





Welcome

Welcome to Issue 144 and your monthly roundup from across the UK.

August done, Summer done...But what a blast it's been. As I sit here looking back at Summer 2018, all I can really say is "It's been a good'un".

Firstly, the summer sunshine can be mainly to blame for the bulging inbox here. I've got to apologies to a number of contributors who've maybe not seen all their submitted photos in the magazine lately. We strive to give the readers the best variety of topical and news worthy images, along with giving all contributors a fair chance of getting photos published. All this along with not having a magazine too large to download or of a length you're still reading it when the next issue arrives. It's a hard choice as you will agree and we have some very talented photographers submitting excellent photos every month.

Interests this month, other than a plethora of fantastic railtours to excite us (see Charter Scene), include a European loco moving on the UK Rail network as Captrain Nederland BV No. 6601, arrived in the UK mid-August for repairs at Longport. and Class 40 No. D213 making a return to the national network looking splendid after receiving certification courtesy of LSL at Crewe. I had the pleasure of visiting the LSL site at the former Crewe diesel depot at the latter end of July when the Class 58 Locomotive Group hosted their AGM at the facilities. I've got

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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.

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Front Cover

Class 37 800 with 11:00 Doncaster Up Decoy - Holbeck Loco Sidings passes through Doncaster consisting of Kirow Crane No. DRK 81623 and match wagons.
Nick Clemson

This Page

Class 37 421 (with 37 612 on the front) works the 1Q83 test train through Pleasington on August 10th. *Alan Naylor*

Next Page

Expecting a track machine on the 10:47 Nottingham Eastcroft - Kings Norton OT Plant Depot, it was a surprise when Class 50 050 and 50 017 turned up at Stenson Jct, on August 30th. *Nick Clemson*



to say, I was very impressed with the facilities on site. Unfortunately photos weren't allowed, however do take my word for the quality of workmanship, many of the main TOCs would be envious of the level of detail of work carried out. LSL and Saphos Trains (their railtour arm) have some fantastic tours coming up and arguably one of the best line-up for the latter end of 2018.

September next and as many of you readers who have been here for a number of years will know, it's my favorite. Not because the "Days till Christmas" gets down to double figures. - I apologies for reminding people. But because it's the start of the leaf fall season and a bit like the Class 37s on the North Wales Coast, will this be the last year of Class 20s on the Yorkshire Circuit? I've been told that this is the last year of a 5 year contract for DRS. Who know's what the 2019 season will bring. However I'm hoping to see Class 20s passing the office window in the next few weeks. We're even moving offices in the coming weeks just so I've got a better view!

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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Charter Scene

Retro Railtours The Deltic Retro Scot III

▶ Class 55, No. D9009 'Alycidon' arrives into Leyland on August 25th, heading 'The Deltic Retro Scot III' charter to Edinburgh. *John Balaam*

▶ Deltic No. 9009 'Alycidon' passes Hest Bank at 08:50 on August 25th hauling the Huddersfield - Edinburgh railtour. *Colin Kennington*

▶ 'Alycidon' departs Stalybridge with the Huddersfield to Edinburgh charter on August 25th. *Brian Hewertson*









Pathfinder Tours
THE SETTLE AND CARLISLE
GOLDEN EXPRESS I

Blueskiesto match a blue67as Class67002 thunders north through Winwick Junction with 'The Settle & Carlisle Golden Express I' which left Bristol at the unearthly hour of 04:40 on August 11th.
Jeff Nicholls



Charter Scene

Pathfinder Tours THE SETTLE AND CARLISLE GOLDEN EXPRESS I

▶ LNER A4 Class No. 60009 'Union of South Africa' and Class 66 172 work the 1Z60 Bristol Temple Meads to Carlisle through Carnforth on August 11th. *Alan Naylor*

▶ A4 No. 60009 'Union of South Africa' along with Class 66 172 arrive at Appleby with the 1Z60 Bristol - Appleby railtour. *Michael Lynam*





Railtalk Magazine

Charter Scene

West Coast Railway Co.
The Jacobite

Stanier Class 5 4-6-0 No. 45212 powers into the climb away from Glenfinnan with the afternoon 'Jacobite' on August 13th.
Gerald Nicholl





Charter Scene

Saphos Trains The Cumbrian Mountain Whistler

Class 40 No. D213 'Andania' passes Daresbury with 1Z40 09:15 Crewe - Carlisle on August 27th.
Nick Clemson

Class 40 No. D213 'Andania' looking splendid as it hauls a rake of blood and custard liveried coaches down Red Bank on the return leg of 1Z41 Carlisle - Crewe charter on August 27th.
Dave Harris

A beautiful sight and a beautiful noise as Class 40 No. D213 'Andania' gets into its stride at Winwick on August 27th after stopping at Warrington Bank Quay with 'The Cumbrian Mountain Whistler' with BR Blue Class 47 No. 1733 on the rear. *Jeff Nicholls*







Charter Scene

Statesman Rail The Fellsman



On August 21st, LMS Jubilee Class 6P 4-6-0 No. 45699 'Galatea' approaches Cherry Tree working the 1Z70 Fellsman from Lancaster - Carlisle via the S&C. *Michael Lynam*

LMS Jubilee Class 6P 4-6-0 No. 45699 'Galatea' with Class 47 245 assisting due to fire risk passes Farrington Curve Jct. with a 'Fellsman' working on August 7th. *John Sloane*

LMS Jubilee Class 6P 4-6-0 No. 45699 'Galatea' heads through Bamber Bridge on August 21st with the return working of 'The Fellsman' from Carlisle to Lancaster. *John Sloane*











Again on July 1st, Rebuilt Light Pacific Class 4-6-2 No. 34046 'Braunton' (running as 34052 'Lord Dowding') worked 'The English Riviera Express' with Class 47 805 tucked inside as a precaution against fire risk. It is pictured passing Langstone Rock at Dawlish Warren on the return 1Z28, Kingswear to Bristol Temple Meads.
Alan Sinclair









Charter Scene

Railway Touring Co. The Cumbrian Mountain Express



West Coast's Class 47 832 makes a rousing departure from Crewe on August 4th heading for Carlisle via Manchester Victoria. *Brian Battersby*

On August 11th, LMS Jubilee Class 6P 4-6-0 No. 45699 'Galatea' is pictured taking water at Appleby. *Michael Lynam*

On August 11th, Jubilee No. 45699 'Galatea' and West Coast's Class 47 746 arrives at Appleby working the 1287 Carlisle - London Euston railtour passing A4 No. 60009 'Union of South Africa' along with its stock at Appleby North. *Michael Lynam*









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Charter Scene

Northern Belle
Northern Belle

Class 47 832 with the 5Z85 07:15 Carnforth Steamtown - Barry, the empty stock for the following day's Northern Belle from Swansea - Shrewsbury, passes Daresbury on August 9th. *Nick Clemson*



Railtalk Magazine

Charter Scene

Northern Belle
Northern Belle

On August 9th, Class 47 832 with 57 314 on the rear, heads past Burgs Lane, Shrewsbury with a Carnforth - Barry working.
Phil Martin



Charter Scene

West Coast Railway Co. The Scarborough Spa Express

▶ Class 47 237 passes through Horbury Cutting on August 16th with 1Z25 Carnforth to Scarborough. *Steve Chapman*

▶ West Coast's Class 47 237 stands at Preston on August 16th working the 1Z25 07:06 Carnforth - Scarborough. *John Balaam*

▶ LMS Jubilee No. 45690 'Leander' departs York with 1Z25 WCRC's 'The Scarborough Spa Express' on August 30th. Diesel-hauled from Carnforth to York where steam takes over for the dash to the coast, and previously being in the care of Merchant Navy No. 35018 'British India Line', this was the first chance this season for the Stanier engine to show its worth over this route. *davempics*





Railtalk Magazine

Charter Scene

Steam Dreams
The Cathedrals Express

LNER A3 No. 60163 'Flying Scotsman' works 1Z72 'The Cathedrals Express' raitour from York to Edinburgh past Stobswood, some 8 miles north of Morpeth. *Alan Sinclair*

Charter Scene

Railway Touring Co. The Waverley



On August 11th, 45690 Leander and W/C 47237 arrives at Appleby working the 1Z45 York - Carlisle rail tour, displaying the original "1T57" headboard. The crew were under instructions to remove the headboard should it rain!!!

Michael Lynam

LMS Jubilee Class 6P 4-6-0 No. 45690 'Leander' passes the site of the former station at Bolton Percy near York with 1Z44, the York to Carlisle and return 'The Waverley', on August 26th.

davempics

In the Yorkshire rain and low cloud, LNER A3 Pacific No. 60103 'Flying Scotsman' makes a serious attack on Stainforth Bank with the Carlisle-bound 'Waverley' on August 19th.

Gerald Nicholl







Railtalk Magazine

Charter Scene

ECS and Light Engine Moves

On August 9th, Class 40 No. D213 (40 013) passes Walcot in some lucky sun on the second of its loaded test runs from Crewe - Crewe via Chester, Shrewsbury and Wolverhampton. *Phil Martin*

Charter Scene

ECS and Light Engine Moves

▶ LNER A3 Class No. 60103 'Flying Scotsman' works 5Z92 York, National Railway Museum to East Lancashire Railway, Bury through Village Croft, Euxton on August 21st. *Alan Naylor*

▶ Class 40 No. D213 passes Walcote on August 9th with 5Z90 09:30 Crewe H.S. - Telford Central test run. *Keith Davies*

▶ Class 47 805 'Roger Hoskin MA 1925-2013' is seen passing through Northampton on August 14th working 5Z47 09:30 Crewe H.S. to Southall Loco Services Ltd. *Derek Elston*





On a very soggy Sunday afternoon, Class 67 020 is about to pass through the very short tunnel known locally as 'Tunnel Top' in Kenyon Cutting near Parkside Junction on the Chat Moss route. The stock had been used on the previous day's Deltic hauled special, this working being from Preston to Burton on Trent Wetmore, August 26th. *Jeff Nicholls*



Charter Scene

ECS and Light Engine Moves



West Coast's Class 33 029 and 33 207 pass Moore on August 26th with a Carnforth - Crewe ECS. *Mark Enderby*



Class 47 832, (with 57 314 on the rear) are photographed at Bayston Hill on August 9th with 5Z85 07:15 Carnforth Steamtown - Barry ECS. *Keith Davies*



West Coast's Class 37 668 leads the ECS for 'The West Somerset Steam Express' 5Z09 07:10 Southall to London Paddington, passing Royal Oak tube station on August 18th. *Derek Elston*

Charter Scene

ECS and Light Engine Moves

▶ On August 9th, West Coast's Class 47 832 passes through Acton Bridge working with 57 314 on the rear from Carnforth - Barry as 5Z85.
Michael Lynam

▶ West Coast's Class 47 237 (with 47 826 on the rear) passes Coppull with a Humberstone Road - Carnforth ECS working on July 29th.
John Sloane

▶ Running a little late, and passing beneath the CLC line from Manchester to Liverpool, West Coast's Class 47 746 and 47 854 head towards Warrington Bank Quay with a working from Carnforth to Southall on August 17th.
Jeff Nicholls



Charter Scene

ECS and Light Engine Moves

▶ Beneath a sky criss-crossed with vapour trails, Class 66 172 is pushed through Winwick on August 11th by LNER A4 No. 60009 'Union of South Africa' and its support coach on its way to work a 50th anniversary of the end of steam from Preston to Appleby. *Jeff Nicholls*

▶ Class 67 015 and 67 013, both in advertising livery, worked light from Toton to Nemesis Rail, Burton to collect coaching stock and then work the ECS to Doncaster for use as a relief train for Grand Central over the bank holiday weekend. *Stuart Hillis*

▶ Class 47 No. D1935 is seen at Walcot on the rear of the Class 40 test run 5Z90 09:30 Crewe H.S. - Telford Central on August 9th. *Keith Davies*



Arriva Trains Wales



▶ Class 67 013 complete with First Choice For Rail freight In The UK decals hauls the 1D30 Manchester Piccadilly - Llandudno through the cutting at Daresbury on August 30th.

Dave Harris

▶ Class 67 013 climbs Hencote Bank with 1W96 17:16 Cardiff Central - Holyhead on August 2nd.

Keith Davies

▶ To cope with additional passenger traffic, Arriva has used a loco hauled set on Crewe - Holyhead diagrams on summer Saturdays, Class 67 013 seen here departing Crewe with a service to Holyhead on August 4th. *Brian Battersby*





Arriva Trains Wales



▶ Class 67 029 passes Bomere Heath on August 9th in charge of the 1V91 05:34 Holyhead - Cardiff Central. *Phil Martin*

▶ Class 67 010 calls at Helsby on August 9th with a Manchester - Llandudno working. *Brian Battersby*



Caledonian Sleeper



▶ Class 73 967 with the northbound Caledonian Sleeper to Aberdeen, passes the station at Newtonhill on August 28th. *Thomas Niederl*

▶ On hire for Caledonian Sleeper duties, Class 90045 waits the road at Northampton on August 6th working as 0Z92 09:39 Crewe to Wembley InterCity depot. *Derek Elston*

Colas Rail



▶ On July 25th, Class 70 815 rounds the curve at Dawlish Warren heading for Moorswater with a rake of empty tanks. *Richard Hargreaves*



▶ Class 60 021 passes Charnock Richard on August 3rd, with the Carlisle - Chirk logs. *John Sloane*



▶ Class 70 813 passes Helsby on August 9th hauling a Chirk bound loaded log train. *Brian Battersby*

Colas Rail



▶ Class 56 113 and 56 090 cross Frodsham Viaduct on August 30th with a Carlisle to Chirk working. *Jeff Nicholls*



▶ Class 56 090 and 56 113 pass Moore on August 26th with a Crewe - Chirk light engine move. *Mark Enderby*

▶ Class 56 105 is seen on shunting duties at Peak Forest on August 7th. *Keith Davies*

Colas Rail



▶ Class 56 090 and 56 094 pass through Farrington Curve Jct. on August 6th hauling the Preston Docks - Lindsey tanks. *John Sloane*



▶ On August 8th, Class 56 105 is seen working at Peak Forest shunting wagons. *Mark Enderby*



▶ Class 56 094 and 56 096 pass Heaton Lodge Junction on August 20th with 6E32 Preston - Lindsey discharged tanks. *Steve Chapman*





Colas Rail



▶ Class 70 806 is seen approaching Rockstone Bridge on the Dawlish sea wall with the return working 6C36 Moorswater Tarmac Colas to Aberthaw cement. *Alan Sinclair*

▶ On August 22nd, Class 70 810 heads through Euxton Balshaw Lane with the Carlisle - Chirk loaded timber train. *John Sloane*

▶ On August 6th, Class 56 049 'Robin Of Templecombe' on a loaded test run as 0Z56 from Nottingham Eastcroft - Crewe and return, with 56 096, D400/50 050 'Fearless' and 50 017 'Royal Oak' as insurance. Apart from a brief main line test last year, this is the first working of 56 049 since returning to UK (from Fertis) in November 2006. *Stuart Hillis*





Colas Rail



▶ Class 56 113 and 56 090 are seen between Lostock Hall Jct. and Farington Jct. on August 30th with 12:58 Carlisle - Chirk. *John Balaam*

▶ Class 56 094 plus dead 56 087 climb away from Oakenshaw Junction on August 30th with the 08:55 Preston Docks to Lindsey bitumen empties. *Colin Kennington*

▶ A duo of Class 56s as Class 56 113 and 56 090 are about to tackle the 1 in 107 gradient towards Coppull Moor at Euxton with 6J37 loaded timber from Carlisle to Chirk on August 30th. *Dave Harris*







Colas Rail

- ▶ On August 9th, Class 60 021 on its last working as a Colas locomotive along with 70813 passes Hogton working the 6J37 log train from Carlisle - Chirk. 60 021 was detached at Warrington and then worked light engine to Toton.
Michael Lynam
- ▶ Class 60 021 passes Kempsey, Shrewsbury with the 6C97 08:56 Craven Arms - Crewe Basford Hall on August 5th. *Keith Davies*
- ▶ On August 21st, Class 56 096 and 56 090 pass Cherry Tree working the 6E32 discharged oil tanks from Preston - Lindsey Oil Terminal.
Michael Lynam



Colas Rail



▶ On August 24th, Class 70 812 hauls 56 090 and 56 113 through Scunthorpe on OC52 Barnetby - Up Decoy. *Steve Thompson*

▶ Class 56 094 and 56 096 head through Scunthorpe on August 15th with the Preston - Lindsey tanks. *Steve Thompson*

▶ Class 56 078 catches the evening sun at Ashley with 13:15 York (Thrall Europa) - Coleman Isu with railhead treatment modules in tow, August 31st. *Nick Clemson*

CrossCountry



▶ On July 28th, power car No. 43285 leads a Plymouth bound service along the sea wall at Dawlish. *Richard Hargreaves*



▶ Power car No. 43304 heads a Leeds bound working through Dawlish Warren on July 23rd. *Richard Hargreaves*



▶ Power car No. 43357 brings up the rear of 1V52 07:00 Edinburgh - Plymouth at Stenson Jct., it has been diverted from Clay Cross via the Erewash Valley and along the freight only line to Stenson Jct. where it will regain its normal route. *Nick Clemson*

CrossCountry



▶ On August 4th, power car No. 43378 sets off from Dawlish, with 43304 out of sight on the other end, with 1V52 Edinburgh - Paignton. *Steve Thompson*

▶ A work-stained power car No. 43304 comes into Dawlish working 1E68 Paignton - York (No. 43378 was on the rear). *Steve Thompson*

▶ Power cars Nos. 43357 and 43301 approach Dawlish on July 31st working 1S52 Plymouth - Edinburgh. *Steve Thompson*





DB Cargo



▶ Class 60 059 arrives at Tunstead with empty wagons from Arpley on August 8th.
Mark Enderby



▶ Class 60 091 'Barry Needham' works the 6E54 Kingsbury - Humber empty oils tanks through Burton on August 8th. *Stuart Hillis*



▶ Class 60 039 arrives at Great Rocks on August 21st with 6H02 Warrington to Tunstead stone empties. *Steve Chapman*



DB Cargo



▶ Class 66086 on an Arpley - Peterborough empty sand working passes Moore on August 10th.
Mark Enderby



▶ On August 18th, Class 66062 leads 66105 and 66158 through Doncaster with a Knottingley - Belmont move. *Richard Hargreaves*

▶ Class 66152 heads through Northampton on August 4th, with a Daventry bound working.
Brian Battersby





DB Cargo



▶ Class 66 116 rolls slowly through the station at Bingley, West Yorkshire, with the New Biggin to Milford West gypsum train on August 8th.

Ben Bucki

▶ Class 66 113 heads through Leicester on August 25th with a loaded sand train.

Richard Hargreaves

▶ Class 66 127 is pictured at Heaton Lodge Junction on August 20th with the 6E26 Knowsley to Wilton binliner. *Steve Chapman*



DB Cargo



▶ Class 60 059, having arrived from Peak Forest, stands at Dallam on August 31st. *Mark Enderby*



▶ Class 66 099 hauling the 3F01 MOD train from Glen Douglas to Fenny Compton passes Daresbury on August 28th. *Mark Enderby*



▶ Class 66 169 hauling the 6M82 Walsall - Dowlow empty open wagons passes Nemesis Rail at Burton Wetmore on August 8th. *Stuart Hillis*

DB Cargo



▶ On August 18th, Class 66 136 passes Brayford Crossing at East Holmes, Lincoln with the 6M28 Terrace Sidings - Arpley scrap. *Steve Thompson*



▶ Class 66 018 passes through Barnetby on August 3rd with empty Biomass wagons from Milford West - Immingham Bulk Terminal. *Michael Lynam*



▶ On August 29th, Class 59 101 worked the Merehead Quarry to Woking stone train and return empties, seen here passing Andover. *David Wood*

DB Cargo

Class 60 039 is seen at Peak Forest on August 21st with 6F05 Tunstead to Lostock loaded stone. *Steve Chapman*



DB Cargo UK launches fresh recruitment drive

DB Cargo UK has launched a major new recruitment drive to attract a new generation of talent to work in the rail freight industry.

The UK's largest rail freight company based in Doncaster currently employs around 2,200 employees and is currently advertising for new train drivers, engineers and groundstaff, to help further improve the services it provides to customers across England, Scotland, Wales and Europe.

In particular, as part of the first phase of recruitment for the new role of Junior Driver, DB Cargo UK is inviting applications from candidates based in South Yorkshire and the East and West Midlands.

Sandra Buchser, Head of Human Resources, said that while the company was steeped in rail history, it has recently gone through a period of modernisation which presents many new and exciting opportunities for the future.

"Technology continues to revolutionise the way we deliver services. Our markets are evolving, we have higher environmental and safety standards to meet, and the expectations of our customers are also increasing, as they look to us to provide innovative new products and services," she said.

"In order to respond to these challenges, we are looking to bring new entrants into the company, with fresh ideas. We are offering an exciting career opportunity to any individual who is enthusiastic about joining the next generation of rail freight," she said.

DB Cargo UK already runs a number of initiatives aimed at attracting fresh talent into the business, including apprenticeships, an international graduate programme, and a DB European driver exchange programme with countries like Germany, France and Bulgaria.

However, one of the most exciting new initiatives is the introduction of the new role of Junior Driver, which has been developed in conjunction with the train driver trade union, ASLEF.

While DB Cargo UK is also seeking fully-qualified train drivers, the role of Junior Driver is designed to give employees practical training, and experience of driving a train within the confines of the company's yards, sidings and terminals. The entry-level programme is a development platform for individuals to progress to mainline train driver positions.

DB Cargo



▶ Class 66 034 approaches Colton Junction with the 6E97 Newbiggin to Tees gypsum empties on August 16th. *Steve Chapman*



▶ Class 66 152 snakes through Hindley station with the 07:25 empty 'Binliner' from Wilton EFW to Knowsley on August 9th. *Jeff Nicholls*



▶ Class 66 164 heads south near Kirsktall, outside of Leeds, with a southbound Gypsum train on July 27th. *Ben Bucki*



DB Cargo



On August 22nd, Bigby Road Bridge, near Kettleby, was the venue for 6M00 HOR - Kingsbury fuel tanks, with Class 66 118 straining it's sinews as it gets away from a stop south of Wrawby Junction. *Steve Thompson*

Class 66 155 is seen on the rear of 6B01 engineers train from Chesterfield South Junction to Doncaster headed by 66 622 on August 28th. *Steve Chapman*

Class 60 062, 60 066 and 66 109 pass Old Denaby on August 28th with 0M22 light engine move from Doncaster to Toton. *Steve Chapman*



DB Cargo



▶ Class 66 012 with the 4L45 10:04 Wakefield - Felixstowe South intermodal pollutes Doncaster station passing LNER power car No. 43208 on the rear of 1N81 09:06 London Kings X - York, and the waiting throng of spotters.

Nick Clemson

▶ Class 66 040 approaches Dawlish Warren with the 6C53 St. Blazey SS to Exeter Riverside NY china clay tanks.

Alan Sinclair

▶ Class 66 169 with the Walsall - Dowlow empties is seen at Great Rocks Jct. on August 8th.

Mark Enderby







DB Cargo



▶ On its normal path Class 60 100 approaches Stenson Jct. with 6M57 0720 Lindsey OR - Kingsbury Oil Sidings, August 30th. *Nick Clemson*



▶ Class 66 145 is seen at Colton Junction on August 16th with the 6E26 Knowsley to Wilton binliner. *Steve Chapman*



▶ Class 66 127 heads away from Colton Junction with 6D11 Lackenby to Scunthorpe steel empties on August 16th. *Steve Chapman*

DB Cargo



▶ On August 9th, Class 66061 heads through Acton Bridge with a couple of intermodal wagons heading from Warrington Arpley - Crewe.

Michael Lynam

▶ Class 60 091 approaches Barnetby on August 3rd with loaded tanks from Humber Oil Terminal - Kingsbury.

Michael Lynam

▶ On August 23rd, proving once again that there's no pot of gold at the end of the rainbow, Class 66 094 passes through Scunthorpe on 6N73 Ent C - Lackenby slabs.

Steve Thompson



DB Cargo

▶ Class 60 020 with the 6E54 10:34 Humber Oil Sidings - Humber OR passes Stenson Jct. on August 30th. *Nick Clemson*



▶ Class 90 028 and 90 019 pass Daresbury with the 4M25 Mossend to Daventry working on August 27th. *Mark Enderby*

Direct Rail Services



▶ Class 68 002 and 68 004 with 6M63 11:58 Bridgewater FD - Crewe Coal Sidings nuclear flasks head past Heamies, August 30th.
Nick Clemson



▶ Class 37 218 and 37 069 are seen at Coppull Moor on August 2nd running light from Carlisle to Crewe. *John Sloane*

▶ Class 68 016 and 68 027 head through Crewe on August 4th hauling a single flask. *Brian Battersby*

Direct Rail Services



▶ Class 37716 is pictured at Peak Forest on August 21st with a set of loaded stone boxes.
Steve Chapman



▶ Class 66 434 is seen at Burn on August 16th with 6Z58 York to Doncaster departmental.
Steve Chapman



▶ Class 88 008 passes Farrington Curve Jct. on August 7th with the Daventry - Mossend 'Tesco' working.
John Sloane

Direct Rail Services



▶ Class 88 008 and 88 006 with the 6S41 head north past Pegswood Station with a Carlisle Kingmoor sidings to Torness power station flask working. *Alan Sinclair*

▶ Class 88 010 is seen stabled at Doncaster on August 18th. *Richard Hargreaves*

▶ A change from the usual Class 88 as 66 305 and 66 424 work hard through Winwick with the 'Tesco Express' on August 11th. *Jeff Nicholls*





Direct Rail Services



▶ Class 88 010 is pictured at Colton Junction with 6S31 Doncaster to Millerhill departmental on August 16th. *Steve Chapman*



▶ The Class 68 hauled Northern passenger working is seen crossing the river at Ravenglass on August 15th powered by Class 68 033 and 68 005 'Defiant'. *Colin Kennington*



▶ Class 66 424 works the 6C89 Mountsorrel - Carlisle with loaded auto-ballasters through Burton August 6th. *Stuart Hillis*

Direct Rail Services



▶ Class 66 428 puts down the power leaving Warrington after stopping at Bank Quay station for a crew change with the 09:21 Mountsorrel - Carlisle ballast train on August 17th.

Jeff Nicholls

▶ Class 37 409 pushing saloon 'Caroline', working 2Z02 Barnetby to Chesterfield is seen passing through the sorry remains of Brigg Station on August 22nd. *Steve Thompson*

▶ On August 9th, Class 37 405, along with Caroline, speeds through Acton Bridge working from Carlisle - Crewe. *Michael Lynam*







Direct Rail Services

▶ Class 66 428 passes Bamber Bridge on August 23rd with the 09:21 Mountsorrel - Carlisle.

John Balaam

▶ Class 66 424 is seen passing Worthington on August 6th with a Mountsorrel - Carlisle ballast working.

John Sloane

▶ In surroundings which are not particularly scenic, Class 66 428 has just passed beneath the CLC line from Manchester to Liverpool as it leaves Warrington with the 09:21 Mountsorrel - Carlisle ballast working on August 13th.

Jeff Nicholls



East Midlands Trains



▶ On August 25th, power car No. 43076 stands at Leicester with a service to Nottingham.
Richard Hargreaves

▶ The strange sight of a Class 27 on Leicester depot as power car No. 43047 passes by with a Nottingham to London St. Pancras service.
Richard Hargreaves

▶ Power car No. 43060 leads a London St. Pancras - Nottingham service into Leicester on August 25th.
Richard Hargreaves

Freightliner



▶ Class 66 597 and 66 519 pass Daresbury on August 9th with the 09:57 Fiddlers Ferry power station - York Yard South. *Nick Clemson*



▶ Class 90 046 and 90 049 head through Charnock Richard on July 31st working the 4S44 Daventry - Mossend. *John Sloane*



▶ Class 66 956 hauls a dead 66 588 and the Leeds - Felixtowe liner through Doncaster on August 18th. *Richard Hargreaves*

Freightliner



▶ Class 66 623 with the 6F70 09:56 Tunstead Sidings - Garston nears Mobberley on August 2nd. *Nick Clemson*



▶ Class 66 598 gets uncoupled from its engineers train at Crewe on August 2nd. *Michael Lynam*



▶ Class 66 415 heads through Northampton on August 4th with a Felixtowe bound liner. *Brian Battersby*

Freightliner



▶ Class 66 545 approaches Barnetby on August 3rd with empty coal wagons from Scunthorpe Coal Plant - Immingham Bulk Terminal.
Michael Lynam



▶ Class 70 003 heads a Garston - Felixstowe liner through Acton Bridge on August 9th.
Michael Lynam



▶ Class 70 005 passes Castlefield on the approach to Deansgate with a liner from Trafford Park to Felixstowe, August 7th. *Michael Lynam*





Freightliner



- ▶ Class 66 560 powers passed Wilson's Crossing working the 06:23 Lawley Street F.L.T. to Felixstowe North F.L.T. on August 28th. *Derek Elston*
- ▶ Class 90 043 and 90 047 head through Charnock Richard on August 3rd working the 4S44 Daventry - Coatbridge liner. *John Sloane*
- ▶ Class 66 622 passes through Horbury Cutting on August 16th with 6M89 Dewsbury to Earles cement empties. *Steve Chapman*

Freightliner



▶ Class 66 616 is seen at Great Rocks with 6H22 Tunstead to Dowlow loaded stone on August 21st. *Steve Chapman*



▶ Class 66 513 climbs Hencote Bank with the 6M86 10:29 Margam TC - Dee Marsh Reception Sidings on August 21st. *Keith Davies*



▶ Class 66 603 approaches Stockport on August 20th with a Hunslet - Tunstead working. *John Sloane*



Freightliner



▶ Class 66 614 is seen at Heaton Lodge Junction on August 20th with 6Z99 Rylstone to Bredbury stone. *Steve Chapman*



▶ Class 66 546 passes Meole Brace with 4V22 09:30 Fiddlers Ferry power station - East Usk Yard on August 21st. *Keith Davies*



▶ Class 66 613 working Hardendale Quarry Shap (FHH) - Tunstead Sidings, heads through Brock on August 8th. *Alan Rigby*





Freightliner

▶ Class 86 628 and 86 610 pass through Camden Road on the North London line hauling a Crewe - Ipswich liner on August 24th. *Charlie Robbins*

▶ Class 66 607 passes Balshaw Lane Jct. on August 21st with a Hardendale - Tunstead working. *John Sloane*

▶ Class 66 613 departs Tunstead with 6V08 Tunstead to Brentford loaded stone on August 21st. *Steve Chapman*



Freightliner



▶ An early morning engineers sees Class 66 413 passing Langstone Rock at Dawlish Warren with 6Y98 05:00 Aish Emergency Crossover to Westbury Down T.C. *Alan Sinclair*

▶ Class 66 519 and 66 597 hauling Fiddlers Ferry - Portbury empties are seen at Latchford on August 9th. *Mark Enderby*

▶ Class 47 830 speeds light engine through Acton Bridge on July 31st, on a driver training run. *Brian Battersby*



Freightliner



▶ Class 66 616 arrives at Great Rocks on August 21st with the 6H23 Dowlow to Tunstead stone empties. *Steve Chapman*

▶ Class 66 571 heads through Woolascott with 6M96 10:30 Margam TC - Dee Marsh Reception Sidings on August 29th. *Keith Davies*

▶ Class 90 044 and 90 043 are on the southern outskirts of Warrington at Keckwick, running an hour late with 4S44 from Daventry to Coatbridge on August 30th. *Jeff Nicholls*





Freightliner



▶ Class 66 518 heads away from Colton Junction on August 16th with the 4L79 Tees to Felixstowe liner. *Steve Chapman*



▶ Class 66 615 passes Peak Forest with the 08:04 Pendleton (Brundle Heath) -- Tunstead Sidings on August 7th. *Keith Davies*



▶ Class 66 619 with the 6G65 Hope - Walsall loaded cement tanks, passes Burton on August 8th. *Stuart Hillis*



Freightliner



▶ Class 66 607 works the 6H51 Hardendale Quarry to Tunstead Sidings through Village Croft, Euxton on August 21st. *Alan Naylor*



▶ Freightliner's reliveried Class 66 413 passes through Northampton working the 4M93 07:50 Felixstowe North F.L.T. to Lawley Street F.L.T on August 28th. *Derek Elston*



▶ Class 66 516 is pictured at Colton Junction on August 16th with 4E10 Fidlers Ferry to York coal empties. *Steve Chapman*

Freightliner



▶ Class 90 042 leads 90 047, 90 043 and 90 049 at the head of 4M27 0532 Coatbridge FLT - Daventry, passing Daresbury on August 27th.
Nick Clemson



▶ Class 70 011 approaches Heamies with 4029 15:12 Trafford Park - Southampton MCT on August 30th.
Nick Clemson

▶ Class 66 622 is pictured at Mexborough on August 28th with 6B01 engineers train from Chesterfield South Junction to Doncaster.
Steve Chapman

Freightliner



▶ On August 20th, Class 66 603 passes Diggle Jct. signal box with a Hunslet Tilcon - Tunstead Sidings empty hoppers working. *Michael Lynam*



▶ Class 66 597 leads 66 622, 66 623, and 66 620 working 17:02 Earles Sidings - Crewe Basford Hall past Ashley on August 31st. *Nick Clemson*



▶ Class 66 502 at the head of 4M58 09:25 Southampton MCT - Garston at Heamies on August 30th. *Nick Clemson*

GBRf



▶ Class 66 782 with the 6J46 09:53 Peak Forest - Hope St. heads through Stockport on July 25th.
Nick Clemson



▶ Class 66 788 departs Peak Forest on August 8th with a working to Hope Street. *Mark Enderby*



▶ Class 66 730 passes Worthington on August 22nd with the Wembley - Irvine clay tanks.
John Sloane





GBRf



▶ Class 66 715 working a late running (over 4 hours) Wembley Eur Frt Ops Cntr - Carlisle NY China Clay tanks, passes Brock on August 8th.
Alan Rigby

▶ Class 66 775 'HMS Argyll' runs light engine through Doncaster on August 18th, heading from Wrenthorpe to Roberts Road.
Richard Hargreaves

▶ In bright sunshine, Class 66 755 'Tony Berkeley OBE RFG Chairman 1997-2018' passes beneath Old Alder Lane Bridge at Winwick with the 07:11 Liverpool Docks to Drax Biomass train on August 9th. *Jeff Nicholls*



GBRf

On August 16th, Class 73 962, 73 128 and 73 964 are seen stabled in Tonbridge West Yard.

John Sloane

Class 66 770 arrives at Peak Forest with 6H60 15:29 Hope St. Peakstone Sidings - Peak Forest on August 7th.

Keith Davies

Class 66 755 passes Heaton Lodge Junction on August 20th with 6E09 Liverpool to Drax Biomass.

Steve Chapman



GBRf



▶ CelebrityClass66783hasworkedtheLynemouth P.S. Biomass circuit recently, and is seen passing North Seaton signal box in Ashington working the 6N84 Tyne Coal Terminal to Lynemouth power station. *Alan Sinclair*

▶ Class66711 heads south towards Heamies with 6L48 1549 Garston Car Terminal - Dagenham Dock, August 30th. *Nick Clemson*

▶ Class 66 751 'Inspiration Delivered Hitachi Rail Europe' working 6M83 Tinsley - Bardon Hill quarry with empty stone hoppers passes Moira on August 22nd. *Stuart Hillis*



GBRf



▶ On August 25th, Class 20 311 and 20 132 head through Burton with a rake of tube stock.
Paul Godding



▶ Class 66 779 passes Mexborough on August 28th with 6E51 Peak Forest to Selby stone.
Steve Chapman

▶ On August 28th, the 7X10 Banbury - Derby with Class 20 311 and 20 132, with 66 724 'Drax Power Station' on the rear, hauling LUL Class S7 tube stock - set No. 345 between barrier tanks, returning to Old Dalby for modification, heads past Moira on the Burton - Leicester freight line, with unusually a reversal at Burton. The train has worked this way due to Derby modernisation work still in progress.
Stuart Hillis



GBRf



Class 73 212 and 73 109 wait their next work at Tonbridge West Yard. *Nick Clemson*



Class 73 963 is oddly seen between wagons in Tonbridge West Yard on August 16th. *John Sloane*



On August 16th, Class 73 961 could be found in Tonbridge West Yard. *John Sloane*



GBRf



▶ Class 66 768 is captured between Bamber Bridge and Hoghton with 6M35 12:05 Gloucester - Clitheroe cement empties on August 9th. *John Balaam*

▶ Class 66 703 approaches Manchester Oxford Road on August 20th with a Trafford Park - Felxtowe working. *John Sloane*

▶ Class 66 727 with 6D58 10:55 Doncaster Down Decoy - Roxby Gullet, Scunthorpe heads into Doncaster West Yard on July 26th. *Nick Clemson*

GBRf



▶ Class 66 776 with new bogie sand hoppers heads through Doncaster with 6E84 08:30 Middleton Towers - Monk Bretton on July 26th. *Nick Clemson*



▶ Class 66 747 approaches Horbury Cutting with 4M37 Drax to Liverpool Biomass empties on August 16th. *Steve Chapman*



▶ Class 66 779 'Evening Star' arrives at Stockport on August 20th with a Hope St. - Peak Forest working. *John Sloane*

GBRf



▶ Class 66 770 departs Peak Forest up sidings with 6J56 Peak Forest to Hope Street stone on August 21st. *Steve Chapman*



▶ Class 66 777 'Annette' working 6M83 Tinsley - Bardon Hill empty stone hoppers head through Burton Wetmore on August 8th. *Stuart Hillis*



▶ Class 66 764 approaches Gascoigne Wood on August 16th with 6D72 Hull to Rylstone stone empties. *Steve Chapman*

GBRf



On August 13th, Class 66 729 'Derby County' with 20 311 and 20 132 on the rear of 7X08 from Old Dalby test track to Banbury, with barrier tanks and class S8 tubestock set Nos. 323 and 324 pass Moira. This was the first working via the Leicester - Burton freight branch for 4 months.
Stuart Hillis



Class 66 783 departs for Peak Forest up sidings with loaded stone hoppers to form 6E17 Peak Forest to Stourton on August 21st.
Steve Chapman



On August 16th, Class 66 784 is pictured at Burn with 4N80 Doncaster to North Blyth coal empties.
Steve Chapman



GBRf



Class 66 782 heads north through Heamies with 6K50 15:08 Toton North Yard - Crewe Basford Hall on August 30th. *Nick Clemson*



Class 66 783 wheels round from Stenson Jct. with 4M11 0945 Washwood Heath - Peak Forest empties on August 30th. *Nick Clemson*



Class 66 770 working the 4M11 Washwood Heath - Peak Forest empty hopper wagons at Burton on August 20th. *Stuart Hillis*

GBRf



▶ Class 66 727 'Maritime One' looks resplendent as it comes off the North London line to gain access to the Great Eastern mainline at Stratford hauling a Hams Hall - Felixtowe liner on August 11th. *Charlie Robbins*

▶ Class 66 779 with 6H60 15:29 Hope St. - Peak Forest empties passing New Mills South Jct, August 17th. *Nick Clemson*

▶ Class 66 728 passes Settle on August 14th with an Arcow Quarry - Bredbury stone train. *Michael Lynam*



GBRf



On August 15th, Class 66 783, 'The Flying Dustman' with a rake of wagons for loading to form the 6J56 to Hope Street, Salford and the current super shunters Class 37 716 and 56 105 (hidden behind) are seen at Peak Forest.

Michael Lynam

Class 66 768 passes Langho on August 21st with empty cement tanks from Avonmouth - Clitheroe. *Michael Lynam*

Class 66 789 speeds through Scunthorpe on August 15th with empty coal hoppers.

Steve Thompson







Great Western Railway



Bidding their farewells to the sea wall on July 31st as off-lease power cars Nos. 43164 and 43150 pass Dawlish working 5Z43 Laira - St. Philips Marsh. *Steve Thompson*



One of the new order, in fact, the only one at the time of our visit, on August 1st, power cars Nos. 43187 and 43198 flank their load of 4 coaches as a recently-formed 'Castle' HST set working 2C45 Exeter - Penzance. What a come-down! *Steve Thompson*

On August 2nd, power car No. 43184 arrives at Newton Abbot leading a London Paddington - Penzance service. *Richard Hargreaves*



Great Western Railway

▶ On July 28th, the first working of an IEP to Paignton sees 800 309 passing Dawlish en route from London Paddington. *Richard Hargreaves*

▶ Power car Nos. 43187 and 43035 are seen at a busy Plymouth on July 23rd. *Richard Hargreaves*

▶ On July 25th, Class 802 003 and 802 005 head towards Plymouth with a test run. *Richard Hargreaves*





Great Western Railway

▶ On July 25th, power car No. 43027 passes through Dawlish on the rear of a London Paddington service. *Richard Hargreaves*

▶ Power cars Nos. 43087 and 43133 are seen stabled on Laira, July 31st. *Richard Hargreaves*

▶ On August 4th, Class 57 603 with the 2C51 departs Dawlish with the Saturdays only Exeter to Penzance service. The train was packed, due to 1V58 Newcastle - Penzance running out of guards at Exeter and the subsequent decanting of it's contents onto 2C51. I hope they all appreciated it! *Eleanor Thompson*





Great Western Railway

▶ Power car No. 43172 'Harry Patch' passes through Dawlish Warren on the rear of a London Paddington service on July 25th.

Richard Hargreaves

▶ Power cars Nos. 43153 and 43040 are seen at Wabtec Doncaster on August 18th.

Richard Hargreaves

▶ On August 4th, InterCity liveried power car No. 43185 stands at Worcester Shrub Hill with a Hereford to London Paddington service.

Brian Battersby



Great Western Railway



▶ On August 3rd, IETs Class 802 002 and 802 001 pass through Dawlish on a test run, 5Z83 Laira - Stoke Gifford. *Steve Thompson*



▶ Power car No. 43185 'Great Western' leads the 5W02 09:18 ECS working from Old Oak Common H.S.T.D. on the approach to London Paddington, August 4th. *Derek Elston*



▶ On August 14th, the 1C15 13:00 London Paddington to Bristol Temple Meads passes Shrivensham formed of IET sets Class 800 017 and 800 029. *Derek Elston*



Great Western Railway

▶ The summer season Saturday only Class 57 working from Exeter to Penzance sees Class 57 604 'Pendennis Castle' departing the loop at Dawlish Warren station with 2C51 17:51 Exeter St Davids to Penzance. *Alan Sinclair*

▶ On Test, Class 802 002 and 802 001 are seen approaching Rockstone Bridge on the Dawlish sea wall working 5Z83 Laira depot to London Paddington. *Alan Sinclair*

▶ On August 4th, power cars Nos. 43155 and 43028 arrive at Dawlish with 1Z89 Penzance - London Paddington service. *Steve Thompson*





L.N.E.R.

- ▶ Class 800 202 approaches Colton Junction with 5X53 Peterborough to York on August 16th. *Steve Chapman*
- ▶ Bi-mode Class 800 5-car set No. 800 201 passes Colton Junction, York, southbound, with the returning test run in diesel mode as 5X21 Retford - York then 5X22 York - Peterborough on August 14th. *davempics*
- ▶ At Berwick on Tweed on August 3rd, a HST 125 slowly crosses the Royal Border Bridge with 1S16, the slightly late-running service from London Kings Cross to Inverness. *Ben Bucki*

L.N.E.R.



▶ Power cars Nos. 43239 and 43206 working the 14:52 Aberdeen - London Kings Cross service pass Bridge of Muchalls. *Thomas Niederl*



▶ Class 91 131 arrives at Doncaster on August 18th with a London Kings Cross - Leeds service. *Richard Hargreaves*

▶ Fly-speckled and bug splattered DVT No. 82205 in its Flying Scotsman livery leads the 1A28 11:45 Leeds - London Kings Cross out of Doncaster Station. *Nick Clemson*



Network Rail



▶ Class 37 558 with 975025 'Caroline' in tow passes through Dawlish Warren on July 25th.
Richard Hargreaves



▶ Class 37 025 working a Burton Wetmore Sidings - Mossend Down Yard test train passes Brock on August 8th. *Alan Rigby*

▶ Observation saloon No. 975 025 'Caroline' has worked the Blyth & Tyne branch recently with celebrity Class 37 424 (37558) and is seen here propelling Caroline past Bedlington North level crossing heading for Morpeth and the ECML, running as 2Z02 Carlisle to York.
Alan Sinclair





Network Rail

▶ Class 37 607 stands in the gloom at Chester on August 9th with an overnight test train working.
Brian Battersby

▶ NMT power cars Nos. 43014 and 43062 stand at Newton Abbot on July 27th.
Richard Hargreaves

▶ On August 12th, Class 37 607 works a Chester - Crewe test train through Daresbury.
Mark Enderby



Network Rail



- ▶ Power car No. 43062 is seen stabled at Nemesis Rail, Burton on August 8th. *Stuart Hillis*
- ▶ On August 12th, Class 37 025 passes Moore with a Carlisle - Burton Wetmore test train. *Mark Enderby*
- ▶ DBSO No. 9702 and 37 607 working 3Q36 test train from Nemesis Rail to Crewe via the Burton - Leicester freight line passes Moira on August 7th. *Stuart Hillis*



Network Rail



▶ Class 37 405 with Inspection Saloon 'Caroline' heads through Farrington Curve Jct. on August 7th heading from Crewe - Inverness. *John Sloane*

▶ Class 37 421 and 37 612 top'n'tail a Carlisle - Crewe test train through Coppull Moor on August 2nd. *John Sloane*

▶ Class 37 254 'Cardiff Canton' working light from Barrow Hill arrives at Nemesis Rail depot Burton where four test trains are seen on their temporary base-due to Derby remodelling. On the left headed by 37 175 with DBSO 9701 and right of the building is 37 116 and a Class 67. *Stuart Hillis*



Network Rail



▶ On August 27th, Class 73 962 and 73 965 pass Moore with a Burton - Crewe test train.
Mark Enderby

▶ As the signal changes from red to green, the driver of Class 37 116 opens up in a cloud of smoke, duplicated by 97 304 on the rear of the four-weekly Network Rail Measurements train as it passes through Irlam station. The Great Central 4-4-0 on the mural looks on in approval. A photograph which shows the amazing results possible with 6400 ISO. *Jeff Nicholls*

▶ Class 37 116 and 37 099 top'n'tail the 1Q86 March - Burton track recorder, stand in the loop at Lincoln on August 18th on the Doncaster - Peterborough leg. *Steve Thompson*



Rail Operations Group



▶ Class 37 884 passes Coppull on July 29th with a Leicester - Mossend light engine move.

John Sloane

▶ On August 25th, Class 37 884 arrives back at its Leicester base, running light engine from Wolverton. *Richard Hargreaves*

▶ Class 37 611 hauls 350 233 through Kings Norton on August 4th with a Long Marston to Northampton EMU drag. *Paul Godding*





Rail Operations Group



- ▶ On August 20th, the 0Z43 Hull King George Dock - Longport, comprising Class 37 611 hauling the fabled '66999'. *Steve Thompson*
- ▶ Class 37 611 passes Diggle Jct. on August 20th hauling 66 999 (Captrain 26 66010) on a move from Hull Hedon Road - Longport F.D.(Electromotive) as 0Z43 for the Class 66 to undergo heavy maintenance. *Michael Lynam*
- ▶ On August 2nd, Class 37 800 hauling refurbished GWR power cars Nos. 43170 and 43189 passes through Dawlish on 0V84 Doncaster Works - Laira TMD. *Steve Thompson*



TransPennine Express



▶ On August 28th, Class 68 020 is seen working the 3H02 training run through Daresbury.
Mark Enderby

▶ A TransPennine Express new MK5 Nova set propelled through Parkside Curve by Class 68 020 'Reliance' working 3H12 Carlisle - Manchester International epot test run, August 29th. *Dave Harris*



Units: DMUs and EMUs



West Midlands Railway's Class 170 504 is seen on the rear of a Shrewsbury - Birmingham New St. service at Smethwick Galton Bridge on August 4th. *Brian Battersby*

On August 2nd, GWR's Class 143 603 and 143 611 depart Dawlish Warren with a Paignton service. *Richard Hargreaves*

Northern's Class 158 755 works the 1B31 Leeds to Preston through Pleasington station on August 10th. *Alan Naylor*



Units: DMUs and EMUs

▶ SouthEastern's Class 375 627 and 375 807 working the 2H26 11:39 London Bridge - Tunbridge Wells pulls into Tonbridge.
Nick Clemson

▶ On August 2nd, Great Western's Class 143 620 approaches East Cliff at Teignmouth with the 2P93 Exeter - Plymouth service.
Steve Thompson

▶ West Midlands Trains' Class 172 342 arrives at Birmingham Moor St. on August 4th.
Brian Battersby



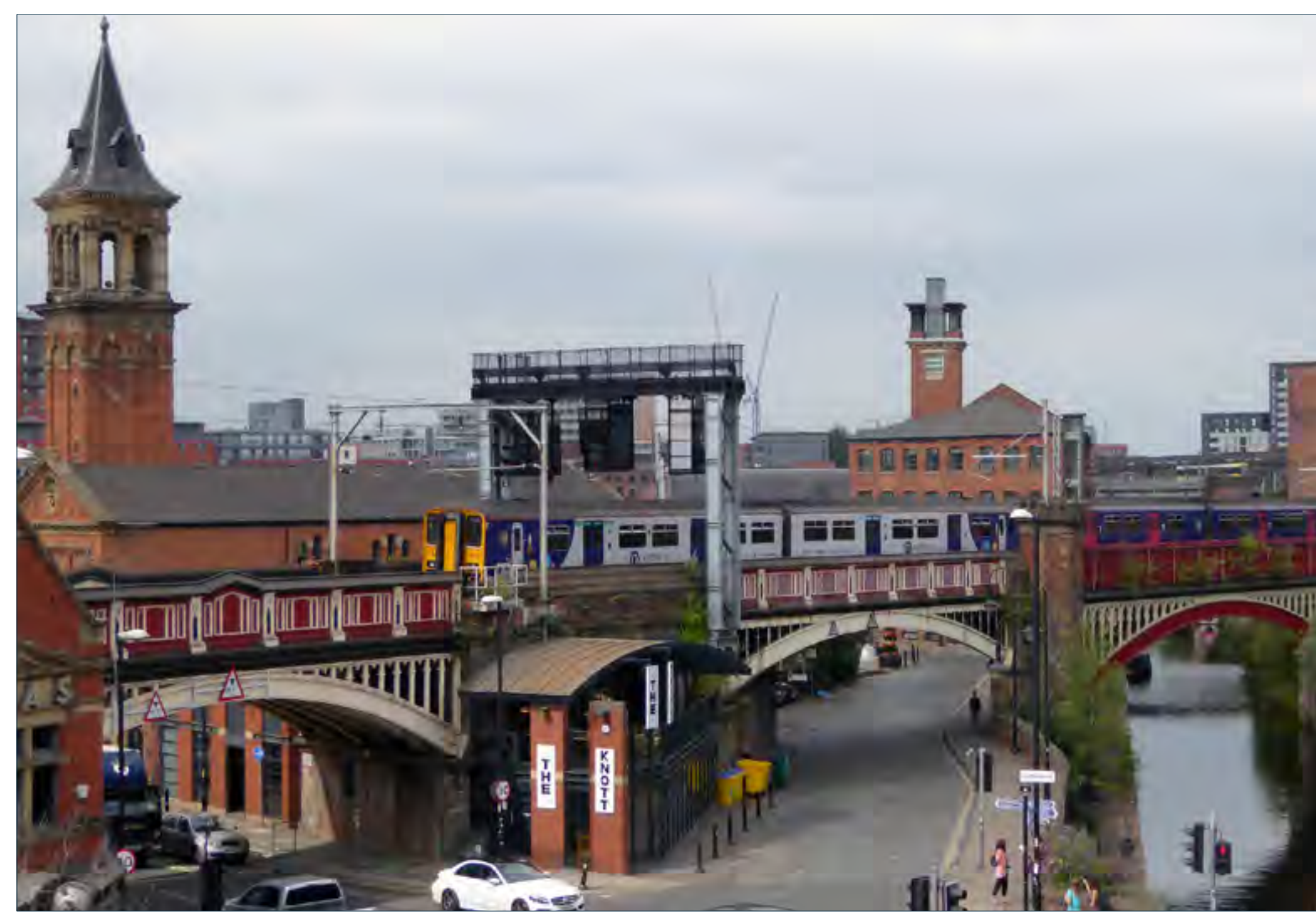
Units: DMUs and EMUs



On August 18th, East Midlands Trains' Class 156 413 passes Brayford Crossing at East Holmes, Lincoln working the 2L73 Leicester - Lincoln service. *Steve Thompson*

A pair of Northern Class 150s approach Deansgate station on August 7th. *Michael Lynam*

On August 29th, South Western Railway's newly refurbished Class 159 009 passes Andover heading from Loughborough Brush to Salisbury Depot. *David Wood*





Units: DMUs and EMUs



▶ London Northwestern's pride liveried Class 350 373 stands at Northampton on August 4th working a service to Birmingham New St.
Brian Battersby

▶ Great Western's Class 143 621 and 153 325 arrive at Exeter St. Davids on July 31st with a Barnstaple to Exeter Central service.
Richard Hargreaves

▶ Northern liveried Class 150 207, now in service with Great Western, passes Cockwood Harbour on July 27th working a service to Exeter Central.
Richard Hargreaves

Units: DMUs and EMUs



▶ Northern's Class 142 037 with the 2H38 10:02 Chester - Manchester Piccadilly service nears Mobberley on August 2nd. *Nick Clemson*



▶ Northern's Class 319 372 and 319 364 pass at Farrington Curve Jct. on August 7th. *John Sloane*



▶ Bee liveried TPE Class 185 116 arrives into Sheffield on August 18th with a Cleethorpes bound service. *Richard Hargreaves*



Units: DMUs and EMUs

▶ Northern's Class 158 757 passes Mintholme on August 7th with 1B36 16:47 Preston - Leeds service. *John Balaam*

▶ West Midlands Railway's Class 172 341 arrives at Smethwick Galton Bridge on August 4th working a service to Kidderminster. *Brian Battersby*

▶ Southern's Class 377 317 arrives at its destination with 2A28 12:00 Redhill - Tonbridge. *Nick Clemson*



Units: DMUs and EMUs



▶ Northern's Class 158 757 approaches Farrington Curve Jct. on August 7th with a Preston - York service. *John Sloane*

▶ On July 26th, Great Western's Class 150 246 approaches Starcross with a service to Exmouth. *Richard Hargreaves*

▶ South Eastern's Class 466 009 brings up the rear of 2H84 12:21 Tunbridge Wells - Charing Cross at Tonbridge. *Nick Clemson*

Units: DMUs and EMUs



Recently repainted Grand Central's Class 180 103 with the 1A61 08:42 Sunderland - London Kings Cross speeds through Doncaster. *Nick Clemson*



On July 24th, South Western Railway's Class 159 108 and 159 022 are seen at Exeter St. Davids working a service to London Waterloo. *Richard Hargreaves*



Arriva Trains Wales' Class 175 106 calls at Chirk with the 1W93 11:21 Cardiff - Holyhead service on August 16th. *John Balaam*



Units: DMUs and EMUs

▶ Hull Trains' Class 180 113 with 1H0209:48 London Kings Cross - Hull approaches Doncaster as a LNER DVT heads south with the non-stop 1E07 08:30 Edinburgh - London Kings Cross service. *Nick Clemson*

▶ On August 25th, a CrossCountry Voyager unit stands at Burton on Trent. *Paul Godding*

▶ Great Western's Class 158 766 departs Dawlish Warren on July 23rd working a service to Paignton. *Richard Hargreaves*





Units: DMUs and EMUs



▶ On July 25th, Great Western's Class 153 329 and 143 621 approach Dawlish Warren with a service to Exmouth. *Richard Hargreaves*



▶ On August 15th, just as the rain starts to fall, Northern's Class 156 469 calls at Ravenglass on a northbound service. *Colin Kennington*

▶ Northern's Class 150 114 and 150 277 pass non-stop through an immaculately maintained Hindley station with the 13:24 service from Southport to Leeds on August 9th. The station grounds here are a credit to whoever maintains them. *Jeff Nicholls*



Units: DMUs and EMUs

▶ Southern's Class 171 727 calls at Rye with an Hastings - Ashford service on August 14th.

John Sloane

▶ Arriva Trains Wales' Class 175 011 working a Carmarthen to Manchester service departs Pembrey station on August 7th.

Neil Pugh

▶ Northern's Class 150 129 and 153 358 are seen at Sheffield on August 18th.

Richard Hargreaves



Units: DMUs and EMUs



▶ Northern's Class 150 275 leads 142 056 through Crow Nest Junction with the 14:08 from Wigan Wallgate to Stalybridge via Bolton on August 9th. *Jeff Nicholls*



▶ East Midlands Trains' Class 153 372 stands at Stockport on August 20th leading a Liverpool - Nottingham service. *John Sloane*



▶ On August 7th, a Northern Class 319 passes the remains of the Roman Fort Mamucium working a Crewe - Liverpool service. *Michael Lynam*

Units: DMUs and EMUs



▶ TransPennine Express IEP 802 201 with 5X06 12:04 Edinburgh - Doncaster IEP Depot heads through Doncaster on July 26th. *Nick Clemson*



▶ Scotrail liveried Class 158 870 departs Doncaster on August 18th with a Northern service to Sheffield. *Richard Hargreaves*



▶ On a somewhat gloomy afternoon on the Cambrian Coast, Arriva Trains Wales Class 158 824 rolls slowly into Barmouth on August 28th with service 2J11 Birmingham International to Pwllheli service. *Ben Bucki*

Units: DMUs and EMUs



▶ Northern's Class 333 003 calls at Keighley on August 31st with 2H47 14:17 Skipton - Leeds service. *John Balaam*



▶ CrossCountry Class 170 109 heads towards Stenson Junction with the diverted 1V07 10:07 Nottingham - Cardiff Central on August 30th. *Nick Clemson*



▶ Not a normal sight at Earlestown as the diverted 07:46 Nottingham - Liverpool Lime St. thunders through on August Bank Holiday Monday. East Midlands Trains' Class 158 774 and 158 813 being the units in charge. *Jeff Nicholls*



Units: DMUs and EMUs

An Arriva Trains Wales Class 175 crosses the River Weaver on Frodsham Viaduct with the 16:07 service from Llandudno to Manchester Piccadilly on August 30th. *Jeff Nicholls*



Units: DMUs and EMUs

On August 6th, West Midlands Railway's Class 323 204 arrives at Smethwick Galton Bridge working a Birmingham New St. service. *Richard Hargreaves*

TFL Class 345 017 approaches London Paddington working the 9P15 09:17 from Hayes & Harlington on August 4th. *Derek Elston*

Northern's Class 319 372 works 1F07 Blackpool North to Liverpool Lime Street through Village Croft on August 21st. *Alan Naylor*





Units: DMUs and EMUs



▶ To help celebrate 100 years of the Royal Air Force, Northern have applied this special livery to Class 156 480, seen at Seascale heading for Barrow-in-Furness on August 15th.

Colin Kennington

▶ TransPennine Express Class 185116 sports the latest livery variation as it departs Scunthorpe on August 19th working the 1B81 Cleethorpes - Manchester Airport service.

Steve Thompson

▶ TFL Rail Class 360 205 passes Royal Oak on August 18th working 2T15, the 08:32 London Paddington to Heathrow Airport Terminal 4.

Derek Elston



Units: DMUs and EMUs

▶ South Western Railway's Class 159 014 stands at Exeter St. Davids on July 27th working a service to London Waterloo. *Richard Hargreaves*

▶ Southern's 1L43 15:42 East Grinstead to London Victoria runs into Oxted on August 19th formed of Class 377 207 and 377 202. *Derek Elston*

▶ Chiltern Railway's Class 168 001 arrives at Birmingham Moor Street on August 4th with a service from London Marylebone. *Brian Battersby*



Units: DMUs and EMUs



▶ Chiltern Railways, Class 168 324 is seen stabled at London Marylebone station on August 21st.
Derek Elston



▶ Heathrow Express' Class 332 004 passes Royal Oak on another shuttle to Heathrow Airport, August 18th. *Derek Elston*

▶ On August 4th, Arriva Trains Wales Class 158 825 stands at Smethwick Galton Bridge with a service to Shrewsbury and Aberystwyth.
Richard Hargreaves



Units: DMUs and EMUs

▶ Arriva Trains Wales' Class 175 002 is seen at Wistanstow on August 30th working the 1V94 08:05 Holyhead - Cardiff Central service.

Keith Davies

▶ On August 7th, Northern's Class 142 089 basks in the sun at Altrincham working a Manchester Piccadilly - Chester service. *Michael Lynam*

▶ London NorthWestern Class 350 243 heads past Heamies with 1F50 16:01 Birmingham New St. - Liverpool Lime St. on August 30th. *Nick Clemson*



Units: DMUs and EMUs



▶ The refurbished Class 150/2s on GWR are really impressive, inside and out, hard to believe they're 30 years old. It just goes to show what can be achieved. Here is Class 150 265 accompanied by 153 329 arriving at Dawlish on 2F21 Paignton - Exmouth, August 3rd.

Steve Thompson

▶ On August 2nd, GWR's Class 143 603 and 143 611 depart Dawlish working the 2T26 Exmouth - Paignton service. *Steve Thompson*

▶ An almost sylvan setting at Topsham, where GWR Class 143 618 and 143 613 arrive on 2T26 Exmouth - Paignton, then wait for the arrival of 150 002 on a Barnstaple - Exmouth service, July 31st. *Steve Thompson*





WWII veterans launch Virgin Trains' RAF train in North Wales

Two Royal Air Force veterans who served in the Second World War have launched a specially-named Virgin Trains service from Holyhead Station in Anglesey. 'Royal Air Force Centenary 1918 – 2018' has been named to commemorate the RAF's centenary and its historic links with the railway in North Wales.

The nameplate, which carries the station crest of the RAF Valley station, was unveiled at a ceremony by veterans Mary Roberts and Wing Commander John Wynne, both of whom served in WW2. Mary, who turned 100 in May, served as a nurse. Her role saw her based at RAF Hemswell, where she was in close contact with the flying crews of the bombers that flew nearly every night over Europe. She was also posted to Flying Training Command at Penrhos, Pwllheli in North Wales. John Wynne, who lives in Gwynedd, was a pilot and flying instructor who flew Wellington bombers, Fortress and Mosquito aircraft and the Valiant jet bomber throughout his career.

The pair spoke of their pride at naming the train at Holyhead station - Virgin's North Wales base located six miles from RAF Valley. Mary Roberts, who lives on Anglesey, said: "I am thrilled to have been invited to take part in this special occasion during the RAF's Centenary year. God Bless the train and all who travel in her."

Wing Commander John Wynne DFC, aged 97, said: "I'm delighted to be supporting this RAF Centenary event with Virgin Trains, which is about service and connecting people. This splendid 'Royal Air Force Centenary' train, which is a vital transport link for the people of North Wales and beyond, will provide us with a living reminder of the great service of the RAF to our nation and its shared history with Wales for the past 100 years."

Air Commodore Williams, RAF's Air Officer Wales, said: "The RAF are very grateful to Virgin Trains for naming one of their engines after the RAF Centenary. We know that having an engine named after you is a rare and special thing, so the RAF is delighted to be recognised in this

way, and I hope Virgin Trains customers across the network will also enjoy this special connection to the RAF. The Virgin Trains route from London Euston to Holyhead also goes directly past RAF Valley in Anglesey, where all the RAF's fighter pilots are trained, so these are all great reasons for us to celebrate the RAF Centenary together. Thank you, Virgin Trains."

Gaynor Stewart, General Manager at Virgin Trains, added: "We're proud to be playing our part in celebrating one hundred years of the Royal Air Force and its personnel - past and present. From its early days the RAF had connections to the railway and we're pleased to be highlighting its continued links, as they mark a significant milestone in its history. We have been proud to serve North Wales for over 20 years and during this time we've worked closely to support RAF Valley with their work in the local community here on Anglesey."

The nameplate was unveiled on Virgin Trains' Super Voyager 221114 shortly before its inaugural journey to London. It features the crest of the RAF Valley station, located yards from Virgin Trains' North Wales route and home to No 4 Flying Training School, responsible for training the UK's next generation of world-class fighter pilots. This is the first Voyager in Virgin Trains' fleet to carry a different name to the 'famous Voyagers' names that were used when the fleet was first introduced in 2001. The Class 221 train will serve the North Wales route and other destinations including Edinburgh, Birmingham and Shropshire.

The railway's connections with the RAF can be traced back to the early days of the Air Force with Locomotive No. 6 Douglas – a steam locomotive that was built in 1918 for Air Service Construction Corps and used by the RAF until 1946. Now located at the oldest preserved railway in the world – Tallylyn Railway in southern Snowdonia – Locomotive No. 6 Douglas has been adopted by the Towyn & Aberdovey Royal Air Force Association and earlier this year received a RAF centenary livery to mark its 100th year.

▶ A uid Pendolino approaches Heamies with 1M12 11:40 Glasgow - London Euston on August 30th. *Nick Clemson*



Virgin Trains



Virgin Trains becomes first company in the world to use RCS-based messages commercially for customer campaigns

Virgin Trains has partnered with Vodafone and OpenMarket to become the first company in the world to roll out the latest RCS-based ‘Chat’ service as a customer communications channel on a commercial basis. Hailed as ‘Text Messaging 2.0’, ‘Chat’ transforms the way in which companies communicate with customers, and this service places Virgin Trains at the global cutting edge of communications technology.

RCS-based Chat messages carry much more information than an SMS message, enabling Virgin Trains to send photos, videos, audio and messages containing easy-to-select buttons to customers. Initially the technology will be used to provide onward journey information to its London Euston-bound passengers. Chat messages are sent to customers’ smartphones around 10 minutes before they arrive into the station and provide the latest updates for London Underground services. Customers can simply tap a button within the message to find out more detailed information from TfL – providing simple information to help with their onward journey.

Virgin Trains sees the new RCS-based Chat service as an opportunity to transform communications with customers and will continue to explore and expand the way in which it is used to enhance the end-to-end journey experience.

John Sullivan, Chief Information Officer at Virgin Trains, said: “We’re proud to be the very first company in the world to use RCS-based Chat actively with our customers to enrich their communications experience with Virgin Trains. We always strive to lead the way and with a proud record of digital innovation, we’re very excited to be investing in new technology that will transform the way we communicate with our customer. It has been great working with Vodafone and OpenMarket to introduce this new type of messaging, which is incredibly user-friendly.

“Chat messaging provides lots of opportunities. This is just the start and we look forward to developing our Chat service to further enhance the overall journey experience for customers.”

Jonathan Morgan, CEO at OpenMarket, said: “Text Messaging 2.0 has finally arrived. Chat is text messaging for the smartphone age, and it gives customers a richer, smarter, more app-like experience – all from their SMS inbox.

“There are three specific reasons why consumers will find the Chat service a significant improvement on regular text messages. First, it makes completing even complex tasks such as providing feedback as easy as tapping a button. Second, there is no need for third party apps as Chat adds functionality in the native messaging inbox that consumers already use frequently. Third, message branding and verified sender information provide consumers with increased peace of mind when they receive Chat messages.”

The introduction of Chat messages is the latest digital initiative to be rolled out by Virgin Trains, who earlier this year became the first transport company in the world to sell tickets through Amazon Alexa. Other innovations that set Virgin Trains out as industry leaders for technology include the launch of BEAM (on-board entertainment portal), m-Tickets across all routes as well as Automatic Delay Repay.

Currently, these Chat messages can be received by any Virgin Trains customer using a device on the Vodafone network that is RCS-compatible; other customers will receive an SMS text message that contains a link to Transport for London’s (TfL) website.

Class 221 104 working 1D88 14:10 London Euston - Chester overtakes 68 019 with 6U77 13:58 Mountsorell Sidings - Crewe Basford Hall at Heamies on August 30th. *Nick Clemson*



ScotRail



▶ Class 170 426 working the 14:34 Dundee - Edinburgh service is seen near Wormit.
Thomas Niederl

▶ Class 170 410 working the 11:03 Aberdeen - Edinburgh service, heads past Arbroath.
Thomas Niederl

▶ Class 158 730 stands at the buffers at Tweedbank on July 29th after arriving with service 2T80, a late-afternoon train from Edinburgh.
Ben Bucki



ScotRail



▶ LNER power cars Nos. 43314 and 43316 working the 14:52 Aberdeen - Kings X cross over the Tay Bridge. *Thomas Niederl*



▶ Class 170456 stands at the buffers at Tweedbank, on the Waverley route, ready to depart with train 2T69, the mid-day train for Edinburgh on July 29th. *Ben Bucki*

▶ Class 170 425 working the 18:25 Aberdeen - Glasgow Queen Street service approaches Stonehaven. *Thomas Niederl*









Manchester Metrolink



▶ Vodafone liveried tram No. 3047 departs Sale on August 7th with a service to Bury.
Michael Lynam



▶ Trams Nos. 3049 and 3007 stand at Altrincham on August 7th working a service to Bury.
Michael Lynam



▶ Slater menswear liveried No. 3069 departs Deansgate Castlefield with a service to East Didsbury.
Michael Lynam

Greater Anglia invites local communities to get involved with local rail station improvements

Greater Anglia is appealing for community volunteers to get involved with their local rail stations to help drive improvements and make them even more welcoming to passengers. Vacancies for 'station adopters' currently exist at 21 rail stations in Essex.

Greater Anglia's Community Engagement Manager, Alan Neville, said "We are hoping that individuals, community organisations or local councils, who have an interest in improving their local rail station and bringing it into the heart of the community, will come forward with their ideas.

"Local communities are best placed to know which improvements and projects will benefit them most and we can help them realise their plans through our Station Adoption scheme."

Greater Anglia provides some funding via the scheme which can help adopters cover the costs of small projects, such as the creation of station gardens and the purchase of flowers, tubs, hanging baskets, tools and materials to help improve the station environment.

Currently awaiting adoption are Billericay, Braintree Freeport, Chelmsford, Cressing, Elsenham, Great Chesterford, Harlow Mill, Harlow Town, Harwich International, Hatfield Peverel, Kelvedon, Newport, Prittwell, Rochford, Shenfield, Southend Victoria,

Stansted Mountfitchet, Stansted Airport, Thorpe le Soken, Wickford and White Notley stations.

Anyone interested in joining the Adopt a Station scheme should contact Alan.Neville (at) greateranglia.co.uk

The 'Adopt a Station' scheme enables individuals or groups to adopt their local railway station and contribute to its presentation and welfare for the benefit of the local community.

The voluntary scheme was originally created to improve lines of communication between the train operator and station users. Launched in East Anglia by Anglia Railways in 2003 with a broader aim of improving station presentation, its scope has grown still further, with station adopters now playing an active role in keeping stations looking good through inventive gardening projects, creative community art schemes, participation in station 'health checks' or by being the "eyes and ears" of their station.

Greater Anglia now has 93 of its 133 stations "adopted", with over 200 volunteers across Norfolk, Suffolk, Essex, Hertfordshire and Cambridgeshire, helping to make their station an impressive gateway to their local community.

Fares Advice with RailUK

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

Travelling on connecting Advance ticket on a Northern Strike Day

Q: I have asked Northern this and don't seem to have got anything other than a stock answer. Hopefully some experts on here will be able to help! I am travelling from London to Penistone, on a Saturday in October, on an Advance single ticket via East Midlands trains. My ticket is only valid on the 5pm train from London, getting into Sheffield at 7pm, and connecting onto the 7.35 to Penistone, which is the Northern service. The Saturday in question is not a strike day, so this is somewhat hypothetical - I am trying to find out what would happen if it were declared as a strike day after I have booked my ticket. On all other strike days, Penistone services have stopped around 4-5pm, so arriving at Sheffield at 7pm would leave us no way home. I have asked northern and got a stock answer around using alternative routes or travelling earlier/ later - but in the Northern FAQ it also states "Customers who have tickets dated for Saturday 8 September who require travel on East Midlands Trains will only be able to use these on the date stated on their ticket - these will not be accepted on any other day." Basically, if I were to arrive at Sheffield, at 7pm - either because I didn't know there was a strike or EMT refused to allow earlier travel (and I wouldn't want to cut short the time in London to go and ask!) - would Northern arrange for me to reach my destination? - I don't really fancy spending the night in Sheffield station.

A: If you had booked the ticket and were sold it, with the itinerary, then a binding contract is formed. The fact that a strike is previously announced, subsequently announced, that a new PM has come in, that we've left the EU, etc. - none of this affects the rights you have, and duties Northern etc. have under the binding contract you have. If the trains you had intended to take are cancelled, and there is no reasonable way to complete

your journey by an alternative route or train company, then the National Rail Conditions of Travel (NRCoT) are clear on what should happen and what your rights are. Condition 28.2 states that: Where disruption prevents you from completing the journey for which your ticket is valid and is being used, any Train Company will, where it reasonably can, provide you with alternative means of travel to your destination, or if necessary provide overnight accommodation for you. In other words - every TOC in a position to assist you must do so - it is a duty of care. Breach of this duty of care will result in damages - i.e. the cost of reasonable alternative transport like a taxi (shared where possible) and/or a hotel etc. - being recoverable from the relevant TOCs. It is possible that staff at the station will refuse to assist you. If so, also try to contact the relevant TOC(s) on social media or by phone. If nothing helps, ultimately pay for your expenses there and then (always make sure you have enough cash/card balance to do this!) and get a receipt for everything. Make your claim after the journey. Ultimately if the relevant TOC(s) refuses to pay out, it is a very clear cut breach of contract/duty claim and so there is no possible defence provided you were travelling in line with your originally booked itinerary (or attempted to). The rules of the ticket are that you cannot finish your journey short. You have to go all the way to station X. Whether this can be enforced is the \$64,000 question. If you are doing a double back, say in to Liverpool Street and back out then it's potentially problematic at the gateline but if it includes a cross London transfer it would be very difficult for anyone to know you'd not made it to your next train. Of course that sort of behaviour is frowned upon and it does break the rules so you shouldn't do it under any circumstances

Ticket Advice for All

Advice on rail ticketing is available on railforums.co.uk in the 'Fares, Tickets & Routeing' section. We believe this to be the best source of UK rail fares advice available anywhere, as we have a team of people who are familiar with the complex rail fares system who can help you. Never pay over the odds again, and ask us if you need help! See you there!



Railtalk Magazine

National Rail

On August 8th, Class 40 No. D213 passes Hargrave on loaded test from Crewe to Crewe. Derek Aldcroft





National Rail

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Had-It
£17.50

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Had-It
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The ongoing hot weather, and resultant restrictions on steam-hauled excursions, have been leading to some unusual diesel traction on special trains through West Yorkshire. Heading the Sunday morning 'Waverley' York - Carlisle on August 5th sees West Coast Railway Company Class 33 207 'Jim Martin' attracting the interest of a waiting passenger as it prepares for the right-away from Keighley. *Ben Buckle*

LNER A3 No. 60103 'Flying Scotsman' crosses Haringworth Viaduct with RTC's 'The Yorkshireman' heading from Ealing Broadway to York. *Barry A Robinson*



Virgin Trains Customers set to benefit from new transport partnership in the West Midlands

Virgin Trains, West Midlands Rail Executive and Transport for West Midlands (TfWM) have signed a new partnership deal pledging to work together to improve rail journeys in the region. The focus of the partnership will be around greater use of sustainable transport to and from Virgin Trains stations at Coventry, Birmingham International, Rugby, Stoke-on-Trent and Stafford, roll out of secure cycling schemes, improved signage and passenger information, in addition to closely working relationships with local football clubs and the British Transport Police, to keep passengers moving safely and comfortably on match-days.

Cllr Roger Lawrence, portfolio holder for transport at West Midlands Combined Authority (WMCA) and chair of the West Midlands Rail Executive, said: "This agreement underlines our commitment to work with network and transport operators in the region to improve people's journeys. We're particularly pleased Virgin Trains agrees our focus on sustainable transport, especially cycling to stations, is a good way to promote environmentally-friendly and healthy travel choices. We are working hard to bring organisations together, to forge partnerships and keep everybody working to ensure train travel is an attractive choice for people living in and travelling to and from the region."

Amanda Hines, General Manager for Virgin Trains in the West Midlands, said: "We have been proud to serve the West Midlands for the past 21 years. In that time services on the west coast route have been transformed with a number of industry leading initiatives such as Automatic Delay Repay, the roll out of m-tickets and the launch of BEAM, our free entertainment service. We look forward to forging stronger relationships with the West Midlands Rail Executive, TfWM and other industry partners, working as one team to strengthen our support for the local economy and the communities we serve. Our stations, and the railway, should to be part of the answer and not a barrier to local needs, by providing the associated connectivity required to enhance economic growth and provide access, both inward and outward, for employment, business and leisure."

Cllr Roger Horton, lead member for rail and Metro on WMCA's transport delivery committee, said: "We're delighted that Virgin Trains has signed up to an ongoing partnership agreement to outline its commitment to a sustainable, healthy region. We are working hard to represent passengers by creating links with the rail industry to ensure they have a clear focus and shared aims in the West Midlands."

▶ ROG Class 37 611 leads Captrain's No. 6601 through Stockport on August 20th. The Class 66 having arrived from Europe for repairs at Longport. *John Sloane*

Loco Fleet List Ten

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.

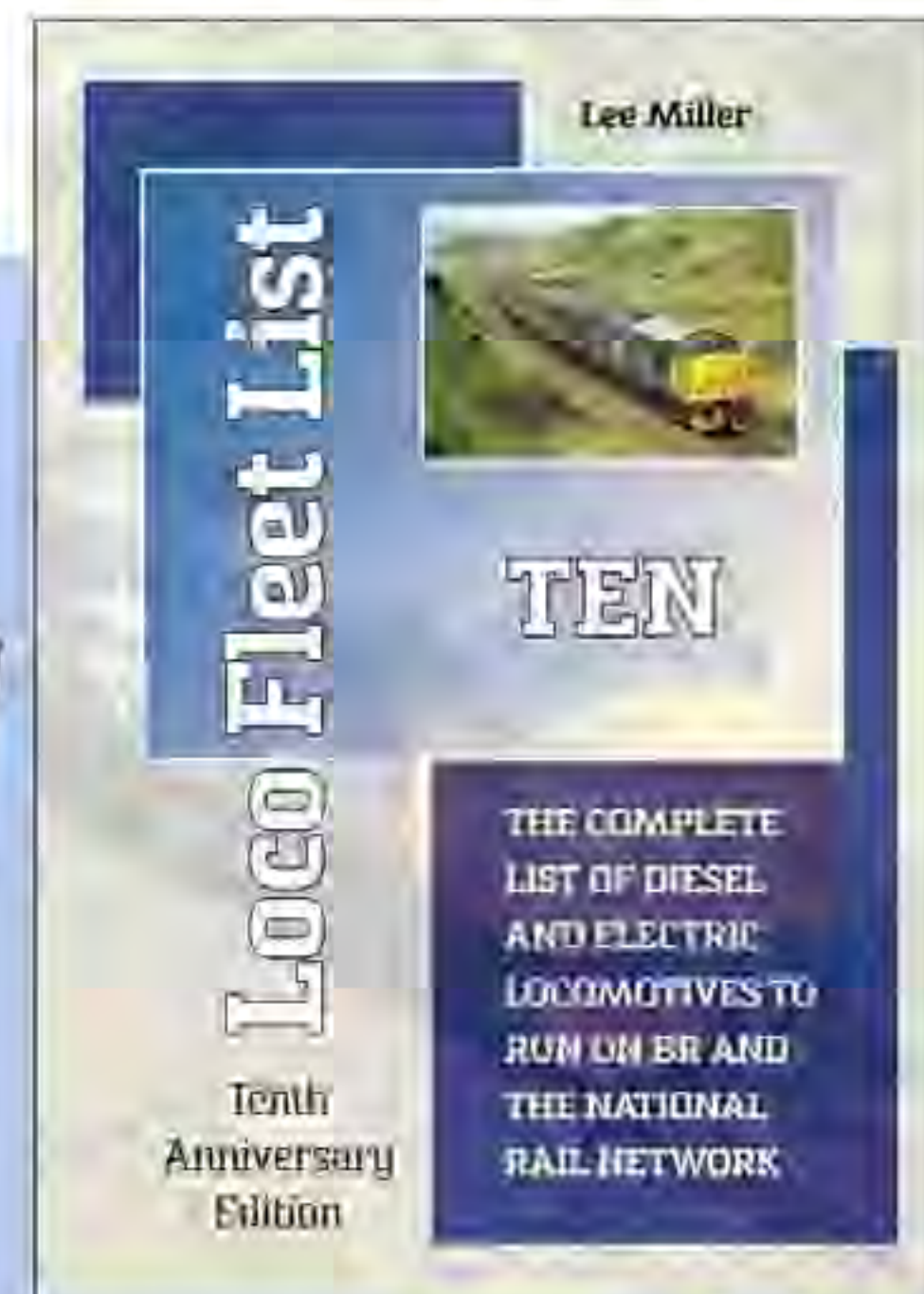
Features:

- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric & Bi-Mode Locos
- Eurotunnel Locomotives
- Unclassified Locomotives



Loco Fleet List Ten is available via mail order for just £12.99 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



This special anniversary edition has undergone a complete rewrite to include scrappage dates, locations and allocations of all preserved and operational locomotives now in a perfect bound book.



Reliability improvements following major upgrades on Norwich to London main line

Network Rail engineers completed an array of improvements on the Norwich to London main line over the three-day bank holiday weekend to make rail services more reliable as part of the company's Railway Upgrade Plan.

Engineers made the most of the closure, with the completion of the following;

- 120 metres of track, one set of points, one new buffer stop and 1,200 tons of ballast were replaced at Colchester
- Installation of nearly 3km of track between Manningtree and Ardleigh
- Five structures that carry overhead wires were replaced between Marks Tey and Colchester
- Further work on the Felixstowe branch line as part of a £60.4m programme to install a 1.4km track loop near Trimley station, to enable an increase in freight services, as well as improvements to the reliability of existing passenger services.

Further closures will take place between Colchester and Chelmsford after the August bank holiday to renew the track. During weekends in September and October, buses will regularly replace trains between Ingatstone and Marks Tey, Colchester or Ipswich, and between Witham and Braintree (though a normal service will operate on the last Saturday in September, most Saturdays in October and the penultimate Sunday in October).

Meliha Duymaz, Network Rail's route managing director for Anglia, said: "We have made some major improvements over the bank holiday weekend, which will prevent delays and cancellations on the busy main line as part

use this line every day which causes wear on the track, bridges and other parts of the railway. That is why work like this is essential to keep services on the move. I'd like to thank passengers for their patience while this work was carried out."

Greater Anglia managing director Jamie Burles said: "We are very grateful to customers for their patience and understanding while this work was carried out. We booked 300 buses so everyone could complete their journeys, and extra staff were on hand to make sure customers caught the right bus.

"These engineering works are vital to improve the railway in East Anglia for everyone, making it more reliable for generations to come."



Seen from a passing Waverley route service, Caledonian Sleeper Class 73 967 and 73 969 stand in the yard at Craightinny Depot, Edinburgh on July 29th. *Ben Bucki*

Long term Nemesis Rail residents Nos. 13236/08168, 47 744 and 47 488 are seen through the trees on August 8th. *Stuart Hillis*

Railway bridge work has bearing on Clyde viaduct's future



with no disruption to train service. The weight involved means that a bespoke system of getting the bearings to and from the bridge then up onto the structure needed to be developed using a motorised all terrain pallet truck and a pulley and rail system to move the old bearings out and the new ones into position.

As well as the logistical challenges of working at height above a river, the Network Rail team and specialist contractor Taziker also have to work within the restricted space under the bridge deck to firstly insert hydraulic jacks to take the weight of the bridge and raising it a maximum of 5mm. The bolts will then be drilled out and the old bearings removed and replaced.

One bearing will be removed and replaced at a time over the next 12 weeks with three of the 12 only able to be replaced when the line is closed. The other nine will be removed and replaced while trains continue to run above.

Jeremy Spence, Network Rail's programme manager, said: "Our structures are subject to a regular programme of inspection and routine minor maintenance which allows us to monitor their condition and react if any faults develop or the condition deteriorates to a point where we need to

Work is now underway on a £1.6 million project to replace bearings under the bridge deck of the Clyde viaduct. The three span, 90 metre, steel structure stands on three sandstone piers above the River Clyde near Uddingston and carries traffic on the strategically important West Coast Mainline, as well as local services. The bearings sit between the bridge deck and the piers and serve to control movement in the structure and absorb stresses generated by trains travelling above. With the viaduct now more than 140 years old, and given the weight and volume of trains using it on a daily basis, the existing bearings have begun to show signs of deterioration. Twelve sliding bearings in total, four on the east abutment and eight on the west pier need to be replaced. The new steel bearings are one metre long and half a metre wide and only about 10cms deep but weigh in excess of 140kg each. Because of their modern design, they are less bulky than those they are replacing and will be set on pre-cast slabs which will have a combined weight of around 1.5 tonnes each.

The team have been on site for 3 months now undertaking preparatory work on the bridge before even touching the bearings themselves. As well as creating the scaffolding and hoist system, the team have strengthened and braced the bridge and prepared sections of the structure around the bearings in readiness for jacking-up for the work – with the first bearing set removed on Saturday 1 September. Work will be on going until December and delivered

intervene.

"Having reached that point on the Clyde viaduct, the challenge from an engineering perspective was to come up with a way to replace the bearings while keeping the railway open.

"Every bridge we work on has its own set of challenges but replacing bearings on this type of structure within the constraints of the railway environment is unique; logistics, engineering, the physical size of the space we have to work in and the sheer weight of the bearings going in and coming out. Add to that the element of the unknown in how a century old bridge deck will react to being jacked and how easily, or not, the bearings will be removed, has certainly focussed minds on this task".

The scaffolding will be removed and the site compound cleared by December 2018.



▶ GWR 7800 Class No. 7819 'Hinton Manor' has been carefully removed from the shopping centre in Swindon where it has resided for a good few years.....

▶The loco is now heading for the Severn Valley Railway where it will be going on display in the engine house before being restored.

▶ Both: John Alsop



Record leap in passenger satisfaction at Britain's second busiest station as Network Rail and train operators come together as 'Team Victoria'

Passenger satisfaction at London Victoria – Britain's second busiest station with almost 80 million passenger journeys a year – has soared by 13% in just 12 months thanks to a new initiative.

In a first for Britain's rail industry, Network Rail staff, along with employees at train operators Southeastern, Southern and Gatwick Express, have ditched their individual company uniforms in favour of a new Team Victoria outfit, featuring the station's iconic logo of Queen Victoria in silhouette.

It's not just a cosmetic change as staff are now trained to assist every passenger regardless of the service they're using. This means passengers no longer need to seek out – or be pointed towards – specific staff to help with their particular issue or query and provides a better level of customer service.

Other improvements include new customer information pods on the concourse, extra customer information screens, improved public-address systems, clearer wayfinding and signage, more seats and improved mobility assistance for people who find getting around the station difficult.

Before the 'one team, one look' approach and other improvements, London Victoria had the lowest customer satisfaction scores of any major station in the country with only 67 per cent of station users satisfied with the station and the customer service provided. That score has jumped to 80 per cent, meaning four out of five passengers are now satisfied with their experience at the station.

Darren Williams, Network Rail's station manager at London Victoria, said: "The new uniform is a real hit with

staff and passengers and sends a clear message that everyone working here is part of one team. I'm really pleased that the other improvements we've put in place in the last year – like more seats and new customer information pods – have made a big difference for our passengers and we're working hard to improve things even more in the months ahead."

David Wornham, Passenger Services Director for Southeastern, added: "Working together for all passengers, regardless of the service they are using, London Victoria's station staff are part of one team. It's great that passengers using Victoria really like the new uniform, and it's been much appreciated by Southeastern's staff, allowing them to work much more closely with other train companies and Network Rail and bringing a new, more professional look to everyone who works at the station."

The National Rail Passenger Survey (NRPS) satisfaction rating was based on all aspects of the station's performance, including provision of train information, connections to other transport links, cleanliness, upkeep and repair of buildings and choice of shops, eating and drinking facilities.



The survey is conducted twice a year by independent watchdog Transport Focus. The 13 per cent increase in satisfaction at London Victoria is the biggest jump by any station which has not undergone a major redevelopment or upgrade.

With 'Hinton Manor' having been removed from the shopping centre in Swindon, its place was taken by classmate GW 4-6-0 No. 7821 'Ditcheat Manor', moving from the nearby STEAM itself. *John Alsop*

Completing the merry go round of loco movements at Swindon in August, with 'Ditcheat Manor' moving to the shopping centre, its place at STEAM was taken by GWR 2-8-0 No. 2818 which has moved from Shildon. *John Alsop*

Network Rail gets green light to enable more freight along Felixstowe branch line

Network Rail has secured permission to build a new brideway bridge across the Felixstowe branch line to provide a safe public route across the railway while enabling for more goods to be moved by rail freight and improving reliability for passenger services.

As part of a £60.4m investment, Network Rail has already begun important engineering works to upgrade the branch line, building the space needed for 1.4km of extra track to be laid between Trimley and the level crossing at Gun Lane.

Running more trains on the branch line increases risk for users of level crossings. The new bridge, to be built on the site of the existing Gun Lane level crossing, will provide an alternative safe route across the railway for walkers, horse riders and cyclists to access the countryside. This will allow Network Rail to permanently close six pedestrian level crossings in the area, including Gun Lane, to improve public safety.

The bridge has been designed with consideration of the environment and visual appearance. Network Rail's contractor, VolkerFitzpatrick will begin to build the new structure in the coming weeks and alternative footpaths and brideways will also be provided to connect the new footbridge to the local network of paths.

The ongoing work on the branch line in this area will support up to 10 additional trains in each direction to move goods to and from the Port of Felixstowe. With each additional freight train taking the equivalent of up to 76 lorries off the roads, the upgrade works will help to reduce congestion and pollution for the local community and the wider region.

The work also includes upgrades to four road level crossings between Trimley and Westerfield which will maintain public safety while allowing more trains to run on the line.

Meliha Duymaz, Network Rail's route managing director for Anglia, said: "This is a significant milestone in increasing freight services and improving reliability for passengers as part of our Railway Upgrade Plan. While closing level crossings to improve safety is always challenging, the bridge will provide a safer connection to the countryside for the community."



Paul McMahon, Network Rail's managing director for freight and national passenger operators, said: "This is really positive news for the freight industry and we can now focus on delivering this vital upgrade. This project is the next critical stage in unlocking further capacity for container traffic to travel from the Port of Felixstowe to the Midlands and beyond. Joint funded by the Strategic Freight Network, which represents the interests of the wider freight industry, we recognise that this is the key to economic growth not only in the East of England but for the UK as a whole."



Network Rail's Type USP 5000 RT Ballast Regulator No. DR77905 and Plasser & Theurer Tamper No. DR73115 are seen stabled at Leicester on August 25th. *Richard Hargreaves*

Strategic new High Output warehouse set to make £1.6m in cost savings

Network Rail High Output's strategic rail fleet spares are moving to a central storage facility to improve asset reliability and operational logistics. This move will save around £1.6m through improved efficiency.

The spare parts – for the High Output ballast cleaning and track renewal system trains and the factories on top – are in the process of moving to the newly opened warehouse at Network Rail's High Output Operations Base near Sandiacre, Nottingham.

High Output strategic spares were previously stored on the High Output fleet of specialist track maintenance machines and travelled with them around Britain.

Moving the spares to a central facility makes it easier for teams to locate the parts they need at the right time. Better storage conditions will also prevent spares needing to be scrapped or overhauled ready for use.

Simon McColgan, High Output plant business support manager in Network Rail's Route Services

function, said: "Each ballast cleaning system held its own set of strategic spares, so they were on sites across the country, sometimes for up to 10 years.

"This made it difficult to track down spares when they were needed. It also meant that many of the spares deteriorated over time and needed an overhaul, and many were no longer in a fit condition to be used on the plant.

"Looking after our assets by housing them in this specially built facility reduces costs and means we can find what we need much more quickly."

Rob Morton, director of supply chain operations at Network Rail, said: "Our supply chain operations are transforming to become more reliable, predictable and higher performing.

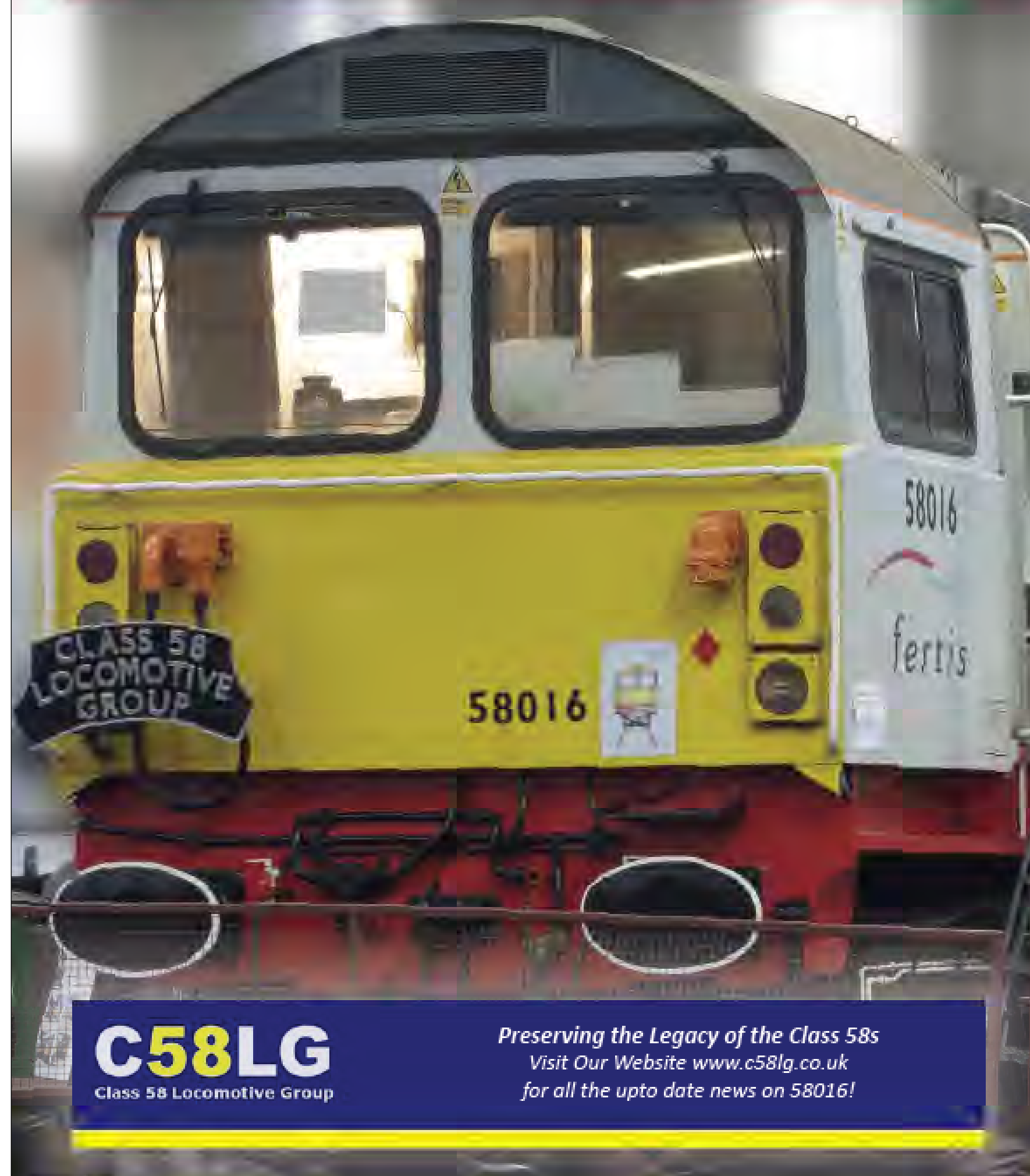
"We're breaking away from a 'make do and mend' ethos to push the boundaries of the industry, being more innovative and cost-effective in our service delivery to offer greater customer choice and deliver perfect performance on time, every time."



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



On August 11th, 50 years on from the end of steam on BR, Standard Class 7 No. 70013 'Oliver Cromwell' heads along the Great Central recreating the famous 1T57 final train.

John Alsop

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!

£18m investment in rail freight spells good news for construction industry

The environment, the economy and the regional road network are to benefit from an £18m investment in the railway in the Peak District.

As part of the Great North Rail Project, Network Rail is investing £18m to lengthen freight sidings in Buxton. This vital investment will allow even longer freight trains to operate across the railway network, transporting construction materials from Buxton's quarries to destinations across Britain.

Extending the track by 430 metres will allow freight trains to increase their number of wagons from 18 to 26 wagons. This will help provide an economic boost for local quarries and future national construction projects, as up to 2,500 tonnes of materials could be transported by each train.

Having longer trains also helps create a cleaner environment, as each freight train takes 76 lorries off the road and each tonne of freight transported by rail cuts carbon emissions by 76%.

James Dean, chief operating officer at Network Rail said: "Freight trains play an important role in the operations of UK PLC. This is why as part of the Great North Rail Project, we're delighted to announce an £18m investment to lengthen a well-used sidings, so that longer freight trains can load at Buxton in the future.

"This project is also good news for the environment, as it will help remove more lorries from our roads across the region and beyond, removing congestion and reducing the amount of carbon dioxide in the air."

The 430m railway extension runs through a former council-run waste facility which will be made safe and landscaped.

Network Rail will install 1,822m of new drainage to make the sidings able to cope with heavy rainfall. The existing public footbridge will also be extended and better lighting will be fitted to limit the impact of light on nearby residents.



The Buxton sidings project started in March 2018 and will be complete in April 2019. There is no disruption to passenger and freight services while the upgrade is completed. The scheme is one of a number of investments across the network to make it possible for longer freight trains to operate between the Peak District and the south of England.



On August 30th, 0Z70 was a Kings Norton - Barnetby job comprising Class 70 802, 70 805 and 70 813, top and tailed by 50 017 and 50 050 (D400). Here they are, passing Howsham Grange on the approach to Barnetby.

Steve Thompson

Class 50 008 'Thunderer' eases out of the depot as 0Z50 08:10 Leicester L.I.P. to Loughborough Brush on August 11th. *Derek Elston*

Did you Know - Ken Mumford

Some more of the nations oddities this month:

Gresley's Last Design

The London and North Eastern Railway (LNER) class V4 was a class of 2-6-2 steam locomotive designed by Sir Nigel Gresley for mixed-traffic use.

It was Gresley's last design for the LNER before he died in 1941.

It is hoped that the A1 Steam Trust will build a V4 after completing the P2.

Gresley's last design

1941 Number	1946 Numbering	B.R. Numbering	Name	Particular design details	Special design change relating to 3402
3401	1700	61700	Bantam Cock	Conventional firebox Thermic syphons*	* 3402's stays on copper forebox kept breaking, so in 1945 its boiler & firebox same design as 3401
3402	1701	61701	(Bantam Hen)		

Running career

Trials in Leeds/York area + East Anglia.
 Passenger services around Edinburgh.
 In 1943 moved to the Glasgow - Fort William line.
 In 1949 replaced by B1 & Stanier 4-6-0s, so moved to Glasgow (Eastfield) operating goods trains to Edinburgh, Perth and Kinross. Also sometimes worked passenger trains in the 1950s.
 For a while 61700 was shedded at Stirling specifically for working passenger trains.
 1954 both moved to Aberdeen; replaced WD 2-8-0s which were unsuitable for fast running.
 Both withdrawn in 1957 when boilers needed renewal.



ABOVE: 3401 'Bantam Cock' in original as built livery
BELOW: 61701 (3402 & 1701) unofficially 'Bantam Hen' in around 1950

Additional information

Had the same monobloc cylinder casting and the same pony truck design as Gresley's V2 2-6-2s.
 1939 - design work started, 1940 - authorised and introduced in 1941 to replace aging K2s.
 Original design - 300 psi boiler, thermic syphons to improve water flow.



SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk



◀ A TransPennine Express Class 185 exits Diggle Tunnel on August 20th working a service to Liverpool. *Michael Lynam*



A Different View



▶ Class 66 183 winds into Tonbridge with a Purley - Cliffe working on August 16th. *John Sloane*

▶ London Paddington IEP poster 'Five go Sightseeing'. *Derek Elston*

▶ London Paddington IEP poster 'Five go on a Summer Adventure'. *Derek Elston*



A Different View



▶ At the Severn Valley Railway, Pannier tank No. 1501 is seen from a northbound passenger working in the loop at Hampton Loade on August 22nd hauling a train for Kidderminster. *Ben Bucki*

▶ Prior to the addition of Harrington Humps portable steps were used, this one was still present on August 15th on the northbound platform at Drigg. *Colin Kennington*

▶ Room with a view as Great Western's Class 802 101 is seen heading along the coast at Dawlish Warren, the view from inside one of the holiday chalets. *Richard Hargreaves*



Preserved Railways

Ecclesbourne Valley Railway

▶ Class 33 103 'Swordfish' arrives at Wirksworth with a service from Duffield on August 11th.
Richard Hargreaves

▶ Class 08 704 stands at Wirksworth on August 11th, giving Brake Van rides. *Andrew Wilson*

▶ Class 08 605 is seen giving Brake Van rides at Wirksworth on August 11th. *Richard Hargreaves*







Preserved Railways

Ecclesbourne Valley Railway

Derby Lightweight Driving Trailer Composite Lavatory No. M79612 is seen awaiting completion of its restoration. *Andrew Wilson*

Out of traffic Class 31 206 stands with newly restored Mk1 BSK No. M34625 at Wirksworth. *Richard Hargreaves*

Class 31 601 stands at Duffield having arrived with a service from Wirksworth. *Richard Hargreaves*



Preserved Railways

Ecclesbourne Valley Railway

▶ Diesel Railcar Driving Motor Brake Third Class No. 79018 waits the restoration of its partner car No. 79612. *Andrew Wilson*

▶ British Railways (Derby Lightweight) single unit (DMBS) railcar No. M79900 rests in the yard at Wirksworth. *Andrew Wilson*

▶ Visitor to the line, LMS Class 3F No. 47406 is seen inside the steam shed at Wirksworth. *Andrew Wilson*



Preserved Railways

East Lancs Railway



▶ On August 24th, LNER No. 60103 'Flying Scotsman' departs Rawtenstall with a service for Heywood. *Michael Lynam*

▶ Southern Railway Bulleid unrebuilt Class West Country 4-6-2 Pacific No. 34092 'City of Wells' waits to depart Rawtenstall with a service to Heywood. *Michael Lynam*

▶ Class 47 No. D1501 (47 402) arrives at Bury Bolton St. with a service from Heywood. *Michael Lynam*



Preserved Railways

Welsh Highland Railway

▶ Garratt No. 138 slowly draws into Porthmadog Harbour Station with a mid-day train from Caernarfon, August 30th. *Ben Bucki*

▶ On a very wet August 26th, Garratt No. 87 waits at Porthmadog Harbour to take an afternoon train to Caernarfon. *Ben Bucki*

▶ Garratt No. 143 heads along the Glaslyn Pass on August 31st with a morning train from Caernarfon to Porthmadog. *Ben Bucki*



Preserved Railways

South Devon Railway

▶ Class 121 'Bubble Car' No. W55000 is seen in the sun at Buckfastleigh on August 2nd.
Richard Hargreaves

▶ Great Western Railway 6400 Class 0-6-0 pannier tank No. 6412 prepares to take water at Buckfastleigh. *Richard Hargreaves*

▶ Class 33 No. D6501 is seen stabled at Buckfastleigh on August 2nd. *Richard Hargreaves*





Preserved Railways

Ffestiniog Railway

▶ The Ffestiniog was running an intensive timetable for the last week of the school summer holidays, and Double Fairlie locomotive 'David Lloyd George' is seen leaving Tanygrisau with an afternoon train from Blaenau Ffestiniog.

Ben Bucki

▶ On a very wet August 26th, the ex-Penrhyn Quarries Hunslets 'Linda' and 'Blanche' prepare for the right-away from Porthmadog Harbour with an afternoon train to Blaenau Ffestiniog.

Ben Bucki

▶ Double Fairlie locomotive 'Merddyn Emrys' is seen at Porthmadog Harbour with a late-morning train for Blaenau Ffestiniog on August 30th. *Ben Bucki*





Preserved Railways

Dartmouth Steam Railway

On July 24th, Great Western Railway 7800 Class No. 7827 'Lydham Manor' is seen at Kingswear. *Richard Hargreaves*

British Railways Standard Class 4 4-6-0 No. 75014 'Braveheart' steams along the line on August 1st with a service from Kingswear to Paignton. *Richard Hargreaves*

On July 29th, the lines Class 25 No. D7535 looks as though it is getting ready to be coaled up at Paignton. *Steve Thompson*



Preserved Railways

Aln Valley Railway



▶ At Alnwick, Northumberland, Drewry industrial diesel 'Drax' (a close relation of the BR Class 04) propels a brake van into the platform at Lionheart Station with a 'Driver for a Tenner' service. *Ben Bucki*

▶ Industrial Ruston and Hornsby shunter No. D2989 (type 165DE of 1952) sits on display in the car park on August 2nd, awaiting restoration. *Ben Bucki*

▶ Recently-arrived Austerity tank loco No. 48 sits in the yard awaiting restoration. This loco, Hunslet No. 2864 of 1943, which also ran as War Dept. No. 75015, is an ex-Backworth Colliery locomotive, and was formerly at Strathspey. The loco will be restored cosmetically initially, with long-term plans to return it to service. It sits in the yard in the company of ex-NCB Andrew Barclay No. 615. *Ben Bucki*



Preserved Railways

Romney, Hythe and Dimchurch Railway

▶ No. 12 'J. B. Snell' and No. 10 'Dr. Syn' one of the railway's two Canadian Pacific-style locomotives, built in 1931 by the Yorkshire Engine Co. are seen near Dungeness with a Hythe service on August 14th. *John Sloane*

▶ No. 3 'Southern Maid' was ordered in 1926 and delivered on 20th April 1927, she was originally to be called Southern Chief, but for some reason, Captain Howey changed his mind and the nameplates were removed before she entered service. Seen here at New Romney with a service to Hythe. *John Sloane*

▶ No. 7 'Typhoon' departs New Romney with a service to Hythe on August 13th. Based on the Henry Greenly-designed Pacifics that were already at the railway 'Typhoon' differed in that she has three cylinders. *John Sloane*



Preserved Railways

Romney, Hythe and Dimchurch Railway

▶ To cater for the anticipated ballast traffic, the railway ordered two Mountain-type locomotives from Davey Paxman, to Henry Greenly's design. No. 5 'Hercules' passes 'The Pilot' Inn with a Dungeness train on August 14th. *John Sloane*

▶ Canadian outline two-cylinder 4-6-2 Pacific locomotive 'Sir Winston Churchill' is seen in New Romney shed on August 13th. *John Sloane*

▶ No. 10 'Dr Syn' is seen on the turntable at New Romney on August 13th. Doctor Syn is a local fictional hero of smuggling stories. *John Sloane*



Preserved Railways

Llanberis Lake Railway

▶ Hunslet No. 1 'Elidir' is seen arriving into Llanberis station in the afternoon August 27th, with a train from Gilfach Ddu. *Ben Bucki*

▶ Hunslet No. 3 'Dolbadarn' is seen simmering at the platform at Gilfach Ddu in the morning August 27th, with a train for Llanberis. *Ben Bucki*

▶ Hunslet 'Una' is seen posed outside the shed at the National Slate Museum during a morning downpour, August 27th. *Ben Bucki*



Preserved Railways

Crich Tramway Museum

▶ Brush built Leeds City Transport No. 180 passes the tramcar workshops. *Michael Lynam*

▶ Sheffield Corporation No. 510 stands at the town terminal. *Michael Lynam*

▶ Leeds No. 399, which was built by Leeds City Transport at its Kirkstall Road Works in 1925, is seen here approaching the town terminal on August 15th. *Michael Lynam*



Preserved Railways

Crewe Heritage Centre

▶ Class 87 035 'Robert Burns' is seen on display on August 2nd during an event to celebrate the APT. *Michael Lynam*

▶ The centre's Class 03 073 along with former Anglia DBSO No. 9711 are seen in the yard. *Michael Lynam*

▶ Residents Class 47 712 'Lady Diana Spencer' and undergoing restoration, Class 37 108. *Michael Lynam*









£350,000 ORDER CONFIRMED FOR ELECTRICAL, SAFETY, TRAIN RECORDING AND COMMUNICATIONS SYSTEMS

The project to build Britain's most powerful express passenger steam locomotive has announced that it had agreed a £350,000 order for a state-of-the-art electrical system for new Gresley class P2 No. 2007 Prince of Wales. The electrical system, based on that fitted to No. 60163 Tornado, includes systems that generate and store electricity, together with lighting and instrumentation systems. Also included are all current railway safety and communication systems, plus new systems that will soon be needed on the Network Rail main line.



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

In order to complete No. 2007 Prince of Wales by 2021, the Trust needed start work on the electrical systems during the third quarter of 2018 and at its most recent board meeting, the Trustees reviewed the proposed system's architecture, key equipment locations, wiring & interconnect, power generation & supply, essential lamps, systems and instrumentation.

The Electrical system for No. 2007 Prince of Wales will be based on that fitted to No. 60163 Tornado which has operated successfully for the past 10 years. It will be based on the following key principles:

- Dual redundant power supplies
- Electronic battery management
- Steam turbine and axle-driven generators
- All LED lighting
- Structured trunking system for wiring
- Military specification components for reliability
- Optimised equipment locations for minimum wiring

The new system will improve on that fitted to Tornado, especially with regard to access and maintenance, and systems will be moved from the engine to the tender where practical. It will use the same tried and tested components for critical systems (including Huber + Suhner 4GKW Traction Cable for all wiring and AB MIL-C 5015 bayonet connectors). Conventional wiring will be used for power and lighting. A bus-based communication system is being considered for instrumentation, along with wireless connectivity where required.

The key elements include:

- Electrical systems: battery boxes (under the cab), control panels (driver's & fireman's side roof), distribution boards (under the crew seats), steam turbo-generators (two located on fireman's side running plate, (arranged to look like the feedwater heater on the original class P2 No. 2001 Cock O'The North) and tender alternator (behind and driven from the rear axle)
- Existing railway safety systems: On-Train Monitoring Recorder (OTMR), Train Protection & Warning System (TPWS) and Global System for Mobile Communications Railway (GSM-R)
- European Train Control System (ETCS): European Vital Computer (EVC), Train Interface Unit (TIU), Juridical Recording Unit (JRU), Euroradio, Balise Transmission Module (BTM) and ETCS Batteries (if required) all in a new locker on front of tender with a filtered air supply for cooling; Balise Antenna (under engine); 2-3 Tachometers; 1-2 Doppler Radars; two GSM-R Data Radio Antennas (on rear of tender top); and Driver Machine Interface (DMI)
- Wiring system: a structured stainless steel box trunking system, designed on 3D CAD, will be used for the main 'spine' trunks on engine and tender; most of the rest of the conduit will be flexible; visible conduit (e.g. in the cab) will be galvanised tube; an improved system for connecting the cab to the frames will be implemented
- Power generation: a new design for an axle-driven alternator based on an off-the-shelf truck alternator is well underway (output around 160A at 27V DC (4.3KVA); the Trust's own design of turbo-generator also underway (output around 25A at 27V DC (675VA) with two fitted with a £7,350 order for a first complete new turbine wheel placed with Durham Precision Engineering; there will also be a shore power supply fitted
- Essential lamps: replicas of the distinctive class P2 lamps will be constructed and fitted with new LED luminaries inside (the P2s didn't have Stones marker lamps, so will need a combined head, tail and marker lamp within the same housing); the rear of the tender will be equipped with recessed marker/tail lamps and lamp brackets/plugin points for headlamps if needed on heritage railways (or for a main line Plandampf)
- Instrumentation system: drawbar horsepower measurement (effectively a dynamometer car), cameras, pressure sensors, temperature monitors and sensors to monitor important cambox parameters

The team, led by Electrical Director Rob Morland, includes Alan Parkin (power generation and 3D CAD design), John Moyce (instrumentation), Steve Sims (instrumentation) and Paul Depledge (implementation). The electrical part of the project will run from now through to 2021, in parallel with the mechanical engineering work.

Rob Morland, Electricals Director and Trustee, The A1 Steam Locomotive Trust, commented: "The electrical system for No. 2007 Prince of Wales build upon that which has successfully operated on No. 60163 Tornado for the past 10 years. In that time there have only been a few minor component failures, and some water ingress issues, in a system which has over three miles of cable, 60 connectors and 250 separate wire runs. The new system will benefit from the experience of operating Tornado on the main line and heritage railways, particularly with regards to access and maintenance. It is also, as much as possible, future-proofed to enable Prince of Wales to operate seamlessly on the modern and future Digital Railway."

Photo: ©A1SLT/Rob Morland



Preserved Railways

Kent and East Sussex Railway

▶ Rowntree No. 1, Ruston Hornsby No. 423661, is seen at Rolvenden, a long way from its original use at the Rowntree's factory in York.
John Sloane

▶ Class 108 DMU Nos. Driving Motor Brake Second (DMBS) M50971 and Driving Motor Composite (DMC) E51571 are seen at Tenderden on August 15th. *John Sloane*

▶ GWR 16xx Class 0-6-0PT No 1638 is seen at Rolvenden on August 14th. *John Sloane*







Preserved Railways

Severn Valley Railway



▶ GWR Pannier tank No. 7714 pulls slowly away from Highley station with a Harry Potter themed 'Wizards Express' special excursion to Kidderminster on August 22nd. *Ben Bucki*

▶ GWR 2800-class freight loco No. 2857 draws out of the sheds at Bridgnorth and into the headshunt alongside the Cowans-Sheldon breakdown train. *Ben Bucki*

▶ LMS Ivatt No. 43106 runs-round at Bridgnorth on August 22nd, having brought a service train in from Kidderminster. *Ben Bucki*





Preserved Railways

Severn Valley Railway



▶ LMS Ivatt Class 4 2-6-0 Mogul No. 43106 arrives at Arley with 12:05 Bridgnorth - Kidderminster service on August 3rd. *John Balaam*

▶ Visiting from the East Lancs Railway, Class 40 106 is seen running round its service at Bridgnorth on August 19th. *Richard Hargreaves*

▶ Great Western Railway 28xx 2-8-0 No. 2857 is seen being watered at Kidderminster on August 3rd. *John Balaam*



Preserved Railways

Severn Valley Railway



On August 27th, Great Western Railway 7800 Class 'Manor' No. 7819 'Hinton Manor' is seen on display at Kidderminster. *Richard Hargreaves*



'Western Courier' No. D1062 runs round its train at Kidderminster on August 28th. *Richard Hargreaves*



Class 50 033 stands outside at Kidderminster on August 28th, undergoing repairs and repaint for the October Class 50 event. *Richard Hargreaves*



It was a busy week for the Threkeld Mining Museum, near Keswick, Cumbria, when it was a venue for day trips from the 'Red Rose 2018' Scout Camp held at Kendal. With regular daily visits from groups of Scouts and Guides from all over the world, the steam railway had their resident stalwart 'Sir Tom' hauling services on the quarry line. The Bagnall saddle tank is seen having arrived at the quarry terminus with a morning train on August 13th. *Ben Bucki*



THE first firm steps to turn the popular Inspector Vignoles railway detective novels by Stephen Done into a television drama series has begun with location hunting on the Great Central heritage steam railway.

A short film will be shot in autumn as a taster for television commissioning editors and production companies to stimulate interest in creating a full-length network drama series, with the Great Central Railway's enthusiastic support.

The stories are set in postwar Britain around the life and crimes facing Detective Inspector Charles Vignoles and his (fictional) railway detective department, in a period still deeply embedded in the steam train age.

The project to bring Inspector Vignoles and his railway world to the small screen has been several years in planning by the novelist Stephen Done, producers Philip and Robert Ettinger, and publicist Peter Elson.

Writer David Griffiths, brought onboard by the Ettinger brothers, has written this original, initial 10-minute screenplay using Stephen Done's characters, based on the short story 'One Way Ticket', from in the collection 'The Mountsorrel Mystery & Other Stories' published in 2017.

As the Inspector Vignoles novels are based in the East Midlands, on the former Great Central Railway trunk route (axed in the 1969 Beeching cuts), the restored heritage steam railway with its recreated 1940-60s period ambience is the perfect location for filming this short film and subsequent programmes.

At more than eight miles long, with authentic rolling stock, stations of all types and sizes in urban and rural scenery, the GCR, based around Loughborough, in Leicestershire, is entirely convincing as a premier double-track mainline railway of yesteryear.

Stephen Done said: "We had a really productive initial visit. I was delighted (but not surprised) by the helpfulness of the GCR chairman Richard Patching and everyone else we met at the railway. It really is the most welcoming place and just about everyone I spoke to has read all the books!

"This lovely railway is literally a film set just waiting for the cameras to roll and animate Vignoles. In this first trip we accomplished a lot of good work. It is very exciting indeed to think that before long we will see the character on film after he has lived in my mind's eye or print on paper for years. "David Griffiths has written a terrific taster screenplay and he was also delighted with the GCR locations."

VIGNOLES FILMS on the Great Central

Philip Ettinger said: "Everyone at the GCR was extremely welcoming and we were blessed with magnificent weather on our visit. We were treated to a series of magical sights, sounds and experiences that indicate we have a very evocative set which will we hope lead to an excellent taster film when we return in October."

David Griffiths said: "I want to thank the Great Central Railway for their hospitality and overwhelming support. The passion shown by each member of staff and volunteer was so clear and truly inspiring. We hope to produce a film that shows the same passion and commitment to the railway, and we hope that this is the start of a 'new age of steam' on television!"

Richard Patching, GCR chairman, said: "As an avid reader of the Inspector Vignoles novels, to say the prospect of their being brought to the screen is exciting, would be an understatement. Having travelled over the Great Central to Leicester before it was closed in 1969 and being a train spotter at Nottingham Victoria back in the sixties, there's little doubt in my mind that Stephen has exactly the right ingredients here for television success."

The Inspector Vignoles novels

Over the course of eight novels and short stories, following Detective Inspector Vignoles' career chronologically year-by-year from 1946, Stephen Done skilfully conjures up these tough times, in which the close-knit railway community at last can bask in peace, but inevitably is battered by the real austerity trailing in the war's wake.

The series started with *Smoke Gets In Your Eyes* and the ninth novel, *Cold Steel Rail*, set in 1954, is about to be published by The Vignoles Press. Stephen Done has created a vast Dickensian-style cast of characters who, like the smoke of countless steam trains, swirl around the imperturbable Detective Inspector Vignoles, as he and the reader try to make sense of the sometimes darker and more intriguing sides of human nature in this deeply atmospheric railway setting.

The Ettinger Brothers TV Productions

Ettinger Brothers has produced feature documentaries for worldwide broadcast television, film and DVD markets for more than 25 years. These range across contemporary documentaries, feature programmes and factual entertainment, with each one portraying important subjects and significant material.

Ettinger Brothers' greatest success was a series of 12 documentaries for global mainstream networks following the unique lives of the Walton sextuplet sisters, achieving record UK audience ratings averaging 10 million viewers.

Ettinger Brothers has also had more than 20 years' experience in making sports documentaries, including authorised features on Europe's leading goal scorers Alan Shearer and Ian Rush. In its first year the Ian Rush film was the UK's biggest selling sports film documentary.



Preserved Railways

Apedale Valley Light Railway



▶ Decauville Type 1 loco 'Edgar' newly built and completed in 2018 with a bogie wagon, passes the Motor Rail tractor in the shell hole at Whizz Bang Corner. *Ken Abram*



▶ Henschel No. 1091 'Brigadlok' Class 0-8-0T Works No. 15968 of 1918 hauls the 18 pounder field gun on its transporter wagon. *Ken Abram*



▶ War Department Light Railways No. 303, the newly restored Hunslet 4-6-0T works No. 1215, is seen returning the passenger set to Apedale station. *Ken Abram*





Preserved Railways

Northampton and Lampton Railway



▶ Class 31 289 'Phoenix' stands in the loop at Pitsford & Brampton on August 27th ready for a trip with a freight train during the Branch Line weekend. *Derek Elston*

▶ Ruston & Horsby 0-6-0 shunter 'Sir Alfred Wood' photographed under restoration at the line. *Derek Elston*

▶ GWR 0-6-0PT No. 6430 visiting from the Llangollen Railway stands in the loop at Pitsford & Brampton during the Branch Line weekend on August 27th. *Derek Elston*





Preserved Railways

Gloucestershire Warwickshire Railway

Class 73 No. E6036 (73 129) was one of a class of 49 'electro-diesels' introduced in 1962 and built by Vulcan Foundry to work on the Southern Region. The loco was withdrawn in 2002 after spending the previous 20 years carrying the name 'City of Winchester' working for Network SouthEast. *Neil Pugh*

Class 45 149 and 26 043 (No. D5343) are seen in the yard at Toddington on August 1st. *Neil Pugh*

No. 11230 stands at Toddington on August 1st. A Drewry industrial shunter that worked most of its life at the Willington power station, it has been restored to represent a member of British Railways' 04 Class in its original livery and numbering system. *Neil Pugh*





Preserved Railways

Gloucestershire Warwickshire Railway

▶ GWR No. 2807 heavy freight locomotive, built in 1905, approaches the newly rebuilt station at Hayles Abbey Halt on August 1st.

Neil Pugh

▶ Great Western Railway 2-8-0T No. 4270 runs round it's train at Cheltenham Racecourse in the pouring rain on August 26th. *Derek Elston*

▶ Great Western heavy freight loco No. 2807 runs into Toddington with a Cheltenham Racecourse with a service to Broadway in heavy rain on August 26th. *Derek Elston*







The Littledale Light Railway

This is a private miniature railway in Cumbria. Recently it held a fund raising event for the Lifeboats. Please note it is not normally accessible to the public. *Colin Kennington*





LATEST TECHNOLOGY BRINGS BRITAIN'S MOST POWERFUL STEAM LOCOMOTIVE TO LIFE

3D virtual tour of No. 2007 Prince of Wales sponsored by C3Sixty



£1,000 each – target 175 people), Dedicated Donations (over £225,000 from existing supporters sponsoring a variety of components) and the sponsorship of the locomotive's distinctive front-end by The Gresley Society Trust. This means that the project has already received pledges of over £3m (including Gift Aid) of the £5m needed to complete the new locomotive by 2021.

Adam Pomeroy, Director of C3Sixty Ltd, commented: "C3Sixty is delighted to be able to work with The A1 Steam Locomotive Trust and provide a 3D virtual reality tour of Darlington Locomotive Works and No. 2007 Prince of Wales. This is such an exciting local project and we are delighted that we are able to help promote how excellent it really is!

"We are looking forward to working together further with The A1 Steam Locomotive Trust to create further 3D virtual tours as the build progresses and a 360-degree video of a footplate ride on No. 60163 Tornado"

Mark Allatt, P2 Project Director, The A1 Steam Locomotive Trust, added: "We are pleased that C3Sixty approached us with this idea as it enables us to give our supporters a feel for what goes on in Darlington Locomotive Works, no matter where in the world they are. We are extremely grateful for their sponsorship of the 3D tour of No. 2007 Prince of Wales.

"We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since construction started only three years ago. Thanks to our supporters' continued generosity, almost £2m has been spent on construction, over £2.4m donated and over £3m pledged.

The project to build Britain's most powerful steam locomotive is delighted to announce that C3Sixty, a North East based company who scan and capture various buildings and projects, has completed a virtual reality 3D tour of Darlington Locomotive Works. The virtual tour allows visitors to the project's website from across the world to visit Darlington Locomotive Works and see new Gresley class P2 steam locomotive No. 2007 Prince of Wales under construction.

The class P2 2-8-2 'Mikado' locomotives were the most powerful passenger steam locomotives to operate in the UK, designed by Sir Nigel Gresley to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed and they were rebuilt in 1943/44 and scrapped by 1961. The A1 Steam Locomotive Trust (registered charity, builders and operators of famous new 100mph steam locomotive No. 60163 Tornado) is building the seventh member of this class over seven years at an estimated cost of £5m. The project will demonstrate how the design can be fully realised through use of modern computer design techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

Adam Pomeroy, Director of C3Sixty approached The A1 Steam Locomotive Trust, following a family visit to Darlington Locomotive Works. Having a virtual tour online is perfect for The A1 Steam Locomotive Trust as it allows its supporters across the globe to look at the construction progress on No. 2007 Prince of Wales.

The virtual tour can be accessed via the projects website at www.p2steam.com. This allows supporters to click through the workshop, look at various videos relating to components and find out more about No. 2007 and its six predecessors. For those with 3D headsets/glasses, the tour can be accessed via the Google icon in the bottom right hand while viewing the tour and following the simple instructions.

Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high and over 860 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) Covenant scheme since its launch. In addition to this core scheme, funds have been raised through The Founders Club (over 360 people have donated £1,000 each – target 100 people, now closed), The Boiler Club (almost 160 people have pledged £2,000 each – target of 300 people), The Mikado Club and The Cylinder Club are now closed having raised over £375,000 combined, The Motion Club (over 70 people have pledged

Photo: ©A1SLT/Mandy Grant



Preserved Railways

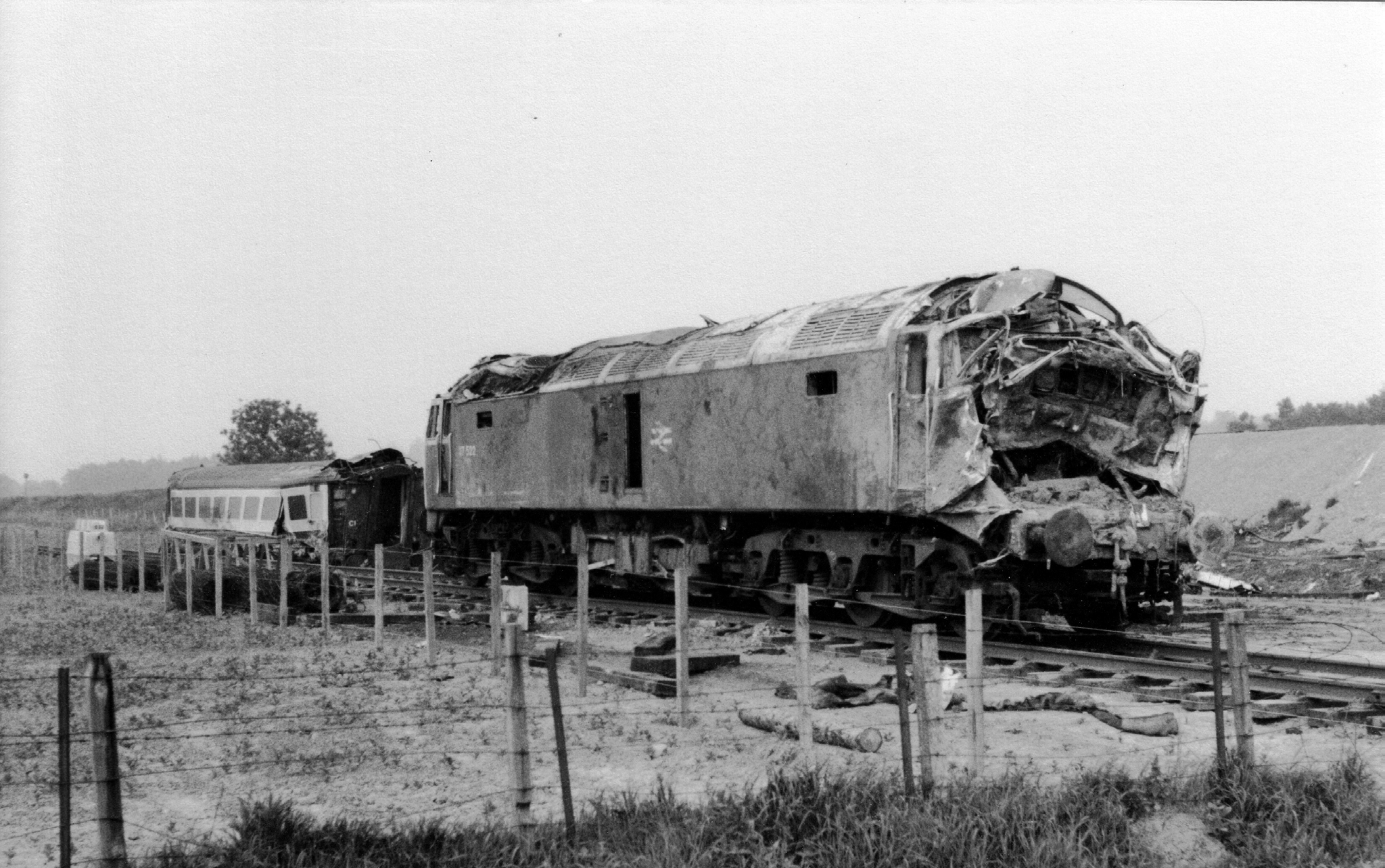
The Derwent Valley Railway

Doncaster built BR Class 03 079 was for many years local to the area before moving to the Isle of Wight. The loco has since returned to its former operating area for use here at Murton.
Michael Lynam

Former British Sugar York (No. 165), built by Ruston & Hornsby in 1953, works No. 327964.
Michael Lynam

Rowntree No. 3, a Ruston Hornsby 4wDM works No. 441934 built in 1960 prepares to work a train at Murton Park.
Michael Lynam





Class 47 522 shows the results of its argument with a tractor and trailer at Forgandenny whilst hauling the 13:35 Glasgow Queen Street - Aberdeen on May 4th 1982. The train hit the tractor and trailer at 55 mph, having slowed from 90, and the loco rolled down an embankment. Miraculously, the driver and all passengers survived the accident. A special track was built to rescue the loco, which was repaired and lived long enough to become 47 802 and work for DRS and West Coast. The photo was taken on June 6th 1982. *Jeff Nicholls*



From the Archives



BR Class 5MT Standard 4-6-0 No. 73069 is seen stabled at Bolton shed on March 26th 1968. *John Sloane*



A semi derelict Class 47 352 stands in the yard at Frodingham on August 8th 1998. *Paul Godding*



Class 45 109 is seen stabled at Cardiff Canton depot on May 18th 1980. *Brian Hewertson*





From the Archives



LMS Stanier 2-6-4T 4P tank No. 42426 stands at Bolton motive power depot with less than a month to go before being withdrawn from service on November 27th 1965. *Dave Felton*



A pair of Class 31s with 31 324 nearest the camera complete with snowplough ready for action are photographed at Buxton on January 11th 1993. *Michael Lynam*



Class 58 042 leads 60 067 through Aldwark Jct. on December 1st 1993. *Paul Hewertson*

