby Bank. [Steve Thompson](#)

Top Left: Class 86 609 and 86 605 pass through Stafford on July 9th working the 4L92 Ditton - Felixstowe. [Richard Hargreaves](#)

Bottom Left: Class 90 046 is seen passing Church Brampton at the head of the 4M88 Felixtowe to Crewe on July 1st. [Derek Elston](#)

Below: Class 66 569 is about to pass through Mill Hill (Blackburn) station hauling 6M11 Hunterston to Fiddlers Ferry Power Station with 2000 tonnes of loaded coal hoppers on July 30th. [Dave Felton](#)





Above: Class 66 542 hauls the 4055 Leeds - Southampton through Burton on Trent, July 5th. [Stuart Hillis](#)

Top Left: Class 66 563 is seen at the head of the 11:11 Lawley Street to Southampton as it passes through Eastleigh on July 13th. [Derek Elston](#)

Bottom Left: Class 86 613 and 86 632 are seen on the approach to Stafford with a Felixtowe - Crewe train of containers on July 9th. [Richard Hargreaves](#)

Below: Class 66 414, still in blue with green side number (ex James The Engine) hauls the 4055 Leeds - Southampton through Burton on Trent, July 10th. [Stuart Hillis](#)



DCR workings

Class 56 311 working 6Z48 1315 Thorney Mill - Calvert, passes Moreton
on June 5th. [Steve Madden](#)



On July 6th, Class 56 312 makes a welcome appearance at Doncaster hauling a failed Class 222 101 from Derby to Crofton. And as a bonus some sunshine!

Steve Thompson





Above: On July 9th, Class 31 190 is seen in the sun at Stafford whilst working a north west route learning trip.

[Richard Hargreaves](#)

Top Right: On July 8th, Class 56 301 (still in the obsolete Fastline livery) is seen heading south through Copmanthorpe with a rake of loaded coal wagons. [Andy](#)



Bottom Right: Class 56 312 drags a colourful rake of Class 86s through Bradwell on July 4th. Running as 0Z86 15:44 Willesden TMD - Barrow Hill. The first 2 Class 86's are Floyd's 86 242 and 86 228 bound for Hungary, next is Europhoenix 86 702 and at the back is Colas liveried 86 701. [Matthew Bird](#)



Below: Class 56 311 approaches Langham Junction with the 6Z56 16:30 Chaddesden - Thorney Mill on June 2nd. [Steve Madden](#)





Above: Class 56 091 passes Culham on June 5th working the 6292 18:10 Didcot power station - Calvert. [Steve Madden](#)



Top Right: Class 56 301 approaches Newcastle working a Butterwell to Kellingley Colliery service on July 17th. [Derek Elston](#)

Bottom Right: Class 56 091 heads south through Colton on July 17th, with a loaded rake of coal wagons. [Andy](#)

Below: Class 56 312 is seen working the 0286 convoy with Colas liveried Class 86 701, ETL liveried 86 702, and Floyd exports Class 86 228 and 86 242 running from Willesden - Barrow Hill on July 4th. The keen observer will notice that the convoy has reversed as it passes Burton since the earlier photo of it. [Stuart Hillis](#)



HSTs

Top Left: On July 20th, First Great Western's HST power car No. 43171 is seen arriving into Swindon with a service for London Paddington. [Paul Godding](#)

Bottom Left: A Grand Central HST with power cars Nos. 43484 and 43467 are seen stabled in Pelaw Goods Loop on July 16th. [Alex Thorkildsen](#)

Below: A single Grand Central HST power car No. 43467 passes Morpeth on June 8th, heading to Heaton from Craigenstinny. [Alex Thorkildsen](#)



First Great Western's HST led by power car No. 43170 is seen approaching Dawlish with the 1A78 Penzance - Paddington on July 10th. [Dave Harris](#)





Above: Grand Central's HST set with power cars Nos. 43468 and 43423 approach Stadium of Light on June 6th with a Sunderland - London Kings Cross service. [Alex Thorkildsen](#)

Top Left: East Coasts's HST with power car No. 43257 leading is seen speeding through Doncaster on July 13th with a London Kings Cross bound service. [Brian Battersby](#)

Bottom Left: Grand Central's HST with power car No. 43423 leading speeds through Doncaster on July 13th with a Sunderland - London Kings Cross service. [Brian Battersby](#)

Below: First Great Western's 1A78 Penzance - Paddington HST service led by power car No. 43132 'We save the Children - Will you' is seen passing Coastguard's Bridge Dawlish on July 11th. [Dave Harris](#)





Above: First Great Western HST power car No. 43186 is seen in Hereford station on July 27th, on the rear of a terminating service from London Paddington. [Neil Pugh](#)

Top Left: A First Great Western HST set with power car No. 43003 'Isambard Kingdom Brunel' leading is seen here working the 1A89 Plymouth - Paddington passing the idyllic setting of Cockwood Harbour on July 14th. [Dave Harris](#)

Bottom Left: CrossCountry's HST with power cars Nos. 43384 and 43375 are seen working the 1V50 Edinburgh - Plymouth service through Burton on Trent on July 2nd. [Stuart Hillis](#)

Below: On a very hot and sunny July 16th, First Great Western power car No. 43170 leads the 15:28 Swansea to London Paddington on the approach to the foot-crossing at Margam Knuckle Yard. [Stuart Warr](#)





Above: On summer Saturdays the First Great Western franchise has required a couple of workings to serve the Pembroke Dock branch and on July 20th HST power car No. 43125 leads across from the branch to the 'Up' line at Whitland whilst working the 10:01 from Pembroke Dock to London Paddington service. [Stuart Warr](#)

Top Left: First Great Western's HST power car No. 43018 is seen on the rear of a London Paddington bound service at Taunton on July 20th. [Paul Godding](#)

Bottom Left: HP liveried First Great Western HST power car No. 43148 is seen on the blocks at London Paddington on June 3rd. [John Coleman](#)



Class 92s workings

Above: Class 92 032 passes through Manchester Piccadilly with a Rugby - Trafford Park working on July 15th. [Michael Lynam](#)

Top Right: On July 19th, Class 92 016 roars away from Hanslope Jct. leading a long rake of not so 'Silver Bullet' China Clay slurry tanks running as 6M76 Crewe - Wembley EFT. [Matthew Bird](#)

Bottom Right: Running as 0A06, Class 92 019, 92 001 and 92 037 are dragged past Church Brampton by 92 019 en route from Crewe to Wembley Yard on July 1st. [Derek Elston](#)

Below: On July 17th, Class 92 031 heads north through Carnforth with the 6S94 Dollands Moor to Irvine loaded China clay tanks. [Michael Lynam](#)



Units, Units, Units

Top Right: Seen arriving into Staines, South West Trains' Class 450 554 is seen working a service to London Waterloo on July 13th. [Paul Godding](#)

Bottom Right: Northern Rail's Class 333 002 waits to depart Skipton on July 1st with a service to Leeds. [Michael Lynam](#)

Below: Northern Rail's Class 153 352 and Class 150 115 approach Langho station with 2J58 the 19:40 service from Clitheroe to Manchester Victoria on July 10th. [Dave Felton](#)





Above: South West Trains' Class 455 874 waits departure time at Staines with a service for London Waterloo. [Paul Godding](#)

Top Left: A pair of Arriva Trains Wales Class 158s working a Chester - Birmingham service are seen crossing Chirk Viaduct on July 25th. [Phil Martin](#)

Bottom Left: First TransPennine Express' Class 185 106 is seen approaching Bolton station with 1546 the 10:00 service from Manchester Airport to Edinburgh on July 13th. [Dave Felton](#)

Below: Northern's Class 142 025 is seen arriving into Newcastle with the 17:01 service from Metrocentre, it will then form the 17:15 to Morpeth, July 7th. [Derek Elston](#)





Above: On July 19th, a CrossCountry Class 221 passes Ardwick station heading for Manchester Piccadilly with a service from Bournemouth. [Colin Irwin](#)

Top Left: First TransPennine Express Class 185 126 is seen departing Silverdale on a Barrow-in-Furness to Manchester Airport service on July 2nd. [Chris Stanley](#)

Bottom Left: On July 13th, Southern liveried Class 456 024 works a London Bridge service into Clapham Junction. [Paul Godding](#)



Above: London Overground's Class 378 210 is seen arriving into Clapham Jct. on July 13th. [Paul Godding](#)

Top Left: Arriva Trains Wales' Class 175 103 passes Penmaenmawr on July 27th working a Holyhead - Crewe service. [Brian Battersby](#)

Bottom Left: Southern's Class 377 131 is seen at Eastleigh on July 13th, where it reverses as it works the 14:26 from Southampton to Brighton. [Derek Elston](#)

Below: Normally associated with Leeds - Doncaster workings, Northern's Class 321 901 is seen arriving at Skipton on July 1st with a service from Bradford. [Michael Lynam](#)





Above: South West Trains' Class 444 022 and 444 014 speed through the centre roads at Eastleigh with the 08:35 London Waterloo to Weymouth on July 13th. [Derek Elston](#)

Top Left: On July 20th, South West Trains Class 158 886 is seen in the bay at Swindon, whilst on hire to First Great Western. [Paul Godding](#)

Bottom Left: Northern Rail's Class 142 001 is pictured after departing from Pleasington station with 2N16 ,the 14:44 service from Blackpool South to Colne on July 11th. [Dave Felton](#)

Below: Northern Rail's Class 156 440 passes through the Lostock area of Bolton with 2N24, the 10:33 service from Hazel Grove to Preston on July 13th. [Dave Felton](#)





Above: Northern's Class 142 034 leaves Altrincham on a service to Chester from Manchester Piccadilly, July 15th. [Michael Lynam](#)

Top Left: Arriva Trains Wales Class 158 838 passes Penmaenmawr on July 27th, working a Holyhead - Birmingham service. [Brian Battersby](#)

Bottom Left: On July 13th, Virgin Trains' Class 221 Super Voyagers Nos. 221 113 and 221 112 pass through Bolton station with 1M51 the 09:39 service from Preston to Birmingham New Street diverted via Manchester due to the WCML blockade at Wigan. [Dave Felton](#)

Below: On July 1st, Northern Rail's Class 142 049 is seen working a Leeds - Morecambe service at Skipton, whilst Class 158 792 passes in the opposite direction with a Carlisle - Leeds service. [Michael Lynam](#)





Above: On July 21st, First Transpennine Express' Class 185 124 travels through Blackrod with the 07:56 Manchester Airport to Blackpool North service. [Colin Irwin](#)

Top Left: Northern Rail's Class 150 137 arrives at Cherry Tree station with 2S11 the 15:50 service from Colne to Blackpool South on July 4th. [Dave Felton](#)

Bottom Left: Arriva Trains Wales Class 175 102 is pictured arriving into Chester on July 24th with a Llandudno - Manchester Piccadilly service. [Brian Battersby](#)

Below: Northern Rail's Class 158 791 is seen at Settle with a Leeds - Carlisle service, July 17th. [Michael Lynam](#)





Above: Northern's Class 142 040 is seen working a Doncaster - Lincoln via Sheffield service on July 13th. [Brian Battersby](#)

Top Left: Transpennine Express Class 170 305 is seen departing Doncaster on July 13th with a Cleethorpes - Manchester Piccadilly service. [Brian Battersby](#)

Bottom Left: On July 13th, Northern Rail's Class 150 118 is seen working the 17:13 service from Leeds to Manchester Victoria as it approaches Mills Hill in the setting sunlight. [Colin Irwin](#)

Below: Northern Rail's Class 156 469 arrives into Arnside on July 10th operating a Barrow - Preston service. [Michael Lynam](#)





Above: A Virgin Trains 'Super Voyager' Class 221 is seen working a Holyhead service at Chester on July 24th. [Brian Battersby](#)

Top Left: South West Trains Class 458 002 waits at Reading with a service to London Waterloo via Ascot, July 13th. [Paul Godding](#)

Bottom Left: Northern Rail's Class 158 793 heads towards Preston after passing through Hoghton with 1B18 the 06:13 service from York to Blackpool North on July 12th. [Dave Felton](#)

Below: A pair of Virgin Trains' Class 221 'Super Voyagers' roar through Blackrod during the 9 day WCML engineering blockade with a service from Preston to Birmingham New Street, July 21st. [Colin Irwin](#)



A pair of First Great Western Class 143s pass Cockwood Harbour with the
2T21 Exmouth - Paignton service on July 14th. [Dave Harris](#)



In 1860 Royal Ascent was received to build a railway between Pencader and Aberystwyth as part of a grand plan to connect Manchester and Milford Haven and it was possible to book tickets in either direction, but the journey from Manchester involved at least 8-changes of company and train before reaching Milford Haven over a period of about 3-days! By 1875 the company had gone into receivership and was eventually absorbed into the GWR in the early 20th Century. Fortunately, the journey now is much speedier and often requires no change of train or company; this image, taken on July 9th, at Clarboston Road shows Arriva Trains Wales Class 175 011 working the 09:08 Milford Haven to Manchester Piccadilly, which has an arrival time of 15:15 hours (on the same day usually!). [Stuart Warr](#)



Scot-Rail - life north of the border

On July 25th, Class 380 007 is seen at Paisley Gilmour Street with a service to Largs, having been turned back after a signal problem in the Irvine area. [Derek Elston](#)



Scot-Rail - life north of the border continued...

CAF built Edinburgh trams stand idle awaiting completion of the project at Gogar Tram Depot on June 28th. [Darrel Hendrie](#)





Scot-Rail - life north of the border continued...

Above: Class 156 509 is seen at Paisley Gilmour Street running 58 minutes late due to a signal fault in the Irvine area, working the 12:50 from Stranraer to Glasgow Central on July 25th. [Derek Elston](#)

Top Right: Class 314 209 still wears the old Strathclyde livery as it approaches Glasgow Central with a Newton service on July 25th. [Derek Elston](#)

Bottom Right: Class 380 101 departs Paisley Gilmour Street bound for Glasgow Central. [Derek Elston](#)

Below: On July 25th, Class 314 203 stands in Glasgow Central. [Derek Elston](#)



Blackpool Trams

For 'Tram Sunday' on July 21st, Blackpool Transport ran two 'boats' from Fleetwood Ash Street to Thornton Gate and also had a couple of heritage trams at Fleetwood.

Top Right: Boat No. 230 is seen arriving at Fleetwood Ash Street. [Michael Lynam](#)

Bottom Right: Boat No. 600 is seen leaving Fleetwood, heading for Thornton Gate. [Michael Lynam](#)

Above: Brush Car No. 631 and converted open top Balloon 'Princess Alice' are seen on display at Fleetwood Lighthouse. [Michael Lynam](#)



Tyne and Wear Metro

Top Right: Due to a line suspension between Monument and Heworth caused by Metrocars Nos. 4051 and 4077 pulling down the OHLE at Felling and having their Pantographs ripped off in the process, Metrocars Nos 4001 and 4071 went to rescue the set from Pelaw Sidings in the evening when services had resumed. The quartet are pictured here passing West Jesmond heading to Gosforth Depot in a rarely seen formation on July 12th. [Alex Thorkildsen](#)

Bottom Right: Battery Locomotives Nos. BL2 and BL1 are seen dragging Metrocar No. 4081 past Longbenton on July 4th, heading from Gosforth Depot to Hylton Street Yard. [Alex Thorkildsen](#)

Below: Metrocars Nos. 4052 and 4034 depart South Gosforth on train No. 127, July 17th. [Alex Thorkildsen](#)



Tyne and Wear Metro *continued...*

Top Right: Battery locomotive No. BL2 stands at Gosforth Depot East Yard with part of the Nexus Rail Track Train comprised of a newly refurbished crane wagon and two ballast wagons, July 22nd. [Alex Thorkildsen](#)

Bottom Right: On July 18th, stranded Metrocars Nos. 4047 and 4035 sit at Gateshead Stadium with their pantographs down due to the wires coming down in the area. [Alex Thorkildsen](#)

Below: Metrocars Nos. 4088 and 4077 pass through Tynemouth during a driver training session on train No. 171, July 18th. [Alex Thorkildsen](#)



Manchester Metrolink

Top Right: One of only two T68As remaining, No. 2001 leaves Altrincham on a Bury service, July 15th.
Michael Lynam

Bottom Right: On July 19th, Droylsden bound tram No. 3047 passes No. 3056 which is about to head back to Altrincham after reversing at the Baird St. terminus. *Colin Irwin*

Below: Metrolink Tram No. 3001 prepared to descend into Piccadilly station, July 19th. *Colin Irwin*





Hooton - Helsby 150th

The railway between Hooton and Helsby was 150 years old on July 1st.

To celebrate 150 years of rail Merseyrail, Northern Rail, Arriva Trains Wales together with Cheshire West & Chester Council, volunteers from Little Sutton, Ellesmere Port, Helsby and Frodsham stations (North Cheshire Rail Users Group) organised a special train to run on July 6th.

Above: Northern's Class 156 423 is seen leading the special at Hooton on July 6th. [Brian Battersby](#)

Below: Class 156 425 was the other unit involved in the tour which started at Liverpool Lime St. and then ran via Warrington and Helsby to Hooton returning via the Halton Curve. [Brian Battersby](#)



BY RAIL, SEA and ROAD

A 100-page photo book re-living the repatriation of two of the UKs finest exports in connection with the National Railway Museum's "Mallard 75" festivities.



Due to the immense amount of interest that the re-patriation of "*Dwight D. Eisenhower*" and "*Dominion of Canada*" generated over the last few months, we have now decided to share all the photos from the work with you all in the form of a photobook.

Being available direct from the publishers, Blurb, this allows people from all over the world to order the book and have it delivered direct to their door in your choice of either softback, hardback (with dust jacket) or hardback (image-wrapped).

Please take a minute to look at our publication "By RAIL, SEA and ROAD" and we hope you enjoy the images of this; one of the most ambitious projects undertaken for the benefit of railway history in the UK and North America.

To see the book, and to order direct, please see:
<http://www.blurb.co.uk/bookstore/detail/3708224>

The Neville Hill Navigator charter run by PLEG on July 13th.

A tour of the depot was held on July 13th, using all four of the resident shunters and an EMT coach with air conditioning provided by EMT's HST power car No. 43055.



Above: Class 08 525 'Duncan Bedford'. [Andrew Wilson](#)



Above: Class 08 908 'Ivan Stephenson'. [Andrew Wilson](#)

Below Left: EMT's HST power car No. 43055. [Andrew Wilson](#)

Below Right: Class 08 950 'David Lightfoot'. [Andrew Wilson](#)

Right: Class 08 690 'David Thirkill' is seen with Class 08 525. [Andrew Wilson](#)



Fares Advice with RailUK

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

Unable to select seat on East Coast

Q: I've been trying to book a return journey from London to Edinburgh (in first class) on East Coast. I didn't like the seats the system assigned to me and tried to change them. Most of the seats in the train are apparently unoccupied. However, no matter what seat I chose, I repeatedly got the following message:

Sorry, your seating change could not be made. Your seat choice(s) are no longer available on this service. Please choose another seat(s).

Does anyone know why this might be? Are the "best" seats reserved for full-price ticket holders? (The Advance ticket I was trying to purchase wasn't exactly rock-bottom, at £125 return).

A: *You have the last seat in the quota of that particular price tier.*

There are some potential solutions, but none are easy.

1) *Change seat preferences to something you don't want (eg change window to aisle)*

2) *Get a 'dummy' booking in your basket for an Anytime ticket (you can do up to 9 people) selecting seats that meet your selected criteria but that you don't want*

3) *Try again to see if the system gives you the seat you want*

or

Go to a ticket office where the staff may helpfully change the seat reservation for you. This requires the staff to be both helpful & knowledgeable but a word of warning: some ticket office staff claim that changing a seat is a "change of travel plans" and will incur a £10 admin fee!

I know ticket office staff on this forum who WILL charge the admin fee, and I also know staff who WON'T charge the admin fee. So allow time to 'shop around'!

Transpennine Airport Advance

Q: I've finally got flights arranged for Frankfurt, flying out from Manchester. I've bought an airport advance outward (because the booking horizon is open) but the return trip horizon is not yet available. I intend booking as soon as I can. I'm returning to Grimsby Town. I'm going to arrive into Manchester Airport from Frankfurt at 16:55.

Obviously I don't anticipate a huge delay, but I'm wondering what sort of time train would be best to book to get home. Obviously there's only one an hour. The first available would be 1755. Would an hour be enough to clear customs/immigration? I know that flying into Kirmington it can take an age to get through, but last time I came into Manchester, Long Haul, it was pretty much without let or hindrance.

Or would 1855 be better? Although that will leave me rattling around an airport I'd at least get the chance to eat something. Or would leaving two hours between plane arrival and train departure cause issues with the ticket being valid in case of *major* delays?

A: *The Airport Advance has replaced the Airport Getaway ticket. It is a single fare train ticket with the same terms and conditions as Advance tickets. Although the ticket is train specific, as a concession, journeys starting at Manchester Airport and John Lennon Airport can be made up to 3hrs after specified departure time, or on the next available TransPennine Express service, if proof of delayed flight can be produced. This is the only difference to other Advance tickets. Should your flight be delayed, please ensure that you obtain documentation from your airline that this is the case.*

However the issue is not flight delay; it's delay at the airport. The tickets do not allow for a thirty minute wait for bags to be loaded onto carousels which is, seemingly, a common occurrence at Manchester, and which would result in missing the earlier train.

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.

Class 67 005 (with 67 026 on the rear) leaves the northern loop at Carnforth on July 17th, with the Royal train en route to collect H.M. The Queen and The Princess Royal on an official visit to Kendal and Windermere. [Michael Lynam](#)



Three "Class 66" Dutch locomotives converted for UK use given approval by the ORR

On July 12th, three Class 66 Dutch locomotives, which have been converted for use in the UK by GB Railfreight and Electro-Motive Diesel Limited, have been given authorisation to be placed into service by the Office of Rail Regulation. This is the first time Class 66 locos, which were manufactured to European railway specification, have been successfully converted for UK use. GB Railfreight is in the process of converting two more locos from Germany to go into service later in the year. The conversion of these locomotives is a significant development, as it is the first time locomotives have moved from the continent into the UK to support UK rail freight growth. In the past, over 70 UK class 66s moved to mainland Europe. In the long-term, GB Railfreight is concerned new European legislation that comes into force at the end of 2014 will make further construction of most currently available UK freight locomotives prohibitive on the basis of emissions. There is a risk this will lead to the resurrection of older equipment out of necessity, which will have a negative impact on the environment and will do little to help support the growth of the freight industry.

John Smith, Managing Director of GB Railfreight, said: "The successful acceptance of the locos has been thanks to the efforts of GB Railfreight's Ben Andrew, the ORR, Electro Motive and the Department for Transport, who have worked closely together to ensure that the project was successful. "This is a significant development towards ensuring that there is a flow of freight locomotives available in the short-term to support the burgeoning freight industry.

"However, we also need to think long-term. We are at risk of Government legislation putting the industry in a position where, perversely, we are forced to resurrect old equipment. "This is not what a growing and modernising industry should be about, and we will continue to raise this issue in order to ensure that we are best equipped to continue to serve the UK economy."

Duncan Scott, Managing Director of Electro-Motive Diesel Ltd., said: "It is thanks to the hard work and dedication of our team of highly trained engineers that the loco conversions have run smoothly and now been accepted for use on the UK's rail network." "This ground breaking project has demonstrated the trusted partnership we have with GBRf and our united commitment to ensure the growing demands of the rail freight industry continue to be met."

Class 66 034 leads 92 031 with the 6S94 china clay approaching Farrington Jct. on July 17th. Due to the WCML being closed from Euxton Junction to Warrington this has been diverted onto the Manchester - Bolton line, hence the Class 66. [Alan Naylor](#)



Loco Fleet List 2013

This 82 page publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Contents

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

Loco Fleet List 2013 is available via mail order for just £7.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY or by using Paypal when visiting the Milz Publications website.

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



GB Railfreight celebrates its 750th trainload of excavated material for Crossrail contractor

On Tuesday 23rd July, GB Railfreight (GBRf) celebrated as it moved its 750th trainload of excavated material from Crossrail's tunnels in west London to Northfleet in Kent. This marks the movement of over 850,000 tonnes of muck from the Crossrail site. A GBRf Train Manager drove Class 66 738 from Northfleet to Westbourne Park on Tuesday 23rd at 19.27pm. This represented a significant milestone in the excavation of material created by Crossrail Tunnel Boring Machines, Phyllis and Ada.

GBRf's contract with Crossrail contractor, BFK (a joint venture comprising of BAM, Ferrovial, Kier), began in early Summer 2012 and will see more than 860 class 66 hauled trains of JNA box wagons between west London and Kent. Each train comprises of 22 wagons and within each wagon is approximately 65 - 70 tonnes of material. The material is being generated from the construction of two 6.8 kilometre long section of train tunnels being constructed between Royal Oak and Farrington.

Once the material arrives at Northfleet, it is stored before being loaded on ships bound for an RSPB Nature Reserve at Wallasea Island, Essex, to be used in the development of a landmark conservation project.

Commenting on the occasion, John Smith, Managing Director of GBRf said: "I am delighted that we have reached this important milestone in our work.

"Crossrail's new tunnels will be of major economic and social benefit to the London transport system, and the UK more widely, and we are thrilled to be playing a vital part.

"Our Crossrail operations are also great news for the environment – using rail freight instead of lorry transportation has already removed approximately 50 lorry loads for every one train."

BFK said: "BAM Nuttall, Ferrovial and Kier have delivered over 800km of high profile tunnelling projects between us. The logistics of moving the spoil from the tunnelling plays a key role in the success of any tunnel programme."



Class 66 849 passes Ardwick station with the 10:02 Carlisle to Chirk Kronospan, diverted off the WCML by engineering work. [Colin Irwin](#)

Virgin's trains are getting a makeover

The Virgin Trains fleet is getting a makeover! Starting with the Voyagers, improvements include new seat covers in First Class, new carpet runners throughout and some shiny red valences for the front of the trains. The toilets on the Voyagers and Pendolinos are also getting a new look with smart new graphics for the interiors, better lighting, improved litter bins and new door controls with an additional indicator and voice recordings which confirm to customers that they have correctly locked the toilet doors.

Looks aren't everything but we think our customers will also love the new LED lighting and refurbished tables and seat frames throughout our Pendolinos. In First Class, the arm rests are also being spruced up.

Not to forget the MK3 set, where we've refurbished vestibules, toilets, First Class saloons and The Shop. The saloons have new tables, curtains and wall coverings, while the toilets and vestibules have undergone a complete repaint with new sinks and floor coverings.

By mid-July, six of our Voyagers have had a makeover with one undergoing improvements every week.

The Pendolinos follow suit with one train already completed and more lined up for the coming weeks. Keep an eye out for them and our special train sporting our new Fly Virgin campaign graphics.



Life-long railwayman promoted to management role at First Hull Trains

Railwayman John Dooley has been promoted by First Hull Trains to become the company's new on-board operations manager.

The move comes after almost 30-years in the rail industry and more than a decade with First Hull Trains. After a long career working mainly as a train manager, union representative, standards manager and station manager, John has now taken up the post from the company's headquarters in Europa House, on Anlaby Road in Hull.



His new role will see him taking charge of the team of on-board managers – the people ultimately responsible for the trains as they take passengers between Hull, Brough, Howden, Selby, Doncaster, Retford, Grantham and London's King's Cross 90 times a week.

John started his working life as a carriage cleaner with British Rail in 1983 at the Heaton Carriage Sidings in Newcastle when he was just 17. "My dad worked on the buses and my mum was a clipper so transport of some kind was always going to be something I went into it seems," he said. "I saw an advert for a job at British Rail in school and was taken with the idea. I absolutely loved my first day of work experience and as they say, the rest is history." John progressed through different jobs, eventually becoming a passenger guard working out of Newcastle before taking on the same role but based out of Hull, where he has spent the majority of his career since. He did have a five-year hiatus from Hull living in Brighton working in London King's Cross as First Hull Trains' station supervisor. He said: "It's a cliché no doubt, but being a railwayman is something which stays with you for life. My friends are railwaymen, you can stand in a pub in any part of the country and if you meet someone else who has worked on the railways there is an immediate bond, a shared interest and understanding."

"I'm really pleased to have been able to work my career in the industry and I have been happy ever since I joined First Hull Trains after what will be 10-years now. "I used to love listening to the old tales when I grew up with the older generations of railwaymen and women and I suppose now I am one of the elder statesmen – it's me saying 'I remember when' now but I see the same enthusiasm in some of the younger staff members as I recall having myself. It's an industry I have always loved and one I always will." After rail privatisation, John worked within numerous franchise businesses, including Arriva and Northern Spirit, as a guard or conductor, but always customer facing and visible. "I remember when First Hull Trains was first established and people looked upon this private venture and a bit of an unknown quantity, there was a lot of fear and mis-information," he said. "But just as when I initially joined the rail industry, when I became part of First Hull Trains, very quickly the rest become history – I genuinely have a great deal of love and affection for the company and I believe a great many of the staff would feel the same way. "We are not too big to be inflexible and we are not too big to not give a personal service which is well appreciated by our customers I believe – you get to know regular passengers and they get to know you. "Being an open-access operator really focusses your attention. We don't have the subsidies, we have our customers. We have to constantly be on our toes and make sure we deliver a fast, safe, reliable and value-for-money service every time."

"If people don't come back, we don't have jobs and we don't have First Hull Trains – personally I think that would be a massive blow for the city as I kind of feel we have become part of Hull's identity, I think a lot of people would miss us were we not here – certainly the 800,000 people we carry each year." Keith Doughty, First Hull Trains' service delivery director, said: "John is an asset to the business, he is an asset to the city and he is a great man to have around the place." "He understands what we are trying to deliver and works hard to get everyone working towards the same goals. I think he is a great appointment and I am sure he will do a fantastic job."

A train of 1922 vintage on the Hythe Pier Railway, opposite Southampton, June 1st. [Chris Morrison](#)



Groundbreaking factory train to cut years off Great Western electrification

A factory on rails – the first of its kind to be used on Britain’s railways – will slash years off the time it will take to electrify the Great Western main line. With 235 route miles to electrify from Maidenhead in the east to Swansea in the west - and many thousands of trains to keep running while the work is done - Network Rail is working with German manufacturer Windhoff to build the High Output Plant system (HOPS) train to do the job. This 23-vehicle train, in effect several trains in one, will work its way west, building the railway electrical infrastructure as it goes.

Project director for Network Rail, Western and Wales, Robbie Burns, said: “Electrifying the Great Western is a big challenge but the benefits for passengers and the wider economy will be equally huge. Electric trains are more reliable, cleaner, accelerate faster and use less energy. Their fuel cost is 45 % lower than diesel trains, and they are also cheaper to maintain.

“But electrifying such a long stretch of line in such a short timeframe, while also making sure passengers can still take trains to where they want to go, is a challenge we need new technology to meet.

“The factory train will allow us to work overnight, when the network is less busy, and will also mean we can keep trains running. It’s a step change in the way we work in the UK and we are looking forward to starting next year.”

Operating six nights a week, the £40m HOPS will do its work after dark, with adjacent lines open for business at speed – if not maximum speed – aiming to sink up to 30 piles per shift. This equates to the usual length of one stretch of conductor wire – between 1,200 and 1,500m. And there’s 17,000 piles to be sunk before Swansea.

Electrifying the Great Western using the HOPS will be a much more efficient process than methods used in this country in the past, with work able to be carried out while trains are still running. Without it, the work would need to be undertaken at weekends, with disruptive line closures. It is intended to have electric trains running to Swansea by 2018.

Major improvement work for the West Coast Main Line at Watford in 2014/15

Major improvement work on the West Coast Main Line at Watford will get underway in 2014 to improve the punctuality of train services on Britain’s busiest mixed-use railway line. The £81m improvement scheme begins in May 2014 and continues over 16 days between 9-25 August 2014. Further work is also scheduled to take place over Christmas 2014 and in early 2015.

During the project, passenger trains will be unable to use a 12-mile section of the West Coast Main Line around Watford Junction station. Train operators will be making alternative arrangements to help passengers complete their journeys during the line closure.

Dyan Crowther, Network Rail route managing director, said: “This scheme represents significant investment in the southern end of the West Coast Main Line to improve punctuality and make the railway more reliable. “This line has seen tremendous growth in traffic and passengers over the last five years with the section at Watford being one of the most intensively used, high-speed sections of track in the UK. This work is absolutely essential to maintain the punctuality that passengers and our freight customers rightly expect. “

Usually, Network Rail would have carried out work of this kind over a number of weekends, requiring train services to be replaced repeatedly by alternative transport. The work at Watford would have required 54 complete weekend closures of the line, disrupting passengers for well over a year. By carrying out the work in five longer closures, engineers expect to be able to install the new signalling, replace track and junctions earlier and avoid disrupting rail travel plans for a large number of weekends throughout 2014 and 2015.

Dyan Crowther continued: “There is never a good time to carry out major work on such a busy route. However, after careful discussion with the train operators and industry partners, it became apparent that carrying out this vital investment over five longer closures between May 2014 and Easter 2015 when fewer people travel would, overall, cause less disruption.” During the project, the signalling at Watford will be upgraded alongside new junctions and track to provide more flexibility for train services and better reliability.

To enable the work to be completed, trains will be unable to run on the West Coast Main Line through Watford on the following dates from May 2014:

3-5 May 2014; 8-25 August 2014; 25-29 December 2014; 14-22 February 2015; 3-6 April 2015

Chris Gibb, chief operating officer for Virgin Trains, said: “We shall ensure that all customers have a reliable way of travelling to and from London principally by being able to use other train operators’ services but in some cases by taking a replacement coach service for a short portion of the journey. We are starting a dialogue now with industry partners that puts the customer first, but at the same time allows Network Rail to carry out this essential work.”

Patrick Verwer, London Midland managing director, added: “We want our customers to have good journeys with minimum disruption. This is much needed investment and a series of closures is the quickest way of bringing the benefits of this major upgrade to our passengers. It gives certainty and allows us to plan good quality alternative travel arrangements. We are now working closely with Network Rail and other industry partners to ensure that there is a comprehensive programme of communication with good passenger information available well ahead of and during the closures. It’s vital that passengers are aware of what’s going on so they can plan their journeys and allow enough time to get to their destinations.”

The work at Watford is in addition to the £40m of investment announced by Network Rail last month to improve performance on the southern end of the West Coast Main Line through a programme of work aimed at tackling the most common cause of delay.

Alongside this project, Network Rail intends to increase the line speed of the fast lines through Watford to 125mph, from the current 80mph, and is investigating the feasibility of this.

Croydon Tramlink's Stadler set No. 2554 is seen in Croydon special livery as it approaches Wellsley Road, Croydon on July 27th. [Derek Elston](#)



Network Rail launches technical strategy for the future

Network Rail has published its technical strategy, outlining the research and development priorities and opportunities for the next 30 years. The creation of the strategy, which follows the release of the overall Rail Technical Strategy in December last year, has been driven by a need to focus R&D investment on meeting its key outcomes: safety, performance, customer experience, capacity, cost-efficiency and sustainability.

One of keys to unlocking the potential for improvement in these areas lies with closer collaboration.

Network Rail chairman Richard Parry-Jones said: "Our ability to be more ambitious relies on strengthening collaboration at all levels – across disciplines within Network Rail, between Network Rail and the rail industry, with European and world railways and beyond the rail industry to other technology sectors.

"There must also be a strong connection between long-term planning and long-term technical capability."

The railway industry has recognised that it has under-invested in R&D by any benchmarked standard. The Network Rail Technical Strategy, as part of a wider cross-industry and European drive to innovate, seeks to identify priorities for funding which will bring Network Rail closer to global norms for R&D investment.

The business will continue to work with the Office of Rail Regulation to secure funding for key projects, which will have their own business cases.

Areas for innovation identified within the Network Rail Technical Strategy include:

Safety: We will embed a safety by design policy in everything we do, ranging from intelligent level crossings and automated monitoring of infrastructure for safety critical failures.

Performance: We will work with our operating partners to ensure increasingly resilient timetables are put in place and evolve our approach to asset management with automated monitoring, and less emergency maintenance.

Customer information: Better information will rely on common and optimised information flow across industry to get reliable information to customers in real time.

Capacity: Our network will utilise new control systems, enabling trains to run closer together.

Efficiency: We will improve the cost-effectiveness of our asset management by developing our understanding of whole-life, whole system issues - including developing capabilities for non-disruptive maintenance.

Sustainability: We will work with industry partners to reduce carbon emissions, and invest in energy efficient assets.



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Network Rail's newest train takes to the rails

The newest addition to Network Rail's train fleet has left the depot for the first time on a series of test runs.

Former passenger unit 313121 has been adapted to become a laboratory train for the ERTMS programme and will be used on the ERTMS National Integration Facility (ENIF) when it opens later this summer.

Alstom refurbished the unit at its Wembley depot and fitted its own train-borne ERTMS kit, along with CCTV, workstations for engineers, extra batteries to power the equipment, a kitchen, and – in a notable first for a class 313 – a toilet.

Due to start work this summer, the ENIF will see trackside ERTMS kit from four suppliers put through its paces on a five-mile section of the Hertford loop, controlled from a facility at Hitchin.



Gary Porter, Network Rail programme director, traffic management and ETCS, said: "ERTMS will play a vital role in changing the way we operate our railway. Crucially, our facility at Hertford and this Class 313 will give us a greater depth of knowledge of the system as we prepare to roll it out on the network".

The test train will also be utilised to support other Network Rail projects, including Thameslink. An ERTMS driver machine interface (DMI) and new control panel has been fitted to both cabs, with a duplicate screen in the secondman's position. Passengers in the train will also be able to see the images, plus high-definition views front and back on 42-inch plasma screens.

To allow for the operation of ENIF, bi-directional signalling has been installed on the northern section of the Hertford loop, to allow the down line between Molewood Tunnel and Langley South junction to be used as a test facility. During peak hours the section will be part of the normal railway, but when testing is required the block will be 'switched out' – switching control from King's Cross power signal box to the facility at Hitchin.

Testing will begin later this summer.

VolkerRail track machine No. DR75402 heads through Doncaster on July 13th. *Brian Battersby*



New ideas for value for money rail growth

Network Rail has published its 'alternative solutions' network route utilisation strategy – the result of a wide-ranging consultation with industry stakeholders and which looks at future, cost-effective options for growth.

The study examines five main areas for development: further use of trams, tram trains, hybrid light rail, innovative ideas for electrification and further expansion of community rail initiatives. It also considers the role that bus rapid transit (BRT) and guided bus systems can play in meeting transport needs and examines the potential of personal rapid transit (PRT) currently used in locations such as Heathrow terminal 5 to increase access to the rail network.

Paul Plummer, Network Rail's group strategy director said: "To maintain the mandate to further invest in our railway, the industry has to demonstrate a clear commitment to greater efficiency and cost effectiveness. This means being open to alternative solutions and we hope that this new study will prompt fresh thinking and debate about the best way to deliver an improved rail network that meets the needs of all stakeholders."

Paul Davies, IET head of policy, said: "The Institution of Engineering and Technology welcomes Network Rail's work to define how alternative technologies can better serve urban and local transport in the UK. This is a field in which the UK is seeing considerable engineering innovation: for example in the development of people movers, guided busways and 'tram trains' and new generation trolley buses. Application of engineering skills and technologies is leading to more efficient and passenger-friendly public transport."

Recent developments have assisted the study from the viewpoint of generating practical experience in a UK environment, for example:

- Successful completion of the Paisley Canal electrification scheme, in which the use of extended neutral sections beneath bridges has substantially reduced cost and complexity.
- Successful introduction of Class 139 vehicles on the Stourbridge Town branch.
- Government authority to proceed with the Rotherham-Sheffield tram train pilot, development of which is now under way.

As for community rail partnerships, the study states the positive impact of current partnerships and that the rail industry and funders would like more of them – but they cannot be imposed.

England's railway signalling heritage recognised

In total English Heritage is announcing 26 new designations today; all are listed at grade II

Twenty six of England's rarest and best preserved signal boxes have been given Grade II listed status by the Department for Culture Media and Sport as a result of a joint English Heritage and Network Rail project to safeguard the nation's railway signalling heritage. The listings come as Network Rail decommissions many mechanical signal boxes to consolidate signalling into 12 regional centres, as part of a 30 year plan to modernise the system and provide a better value railway for Britain.

Heritage Minister, Ed Vaizey said: "Our interest in everything to do with trains and railways - and the 'golden age' of steam in particular - is one of our most endearing and enduring national preoccupations. Signal boxes are a big part of this, and so I am very pleased indeed to be able to list these lovely examples of the type. It is greatly to Network Rail's credit that they have worked so constructively with English Heritage to bring this project to such a successful outcome."

Installed from the mid-19th century onwards, signal boxes numbered around 10,000 at the peak of their use in the 1940s. Today fewer than 500 are still in use by Network Rail. They were built in highly visible spots at stations or level crossings to an infinite variety of designs, sometimes with beautiful detailing and embellishment far beyond what is needed for their practical function. They were constructed both by specialist contractors like Saxby & Farmer and individual railway companies, each developing their own distinctive style.

English Heritage has worked in close partnership with Network Rail to identify and protect a representative sample of the most significant designs, especially those within groups of historic railway buildings, capturing a snapshot of the Victorian heyday of railways for future generations.

Local landmarks

From Cornwall to Kent and Sussex to North Yorkshire, the newly listed signal boxes date from the 1870s to the 1920s, many still retain their original operating equipment and have become much loved local landmarks. The box designs range from imposing structures, like the enormous Saxby & Farmer designed box at Eastbourne, to simple single-storey timber buildings, like the diminutive Stevens & Sons box at Grain Crossing in Medway, Kent, the last survivor of a once numerous design. In the North of England, Hebden Bridge Signal Box built in 1891, one of only a handful of Lancashire and Yorkshire Railway boxes to survive in anything like original condition, has a time warp quality, where both it and nearby listed station buildings still retain their original 1914 signage.

The East of England boasts well preserved boxes built for the Great Eastern Railway like the one at Downham Market, which complements one of the most attractive small stations in East Anglia, and the wonderfully elaborate example at Brundall which was built in 1883 and unusually is built of wood blocks cut to resemble stone.

At Totnes in Devon, the large signal box, built to the Great Western Railway's standard design used between 1896 and the 1920s, has what are in effect a series of bay windows to give the signalman a clear view down the line and striking contrasting blue brickwork. With the removal of the original operating equipment, the building has now found a new use as a café. Totnes shows that, although there can be issues with access and location, decommissioned signal boxes can sometimes be rejuvenated. They have been reused as cafes, museums or holiday lets and, in some cases, moved to new locations, often on heritage railways.

John Minnis, Senior Investigator at English Heritage said: "We are delighted to be working in partnership with Network Rail as part of our National Heritage Protection Plan to seek out the best examples of historic signal boxes up and down the country. These are very special buildings, at one time a familiar sight on our railway system. Today's listings will ensure that many of these highly distinctive designs, which were full of character, are protected for years to come providing a window into how railways were operated in the past."

Jerry Swift, Network Rail's head of community rail, said: "Our operating strategy would see a marked acceleration in the number of signal boxes decommissioned each year, so it is vital that we have plans in place to deal with that sensitively and sustainably. "Identifying the most significant signal boxes so that they are safeguarded for future generations is something we are all committed to. It is important that they have a life after the national railway network has finished with them and we are working with a number of heritage organisations to try to find suitable homes for them for the future. It is great news that these newly listed boxes will survive as examples of our railway's colourful past as we modernise the network for the twenty-first century."

North: Hebden Bridge, Calderdale, West Yorks, listed Grade II (May 2013)
Hensall, Selby, N Yorks, listed Grade II (April 2013)

West:
Bournemouth West Junction, Poole, Dorset, listed Grade II (April 2013)
Lostwithiel, Restormel, Cornwall, listed Grade II (April 2013)
Marsh Brook, S Shrops, Shrops, listed Grade II (April 2013)
Par, Restormel, Cornwall, listed Grade II (April 2013)
Totnes, S Hams, Devon, listed Grade II (April 2013)

East:
Brundall, Broadland, Norfolk, listed Grade II (April 2013)
Bury St Edmunds Yard, St Edmundsbury, Suffolk, listed Grade II (May 2013)
Downham Market, Kings Lynn and W Norfolk, Norfolk, listed Grade II (April 2013)
Skegness, E Lindsey, Lincs, listed Grade II (June 2013)
Brundall, Broadland, Norfolk, listed Grade II (April 2013)
Bury St Edmunds Yard, St Edmundsbury, Suffolk, listed Grade II (May 2013)
Thetford, Breckland, Norfolk, listed Grade II (April 2013)
Wainfleet, E Lindsey, Lincs, listed Grade II (June 2013)
Wymondham South Junction, S Norfolk, Norfolk, listed Grade II (May 2013)

South:
Aylesford, Tonbridge and Malling, Kent (July 2013)
Canterbury East, Kent, listed Grade II (April 2013)
Cuxton, Medway, Kent, listed Grade II (April 2013)
Eastbourne, E Sussex, listed Grade II (April 2013)
Grain Crossing, Medway, Kent (July 2013)
Littlehampton, W Sussex, listed Grade II (April 2013)
Liverpool St, City of London, listed Grade II (April 2013) (owned by London Underground Ltd, not an NR box)
Maidstone West, Maidstone, Kent (July 2013)
Rye, Rother, E Sussex (July 2013)
Shepherdswell, Dover, Kent, listed Grade II (April 2013)
Snodland, Tonbridge and Malling, Kent, listed Grade II (April 2013)
Wateringbury, Maidstone, Kent, listed Grade II (July 2013)

Photos: Shepherds Well Signalbox (Top) and Skegness Signalbox (Bottom). © Network Rail



Class 73 105 has recently arrived at Nemesis Rail's Burton depot from the Battlefield Line at Shackerstone. Seen here on July 25th alongside 73 134 'Woking Homes'. [Stuart Hillis](#)



Class 66 749 with 2 brand new and 2 GBRf biomass wagons passes Quorn and Woodhouse station on the Great Central Railway, July 2nd, whilst undertaking brake/noise tests. The loco and wagons had been brought down from Tyne Dock to Brush and transported by road to Great Central the previous day. [Stuart Hillis](#)

Network Rail announces completion of work on first phase of North West electrification

Electric trains will be able to run between Manchester Airport and Scotland from December 2013, Network Rail said as it announced completion of the first phase of the £400m North West electrification programme. The installation of new infrastructure on part of the world's oldest public railway between Newton Le Willows and Castlefield Junction marks a major milestone in the programme which will see over 350 track kilometres upgraded across the north of England.

At a short ceremony on July 17th at Eccles station, one of many set to benefit from the investment, Secretary of State for Transport, Rt Hon Patrick McLoughlin MP, said: "The Government is committing record amounts of investment into transforming the rail network and it is great to see this work happening right now.

"Electrification of these routes will significantly improve connections between our major towns and cities, boosting the economy and providing passengers with quicker, cleaner and more frequent services."

Jane Simpson, Network Rail's director of route asset management, explained the benefits of electrification: "Electrification helps us to boost capacity, reduce carbon emissions and cut the cost of running the railway. Electric trains are also quieter, more reliable and have more seats, which is good news for passengers. "This work is part of a wider programme of improvements that will transform rail travel in the north of England. By enabling faster, more frequent trains to connect key towns and cities we can provide the railway that the region's passengers want and its economy needs."

Lee Wasnidge, area director for Northern Rail, said: "Investment in rail infrastructure in the North West is helping us develop better and faster services for our customers. This electrification project is just one part of the massive improvement scheme being rolled out across the region. Eccles station itself is benefitting from funding secured from the National Station Improvement Programme with a brand new ticket office due to open here next month."

Chris Nutton, First TransPennine Express programme director, said: "We are absolutely delighted that the investment in an electric railway for the north west of England is on plan and progressing well. It is a huge and unprecedented level of investment that will pave the way for yet more improved rail services for customers across the region.

"FTPE has invested £60m in a fleet of new trains that will start to come into service from December this year and will mean a 30% increase in capacity across our network. Customers will benefit from more journey options, faster trains and better connectivity and accessibility.

"The North West electrification and our procurement of an additional 40 carriages is a great example of the industry working together and shows our commitment to providing the best possible rail travel for customers now and into the future."

The next major improvements will come in December 2014, when electric trains will be able to run from Liverpool to Manchester via Newton le Willows and Wigan and from December 2016, when they will run between Preston and Blackpool, Manchester and Preston and Manchester and Stalybridge.

This will be followed by the completion of Trans-Pennine electrification from Stalybridge through Huddersfield on to Leeds, York and Selby by December 2018.

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 suggestion comes from Andy, who found this delightful little spot by accident whilst photographing the north Wales coast line. It is the

Penmaenmawr Beach Cafe

Beach Road, Penmaenmawr LL34 6AU, Wales

A trip down memory lane - do you remember getting Mr. Whippy ice creams and sausage rolls when you went to the beach when you were little? Lovely beach cafe: had a fresh and crispy ploughman's salad, a perfect cup of proper tea...lovely staff and clean toilets. Not much more you can ask - oh, and the sun was shining too!



Andy goes on to say that when he ordered a sandwich, which was reasonably priced he didn't expect for it to arrive with salad and trimmings. There was a large selection of hot and cold food on offer all again at very reasonable prices.

Another report of this cafe says: This is a delightful, cheerful, welcoming beach cafe. Expect good honest food,

including seaside fare, and fresh cake and bara brith. the staff are charming and friendly, and the simple surroundings are spotless and very acceptable. The simple note on the wall "thank you for visiting our cafe" speaks volumes. If only this simple and sincere sentiment were replicated more widely, the domestic tourist industry would be better regarded! Penmaenmawr beach is not by any means a jewel in the north Wales crown, but this is a place well worth visiting in passing.

So there you go, a short report on what looks to be a really nice place to eat.

Now before I go then I would just like to say that I've had a visit to a Beefeater restaurant this month and I was less than impressed. I found the menu confusing and most of the dishes were very uninspiring, not very enjoyable at all, especially when compared to a Wetherspoons visit which was excellent. The other thing that I encountered was that the staff at this particular Beefeater were 'buzzing like flies' round all the female customers, and giving less than excellent service to the male customers. Mr Beefeater please note, these things do not go unnoticed!

If you want to get involved and review somewhere yourself then please let me know, alternatively suggest some places for me to try. Until next month,

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

Class 57 011 and 57 007 head south through Farrington Jct. on July 1st with the 4M44 Mossend - Daventry Intermodal service. [Michael Lynam](#)



Network Rail's plans for faster, more frequent services across the North

Network Rail is exploring options to improve the railway around Manchester Piccadilly and Oxford Road stations as part of the Northern Hub – a programme of investment to deliver faster, more frequent services across the North of England and stimulate economic growth by better connecting towns and cities. The plans were unveiled to city-wide stakeholders ahead of public consultation. The scheme includes options to install two new platforms at Manchester Piccadilly, adjacent to the existing platform 14, and widening the railway corridor around Oxford Road station.

Network Rail has drawn up alignment options for the new sections of railway and will be asking people for feedback on the emerging ideas. The comments received from the public will help inform the detail of the plans. Dyan Crowther, Network Rail's route managing director, said: "The Northern Hub is an important investment programme for the North of England. It will create space for up to 700 more trains every day and help provide over £4bn worth of wider economic benefits for the region. The plans for Manchester Piccadilly and Oxford Road stations are a key part of the Hub and we look forward to working with stakeholders and the local community to develop the proposals."

Sir Richard Leese, leader of Manchester City Council, said: "The Northern Hub will bring massive improvements to rail services across the North West and support the economy of the city, the wider region and indeed the whole of northern England with an estimated 20,000 - 30,000 new jobs and £4bn of additional benefits." However, due to the sheer scale of this project, it will inevitably have some impact on the city centre, and we are working closely with Network Rail, as well as with residents and businesses, to make sure that any disturbance will be kept to a minimum. While the Northern Hub project is a vital piece of infrastructure bringing many benefits, it's also vital that the city centre continues to function during its construction."

Emma Antrobus, policy manager at Greater Manchester Chamber of Commerce said: "We are delighted to see the specific projects within the Northern Hub scheme being consulted on more quickly than expected, after we have campaigned so hard for the scheme to be delivered. The improvements on the Hub will provide a boost to the economy of the whole of the North of England and particularly for Manchester, offer more trains and faster services into and out of the centre, connecting people and jobs." Network Rail will assess the consultation feedback before progressing the plans. A second round of consultation is expected to take place later this year.

A Different View



Above: It is amazing what the modern cameras can achieve in dull/dark light these days. With the ISO on 1600 a reasonable photo can still be achieved, as this shot of Class 66 434 heading through Acton Bridge proves.

Brian Battersby

Top Right: The mouse on East Coast's Class 91 111 has reappeared after its repaint into East Coast livery. We had been told that it had been re-applied but never could see where exactly it was. This tradition originates from when the loco was once named 'Terence Cuneo' and it's great to see it continuing.

Richard Hargreaves

Bottom Right: A northbound view of Balshaw Lane Junction on the WCML during the 9 day upgrade. The diamond crossing is being completely removed and the junction is being moved rearwards to where this photograph is taken from to improve the speed entering the junction from 50 mph to 70 mph.

Alan Naylor



On July 16th, engineers are seen re-wiring Balshaw Lane Junction on the WCML during the 9 day blockade of the line. [Alan Naylor](#)



East Lancashire Railway

On July 6th, Network SouthEast liveried Class 47 596 is seen at Ramsbottom during the East Lancs' diesel gala. [Richard Hargreaves](#)

Preserved Railways





East Lancashire Railway continued...

Above: Class 33 109 and 73 210 are seen at Rawtenstall on July 6th, waiting to work the next service to Bury. [Richard Hargreaves](#)

Top Left: Class 37 324 'Clydebridge' arrives into Ramsbottom on July 7th, with a Rawtenstall - Heywood working. This loco was visiting the line for the gala from its normal base at the Gloucestershire and Warwickshire Railway. [Brian Battersby](#)

Bottom Left: Class 50 015 and 50 026 are seen running round their train at Heywood, prior to working back to Bury on July 6th. [Richard Hargreaves](#)

Below: Yet another visitor, in the shape of the DPS' Class 55 Deltic No. D9009 'Alycidon', is seen departing Ramsbottom on July 7th. [Brian Battersby](#)



East Lancashire Railway continued...

Top Left: Class 47 579 'James Nightall GC' was another visitor to the line for the diesel gala, seen here on July 7th with a service to Bury. [Brian Battersby](#)

Bottom Left: Unique Class 15 No. D8233 was on display and started up at Bury on July 6th. Quite a bit of work still to be done, but it certainly shows how much has been achieved so far. [Michael Lynam](#)

Below: Class 40 No. D335 arrives into Rawtenstall with a working from Heywood on July 6th. [Richard Hargreaves](#)



East Lancashire Railway continued...

Visiting for the gala, DCR's Class 31 190 is seen heading towards Ramsbottom after leaving from Irwell Vale with 2J66 the 10:56 service from Rawtenstall to Heywood during East Lancashire Railway Summer Diesel Gala on July 6th. [Dave Felton](#)





East Lancashire Railway continued...

Above: On July 5th, Hymek Class 35 No. D7076 approaches Great Eaves Road crossing with the 2J82 working to Rawtenstall. [Michael Lynam](#)

Top Left: Hunslet Austerity 0-6-0ST 'Sapper' approaches Summerseat with the 16:00 from Bury heading to Rawtenstall, July 13th. [Gerald Nicholl](#)

Bottom Left: Class 35 'Hymek' No. D7076 arrives at Ramsbottom, whilst Standard Class 4 2-6-4T No. 80080 waits to depart with the 10:35 service to Rawtenstall on July 13th. [Gerald Nicholl](#)

Below: Class 55 022 'Royal Scots Grey' arrives into Ramsbottom on July 6th with a Rawtenstall - Heywood service. [Paul Godding](#)





East Lancashire Railway continued...

Above: Class 73 210 'Selhurst' and Class 33 109 'Captain Bill Smith RNR' are seen arriving at Irwell Vale station with 2J65 the 09:35 service from Heywood to Rawtenstall on July 6th. [Dave Felton](#)

Top Left: Class 31 190 (No. D5613) departs Summerseat for Heywood with the 2J66 shuttle for Bury, July 6th. [Michael Lynam](#)

Bottom Left: Class 55 022 arrives into Ramsbottom working the 2J82 Rawtenstall - Heywood, July 6th. [Steve Stepney](#)

Below: Class 40 No. D335 arrives at Irwell Vale with the 2G63 Bury - Rawtenstall service on July 5th. [Michael Lynam](#)



East Lancashire Railway continued...

Class 50 015 'Valiant' is pictured about to arrive at Irwell Vale station with 2J64 the 10:06 service from Rawtenstall to Heywood during East Lancashire Railway Summer Diesel Gala on July 6th. [Dave Felton](#)





Foxfield Railway

Above: W. G. Bagnall 0-6-0ST No. 2 'Florence' is seen at the lines depot in Caverswall Road on July 20th. [Brian Battersby](#)

Top Left: Thomas Hill No. 111C, a 4wDH (Rebuilt from Sentinel 4wVBT) is seen outside the shed at Caverswall Road. The loco has recently been started for the first time in five years and restoration continues. [Brian Battersby](#)

Bottom Left: W. G. Bagnall 0-4-0ST No 2842 is seen climbing the bank out of the colliery on July 20th. [Richard Hargreaves](#)

Below: Normally stored inside the museum building, Kerr Stuart 0-4-0ST No. 4127 'Moss Bay', built in 1920, makes a rare appearance in the yard at Foxfield on July 20th. [Richard Hargreaves](#)





Foxfield Railway continued...

Above: Hunslet Engine Company Austerity 0-6-0ST No. 3839 'Wimblebury', built in 1956 climbs up the incline out of Foxfield Colliery on July 20th. [Brian Battersby](#)

Top Left: 'Willy the Well Tank' an 0-4-0WT built by Kerr Stuart in 1918 (Works No. 3063), visiting the line for the Stean Gala on July 20th, is seen heading out of the colliery. [Richard Hargreaves](#)

Bottom Left: Dübs and Company crane tank 0-4-0T No. 4101 'Dubs' is seen shunting wagons at the Foxfield Colliery. [Richard Hargreaves](#)

Below: Kerr Stuart 0-4-0ST No. 4388 is seen in the yard at Caverswall Rd. awaiting overhaul. [Richard Hargreaves](#)



Crewe Heritage Centre

LMS 4-6-2 No. 46233 'DUCHESS OF SUTHERLAND' simmers on Crewe Heritage Centre, July 25th. [Steve Stepney](#)



Epping and Ongar Railway

On July 6th at North Weald on the Epping & Ongar Railway is an afternoon working to Ongar comprising Metropolitan No.1, built for the Metropolitan Railway service between Baker Street and Verney Junction in 1898, it is an 0-4-4T; the coaches are numbered 353 (built 1892), 427 (built 1910) and W16237 (built 1961). The weekend before this image was taken the railway was celebrating the 150th anniversary of the Metropolitan Railway, the locomotive and first two carriages were due to depart a few days later, but were being pressed into service to take advantage of their relative rarity of use. [Stuart Warr](#)



Epping and Ongar Railway continued...

Metropolitan No. 1 slowly passes through Blake Hall station, now a private residence on the Epping and Ongar railway, with a service to Ongar on July 13th. The platform here has recently been rebuilt. [Charlie Robbins](#)





The A1 Steam Locomotive Trust
New Steam for the Main Line

TORNADO CELEBRATES FIFTH BIRTHDAY

Five years since new steam locomotive's historic first moves in Darlington

The A1 Steam Locomotive Trust, the registered charity behind famous new steam locomotive 60163 Tornado, is celebrating the fifth anniversary of her first moves in front of the world's press on 1st August 2008. The event, which was covered live on BBC News throughout the day, was covered as far away as Australia, Russia and Japan, and attended by Dorothy Mather, the widow of Arthur Peppercorn, the locomotive's designer.

Since then Tornado has become one of the busiest steam locomotives on the Network Rail main line, having covered 70,000 miles since her completion at Darlington Locomotive Works. Highlights of the past five years include:

A star is born: having been launched to the world on 1st August 2008, Tornado's progress towards main line approval was followed every step of the way by the British public who turned out in their thousands to travel behind her on her first passenger trains on the Great Central Railway in September 2008, watch her final night-time main line test run from York to Newcastle and back on 18th/19th November 2008 and her historic first train from Darlington to a packed London King's Cross on 7th February 2009.

By Royal appointment: Tornado was officially named by TRH The Prince of Wales and The Duchess of Cornwall 19th February 2009 at York station witnessed by thousands of members of the public and the celebrations included an RAF band and flypast of Hawk and Tornado aircraft. The locomotive then went on to haul the Royal Train to Leeds with Prince Charles on the footplate for part of the journey. Tornado made her second appearance on the Royal Train on 4th February 2010 when she took TRH The Prince of Wales and The Duchess of Cornwall from on Preston to engagements in Manchester and then on to Crewe. Her third appearance on the Royal Train on 22nd/23rd July 2012 was with the momentous first overnight Royal Train for over 50 years when Tornado took The Prince of Wales from Kemble to Bishop Auckland and then Alnmouth, picking up the stock at Wembley and taking it on to Edinburgh. A surprise guest on this train was the soon to be appointed Archbishop of Canterbury, The Most Reverend Justin Welby.

Record breaker: as well as being the first new main line steam locomotive to be built in Britain for over 50 years, Tornado is also the first steam locomotive to have been paid for by public subscription. Tornado is now as old as Evening Star, the last steam locomotive built for British Railways, was when she was withdrawn from service in 1965. Performance wise, from the earliest days Tornado has been a record breaker. On her test run on the East Coast Main Line (ECML) on 18th November 2008 the locomotive averaged over 70mph from York to Chester Le Street. This was a first for preserved steam, and is exceptional given the 75mph speed ceiling for steam locomotives on Network Rail. And it isn't just sustained high-speed running, but also power output records that have been set, with over 3,000idhp produced on a magnificent climb of Beattock Bank on 'The Caledonian Tornado' on 21st September 2011. Finally, haulage wise on big hills the ex-LNER Pacifics were considered to have too large wheels, but those who witnessed Tornado over the GWR's South Devon Banks, or its two unforgettable runs over the Highland Main Line to Inverness would suggest something different. With the potential of an increase to 90mph for Tornado, what new records await?

Media celebrity: following her first moves, test trains and Royal naming, Tornado continued to remain in the public eye, hauling the commemorative 'Winton Train' from Harwich to London Liverpool Street to mark the 70th anniversary of the Kinder Transport, hauling the only working trains in Kent during the heavy snowfalls of December 2009, starring in 'The Race to the North' on Top Gear with Jeremy Clarkson on the footplate watched by an estimated seven million people first time around and the subject of her own TV documentary 'Absolutely Chuffed: the Men Who Built a Steam Engine' which was the most watched programme on BBC2 on Christmas Eve 2008.

Paying her way: the overwhelming majority of the £3m needed to build Tornado was raised through regular donations (covenants), dedicated donations to sponsor particular components, legacies, a £500,000 bearer bond issue, corporate sponsorship (principal sponsor William Cook Cast Products Ltd) and some bridging finance from Venturesome and individuals. In addition to overhauling and converting Mark 1 BCK coach E21249 into Tornado's dedicated support coach, all of the borrowings have been repaid and notice given for the repayment of the bond some three years earlier than required. This leaves only Tornado's tender which is on a 15 year lease from William Cook Cast Products to be purchased, leaving the Trust debt free.

Mark Allatt, Chairman, The A1 Steam Locomotive Trust, commented: "It's hard to believe that it is already five years ago that Tornado first turned a wheel in anger. 70,000 miles and countless adventures later Tornado continues to do what she was built for – hauling express passenger trains on Network Rail at speed, thrilling and enthralling passengers and line-siders alike. None of this would have been possible without the dedication, professionalism and generosity of our covenantors, volunteers, contractors and other supporters. As the plaques attached to Tornado state, 'this locomotive was built and paid for by people who shared a vision and were determined to turn it into reality.'"

East Lancashire Railway

Above: Out and about at the ELR '1968 End of Steam Festival' was Peckett 0-4-0ST No. 1370, seen here at Bury on July 27th. The locomotive spent much of its working life at nearby Yates Duxbury Paper Mills.

Gerald Nicholl

Below: On July 27th, LMS Fowler Class 3F No. 47584 (which was really No. 47324 renumbered for the event), arrives at Rawtenstall on the rear of the 1J65 Heywood - Rawtenstall service, seen at Rawtenstall. *Michael Lynam*





East Lancashire Railway continued...

Top Left: Class 55 No. D9009 'Alycidon' enters the cutting after Townsend Fold with the 1J73 Heywood - Rawtenstall service, July 27th. [Michael Lynam](#)

Bottom Left: Britannia Pacific No. 70013 'Oliver Cromwell' arrives at the East Lancashire Railway for the '1968 End of Steam Festival' from Southall. It is pictured at the Green Lane crossing, approaching Heywood station on July 25th. [Gerald Nicholl](#)



GCR ONE MILLION POUND BRIDGE APPEAL: BEST RESPONSE IN HISTORY OF THE RAILWAY

£100,000 RAISED IN JUST TWO WEEKS

The Great Central Railway's Bridge to the Future appeal has raced away from the starting line! More than one hundred thousand pounds has been collected in the first two weeks. It is the fastest response to a fund-raising drive in the history of the heritage railway.

In June the GCR and the Great Central Railway Nottingham announced that Network Rail is to build a key bridge which will help reunify the railways. The structure will carry steam trains above the four tracks of the Midland Main Line and will be built as part of the preparations for the route's electrification. It will be in place by 2015 but only if the appeal raises one million pounds.

A high profile media launch for the appeal saw regional television and radio in the East Midlands covering the long awaited announcement that the reunification project was finally moving ahead.

The publicity director of the Great Central Railway Nottingham Alan Kemp said, "We are humbled and flattered to reach one hundred thousand pounds so quickly. To be ten percent of the way to the total in two weeks is incredible! Support has come from right across the heritage railway fraternity and beyond. On behalf of everyone at the GCR and GCRN, I would like to say a heartfelt thank you"

Once complete, the reunified GCR will be an eighteen mile heritage rail highway running between Leicester and south Nottingham. It will deliver proven economic benefit to a wide area of the East Midlands.

Nigel Harris of Great Central Railway Development (the specially formed company who have delivered the breakthrough) said, "This is the heritage railway world's next big infrastructure project and it is already capturing the imagination.

Donations and standing orders are coming in faster than we've ever experienced, but we can't be complacent. There is a long way to go to reach a million pounds. If we fail then the opportunity to build the bridge will slip from grasp."

Lakeside and Haverthwaite Railway

Left: Inside the shed at the line on July 7th can be seen Class 27 No. D5370 and behind it is Class 20 214.

Michael Lynam

Below: Also inside the shed, pending a major overhaul, is BR Fairburn, 4MT 2-6-4T No. 42073 and behind it is LMSR (London, Midland and Scottish Railway), Class 11 No. 7120, one of a batch of 30 locomotives constructed at their Derby works between 1945 and 1948.

Michael Lynam



www.southerncountiesrailwaysociety.co.uk

SOUTHERN COUNTIES RAILWAY SOCIETY

A club for anyone interested in the railways of Southampton, Hampshire, Dorset and the surrounding area.

Established in 1948 by a group of school friends who shared the common interest in transport, particularly the Railways. The aim of the Society was to foster an interest in rail transport by arranging meetings and visits to railway installations. This still can be found today with regular meetings and a monthly new letters all full of information related to the area formerly operated by Southern Railways.

Membership is open to any persons aged 14 years or older. Subscriptions Annually; £10.00, Family (Two or More c/o same address) £15.00



Severn Valley Railway

Above: GWR 5101 Class Large Prairie 2-6-2T No. 5164 is seen at Bridgnorth on July 14th working the 'Severn Valley Limited' dining train to Kidderminster. [Richard Hargreaves](#)

Below: Class 20 No. D8059 is seen waiting departure time at Bridgnorth on July 14th, working a service to Kidderminster. [Richard Hargreaves](#)



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

There are various ways to help the C58LG:

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



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!



Barrow Hill

Above: On July 7th, Class 03 066 is seen in the platform at Barrow Hill. [Brian Battersby](#)

Top Right: Recently relocated here from Willesden TMD, Class 86 701 is seen in the yard along with Class 50 008 and Class 37 510. [Brian Battersby](#)

Bottom Right: Reaching the end of its long overhaul at Barrow Hill, after numerous setbacks, it is pleasing to see the CFPS' Class 40 No. D345 looking resplendent in BR Blue livery. Hopefully not much longer before the loco can take to the main line once again. [Brian Battersby](#)

Bottom Right: Class 56 006 is another loco making good progress towards completion of a return to serviceable condition. Seen here in the sunshine on July 7th. [Brian Battersby](#)



Barrow Hill continued...

Top Left: En route to Hungary, Floyd ex Class 86s, Nos. 450.005 and 450.007 are seen in the yard at Barrow Hill on July 7th. [John Alsop](#)

Bottom Left: Class 40 No. D212 is seen lifted so that bogie work can be undertaken, July 7th. [John Alsop](#)



EIGHT MILE LONG MODEL RAILWAY & ENGINEERING EXHIBITION

Great Central Railway, in association with the Soar Valley Model Railway Club, are to hold a model railway & engineering exhibition in 2014

The three day model railway & engineering exhibition will be held on Friday 20th June to Sunday 22nd June 2014. It's GCR's first ever model railway expo and it promises to be a totally different experience in the model railway world!

The event will be spread over the GCR's four stations at Loughborough, Quorn & Woodhouse, Rothley and Leicester North, with each station specialising in different areas of the hobby. The eight mile long exhibition will have steam and diesel hauled trains transporting the visitors between the stations with a fast frequent service.

Michael Stokes, Event Organiser for the GCR said "We are really looking forward to hosting this exciting new event in the GCR's calendar, where visitors will be able to experience the real thing on their way to the various exhibition halls. We will also have on display several of the railway's award winning preserved carriages and wagons, where visitors will be able to inspect them at close quarters."

The exhibition will cater for up to 80 layouts of all gauges. There will be traders, second hand stalls and demonstration stands. Catering will be provided by our themed station cafes and on board buffet carriages.

"This will be a truly unique and memorable experience for enthusiasts and families combining historic reality and the hobby. People looking to have a stand at the exhibition should contact us early as we expect the demand to be unprecedented." Michael concluded.

MORE DETAILS WILL BE AVAILABLE ON GREAT CENTRAL RAILWAY'S WEBSITE SOON:
www.gcrailway.co.uk



Bodmin and Wenford

Great Western Railway 4200 Class 2-8-0T No. 4247 is seen working the 16:02 Bodmin Parkway to Bodmin General past Charlies Gate on July 17th. [Steve Andrews](#)



Keighley and Worth Valley

Top Right: On July 12th, Standard Tank No. 80002 heads out of Haworth for Oxenhope in the glorious summer weather. [Ben Bucki](#)

Bottom Right: With Haworth Shed resembling a 1960s diesel depot, left to right are the lines Class 108 DMU, the W&M 4-wheel railbus, Class 37 075, prototype shunter 'Vulcan', and the Class 08 yard pilot. [Ben Bucki](#)

Below: The Keighley and Worth Valley Railways' 4-wheel railbus heads out of Haworth towards Mytholmes tunnel with a train to Keighley, July 12th. [Ben Bucki](#)





Llangollen Railway

Above: Arriva Train Wales liveried Class 121 032 is seen at Glyndyfrdwy on June 23rd with a Carrog to Llangollen service. [Phil Martin](#)

Top Right: Birmingham RC&W Class 104 Nos. M50454 and M50528 are seen with Wickham Class 109 Nos. E50416 and E56171 at Glyndyfrdwy on June 23rd. [Phil Martin](#)

Bottom Right: Class 108 Nos. 51907 and 54490 are seen at Carrog on June 23rd, partnering the Class 122 'Bubble' No. M55005 with a working to Llangollen. [Phil Martin](#)

Below: Visiting the line for the gala, Class 122 No. M55005 is seen heading for Llangollen on June 23rd. [Phil Martin](#)



West Somerset Railway

The last train of the day for the West Somerset Railway on July 2nd was made up of 3 vehicles from Classes 115 and 117; this view shows the Class 117 power car bringing up the rear of the 17:35 Minehead to Bishops Lydeard at Dunster station. [Stuart Warr](#)





National Railway Museum

Above: A look at all six (just) LNER A4s line up around the turntable at York on July 11th, during 'The Great Gathering' event. [John Alsop](#)

Top Right: Lined up for the "Great Gathering" at the NRM on July 3rd are LNER A4s Nos. 4464 'Bittern', 4468 'Mallard' and 4489 'Dominion of Canada'. [Darrel Hendrie](#)

Bottom Right: The other three A4's are also pictured round the turntable at York, Nos. 4498 'Sir Nigel Gresley', 4496 'Dwight D. Eisenhower' and 4488 'Union of South Africa'. [Darrel Hendrie](#)

Below: All three LNER Blue surviving A4s are seen at York on July 11th, as Nos. 4464, 4468 and 4489 are pictured round the turntable. [John Alsop](#)





N.R.M. continued...

Above: Class EM1 No. 26020 (British Railways Class 76), built at Gorton for the Woodhead Route, stands inside the National Railway Museum, on July 8th. [Steve Thompson](#)

Top Right: Pioneer Class 37 No. D6700 is seen inside the main hall on July 8th. [Steve Thompson](#)

Bottom Right: Class 31 018 (D5500) was the first Type 2 locomotive to go into production from the Brush Locomotive Works in 1957, marking an important milestone in the history of dieselisation. [Steve Thompson](#)

Below: Class 47 798 is seen being worked on in the NRM's workshops on July 8th, (*The loco behind is a kit of parts that was previously known as Flying Scotsman. Obviously forgotten about whilst there are A4s to play with! -Ed*). [Steve Thompson](#)



Class 47 290 comes off the Guinness branch at Park Royal as a Central Line train comprising of 1960 stock heads East in May 1990.

Chris Morrison



From the Archives

continued...

Right: Class 150 107 in its original livery, arrives at Cradley Heath on May 9th 1987 with a Birmingham New St. - Worcester service. The signalbox now resides at Totnes (Littlehempston), South Devon Railway. [Chris Morrison](#)

Bottom Left: Carrying the unique Freightliner green livery, Class 47 114 is seen speeding through Nuneaton on July 7th 1998. [Paul Godding](#)

Bottom Right: Class 08 907 is seen shunting at Crewe in 1989. [Brian Battersby](#)





From the Archives continued...

Left: BR Class 52 Diesel Locomotive No. D1042 'Western Princess' is seen passing through Wantage Road with a mixed freight train in August 1963.

Dave Felton

Bottom Left: The driver surrenders the token to the signaller at Welshpool in a scene completely changed today. The pair of Class 37s had just arrived on the lunchtime Aberystwyth Euston service in July 1988.

Chris Morrison

Bottom Right: Virgin Trains' Class 87 015 is seen on the rear of a London Euston bound service at Crewe on February 16th 2002.

Paul Godding



From the Archives

continued...

Top Right: Class 31 190 is seen stabled at Warrington on September 16th 1994. This loco is still in service today, carrying BR Green livery and working for DCR.

Paul Godding

Bottom Right: BR Standard 9F Class No. 92058 is seen stabled at Warrington Dallam (8B) motive power depot on April 23rd 1967.

Dave Felton

Below: Class 55 009 'Alycidon' appears out of the morning mist after leaving Scarborough with a scheduled passenger train on August 29th 1981.

Dave Felton



From the Archives

continued...

Left: Class 31 290, 31 294, 31 116, 31 184, 31 268, 31 250, 31 276, 31 135, 31 531, 31 219, 31 547, 31 205, 31 182, 31 181, 31 187, 31 403 and 31 553 are seen lined up waiting for scrap at Toton on June 26th 1996. A similar line up can be seen in 2013 with Class 60s. [Paul Godding](#)

Bottom Left: 1,500v DC Electric locomotive Class 76 038 is pictured approaching Woodhead signal box with empty coal wagon on March 3rd 1981. [Dave Felton](#)

Bottom Right: BR Class 27 Diesel Locomotive No. 27 211 is seen stabled at Inverness motive power depot on August 28th 1980. [Dave Felton](#)



From the Archives continued...

Class 25 106 is pictured departing from Tunstead Sidings with a stone train on July 10th 1981. [Dave Felton](#)



The first Colas Class 47 to work a log train from south to north Wales occurred on July 16th, when Class 47 727 'Rebecca' worked 6251, 15.25 Baglan Bay to Chirk; the exhaust from the Class 47 and the haze caused by the heat have helped disguise the electricity pylon behind the locomotive as it approaches Margam Knuckle Yard. *Stuart Warr*

