Railtalk Magazine

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Railtalk Magazine

Welcome to Issue 68 of Railtalk Magazine. Each month we bring you a jam packed round up of the best pictures, news and reports.

I could start by saying this every month at the moment, but certainly it seems that this month in particular we are missing the luxury of it being a sunny one.
Now onto my main grumble. It has come to my attention recently that certain “Preserved Railways” are starting to stop selling Singles and Return in favour of just selling all line rovers, especially on gala days. A prime example of this is the Embsay and Bolton Abbey Steam Railway, who at their Branchline Weekend (Held on a Bank Holiday Weekend) refused to sell anything but the Day Rover to passengers. They were even charging £3 to get onto the platform. Now I know that this occours when special “Thomas” events are taking place, but this was just a “Branchline Weekend” gala and it was a Bank holiday, when you would expect more families to be out and about. Within 1 hour on the Monday I watched familes arrive and leave becasue they were unwilling to pay £12 for a return or even a single as some had planned to walk back. I feel that this is totally out of order, these potential customers certainly won’t return to this line in a hurry, if ever and who can blame them. But can no one from the railway see that this is damaging their business? As I have said, this was the Embasy and Bolton Abbey Railway, but I don’t want to just single them out as plenty of other lines have a similar policy. The question is: In these difficult times, can they really afford to offend passengers in this manner?

Andy Patten

This issue wouldn’t be possible without: Richard Hargreaves, Carl Grocott, Jonathan McGurk, Dave Harris, Jon Jebb, Derek Elston, Pete Cheshire, David Mead, Brian Battersby, Steve Andrews, David Hollowood, Steve Thompson, Richard Jones, Gary S. Smith, Craig Stretten, Jonathan Gill, Alex Roberts, Julian Churchill, Colin Irwin, Steve Madden, Ian Furness, Phil Martin, Alan Usher, CJ Sutcliffe, Chris Morrison, Yorkie, Derek Hopkins, Charlie Robbins, Mike Williams, Daniel Stanbridge, John Coleman, John Martin, Wayne Radford, Barry Beeston, Robert Barton, Ben Bucki, Darrel Hendrie, Neil Davies, Geoff Barton, John Alsop, Alan Naylor, Chris Stanley, Lewis Mitchell, Richard Holmes, John Edkins, James Bartlett, Mark Walker, Matt Price, Martin HIll, Geoff Barton, Nathan Gibson, John Edkins, Mark Summers, Steve Dave, Paul Montague, TeesideAnth, Stuart Hillis, Graham Court, Andrew Wilson, Matt Edkins, Joseph May, Michael J Alderdice, Chris Smetham, Gerald Nicholl, Gray, Paul Montague, Bruce Smetham, Neil Vallender, Reuben Farr and the guys at RailUK.

Front Cover: Freightliner’s (Yes it might be blue and say DRS but it really is Freightliner’s) Class 66 415 slowly trundles along Ais Gill hauling the Killoch - Drax loaded Heavy Haul coal hoppers on March 28th. ***Charlie Robbins***

This Page: Class 50 049 hauls 37 308 bound for Derby, 50 135 for Kidderminster and 50 044 at the rear, seen on the outskirts of Gloucester, March 29th. ***Neil Vallender***



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entries@railtalk.net

Please include a detailed description and credits.

Railtalk Magazine

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Railway Touring Company - The Cumbrian Mountain Express
Unrebuilt Battle of Britain Class No. 34067 "Tangmere" approaches Pleasington with the Cumbriam Mountain Express on April 12th. *Alan Naylor*



Railway Touring Company - The Cumbrian Mountain Express

Above: Unrebuilt Battle of Britain Class No. 34067 “Tangmere” is seen with the southbound Cumbrian Mountain Express near Langwathby on April 12th. ***Gerald Nicholl***

Below: Southern Bulleid No. 34067 “Tangmere” speeds through Hoghton Bottoms near Preston, Lancashire on April 12th with the Cumbrian Mountain Express. ***Chris Stanley***



Vintage Trains - The Cornishman

Above: GWR 4-6-0 Castle No. 5043 “Earl of Mount Edgcumbe” rounds the curve at Dawlish Warren with Vintage Trains “The Cornishman” railtour from Tyseley to Plymouth on April 28th. ***Steve Andrews***

Below: GWR 4-6-0 Castle No. 5043 “Earl of Mount Edgcumbe” is seen departing Plymouth with the return working to Tyseley on April 28th. ***Steve Andrews***





Hastings Diesels Ltd - The Thames Tidal

Main: Preserved Hastings DEMU No. 1001 enters Shoeburyness station after berthing in the Carriage Sidings for a couple of hours, prior to working the return leg of HDL's "The Thames Tidal" Railtour back to Hastings on March 31st. ***Craig Stretten***

Railway Touring Company - The Winter Cumbrian Mountain Express

British Railways Standard Class 7 No. 70013 "Oliver Cromwell" is seen catching a shaft of sunlight and with sanders blowing, climbing Shap on March 31st with the northbound Winter Cumbrian Mountain Express. ***Gerald Nicholl***



Railway Touring Company - The Winter Cumbrian Mountain Express

Above: With the winter sun reflecting off the buffers and headboard, BR Standard Class 7 No. 70013 "Oliver Cromwell" passes through Pleasington, Lancashire on the return leg of the Cumbrian Mountain Express on March 31st. ***Alan Naylor***

V.S.O.E.

Below: On March 9th, Class 67 029 now sporting new DB logos heads the VSOE dinner luncheon circular, 1Y40 London Victoria - Gillingham as it approaches Swanley. ***Wayne Radford***





Branch Line Society

Above: On March 31st, Class 66 056 heads through Scunthorpe on the front of 1Z68 Crewe - Barnetby, via various docks lines at Immingham. Class 66 117 was loitering on the back. Don't be misled by the clag, it was from the generator car behind the loco! Traction apart, the tour was interesting as it was being run by the Branch Line Society in connection with the centenary of Immingham Dock. Hence, it visited the Bulk Terminal, Henderson Quay, Mineral Quay and Transit Quay before venturing forth over the Grimsby & Immingham Light Railway, calling at Brickpit Sidings along the way. ***Steve Thompson***

Below: Becoming 1Z69 during it's brief stop at Barnetby, it returned to Crewe, in the course of which it became the first Charter to negotiate Redbourne Sidings at Scunthorpe. The return is seen here approaching Appleby. ***Steve Thompson***







UK Railtours - The Olive Branch No. 2

Top Left: Class 66 063 heads the 1Z44, 0647 Woking - Seaforth as it speeds through Rugeley Trent Valley on April 14th. ***Richard Hargreaves***

Bottom Left: In the spring sunshine, Class 66 138 is seen on the rear of "The Olive Branch No. 2" tour as it speeds through Rugeley Trent Valley. ***Class47***

Below: DB Schenker's Class 66 063 takes UK Railtours 1Z44 Woking to Seaforth "The Olive Branch 2" railtour north through Harrow & Wealdstone on April 14th. Class 66 138 was on the rear. ***Craig Stretten***



V.S.O.E.

Top RIght: Running in connection with The Grand National, Class 67 006 leads the VSOE British Pullman rake north through Harrow & Wealdstone station, running as the 1Z58 London Victoria to Runcorn on April 14th. Diamond Jubilee liveried Class 67 026 was on the rear. ***Craig Stretten***

Bottom Right: Diamond Jubilee liveried Class 67 026 works the return VSOE through Crewe on April 14th, heading for London Victoria. ***Richard Hargreaves***

Below: DB Schenker's Class 67 006 "The Queeens Messenger" is seen at the head of the VSOE stock as 1Z58 Victoria to Runcorn conveys racegoers to the Grand National on April 14th. ***Derek Elston***









Steam Dreams - The Cathedrals Express

Above: No. 70000 “Britannia” thunders through Harrow & Wealdstone, heading for Chester on April 14th. ***Derek Elston***

Top Right: Britannia Class No. 70000 “Britannia” steams south through Stafford with the return working 1Z91 Chester - London Euston on April 14th. ***Brian Battersby***

Bottom RIght: Class 67 028 is seen on the rear of the Steam Dreams charter as it heads though Stafford with the return working to London on April 14th. ***Richard Hargreaves***

Below: Britannia Class No. 70000 “Britannia” powers north through Harrow & Wealdstone whilst working 1Z90 London Euston to Chester, Steam Dreams ‘The Cathedrals Express’ Railtour on April 14th. ***Craig Stretten***









Chester Model Railway Club - The Waverley Express

Above: Class 67 005 "Queen's Messenger" leading classmate 67 027 "Rising Star" into Red Bank cutting with 1Z44 Shrewsbury - Edinburgh, "The Waverley Express" on April 21st. ***Dave Harris***

Below: A filthy Class 67 027 was on the rear of the charter, seen passing through Ince & Elton. ***Brian Battersby***



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Railway Touring Company - The East Riding Railtour

Above: Britannia Class No. 70013 “Oliver Cromwell” stands at London King’s Cross whilst waiting to depart with the 1Z42 King’s Cross to Scarborough “East Riding” Railtour, on April 14th. ***Craig Stretten***

Vintage Trains - The Double Lickey Banker

Below: On March 24th, out of the morning mist appears LMS No. 6201 “Princess Elizabeth” heading the 1Z64 Solihull - Bristol TM through Didcot North Junction. ***Wayne Radford***





Vintage Trains - The East Midlands Rambler

Above: Great Western Panniers Nos. L94 (7752) and 9600 head through Nuneaton on April 14th. ***Richard Hargreaves***

Steam Dreams - The Cathedrals Express

Below: On April 12th, Britannia Class No. 70000 “Britannia” heads the 1Z88 London Victoria - Bristol TM in between rain storms at Worting Junction. ***Wayne Radford***



Cruise Saver Travel - The Cruise Saver Express

Top Right: On April 21st, Class 47 841 heads the first working in 2012 of the Cruise Saver Express, seen here running as 1Z73 Edinburgh to Southampton passing Burton on Trent. ***Stuart Hillis***

Bottom RIght: Class 47 818 is seen on the rear of the Cruise Saver Express as it passes Burton on Trent, April 21st. ***Stuart Hillis***

Below: On April 27th, Class 37 409 "Lord Hinton" leads the return ECS from the previous days Cruise Saver Express seen approaching Lichfield Trent Valley station, with 37 601 "Class 37-Fifty" 47 841 and with 47 818 on the rear. The previous day both Class 47's broke down resulting in Class 37 601 being sent from Crewe and 37 409 from Derby to rescue the train at Barrow Hill and take it to Southampton over 3 hours late. ***Stuart Hillis***







Cruise Saver Travel - The Cruise Saver Express

As the train slows for Colwich Junction, DRS Class 47 841 leads the 5Z73 Eastleigh - Crewe empty carriage stock working past Bishton, Staffordshire, with the Rugeley power station in the distance, during a break in the showers on April 22nd. The coaching stock had formed the previous day's Cruise Saver charter from Edinburgh to Southampton and the train has Class 47 818 on the rear.

Gary S. Smith



FA Cup Footex's

Above: DRS Class 47 501 (making one of its last appearances before withdrawal) is seen on the rear of 1Z62 "Footex" heading for London as it pauses at Crewe on April 14th. ***Class47***

Top Right: The driver of Class 47 818 gives it some welly as it accelerates south through Harrow & Wealdstone, powering 1Z62 Liverpool to Wembley Central 'Foot-Ex', running in connection with the FA Cup Semi Final which saw Liverpool take on Everton on April 14th. ***Craig Stretten***

Bottom RIght: Freightliner's Class 90 049 is seen arriving into Crewe with a returning charter from London utilising the WB64 set, heading for Liverpool. ***Class47***

Below: The superb looking DVT No. 82126 that is part of WB64 on the rear of a returning charter to Liverpool. ***Class47***









The Royal Train

Above: Class 67 025 heads north through Stafford on April 20th with the Royal Train. ***Paul Godding***

Below: Having arrived into Crewe, Class 67 025 ran round the Royal train and is seen preparing to head south with the 5Z91 Crewe - Wolverton, April 20th. ***RIchard Hargreaves***





Rail Tourer - OXFORD AND THE COTSWOLDS

Above: Class 47 826 is seen upon arrival at Oxford on April 28th, having worked a railtour from Cleethorpes via Worcester, the tour had Class 47 851 on the rear. ***Steve Thompson***

Below: Class 47 851 is seen on the rear of 1Z79 Rail Tourer Cleethorpes - Oxford, passing through Burton On Trent, April 28th. ***Stuart Hillis***



Pathfinder Tours - The Easter Chieftain

Top Right: On April 6th Class 37 608 and 37 069 head through Mickle Trafford with day one of this multi day tour from Exeter St Davids - Penrith. ***Brian Battersby***

Bottom Right: With the generator van clagging as much as the pair of Class 37's. The tour is seen arriving into Shrewsbury on April 6th. ***Richard Hargreaves***

Below: DRS Class 37 608 and 37 069 are seen ready to depart Shrewsbury, with the Exeter - Penrith section of the tour. ***RIchard Hargreaves***







Compass Tours - The Roses Express

Standing in for LMS Stanier Class 5 4-6-0 No. 45305, London Midland and Scottish Railway (LMS) Royal Scot Class No. 46115 heads the outbound Roses Express to York through Sowerby Bridge on April 11th. ***Gerald Nicholl***

Compass Tours - The Roses Express

Top Right: LMS Stanier Class 8F No. 48151 is seen working the Roses Express on April 18th approaching Pleasington station climbing towards Blackburn with Class 47 760 on the rear. ***Alan Naylor***

Bottom RIght: LMS Stanier Class 8F 2-8-0 No. 48151 returns from York through Moston with the Roses Express on April 4th. ***Colin Irwin***

Below: In wind, rain, sleet and snow that came all at once!, LMS Stanier Class 8F 2-8-0 No. 48151 climbs through Moston after departure from Manchester Victoria with the outbound leg of the Roses Express from Southport to York on April 4th. It was the first steam tour to leave Southport in 16 years, the previous tour being hauled by Jubilee Class 4-6-0 No. 45596 "Bahamas" in 1996. ***CJ Sutcliffe***









Compass Tours - The Roses Express

Above: On April 11th, in the rain LMS Royal Scot Class No. 46115 speeds through Church Fenton. on a Barrow - York charter. ***Steve Thompson***

Below: West Coast's Class 47 760 is seen on the rear of the Barrow - York charter heading through Church Fenton.
Steve Thompson





EWS/DBS executive train

Above: Class 67 029 "Royal Diamond" is seen working the 14.30 5Z06 Paddington - Toton TMD on April 20th. ***Steve Madden***

Railway Touring Company - THE AULD REEKIE

BR Standard Class 7 No. 70013 "Oliver Cromwell" arrives into Manchester Victoria with the THE AULD REEKIE from Edinburgh on March 24th. ***Colin Irwin***



ECS and light engine moves

Top Right: LNER A4 No. 4464 “Bittern” takes water at Kettering on the evening of April 16th on its way back from the Barrow Hill “Big Four” event. ***Geoff Barton***

Bottom RIght: On April 10th, LNER A4 No. 4468 “Bittern” and No. LNER K4 No. 61994 “The Great Marquess” pass through Stafford working as 5Z94 Crewe to Barrow Hill heading for the “Big Four” event. ***Derek Elston***

Below: On April 17th, the NRM’s Class 47 798 heads through Bolton Percy hauling LNER A4 No. 4468 “Mallard” and LNER V2 No. 4771 “Green Arrow” returning from the Barrow Hill “Big Four” event, heading for the NRM in York. ***Andy***







ECS and light engine moves

Top Right: On April 11th, “Mallard” and “Green Arrow” moved from the NRM to Barrow Hill, in connection with an event there. Seen passing through Sherburn-In-Elmet, the pair are seen being hauled by “Royal” Class 47 798 “Prince William”.
Steve Thompson

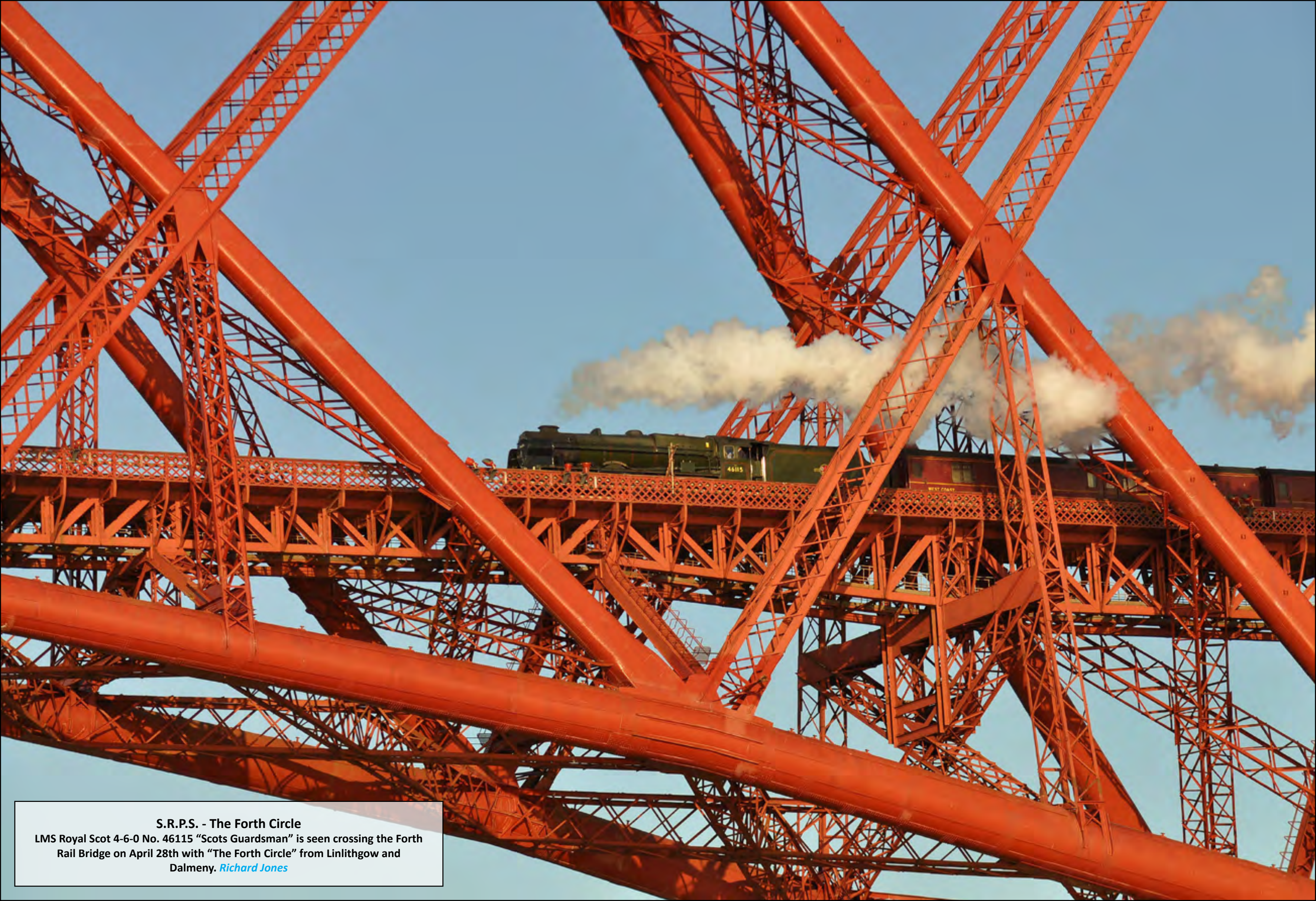
Bottom RIght: On April 20th, West Coast’s Class 47 804 is seen pausing at Crewe whilst working the 5Z80 Carnforth - Derby ECS with Class 47 237 on the rear. ***Richard Hargreaves***

Below: West Coast’s Class 47 237 and 47 804 top and tail the 5Z80 Carnforth - Derby, ECS seen passing Stenson Junction heading for Derby. This move was for the next day’s steam charter to Scarborough behind No. 6233 “Duchess of Sutherland”.
Stuart Hillis









S.R.P.S. - The Forth Circle

LMS Royal Scot 4-6-0 No. 46115 “Scots Guardsman” is seen crossing the Forth Rail Bridge on April 28th with “The Forth Circle” from Linlithgow and Dalmeny. ***Richard Jones***

Railway Touring Company - The Great Britain V

Top Right: West Coast's Class 47 760 along with LMS Stanier Class 5 No. 45305 are seen making an ECS move from Inverness - Perth in connection with the Great Britain V tour on April 24th, seen here arriving into Perth. (Day 4 of 9) ***Richard Jones***

Bottom Right: On April 24th, Black 5 No. 45305 arrives into Perth with the support coaches on Day 4 of the Great Britain V tour working 5Z82 10:19 Inverness T.C. to Cadder Yard, Later on that day No. 46115 (Scots Guardsman) would arrive in Perth with the highland portion of the Great Britain tour. ***Robert Duff***

Below: Southern Region 4-6-2 No. 34067 "Tangmere" and BR 4-6-2 8P No. 70013 "Oliver Cromwell" head the Great Britain V tour along the sea wall at Dawlish on April 28th. (Day 8 of 9) ***Steve Andrews***







Railway Touring Company - The Great Britain V

Top RIght: On April 28th, Southern Region 4-6-2 No. 34067 “Tangmere” and BR 4-6-2 8P No. 70013 “Oliver Cromwell” make a spectacular sight as they storm through Norton Fitzwarren with the Railway Touring Company’s “The Great Britain V” charter from Bristol to Penzance. (Day 8 of 9) ***Jonathan Gill***

Bottom Right: K4 Class No. 61994 “The Great Marquess” heads through Cowdenbeath on April 22nd with the Great Britain V which had now become two separate trains from Edinburgh, This was train two heading for Fort William. ***Richard Jones***

Below: Royal Scot Class 7P No. 46115 “Scots Guardsman” heads through Dalgety Bay on April 22nd with the Great Britain V which had now become two separate trains from Edinburgh. This was train one heading for Inverness. ***Richard Jones***







Greater Anglia, the new name for the GEML franchise, entered existance on 5th February succeeding the prior company National Express East Anglia upon the expiration of the latter companys franchise agreement. The new company is operated by Abellio, subsidiary to Nederlandse Spoorwagen who also joint run Northern Rail and Merseyrail with Serco. Greater Anglia inherited all of NXEA's extant fleet, including a fleet of Class 90's and Mk3 carriages with Mk3 DVTs to operate in push-pull formation. Here Class 90 010 "Bressingham Steam & Gardens" passes Harold Wood with a service for London Liverpool Street from Norwich on April 6th. *CJ Sutcliffe*

Class 57 action

Arriva blue Class 57 313 passes Rhosneigr with the 1438 Holyhead - Euston Pendolino drag on April 14th.

Chris Morrison



Another month of Grid Action

Above: On April 12th, Class 56 312 is seen working the 6Z34 10:40 Chaddesden Sidings to Cardiff Tidal loaded scrap near Burton-on-Trent. *Andy*

Top Right: Having spent several years in store at Crewe diesel depot, on April 20th several Class 56's were prepared for removal having been sold on for scrap or reuse. Class 56 031 is seen here along with 56 069, 56 106 and 56 074 ready for a journey south. *Richard Hargreaves*

Bottom Right: Another outing for Class 56 312 was on April 17th when it worked the 6Z56 Stockton - Cardiff Tidal seen here passing through Bolton Percy. *Andy*

Below: On April 20th, Class 56 302 is seen passing through Cardiff Central along with 56 312 on a light engine move to Cardiff Tidal. *Lewis Mitchell*







A rare outing in 2012 for Riviera's Class 47 812 seen here with Railfest liveried Class 56 312 passing Marshfield with 6Z56 Cardiff Tidal - Stockton, which the pair worked as far as Chaddesden Yard on April 14th. The BR Green "Duff" being on loan to DCR.

Lewis Mitchell

With the village of Church Brampton in the background, Class 56 312 hauls 4 ex DRS Mark 3 Coaches and with Class 47 812 on the rear, working 5Z35 15:40 Bletchley to Doncaster Works, March 30th.

Steve Madden



Network Rail wanderings

Above: Class 31 105 enjoys a break from test train duties at Doncaster on March 28th. ***John Martin***

Top Right: On April 12th, Class 73 201 and 73 138 haul a Network Rail test train through the rain, heading towards Oxford. ***Andy***

Bottom RIght: On April 6th, Network Rail's Class 150 No. 950 001 passes the impressive Shrewsbury signal box, with a Derby - Cardiff Central working. ***RIchard Hargreaves***

Below: Class 97 303 heads light engine from Derby RTC through Burton On Trent, April 23rd. ***Stuart Hillis***







On April 5th, Class 37 605 and 37 610 thunder through Stafford working 1Q18 Crewe CS - Derby RTC via the world.

Daniel Stanbridge

BR Blue Class 31 106 is seen working the 3Z03 Derby RTC to Hither Green through Rushton on April 16th.

Steve Madden

On April 11th, the 1Q08 Eastleigh - Eastleigh via Weymouth Serco test train with Class 73 138 and 73 201 is seen crossing Holes Bay in Poole.
Julian Churchill





Above: Class 37 261 and DBSO No. 9714 top 'n' tail the 3Q24 Immingham West to Derby RTC down through Worksop on March 20th. *John Martin*

Top Left: On April 17th, Class 67 005 and 67 028 are seen passing New Zealand Bridge, Sandy working a 1Q18, 08:56 Doncaster West Yard - Doncaster West Yard (via Kings Cross) test train. *Lorenzo D'aniello*

Bottom Left: Class 97 302 passes Dorridge with a Bescot - Eastleigh engineers train on April 26th. *Chris Morrison*

Below: Network Rail's Class 950 001 heads through Worksop on March 1st with a 2Q08 Derby RTC to Derby RTC via Immingham West working. *John Martin*





DRS Class 37 409 “Lord Hinton” is pictured passing Marshfield on April 18th with 2Z02 Ealing Broadway - Ealing Broadway via Cardiff Central. *Lewis Mitchell*

Arriva Class 67s on the WAG

Top Right: This month all three of the Arriva liveried Class 67s have been seen on the Holyhead - Cardiff WAG. This is Class 67 001 arriving into Chester on April 13th with the evening Cardiff - Holyhead service. ***Brian Battersby***

Bottom Right: Class 67 002 heads through Kemps Eye near Shrewsbury with the first working of the WAG by Class 67's. ***Phil Martin***

Below: On April 12th, Class 67 002 is seen heading through Shropshire with the morning Holyhead - Cardiff working. ***Andy***









Left: On April 2nd, Class 67 003 is seen arriving into Chester with the evening Cardiff - Holyhead service. ***Brian Battersby***

Bottom Left: Class 67 002 head through Hadnal on March 28th with the northbound Cardiff - Holyhead WAG express. ***Phil Martin***

Bottom Right: On April 20th, Arriva liveried Class 67 002 is seen at Newport with 1W91 Cardiff Central - Holyhead service. ***Lewis Mitchell***





Pendo' 57 arrives

The last Colas hauled 11 car pendolino as Class 66 847 hauls brand new 11 car Pendolino 390 057 around Queensville Curve, Stafford working 6X75 Dollands Moor - Edge Hill Intercity Depot on April 5th.

Daniel Stanbridge

Freightliner's GE locos

Top Right: Class 70 006 coasts leisurely through Blackburn enroute to Farrington Junction and the WCML with 6M11 Killoch to Fiddlers Ferry on April 12th. ***David Hollowood***

Bottom RIght: On April 5th, Class 70 003 heads a loaded MGR working through Sutton Bridge Jct. ***Richard Hargreaves***

Below: On Good Friday, April 6th, Freightliner's Class 70 004 takes the 4Z68 Ratcliffe Power Station - Basford Hall empty coal hopper train towards Lichfield where it will join the West Coast main line. ***Gary S. Smith***







Freightliner's Class 70 019 powers hard through Cholsey Manor Farm working 4M99 Southampton - Trafford Park Freightliner on March 29th. ***Daniel Stanbridge***





Above: Class 70 010 is seen at Ellesmere Port station on April 7th working the 6F02 1207 Ellesmere Port coal terminal to Fiddlers Ferry PS. ***Bruce Smetham***

Top Left: Before it decided to self combust! Class 70 018 is seen working the 4O27 Garston to Southampton Maritime up through Stafford on March 14th. ***John Martin***

Bottom Left: Class 70 013 passes Burton On Trent nearly 2 hours late on 6Z22 Liverpool - Ratcliffe Power Station loaded coal hoppers, April 21st. ***Stuart Hillis***

Below: With a large heat haze coming off the loco, Class 70 016 heads through Stafford with a Ratcliffe on Trent to Liverpool MGR working on March 14th. ***John Martin***





Recent Class 60 workings



Top Left: On April 5th, Class 60 059 “Swinden Dalesman” departs Skipton light engine for Peak Forrest. The loco was returning from Swinden quarry, Rylstone, after its naming ceremony. It had arrived at Rylstone under cover of darkness, straight from Toton. *David Hollowood*

Bottom Left: The latest arrival on the Liverpool MGR circuit is Class 60 091, seen here heading the 6F07 Fiddlers Ferry Power station - Liverpool Docks Bulk Terminal with empty coal hoppers past Winwick Junction on April 21st. *Dave Harris*

Below: Resignalling work between Kingsbury and Water Orton over Easter 2012 caused freight and passenger trains to be diverted along the remnant of the South Staffordshire Railway that passes through Lichfield. The diversions - and the gloomy weather - continued on Saturday 7th April as Class 60 071 takes the 6E41 Westerleigh Murco Oil Terminal to Lindsey Oil Refinery empty oil tank wagon train past Alrewas. *Gary S. Smith*



DB Schenker Class 60 063 heads the 6Z15 Burton - Warrington Arpley China Clay tanks on March 29th. *Dave Harris*





Above: On April 8th, after working a ballast train for engineering work between Humber Rd and Ulceby, Class 60 011 heads back to Doncaster running as 6T53. ***Steve Thompson***

Top Left: On April 12th, Class 60 054 passes through Hartops Bridge, Oakley with the 6E38, 09:38 Colnbrook - Lindsey. ***Lorenzo D'aniello***

Bottom Left: Class 60 071 "Ribblehead Viaduct" passes Burton On Trent with 6E54 Kingsbury - Humber empty tanks on April 20th. ***Stuart Hillis***

Below: After working a weekend ballast train Class 60 049 is seen on the rear of 6T52 heading for Doncaster, April 8th. Class 66 133 was on the front. ***Steve Thompson***









Above: Class 60 007 heads a rake of oil tanks northbound through Harrowden Junction on April 25th. *Geoff Barton*

Top Left: On April 11th, Class 60 054 passes New Barnetby with the Kingsbury Tanks returning to Humber Oil Refinery. *Steve Thompson*

Bottom Left: Class 60 054 is seen working 6E54 Kingsbury - Humber with empty tanks, approaching Branston foot crossing on April 10th. *Stuart Hillis*

Below: In heavy rain, Class 60 074 is seen approaching Branston foot crossing with 4E54 Kingsbury - Humber empty tanks on April 9th. *Stuart Hillis*









Above: A rare treat on the WCML with the 6K05 Carlisle - Crewe producing Class 60 091. Seen here passing Red Bank on April 24th. *Dave Harris*

Top Left: Class 60 091 heads a rake of empty oil tanks through Harrowden Junction on April 7th. *Geoff Barton*

Bottom Left: On April 25th, Class 60 049 works through Scunthorpe on the evening's 6O19 Redbourne Sidings - Dollands Moor, with a full load of 13 FIAs loaded with blooms for the French rail-making plant at Hyange. *Steve Thompson*

Below: Class 60 007 emerges from the mist heading north with empty oil tanks on May 1st at Harrowden Junction. *Geoff Barton*





Direct Rail Services

Top Right: In the pouring rain Class 66 305 heads south through Acton Bridge on April 9th, with the southbound Malcolm working. ***Brian Battersby***

Bottom RIght: Class 66 431 is seen working 4M44 Mossend to Daventry passing Stafford on April 10th. ***Derek Elston***

Below: Class 66 304 heads a Mossend - Daventry working through Acton Bridge on April 11th. ***Andy***







Class 66 304 passes through Cheney Longville on April 1st with the 4M36 Wentloog - Daventry. *Carl Grocott*

Colas Rail

Top Right: On April 5th, Colas Rail's Class 66 745 heads the 6Z50 Chirk - Gloucester empty timber train through Wombridge. ***Richard Hargreaves***

Bottom Right: Class 66 846 heads towards Chirk with a loaded timber working through Helsby on April 16th. ***Brian Battersby***

Below: Class 66 850 passes through a hazy Appleby station with the Carlisle - Chirk loaded log train on March 23rd. ***Charlie Robbins***











Above: Class 66 850 and 66 846 (dead in tow) are seen on the 6J37 at Cherry Tree Junction, April 20th. ***David Hollowood***

Left: On March 27th, Colas Rail's Class 66 745 heads along the Dawlish sea wall with empty log wagons. ***Barry Beeston***

Below: On April 20th, Colas Rail's Class 66 847 hauls Class 56 031, 56 065, 56 078 and 56 049 through Stafford working 0Z56 Crewe to Kingsbury (for EMR) and Burton (for Nemesis Rail). ***Richard Hargreaves***





Above: Colas liveried Class 66 846 works a retimed 6Z07 Washwood Heath - Boston empty steel wagons, passing the rapidly filling up Nemesis Rail depot at Burton On Trent on April 10th. *Stuart Hillis*

Top Right: On April 21st, Colas Rail's Class 66 849 heads through Scunthorpe working the 6D86 Wolsingham - Scunthorpe CHP. *Steve Thompson*

Bottom Right: Class 47 739 "Robin Of Templecombe" is seen working the 6E07 Washwood Heath - Boston steel empty wagons through Burton on Trent, April 16th. *Stuart Hillis*

Below: Class 47 739 "Robin of Templecombe" heads through Stafford working 0Z52 Liverpool to Washwood Heath route learner on April 10th. *Derek Elston*







DB Schenker's finest

Top Left: Looks like rain again! Resignalling work between Kingsbury and Water Orton over Easter 2012 caused freight and passenger trains to be diverted along the remnant of the South Staffordshire Railway that passes through Lichfield. Under a brooding sky on Good Friday 6th April, Class 66 204 passes Alrewas with the 6E08 Wolverhampton Steel Terminal to Immingham empties. ***Gary S. Smith***

Bottom Left: Having just worked the 6F10 Immingham to Woodhouse through Worksop on March 20th, Class 66 003 has run round its train and now heads for the power station at Cottam running back through the station. ***John Martin***

Below: On April 21st, Class 66 128, 66 175 and 66 012 pass through Scunthorpe working the 0D04 Immingham - Doncaster convoy. ***Steve Thompson***











Above: Class 66 074 heads through the picturesque setting of Wetmore working 6X01 Scunthorpe - Eastleigh loaded rails on April 10th. ***Stuart Hillis***

Top Right: Class 66 174 climbs the bank to Pleasington station with the Lindsey oil tanks on April 11th. ***Alan Naylor***

Bottom Right: On April 21st, Class 66 182 worked 6D03 Tinsley - Immingham Nordic with it's characteristic BVA wagons loaded with slabs and billets, seen here passing through Scunthorpe. ***Steve Thompson***

Below: Class 66 168 is seen working a very early 6D44 Bescot - Toton departmental train passing Burton On Trent on April 19th. ***Stuart Hillis***





On April 11th, with the lime works in the background, Class 66 104 passes New Barnetby with a train load of iron ore heading towards Santon. *Steve Thompson*





Above: Seen passing through Didcot on April 28th, is the 0X12, Margam - Eastleigh loco convoy which comprised the maximum allowed ten locos. In order, these were Class 66 124, 66 013, 66 141, 66 160, 66 101 (the bright red one), 66 145, 66 151, 66 060, 66 105 and 66 198. ***Steve Thompson***

Top Right: Class 66 152 passes the site of the former station at Cefn onn, on the line from Cardiff to Caerphilly working 6C93 Cwmbargoed D.P. - Aberthaw Power Station on April 17th. ***Reuben Farr***

Bottom RIght: Class 66 117 (instead of the usual Class 60) is seen working 6M00 Humber - Kingsbury loaded bogie tanks on April 23rd. ***Stuart Hillis***

Below: Class 66 055 passes through Upton near Shifnal with a Cambrian ballast working on March 27th. ***Phil Martin***





Class 66 039 is seen working former National Power wagons through Harrowden Junction on April 16th. This unusual working was the 6Z61 04:05 Peak Forest to Radlett. *Steve Madden*





Top Left: A rare sighting of a Class 59 in the midlands as Class 66 133 escorts 59 205 working 6D44 Bescot - Toton with two Salmon wagons in tow, seen passing Burton On Trent on April 13th. The Class 59 was off to Toton for a repaint. ***Stuart Hillis***

Top Right: Class 66 018 leads the 6O42 Halewood to Southampton through Stafford on April 10th. ***Derek Elston***

Below: Class 66 184 approaches Harrowden Junction on May 1st with an engineers train the 6B11 13:30 Toton Yard to Radlett Junction. ***Steve Madden***





Class 66 081 slowly approaches Garsdale hauling the Carlisle - Crewe departmental working on March 26th. This working will sometimes be just a light engine if there are no wagons to move. *Charlie Robbins*





GBRf workings

Above: Class 66 717 heads north through Stafford on March 14th with an intermodal service to Trafford Park. ***John Martin***

Top Left: Class 66 731 heads north through Nuneaton on April 14th working the 4M23 Felixstowe - Hams Hall service. ***Brian Battersby***

Bottom Left: Clouds gather over Alrewas on April 6th, as GBRf Class 66 733 and 66 701 pass with the 4V94 Doncaster - Portbury empty biomass hopper wagon train. ***Gary S. Smith***

Below: Class 66 717 heads south through Church Fenton with the 6H93 Tyne Dock - Drax Biomass working. ***Steve Thompson***





On April 12th, a colourful Class 66 720 passes Hartops Bridge, Oakley with the 6M09, 11:40 Ferme Park - Wellingborough Yard empty ballast wagons. *Lorenzo D'aniello*

Class 66 728 “The Institution Of Railway Operators” and 66 730 “Whitemoor” haul 4V94 Doncaster Roberts Road - Portbury past Branston Junction southbound with empty biomass hoppers, April 22nd. *Stuart Hillis*

Class 20 901 and 20 905 lead the 7X09 Asfordby to Amersham "S" type stock delivery at Frisby on April 30th. *Derek Elston*



Above: Class 20 227, 20 142, barriers, 20 905 and 20 901 pass Frisby working as 6M21 Derby to Asfordby to collect their train of tube stock for London Underground on April 30th. *Derek Elston*

Top Right: Class 66 732 hauling 4N97 Ferrybridge - Tyne Dock is seen heading north through Church Fenton on April 14th. *Steve Thompson*

Bottom Right: Class 66 704 "Colchester Power Signalbox" passes Gospel Oak with the 4E19 Mountfield - West Burton Power Station on April 17th. *Derek Elston*

Below: On April 14th GBRf Class 66 701 heads north through Church Fenton with the 6N07 Thoresby - Butterwell JNAs. *Steve Thompson*







Freightliner's workings

Top Left: On April 14th, Class 66 415 heads a single Network Rail wagon through Stafford. ***Richard Hargreaves***

Bottom Left: Another Freightliner loco that still carries the DRS livery is Class 66 418, seen here heading a liner through Solihull on March 27th. ***Paul Godding***

Below: Freightliner's Class 86 637 and 86 627 just miss the sun as they head the 4L93 Ditton to Felixtowe liner through Acton Bridge on April 11th. ***Andy***











Above: Class 66 953 runs light engine into Crewe on April 20th, heading for Basford Hall. ***Richard Hargreaves***

Top Right: Class 66 550 works the 6E84 to Cottam power station up through Worksop on March 23rd. ***John Martin***

Bottom Right: Freightliner's Class 66 533 is seen hauling the 4M03 Southampton - Scunthorpe - Basford Hall container train on April 21st. ***Steve Thompson***

Below: Class 66 590 heads south through Stafford on March 14th with a well loaded Freightliner service. ***John Martin***







Above: Class 66 614 is seen working 6Z66 Long Marston - Stockton with a rake of 20 empty scrap wagons, northbound through Burton On Trent on April 23rd. *Stuart Hillis*

Top Right: Freightliner Class 90s can also be seen on the GEML operating intermodal services for Freightliner. Here Class 90 049 in Freightliner's Powerhaul livery is seen heading east away from London through Harold Wood with one such service. *CJ Sutcliffe*

Bottom Right: On April 5th, Class 66 602 works the 6U77 Mountsorrel - Crewe with unusually mostly Network Rail hoppers in tow seen passing Clay Mills level crossing near Burton On Trent. *Stuart Hillis*

Below: Class 66 419 and 66 595 are seen on a southbound cement at Harrowden Junction, April 17th. *Geoff Barton*









Above: Freightliner's Class 66 522 emerges from the mist heading south with a loaded cement train at Harrowden Jct. on May 1st. *Geoff Barton*

Top Right: Resignalling work between Kingsbury and Water Orton over Easter 2012 caused freight and passenger trains to be diverted along the remnant of the South Staffordshire Railway that passes through Lichfield. Good Friday, April 6th, started with a frosty morning as Class 66 507 passed Alrewas with the 6M66 Immingham - Rugeley Power Station coal train. This train normally reaches its destination by way of the Sutton Park line but on this occasion had to run by way of the chord onto the West Coast Main Line at Lichfield and a run-round at Crewe. It would also pass within sight of its destination on the opposite side of the River Trent: twenty years before the train would have been able to have run-round at Rugeley Trent Valley station to gain access to the power station. *Gary S. Smith*

Bottom Right: Class 66 585 works a diverted 6Z31 Bardon Hill - Sandiacre stone strain through Burton On Trent on April 10th. *Stuart Hillis*

Below: Freightliner's Class 66 957 heads for Rugeley power station up through Chesterfield on March 27th, with loaded HHAs. *John Martin*











Above: Pleasing to see that Freightliner's Class 90 046 has made a full recovery since its derailment in February. Seen here heading north through Nuneaton on April 14th. ***Paul Godding***

Top Left: Freightliner's Class 66 419 heads south at Harrowden Junction on the Midland Mainline with a cement train on April 16th, being overtaken by an East Midlands Trains "Meridian" Class 222 015. ***Geoff Barton***

Bottom Left: Shanks liveried Class 66 522 is seen at Crewe Basford Hall during a visit on April 7th. ***Brian Battersby***

Below: Class 86 637 and 86 627 pass through Stafford leading the 4L93 Ditton to Felixtowe on April 10th. ***Derek Elston***





Freightliner's Class 86 501 heads 4F62 Basford Hall - Garston on March 29th. Despite two fires and having it's RHC cables removed, the re-geared former "St John Ambulance" still soldiers on!

Dave Harris

Class 92 highlights

Right: Class 92 019 “Wagner” passes Ravensbourne Station, Bromley, working 4E32 Dollands Moor - Scunthorpe empty steel train on February 15th. ***Nathan Gibson***

Below: Class 92 016 leads the Wembley to DIRFT water train through Northampton on April 11th. ***Derek Elston***





HSTs

Top Right: Grand Central's HST power cars Nos. 43465 and 43480 work the 09:25 1N90 Kings Cross to Sunderland down through Doncaster on March 28th. ***John Martin***

Bottom RIght: Still carrying their older MAN engines, the Class 43 HSTs for East Midlands Trains remain as a mecca for enthusiasts deprived of classic HST clag and thrash upon the completion of the refurbishment of the units belonging to First Great Western, East Coast and Grand Central. Here EMT power car No. 43045 heads a service into London St Pancras on April 6th. ***CJ Sutcliffe***

Below: FGW HST power car No. 43129 heads up the 12:01 Plymouth to London Paddington along the sea wall at Dawlish on March 27th. ***Barry Beeston***







On March 27th, First Great Western's HST power car No. 43092 heads the 09.06 from London Paddington pasts Starcross towards Plymouth. *Barry Beeston*







Units, Units, Units

Above: Newly repainted into Northern livery is Class 150 118 seen here at Chester on April 13th working a Manchester Piccadilly via Altrincham service. ***Brian Battersby***

Top Left: On April 5th, Arriva Trains Wales Class 158 823 and 158 830 are seen leaving Shrewsbury heading for Birmingham International. ***RIchard Hargreaves***

Bottom Left: One of the rarest unit workings that we've seen this month was Northern's Class 156 454 seen here speeding through Rugby on April 14th with a Wolverton - Newton Heath working. ***Class47***

Below: Still carrying its Central Trains green livery, Class 150 114 is seen at Chester on April 13th. ***Brian Battersby***





Above: First Hull Trains Class 180 110 arrives into Doncaster on March 28th working the 1H01 Kings Cross to Hull service. *John Martin*

Top Right: Proving that we have had some sunshine in April, a Virgin Trains Pendolino leans into the curve at Rugeley Trent Valley on April 14th, heading for London Euston. *Class47*

Bottom Right: Northern's Class 158 758 approaches Pleasington with a York to Blackpool North train on April 12th. *Alan Naylor*

Below: First Great Western's Class 150 125 travels pasts Starcross towards Paignton on the 10:56 Exeter to Paignton, March 27th. *Barry Beeston*







Virgin Trains Bombardier branded Class 221, and another member of the class lean into the curve at Vulcan Village with a Birmingham - Edinburgh service on April 21st. *Dave Harris*

An East Midlands Trains Class 156 working a Leicester - Nottingham service passes through Loughborough on April 28th. *Class47*





Above: Recently reliveried into FGW, Class 150 124 stands at Exeter St. Davids on April 28th. ***Paul Montague***

Top Right: Seen in Manchester Piccadilly in the early hours of April 6th, Class 150 210 waits to form a service to Buxton (despite the destination blind reading Manchester Victoria) with the tail and headlights shining at once, not something one sees every day. This unit has had a bit of a history, built in the mid 1980s as part of the last batch of units featuring corridor ends, the unit was sent to work in the Midlands, and was later disbanded with both driving motors being inserted into the middle of a 150/1. It remained part of two seperate trains right up until 2011, when the units operated by London Midland were transferred north and reformed. Class 150 210 carried odd liveries on either coach for a time, but has since been repainted into Northern Rail corporate colours. ***CJ Sutcliffe***

Bottom Right: Class 350 238 heads down the West Coast main line on April 14th with a Northampton - Crewe service. ***Class47***

Below: The approaches to Manchester Victoria are not a very enticing advert for the North of England.
This is Class 142 060 seen entering Manchester Victoria on March 31st. ***David Hollowood***







Above: On March 27th, Cross Country Class 220 019 is about to enter the curve at Langstone Rock after speeding through Dawlish Warren station with 06:22 Newcastle to Paignton. ***Barry Beeston***



Top Right: Northern Rail's Class 150 119 awaits departure from Manchester Victoria with a Huddersfield service on March 31st. ***David Hollowood***

Bottom Right: Arriva Trains Wales Class 150 255 and 150 282 are seen departing Crewe on April 14th working a Crewe - Chester service. ***Paul Godding***

Below: On April 21st, London Midland's Class 323 204 pauses at Selly Oak whilst working a service to Longbridge. ***Paul Godding***





A London bound Virgin Trains Class 390 Pendolino heads south past the colourful rape seed harvest at Winwick Junction on April 15th.
Dave Harris



Odds and Sods

Above: On April 25th, Pendolino Class 390 057, still unrenumbered, stands outside Edge Hill depot in the pouring rain and gale force wind. ***David Hollowood***

Right: Eurostar continue to use their fleet of TGVs, however are also ordering new trains from Siemens, which will be variants of the Velaro family already familiar in continental Europe. The new trains will have a top speed of 199mph, as opposed to 186mph of the TGV, and will operate in harmony with the older fleet on an expanded network. Here this service is seen arriving at St Pancras International on 6th April 2012. ***CJ Sutcliffe***

Below: Class 58 048 is seen in a sorry state at Crewe Electric Depot. ***Brian Battersby***





Scot-Rail - life north of the border

West Coast's Class 37 676 passes over the Forth Bridge to pick up Scots Guardsman at end of SRPS tour around the Forth and take it back to Boness, April 28th.

Richard Jones

Scot-Rail continued...

Class 156 500 and 156 430 are seen leaving Cowdenbeath on April 22nd. *Richard Jones*

Going Underground

Metropolitan Line 1960 built A60 Stock No. 5000 passes Neasden on the rear of an Aldgate - Uxbridge service on March 10th. Withdrawal in April was scheduled for this unit. ***Chris Morrison***



Going Underground continued...

Above: A series Stock No. 5094 arrives at Northwick Park with a service for Rickmansworth on April 6th. *CJ Sutcliffe*

Top Right: Underground sub surface units A60 No. 5082 and C77 No. 5604 cross at Barbican on March 10th. Both these types will be replaced by new S stock in the next couple of years. The 50 year old No. 5082 went for scrap on April 2nd. *Chris Morrison*

Bottom RIght: Metropolitan Line A60 Stock No. 5161 is seen at Ruislip on February 25th. *Chris Morrison*

Below: Metropolitan Line A Stock No. 5225 leaves Moor Park for Rickmansworth, April 6th. *CJ Sutcliffe*









Going Underground continued...

Above: Metropolitan Line A60 Stock No. 5044 draws into Harrow On The Hill station with a service for Baker Street, April 6th. *CJ Sutcliffe*

Right: A Bakerloo Line 1972 Stock is seen approaching South Kenton with a service to Elephant and Castle on April 6th. *CJ Sutcliffe*

Below: A couple of Redundant London Underground 1983 tube stock cars are used as artists' studios atop a disused portion of the Broad Street Viaduct off Great Eastern Street, Shoreditch. *Brian Battersby*





Manchester Metrolink

Metrolink Tram No. 3051 is seen arriving into Manchester on March 31st. ***David Hollowood***



Fares Advice with RailUK

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

Curious FGW fare anomaly from North Camp

Q: Can anyone explain why a CDR from North Camp to Bedwyn (48m) is £9.00 but to Oxford (45m) its £13.90. That is 54% more for a shorter distance!
In both cases you obviously have to change at Reading,the only difference with Oxford is that you might use XC for the Reading/Oxford sector,but that hardly explains it.

A: Many fares comparisons cannot be 'explained' in a way that many people would consider useful or logical. In general, fares are expensive if there is no alternative, but if there is competition then the fares may be cheaper. For example, we recently had a thread that pointed out that York - Scarborough was particularly expensive, but York - Whitby is cheap. That's because the train easily wins over the bus to Scarborough, but the Whitby fare has to be kept low otherwise no-one would go by train for that journey. Fares aren't based on distance, logic, or perceived fairness. They are market-driven and sometimes they appear to be priced to put passengers off travelling, for example if the trains are often full.

Off Peak Return - Break of Journey - Return leg

Q: If I am using the return leg of an off peak return (valid one month), can i resume the return journey (say) a week after I commenced it - providing I am still within the validity of the ticket (ie the one month).

A: Yes, so long as you are on a permitted route/operator for the ticket and you are not re-covering ground already made on the ticket. If it has been stamped then you may wish to get it endorsed to say how far it is used to avoid hassle, but there is no obligation to do so.

Ripped off by the railway - Nottingham to Crewe return

Q: I had a very nice day out in Crewe recently and in all respects bar one the railway performed very well... Everything was on time, the staff were pleasant and helpful, and although it was on a combination of XC Turbonasty and EMT 153, the trains were comfortable and clean - even the other passengers were pleasant and the prices for beer in the pub at Crewe station weren't too excessive!! BUT (didn't you know a but was coming):
According to NationalRail:
Nottingham-Crewe - standard offpeak day return £17.20 valid via Stoke on Trent, change at Derby (and this is indeed what the TVM charged me for an offpeak day return)
Nottingham-Derby - standard off-peak day return £6.40 Derby-Crewe - standard offpeak day return £9.90 valid via Stoke on Trent
Let's be clear about this - I know about the prospect of saving money by using splits and combinations, and maybe some clever person here could find an even cheaper way of doing it. Rather, in this case I just couldn't be bothered to look at combinations of tickets, and this laziness on my part cost me £0.90. OK, £0.90 isn't world changing, but more fool me for not checking this simplest of combinations. Of course, I suspect not that many casual travellers think of buying a combination of tickets (nor are they likely to offered such by TVMs or Booking Office staff) so they buy the end-to-end product without even thinking, blissfully unaware they could have saved money. I contend that it is the ignorance of the general customer that the railway capitalises on - and arguably even preys on.
Why does the industry hide its cheapest fare options from its customers? No, don't answer that question - I know the answer!
How can the industry so shamelessly get away with charging a customer more for a single product than it charges for two individual products that together add up the whole and nothing more than the single product? Why has no one yet challenged these situations in consumer law with trading standards?

A: Because, like any other business, the train operating companies are in business to make money.
Most businesses do not tell customers of cheaper ways to make their purchases. Sainsbury's or Asda won't say to customers at the till "you should have bought two items because they are 'buy one, get one free' and you've only got one".
Nor should they. Nor will they tell you when, due to special offers, it is cheaper to buy two small packs rather than one large one - which is a very similar situation to splitting train tickets.

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.

THAT'S 'ENTERTRAINMENT': UNSUSPECTING LONDON COMMUTERS TREATED TO SHAKESPEARE AND IMPROV COMEDY



Hundreds of unsuspecting commuters heading into Blackfriars on April 19th found themselves entertained by acts of Shakespearian comedy being performed live on trains on the Thameslink route.

Coined 'entertrainment', the activity, which has been organised by Network Rail and is taking place in train carriages running into and out of Blackfriars, will see passengers treated to short acts from the Shakespeare play Two Gentleman of Verona.

It is being performed by the award winning Two Gents Productions, as part of a collaboration between Network Rail, First Capital Connect and Shakespeare's Globe to mark the opening of Blackfriars South Station, the first new station to span the Thames.

In what will be the first play to take place on a train, each scene will last for an average of 2-4 minutes. The scenes have been specially adapted from their forthcoming shows at the Globe to Globe Festival to fit between the train station stops along the Thameslink route. In a twist likely to further bemuse commuters, the scenes are to be acted out in a combination of Shona and English by the London based duo.

With thousands of passengers expected to travel into Blackfriars today, hundreds of commuters are set to be kept entertained on their train journeys.

Laurence Whitbourn, Network Rail project director, Blackfriars, comments, "The opening of the South Station has made Blackfriars a cultural gateway bringing people from Brighton to Bedford to within easy reach of some of the very best culture that London has to offer. We wanted to make the daily grind of the commute a bit more fun and demonstrate the kind of entertainment that is available along the length of South Bank."

Those commuters alighting at Blackfriars South platform are set for a further surprise, when they will be serenaded by hip hop comedy duo, Abandoman, performing under the guise of First Capital Connect station staff. The award winning comedians are currently performing at the Udderbelly Festival, a short distance from the station itself and will be greeting unsuspecting passengers with impromptu Shakespeare-inspired and improvised rap.

Neil Constable, Chief Executive of Shakespeare's Globe, comments: "We are delighted to be working with Network Rail to raise the profile of Blackfriars South Station and the quick and easy access it offers to Bankside's cultural heart. We look forward to welcoming more and more people to Shakespeare's Globe, and especially to our ground-breaking Globe to Globe Festival which begins at the weekend."

Alan Baker, CEO, The South Bank, comments: "With more culture per square foot than any other area of London it's fantastic that there is now such a direct transport link to the South Bank and its surrounding institutions. Next Monday Shakespeare would have celebrated his 448th birthday so these performances are a fitting tribute to a man who found his feet performing within the vicinity of Blackfriars and who's legacy has continued to keep millions of people entertained since."

First Capital Connect's station manager at Blackfriars Emma Newman said: "Blackfriars used to be very much a commuter station, for people who work in the City. The new south entrance has transformed the whole feel of the place, making it a much busier, livelier station in the evenings and on weekends. I'm certainly looking forward to exploring the South Bank after work."

Blackfriars has been completely rebuilt by Network Rail to make way for longer trains and more frequent services on the Thameslink route from Bedford to Brighton, through central London. Over 150,000 passengers are expected to use Blackfriars South Station during summer 2012.

Brighton resident and theatre lover, Charlotte Frost, 24, comments: "I stopped to check my train time when station staff approached me asking me if I needed help. I didn't realise it was Abandoman – they improvised a brilliant song for me on the spot. Great commute to work in this morning!"

RAIL INDUSTRY UNITES IN SUPPORT FOR SCRAP LEGISLATION REFORM AS CABLE THEFT FALLS BUT PASSENGER AND FREIGHT MISERY CONTINUES

•Crimes down 15% on previous year
•Disruption to passengers still more than 5,700 hours
•Full legislative reform believed to be only way to stem the tide

Efforts by the rail industry to stop the cost and misery caused by cable thieves are having an impact Network Rail revealed at a summit in April.

Crimes affecting train services were down 15% in 2011/12 to 844 incidents from 995 the previous year. However the total direct cost to the industry, and ultimately the taxpayer and country, continues to rise from £16.4m to £18.3m; an increase of 12% because the thefts have spread to busier and more complex parts of the network.

On 23rd April, Network Rail hosted a rail summit to share best practise and information on how to fight the thieves. Attendees included representation from Network Rail's routes and functions as well as train and freight operators, British Transport Police and the ORR. Transport Minister Norman Baker gave the keynote speech, in which he underlined the Government's commitment to tackling this crime, saying "We are determined to stamp out the working practices which reward thieves. I am pleased we are now seeing some real, effective prosecutions and have the ability to send out the real message that it is simply not worth trying to steal metal because we are on the case. We are on the case in Government, you are on the case in the industry and police are on e case as well."

Dyan Crowther, director, operational services for Network Rail, said: "Our massive effort against cable thieves is having effect. Crimes and delay to passengers and freight are down on last year. However they are still at an unacceptably high level. We firmly believe that without legal reform we will continue to see thousands of hours delay and millions of pounds wasted on these crimes."

The government has indicated that cash transactions for scrap will be outlawed. However, in an open letter to the Sunday Times (29 April), Network Rail, the Association of Train Operating Companies and Rail Freight Group called for full reform of the 1964 Scrap Metal Dealers Act to include:

• an updated, fully funded licensing scheme to replace the voluntary registration currently in place.

• magistrates should also have the power to impose restrictions upon, and ultimately enforce the closure of, yards that fail to keep to the law.

• police powers to enter, inspect and if necessary close scrap dealers are essential. At present they may only enter registered premises with a warrant.

• a requirement for scrap metal dealers to require proof of identity and to keep adequate records about their customers.

• Additional requirements on itinerant metal dealers' vehicle licences to enable those operating outside the law to be impounded.

Network Rail has invested millions of pounds protecting key locations and funding extra British Transport Police officers. This has combined with public support in reporting criminals and improved sentencing in courts.

Mrs Crowther added, "We are grateful for the public support we continue to receive in reporting suspicious activity – both on the railway and at disreputable scrap dealers. We will continue to do all we can to stop these thieves but it is clear the law needs substantial change in order to take away the easy market for illegal scrap."

"Total direct cost to Network Rail from cable theft is actually up year on year. This is largely down to the locations the thieves are targeting and the amount of damage being caused in incidents which is increasing the length of time it takes to fix an incident, making it more expensive."

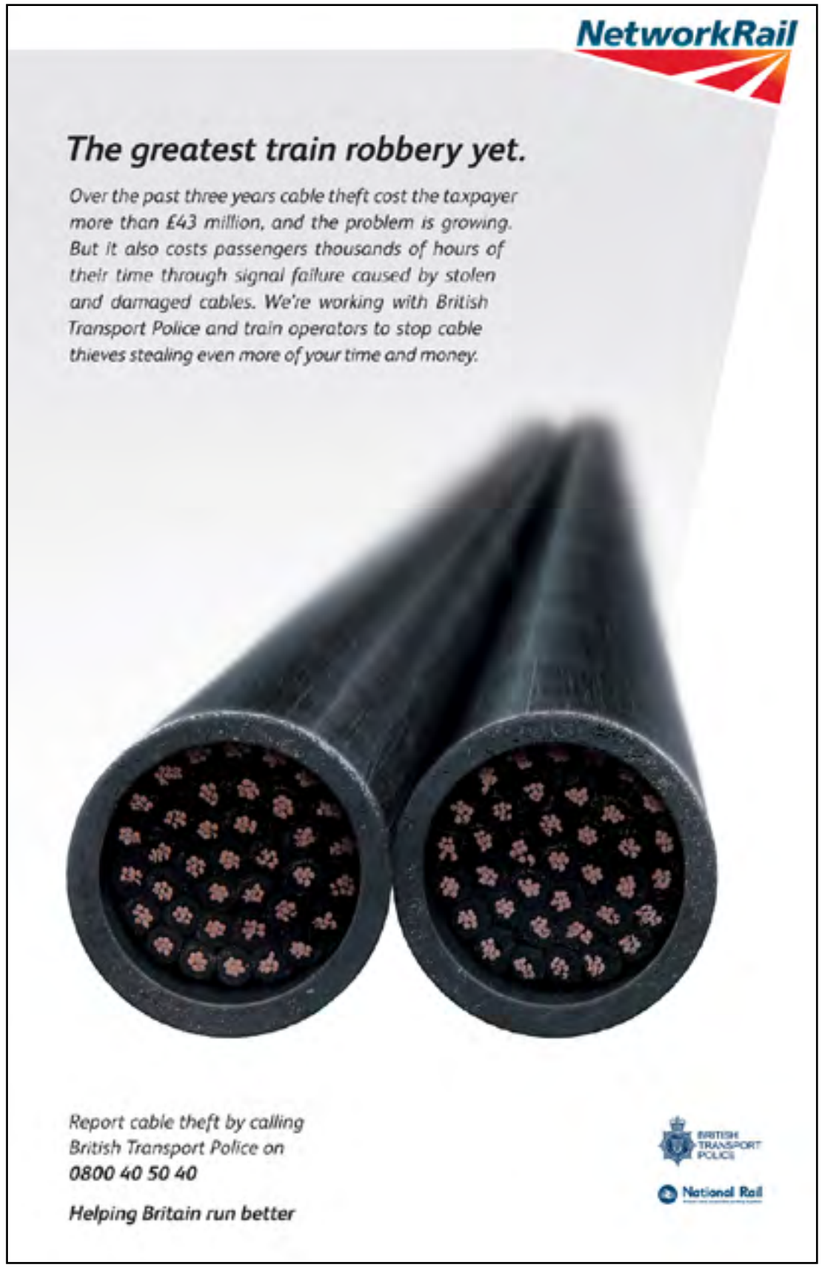
Gary Cooper, head of operations at the Association of Train Operating Companies, said: "Cable theft regularly causes disruption for thousands of passengers and costs the taxpayer millions, so it is good news that the government is taking action to crack down on illegal scrap metal dealing.
"Train companies are working closely with the rest of the industry to tackle the problem, and this is an important step in helping us to succeed. But further changes to the law now need to be made to create a robust new licensing regime covering all scrap yards, giving police and councils the power to search and investigate them, and to close down any dealers involved in theft."

Tony Berkeley, chairman of the Rail Freight Group said "Cable theft continues to cause major delay to freight trains on a daily basis. Although this doesn't often hit the headlines in the way that passenger delays do, it is causing significant problems for freight operators and their customers who include national retailers, power generators and construction companies. The cost of disruption is significant and impacts on their businesses, their employees, and ultimately the whole UK economy.

"We are pleased that UK Government has taken the first steps in tackling cable theft, alongside the continued efforts of the rail industry. But further action will be required if the impacts of cable theft are to be eliminated."

Assistant chief constable Alan Pacey, of British Transport Police, added: "BTP is committed to tackling metal theft, particularly those thefts which have a direct impact on the running of the railway.
"We have officers dedicated to dealing with metal theft and, during 2011, arrested more than 1,000 people in connection with these crimes. In the past few months convicted metal thieves have been jailed for a total of more than 58 years thanks to British Transport Police investigations.

"We will continue to disrupt and detect thieves who target the railway and will not hesitate to put them before the courts and seek the strongest possible sanctions."



PASSENGERS TO BENEFIT AS SOUTH WEST TRAINS AND NETWORK RAIL FORM NEW ALLIANCE



Train company South West Trains and infrastructure operator Network Rail have announced the launch of a new alliance with the aim of delivering better rail services in the south and south-west of England.

A single senior joint management team now has responsibility for both trains and track on the route operating out of London Waterloo in a first for the UK rail industry.

It is aiming to cut delays for passengers, provide better customer service, deliver more effective management of disruption, and improve the efficiency of the railway through more collaborative working and better decision-making. The new alliance is also expected to benefit rail freight operators who use the Wessex route.

The alliance, which officially went live on 29th April, is a first for the UK rail industry and has been approved by the Department for Transport and the Office of Rail Regulation. The alliance is planned to run until 4 February 2017, the expiry date of the South West Trains franchise agreement.

The creation of the alliance follows the publication of the McNulty Report last year, which recommended a package of measures to reduce inefficiencies in the UK rail system. It also delivers a key element of the Government's Rail Command Paper, issued in March 2012, which called for closer co-operation between operations and infrastructure.

The alliance also builds on the existing joint working between South West Trains and Network Rail through the Wessex Integrated Control Centre at London Waterloo, which co-ordinates the operational response to incidents on the route, as well as recent moves by Network Rail to devolve operational responsibility to regional units.

Sir Brian Souter, chief executive of Stagecoach Group, the parent company of South West Trains, said: "This new model is a real opportunity to deliver change that will benefit both passengers and taxpayers and support our objective of growing the railway. Safety will continue to be our top priority and will remain at the core of the way we run the railway. By working more closely with Network Rail than ever before, and with aligned incentives, we can deliver a more customer-focused and more efficient railway for the long-term."

David Higgins, chief executive, Network Rail, said: "This marks a new phase in the evolution of Network Rail as we continue to push decision making away from the centre, empowering our front-line managers to run the railway more effectively, and forging closer working relationships with our customers, the train operators. Network Rail will continue to focus on delivering our obligations to all parties, protecting the interests of all customers whilst maintaining the seamless operation of the whole network."

Under the alliance, the combined management team will consider the "whole railway" in making decisions, resulting in a range of improvements for passengers and employees:

•More effective station management: a single management team for London Waterloo, the UK's busiest railway station with more 90 million passengers a year

•Better planning of track maintenance work: smarter train planning and improved access to provide more time for renewals, leading to a more reliable and punctual train service

•Improved response to disruption: a single team dealing with operational incidents on the network through the Wessex Integrated Control Centre

•Faster decision-making: quicker resolution of issues through joint responsibility for work at stations

•Aligned objectives and incentives: employees from both organisations working towards common goals with consistent incentives to improve performance

•Building skills: cross-functional development opportunities for employees, enhancing skills and providing wider job experience

•Pooled resources: opportunities to share facilities, helping with winter preparations and providing a more efficient response to train service disruption

•Operational efficiencies: joint training, communications and occupational health processes

The alliance senior management team will be headed by Tim Shoveller. Tim began his career working as a train guard at Guildford, and his 20-year railway career has included senior management positions at Virgin Trains and Eurostar. More recently, he headed up the East Midlands Trains franchise for four years, before moving onto become managing director of South West Trains in January 2012. Tim Shoveller added: "The creation of this joint alliance provides a real opportunity to deliver an even better service for our passengers, and we have already had a very positive response to this new way of working. Our focus now will be on leading and supporting our 6,000 employees and managers who play a critical role in the delivery of our train services 24 hours a day, 7 days a week. Together we will develop a collaborative way of working through the alliance and deliver a great train service for our passengers."

The senior management team has more than 200 years' experience in the UK rail industry covering train service delivery, rail infrastructure management and train fleet manufacturing and includes:

Managing director – Tim Shoveller
Infrastructure director – Jim Morgan
Operations director – Mark Steward
Fleet director - Christian Roth
Safety & assurance director – Brian Cook
Human resources director – Kelly Barlow
Commercial director – Sam McCarthy
Customer service director – Jake Kelly
Finance director – Andy West

A governance board, with equal representation from both organisations, will oversee the operation of the alliance and take major business decisions. Arrangements are in place to ensure the interests of other passenger rail companies and freight operators are protected. Both companies retain their own identities and staff. There are no changes to terms and conditions of employment or collective bargaining agreements with recognised trade unions.

IMPROVED PERFORMANCE AND CAPACITY FOR HARROGATE RAIL LINE

Passengers on the Harrogate line will have a more reliable service as Network Rail completes the resignalling of the route. At the same time a turnback facility is being built at Horsforth to facilitate future increases in rail services.

£16m is being invested to improve the reliability of the route by provision of modern signalling between Kirkstall Viaduct and Harrogate station. Engineers will also build a turnback at Horsforth which will allow Northern Rail to run a shuttle service between Horsforth and Leeds in the future.

Warrick Dent, general manager for Network Rail, said: "The Harrogate line is a real success story and passenger demand is expected to continue to grow. This substantial investment is great news for rail passengers as the new equipment will not only be more reliable but will give provision for future increases in line speed and the possibility for increased services.

"This is just one of many projects we are completing to improve services for passengers in the area. Others include resignalling between South Kirby and Wakefield; and Huddersfield and Bradford; a new southern entrance at Leeds station; a turnback at Micklefield and, in partnerships with local partners, new stations at Kirkstall Forge and Apperley Bridge. "

The signalling work on the Harrogate line involves the installation of new equipment, structures and bases along the route.

Engineers will also install new track, sleepers and ballast for the new turnback close to Horsforth station. Significant earth and drainage works will be completed on the land which was purchased from Leeds City Council. The project is working with Natural England and the Environment Agency. All vegetation which is removed will be replaced with wildlife/railway friendly flora.

Signalling will be transferred from Horsforth and Rigton signal boxes into Harrogate, increasing efficiencies as these boxes close.

RAIL RECYCLING DEPOT TO SAVE NETWORK RAIL £4m A YEAR

A new facility which will allow Network Rail to recycle used rail is to save the company around £4m a year.

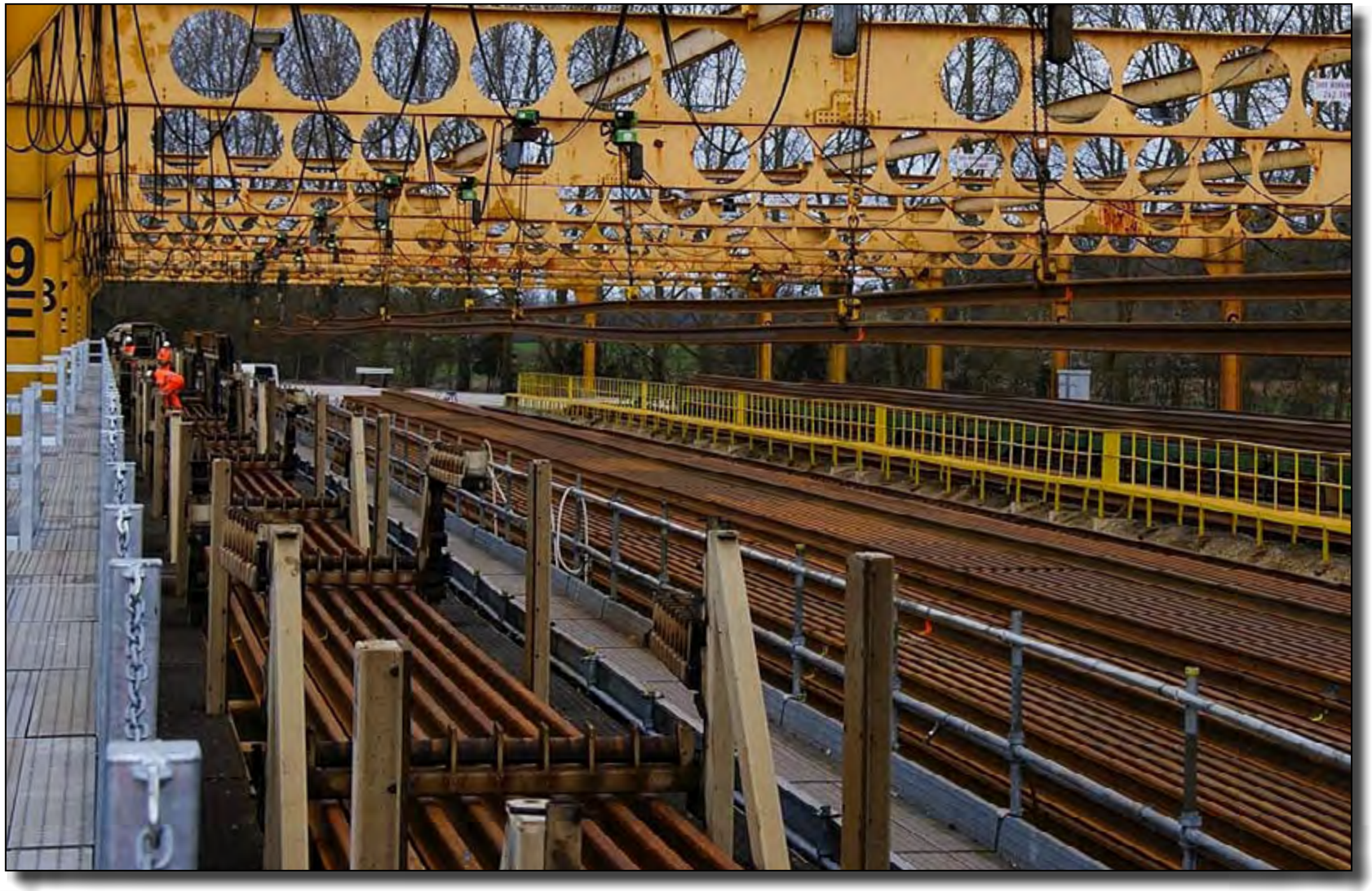
The Eastleigh rail depot near Southampton has been upgraded so it can produce 216m lengths of serviceable rail which have been recycled from used rail removed from around the network. The recycled lengths are up to 70% cheaper than new rail and can be safely used on low volume and rural routes.

The depot first opened in 2001 to weld new 108m rail into 216m lengths ready for track renewal but the recent upgrade means it can now produce up to 10,000 tonnes of 216m recycled serviceable rail, around 8% of the total rail that Network Rail purchases every year. This is alongside the 50,000 tonnes of new rail currently welded there every year. The upgrade reflects Network Rail's ongoing commitment to reducing costs and improving efficiencies.

When old rail is replaced around the network it is inspected to assess how much is potentially reusable and then thoroughly tested before being processed at the Eastleigh depot. Any sections not suitable for reuse are removed and the remaining rail welded together to form 216m lengths of serviceable rail.

Martin Elwood, director of Network Rail's national delivery service which runs the depot, said: "Recycling old rail into serviceable rail which can be used elsewhere on the network reduces the volume of rail which is scrapped and the amount of new steel used by Network Rail, both of which save money and are better for the environment. Network Rail is committed to reducing costs and this is the latest initiative which is helping the railway become a more efficient industry."

The depot upgrade, which was delivered on budget, six months ahead of schedule and caused no interruption to the depot's day-to-day welding of new rail, was officially opened by Richard O'Brien, Network Rail's route managing director for Wessex.



HORNBY' STATION FOOTBRIDGE RESTORED

Network Rail has restored an iconic structure that was used by world famous railway model maker Hornby as the basis for one of its construction kits.
The station footbridge in the Worcestershire village of Hagley is Grade 2 listed and was built in 1884 by the Great Western Railway, 32 years after the station opened on Saturday 1 May 1852.

Patrick Cawley, Network Rail's route buildings engineer, said: "It's amazing to think that people the world over 'own' a little piece of Hagley in the form of a footbridge on their railway layout.
"Having given the original footbridge a thorough overhaul, it will serve the people of Hagley for many years to come."
Simon Kohler at Hornby said: "We at Hornby are absolutely thrilled to see the Hagley footbridge restored to its former glory. As a model it was one of our star items and with the actual footbridge being restored, perhaps it is time that a suitable model once more became part of the Hornby range."
The last time the footbridge was painted, a blue and white colour scheme was chosen but after talking to the Railway Heritage Trust, Network Rail has restored it to what is known as GWR 'light and dark stone'.
The entire structure has been cleaned, rubbed down and repainted.
Elements of the ornate metalwork that needed replacing were specially cast to match and blend in with the original. Various parts of the structure's fabric were replaced or repaired. These included wooden dagger boards, panelling and sections of guttering, with the edges of the stair treads being coated in an anti slip resin in contrasting colours to make them stand out.

While the contractors were on site, the station buildings were also completely repainted at the request of train operator London Midland as was the platform canopy, so the entire station has a new feel to it.
The overall cost of the work was almost £50,000



MAJOR REVAMP FOR STALYBRIDGE RAILWAY TRACKS AND STATION

Work has started on a major revamp of all the railway tracks and signalling in and around Stalybridge station, which will also see alterations to the platforms, coffee shop and other passenger facilities.



The £20m project is needed because the existing infrastructure is nearing the end of its operational life. The opportunity is being taken to replace it in such a way that it will meet current needs and those of the future when the line from Manchester is electrified in 2016.
Jo Kaye, Network Rail's route managing director, explained: "The current track layout, particularly the junctions at either end of the station, has remained largely unchanged since the end of the First World War.
"The new layout will give us greater operational flexibility and will be more reliable. So far as passengers are concerned, that means better train services now, with the prospect of faster and more frequent services in the future."
As well as renewing the tracks, the signalling system will be replaced to reflect the changes, and the speed of trains passing through the station will increase from 40 to 50 mph. Control of train movements in the area will transfer to Manchester East signalling centre in Edgeley, Stockport.

The station itself will undergo some further changes that will include:

- **Building a new bay platform adjacent to the existing platform 1, near the end of the buffet bar**
- **The widening of platform 2 and extending it alongside the existing bay to create a new platform**
- **Demolition and rebuilding of the coffee shop on platform 2**
- **New waiting shelters, CCTV and station announcements system, and passenger information screens**

The work means that the station will have five platforms in future instead of three, so the existing numbering will be completely changed. Once the new platforms have been built an Access for All scheme funded by the Department for Transport will link all platforms. New passenger operated lifts will be built taking passengers down to the recently refurbished subway, giving disabled passengers, people with buggies and those with lots of luggage, step-free access to the entire station. Work will continue every weekend until November, except for the period of the Olympic Games, when all major disruptive railway work is suspended.The new signalling system will be commissioned and brought into use in early November. To relay the junction and carry out the necessary safety tests on the new equipment, there will be no train services from Stalybridge station for nine days over the last week of October and first week of November.

Virgin Trains scoops another award

Virgin Trains has won another prestigious award, being voted the top long-distance franchise operator for 2012 by leading industry experts. The Institute of Transport Management placed Virgin Trains at the top of the industry, beating UK operators and SNCF-owned Eurostar.

The ITM based its award on areas including price, frequency, punctuality, health and safety, comfort and cleanliness. It is because of this that the Institute of Transport Management has given Virgin Trains the award of "Long Distance Franchise Provider 2012", in respect of the full service offering that it provides its customers.

According to the ITM: "Virgin is a company that cares about people – both its customers and its staff – and this shines through in the service that it provides. Its success speaks for itself, in its doubling of passenger numbers, in its customer satisfaction ratings and in its commitment to continual improvements. Its vision to transform rail travel is well on the way to being a reality and the Institute is very pleased to award it the title of 'Long Distance Franchise Provider 2012'. It is very well deserved."

Tony Collins, CEO of Virgin Trains said: "We pride ourselves on customer service and independent surveys and awards repeatedly recognise the efforts made by our staff. We are delighted to win this ITM award ahead of competition such as Eurostar and we will continue to work hard to provide the best possible service."

Virgin Trains has recently been named best train operator by Which? Magazine, and is top of the long-distance train franchises by the independent National Passenger Survey.

It also won best rail operator last year in the Daily Mail Globe Travel Awards.

Ayr Honours 'Scotland's Brunel'

One of Ayr's most famous sons – engineer John Miller – has been honoured with a plaque at ScotRail's station in the town.

The tribute to the pioneering railway designer, who was born in Ayr in 1805, was unveiled by Provost Winifred Sloan at a ceremony on Wednesday 25th April.

Miller led many of Scotland's greatest rail projects, alongside business partner Thomas Grainger. These included Scotland's first inter-city railway, the Edinburgh-Glasgow line, and what was once the largest masonry arch in the world, the Ballochmyle Viaduct.

The permanent plaque at Ayr station has been funded by the Institution of Civil Engineers, which is keen to ensure Ayrshire remembers Miller's important role in the development of Scotland's railways.

Professor Roland Paxton, chairman of the Institution's panel on historic works, said: "Miller was Scotland's Brunel, and it is appropriate that we should remember him in his home town."

John Yellowlees, ScotRail's external relations manager, said: "This is the latest in a series of excellent plaques from the Institution of Civil Engineers across the Scottish rail network and serves as a further reminder of our indebtedness to those who gave us the infrastructure that we take for granted today."

Provost Sloan said: "I am pleased that the Institution, in partnership with Network Rail, ScotRail and the Glasgow & South Western Railway Association, has paid this permanent tribute to a famous son of Ayr."

Another plaque commemorating Miller's life was unveiled by Sarah Boyack MSP at Edinburgh's Haymarket railway station in 2005, on the 200th anniversary of his birth.

View from the Outside

I get quite homesick at university so it is nice to know that home is only a train ride away and then a bus or car journey after that. I go Scarborough to York and then York to Barlby, but I wish a train ran straight to Barlby.

Plus if I got a train to Selby which is closer to home, rather than York it would take two hours and it would cost three times as much money maybe even more, which is ridiculous. So I am stuck with York but this is ok as it is only £3.95 if you book far enough in advance with a railcard!

However if I want to go last minute it is more expensive which annoys me as life isn't always straight planning! They reward the planners, but what if my lecture finishes early? Then I have to wait around till six for no reason just because I booked a cheap train then. Also lately they have not been putting the reserved tickets on the reserved seats, it hasn't happened yet but what if someone was sitting in my reserved seat? I hate confrontation....it is awfully strange that reservations used to be done but recently they have stopped for some unknown reason, if anyone has any ideas please email me. (Maybe it's all the cutbacks....can't afford paper anymore.)

Perhaps it is the whole environmental issue of cutting down trees....
If I wanted to get the bus to the station from my university it would be £1.80 for a two mile journey, so trains are pretty cheap when you book in advance.

I will be home soon for over four months so I won't be using the train to go home for a while as I want to make the most of being at university in my accommodation as I will miss it as it is changing next year. I will be closer to the station in my new house in September which will be nice and easy to go home at the weekends. I will have to buy another railcard next year though which is £28 out of my student budget! It is a shame they can't offer discounts to students without the purchase of a railcard!
If I owned my own train company that is what I would do!

Until next month I bid you farewell.

If you have any comments, about my articles or any ideas about what I could write about please drop me an email, I always love the fan mail.

megan.thomason@railtalkmagazine.co.uk

GB Railfreight helps the Port of Immingham celebrate 100 years of operation with locomotive naming

As part of Associated British Ports' (ABP) Port of Immingham's centenary celebrations, GB Railfreight (GBRf), the award-winning freight haulier, has named a locomotive Port of Immingham Centenary 1912-2012.

The locomotive, Class 66 742, was named at a special ceremony at the port on Friday 27th April. It was unveiled by special guest Michael Portillo, who filmed some of GBRf's work at Immingham as part of his popular BBC2 Series Great Railway Journeys. The episode will be screened in early 2013.

GBRf has a long-established partnership with Immingham, transporting coal and fuel from the port.

The Port of Immingham was officially opened by King George V on 22nd July 1912. During World War I it was a Royal Navy N Submarine base, while in 1944 minesweeper HMS Fancy and escort destroyer HMS Cotswold both underwent repair there. Since 2001 Immingham has officially been the busiest port in the UK with over 50millions tonnes a year being handled. Furthermore the port is the hub for over 25% of all the UK's rail freight .

John Smith, Managing Director of GB Railfreight, said: "It is a pleasure to name this locomotive Port of Immingham Centenary 1912-2012, celebrating not just the continued expansion of the UK's largest port, but also recognising the on-going partnership between GBRf and the port."

John Fitzgerald ABP Port Director Grimsby & Immingham said "we are truly grateful to John and his team for the honour of this locomotive naming. This year we celebrate 100 years since the opening of the port. Our links to the rail industry stem from the original developers of Immingham Great Central Railway Company, and rail plays a vital role in moving cargo through our facilities. Our thanks also go to Michael Portillo who gave up his busy filming schedule to join in our celebration."

GB Railfreight names locomotive Sorrento to honour 10 year partnership with MSC

GB Railfreight (GBRf), the award-winning freight haulier, has named a Class 66 locomotive Sorrento to celebrate a 10-year partnership with the Mediterranean Shipping Company (MSC).

The newly liveried locomotive, Class 66 709, was unveiled at a special ceremony at the Port of Felixstowe, where GBRf has its Intermodal headquarters.

The locomotive was unveiled by GBRf Managing Director John Smith and Maurizio Aponte, Director of MSC Europe, at the event, with 70 guests of MSC and GBRf present.

John Smith commented: "It is an honour to name this locomotive Sorrento to celebrate the 10-year partnership between MSC and GBRf."

Dan Everitt, Managing Director of MSC UK, added: "MSC is proud to unveil the newly liveried locomotive to celebrate our 10 year partnership with GB Railfreight, as it also provides us with an opportunity to highlight our commitment to investment in rail services. Last year, we moved over 100,000 containers by rail, which we estimate was almost 20% of the Port of Felixstowe's total rail moves. As rail produces 70% less Co2 than the equivalent road journey, we are pleased to be able to offer an excellent, sustainable intermodal service for our customers, which is also resulting in reduced carbon emissions and road congestion."

New Home for Historic Replica Locomotive

On Wednesday, 18th April London Midland moved a historic replica locomotive from it's home of more than 25 years at Telford Central station. The life size model of the Trevithick locomotive was lifted by crane into a low loader and taken the short distance to a new permanent home at the Hadley Learning Community.

The model is a full scale replica of the first steam railway locomotive in the world, designed by Richard Trevithick and built near Ironbridge by the Coalbrookdale Company in 1803, 26 years before Stephenson's 'Rocket'.
A plaque on the model states that the replica was built by Task Undertakings, a Manpower Services Commission project in Birmingham, under the guidance of Allen Gulliver, to drawings made for the Ironbridge Gorge Museum by Stewart Johnson.

London Midland has donated the model to the Learning Community as part of a £1 million refurbishment of the station, part of the National Stations Improvement Programme (NSIP), a £150 million Government fund to improve station facilities. There are just under one million passenger journeys at Telford every year, and London Midland is upgrading the station to improve facilities for passengers. The model has been moved to make way for new seating areas for passengers.

As part of the improvements at the station the booking hall, waiting areas and toilets will be completely refurbished, a new disabled accessible toilet installed, flooring will be upgraded and the outside walls will be fully glazed. A new waiting room and waiting shelter will be installed on Platform 2 while on the Birmingham-bound side; Platform 1, the platform canopy will be extended.
Head of Facilities at London Midland, Mike Hampson said: "The Trevithick locomotive has been an iconic landmark at Telford station over the years, and we believe it has been there since the station opened in 1986.
"With the improvements we are making to the station, there simply isn't the room any more for the locomotive. We therefore looked for somewhere where the replica would be appreciated for the great engineering feat it is and, would be accessible to lots of local people. We're delighted that the Learning Community have offered the prefect home for this important artefact."
Director of Engineering at the Learning Community, Jeff Williams said: "Having the Trevithick Coalbrookdale locomotive sited at Hadley Learning Community School is a fantastic opportunity to celebrate the achievements of the Ironbridge industry. "The Trevithick will be sited in our Engineering Gallery, a space to exhibit some large items and use as a teaching space, which is surrounded by glass, so it will be a constant reminder of the wonderful achievement and the importance of Ironbridge as a World Heritage Site.

"At H.L.C. we will be using it with pupils as a visual prompt to discuss the local industry and how that has developed over the last 200 years and to aid us with a project called 'how things work'. In addition, we have already set up a number of visits to the school from local primaries to use the locomotive as the beginning for their own project on inventors and inventions."

The Nosh Report

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

Well with the up coming Railfest at the NRM, I contacted our dear editorial team in York for a place where I could go and lunch during a visit there in June and I received a glowing report from this place that is just five mins from the railway station where they serve top quality nosh, beers, lemonades and coffees.

The location for this place is on Micklegate and it's called Brigantes. Located some 100 yards from York's famous Micklegate Bar, the premises are housed in a listed Georgian building which was the birthplace of Joseph Aloysius Hansom (1803 - 1882) - a renowned architect, inventor and designer of landscape gardens.
It is open daily from 12.00 till 23.00

So what did our dear editor have, well it was a delightful "Posh Fish Finger" sandwich and a bowl of Chips.



And by all accounts it was very very nice, a succulent piece of fish, lightly battered and served on a choice of either white or brown bread, along with a very nice side salad with dressing. This was accompanied by a bowl of proper chunky chips, again cooked to perfection.



This is actually a photo of the food before they tucked in. Obviously, once again they didn't ask me to join them (have I mentioned this before?), but it looks really nice.

Daily specials are available along with a host of other dishes all cooked fresh to order. However please note that food is only available all day on Saturdays and Sundays, during the week it is served between 12.00 - 14.30 and 18.00 - 21.00. Part of the Market Town Tavern group, if you like this one then there are several others if you are travelling around Yorkshire.

Hopefully I will get to sample it myself very soon.

If you know of anywhere that is worth a mention or know of an special offers then please do let me know.

Until next month,

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

KIRKGATE STATION IMPROVEMENT PLANS GET GO AHEAD

Plans to renew the canopies and remove part of the redundant spine wall at Kirkgate station have been granted Listed Building consent by Wakefield District Council planning committee.

Phil Verster, route managing director at Network Rail, said: "This is the news we have been waiting for at Kirkgate. Our team is already on site completing preparatory works and will press ahead with the full scheme immediately."

Ambitious plans to transform the listed station building have been drawn up by Groundwork Wakefield with support from Network Rail, Northern Rail, West Yorkshire PTE (Metro), Wakefield council and Railway Heritage Trust.



"Our project is in addition to the wider scheme to transform the station building which is being led by Groundwork Wakefield" added Phil Verster. "We expect to complete our work in November when the station building scheme is expected to begin." The Network Rail work on the station is worth approximately £1.5m and is being funded by the company with a contribution from the Railway Heritage Trust. Bricks which are removed from the spine wall will be cleaned and reused in the supporting wall for the new ramp.

"I'm delighted that the planning committee has given its consent, and that the next phase of work at Wakefield Kirkgate rail station can now go ahead," said David Hoggarth, director, development at Metro. "Through partnership working between Metro, Network Rail, Wakefield Council, the train operators and Groundwork Wakefield, we are on the road to delivering a much needed step-change in facilities for passengers."

Richard Allen, area Director for Northern Rail comments: "We are thrilled to continue to be part of the transformation at Wakefield Kirkgate. The improvements being made at the station are an excellent example of a successful partnership achieving real results for our customers."

Ken Taylor, executive director for Groundwork Wakefield, said: "Groundwork, along with partners, is committed to bringing the station back to its former glory and it will be a catalyst for the regeneration of the entire Kirkgate area."

"Not only will the redevelopment provide a safe and welcoming gateway to the city, it will provide facilities for local communities, enterprises to grow in and foster a sense of community pride into the area."

In 2009 and 2010, Northern Rail, Network Rail and Metro secured improvements to the CCTV system and subway as well as improvements to signage, a new help point and refurbished entrance lobby. The car park was also resurfaced, allowing the free bus to call at the station. This was mainly funded through the National Stations Improvement Programme, a joint rail industry initiative funded primarily by the Department for Transport.

A Different View



On April 1st, Class 185 129 heads into the sunset on a Cleethorpes - Manchester Airport service.
Steve Thompson

Network Rail still has many impressive signal boxes in its posession. One of many in the Shropshire area is at Sutton Bridge Junction.
RIchard Hargreaves

A view of Portsmouth Harbour station from the top of the Spinnaker Tower on April 4th as Wightlink catamaran Wight Ryder 1 is waiting for passengers to embark for a sailing to Ryde in the Isle of Wight. In the station waiting to depart are a First Great Western Class 158 DMU with a service to Cardiff, a South West Trains Class 444 Desiro EMU with a service to London Waterloo and a Southern Class 377 Electrostar EMU with a service to London Victoria.

Steve Dennison

Cambrian Railway

Metro Cammell Class 101 DMU Nos. 50205 and 56055 are seen at Llynclys on April 22nd. ***Brian Battersby***

Cambrian Railway continued...

Right: Class 08 shunter No. D3019 (13019) is seen in the yard at Llynclys along with English Electric 0-6-0DH shunter No. D1230 "Kimberley". *Brian Battersby*

Below: Met-Cam Class 101 DMU Nos. 51512 and 51187 are seen in the station at Llynclys on April 22nd. *Brian Battersby*





GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

SPRING DIESEL GALA BRINGS SPECIAL GUEST STAR TO THE GCR

Class 33 makes first ever trip away from South Devon base to Leicestershire

The Great Central Railway's Spring Diesel gala for 2012 is a case of "hello and goodbye". Arriving in time to guest star at the event on Saturday 19th May and Sunday 20th May is Class 33 002.

The locomotive, in a striking late BR combination yellow and grey livery is the oldest survivor of its type, having been built in 1959. It is making a first visit to the Great Central - in fact its first visit anywhere from its base at the South Devon Railway.

Meanwhile it will be the last chance to take a trip behind Class 37 198, which has been at the railway for repairs and testing, but will soon be moving on.

"We've got a really interesting selection of locomotives for this gala" commented Kate Tilley, the GCR's Marketing Manager. "We look forward to welcoming 33 002, which on Saturday night will team up with the class 27 for a special real ale train. With 37198 wearing current in all over yellow, it will be the chance to see a mixture of modern and heritage liveries at the same time."

Another five GCR resident heritage diesels make up the rest of the roster; Class 20 D8098, Class 27 D5401, Class 31 D5830, Class 45 D123, Class 47 D1705.

The gala will feature a very busy timetable of departures on the GCR's unique double track network, including a selection of double headed runs and 'top and tail' working. For mileage fans who don't want to miss a moment, all day breakfasts will available on board some trains.

Llangollen Railway

PLEG, Llangollen Railway and Llangollen Diesel Group, held a "long distance" outing on April 1st using Class 08 195 (13265 / D3265) and ex ICI Mond Division Class 08 "lookalike" EEDK1901 0-6-0DE (1951), seen here working from Carrog to Llangollen. ***Carl Grocott***

Keighley and Worth Valley

Top Right: Midland Fowler 4F No. 43924 is seen having its boiler tanks refilled at Keighley on April 6th. ***Andy***

Bottom Right: On April 6th, Class 20 031 is seen at Keighley. ***Andy***

Below: Class 20 031 is seen at Oakworth on April 9th, heading for Keighley. ***Chris Stanley***







Lakeside and Haverthwaite

Barclay 0-6-0T No. 1245 leaves Newby Bridge Halt on the Lakeside & Haverthwaite Railway on 7th April with the 10:52 for Lakeside during the Easter Egg Weekend event. ***Gerald Nicholl***

Bluebell Railway

Top Right: BR Standard Class 4MT No. 80151 fills up with water at Sheffield Park on the Bluebell Railway, March 25th. ***Nathan Gibson***

Bottom RIght: Class 73 204 was provided by GBRf to power the shuttle trains from East Grinstead (Bluebell) to Imberhorne North. Here it waits to take 4-VEP No. 3417 from East Grinstead (Bluebell) down to Imberhorn North on April 21st. ***Craig Stretten***

Below: With the tip that is slowly being removed to enable the Bluebell to run steam trains into East Grinstead in the background, Class 73 204 and 4-VEP No. 3417 are seen at Imberhorne North during the Bluebell Railway's Northern Extension Open Weekend on April 21st. ***Craig Stretten***







Bluebell Railway continued...

Below: Class 73 204 "Janice" and Class 423 417 arrive at Imberhorne North, High Grove Cutting, East Grinstead on a shuttle train from East Grinstead, April 21st. ***Nathan Gibson***

Bottom: Class 423 4-VEP EMU No. 3417 sits in the Bluebell Railway's East Grinstead station during their Northern Extension Open Weekend on April 21st. ***Craig Stretten***





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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

Preserving the Legacy of the Class 58s
Visit Our Website www.c58lg.co.uk
for all the upto date news on 58016!

Barrow Hill

Top Left: LNER A4 No. 4464 “Bittern” was just one of the stars at Barrow Hill’s “Fab Four” event on April 15th. *Gray/Madcaravanner*

Bottom Left: LNER giants of past and present line up at Barrow Hill as part of the “Fab Four” event on April 15th. LNER A1 No. 60163 “Tornado” poses alongside A4 No. 4468 “Mallard” and LNER Peppercorn A2 No. 60532 “Blue Peter”. *John Alsop*

Below: Another shot of A4 No. 4464 “Bittern” alongside A1 No. 60163 “Tornado” at Barrow Hill. *Gray/Madcaravanner*











Barrow Hill
continued...

Top Left: "Mallard" the London and North Eastern Railway's Class A4 4-6-2 Pacific steam locomotive built at Doncaster, England in 1938 and holder of the official world speed record for steam locomotives locomotive speed record. ***John Alsop***

Top Right: LNER Class V2 2-6-2 steam locomotive, No. 4771 "Green Arrow" was built in June 1936 for the London and North Eastern Railway (LNER) at Doncaster Works to a design of Nigel Gresley. Looking in superb condition all these years later in the sun at Barrow Hill.
John Alsop

Right: Making a rare appearance outside is Great Northern Railway (GNR) Class C1, 4-4-2 steam locomotive No. 251. ***John Alsop***



Bodmin and Wenford

The Isle of Wight's 02 class locomotive No. W24 "Calbourne" leads Beattie Well Tank No. 30587 through Charlies Gate on April 20th, the lines Spring Steam Spectacular. ***Steve Andrews***

Bodmin and Wenford continued...

Below: Visitor to the line, the Isle of Wight's 02 class locomotive No. W24 "Calbourne" is seen working a Bodmin Parkway to Bodmin service through Charlies Gate on April 20th. ***Steve Andrews***

Bottom: No. W24 "Calbourne" leads LSWR (SR) Drummond T9 Greyhound No 30120 up through Charlies Gate heading for Bodmin from Bodmin Parkway on April 20th. ***Steve Andrews***





GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

Great Central Buildings "Chequed" Over

Bachmann Europe Plc has handed over a cheque for £5,600 to the Great Central Railway as a thank you for allowing the company to produce models of its distinctive Rothley station.

For the building of the Great Central Railway's London Extension, which opened in 1899, all stations were built using island platforms. These were accessed from a road bridge (by stairs from either an under or over bridge) and all stations on the extension were built to this design. South of Calvert in Buckinghamshire, the railway joined with the Metropolitan Railway and later the Great Western Railway for the remainder of the journey into the new London terminus at Marylebone.



David Haarhaus, European Sales and Marketing Manager said "The distinctive Great Central buildings have proved popular and we have recently announced them in N scale. We have built good relationships with heritage railways and locomotive owners in recent years and handing over this cheque today allows a successful company like Bachmann to plough something back into the heritage railway community. The buildings have been superbly restored by the railway and need to be kept in excellent condition for us all to enjoy. An added benefit is that after visiting the station you can recreate it in miniature. We are also working with other heritage lines on building ranges including the Bluebell Railway, Severn Valley Railway and Shillingstone Station which is being restored by the North Dorset Railway Trust".



Richard Patching, General Manager for Great Central Railway said "We have thoroughly enjoyed working with Bachmannn a nd as a leading firm in the model railway world their choice of GCR and Rothley station has clearly proved a popular one. We are delighted to be sharing in their commercial success; their commitment to us only goes to illustrate just how dedicated they are to assist in preserving our steam railways. We are sure the N scale range will prove just as popular, the announcement of its production was wonderful news!"
The handover of the cheque coincides with the launch of the N scale versions of Rothley station which are now available from the shop on Loughborough station.

Photo: Dave Allen, Station Master at Rothley, with David Haarhaus from Bachmann.

South Devon Railway

BR Standard Class 2 2-6-0 No. 78019 is seen hauling a milk train from Totnes to Buckfastleigh on April 6th. ***Steve Andrews***

South Devon Railway continued...

Below: British Railways Standard 4MT 2-6-4T No. 80072 leads BR Standard Class 2 No. 78019 as they depart Totnes on April 6th. ***Steve Andrews***

Bottom: GWR 0-6-0 No. 3205 leads BR Standard Class 2 No. 78019 through Staverton on April 8th. ***Steve Andrews***







The A1 Steam Locomotive Trust
New Steam for the Main Line

'THE ELIZABETHAN' EXPRESS RE-CREATED TO CELEBRATE THE QUEEN'S DIAMOND JUBILEE

The A1 Steam Locomotive Trust, the registered charity behind famous new steam locomotive 60163 Tornado, is delighted to announce the re-creation of 'The Elizabethan' express in celebration of HM The Queen's Diamond Jubilee. 'The Elizabethan' was the premier train on the East Coast Main Line in the post-war period and this unique railtour will showcase Tornado at her best and provide nearly 400 miles of travel behind an iconic Deltic.

On Wednesday 25th July 2012, Deltic D9009 Alycidon will set out from London King's Cross station and head north to Edinburgh, pausing to collect passengers at Peterborough, York and Darlington. After a break in the Scottish Capital, Tornado will head the train south covering the 393 miles to London - the reverse of her famous BBC Top Gear 'Race to the North' with Jeremy Clarkson on-board - setting down as outward. This will be the first time a Brunswick Green liveried Peppercorn class A1 will have departed Edinburgh Waverley station since the 1960s and we are pleased to confirm that the carriages will be in the historic carmine and cream livery. Passengers in premier dining will receive a traditional silver service throughout the journey.

We expect there to be much fast running at the permitted maximum of 75mph and with this being a summer tour we anticipate wonderful views of the Scottish coast and the Northumberland and Yorkshire scenery with the long daylight hours.

Provisional Timings for 'The Elizabethan' express on Wednesday 25th July 2012 are as follows:

Station	Depart	Return
London Kings Cross	0700	2300
Peterborough	0800	2115
York	0915	1915
Darlington	1000	1830
Edinburgh	1230	1430

Terms and conditions are available on request.
Tickets for 'The Elizabethan' are priced at standard class (adult £99.00, junior £49.00), first class (adult £149.00, junior £119.00) and premier dining (adult £225.00, junior £195.00) with all profits going to The A1 Steam Locomotive Trust. Tables for two in first class and premier dining are available for a supplement of £25.00.
Bookings by debit or credit card are via our ticket agents Pathfinder Tours on 01453 835414/834477 or through www.a1steam.com.



Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented: "We are delighted to be able to join in the celebration of HM The Queen's Diamond Jubilee with the re-creation of 'The Elizabethan' express. This iconic train of the 1950s was British Railways' response to the optimism prevalent at the dawn of the new Elizabethan era. With both Tornado and Alycidon on the route they were designed for, this unique railtour will be a day out to remember for all of those lucky enough to be on-board."

Photo: © Tornado on The Elizabethan. A1SLT/Ken Horan

Welshpool and Llanfair

Top Right: Hunslet 0-4-0DM shunter No. 11 “Ferret” built in 1940 is seen at Llanfair on April 22nd. ***Brian Battersby***

Bottom Right: 1929 built No. 12 “Joan” used to work in Antigua, but arrived at the line in 1971 and since then has undergone a lengthy restoration project. ***Brian Battersby***

Below: 0-6-0DM Drewry diesel shunter No. 7 “Chattenden” is seen at Llanfair on April 22nd. ***Brian Battersby***







Statfold Barn Railway

Top Left: "Howard" built by Arn-Jung to works No. 3175 in 1921 and "Pakis Baru 1" built by Orenstein & Koppel to works No. 614 are seen in the loco servicing area. *Stuart Hillis*

Bottom Left: Hunslet Works No. 3903 "Statfold", built in 2005 is seen in the company of "SRAGI No. 1" (Krauss 4045 of 1899). *Stuart Hillis*

Below: "Trangkil No. 4" a 1971 built Hunslet loco is seen having traversed the Balloon Loop and is now entering the Oak Tree Halt section. *Stuart Hillis*







Statfold Barn continued...

On March 31st, 0-4-2T "SACCHARINE" (Fowler 13355 of 1914) is seen pausing at Oak Tree Halt, awaiting the road. *Stuart Hillis*

Great Central (North)

Visiting loco to the Great Central North's gala on April 28th was Class 40 No. D306 "Atlantic Conveyor" seen here in the gloomy April weather at Rushcliffe Halt on April 28th. ***Martin Hart***

Great Central (North)
continued...

Top Right: Class 25 No. D7629 pauses at Rushcliffe Halt on April 28th. The station now has both platforms operational allowing trains to pass here, but this is made very complicated by not having a footbridge and not allowing passengers to cross using the boarded footway at the end of the platform. *Class47*

Bottom Right: Res liveried Class 47 765 looks like it needs a bit of TLC as is approaches Rushcliffe Halt with a Ruddington to Loughborough working on April 28th. *Class47*

Below: Class 20 154 in BR Green livery, is seen on the rear of a service departing Ruddington with an afternoon service to Loughborough. *Richard Hargreaves*







Great Central (North)
continued...

Top Right: A pair of Ruston Simplex shunters are seen in the yard at Ruddington on April 28th, “Marblaegis” and “Morris” both carry the green and black livery of the GCR (N). *Richard Hargreaves*

Bottom Right: Out of service for the gala, Class 20 No. D8007 is seen in the yard at Ruddington *RIchard Hargreaves*

Below: Manning Wardle 0-6-0ST No. 5 “Arthur” is stored awaiting restoration at Ruddington. *Richard Hargreaves*







North Yorks Moors Railway

The NYMR operated an intensive timetable during the Easter holidays, here Black 5 No. 44871 is seen passing Moorgates, shortly after departing Goathland with the 17:30 Whitby - Pickering service, April 10th. ***Mark Pichowicz***

Preserved - Odds and Sods

Top Right: On April 24th, Southern Region rebuilt Merchant Navy 4-6-2 class No. 35028 "Clan Line" is seen hauling "The Royal Wessex" on the Swanage Railway. ***Martin Hill***

Bottom Right: Lined up at the GWR Didcot Steam shed on April 28th are Great Western 0-6-PT No. 3650, GWR 0-6-2T No. 6697, GWR 0-4-0ST No. 1340 and diesel shunter No. DL26 (Hunslet 2662). ***Steve Thompson***

Below: Brown-Boveri gas-turbine No. 18000 is seen outside the Didcot steam shed on April 28th. ***Steve Thompson***









www.southerncountiesrailwaysociety.co.uk

SOUTHERN COUNTIES RAILWAY SOCIETY

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

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

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

Class 45 111 “Grenadier Guardsman” heads a Southwest - Northeast service approaching Bromsgrove in July 1981.
Taken on Kodachrome 64 film. *Chris Morrison*

From the Archives
continued...

Right: Hymek Class 35s Nos. D7022, D7026 and D7093 await the torch at Cohens Kettering yard in 1975. *Derek Elston*

Bottom Left: Class 50 016 hurries a Birmingham - Paddington service through snowy Lapworth in January 1978. Taken on Ektachrome 200.
Chris Morrison

Bottom RIght: 4-EPB unit No. 5261 heads through Orpington in 1983.
Derek Elston







From the Archives
continued...



Left: On September 14th 2002, Pathfinder Tours ran a tour covering "Southern" lines with various forms of traction and was advertised for running purposes as the 06.24hrs Derby – Southampton Central, although it did not actually arrive until 10 hours later. It is seen here arriving into Southampton Central double-headed behind two Electro-Diesels on 3rd rail traction, Class 73 136 "The Bluebell Railway" and 73 133 "Kent Youth Music." The train reversed and was worked back as the 17.10hrs Southampton Central – Derby behind Class 60 006 "Scunthorpe Ironmaster."
David Mead

Bottom Left: In immaculate Network South East livery, Class 50 050 heads an engineers train along the sea wall between Dawlish and Teignmouth on August 6th 1987. ***Richard Hargreaves***

Bottom Right: Another Network South East liveried Class 50, is seen along with a matching rake of Network South East coaches is seen heading along the sea wall at Dawlish on August 8th 1987. This is Class 50 018 with a Plymouth - Paddington working. ***RIchard Hargreaves***





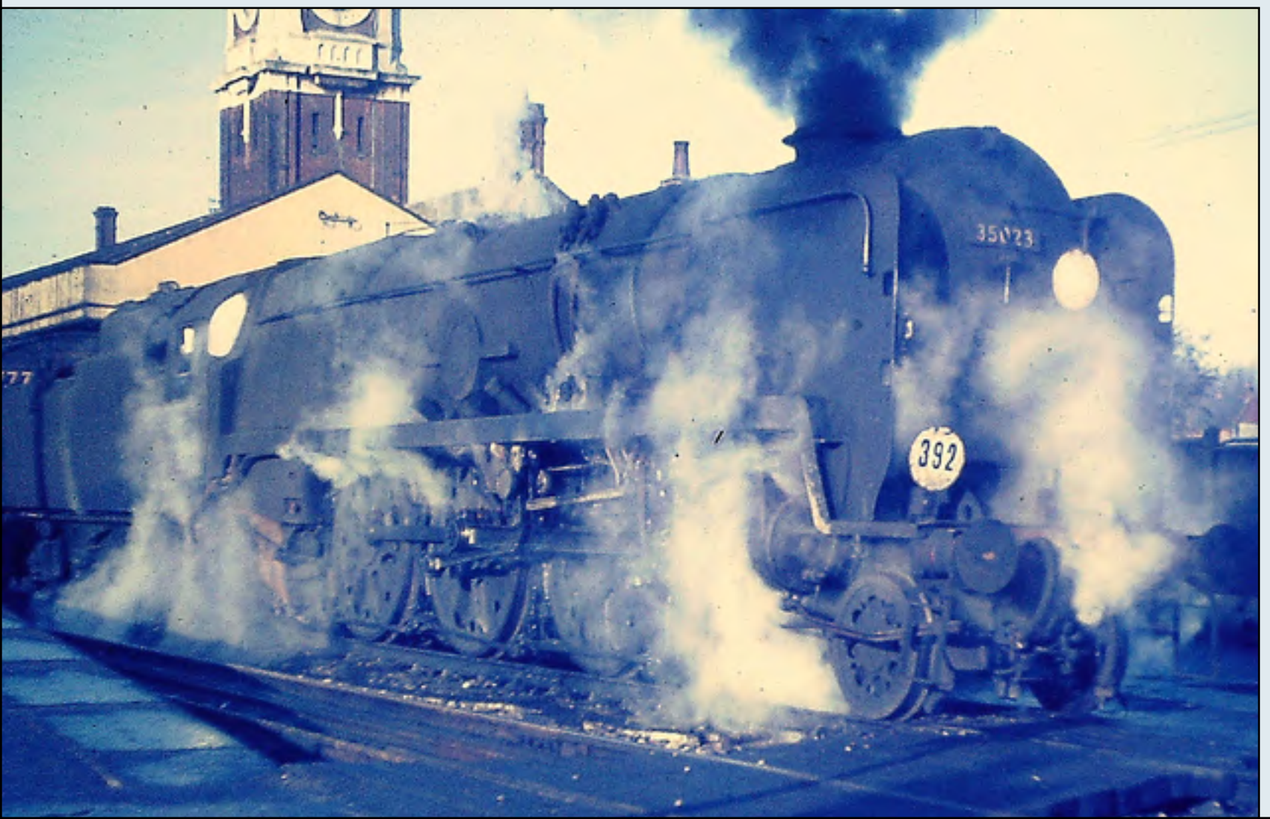
From the Archives
continued...

Right: It seems so long ago, but EPS liveried Class 37 612 and 37 610 are seen stabled at Clapham Jct. on Eurostar duties, just 5 years ago. *Derek Elston*

Bottom Left: On December 11th 1965 at Southampton Central, Merchant Navy 4-6-2 loco No. 35023 “Holland Afrika Line” departs at 10.12hrs for London Waterloo. The exterior state typifies the run-down state the locomotives became in the years leading to withdrawal of ex-LSWR main line steam hauled trains which took place in 1967. *David Mead*

Bottom Right: Regional Railways liveried Class 37 422 arrives into Cardiff Central station on September 3rd 1999 with an afternoon service to Rhymney. *Paul Godding*







From the Archives
continued...



Left: Class 40 150 is seen on Chester Depot, January 20th 1985.
Derek Hopkins

Bottom Left: Class 86 101 waits to depart Wolverhampton on June 30th 1996 with a Inter-city West Coast service to London Euston.
Paul Godding

Bottom Right: 4-CIG No. 1832 is seen arriving at Brockenhurst with a short-lived service – the 08.17hrs London Victoria – Bournemouth on May 15th 2003. These units under went various livery and number changes in their lives. Here, is the former Connex Yellow/White livery. Unfortunately the units became very worn under the regime and when the Go-Ahead group took over the franchise for South Central, some units were re-liveried into Green/Grey but a programme for withdrawal took place as from 2003 and by 2005, all had been replaced by "Electro-Star" units. The current service from London Victoria terminates at Southampton Central – the last through service to Bournemouth being run in 2003. ***David Mead***





From the Archives continued...

Class 55 006 “The Fife and Forfar Yeomanry” departs York with a London Kings Cross - Edinburgh service in May 1978. *Chris Morrison*

The Back Page

A First Great Western Class 158 departs from Portsmouth Harbour station with a service to Cardiff as seen from the top of the Spinnaker Tower on April 4th. *Steve Dennison*