





Welcome

Welcome to Issue 143 and your monthly roundup from across the UK.

Summer, it arrived and it stayed! Wow, who would have expected that one? Well, when I say it stayed, of course, I'm forgetting that weekend at the end of July when the weather was less than impressive. I'll let you guess which weekend I decided to spend a long one on the Devon coast.

It's been a good while since I featured a rant in this column but I feel one coming. It's rare for me to travel by train in recent years, due to many factors

and spending the time in Devon gave me the opportunity to travel on a number of local services across the county. The subject in the matter is Health and Safety. I'm notsureifyoucan



see the sign in the photo however it states the foot crossing is no-longer an Authorised walking route and permission much be gained from the signaller before using the crossing. As you may be able to see, the cross has functioning White signals as to when the crossing is permitted and the line speed at that point would easily

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Submissions & Contributions

Railtalk Magazine, a Magazine written by the Enthusiast for the Enthusiast. So why not join the team. We are always looking for talented Photographers and Writers to join us at Railtalk. Be it though Pictorial Submissions or via a written article featuring an event or Railtour, we greatly appreciate any contributions to the magazine however big or small.

Photographic Contributions

All Photographic contributions should to be sent to us via email, post or via the members section page on our website. Contact addresses are provided to the right or on the next page.

All images should be provided at a resolution of at least 2048px x 1536px at 150dpi.

Contact Us

Editor: Andy Patten

editor@railtalkmagazine.co.uk

Charter Scene

charter.scene@railtalkmagazine.co.uk

The Nosh Report

nosh.report@railtalkmagazine.co.uk

Content Submissions

entries@railtalk.net

Technical & Subscription Support

admin@railtalk.net



Front Cover

With Nottingham Castle dominating the skyline, Class 60 100 'Midland Railway - Butterley' passes Lenton Junction with the late running 6M00 14:30 Humber Oil Refinery to Kingsbury. *Mark Pichowicz*

This Page

The exodus of Class 365s to Scotland continues as an unidentified member of the class is hauled north through Winwick on July 4th by Class 57 303. *Jeff Nicholls*

Next Page

Class 50 049 and 50 007 arrive into Penzance on June 23rd hauling 'The Mazey Day Cornishman' railtour from Tame Bridge Parkway. *Carl Grocott*



allow anyone to cross safely even with traction in sight. Anyone who can correct me here as to why this is the case other than Health and Safety overkill please let me know.

Secondly, the obsession with the phrase “Stand behind the yellow line”. At a number of stations, I heard this being bellowed, even at passengers merely trying to pass others on the platform with no trains due for 10+ minutes. As a regular visitor to Europe, I can’t help but ask, where is all this coming from. It certainly isn’t the EU or is just other countries ignoring the rules.

Moving on and on the subject of Europe, homing on the on the Czech Republic and the test track Velim in particular. Could it be a first for the quantity of future UK rolling stock that has congregated at the site with the TPE Class 68s finishing their testing with the Mk. 5 coaches, joined by Northern’s Class 331 EMU and Class 195 DMU and TPE’s Class 397 EMU , all noted on-site. As previously stated, an interesting Q3 2018 and 2019 is on the cards with the new rolling stock hitting the UK rail network.

Finally, don’t forget it’s not all about the magazine, you can also find us on Facebook, Twitter and a whole host of other online media outlets. Don’t forget to visit and if you haven’t before, contributions are always welcome.

All the best for the month ahead and please do keep sending in those photos.

Andy Patten
Editor

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HAD-PRINT
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YO8 8BE
info@had-print.co.uk | 01757 600211



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Charter Scene

Railway Touring Co. The Cumbrian Mountain Express

▶ Class 86 259 'Les Ross' speeds northwards through Tamworth on July 14th with the London Euston - Carlisle leg of the tour. The Class 86 working through to Carlisle due to fire risk. *Richard Hargreaves*

▶ LMS 8F 2-8-0 No. 48151 and Class 47 237 approach Hoghton with the Carlisle - Farrington Junction leg of a 'Cumbrian Mountain Express' to London Euston on July 21st. *John Sloane*

▶ On July 21st, Class 47 746 passes Boars Head with a Crewe - Manchester - Carlisle working of the CME. *John Sloane*









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Charter Scene

Railway Touring Co.
The Waverley

LNER A3 Pacific No. 60103 'Flying Scotsman' has a touch of steam to spare at the head of the returning 'Waverley' along with Class 37 669 cruising down Ribblesdale on July 8th. *Gerald Nicholl*

Charter Scene

Saltburn Raitours The Portmeirion Pullman

West Coast's Class 47 804 and 57 601 top'n'tail the 1277 'Portmeirion Pullman' from Saltburn to Llandudno, passing Stenson Junction on June 29th. *Stuart Hillis*

Class 57 601 and 47 804 pass Bradley with the return Llandudno – Saltburn via Carlisle, the S&C, Leeds avoider, York and Middlesborough on July 2nd. *John Sloane*

West Coast's Class 57 601 prepares to depart Llandudno on July 2nd with the return working of 'The Portmeirion Pullman' to Saltburn via the WCML and Carlisle - Settle route. Class 47 832 was at the rear. *Jim Haywood*







Charter Scene

Railway Touring Co. The North Wales Coast Express



Jubilee Class 4-6-0 No. 45690 'Leander' trundles through Deansgate station with 'The North Wales Coast Express' from Manchester Piccadilly to Holyhead on July 22nd.
Gerald Nicholl

LMS Jubilee Class 6P 4-6-0 No. 45690 'Leander' stands at Chester on July 22nd with the return Holyhead - Manchester working, assisted due to the fire risk by Class 47 746. *Brian Battersby*

Class 47 237 waits at Chester to take over from 'Leander' for the return to Manchester.
Brian Battersby









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Charter Scene

Pathfinder Tours
The Tees & Wear Explorer

Class 47 749 and 47 727 arrive into Tamworth on July 14th with the Gloucester to Sunderland charter. *Richard Hargreaves*





Charter Scene

Belmond British Pullman V.S.O.E.

▶ SR Merchant Navy Class 4-6-2 No. 35028 'Clan Line' heads through Clapham Jct. with a VSOE dining train. *Steamsounds*

▶ On August 1st, Class 67 002 and 67 021 top'n'tail the 'Belmond British Pullman' on a London Victoria to Bath Spa and return working, seen here passing Wyke near Andover. *David Lindsell*





Charter Scene

Railway Touring Co. THE WELSH MOUNTAINEER

▶ LMS Class 8F 2-8-0 No. 48151 and Class 37 669 are seen at North Llanrwst working 'The Welsh Mountaineer' Preston - Blaenau Ffestiniog on July 24th. *Alan Rigby*

▶ LMS Class 8F 2-8-0 No. 48151 and Class 37 669 pass Helsby on the return trip. *Alan Rigby*

▶ LMS Class 8F 2-8-0 No. 48151 and Class 37 669 stand at Chester on July 24th with the return working from Blaenau Ffestiniog to Preston. *Brian Battersby*





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Charter Scene

UK Raitours
The Crewe Open Day Special

Class 88 005 and 68 016 top'n'tail the London Euston to Crewe charter as it passes through Stafford on July 21st, taking punters to the DRS Open Day at Crewe. *Paul Godding*





Charter Scene

Railway Touring Co. The Dorset Coast Express



▶ LNER A4 No. 60009 'Union of South Africa' has its tender topped up by the Hampshire Fire Brigade at Beaulie Road whilst working 'The Dorset Coast Express' on July 26th.

Derek Elston

▶ Class 47 580 'County of Essex' at the head of the returning 1Z67 'Dorset Coast Express' 16:40 Weymouth to London Victoria which it will lead to Southampton. *Derek Elston*

▶ 'Union of South Africa' leads the 5Z67 ECS for 'The Dorset Coast Express' from Jersey Sidings into Weymouth on July 26th. *Derek Elston*



Charter Scene

Steam Dreams The Cathedrals Express

▶ LNER A4 Class 4-6-2 No. 60009 'Union of South Africa' leads Class 47 760 with 11 coaches in tow and 47 580 on the rear, working from Southend Victoria to Poole via Andover outward and returning via Winchester. Seen here departing Andover, July 21st. *David Lindsell*

▶ 'Union of South Africa' leads Class 47 760 (with 47 580 on the rear) past Wyke, July 21st. *David Lindsell*

▶ Class 47 580 is seen on the rear of the charter as it passes Wyke. *David Lindsell*









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Charter Scene

Northern Belle
Northern Belle

Class 57 313 and 57 314 are seen at Duncote Mill with 1Z78 10:18
Liverpool South Parkway - Cosford on June 10th. *Keith Davies*



















Railtalk Magazine

Charter Scene

West Coast Railway Co.
The Scarborough Spa Express

SR Merchant Navy Class 4-6-2 No. 35018 'British India Line' stands at Scarborough on June 21st with the return working of 'The Scarborough Spa Express'. *Stearnsounds*



Charter Scene

ECS and Light Engine Moves



▶ Class 37 706 hauls LMS Class 5MT 4-6-0 No. 44871 and LMS Jubilee Class 4-6-0 No. 45690 'Leander' past Charnock Richard with a Carnforth – Crewe – Bristol move on July 21st. *John Sloane*

▶ Class 47 501 hauls Class 40 No. D213 and 47 853 as 0Z40 Barrow Hill - Crewe, past Stenson on July 10th. *Stuart Hillis*

▶ Class 47 No. D1944 passes Duncote Mill on the rear of the 5Z90 09:30 Crewe H.S. - Telford on July 6th. *Keith Davies*



Charter Scene

ECS and Light Engine Moves



▶ LMS Royal Scot Class No. 46100 'Royal Scot' leads the 5Z90 Crewe - Telford Central through Wellington on June 6th. *Carl Grocott*

▶ DB Class 66 106 hauls LNER A4 No. 60009 'Union of South Africa' through Swindon on July 16th, heading from Bristol to Southall. *Ken Mumford*

▶ With the heatwave causing a ban on steam-only movements in the area, 'Royal Scot' had an unexpectedly extended stay at the Keighley and Worth Valley Railway following its guest turn at their 50th Anniversary Gala. Class 47 D1935 "Roger Hosking MA 1925-2013" was despatched from Crewe to tow the steam loco home, and the diesel piloted the steam loco (via a turning move at Shipley Triangle) back to Crewe early morning July 25th. The consist is pictured at Bingley station, heading north just before 6am. *Ben Bucki*



Charter Scene

ECS and Light Engine Moves

West Coast's Class 37 516 'Loch Laidon' tails MN Pacific No. 35018 'British India Line' into Leeming Bar station on the Wensleydale Railway, working 5Z18 09:55 York NRM to Northallerton Wensleydale Railway on July 20th. *Derek Elston*

On August 6th, Class 50 007 'Hercules' and 50 049 'Defiance' run light through Micheldever heading from Eastleigh East Yard to the Severn Valley Railway at Kidderminster. *David Lindsell*

Class 57 305 and 57 002 head through Upper Battlefield with the 5Z56 08:42 Norwich Crown Point - Cardiff Canton Sidings on July 6th. *Keith Davies*





Arriva Trains Wales



▶ Class 67 022 passes Guilden Sutton on July 30th with a Manchester - Llandudno service. *Brian Battersby*



▶ Class 67 013 calls at Helsby on July 23rd with a Manchester-Llandudno service. *Brian Battersby*



▶ On July 19th, the Cardiff - Holyhead arrives at Shrewsbury behind Class 67 010. *Mark Enderby*





Chiltern Railways



CHILTERN RAILWAYS WELCOMES LIFE-SIZED LEGO FIGURE AS APPRENTICE

Bertie, the LEGOLAND Discovery Centre Birmingham mascot, was on board Chiltern Railway services and at stations on Friday 10th August. Not only an apprentice for the day, he was helping families construct the perfect day out. Bertie is from the recently opened LEGOLAND Discovery Centre Birmingham where Chiltern Railways customers get 2 for 1 on entry.

Passengers on Chiltern Railways' line met a life-sized LEGO figure on August 10th as Bertie, the LEGOLAND Discovery Centre's Birmingham mascot became an apprentice for the day meeting and greeting passengers, waving off trains, and even checking tickets!

Bertie's visit marks the recent opening of LEGOLAND Discovery Centre Birmingham, where Chiltern Railways customers can get 2-for-1 on entry.

The new 58,000 sq ft indoor attraction in Birmingham has been specially created and designed from a child's perspective, providing two to three hours of interactive and educational fun for people aged three to 10 years old.

Young visitors can play in 10 themed LEGO play zones, a Build and Test area, two LEGO themed rides and a 4D cinema. There are also global and local landmarks in a MINILAND attraction, including a replica of Birmingham Moor Street station.

said: "Bertie was delighted to be an apprentice at Chiltern Railways for the day. Aside from checking tickets and waving off trains, he also helped to spread the word about the 2 for 1 offer you get when you travel by train to our attraction, based just a 15 minutes' walk from Birmingham Moor Street station."

Alan Riley, Customer Services Director at Chiltern Railways said: "We were delighted to welcome Bertie, the LEGOLAND Discovery Centre mascot, as our apprentice for the day, which certainly made people smile!

"We offer great value family tickets to Birmingham Moor Street and with our 2-for-1 offer when you go by train, we hope families will get out and about this summer holiday and explore the attractions on our line."



On July 7th, Class 68 008 calls at Solihull on the rear of a London Marylebone service.
Paul Godding

Chiltern Railways



▶ Class 68 013 stands at London Marylebone having arrived with a service from Kidderminster. *Stearnsounds*



▶ On July 24th, Class 68 014 passes through Stafford working a Crewe - Bescot engineers. *Michael Lynam*

▶ Class 68 008 'Avenger' stands at Birmingham Moor Street on July 24th after arriving with 1R25 from London Marylebone. *Dave Harris*



Colas Rail



▶ On July 4th, Class 60 047 crosses Cefn Mawr viaduct with the 6J37 Carlisle - Chirk loaded timber working. *Phil Martin*



▶ Class 60 047 gets away from Balshaw Lane Junction with a Carlisle - Chirk log train on July 5th. *John Sloane*



▶ On July 12th, some more Class 56 action at Scunthorpe in the form of 56 096, seen coming off E Line at Frodingham Jct. on 6Z88 Tyne Yard - Ent C hauling a loaded RDT. *Steve Thompson*



Colas Rail



▶ Class 70 812 is seen here running through an absolutely scorching Red Bank with 6J37 loaded timber IWA bulkhead wagons from Carlisle to Chirk. *Dave Harris*

▶ On July 16th, the 6E32 Preston Docks - LOR passes through Althorpe behind still commendably clean Class 56 090 and 56 094. *Steve Thompson*

▶ On July 12th, DRS's Class 37 716 and Class 56 113 undertake shunting duties at Peak Forest. *Michael Lynam*







Colas Rail

▶ Class 60 047 runs light through Settle on June 26th heading from Crewe to Carlisle.
Stearnsounds

▶ Class 60 021 heads through Guilden Sutton on July 30th with a Chirk bound loaded timber working. *Brian Battersby*

▶ On July 5th, Class 60 047 climbs the bank at Langho working a log train from Carlisle - Chirk.
Michael Lynam



Colas Rail



Under a stormy looking sky, Class 60 021 crawls through Helsby on July 23rd, heading to Chirk. *Brian Battersby*



Class 56 096 and 56 094 pass Bamber Bridge with a Preston Docks – Lindsey working on July 24th. *John Sloane*

On July 2nd, Class 60 095 working the 6E32 Preston Docks - LOR bitumen tanks heads through Scunthorpe. *Steve Thompson*



DB Cargo



▶ Class 66 037 passes Meole Brace with 6W10 13:46 Crewe Basford Hall - Dynevor Jct. on June 30th. *Keith Davies*



▶ Class 67 030 and 66 085 arrive into Crewe on July 6th. *Brian Battersby*



▶ Class 60 019 ascends Appleby Bank on June 24th working the 6M57 LOR - Kingsbury fuel tanks. *Steve Thompson*



DB Cargo

▶ On July 4th, Class 66 068 approaches Long Preston working an empty rake of Gypsum wagons from New Biggin - Hull Coal Terminal.
Michael Lynam

▶ On July 26th, Class 66 047, 66 140 and 66 054 are seen in front of the depot at Toton.
Michael Lynam

▶ On July 24th, Class 90 040 and 90 028 pass through Stafford working a Mossend - Daventry intermodal.
Michael Lynam





DB Cargo

▶ On June 22nd, Class 60 063 approaches Lenton Junction with the 6E46 04:36 Kingsbury - Lindsey empty tanks. *Mark Pichowicz*

▶ Class 66 106 passes Walcot on June 29th with the 6G51 07:46 Arply - Donnington RFT. *Keith Davies*

▶ Class 66 118 arrives at Crewe on July 6th with a short rake of wagons for repair from Warrington Arpley. *Brian Battersby*





DB Cargo



Class 66 118 passes Heamies on June 27th with the 6042 11:31 Halewood (Jaguar Cars) - Southampton Eastern Docks. *Keith Davies*

On July 15th, Class 60 020 passes Bennerley with the 6M57 11:04 Lindsey Oil Refinery - Kingsbury tanks. *Mark Pichowicz*

Class 66 025 creeps through Doncaster on June 30th with the southbound 'Plasmor' working from Heck. *Richard Hargreaves*





DB Cargo



▶ Class 90 040 and 90 028 pass Standish with the Mossend – Daventry on July 4th. *John Sloane*



▶ Class 66 035 nears Charnock Richard with the Seaforth – Mossend intermodal on July 12th. *John Sloane*



▶ Class 60 020 slogs through Tamworth on July 28th with a Kingsbury - LOR tank working. *Brian Battersby*



DB Cargo

▶ Class 66 151 passes Kempsey, Shrewsbury on June 30th with the 6W11 14:25 Crewe Basford Hall - Dynevor Jct. *Keith Davies*

▶ Class 66 114 runs light engine through Doncaster on June 30th. *Richard Hargreaves*

▶ On July 14th, a working not often seen in daylight is 6N11 Ent C - Tees Yard (for Redcar OT), comprising empty MBA/SSAs. On this occasion, Class 60 040 works the train through Scunthorpe station. *Steve Thompson*



DB Cargo



▶ Class 90 037 and 90 018 head through Heamies on June 27th with the 4M25 06:06 Mossend Euroterminal - Daventry Int. Rft. *Keith Davies*

▶ Sundays see the Kingsbury Tanks working via Scunthorpe, and on July 15th, Class 60 020 attacks Appleby Bank with 30 TEAs in tow on 6M57 LOR - Kingsbury. *Steve Thompson*



DB Cargo



Class 59 205 hauling the 7C64 Acton T. C. - Merehead Quarry passes Westbury power box on June 28th. *Michael J Alderdice*

DB Cargo UK to Power all Rail Sites and Offices with 100% Renewable Electricity

DB Cargo UK, Britain's leading rail freight company, has announced that all its rail sites and offices will be powered by 100% renewable electricity thanks to a three-year agreement with SSE Business Energy. SSE Business Energy will supply all sites belonging to DB Cargo UK and will allow the rail freight company to report zero carbon emission electricity, preventing an estimated 5,000 tonnes of CO₂e from entering the atmosphere each year. The volume of carbon saved is the equivalent to powering almost 4,000 homes with green electricity, or taking circa 17 million miles driven by an average car off the road.

DB Cargo UK worked with Schneider Electric along with DB Schenker UK and Arriva UK Group to identify and evaluate supplier options and arrange the deal. The rail freight company ultimately selected SSE Business Energy based on price and additional services.

Roger Neary, Head of Sales at DB Cargo UK, said: "Our customers have long understood the environmental benefits of moving their goods via rail rather than road; however our customers are increasingly more environmentally aware with "green issues" becoming prominent on their daily agendas. This initiative not only demonstrates DB Cargo's understanding of our customers' requirements but also supports DB Cargo's vision for global sustainability".

Andrea Jones, Head of Procurement at DB Cargo UK, said: "This is a massive step forward to improving our impact on the environment. We are committed to work with our suppliers to support our DB2020+ Group global strategy to become an Eco-Pioneer by 2020."

Richard Lait, Head of Safety, Security & Environment at DB Cargo UK said: "Producing electricity from sources which do not cause significant impact on the environment contributes significantly

to our responsibility to tackle global warming and pollution. Utilising natural energy flows to create the cleanest energy sources makes good economic sense too"

Andy Dewis, Vice President of Energy & Sustainability Service at Schneider Electric, said: "As technologies advance and prices fall, renewables make good business sense, but with an array of options, finding the right source and supplier and negotiating favourable terms, can be daunting. Through a rigorous selection process, DB Cargo made a milestone investment that serves its customers, communities and long-term operational needs."

Amber McEwen, Head of Marketing, SSE Business Energy said: "There is an increasing demand in the market for organisations to be more sustainable and environmentally conscious. SSE has the broadest portfolio of renewable energy generating assets in the UK and Ireland, and we're delighted to be able to use these assets to offer SSE Green."



DB Cargo

On July 1st, Class 66 090 accelerates away from Trowell Junction with a Peak Forest to Peterborough West Yard working. *Mark Pichowicz*

Class 60 100 (recently named Midland Railway - Butterley), works the 6E54 Kingsbury - Humber tanks past Stenson on July 10th. *Stuart Hillis*

On July 12th, Class 66 097 heads through Scunthorpe with the 4R51 Milford - Immingham Biomass empties. *Steve Thompson*





DB Cargo



▶ Class 66 162 passes Acton Bridge with a Halewood – Southampton car train on July 16th. *John Sloane*



▶ On July 3rd, Class 66 110 works 6N73 Entrance C-Lackenby slabs through Scunthorpe station. *Steve Thompson*



▶ Class 66 118 hauls a Ditton to Dollands Moor working into Crewe on July 21st. *Paul Godding*

DB Cargo



▶ A line of long withdrawn Class 60s are seen in Toton Yard on July 26th. *Michael Lynam*



▶ Another line up of EWS liveried 66s, seen Class 66 086, 66 142 and 66 047 in front of the depot. *Michael Lynam*



▶ Class 60 008 'Sir William McAlpine' is seen in the compound. *Michael Lynam*



DB Cargo



▶ Class 66 060 passes Stafford on July 24th with a Trafford Park - Southampton intermodal.
Michael Lynam

▶ Class 60 059 with an Arpley - Tunstead working passes Moore on July 25th.
Mark Enderby

DB Cargo



▶ Hanson branded Class 59 102 'Village of Chantry' stands at the head of the 12:33 Acton T.C. to Purley Foster Yeoman awaiting its departure time on July 4th. *Derek Elston*



▶ Class 66 099 leads the 04:54 Ripple Lane West S.S. to Peak Forest Cemex Sidings empties through Northampton on July 9th. *Derek Elston*



▶ Class 66 143 opens up as it passes through Doncaster at the head of the 10:04 Wakefield Europort to Felixstowe South intermodal. *Derek Elston*



DB Cargo



On July 17th, Class 60 019 heads through Lincoln with a rake of loaded tanks heading to Kingsbury. *Mark Enderby*



Class 66 137 heads a bin train south through Acton Bridge on July 24th. *Brian Battersby*

Class 60 019 hauling the 6M57 Lindsey - Kingsbury loaded oil tanks, passes through Willington on July 6th. *Stuart Hillis*





Direct Rail Services



▶ On July 4th, Class 66 428 approaches Hellifield working the daily 6K05 engineers from Carlisle - Crewe via the S&C. *Michael Lynam*

▶ Class 66 424 leads the 6U77 Mountsorrel - Crewe, with only half of the IOA wagons loaded with ballast, through Stenson Junction on June 29th. *Stuart Hillis*

▶ Class 66 304 passes Standish with the Mountsorrel to Carlisle on July 3rd. *John Sloane*



Direct Rail Services



▶ Class 37 407 leads the 14:55 Norwich to Lowestoft service onto Reedham swing bridge on June 26th. *Steve Chapman*



▶ Class 66 426 hauls a well laden 14:06 Daventry DRS (Tesco) to Purfleet Deep Water Wharf (Flt) through Northampton on July 5th. *Derek Elston*



▶ Class 66 428 heads through Charnock Richard cutting with a Carlisle – Crewe engineer's train on July 12th. *John Sloane*



Direct Rail Services



Class 88 001 'Revolution' and 88 006 'Juno' take the Down Slow line at Golborne to enable the 'Tesco Express' behind 88 003 'Genesis' to overtake on July 10th. The Class 88s were working a retimed 6C53 from Crewe to Sellafield.

Jeff Nicholls

Class 88 003 passes Standish with the Daventry – Mossend 'Tesco' train on July 14th.

John Sloane

Class 37 407, top and tailing with 37 409, approaches Acle with the 10:36 Norwich to Great Yarmouth service on June 29th.

Steve Chapman





Direct Rail Services



Class 88 007 at Boars Head with the Daventry – Mossend ‘Tesco’ train on July 21th. *John Sloane*



Class 37 409 and 37 407, passes Stracey Arms with the 11:17 Great Yarmouth to Norwich service on June 29th. *Steve Chapman*



Class 66 422 approaches Acton Bridge with a Mountsorrel – Carlisle ballast working on July 16th. *John Sloane*

Direct Rail Services



▶ Class 37 407 and 37 419 are seen arriving at Lowestoft. *Stearnsounds*



▶ Class 68 004 working the 6U77 Mountsorrel - Crewe loaded ballast, crosses Stenson Junction on July 3rd. *Stuart Hillis*



▶ The 'Tesco Express' storms through Golborne behind Class 88 003 'Genesis' on July 10th. *Jeff Nicholls*



Direct Rail Services



▶ Class 37 419 hauling Greater Anglia DVT No. 82118 passes Kempseye running as 5Z37 08:59 Norwich Crown Point - Cardiff Canton Sidings on July 9th. *Keith Davies*



▶ Class 66 421 heads past Slindon on June 27th with the 6U77 13:18 Mountsorrel - Crewe Basford Hall. *Keith Davies*



▶ Class 37 419 and 37 407 top'n'tail a Great Yarmouth service at Norwich. *Steamsounds*

Direct Rail Services



Class 37 407 is seen in the yard at Crewe Gresty Bridge during the open day on July 21st.
Darrel Hendrie



On July 10th, Class 37 402 stands at Carlisle working a service to Barrow.
Michael Lynam



On July 25th, Class 68 024 brings up rear of the Crewe - Carlisle TPE training run as it passes Acton Bridge.
Mark Enderby





Direct Rail Services



▶ Class 66 424 passes Heamies with the 6C89 12:22 Crewe Basford Hall - Bescot Up Engineers Sidings on June 27th. *Keith Davies*

▶ Class 37 401 and 66 432 are seen stabled at York on June 30th. *Richard Hargreaves*

▶ Class 66 305 leads 88 004, 37 602 and 37 605 past Bradley on a Carlisle – Crewe engineer's on July 27th. *John Sloane*



Direct Rail Services



▶ Class 37 419 'Carl Haviland 1954-2012' grows through Northampton returning DVT No. 82121 to Norwich Crown Point T.&R.S.M.D with the 09:39 from Crewe Gresty Bridge (DRS) on July 10th. *Derek Elston*

▶ On July 2nd, Class 37 716 is seen on the loading point at Peak Forest. *Alan Rigby*

▶ Class 37 606 hauls 20 303 and 20 302 from Barrow Hill to Crewe as 0Z38, passing Stenson on July 16th. *Stuart Hillis*





Freightliner



▶ Class 70 005 heads south through Stafford on July 21st with a Southampton bound liner.
Paul Godding



▶ Class 66 503 passes Heamies with the 4L90 12:32 Crewe Basford Hall - Felixstowe South FLT on June 27th. *Keith Davies*



▶ Unusually routed through platform 1 at Northampton, Class 66 528 'Madge Elliott M.B.E. Borders Railway opening 2015' eases the lightly loaded 09:22 Crewe Basford Hall S.S.M. to Southampton M.C.T. on July 10th. *Derek Elston*

Freightliner



▶ On July 8th, the 6M30 Margam - Dee Marsh sees Class 66 506 crossing Chirk viaduct running 2 hours late. *Phil Martin*

▶ Class 66 504 passes Hadnall on June 6th with the 4M42 12:25 Margam T.C - Crewe Basford Hall. *Keith Davies*

▶ Class 90 044 and 90 042 power through Stafford on July 21st with a Crewe to Felixtowe liner. *Paul Godding*







Freightliner



▶ On June 25th, Class 66 569 hauling the late running 6M86 Dee Marsh loaded steel passes an overgrown Leaton. *Phil Martin*

▶ On July 7th, Class 66 554 heads through Shrewsbury with a Crewe Basford Hall to Barry Docks engineers train. *Richard Hargreaves*

▶ Class 66 566 is seen at Slindon with the 4M61 13:00 Southampton MCT - Trafford Park FLT. *Keith Davies*

Freightliner



Regular readers will remember a similar photo to this with the field on the right having just been ploughed. On June 29th Class 66 506 passes Bayston Hill with 6V75 09:30 Dee Marsh Reception Sdgs - Margam TC, the field full of crops. *Keith Davies*

Class 66 540 storms through Acton Bridge on July 17th with a southbound 'Bin' train. *Brian Battersby*

Class 66 555 departs Lincoln on July 17th with a Doncaster to Felixstowe liner. *Mark Enderby*





Freightliner

▶ On June 10th, Class 66 591, with the Sundays 6M30 Margam - Dee Marsh steel, crosses Cefn Mawr viaduct. *Phil Martin*

▶ Class 70 015 is seen at Slindon with the 4M58 09:25 Southampton MCT - Garston FLT. *Keith Davies*

▶ Class 66 560 working the 12:12 Lawley Street F.L.T. to London Gateway heads through Northampton on July 5th. *Derek Elston*





Freightliner



▶ Class 66 622 with the 4C73 Hunslet Yard - IBT coal empties heads through Althorpe on July 10th. *Steve Thompson*

▶ Class 66 529 climbs Hencote Bank with a late running 6M86 Margam T.C. - Dee Marsh Reception Sidings steel train. *Keith Davies*

▶ Class 66 525 and 66 515 head light engine south through York on June 30th. *Richard Hargreaves*

Freightliner



Descending Appleby Bank on July 10th is Class 66 418, in charge of 7 TTAs working the 6E50 Ipswich SS - LOR. *Steve Thompson*



On July 24th, Class 66 955 passes through Stafford hauling a Crewe - Felixstowe liner. *Michael Lynam*

Class 66 623 'Bill Bolsover' hurries the 16:04 Luton Crescent Road (Fhh) to Tunstead Sidings empty boxes through Leicester on July 18th. *Derek Elston*



Freightliner



▶ Class 90 041 and 90 049 pass Standish working a Daventry – Coatbridge liner on July 3rd.
John Sloane



▶ Class 66 557 and 66 516 approach Acton Bridge with a Crewe to Liverpool Lime St. engineer's on July 16th. *John Sloane*



▶ Class 90 046 and 90 045 pass Standish with a Coatbridge – Daventry liner on July 14th.
John Sloane



Freightliner



On July 12th, Class 66 607 works its train out of Tunstead Quarry heading to Great Rocks Jct.
Michael Lynam



On June 24th, Class 66 529 climbs Hencote Bank, Shrewsbury with the 6M30 Margam - Dee Marsh.
Phil Martin



Freightliner



▶ Class 66 554 heads past Battlefeild with 6Y99 08:10 Penarth Curve South Jct. - Crewe Basford Hall on July 8th. *Keith Davies*



▶ Class 66 506 passes Dorrington with the 6M30 10:55 Margam TC - Dee Marsh Recp. Sidings on July 8th. *Keith Davies*



▶ Class 66 589 working the 6G65 Hope Earles Sidings - Walsall loaded cement tanks passes Stenson on July 30th. *Stuart Hillis*



Freightliner



Class 86 609 and 86 612 pass Acton Bridge with a Garston – Crewe liner on July 26th.

John Sloane



On July 16th, Class 66 557 and 66 516 top'n'tail the Crewe Basford Hall SSM - West Allerton engineers.

Alan Rigby



Class 90 046 and 90 042 head past Standish with a Coatbridge – Daventry working on July 21st.

John Sloane

Freightliner



On July 10th, ascending Appleby Bank is Class 66 622 on 6T26 IBT - Santon FOT loaded iron ore. *Steve Thompson*

On July 24th, Class 66 548 heads through Stafford working a Daventry - Coatbridge intermodal. *Michael Lynam*

On August 6th, new liveried Class 66 413 heads the well loaded Southampton Maritime to Hams Hall freightliner through Witchurch. *David Lindsell*





Freightliner

Class 66 519 is seen at Stapleton with 6M86 10:29 Margam - Dee Marsh Recpt Sidings on July 3rd. *Keith Davies*



Freightliner signs exclusive RailSmart deal with 3Squared

Freightliner, a subsidiary of Genesee & Wyoming Inc. (G&W), has announced that it has selected the RailSmart suite of operational software designed specifically for rail operators from software development specialists 3Squared.

In the five-year deal, Freightliner is not only investing in 3Squared's existing, leading-edge RailSmart products, but will collaborate closely on exclusive future RailSmart developments, putting G&W and Freightliner at the forefront of digital transformation in the UK rail industry.

"RailSmart will transform our UK rail business," comments Neil McNicholas, Managing Director of UK/Europe Region's Rail Services. "Outdated, time-consuming, manual practices will be replaced with the latest intuitive Cloud and mobile-based platforms to streamline processes, increase productivity and support us in delivering an improved, even more reliable service to our customers."

The RailSmart suite of software will initially be rolled out in the UK, starting with the competency management system RailSmart EDS and RailSmart ORS, a Cloud and mobile-based solution for

the rostering of employees. Both are planned to be in operation later this year. Subsequent modules will be delivered later this year and in the early part of 2019, driving improvements and efficiencies in other areas of the business.

RailSmart's software will also interface with a number of other Freightliner systems, helping the business share information more effectively across its departments, reducing duplication and unlocking additional benefits. "We are delighted to be working with G&W and the Freightliner team as the industry embarks on this monumental shift to a digital railway," said Tim Jones, MD of 3Squared Ltd.



GBRf



▶ Class 66 774 works the 6S94 Wembley Euro Freight Operations Centre to Irvine Caledonian Paper Mill through Bamber Bridge on July 11th. *Alan Naylor*



▶ Class 66 709 'Sorrento' working the 4R79 10:09 Doncaster Down Decoy GBRf to Immingham H.I.T. (GBRf) is pictured passing through Doncaster station on July 18th. *Derek Elston*



▶ Class 66 782 is seen stabled at Peak Forest on July 2nd. *Alan Rigby*

GBRf



▶ Class 66 761 passes Slindon on June 27th with the 6K50 15:13 Toton North Yard - Crewe Basford Hall. *Keith Davies*



▶ Class 66 747 working Drax GBRf - LBT Biomass passes Belfield Mill Lane on July 26th. *Alan Rigby*



▶ Class 66 766 passes Bradley with the Clitheroe - Avonmouth tanks on July 2nd. *John Sloane*





GBRf

▶ Class 66 766 is seen at Heamies with the 6V35 09:36 Clitheroe Castle Cement - Avonmouth Hansons Sidings on June 27th. *Keith Davies*

▶ Class 66 763 approaches Salhouse on June 26th with the 6A32 North Walsham to Parkeston Quay gas condensate tanks. *Steve Chapman*

▶ Class 66 716 passes Standish with the Wembley - Carlisle china clay working on July 4th. *John Sloane*

GBRf



▶ On June 29th, Class 66 718 works through Scunthorpe station with 6D61 Roxby - Down Decoy waste empties. *Steve Thompson*



▶ Class 66 778 passes Uffington on June 25th with the 6M20 12:47 Coton Hill Tc GBRf - Wellingborough Up Tc GBRf. *Keith Davies*



▶ White tube map liveried Class 66 721 'Harry Beck' working 6M83 Tinsley - Bardon Hill Quarry with empty stone hoppers, passes Moira on June 26th. *Stuart Hillis*

GBRf



▶ Newly acquired to GBRf from DB, Class 66 788 works 4M11 Washwood Heath - Peak Forest through Willington on July 6th. *Stuart Hillis*



▶ Class 66 766 is seen at Charnock Richard with a Gloucester - Clitheroe working on July 5th. *John Sloane*



▶ Class 66 729 passes through Scunthorpe station on July 3rd with the 6D23 Roxby - Down Decoy empties. *Steve Thompson*

GBRf



▶ Heading from Leicester to Longport and a new lease of life with GBRf, Class 56 032, 56 031, 56 311 and 56 037 are seen at Crewe on July 6th. *Brian Battersby*



▶ On June 27th, Class 66 750 passes Slindon with the 6M35 12:05 Gloucester NY - Clitheroe Castle Cement. *Keith Davies*



▶ On July 10th, Class 66 741 tops the bank into Scunthorpe station with the 6D58 Down Decoy - Roxby waste. *Steve Thompson*



- ▶ Class 66 779 'Evening Star' working 6M83 Tinsley - Bardon Hill with empty stone hoppers, crosses Stenson Junction on July 31st. *Stuart Hillis*
- ▶ Newly refurbished and renumbered Class 66 786 and 66 785 stand alongside Eastleigh station on July 9th. *John Sloane*
- ▶ On July 4th, Class 66 716 departs Settle Jct. with a China Clay train to Irvine. *Michael Lynam*

GBRf



▶ Class 66 008, still in EWS livery, heads past Eastleigh with a Mountfield – Southampton working on July 9th. *John Sloane*



▶ On July 4th, Class 66 738 passes Long Preston with a rake of empty hoppers from Doncaster – Arcow Quarry. *Michael Lynam*



▶ Class 66 728 is seen at Walcot with the 6Z84 05:44 Pengam Reception Sidings - Donnington RFT on July 11th. This was believed to be the first military working in and out of COD Donnington for at least 12 years. *Keith Davies*

GBRf



▶ Class 66 008 still in EWS livery, heads past E Moore on July 25th with the Dollands Moor - Irvine clay tanks. *Mark Enderby*



▶ Class 66 736 approaches Settle Jct. on July 4th with a stone train from Arcow Quarry - Pendleton. *Michael Lynam*



▶ Class 66 773 working the 6M83 Tinsley - Bardon Hill Quarry with empty stone hoppers, passes Moira on July 3rd. *Stuart Hillis*









L.N.E.R.



Still carrying Virgin Trains branding, Class 91 106 arrives at Doncaster on June 30th working a service to Leeds. *Richard Hargreaves*



Sporting the new branding on June 30th was Class 91 105, seen here on the rear of a Leeds - London Kings Cross service. *Richard Hargreaves*



Class 67 028 is seen on 'Thunderbird' duty at Doncaster on June 30th. *Richard Hargreaves*





Network Rail



▶ Class 37 421 (with 37 116 at the rear) head through Standish with a Derby – Carlisle test train on July 3rd. *John Sloane*



▶ Class 37 421 and 37 612 arrive at Burton on July 28th with 1Q68 from Worksop. Due to the Derby Station blockade, Nemesis is being used as a temporary operations base for RTC test trains. *Michael Lynam*



▶ Class 67 023 and 67 027 climb Hencote Bank with the 1Q55 14:56 Tyseley TMD - Derby RTC (Network Rail) on July 13th. *Keith Davies*





Network Rail



▶ Class 97 303 - 97 304 top'n'tail the 6C70 Crewe - Crewe ballast drop through Ditherington on June 17th. *Carl Grocott*



▶ Class 73 951 and 73 952 stand at Chester on July 30th working a tour of the Merseyrail system. *Brian Battersby*



▶ On July 2nd, power cars Nos. 43062 and 43014 head through the woodland better known as Stalybridge station on a York to Manchester Piccadilly test train. *Brian Hewertson*



Rail Operations Group



Class 37 884 passes at Bradley on a Mossend – Leicester move on July 22nd. *John Sloane*



Class 57 303 and 47 812 are seen passing through Waverton on July 27th hauling a rake of new TPE stock, heading to Manchester. The DRS Class 57 being on hire to ROG for the move. *Brian Battersby*



Rail Operations Group



Leicester depot on July 18th with Class 37 800, 56 301, 58 016, 56 104 and 50 007 'Hercules' all visible. *Derek Elston*



EuroPhoenix Class 37 884 'Cepheus' drags EMU 365 535 through Northampton on July 5th working 5Q70 10:52 Ely Mlf Papworth Sidings to Northampton Tc Up Sidings. *Derek Elston*

Class 47 813 approaches Doncaster having worked light engine as the 08:50 Leicester L.I.P. to Doncaster West Yard on July 18th. *Derek Elston*



Units: DMUs and EMUs

▶ On July 5th, Northern's Class 142 009 is seen at Langho working a service to Clitheroe.
Michael Lynam

▶ Northern's Class 142 041 departs Doncaster on June 30th working a service to Sheffield.
Richard Hargreaves

▶ South Western Railway's Class 450 097 departs Eastleigh with a Southampton service on July 9th.
John Sloane



Units: DMUs and EMUs



▶ On July 16th, Northern's Class 142 021 pauses at Althorp working 2P13 Doncaster - Scunthorpe, while TPE Class 185 120 passes on 1B79 Cleethorpes - Manchester. *Steve Thompson*

▶ A sparkling Northern liveried Class 150 138 pauses at Glazebrook station with the late running 20:46 all stations service from Manchester Oxford Road to Warrington Central on July 5th. *Jeff Nicholls*

▶ West Midlands Railway's Class 172 339 calls at Birmingham Moor St. on July 28th. *Brian Battersby*



Units: DMUs and EMUs



▶ Northern's Class 142 044, along with another Class 142, working a Manchester Victoria - Kirkby service passes Rainford on July 27th.
Alan Rigby



▶ Arriva Trains Wales Class 150 259 stands at Crewe on July 6th working a service to Chester.
Brian Battersby



▶ Former Scotrail Class 158 871, now in service with Northern, departs Doncaster with a Bridlington to Sheffield working on June 30th.
Richard Hargreaves





Units: DMUs and EMUs



▶ On July 3rd, Northern's Class 142 093 departs Scunthorpe working the 2P26 service to Doncaster. *Steve Thompson*

▶ Northern's Class 323 235 arrives at Crewe on July 6th working a service from Manchester Piccadilly via Manchester Airport. *Brian Battersby*

▶ Having been looped at Glazebrook to allow a late running Norwich - Liverpool service to overtake, Northern's Class 142 033 and 150 268 emerge onto the main running lines with the 19:46 all stations service from Manchester Oxford Road to Warrington Central on July 5th. *Jeff Nicholls*

Units: DMUs and EMUs



As the sun sinks slowly in the west, Arriva Trains Wales' Class 150 204 departs Blaenau Ffestiniog with the last train of the day, the 20:23 to Llandudno, July 14th. *Jeff Nicholls*



East Midlands Trains' Class 153 326 with the 1K17 Derby - Crewe service passes Stenson on July 3rd. *Stuart Hillis*



TransPennine Express' Class 185 150 exits Doncaster on June 30th with a service to Manchester Airport. *Richard Hargreaves*



Units: DMUs and EMUs



▶ London Northwestern Railway's Class 319 443 stands at Northampton on July 28th, having arrived from Birmingham New St. *Brian Battersby*

▶ Northern's Class 319 374 arrives at Crewe on July 6th. *Brian Battersby*

▶ Photographed from Shell Island, an unidentified Arriva Trains Wales Class 158 has just passed Llanbedr station with 5J11, the 12:51 empty stock working from Machynlleth to Pwllheli on July 13th. *Jeff Nicholls*



Units: DMUs and EMUs

▶ Northern's Class 142 001 working a Southport - Leeds service passes Belfield Mill Lane on July 26th. *Alan Rigby*

▶ Northern's Class 319 386 is photographed near Charnock Richard with a Liverpool - Preston service on July 5th. *John Sloane*

▶ Northern's Class 150 103 approaches Long Preston working a Lancaster - Leeds service on July 4th. *Michael Lynam*



Units: DMUs and EMUs

▶ South Western Railway's Class 159 011 is seen at Whitchurch on August 6th in the new SWR livery fronting a Salisbury to London Waterloo service. *David Lindsell*

▶ East Midlands Trains' Class 153 321 working the 1K14 Crewe - Derby service, passes Stenson on July 16th. *Stuart Hillis*

▶ Northern's Class 150 144 arrives at Hindley station, on the outskirts of Wigan, with the 13:15 from Kirkby to Manchester Victoria on July 11th. *Jeff Nicholls*



Units: DMUs and EMUs



On July 5th, recently acquired from GWR, Northern's Class 153 305 and 150 134 approach Lango working a Clitheroe - Manchester Victoria service. *Michael Lynam*

South Western Railway's Class 158 888 approaches Eastleigh with a Romsey line service on July 9th. *John Sloane*

On July 2nd, Northern's unique Class 144 012 arrives at Althorpe with the 2P09 Doncaster - Scunthorpe. *Steve Thompson*





Units: DMUs and EMUs

East Midlands Trains' Class 153 381 stands at Matlock station with a train for Newark Castle on July 21st. *Alan Naylor*



On July 26th, Northern's Class 323 227 nears Acton Bridge with a Liverpool South Parkway – Crewe ECS. *John Sloane*



Northern's Class 142 042 passes Hoghton with a Colne – Preston working on July 21st. *John Sloane*

Units: DMUs and EMUs



▶ Arriva Trains Wales Class 150 281 calls at Betws-y-Coed working a Llandudno - Blaenau Ffestiniog service on July 24th. *Alan Rigby*



▶ Northern's Class 156 480, in a special livery to commemorate 100 years of the RAF, stands at Carlisle on July 10th. *Michael Lynam*



▶ Merseyrail's Class 507 027 arrives at Birkdale with a Liverpool service on July 20th. *John Sloane*

Units: DMUs and EMUs



▶ 9T30, the 12:16 London Paddington to Hayes & Harlington departs Acton Main Line formed of 7 car Class 345 015 on July 4th. *Derek Elston*



▶ Greater Anglia's Class 321 309 arrives at Stratford with the 1F45 14:00 Braintree to London Liverpool Street on July 4th. *Derek Elston*



▶ Merseyrail's Class 508 124 arrives at Birkdale with a Southport service on July 20th. *John Sloane*

Units: DMUs and EMUs



▶ South Western Railway's Class 159 107 leads a Gillingham to London Waterloo stopping service, calling at Whitchurch. *David Lindsell*



▶ TFL's Class 315 836 and 315 854 arrive at Stratford working the 2W04 14:20 London Liverpool Street to Shenfield service on July 4th. *Derek Elston*



▶ Northern's GWR liveried Class 153 373 departs Doncaster working the 2R60 11:51 Hull to Sheffield service on July 18th. *Derek Elston*



Units: DMUs and EMUs



▶ Arriva Trains Wales' Class 175 106 climbs Hencote Bank with the 1V98 16:51 Holyhead - Cardiff Central service on June 25th.
Keith Davies



▶ Class 800 201 approaches Doncaster working 5X21, the 10:09 Retford to York test and training move on July 18th. *Derek Elston*



▶ West Midlands Trains' Class 170 632 at stands at Great Malvern station on July 10th working a Hereford to Birmingham New Street service.
Neil Pugh



Units: DMUs and EMUs



Soon to be displaced by electric traction, London Overground's Class 172 005 approaches Walthamstow Queens Road on the Gospel Oak - Barking branch on August 2nd. *Charlie Robbins*

On July 24th, former GWR units, Northern's Class 150 121 and 150 122 depart Manchester Airport with a service to Liverpool South Parkway. *Michael Lynam*

On July 10th, Scotrail's Class 156 474 arrives in the north bay at Carlisle with a service from Kilmarnock. *Michael Lynam*



Virgin Trains

On July 10th, a Class 390 speeds through Golborne. *Jeff Nicholls*



Virgin Trains is first train operator to introduce digital Season Tickets

- Virgin Trains first train operator to introduce digital Season Tickets
- Latest move towards abolishing the orange ticket, as Virgin Trains aims to reach 50% digital tickets by April 2019
- All types of season tickets can now be purchased online

Virgin Trains has become the first UK train operator to offer digital Season Tickets, as they move one step closer to getting rid of orange tickets altogether.

The introduction of digital Season Tickets will help to achieve Virgin Trains' target of fulfilling 50% of tickets in digital format by April 2019. Available to purchase from the Virgin Trains website, it removes the need to buy Season Tickets at the station and allows customers to select the format they prefer – on their mobile device, in their Apple Wallet or print-at-home.

This is the latest ticketing initiative to be rolled out by Virgin Trains who are leading the industry in the race to eliminate the orange ticket. It follows the launch of digital tickets across all Virgin's routes and Apple wallet for some ticket types.

John Sullivan, Chief Information Officer at Virgin Trains, said: "We wanted to be the first train operator to offer digital Season Tickets to give our customers more choice and make things simpler – no more queuing at stations! We have a proud record of digital innovation and are excited to once again be leading the way in digital ticketing. Since their introduction, digital tickets we have had a great response from our customers and we're always looking at ways to build on our success. This latest move will take us a step closer to ensuring all of our customers can benefit, as we aim for 50% of our tickets to be digital by April 2019."

From July 26th, digital Season Tickets are available for weekly Season Tickets between Manchester and Stoke-on-Trent on Virgin Trains services only. The inter-city operator plans to expand the offering to cover monthly and annual season tickets across all Virgin Trains routes in due course.

As part of this move, all Virgin Trains Season Tickets types can now be purchased through the Virgin Trains website removing the need to queue at the station (those currently not available for digital fulfilment will be posted to the customer).

Virgin Trains



▶ On July 24th, Pendolinos Class 390 008 and 390 020 await departure time at Manchester Piccadilly working services to London Euston. *Michael Lynam*



▶ Class 390 008 'Charles Rennie Mackintosh' Pendolino speeds past Class 66 182 near Acton Bridge on July 26th. *John Sloane*

Virgin Trains



Virgin Trains names train to mark the launch of Bee in the City

Virgin Trains has named one of its Pendolino trains to mark the launch of Bee in the City.

Pendolino Class 390 001 had its new 'Bee Together' nameplate unveiled at Manchester Piccadilly station on July 20th ahead of the start of the city-wide public art experience that is expected to attract around 1m visitors to the city centre this summer.

Over 100 individually designed Bees will go on display through streets, parks and public spaces in Manchester taking people on a journey of discovery through the city between July-September. Visitors will be able to follow the free, accessible trail, looking out for the two Virgin Trains Bees, with help from the Bee in the City App, unlocking exciting rewards in the process.

"We're incredibly excited to BEE involved," enthused Ady Crymble, Customer Experience Manager for Virgin Trains in Manchester. "The bees will bring added life and energy to the city centre, connecting the wider community and showcasing all that is good about Manchester. We wanted a name that captured the spirit of a city famous from its enterprise, industriousness and creativity. We are incredibly proud to have served Manchester and the wider community for the past 21 years and we will be looking to add a bit of Virgin Trains fun to this summer."

The naming also saw the launch of a children's competition to design their very own bee. The winner will see their creation brought to life and presented to them as a 'money can't buy' prize. Colouring-in sheets are available to pick up from the Virgin Trains team at Manchester Piccadilly. Virgin Trains employs close to 700 people in Manchester, operating 47 services every day (Monday – Saturday) from Manchester Piccadilly to and from London, carrying over 10 million customers each year, providing a vital link to help strengthen local economies.

Manchester on Virgin Trains from July to September to enjoy what will be one of the biggest and most spectacular public art events ever. And what an honour to have our own train!"



'Ride with Pride' liveried Class 390 045 speeds south through Acton Bridge on June 24th, heading to London Euston. *Brian Battersby*

Sally-Ann Wilkinson, Director, Wild in Art said: "We are thrilled to have Virgin Trains on board as a Bee in the City Presenting Partner. Thousands of families will be travelling to

After the naming, Pendolino 390001 'Bee Together' headed to London on the first of many services that will see the train travel around 300,000 miles in the next twelve months.





Tyne and Wear Metro

▶ Metro unit No. 4082 in advertising wrap departs a damp South Gosforth on July 20th.

Derek Elston

▶ Unit No. 4072 calls at South Gosforth with a service to South Shields.

Derek Elston

▶ Metro unit No. 4010 approaches South Gosforth on July 20th.

Derek Elston







Isle of Man

▶ Manx Electric Railway Tram No. 22 departs Douglas with a service to Ramsey. *Alan Rigby*



▶ Snaefell Mountain Tramway No. 1 is seen at the top at Sneafell. *Alan Rigby*



▶ Steam loco No. 13 'Kissack' runs round its train at Port Erin. *Alan Rigby*

Isle of Man



Manx Electric Railway Tram No. 5 and Snafell Mountain Railway Tram No. 7 await departure time at Laxey. *Alan Rigby*

Tram No. 5 departs Laxey with a service to the top of Snafell. *Alan Rigby*

Steam loco No. 12 'Hutchinson' waits departure from Douglas with a service to Port Erin. *Alan Rigby*





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

Rail Delivery Group removing jargon from tickets

The rail industry is making language clearer for half a million routes this September as part of its plan to change and improve the fares system, as customers say getting the right ticket can be confusing.

Train companies are cutting jargon from tickets and journey information for 500,000 routes this September, as part of its commitment to increase customer satisfaction by delivering simpler ticketing. This is part of the industry's aim to eliminate 1.6 million instances of potentially misleading jargon within the next couple of years.

Recent KPMG research found that a fifth (22%) of people do not think it is easy to understand what type of ticket they need to buy for their journey and a third (34%) do not trust that they are always getting the best deal available.

The rail industry is working hard to bring more clarity. The latest changes mean that in total since February 2017, all 14,000 uses of 'Route Direct' and over 670,000 (13%) uses of 'Any Permitted' will be removed where there is only one way to travel or replaced with the

name of a major station the train passes through or where the customer must change train. Rail companies are also changing 'London Terminals' to specify the single London station the fare is valid to on the ticket, or when it is valid to multiple stations, they are providing supporting data online.

As a result, 91% of passengers using ticket vending machines are now buying the most appropriate ticket for their journey, an improvement of 11% since last year according to an ORR mystery shopping investigation published in July. If customers do purchase the wrong ticket through a ticket vending machine and have paid too much, all 17 train companies now have a price guarantee in place and will refund the additional cost.

Changes to ticket wording are part of steps the industry is taking to make fares easier for customers, including the ongoing roll-out of smart-ticketing and providing clearer information about peak and off-peak times and about how people can use their ticket.

However, to improve and simplify the types of fares available, modernise ticketing systems and develop fare structures to suit the way people work and travel today, decades old regulation will need to be brought up to date. That's why the Rail Delivery Group joined forces in June with transport user watchdog Transport Focus to launch a consultation to find out what passengers want to see from any effort to drive 'root and branch reform' of the system.

Jason Webb, Deputy Managing Director of Customer Portfolio at the Rail Delivery Group, which represents the rail industry, said: "We know it can be confusing to buy a ticket on the train and that the outdated jargon unique to rail like 'London Terminals' or 'Any Permitted' is part of the problem. We are making huge efforts as an industry to make this easier where we can, but to really make fares simpler to understand we need regulatory change. That's why we're running a consultation and asking customers to have their say on what they want from the future fares system."

Anthony Smith, chief executive of the independent watchdog Transport Focus, said: "Rail passengers find fares and ticketing complex and confusing. Action to remove jargon is a significant step towards a fares system that passengers find easy to use. However, over the longer term some more fundamental reforms are still needed if train companies are ever going to enjoy the trust of the travelling public. The current consultation will make sure passengers' views are heard as the industry works to reform its complicated fares system."

I agree that "Any Permitted" and "Route Direct" is confusing to the average passenger, and that there is scope for improving the situation here, but I do fear the erosion of Permitted Routes.

Take their example - Station XX to London Terminals route "Any Permitted" being switched to Station XX to London Paddington, unrouted. Surprisingly there aren't that many tickets that could only end at Paddington - really only very short distance ones. Anything longer would probably be valid to Waterloo or Marylebone (depending on the origin).

It's true that most people will want to go to Paddington, yes, but if there's disruption or someone simply wants to go a different route it's not good news.

Replacing 'London Terminals' with named stations is a huge change. I don't have to do it any more, but I quite frequently had to travel from

Dundee to Brentwood. It was normally most convenient to travel down the ECML and back up the WCML with a Dundee-London Terminals Off-Peak Return and Oyster to/from Brentwood. This wouldn't be possible with named terminals - I'd either have to take the longer journey time down the WCML or pay a significant premium to travel back up the ECML in the evening peak.

What it boils down to is pretend to 'simplify' by adding more restrictions. A favourite ploy of ATOC.

I'm sure the rail industry means well with this proposal but as is usually the case with the railway what's intended as simplification will probably end up as something far more complicated combined with a loss (or perceived loss) of flexibility for passengers.

You only need to look at the fares 'simplification' that took place in 2008; the implementation of evening peak restrictions in many areas;

Cross Country's blanket 09:30 cut off for Off Peak tickets making many long distance journeys impossible with an Off Peak ticket;

The cack handed implementation of smart cards which in many cases offer less flexibility for no reduction in price.

All of which were touted at making things more simple to understand for passengers but failed miserably to achieve this.

What's wrong with a bit of publicity so that passengers have a better understanding of the some of these 'obscure' terms and the flexibility the rail network can offer.

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



National Rail

Class 59 002 'Alan J. Day' hauls an aggregate working through Swindon on July 16th.
Ken Mumford



Clubs and Societies Apparel

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Class 08 220 is seen at Longport on July 21st. *Brian Battersby*

Springs Branch depot, Wigan, is undergoing a major transformation for Northern Rail. Depot shunter Class 08 703 can be seen in the centre of this picture. *Jeff Nicholls*



Innovation will improve reliability for passengers on Greater Anglia's trains

An innovative new train braking system – like ABS in cars – is being fitted to even more of Greater Anglia's rural trains after it helped to greatly improve reliability last autumn.

Greater Anglia's award-winning engineering department is fitting the 'Wheel Slide Protection (WSP)' system to all of its Class 153 trains which operate on rural services in Norfolk, Suffolk and Essex. This follows the successful installation on the company's Class 156 trains, which operate on rural services in Norfolk, Suffolk and Essex, last year. As a result Greater Anglia was named the best performing train operator in the UK during autumn last year and the project received the Engineering award at the Rail Industry Innovation Awards. Passengers on rural branch lines suffered less disruption due to 'leaves on the line' with a 4% improvement in the punctuality of branch line services, compared to the previous year – despite leaves falling at a faster rate.

Greater Anglia's Norwich Depot Technical Support Manager, Jason Mills, said, "It's great that these innovative brakes are being rolled out to our Class 153 trains as it means the entire rural fleet will be more reliable this autumn, improving performance and our passengers' experience while we await the roll out of new trains from 2019."

Branch lines suffer more with slippery rails during Autumn as they operate through countryside, nature reserves and areas of outstanding natural beauty, where there is naturally much more vegetation. Falling leaves create mulch that sticks to the track and gets compressed and hardened by train wheels into a Teflon-like layer. This makes the track as slippery as black ice, so train wheels lose grip and in some cases become damaged. Wheel Slide Protection is a braking system like ABS on a car which uses technology installed on the train to judge whether its wheels are slowing evenly when the train brakes. When the wheels do not brake evenly this can cause damage to the wheel, known as a 'wheel flat'. Wheel flats must be removed on a wheel lathe, which returns the train wheel to a perfect circle again. This can involve the train being out of service for up to a week. If several trains suffer from wheel flats at the same time, which can occur in adverse weather conditions particularly during the Autumn, this can lead to disruption to passengers through a shortage of trains meaning that some services are cancelled or run with fewer carriages than planned. Greater Anglia hopes that by installing WSP on its five Class 153 trains (it is already installed on other types of train in its fleet), the number of rural services cancelled due to wheel flats will be reduced even further. The work is being done in partnership with the train owners, Porterbrook, and the system's designers, SNC-Lavalin, KBRS and Loram UK Ltd.

Royal Mail's Class 325 008 speeds past Slindon on June 27th with the 5Z20 14:50 Crewe TMD (E) - Crewe TMD (E) test run. *Keith Davies*

Loco Fleet List 2017

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

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


Contents

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

Loco Fleet List 2017 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 using Paypal when visiting the Loco Fleet Shop website.

Web: www.locofleetshop.co.uk

Email: lee@locofleetshop.co.uk

Loco Fleet List 2017

THE COMPLETE LIST OF DIESEL AND ELECTRIC LOCOMOTIVES TO RUN ON BR AND THE NATIONAL RAIL NETWORK

M.L. Publications



East Sussex passengers urged to check before travelling as railway upgrade work takes place over August

Passengers planning to travel on the East Coastway are urged to check before travelling during August as Network Rail carries out a major upgrade to the lines between Lewes and Seaford.

For ten days from Saturday, 18 August to Monday, 27 August, Network Rail engineers will be working to replace all signalling equipment between Lewes and Seaford with new, more reliable technology as part of a £20m signalling upgrade. Additional improvements will take place to allow triple the number of trains to use the line via Lewes as a diversionary route for services between Brighton and Haywards Heath when the main line is closed. The railway sidings at Newhaven Marine will also be upgraded to support a potential freight connection in the future.

While the railway is closed between Lewes and Seaford buses will replace trains every 10 minutes during the peaks and every 15 minutes off-peak. Additional buses will be available to provide extra capacity if needed. More information on the replacement bus service is available from the operator and from www.nationalrail.co.uk

Work to future proof power supply and allow future operators to run more trains is also taking place on the line between Lewes and Eastbourne over the August bank holiday weekend. This work is part of wider programme to upgrade the power supply across Sussex. This work will take place at night and will not affect train services.

John Halsall, Network Rail's managing director for the South East route, said:

"The work we're carrying out in East Sussex this August is part of our plan to provide a better, more reliable railway

for passengers. The new signalling equipment will be far less likely to fail, while our upgraded power supply will give future train operators the option to run more trains.

"We're also doing some much-needed work at Lewes to enable three trains an hour to use the diversionary route between Brighton and Haywards Heath, helping us keep people on the move during disruption or if we need to close the main line between Brighton and Burgess Hill for engineering work.

"We know that there is never a good time to close the railway, especially during weekdays, I'd like to apologise to passengers for the disruption this will cause and thank them in advance for their patience and understanding."

The Lewes to Newhaven resignalling scheme will renew outdated signalling equipment between Lewes and Newhaven. It will see the signal boxes at Lewes, Newhaven Town and Newhaven Harbour closed, with control of the signalling in the area transferred to Network Rail's state-of-the-art route operating centre at Three Bridges.

In addition, the scheme will improve the diversionary route capability for London/Haywards Heath - Brighton services via Lewes, with three trains per hour able to use this route rather than the current one train per hour. This reduces the requirement for rail replacement buses during planned



engineering work and enable services to keep moving during unplanned disruption.

Old semaphore signals and points at Newhaven Marine sidings will also be replaced with a simpler layout to modern standards. This is with the view to facilitating a rail freight connection with the Port Authority as part of a separate scheme.

Photo: Lewes signal box. ©Adrian Backshall

Class 66 048 still exists, or rather the shell of it does. Seen at Longport on July 21st.
Brian Battersby

Greater Anglia's Class 90 015 runs light engine through Crewe on July 6th, heading for an exam at the electric depot.
Brian Battersby

Network Rail submits final proposals for East West Rail phase 2

For the first time in over 50 years passengers could soon travel directly between Oxford and Bedford, and Milton Keynes and Aylesbury, unlocking the region's housing potential and transforming the lives of residents for generations to come as the East West Rail project moves a step closer.

A 'mothballed' section of the railway between Bletchley and Claydon Junction could be brought back to life, with plans for major signalling and track upgrades set to connect communities and businesses along the route and beyond, creating new opportunities for jobs, housing and economic growth for the future. Work could begin as early as next year if Network Rail plans submitted to the Secretary of State for Transport to construct phase 2 of the project between Bicester and Bedford are approved. The East West Rail project is being built progressively in phases, and once complete will create a world class rail link connecting Oxford, Bicester, Milton Keynes, Bedford and Cambridge, connecting communities and businesses to create more jobs, more economic growth, and more sustainable housing.

With phase 1 between Oxford and Bicester already complete, phase 2 proposes major track and signalling upgrades between Bicester, Bedford, Aylesbury and Milton Keynes, including the reinstatement of a 'mothballed' section of railway between Bletchley and Claydon Junction.

The proposed works will see major improvements to local travel, with the phased introduction of new rail journeys between:

- Oxford and Milton Keynes, with trains stopping at Oxford Parkway, Bicester, Winslow and Bletchley
- Oxford and Bedford, with trains stopping at Oxford Parkway, Bicester, Winslow, Bletchley, Woburn Sands and Ridgmont
- Milton Keynes and Aylesbury, with trains stopping at Bletchley, Winslow and Aylesbury Vale Parkway

Construction of phase 2 is subject to permission through a Transport and Works Act Order (TWAO), which if granted by government could allow major works to begin as soon as 2019.

Colin Murphy, head of consenting and environment for Network Rail, East West Rail project said: "The submission of the Transport and Works Act Order is a culmination of four years of work developing the scheme and follows three positive rounds of community consultation, where we've continually refined our proposal based on the views of the community and planning experts. We have carried out a comprehensive programme of consultation to understand the impact of our proposals and I'd like to thank everyone who contributed. As intended the feedback we received has informed our final proposals which we are submitting today. Once completed, the new railway will connect communities and businesses along the route and beyond, creating new opportunities for jobs, housing and economic growth".

The TWAO application also coincides with East West Railway Company taking on new responsibilities for overseeing the successful delivery of the entire project. Rob Brighthouse, chairman at East West Railway Company said:

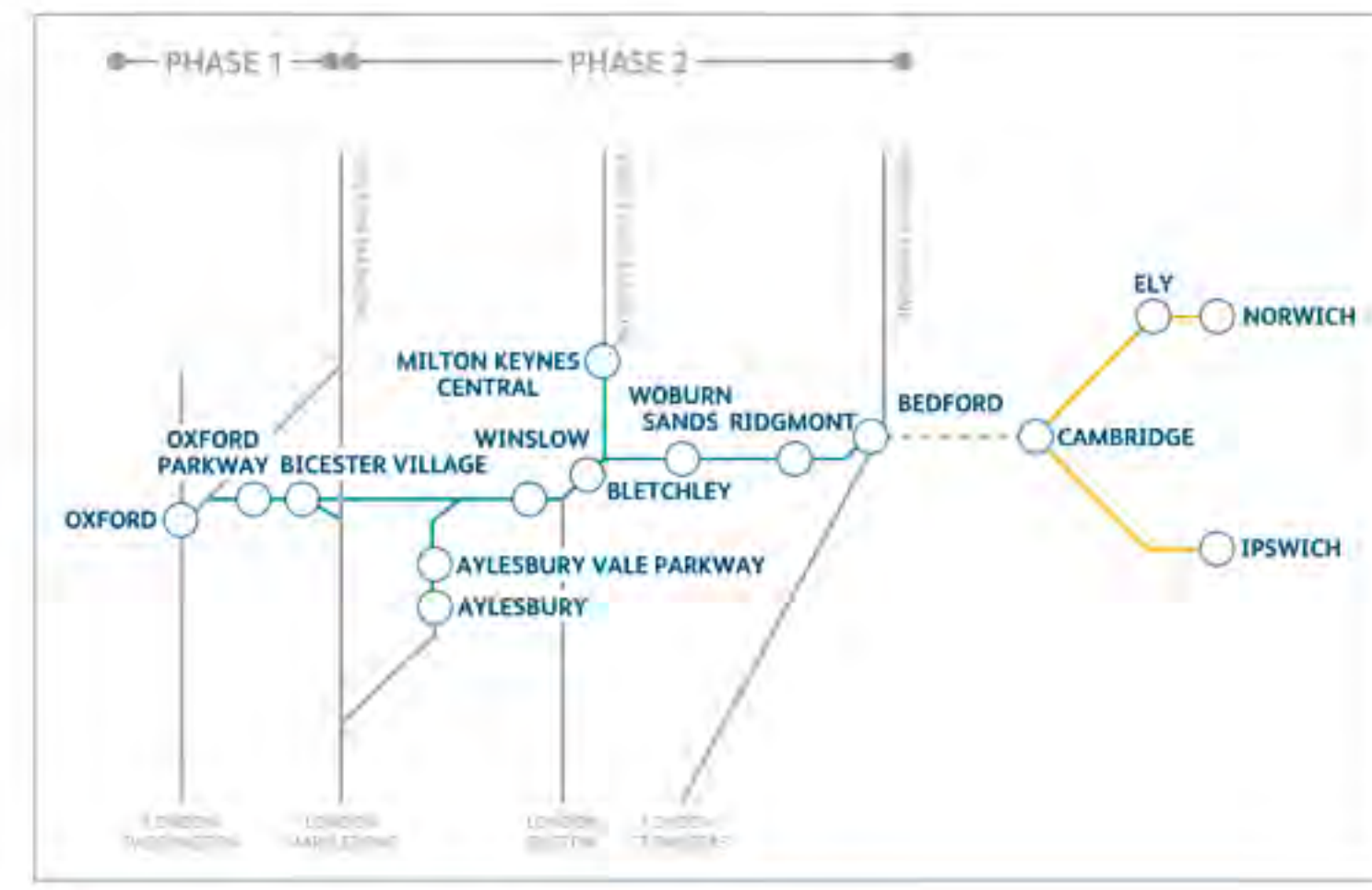
"As a dedicated delivery body, East West Railway Company's role is to streamline decision making and ensure the project is delivered quickly and cost-effectively. Today's announcement by Network Rail is very welcome and shows our shared commitment to move all elements of the project from planning to delivery as quickly as possible."

Councillor Mark Shaw, chairman of the East West Rail Consortium, which has campaigned for the reopening of this rail service since 1995, said: "East West Rail will drastically reduce journey times within the region, bringing key economic and cultural centres within easy reach of each other.

"After more than 20 years of campaigning, the submission of the TWAO is a hugely significant milestone, marking the final stage in acquiring permission to reopen the rail lines between Oxford and Bedford, and Aylesbury and Milton Keynes."

Mayor Dave Hodgson, chair of England's Economic Heartland's Strategic Transport Forum, said: "The Government has made realising the huge economic potential of this region a national priority and East West Rail is fundamental to delivering this. It will support new jobs and housing and also be a catalyst for regenerating the towns and cities across its route.

"We now need the route between Bedford and Cambridge to be confirmed as soon as possible, so that delivery of the full scheme can be achieved within the Government's stated target of the mid-2020s."



National Rail



Class 325 016 leads the Willesden – Shieldmuir mail through Balshaw Lane Junction on July 24th. *John Sloane*

Class 67 020 streaks past Bradley hauling Class 325's with the Shieldmuir – Warrington mail on July 2nd. *John Sloane*

Scotrail launches brand new Class 385s into service

The first of the class 385 Express trains commenced running on the Glasgow Queen Street - Edinburgh Waverley via Falkirk High route from Tuesday, 24 July. The remainder of the new class 385 trains for that route will be phased in over the course of the coming months, before the rollout is extended to other routes across the Central Belt. The new Hitachi trains are part of ScotRail's £475 million rolling stock investment, following the £858 million electrification of the line between Edinburgh and Glasgow by Network Rail Scotland.

Key elements of the overall investment programme include:

Significantly upgraded stations along the route, including the redevelopment of Glasgow Queen Street;

Electrification of the Central Belt, including the route between Glasgow/Edinburgh and Stirling/Dunblane/Alloa;

Extended platforms at Glasgow Queen Street and Edinburgh Waverley to accommodate longer trains.

ScotRail recently introduced class 365 'happy' trains between Glasgow Queen Street and Edinburgh, which boosted capacity by more than 17,200 seats a day.

ScotRail Alliance Managing Director Alex Hynes said: "I am delighted that customers will be able to travel on our new Hitachi class 385 electric trains from next week. This is a significant moment as we work to build the best railway Scotland has ever had. The investment we are making will deliver faster journeys, more seats, and better services for our customers."

Roy Brannen, Transport Scotland Chief Executive, said: "It's great to see the investment in the class 385 fleet come to fruition with their imminent entry into service. This is another example of partnership working to help make Scotland's railway the best it has ever been. I am sure passengers using these trains will enjoy the extra capacity and improved facilities they will bring."

Karen Boswell, Managing Director of Hitachi Rail Europe, said: "When passengers step on board this first train they'll find it light, spacious and modern with loads of more seats – up to 130 extra compared to the existing diesel trains. And there is more to come. Our UK factory is working tirelessly to deliver the rest of the fleet, which will allow the current 51 minute journey time from Edinburgh and Glasgow to be cut by up to a fifth. Thanks to their high quality Japanese engineering these trains have the best 0-60mph acceleration of any in Scotland."

Photos from the launch day of the new Scotrail Class 385s. © Darrel Hendrie



Railtalk Magazine

National Rail:

Scotrail Class 385
launch

National Rail: Scotrail Class 385 launch

Some interior photos from the launch of the new Scotrail Class 385s into service.
Darrel Hendrie



Sale of Network Rail's commercial estate reaches final stages

Network Rail is nearing the end of the process to sell its extensive commercial estate in order to invest in railway improvements, with four bidders in the final stage. The organisation, which owns, maintains and improves the rail network in Great Britain, has decided to sell its commercial estate in England and Wales – around 5,500 properties, the majority being railway arches – as it is a non-core property asset that's not essential for running the railway. Proceeds from the sale will be reinvested into the railway, meaning major improvements can be delivered without placing an extra burden on the public purse.

Network Rail expects the new owner to invest significantly in maintaining and enhancing the estate, benefitting tenants and local communities.



Proceeds from the sale will help to fund the railway upgrade plan, which is improving and growing the rail network for the benefit of passengers and the wider UK economy. It will reduce the need for taxpayers and fare-payers to fund the railway. Once the business is sold, all tenant leases will transfer to the new owner and all arrangements and protections will remain unchanged.

David Biggs, managing director of Network Rail Property, said: 'We are selling a thriving estate of small and independent businesses and we believe the portfolio is a highly attractive business with growth potential. We are proud that we have so many independent and diverse businesses thriving on our commercial estate, and for the tenants that run these it will be business as usual once the estate is sold. All lease arrangements will transfer to the new owner and all arrangements and protections will stay in place. We believe a new owner will bring more investment to the commercial estate, benefiting tenants and local communities, and creating jobs and stimulating economic growth. The sale is completely unconnected with periodic rent reviews which are part of our normal business activity. Our rents are based on local property market values with the vast majority of reviews, around 85%, agreed at an increase of 10% or less.'



▶ A couple of photos from the Post Office Railway, aka Mail Rail. The Post Office Railway, known as Mail Rail since 1987, is a 2 ft (610 mm) narrow gauge, driverless underground railway in London that was built by the Post Office with assistance from the Underground Electric Railways Company of London, to move mail between sorting offices. *Stearnsounds*

Passengers in urged to avoid Euston station as it closes for three summer weekends

Passengers who are planning to use Euston station over three consecutive weekends in August and September are urged to avoid rail travel to and from the station.

As part of Britain's Railway Upgrade Plan, Network Rail is replacing North Wembley junction - a major intersection on Europe's busiest mixed-use railway.

The junction is old and replacing it will mean passenger and freight users will benefit from better, more reliable journeys in future.

Unfortunately doing this vital job requires shutting the line. The least disruptive time to do this work, jointly agreed by rail industry partners, is over the following three weekends:

- 18-19 August
- 25-27 August (bank holiday weekend)
- 1-2 September

The Euston shutdown will impact all services on the West Coast main line including trains serving Penrith, Oxenholme, Carlisle, Lancaster, Preston, Blackpool and Wigan.

Train passengers are advised to plan their journeys in advance at www.nationalrail.co.uk/westcoast and using information on their train operators' websites.

If customers cannot avoid travelling on these weekends and plan to attend cultural or sporting events, including the Rugby Challenge Cup at Wembley and football fixtures in London, they're

advised to expect very different journeys to normal - busier trains and longer, diverted routes. The advice is, as always to 'check before you travel' at www.nationalrail.co.uk

Martin Frobisher, managing director for Network Rail's London North Western route said: "There is never an ideal time to shut the railway but these three weekends are the least disruptive times to do it. We have worked together for the past three years with train operators to carefully plan this closure of the railway in a way that minimises the impact on customers.

"It's vital the track at North Wembley is replaced to continue to safely meet the huge demand of passenger and freight rail services on the West Coast main line. This work will result in better, more reliable journeys in future."

Peter Broadley, executive director for customer, operations and safety at Virgin Trains said: "With no services into or out of Euston we strongly advise our customers to avoid travelling to London on the days affected. We know this will impact on people's travel plans, particularly over a bank holiday weekend so we encourage customers to plan ahead and where possible travel at other times."

Euston's shops and access to London Underground will remain available throughout the three weekends.

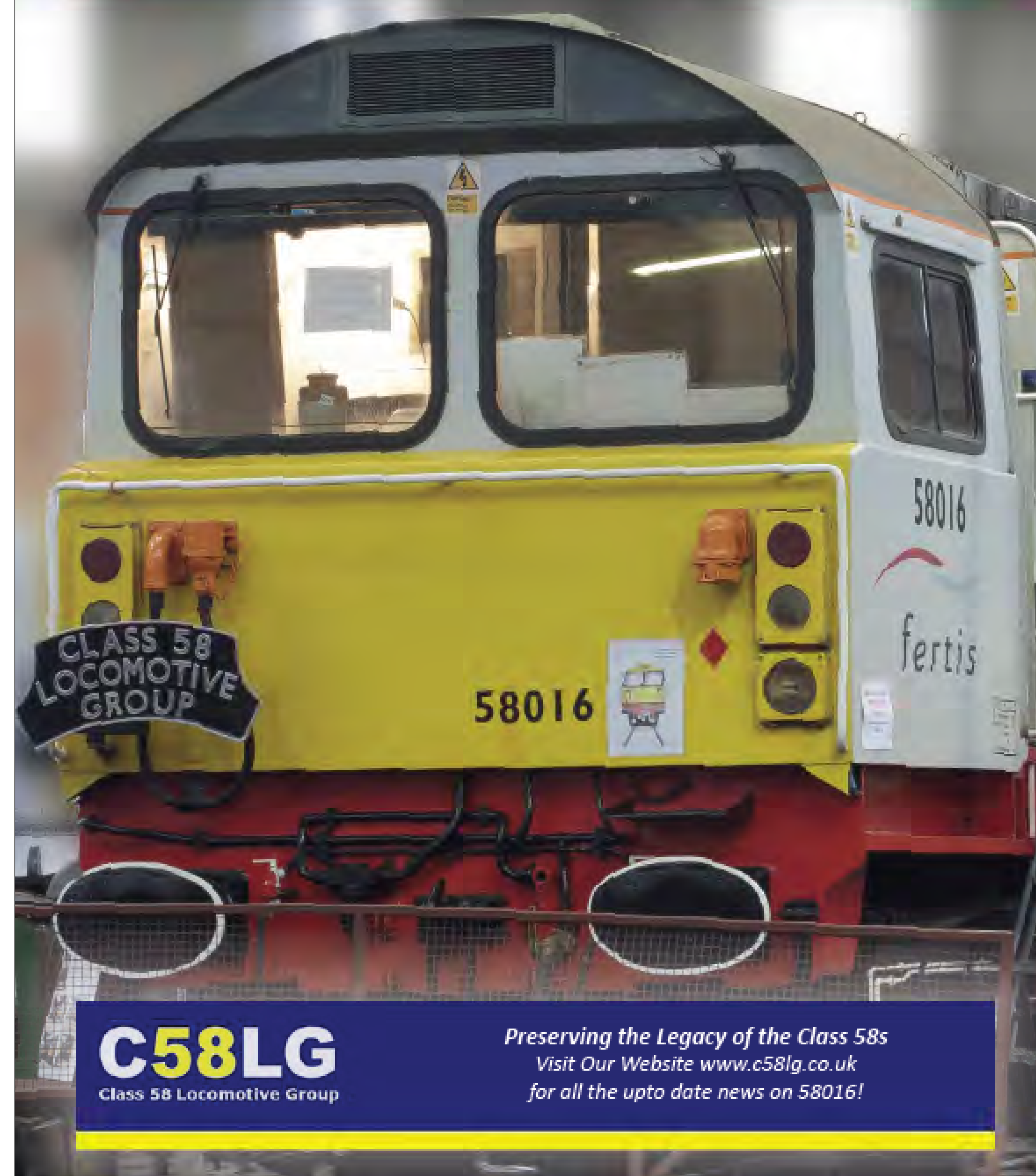
All customers are urged to check www.nationalrail.co.uk/westcoast for the very latest travel information.



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

There are various ways to help the C58LG:

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



Network Rail Stoneblower YZA No. 80213 passes Standish on July 3rd. *John Sloane*

Network Rail

Major changes to your journey this summer

London Euston station closed on these dates

This impacts all West Coast services
Visit nationalrail.co.uk/westcoast

Working for you

18-19 Aug
25-27 Aug (Bank holiday)
1-2 Sep



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!



Brighton Main Line improvement works re-scheduled to reduce impact on passengers

A previously planned nine-day closure of the southern end of the Brighton Main Line this October half-term will now not go ahead following a decision by Network Rail to revise the way a major improvement programme is carried out.

Network Rail had agreed with Govia Thameslink Railway, which operates Southern, Thameslink and Gatwick Express services, to close the lines between Three Bridges and Brighton and Three Bridges and Lewes for two nine-day periods coinciding with the October 2018 and February 2019 school half-terms, in addition to a number of weekend closures.

The improvement work – part of a £300m government-funded improvement programme to boost reliability for passengers on the Brighton Main Line and other key routes in the South East – will now be carried out in just one nine-day closure from 16-24 February 2019, subject to the rail industry’s usual assurance reviews. The supporting 15 weekend closures between September 2018 and May 2019 will go ahead unchanged. Some elements of the work as originally planned will now be deferred until the next five-year funding period, starting in April 2019.

Network Rail has taken the decision to revise the main body of work in consultation with the Department for Transport and Govia Thameslink Railway. Passengers now have more time to plan ahead before the weekday closures in February next year, while allowing the rail industry to focus its immediate efforts on embedding the interim timetable from this Sunday, 15 July and delivering a more dependable service.

During the line closures, no trains will run between Three Bridges and Brighton or between Three Bridges and Lewes. Rail replacement buses will be in operation, as well as diverted train service between London and Brighton via Littlehampton.

Passengers should

allow considerably more time for their journeys during these periods.

John Halsall, Network Rail’s managing director for the South East route, said: “I know many passengers have had a really tough time since the timetable change in May. That’s why I asked for a review of all our planned maintenance and improvement work with GTR to identify any opportunities to postpone or re-plan engineering work to a later date.

“I’m pleased we’ve been able to re-plan the way we’re carrying out this long-overdue upgrade to one of the most unreliable parts of our rail network, meaning passengers will get almost all of the reliability benefits but with significantly less weekday disruption.

“I’d urge passengers to plan ahead and we’ll continue to work closely with the train operators, Transport Focus and passenger groups to make sure the travelling public get the best possible service during the closures.”

Keith Jipps, Govia Thameslink Railway’s Infrastructure Director, said: “This route is the most congested and intensively used in the country and Network Rail’s work is essential to give our passengers the reliable, on-time services they want and deserve.



“We’ll be ensuring there are many options for passengers to make their journeys, including alternative transport to other rail stations and with other train operators. However, passengers need to know that they will have significantly longer journeys when the railway is closed.”

The improvement work will focus on four Victorian-era tunnels – Balcombe, Clayton, Patcham and Haywards Heath – and the railway which runs through them. A major programme to stem leaks into the tunnels and provide reliable drainage away from the tracks will take place, while sections of the track, third rail power system and signalling will be replaced or upgraded. Elsewhere, track will be renewed, sets of points, which enable trains to switch between tracks, will be replaced and fencing will be improved to deter trespassers.

Without this programme of work, reliability on the Brighton Main Line would deteriorate in the months and years ahead, leading to more delays for passengers travelling between London and the south coast.

▶ An ex works ‘Bubble Car’ from the Swanage Railway with Class 73 136 hidden behind and a refurbished Arlington EMU translator vehicle are seen at Eastleigh Works on July 9th.

John Sloane

▶ Class 07 007 and 08 567 stand in Eastleigh Works yard on July 9th.

John Sloane

Did you Know - Ken Mumford

Some more of the nations oddities this month:



Not a scoop! On October 23rd 1965 A4 Pacific 60007 'Sir Nigel Gresley' was hauling a Manchester (Exchange) to Paddington excursion. A 20 minute delay due to fog delayed the guard, and when the loco's fireman attempted to take water from the Moor troughs, near Hatton [see photo of 2937 'Clevedon Court' with the water tank opposite], it was discovered that Aberdeen shed had removed



the tender scoop! This necessitated an emergency water stop at Leamington. This train (reporting number 1X36) is shown leaving High Wycombe with an interesting array of semaphore signals.

Your Editor saw this train near Old Oak Common; 60007 going to Southall shed for servicing.

[It is interesting to note that after overhaul at Crewe Works, 4498 (as it became) ran 10 tours and its top speed was 96 mph on an RCTS tour before preserved steam locos were subject to official speed restrictions.]

Not for pigs! During the 1948 Locomotive Exchange Trials when an LMS tender was attached to a Bullied Light Pacific, the water scoop was wound down in Willesden Yard. It was badly damaged when the locomotive was moved about over the points. The yard crew, who were unused to water scoops (as there were no water troughs on the Southern), had thought it was the tender handbrake.

In 1967 there was a derailment at Moore water troughs near Warrington on the West Coast Main Line. An enquiry discovered that the regular deluge of water from passing trains had washed the oil off some fishplate bolts allowing them to work loose much more quickly.

Troughs were inclined inward towards the top of the side in order to prevent the water splashing over the edge. In situations where mechanical signalling wires ran adjacent to the troughs, in winter the surplus water splashed over the signal wire and froze causing the signalling to become unworkable i.e. distant being frozen in the 'off' position. The earlier LNWR-designed troughs sloped outwards at the top which must have made water splash problems even worse.

Er! Pardon??

In 1886 the Severn Tunnel fully opened - the longest underwater railway tunnel, at 43 miles in length. Travelling time from Bristol to Cardiff was cut from 134 mins to 80 mins.

43 miles in length?, this was according to an educational publication entitled 'Swindon and the GWR' published in 1994 and obtained from the then GWR Railway Museum in Faringdon Road.

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk



Class 56 031 and 56 069 are just two of several Class 56s recently moved to Longport for repair and reuse by GBRf. *Brian Battersby*



Railtalk Magazine

National Rail





A Different View

Looking like a Pagoda on stilts at the moment, Telford's new railway bridge slowly takes shape. *Richard Hargreaves*

A Different View



Demolition of the old 1970s concrete consort house has opened up the view of the roof of the Glasgow Queen St. station roof. This is part of the rebuilding of Queen St. station.

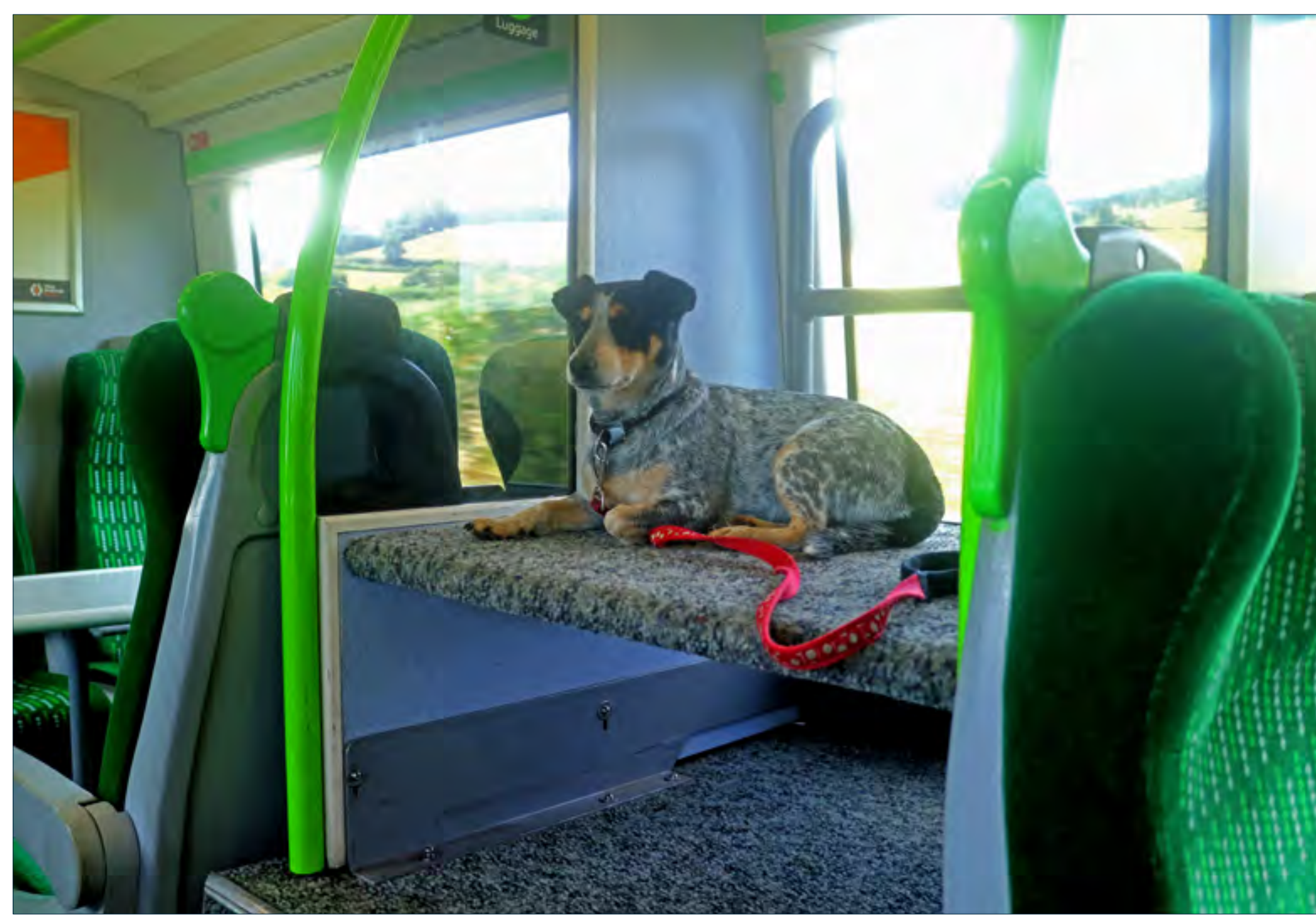
Darrel Hendrie

'Meg' tries out the sleeping accommodation on a West Midlands Trains Class 170.

Neil Pugh

The old station hotel at Ayr which has become neglected over the years has now been declared dangerous. It's owned by a overseas business. It's estimated it would take 10 million to make it safe and 3 million to demolish it. It's currently caused the entrance to the station to be closed and a temporary entrance has been created further up platform 1. Platform 1 and 2 have been shortened as a result.

Darrel Hendrie



Preserved Railways

East Lancs Railway

▶ On July 7th, Class 37 109 is seen at Bury working a service to Heywood. *Richard Hargreaves*

▶ The noisiest combination of the day, July 7th, as Class 40 012 'Aureol' and 37 109 arrive at Ramsbottom with the 14:26 from Rawtenstall to Heywood during the diesel gala. *Jeff Nicholls*

▶ On July 14th, Class 37 109 stands at Ramsbottom waiting to depart for Heywood. *Michael Lynam*







Preserved Railways

East Lancs Railway

▶ ScotRail liveried Class 47 765 departs Irwell Vale, heading to Rawtenstall on July 7th. *Michael Lynam*

▶ Class 14 No. D9531 'Ernest' approaches Summerseat working a Bury - Ramsbottom shuttle. *Michael Lynam*

▶ Class 45 108 departs Summerseat working a Ramsbottom - Bury shuttle. *Michael Lynam*



Preserved Railways

East Lancs Railway

▶ Sulzer Type 2 Bo-Bos are about to enter Brooksbottom Tunnel with the 14:55 from Heywood to Rawtenstall during the only five minutes of the day when the sun didn't shine!
Jeff Nicholls

▶ Class 14 No. D9537 arrives at Bury on July 7th with the 'local' service from Ramsbottom.
Richard Hargreaves

▶ A pair of 'Bagpipes'! as Class 33 109 and 33 103 rattle across Brooksbottom Viaduct with the 15:26 from Rawtenstall to Heywood during the diesel gala on July 7th. *Jeff Nicholls*





Preserved Railways

East Lancs Railway

▶ Class 25 No. D7629 runs light engine through Bury Bolton Street station on July 7th. *David Lindsell*

▶ On July 14th, GWR Hall Class No. 6990 'Witherslack Hall' approaches Bury with a service from Heywood. *Michael Lynam*

▶ Class 33 103 heads out of Bury on July 7th with a service to Heywood. *David Lindsell*



Preserved Railways

East Lancs Railway

▶ GCR-based Hawksworth 'Modified Hall' Class 4-6-0 No. 6990 'Witherslack Hall' snakes out of Ramsbottom station with the first train of the day for Rawtenstall on July 19th. *Gerald Nicholl*

▶ Class 33 109 'Captain Bill Smith' passes Summerseat working a Rawtenstall - Heywood service, July 7th. *Michael Lynam*

▶ Class 50 015 heads for Rawtenstall with an afternoon train from Bury on July 7th. *David Lindsell*





Railtalk Magazine

Preserved Railways

Keighley and Worth Valley
Railway

A bit of the Somerset & Dorset about this one (If you ignore the Golden arrow regalia) as M.R. 4F Class 0-6-0 No. 43924 pilots SR 'West Country' Class 4-6-2 No. 34092 'City of Wells' as they depart from Oakworth with the 13:40 from Keighley on June 30th.

Ken Abram

Preserved Railways

Keighley and Worth Valley Railway

LNWR 'Coal Tank' Class 0-6-2T No. 1054 approaches Oakworth with the 08:20 from Keighley to Oxenhope with a train comprising Metropolitan Railway Nine Compartment Third No. 465 from 1919, and Metropolitan Railway Seven Compartment Brake Third No. 427 dating from 1910. *Ken Abram*

GWR 57XX Class 0-6-0ST No. 7714 double headed with LMS Stanier 5MT Class 'Black 5' No. 45212 round the curve as they depart Oakworth on June 30th. *Ken Abram*

GWR 57XX Class 0-6-0ST No. 7714, making a guest appearance from the Severn Valley Railway, takes the early morning freight from Oakworth Yard to Oxenhope. *Ken Abram*





Preserved Railways

Keighley and Worth Valley Railway

▶ DRS visitor Class 37 401 and home loco 37 075 depart Keighley with a service to Oxenhope. *Michael Lynam*

▶ Ex L&Y Pug No. 51218 on display in the yard at Oxenhope. *Michael Lynam*

▶ The line's 50th Anniversary Gala marked the end of their 8-day celebration with a diesel gala day (the railway having not held such an event for several years). Visiting DRS loco Class 37 401 'Mary Queen of Scots' pilots resident 37 075 (recently returned to service after repairs) with an afternoon train from Keighley, and is seen near Haworth on July 1st. *Ben Bucki*





Preserved Railways

Keighley and Worth Valley Railway



▶ Visiting Deltic Class 55 019 'Royal Highland Fusilier' is pictured piloting resident 20 031 away from Haworth with an afternoon train to Oxenhope, July 1st. *Ben Bucki*

▶ Visiting from GBRf, Class 66 784 (named 'Keighley and Worth Valley Railway 50th Anniversary 1968-2018' on the Friday of the gala) is seen at Ingrow on July 1st with a mid-day train from Keighley to Oxenholme. *Ben Bucki*

▶ Class 50 035 'Ark Royal' is seen near Ingrow on July 1st with a mid-day train from Oxenholme to Keighley. *Ben Bucki*





Preserved Railways

Keighley and Worth Valley Railway

▶ EWS liveried cut down cab Class 08 993 undertakes shunting duties at Haworth on July 1st. *Michael Lynam*

▶ MD & HB No. 32 Hunslet 0-6-0 shunts a rake of vintage coaches in to the platform at Ingrow station. *Michael Lynam*

▶ Class 20 031 passes Haworth yard en route to Oxenhope from Keighley. *Michael Lynam*



Preserved Railways

Severn Valley Railway

▶ On July 14th, following repairs, Class 52 No. D1062 'Western Courier' stands at Hampton Loade heading to Bridgnorth.
Richard Hargreaves

▶ On June 3rd, Class 66 763 heads up Eardington bank with a freight train during the 'Goods Galore' gala. *Phil Martin*

▶ GWR 1400 Class 0-4-2T No. 1450 awaits some rain as it stands at Bewdley on July 14th, before it can return to service with the current steam ban still in effect. *Richard Hargreaves*





Preserved Railways

Severn Valley Railway



▶ Steam Crane No. ADM1091 is seen hard at work on July 14th at Bridgnorth. *Richard Hargreaves*

▶ Class 08 No. D4100 tows LMS 'Black 5' No. 45110 out of the engine house at Highley on July 23rd in readiness for the '50 years since end of steam' celebrations. *John Alsop*

▶ Class 14 No. D9551 arrives into Hampton Loade on July 14th with a service to Bridgnorth. The line has had in effect a steam ban for a few weeks, due to the dry weather, resulting in an impromptu diesel gala. *Richard Hargreaves*



Preserved Railways

Severn Valley Railway

▶ On July 15th, a look at Bridgnorth shed yard sees Class 08 No. D3586, GWR 7800 'Manor' Class 4-6-0 steam No. 7802 'Bradley Manor' and Southern No. 34057 'Taw Valley' along with Steam Crane No. ADM1091. *Michael Lynam*

▶ Warship Class 42 No. D821 'GREYHOUND' runs round its train at Bridgnorth. *Michael Lynam*

▶ Class 50 031 'Hood' waits departure time at Bridgnorth on July 10th. *Michael Lynam*





Preserved Railways

Severn Valley Railway

▶ GWR 2800 Class No. 2857 heads along Eardington with a freight train on June 3rd.
Phil Martin

▶ LMS Black 5 No. 45110 and 48773 are seen approaching Kidderminster on August 3rd for display at the 50 years since end of steam on BR event. *John Alsop*

▶ Western No. D1062 arrives at Highley on July 23rd with a driver experience working.
John Alsop





Preserved Railways

Foxfield Railway

Banked by Dubs crane tank No. 4101, Hunslet 0-6-0 tank 'Brookes No 1', visiting from the Middleton Railway, storms Foxfield Bank during the railway's summer gala on July 21st.

Jeff Nicholls

Crane Tank 'DUBS' awaits a climb up Foxfield Bank from the colliery on July 21st.

Brian Battersby

On the penultimate day of its boiler ticket, one of the oldest working steam locomotives in the world, 'Bellerophon', has just arrived at Dilhorne Park station with a demonstration freight and still has steam to spare. *Jeff Nicholls*



Preserved Railways

Foxfield Railway

▶ Thomas Hill Vanguard shunter heads up the bank at the colliery on July 21st with the 'fire train'. *Brian Battersby*

▶ John Fowler 0-6-0 shunter works No. 22497/1938 'Nellie Owen' is seen on display at Caverswall Road on July 14th. *Brian Battersby*

▶ Yorkshire Engine Co. 0-6-0 'Ludstone' is seen at Caverswall Road on July 21st. *Brian Battersby*





Railtalk Magazine

Preserved Railways

Welsh Highland Railway

Flying the Welsh flag, NG143 runs round its train at Porthmadog station prior to working the 14:15 to Caernarfon on July 14th.
Jeff Nicholls



Preserved Railways

Ffestiniog Railway

▶ Hunslet Penrhyn Main Line Class 2-4-0ST+Ts 'Linda' and 'Blanche' works Nos. 590 and 589 of 1893 enter the tramway section of track as they cross Britannia Bridge at the end of their delayed excursion to Caernarfon. *Ken Abram*

▶ Double Fairlie 'Merddin Emrys' arrives at Porthmadog station on July 14th with the 13:40 from Blaenau Ffestiniog to Portmadog. *Jeff Nicholls*

▶ Three matching ex Dinorwic Quarry Hunslets departing from Minfford Yard with a train of slate wagons. They are all in Dinorwic red livery and are 'George B' works No. 680 of 1898, 'Alice' works No. 780 of 1902, and 'Cloister' works No. 542 of 1891. Cloister is under the care of the Hampshire Narrow Gauge Railway Trust and is normally based at Bursledon Brickworks Museum. The other two are based at the Bala Lake Railway. *Ken Abram*



Preserved Railways

Ffestiniog Railway

▶ Fairlie, No. 12 'David Lloyd George' is seen crossing the Cob returning to Porthmadog station on July 5th. *Alan Naylor*

▶ The birthday girls - Hunslet Penrhyn Main Line Class 2-4-0ST+Ts 'Linda' and 'Blanche', works Nos. 590 and 589 of 1893 enter the tramway section of track as they cross Britannia Bridge at the end of their delayed excursion to Caernarfon on June 23rd. *Ken Abram*

▶ Class NGG16, Beyer, Peacock No. 138, runs round it's coaches at Porthmadog on July 5th. *Alan Naylor*









EIGHT DRIVING WHEELS FITTED TO BRITAIN'S MOST POWERFUL STEAM LOCOMOTIVE NO. 2007 PRINCE OF WALES

The project to build Britain's most powerful express passenger steam locomotive has announced that it had fitted the eight 6ft 2in driving wheels to new Gresley class P2 No. 2007 Prince of Wales. The rear Cartazzi wheelset was fitted earlier in 2018 and the pony truck wheelset is expected to be fitted in August 2018.

The Gresley class P2 2-8-2 'Mikados' were the most powerful express passenger locomotives to operate in the UK. They were designed by Sir Nigel Gresley in the 1930s to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed and they were rebuilt by his successor Edward Thompson into ungainly class A2/2 4-6-2 'Pacifics' in 1943/4, and scrapped by 1961. The A1 Steam Locomotive Trust (A1SLT - registered charity and builders of famous new 100mph steam locomotive No. 60163 Tornado) is building the seventh member of this class at its Darlington Locomotive Works (DLW) over seven years, at an estimated cost of £5m through its P2 Steam Locomotive Company subsidiary. The project will demonstrate how the design can be fully realised through use of modern computer design techniques,

5. Trial fitting coupled axles to frame
6. Pressing Cartazzi wheels onto axle, fitting & machining tyres and fitting bearings & axleboxes
7. Pressing plain coupled wheels onto axles, fitting and machining tyres
8. Assembling crank axle, fitting bearings & axleboxes, pressing wheels onto crank axle, fitting and machining tyres
9. Finish machining crank bosses & boring crank pin holes and machining & fitting all crank pins
10. Trial fitting wheelsets to frames at DLW.

The wheeling of No. 2007 Prince of Wales was funded by 200 members of The Mikado Club of The A1 Steam Locomotive Trust who each donated £1,000 plus gift aid towards the project. The total cost of the wheeling, including all components, is estimated at around £400,000. A selection of wheeling-related parts – including a 6ft 2in driving wheel at £12,000 – are still available for sponsorship under the Trust's Dedicated Donations scheme.

Progress building Britain's most powerful steam locomotive continues at Darlington Locomotive Works and includes:

- Frame plates for engine and tender rolled and profiled; engine's frames erected at Darlington Locomotive Works; all major engine frame stays, brackets, horn blocks, axle boxes and buffers cast (44 in total); over 1,000 fitted and driven bolts ordered and delivered, approximately 800 now fitted to the frames
- All 20 wheels for engine and tender cast and proof machined; roller bearings for all engine and tender wheelsets and engine axles (including crank axle), tyres and crank

- Smokebox and cab substantially complete
- Crosshead castings received
- Boiler cladding trial fitted to engine frames
- Tender frame construction under way, axlebox and other tender castings delivered from William Cook Cast Products, I D Howitt Ltd of Crofton near Wakefield commissioned to erect tender frame – many detailed parts made including front drag box and brake linkage, castings being machined
- Nameplates and chime whistle delivered
- Over £1.9m spent, £2.4m raised and £3.1m pledged of the required £5m.

Mark Allatt, P2 Project Director and Trustee, The A1 Steam Locomotive Trust, commented:

"We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. Thanks to our supporters' continued generosity, over £3m has now been donated or pledged. "The fitting of the eight 6ft 2in driving wheels to Prince of Wales marks a significant milestone in the construction of the new steam locomotive and we are now only a month away from having the first standard gauge 'Mikado' in Great Britain since 1945 thanks to the dedication of our supporters. We remain confident that we are on-track for completion of new Gresley class P2 locomotive No. 2007 Prince of Wales in 2021. "I would encourage all steam enthusiasts who haven't yet contributed to this exciting project to help us to meet these deadlines by becoming a monthly 'P2 for the price of a pint of beer a week' Covenantor. It's time to get on board! This year will see further major announcements as the construction of new Gresley class P2 No. 2007 Prince of Wales gathers pace." To become a monthly Covenantor, email enquiries@p2steam.com, call 01325 460163 or visit www.p2steam.com for more information.

Photos: © Mandy Grant/A1SLT



enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

The work involved wheeling the engine to create the first standard gauge 'Mikado' since 1945 includes:

1. Machining axle and cannon box castings, manufacturing roller bearing details
2. Boring eight coupled wheel bosses to finished size
3. Assembling bearings and cannon box onto pony truck axle
4. Assembling bearings, cannon and axle boxes onto plain coupled axles

pins delivered, tender axles, tyres delivered, Cartazzi and coupled wheelsets complete

- Preliminary discussions held with boiler manufacturers and forged foundation ring corners manufactured and machined; start made on boiler fittings with castings for combined injector steam and delivery valves
- Study into ride and suspension completed using rail industry standard Vampire® software; finite Element Analysis completed on re-designed crank axle to ensure locomotive complies with modern standards; assessment and notified body appointed to oversee certification - first site visit made

Preserved Railways

Swanage Railway

SR U Class 2-6-0 (Mogul) steam loco No. 31806 approaches Corfe Castle on July 11th.
John Sloane

No. 31806 heads away from Corfe Castle with a service to Norden on July 11th. *John Sloane*

2ft – 8in gauge 0-6-0WT built in 1874 formerly named ‘Secundus’ is seen at Corfe Castle goods shed museum. *John Sloane*





Preserved Railways

Peak Rail

▶ Class 44 No. D8 'Penyghent' departs Matlock, on July 21st. *Alan Naylor*

▶ No. 72 (2235), Vulcan Foundry 0-6-0ST, works No. 5309/1945 stands at Matlock on July 21st. *Alan Naylor*





Preserved Railways

Gloucestershire Warwickshire Railway

▶ Visiting the line for the diesel gala on July 28th, 'Hymek' Class 35 No. D7017 approaches Toddington. *Paul Godding*

▶ Carrying the original Freightliner livery, Class 47 376 departs Toddington with a service to the racecourse. *Paul Godding*

▶ Another visitor for the diesel gala, 'Warship' Class 42 No. D832 stands at Winchcombe with a service to Toddington. *Paul Godding*







Preserved Railways

Gloucestershire Warwickshire Railway

▶ Class 37 No. D6948 passes Hayles Abbey Halt during the lines 'Back to Broadway' heritage diesel gala on July 27th. *Neil Pugh*

▶ Class 20 No. D8137 approaches Hayles Abbey Halt hauling Class 117 DMU. *Neil Pugh*

▶ Class 26 No. D5343 approaches Toddington during the 'Back to Broadway' gala on July 27th. *Neil Pugh*



Preserved Railways

Ecclesbourne Valley Railway

▶ On July 12th, former Blackpool Brush Car No. 636 undergoes static tests in Wirksworth station as SET's (Saved Energy Technology) test unit. SET are developing an innovative motor wheel 'The Wheelmotor' for light rail and tram industries. *Michael Lynam*

▶ Recently acquired Class 08 704 (Wigan 2) is seen in the yard at Wirksworth. Its last home with DB was as shed pilot at Wigan Springs Branch. *Michael Lynam*

▶ Sentinel / Thomas Hill Class 188c 'TOM' is seen in the yard at Wirksworth. *Michael Lynam*



Preserved Railways

Statfold Barn Railway

1936 built Hunslet 0-4-2ST 'Howard' works No. 1842 departs Statfold Junction on a passenger service. *Derek Elston*

Corpet (Paris) builders No. 439 of 1884 an 0-6-0PT No. 2 'Minas de Aller' at the line on July 7th having just departed Statfold Junction. *Derek Elston*

No. 6 an 0-4-0VB built at Wilbrighton Wagon Works in 2007 and now preserved at the line is seen on display on July 7th. *Derek Elston*





Preserved Railways

Bo'ness and Kinneil Railway

Former DRS loco, Class 37 703 and Class 27 001 stand in the shed yard on July 22nd.
Derek Elston

Class 20 020 is seen stabled in the yard at Bo'ness *Derek Elston*

Class 26 024 and 37 214 are seen in the yard at Bo'ness on July 22nd. *Derek Elston*





Preserved Railways

Bo'ness and Kinneil Railway



1951 built Ruston and Hornsby 4w 0-4-0 No. P6687 is seen stabled outside the running shed at Bo'ness on July 22nd. *Derek Elston*



Glasgow Blue train EMU Class 303 032 (formed of Nos. 75597, 61503 and 75602) stored awaiting restoration at Bo'ness. *Derek Elston*



Class 126 Inter City DMU No. Sc51017 preserved at the Bo'ness and Kinneil railway. *Derek Elston*

Preserved Railways

Aln Valley Railway



▶ Hawthorne Leslie 0-4-0ST works No. 3799 'PENICUIK' awaits restoration at Lionheart on July 21st. *Derek Elston*



▶ Preserved Central Electricity generating Board Aberthaw Drewery 0-6-0DM 'DRAX' stands at the platform at Lionheart working a brake van shuttle. *Derek Elston*



▶ Ex British Coal Andrew Barclay 0-6-0 No. 615 at Lionheart on July 21st. *Derek Elston*



Preserved Railways

Wensleydale Railway



▶ A somewhat tatty Class 37 250 in faded Transrail livery is seen at Leeming Bar on July 20th.
Derek Elston



▶ Class 117 DMU No. 51420 stands at Leeming Bar on July 20th. *Derek Elston*



▶ On July 20th, Thomas Hill 4wdH No. 01545 (271V) burbles away to itself at Leeming Bar.
Derek Elston



From the Archives



Class 45 No. 55 'Royal Signals' runs through Nottingham Midland on February 26th 1972.

John Sloane



DRS branded Class 66 710 heads through Crewe on October 29th 2003 with an intermodal working to Daventry.

Brian Battersby



Advenza Freight liveried Class 47 375 is seen on the east side of Swindon station on December 4th 2008.

Ken Mumford



From the Archives



▶ Class 20 166 is pictured stabled on Toton depot at night on September 12th 1981. *John Sloane*



▶ Class 60 040 heads through Swindon on December 4th 2008. *Ken Mumford*



▶ Class 47 278 is seen stabled at Old Oak Common on May 29th 1995. *Paul Godding*



From the Archives

On July 21st 2008, the remains of four Mark 1's SK carriages in Network SouthEast livery stand in the sidings at Thingley Junction. Sadly all of them were seriously vandalized and finally set on fire. What a complete waste. They were finally scrapped in Autumn 2009. *Ken Mumford*