





Welcome

Welcome to Issue 128 and your monthly roundup from across the UK.

As usual, I couldn't start this editorial without mentioning two things "Wow, how fast this month have flown" and "Isn't the weather finally getting better". The latter can be clearly seen in this issue with some very nice sunlight and early evening photos indicating that summer is here, well almost!

I don't think I could complete this editorial without mentioning the fantastic #fourtrains event hosted by Virgin Trains (not forgetting the support of Network Rail and the NRM). The event hosted on Sunday 23rd April saw four trains (you wouldn't have guessed that by the name, would you) positioned on the four tracks of the East Coast Main Line at Tollerton Junction - just North of York. It's excellent when a TOC is willing to do something for us, the enthusiast, but admittedly a little bit of PR was thrown in the mix too. However I'm always a fan of the TOC that makes an effort for the enthusiast, especially when we hear bad press when it comes to enjoying your hobby on stations. A fantastic event for everyone.

Following on from last month, we have had another cracking month on the Preserved Railway scene. Some excellent Galas, across the country from the 'Big Boys' such as the Nene Valley Railway to the little (in terms of gauge) Welshpool & Llanfair Railway.

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Submissions & Contributions

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

Photographic Contributions

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

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

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Front Cover

On April 17th, Class 73 970 and 73 968 arrive at Kingussie with the 1S25 20:28 London Euston - Inverness Caledonian Sleeper service. [Mark Pichowicz](#)

This Page

Class 88 001 'Revolution' and 88 002 'Prometheus' on a 0Z88 test run from Carlisle to Crewe, work through Village Croft, Euxton on April 11th. [Alan Naylor](#)

Next Page

Class 121 Driving Trailer Second No. 56287 is seen at North Weald, Epping and Ongar railway on April 22nd. [Andrew Wilson](#)





As previously mentioned the majority of these lines are solely run by volunteers for our enjoyment. So please support them wherever you can and if you have some spare time, why not consider giving your local one a hand. As usual you will find the highlights from most of the Galas in our Preserved section.

Finally, as always, it's a great pleasure to receive so many photos from all our contributors and if you have your camera out on your next trip, don't forget to send them across to us and join that ever growing list to the lower left.

All the best for the month again, and enjoy the sunshine whilst it lasts.

Andy Patten
Editor

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Railtalk Magazine

Charter Scene

Railway Touring Company
The Great Britain X

LNER A3 No. 60103 'Flying Scotsman' speeds through Doncaster on April 29th working the first leg on Day 1 of the tour from London Kings Cross to York. *Richard Hargreaves*







Railtalk Magazine Charter Scene

Pathfinder Tour
The Spring Highlander

Class 37 609 and 37 259 with Pathfinder's 'The Spring Highlander' tour, from Eastleigh - Inverness, passes through Burton on April 14th. *Stuart Hillis*





Railtalk Magazine

Charter Scene

Belmond British Pullman
Northern Belle

Class 57 305 leads the 06:17 Chester - Harrogate Northern Belle excursion through the cutting north of Reddish South station on April 22nd. *Keith Chapman*





















Railtalk Magazine Charter Scene

Vintage Trains
The LLANDUDNO VICTORIAN
EXTRAVAGANZA

GWR Castle Class 4-6-0 No. 5043 'Earl of Mount Edgcumbe' and Class 47 773 top'n'tail the Tyseley to Llandudno charter through Saltney Ferry on April 29th. *Brian Battersby*

Charter Scene

DB Footex Footex

▶ Class 90 018 passes Prestbury on April 16th, taking Chelsea supporters up to Old Trafford to watch their team play Manchester United. They would go home disappointed as Manchester United won 2-0. *Tim Richardson*

▶ On April 16th, DB Class 90 018 and 90 040 top'n'tail stand at Manchester Piccadilly having arrived with the Footex from London Euston. *Brian Hewertson*

▶ DB Class 90 040 and 90 018 top'n'tail at Manchester Piccadilly having arrived with the Footex from London Euston. *Brian Hewertson*







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Charter Scene

ECS and Light Engine Moves

LNER A4 Pacific No. 60009 'Union Of South Africa' is captured during its mainline test-run on the former 'Little North Western' route near Eldroth on April 26th. *Gerald Nicholl*

Charter Scene

ECS and Light Engine Moves



▶ Sir William A. Stanier's masterpiece, LMS No. 46233 'Duchess of Sutherland' passes Northampton with support coach in tow as 5Z60 09:45 Southall to Carnforth Steamtown on April 6th. *Derek Elston*

▶ LNER A3 No. 60103 'Flying Scotsman' passes Offord Cluny working 5Z72 05:11 East Grinstead to York Warehouse NRM Annexe on April 20th. *Derek Elston*

▶ Having earlier delivered a single Mk 1 carriage to York, West Coast Railway's Class 47 854 'Diamond Jubilee' returns for Carnforth and is seen passing Salts Mill in the village of Saltaire on the Aire Valley line, on the afternoon of April 4th. *Ben Bucki*





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Charter Scene

ECS and Light Engine Moves

Having packed the crowds in during its stay at the Keighley & Worth Valley Railway, LNER A3 Pacific No. 60103 'Flying Scotsman' finds some weak sunshine easing down Hoghton Bank en route south to the Bluebell Railway on April 11th. *Gerald Nicholl*

Charter Scene

ECS and Light Engine Moves

▶ LNER A3 No. 60103 'Flying Scotsman' and NRM support coach works 5Z72 Keighley - Southall passing Lichfield T.V. on April 11th. *Stuart Hillis*

▶ On April 7th, Class 68 003 visited Nemesis rail depot Burton, having run light engine from Norwich to collect 3 Anglia liveried coaches and return with them to Norwich. *Stuart Hillis*

▶ LMS Princess Coronation Class 4-6-2 'Pacific' No. 46233 'Duchess Of Sutherland' with support coach, running as 5Z60 Southall - Carnforth, passes Lichfield Trent Valley on April 6th. *Stuart Hillis*







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Charter Scene

ECS and Light Engine Moves

On April 26th, LNER A4 Class 4-6-2 No. 60009 'Union of South Africa' accelerates away from Clapham during its loaded test run around the Carnforth circuit. *Shep Woolley*



Charter Scene

ECS and Light Engine Moves

▶ On April 28th, West Coast's Class 47 804 (with 47 854 on the rear) works an empty stock move as 5Z76 from Carnforth - Norwich through Giggleswick. *Michael Lynam*

▶ LNER A4 No. 60009 'Union of South Africa' approaches Giggleswick with West Coast's Class 47 746 working 5Z80 Carnforth - York NRM on April 28th. *Michael Lynam*

▶ West Coast's Class 47 580 and 57 313 lead the 5Z61 from Carnforth - Skegness on April 28th, seen approaching Hellifield with Class 57 316 on the rear. *Michael Lynam*



Charter Scene

ECS and Light Engine Moves

▶ LNER A3 No. 60103 'Flying Scotsman' blasts through Leyland on April 11th running as 5Z72 Keighley to Southall. *David Hollowood*

▶ LMS No. 45699 'Galatea' passes Bradley on a Southall to Carnforth move on April 3rd. *John Sloane*

▶ Class 47 746 runs light engine through Preston on April 22nd as 0Z87 11:01 Carnforth Loop - Farrington Jct. ready to take over a steam charter back to London Euston. *Brian Battersby*





Bamber Bridge station level crossing frame









Chiltern Railways



▶ Class 68 009 departs London Marylebone on April 6th working the 17:21 service to Bicester North. *John Sloane*



▶ On April 11th, Chiltern's Class 68 014 stands at Stafford whilst working a Mountsorrel - Crewe Basford Hall ballast. *Steve Stepney*



▶ Class 68 012 stands at London Marylebone on April 6th, waiting to depart with the 18:18 service to Oxford. *John Sloane*



Colas Rail



▶ Class 47749 'City of Truro' works 0Z47 Washwood Heath to Carlisle N.Y. seen here approaching Leyland station on April 14th. *Alan Naylor*



▶ On April 28th, a special treat was laid on by Colas, who provided Class 56094 for the Drax tanks, having recently taken over the contract from DB. The return working to Lindsey Refinery, 6D13, is seen passing through Scunthorpe Station. *Steve Thompson*



▶ Class 60095 hauls a Chirk bound log train through Helsby on April 3rd. *Brian Battersby*



Colas Rail



▶ Class 56 078 passes Bayston Hill with the 4V60 11:15 Donnington RFT - Cardiff Canton on April 22nd. *Phil Martin*



▶ On April 7th, Class 60 056 passes Barnetby working the discharged oil tanks from Rectory Jct. - Lindsey oil refinery. *Michael Lynam*



▶ The rail vac is quite a regular visitor to the Scunthorpe area just now and 6C52 Humber Road-UpDecoy featured a pleasing combination of Class 60 056 and 56 094, the ensemble seen passing Frodingham Jct. on April 23rd. *Steve Thompson*







First ever service from UK to China leaves Essex hauled by DB Cargo UK

On Monday 10th April the first ever rail freight service from the UK to China set off on its 7,500 mile journey, carrying a range of British goods including soft drinks and pharmaceutical products.

The service, hauled by a DB Cargo UK locomotive, departed from DP World London Gateway in South Essex and travelled for 17 days to Yiwu in the Zhejiang province in Eastern China.

DB Cargo UK is transporting the train on the first leg of its journey from London Gateway to Duisberg in Germany, via the Channel Tunnel. The train will then continue through Poland, Belarus, Russia and Kazakhstan before reaching Yiwu in China.

Various companies will handle the journey along the route, which is operated by the InterRail Group on behalf of China Railway.

This inaugural service is part of China's One Belt, One Road, programme, which also saw the first ever rail freight service from China to the UK arrive at DB Cargo UK's London Eurohub in January 2017.



DB Cargo



Class 90 024 and 90 018 working the 4M25 Mossend - Daventry, pass Heamies Farm on March 9th. *Carl Grocott*

DB Cargo UK reaches successful agreement with Trade Union partners

DB Cargo UK has reached successful agreements with the four trade unions representing a majority of its workforce, meaning it will launch its future business model on 02 July, as planned.

ASLEF, RMT, TSSA and Unite have been in discussions since October 2016 with the country's largest rail freight operator, when the company announced proposals to cut 893 jobs (almost a third of its workforce) in a restructure triggered by the rapid decline in the core market of coal. The working arrangements of employees will also be updated and modernised.

Hans-Georg Werner, CEO of DB Cargo UK, said: "I would like to thank ASLEF, RMT, TSSA and Unite for their continued dialogue with us. Under the pressures of the market we were able to find agreements acceptable to all parties and avoid industrial action. We regret that some colleagues will be leaving us but treating our people fairly to secure a business that will be successful in the future has been at the heart of our discussions.

"We will now move forward with our plans to lead the next generation of rail freight which includes key investments such as new wagons, terminal enhancements and combining our

core function of delivering goods by rail with bespoke in-house IT solutions, to give our customers the best service and make it easy for them to do business with us."

As the coal sector for rail freight reduces, other markets including aggregates and steel remain buoyant. Hans-Georg Werner added: "There is a strong future for rail freight in the UK because it offers benefits that its competitors – mainly road – cannot. It's efficient, it's quick and it removes congestion from our roads because a train can carry much more volume than a truck. We are making sure rail freight provides solutions for customers now and in the future."

DB Cargo



◀ Class 67 002 drags 325 003, 325 011 and 325 012, working 1M44 Shieldmuir to Warrington mail, and seen here heading through Leyland station on April 27th. *Alan Naylor*



DB Cargo



▶ Class 90 018 and 90 024 speeds southbound through Acton Bridge on April 4th, heading for Daventry. *Brian Battersby*



▶ On April 28th, the 6D75 Trent Yard - Up Decoy usually conveys an RDT loaded with LWR, and so it was this morning as Class 60 020 is seen getting away from it's stop on the Down Goods at Frodingham Jct. with 66 018 DIT. *Steve Thompson*



▶ Class 60 100 climbs Hencote Bank, Shrewsbury on March 26th with the 6M30 Margam - Dee Marsh loaded steel working. *Phil Martin*



DB Cargo



▶ Class 90 018 and 90 024 power through Scout Green on April 4th hauling a Mossend Euroterminal - Daventry intermodal.

Charlie Robbins

▶ On April 4th, Class 66 027 passes through Acton Bridge with an ICI Folley Lane - Warrington Arpley chemical tank train.

Michael Lynam

▶ Class 66 105 leads the Avonmouth - Clitheroe empty cement tanks through Acton Bridge on April 4th.

Michael Lynam





DB Cargo



▶ Class 90 020 ‘Collingwood’ and 90 028 head the 4M25 ‘Malcolm’ intermodal past a lurid sky at Red Bank on April 12th. *Dave Harris*

▶ Class 66 136 hauls a rake of car transporters through Acton Bridge on April 11th, heading for Halewood. *Brian Battersby*

▶ Class 90 018 and 90 024 haul the 4M25 out of Oubeck loop – south of Lancaster on April 5th. *David Hollowood*

DB Cargo



▶ Class 66 144 approaches Chesterfield on April 5th working the 12:10 Redcar B.S.C. Ore T. to Margam T.C. *Derek Elston*



▶ Class 90 020 and 90 028 pass through Acton Bridge on April 11th with the Daventry bound 'Malcolm' train. *Brian Battersby*



▶ On March 31st, Class 66 086 passes Frodingham Jct. on 4E26 Dollands Moor - Redbourn Sidings with a rake of FIAs returning from Hyange. *Steve Thompson*

DB Cargo



▶ Class 90 034 and 90 037 lead the 4M25 Mossend - Daventry past Heamies Farm on March 21st.
Carl Grocott



▶ Class 66 114 passes through Scunthorpe on 4D19 Drax - Ent C empty HTAs, March 31st.
Steve Thompson



▶ Class 90 020 'Collingwood' and 90 028, form a laterunning 4M25 Mossend to Daventry through Leyland on April 11th. *David Hollowood*

DB Cargo



▶ Class 66 087 climbs Hencote Bank, Shrewsbury on April 6th with the 6M86 10:29 Margam - Dee Marsh Jct. *Keith Davies*



▶ Class 66 004 passes through Doncaster on April 20th with a Wakefield - Felixstowe liner. *Michael Lynam*



▶ Class 66 127 (with 90 019 in tow) passes through Doncaster on April 20th with the daily Doncaster Up Decoy - Tyne SS infrastructure train. *Michael Lynam*



DB Cargo



▶ On April 3rd, Class 66 102 arrives into Peak Forest with a working from Warrington Arpley Sidings. *Alan Rigby*



▶ Class 60 067 leads a long line of stored class members at Toton depot, April 23rd. *Mark Pichowicz*



▶ Class 66 075 is photographed on Crewe Bank, Shrewsbury working 6W98 08:01 East Usk Jct. - Crewe Basford Hall on April 9th. *Keith Davies*

DB Cargo



▶ Class 66 118 heads south through Leamington Spa on April 22nd with an intermodal working.
Richard Hargreaves

▶ On April 6th, Class 66 119 works the 6X01 Ent C - Eastleigh, formed of LWR on YEA/IGA wagons.
Steve Thompson

▶ Class 66 144 is seen near Leaton with an early running 6V75 09:30 Dee Marsh Recp. Sdgs - Margam steel on April 8th.
Keith Davies



DB Cargo



On April 7th, Class 60 066 passes Barnetby with a rake of empty steel flats from Immingham - Scunthorpe. *Michael Lynam*



Newly repainted into DB livery, Class 66 019 works 4Z19 Shirebrook (W.H.Davis) to Marcroft with 1 hopper wagon in tow at Burton on April 10th. *Stuart Hillis*



Some people became quite excited about this! On April 6th, Class 67 007, apparently normally to be found in Scotland, worked with the usual substantial load on route-learning trips between Doncaster and Immingham. Here it manages to surmount the summit of Gunhouse Bank working 0Z74 Belmont - Humber Refinery. *Steve Thompson*



DB Cargo



On April 23rd, Class 66 184 departs Toton Yard with a ballast working to Bedford.

Mark Pichowicz

Class 66 150 and 66 135 try to hide behind the bushes by the side of E Line at Scunthorpe while working 6E20 Llanwern Exchange Sidings - Immingham Storage Sidings, March 25th.

Steve Thompson

Class 67 024 runs light engine into Doncaster on April 29th to take up 'Thunderbird' duties.

Richard Hargreaves



DB Cargo



On April 5th, Class 66 089 passes the now closed Barnetby East signalbox with an oil train from Humber Oil - Kingsbury. *Michael Lynam*



On April 5th, Class 66 131 passes Keighley with a Gypsum train from New Biggin - Hull. *Michael Lynam*



Class 90 020 'Collingwood' and 90 028 working the 4M25 Mossend-Daventry/Malcolm container train, passes Lichfield T.V. on April 11th. *Stuart Hillis*



Direct Rail Services

▶ Class 57 002 hauls a single coach through Acton Bridge on April 4th, heading to Carlisle.
Brian Battersby



▶ Class 37 038 is seen in Nemesis yard on April 7th. This loco was left behind the previous Friday, after failing with 37 069 taking its place on the Pathfinder 3 day 'Spring Highlander' railtour.
Stuart Hillis

▶ Class 88 002 romps up Shap at Greenholm as 0Z89 Crewe to Carlisle on April 5th.
David Hollowood

Direct Rail Services



▶ Class 88 002 and 88 001 are seen on test through Acton Bridge on April 11th, running between Carlisle and Crewe. *Brian Battersby*



▶ Class 57 309 and 57 305 are seen stabled on Gresty Bridge on April 14th. *Brian Battersby*



▶ Class 66 305 with the 6U77 Mountsorrel - Crewe loaded IOA's with stone, passes Wychnor on April 6th. *Stuart Hillis*

Direct Rail Services



▶ Class 68 024 'Centaur' and 68 020 'Reliance' work the 4Z43 Daventry to Mossend (Tesco) through Village Croft, Euxton on April 11th.
Alan Naylor



▶ Class 88 001, with 88 002 in the lead, heads through Leyland on 0Z89 Crewe to Carlisle on April 11th. *David Hollowood*

▶ Class 68 018 stands at Norwich before working the 2J70 10:05 Norwich - Lowestoft on April 5th.
Keith Hookham



Direct Rail Services



▶ Class 37 716 and 37 218 haul the 6Z56 Berkeley - Crewe past Searchlight Lane Jct. on April 18th. *Carl Grocott*



▶ Class 57 304 is seen stabled at Carlisle on April 6th on 'Thunderbird' duties. *Michael Lynam*





Direct Rail Services



▶ Class 88 002 and 68 025 are seen at Bradley, north of Standish, with a loaded test run from Kingmoor to Crewe on April 3rd. *John Sloane*

▶ Taking a break from Chiltern duties, Class 68 014 works the 6U77 Mountsorrel - Crewe loaded stone through Burton on April 12th. *Stuart Hillis*



Direct Rail Services



▶ Class 68 002 passes Bradley hauling the Daventry - Grangemouth 'Tesco Express' on April 3rd. *John Sloane*



▶ Class 66 304 approaches Doncaster on April 20th with an infrastructure train from Doncaster Up Decoy - York Thrall Europa. *Michael Lynam*







Direct Rail Services

▶ Class 37 069 and 37 059, working the 6E44 Kingmoor - Seaton PS, are seen passing the former site of Hartlepool 51c TMD on April 14th.
Michael J Alderdice

▶ Class 37 402 is photographed between Kirkby-in-Furness and Foxfield with the 17:31 Barrow - Carlisle Northern service on April 20th.
Colin Kennington

▶ Class 37 401 'Mary Queen of Scots' slows for the stop at Foxfield with the 14:37 Barrow - Carlisle Northern service on April 20th.
Colin Kennington





Direct Rail Services



▶ Class 37 405 arrives at Carlisle on April 6th with a Northern service from Barrow. *Michael Lynam*



▶ Class 88 002 on its second day of loaded test running is seen heading north at Docker pulling 15 bogie wagons full of stone plus Class 68 025. *Colin Kennington*



▶ Class 66 421 and 66 430 power the 17:23 Sellafield - Crewe on April 20th, formed of two flask wagons. *Colin Kennington*



Freightliner

▶ Class 86 637 stands outside the new Freightliner workshop at Crewe Basford Hall on April 8th.
Alan Naylor

▶ Class 66 414 with the 4095 Leeds-Southampton modal, passes Burton on April 12th.
Stuart Hillis

▶ Class 66 587 is seen stabled at Shenfield on April 5th.
Keith Hookham



Freightliner



▶ Class 66 615 works the 6H51 Hardendale Quarry to Tunstead Sidings with a limestone ballast train through Leyland station on April 19th.
Alan Naylor



▶ Class 66 613 waits time at Preston on April 22nd with a Crewe Basford Hall bound empty ballast working.
Brian Battersby

▶ Class 86 628 stands on Crewe Basford Hall on April 8th, with Class 86 608 just visible behind.
Alan Naylor



Freightliner



▶ Absolutely flying up Shap at Greenholm is Class 70 005 with the 4S44 Daventry - Coatbridge on April 5th. *David Hollowood*

▶ Class 66 413, still in DRS livery, heads north through Acton Bridge on April 11th with a rake of coal hoppers. *Brian Battersby*

▶ Class 70 007 leads the 4035 12:05 Daventry International Railfreight Reception Fl to Southampton M.C.T. liner through Northampton on April 6th. *Derek Elston*







Freightliner



▶ Class 90 050 stands on the scrap line at Crewe Basford Hall on April 8th, surrendering many of its parts to keep other class members active.
Alan Naylor

▶ Looking like it's had a recent repaint on the front end, Class 66 951 hauls a rake of hoppers through Acton Bridge on April 11th.
Brian Battersby

▶ Class 90 045 and 90 048 pass Bradley on April 3rd working the 4M27 Coatbridge to Crewe intermodal.
John Sloane



Freightliner



▶ Class 66 563 heads an empty bin train from Runcorn - Brindle Heath through Acton Bridge on April 4th. *Michael Lynam*

▶ Class 66 559, 66 553, 66 956, 66 562 and 66 512 run light engine northbound through Preston on April 22nd. *Brian Battersby*

▶ Class 86 605 and 86 638 speed a Crewe bound liner through Acton Bridge on April 4th. *Brian Battersby*





Freightliner



Class 90 044 and 90 016 head off the slow line at Balshaw Lane Junction with the 4M27 Coatbridge to Daventry on April 12th.
John Sloane



Class 86 605 and 86 638 head a Garston - Crewe liner through Acton Bridge on April 4th.
Michael Lynam



Class 90 046 and 90 048 cruise down the bank towards Winwick Junction with the 4M27 05:25 Coatbridge - Daventry service on April 26th.
Jeff Nicholls



Freightliner



▶ Class 90 042 double heads the 'Russell' 4M27 Coatbridge - Daventry intermodal with classmate 90 048 on April 12th. *Dave Harris*



▶ On April 4th, Class 66 518 passes Acton Bridge with a loaded coal train from Ferrybridge power station - Fiddlers Ferry. *Michael Lynam*

▶ Class 66 613 approaches Barnetby on April 7th with an empty coal train from Scunthorpe Coal Plant - Immingham Bulk Terminal. *Michael Lynam*



Freightliner



▶ The rejuvenated Ipswich container train ran again on April 24th, Class 66 571 seems to be getting rid of a few cobwebs as it climbs through Scunthorpe station on 4L87 from Redbourne Sidings. *Steve Thompson*

▶ Class 66 597 hauls a railgrinder as 4Z01 Thoresby Colliery Junction - Carlisle Upperby through Burton on April 19th. *Stuart Hillis*

▶ Class 66 532 hauls a northbound liner through Leamington Spa on April 22nd. *Richard Hargreaves*







GBRf



▶ Class 92 044 and 66 721 work the 6S94 China clay from Dollands Moor to Irvine Caledonian paper mill through Leyland on April 19th. *Alan Naylor*

▶ Class 20 107 and 20 096 are seen stabled at Derby on April 29th. *Richard Hargreaves*

▶ Class 66 712 passes through Keighley on April 4th with a Rylstone Tilcon - Hull Dairycoates stone train. *Michael Lynam*







GBRf



On April 10th, Class 66 731 passes Duncote Mill with the 6V09 10:51 Tinsley Yard GBRf - Coton Hill Yard GBRf on April 10th. *Keith Chapman*

Belmond Royal Scotsman liveried Class 66 746 eases through Doncaster working a slightly delayed 6E84 08:20 Middleton Towers GBRf to Monk Bretton Redfearns GBRf on April 5th. *Derek Elston*

Class 92 032 leads 66 727 dead in train passing Coppull on the Dollands Moor to Irvine china clay train on April 5th. Later in its journey the Class 92 failed on Grayrig bank and the train was dragged back into Grayrig loop by Class 88 002 which was the following on a light engine movement. *John Sloane*

GBRf



▶ Class 66 750 passes Bluebell Lane, Walcot with the 6V09 10:51 Tinsley Yard GBRf - Coton Hill GBRf on April 18th. *Keith Davies*



▶ Class 66 723 works the 6M83 Tinsley - Bardon Hill Quarry empty stone hoppers past Moira on April 25th. *Stuart Hillis*



▶ Class 66 714 sits in the platform road at Wakefield Kirkgate, West Yorkshire, with an eastbound freight on February 24th. *Michael Lovatt*



GB Railfreight showcases refurbished coal hoppers as part of contract with Tarmac

GB Railfreight (GBRf) has converted 49 wagons to move aggregates from Tarmac quarries.

The re-purposed coal hoppers, also known as Vulcan wagons, have been converted by removing the middle section to make them an appropriate length for aggregate use whilst retaining their 102-tonne maximum gross laden weight. An initial set of 24 wagons has been converted and they are working trains from Tarmac's Arcow quarry to Bredbury, Agecroft and Leeds. A second set of 25 wagons has now been converted and these will be working further services from Arcow and Swinden quarries. The newly-fitted wagons will convey a range of different size aggregate materials.

GBRf is one year into a five-year contract with Tarmac, hauling aggregates from Arcow and Swinden quarries.

John Smith, managing director, GB Railfreight, said: "GB Railfreight is delighted to work with Tarmac, hauling aggregates from its quarries, and the refurbishments we have been able to do as part of this service. We are very pleased to have been able to refurbish and upgrade 49 new wagons, and continue to find innovative ways to support our customers. By being able to take such innovative measures and have positive relationships with our customers like Tarmac, we are able to proudly call ourselves one of the leaders of our industry."

The arrival of the latest new wagon sets highlights the ongoing success of Tarmac's rail operations as the leading construction solutions business responds to increasing customer demand for delivery of high quality construction materials.

Chris Swan, Head of Rail at Tarmac, said: "Increasing rail freight capability supports our underlying commitment to sustainability, enabling us not only to lower the whole life carbon footprint of customers projects but also reduce our transport CO2 levels. Efficient wagons have a key role to play in delivering these ambitions and so it's good to see the repurposing of materials and equipment with the arrival of this latest wagon set from GB Railfreight."



GBRf green liveried Class 66 779 tows 59 003 through Burton on April 21st as 0Z59 Doncaster Roberts Road - Crewe (then to Longport for attention). *Stuart Hillis*

Network Rail



▶ Newly painted Class 37 254 departs Doncaster on April 29th, working a Peterborough to Derby test train. *Richard Hargreaves*

▶ On April 21st, Class 67 027 leads a test train through Telford, heading towards Derby. *Richard Hargreaves*



Network Rail

▶ Class 67 023 top'n'tails 67 027 on the 1Q28 Derby - Heaton through Seaton Carew on April 1st. *Michael J Alderdice*

▶ Class 37 219 and 37 175 stand at Chester on April 10th with a North Wales Coast test train working. *Brian Battersby*

▶ Class 37 175 and 37 219 stand at Chester on April 10th with a North Wales Coast test train working. *Brian Battersby*





Network Rail



▶ Class 37 421 (with 37 057 at the rear) heads through Charnock Richard cutting with a Derby to Carlisle test train on April 11th. *John Sloane*



▶ Class 97 302 pauses in Platform 8 at Crewe on April 6th. *Jeff Nicholls*



▶ The 1Q68 Neville Hill - Derby RTC, via reversal at Scunthorpe is quite a regular working. At seven in the morning, it's only now beginning to be light enough for decent photography. On April 8th, Class 97 303 leads the ensemble into the station, with 37 421 (on the rear) leading on departure. *Steve Thompson*



Network Rail



▶ Class 37 421 and 37 057 speed north through Acton Bridge on April 4th with a test train working to Carlisle. *Brian Battersby*



▶ Power cars Nos. 43013 and 43014 work the NMT through Swinton on April 29th, heading from Derby to Heaton. *Richard Hargreaves*

▶ Class 37 116 (with 37 025 on the rear) works the 1Q83 Blackpool - Derby test train through Weeton on March 24th. *Carl Grocott*

Network Rail



▶ Class 67 023 and 67 027 top'n'tail the 1Q32 Derby RTC - Tyseley via East and West Midlands, seen here passing through Moira on April 18th. *Stuart Hillis*



▶ On April 10th, the Yellow Peril!, here is Class 950 001 trundling along the Outward Line at Scunthorpe, having just visited Roxby and now returning as 2Q08 to Doncaster. *Steve Thompson*



▶ On April 8th, the 1Q68 Neville Hill - Derby RTC, is seen departing Scunthorpe with Class 37 421 leading and Class 97 303 on the rear. *Steve Thompson*







Units: DMUs and EMUs



▶ Northern's Class 144 009 working a Sheffield - York service, calls at Swinton on April 29th.
Richard Hargreaves

▶ At Barmouth on the Cambrian Coast, Arriva Trains Wales' Class 158 840 picks up speed as it pulls out of Barmouth along the sand-covered tracks with a train for Birmingham International.
Ben Bucki

▶ Northern's refurbished Class 158 756 stands at Preston on April 1st, working a service to York.
Richard Hargreaves



Units: DMUs and EMUs

▶ East Midlands Trains' Class 158 846 leads a Liverpool Lime Street - Norwich service through Clay Cross North Jct. on April 3rd. *Alan Rigby*

▶ On April 20th, The 1P44 08:21 London Kings Cross to Peterborough passes Offord Cluny formed of Great Northern's Class 365 534 and 365 521. *Derek Elston*

▶ Arriva Trains Wales' Class 150 256 departs Crewe on April 22nd working a service to Cardiff Central. *Richard Hargreaves*





Units: DMUs and EMUs

▶ Virgin Trains' Class 390 042 speeds through Rugby on April 22nd working a London Euston to Carlisle service. *Richard Hargreaves*

▶ At Barmouth on the Cambrian Coast, Arriva Trains Wales' Class 158 829 exits the short tunnel at the end of Barmouth Bridge on April 14th with a train from Birmingham to Pwllheli. *Ben Bucki*

▶ On April 15th, Arriva Trains Wales Class 158 841 is seen stabled in the bay at Shrewsbury. *Richard Hargreaves*



Units: DMUs and EMUs

- ▶ Northern's Class 158 792 approaches Chesterfield working the 1Y45 16:06 Leeds to Nottingham service on April 5th. *Derek Elston*
- ▶ East Midlands Trains' Class 222 101 working a Sheffield - London St. Pancras International service passes Clay Cross North Jct. on April 3rd. *Alan Rigby*
- ▶ On April 8th, First Great Western's Class 165 122 calls at Bramley whilst working the 15:08 Basingstoke to Reading service. *Stewart Smith*



Units: DMUs and EMUs

Chiltern Railway's Class 168 325 departs Leamington Spa on April 22nd working a service to London Marylebone. *Richard Hargreaves*



Units: DMUs and EMUs



▶ Northern Electric liveried Class 319 383 stands at Preston on April 1st, working a service to Liverpool Lime St. *Richard Hargreaves*

▶ A CrossCountry Class 221 is seen on Redbridge Causeway working the 05:11 Manchester Piccadilly to Bournemouth service on April 8th. *Stewart Smith*



Units: DMUs and EMUs

▶ At Bramley on April 8th, First Great Western's Class 165 125 arrives with the 15:07 Reading to Basingstoke service. *Stewart Smith*

▶ On April 1st, Northern's Class 144 012, departs Scunthorpe working the 2R22 Scunthorpe - Adwick, one of the few west-bound workings to depart from platform 1. *Steve Thompson*

▶ Northern's Class 158 903 working a Leeds - Nottingham service, passes Clay Cross North Jct. on April 3rd. *Alan Rigby*



Units: DMUs and EMUs



▶ On April 8th, South West Trains' Class 444 032 is seen on the Up Fast passing Winchfield with the 11:50 Poole to London Waterloo service. *Stewart Smith*



▶ Chiltern Railway's Class 165 002 stands at London Marylebone on April 6th, working a service to Stratford upon Avon. *John Sloane*



▶ New Northern liveried Class 156 471 stands at Preston on April 22nd working a service to Blackpool North. *Brian Battersby*

Units: DMUs and EMUs



▶ Northern's Class 319 450 departs Preston on April 22nd working a service to Liverpool.
Brian Battersby



▶ At Llandanwg, near Harlech on the Cambrian Coast, an Arriva Trains Wales' Class 158 DMU slows for the halt with a train from Birmingham to Pwllheli on April 20th. *Ben Bucki*



▶ Arriva Trains Wales' Class 153 383 passes Rhoose station on April 11th, heading towards Cardiff Central. *Ken Mumford*



Units: DMUs and EMUs

▶ Working a Liverpool - Chester service, Merseyrail's Class 508 108 departs Capenhurst on April 22nd. *Brian Battersby*

▶ South West Trains' Class 444 019 is seen on the Down Slow as it passes Winchfield with the 13:39 London Waterloo to Poole service on April 8th. *Stewart Smith*

▶ With around half an hour of its journey remaining, Northern's Class 158 790 departs Doncaster with the 09:05 Bridlington to Sheffield service on April 5th. *Derek Elston*



Units: DMUs and EMUs



▶ A Virgin Trains' Pendolino passes Coppull in pouring rain on April 1st. *John Sloane*



▶ TransPennine Express Class 350 404 passes Docker with a Scotland to Manchester Airport service on April 4th. It somehow seems wrong to have what is really a medium distance multiple unit on such a long distance express service. *Colin Kennington*

▶ Bingley Station on the electrified Aire Valley line, and a Class 153 led service from the Settle - Carlisle route waits at the platform with the 2H89 11:55 departure from Carlisle on the afternoon of April 4th. *Ben Bucki*



Units: DMUs and EMUs



▶ Transpennine Express' Class 350 402 in new TPE livery, works the 1M91 Edinburgh to Manchester Airport through Village Croft, Euxton on April 11th. *Alan Naylor*



▶ A Grand Central Class 180 unit arrives into Brighouse Station, West Yorkshire on March 23rd. *Michael Lovatt*



▶ Arriva Trains Wales' Class 175 001 speeds through Rhoose (Vale of Glamorgan) station on April 11th, as Class 66 093 runs light engine towards Cardiff. *Ken Mumford*



Units: DMUs and EMUs

▶ Carrying the new TransPennine Express livery, Class 350 402 (with 350 403 leading) stands at Preston on April 22nd, heading to Carlisle.

Brian Battersby

▶ London Midland's Class 170 508 is seen about to depart Wolverhampton on March 30th with the 16:35 service to Birmingham New Street. A CrossCountry Voyager is arriving in the background to form the 16:41 to Bournemouth.

Stewart Smith

▶ On April 5th, new Northern liveried Class 150275 stands at Manchester Piccadilly working a service to Buxton. *Steve Stepney*





Units: DMUs and EMUs



On April 5th, Northern's Class 333 012 arrives into Keighley with a service from Skipton.
Michael Lynam



London Midland's Class 350 125 working the 1U32 Crewe - London Euston service arrives into Lichfield Trent Valley station on April 6th.
Stuart Hillis

London Midland's Class 350 129 working the 1U35 London Euston - Crewe service calls at Lichfield T.V. on April 6th.
Stuart Hillis

Units: DMUs and EMUs



▶ Northern's Class 142 067 departs Rainford on April 19th with a service to Kirkby from Blackburn, seen entering the single line section. *Michael Lynam*



▶ On April 8th, Northern's Class 158 908 departs Beverley operating a Hull - Beverley revised service due to strike action. *Michael Lynam*



▶ On April 20th, East Midlands Trains' Class 153 310 stands at Doncaster waiting departure time with a service to Lincoln. *Michael Lynam*

Virgin Trains



On hire to Virgin East Coast, DB owned Class 90 019 sits at the buffers at Leeds Station with a train for London Kings Cross on March 20th.
Michael Lovatt

New fares save Virgin Trains customers £7.1m a year

Virgin Trains on the east coast has announced that customers will be able to take advantage of cheaper advance ticket prices and seat reservations on the day of travel. Based on the number of walk-up fares currently bought by customers, Virgin Trains has calculated that the changes could save customers £7.1m a year. Previously, advance fares have only been available to purchase up to 23:59 the day before travel. However, Virgin Trains customers travelling on the east coast route can now make savings of up to 43% on some routes compared to the cost of the walk-up fare (Anytime or Off-Peak single/return) by purchasing an advance ticket on the day, subject to availability.

These fares can be bought through all retail channels including the Virgin Trains website, ticket machines and at station travel centres on the day of travel, and where they are able to take advantage of an advance fare, customers will also be able to reserve a seat when buying their ticket.

Examples of savings include:

- An advance fare bought on the day for travel between Edinburgh and London could cost £69, saving customers 50% on the price of an off-peak single (£137);
- Customers travelling between Peterborough and London could save £1.5m a year;

•Those travelling between Leeds and London could pay £52 for a one-way ticket on the day, less than half the price of an off-peak single (£105.20).

Virgin Trains has been leading the way in tackling fare complexity and ensuring a better deal for customers. The train operator confirmed earlier this year that is participating in a in a single-leg pricing trial with the Government which will consider alternative ways to guarantee customers simpler fares.

Suzanne Donnelly, Commercial Director at Virgin Trains on the East Coast said: “This is great news for many thousands of customers who will be able to take advantage of big savings on the day of travel. Virgin Trains has always positioned itself on the side of customers and we have a strong record of innovating for the benefit of rail passengers. Customers who can buy tickets well in advance will continue to benefit from the very cheapest fares, with booking now available six months ahead. However, we know that’s not possible for everyone on every journey which is why customers can now purchase advance fares on the day of travel and save money as well as reserve a seat. With more of our cheapest fares available on the day of travel, we’re providing customers with a more affordable and relaxing alternative to road or air travel and we’re proud to be leading the way with changes that will ensure customers get the best value for money.”



Virgin Trains



▶ Class 91 128 hurries the 1N08 08:30 London Kings Cross to Newcastle past Offord Cluny on April 20th. *Derek Elston*



▶ Power car No. 43296 waits to lead 1A36 14:40 to London Kings Cross out of Leeds on April 15th. *John Balaam*



▶ On April 5th, Class 91 111 'For the Fallen' arrives into Doncaster West Yard running blunt end first. *Derek Elston*



New alehouse set to be a ‘top-drawer’ attraction for Doncaster customers

Virgin Trains has helped open an alehouse at Doncaster station which has seen a disused Victorian buffet room transformed into a stunning new customer attraction.

Russ Thompson’s passion for the history and heritage of his home town has combined with his love of real ale and an opportunity to draw on his family history.

His father Barry was a draughtsman for the railways, based in Doncaster, so there was only ever one name for the new alehouse: The Draughtsman.

Russ said: “My father, who died in 1978, used to make the drawings to manufacture train engines, some of which were used at this station. I’m so proud of my railway history and being born and bred in Doncaster, and I wanted to do something to promote the history and heritage of the town and its great railway past, as well as provide a special place for customers to sup real and cask ale at the start or end of their journeys.”

Russ, 51, has used his 30 years’ experience in the building trade, along with the support of his family, to restore the former buffet to its former glory, opening as an alehouse on Platform 3b.

“The room was formerly a buffet, latterly for railway workers throughout the night,” said Russ. “But it had not been used for 20 years and it took seven weeks just to strip paint from the walls, but it was well worth it as it revealed stunning ornate Victorian tiles which now adorn the walls.

“I have also added my dad’s tools to the walls, including his compass, which also forms part of my branding. I’m sure he would have loved it and I could not think of a more appropriate name, given his job for the railways and, of course, we’ll also serve draught ale!”

Natasha Wilding, general manager for Virgin Trains, which manages Doncaster station, said: “We’re thrilled with the transformation of what became a disused store room into a beautiful alehouse and a fantastic place for customers to relax.

“Virgin Trains is committed to promoting history and heritage, and it’s fitting that Russ draws on his and the town’s railway past as we’re about to embark on a transformation of our east coast route with the introduction of our new Azuma fleet of 65 trains from next year, many of which will be serviced at a new depot in Doncaster.”

To celebrate the opening, Virgin Trains has combined with North Yorkshire brewer Rudgate and The Draughtsman to offer a prize of two cases of its Hop on Board beer and two First Class tickets to any of its east coast destinations for customers of The Draughtsman.

Craig Lee, managing director of Rudgate Brewery, said: “Rudgate brewery is exceptionally proud to be involved in the launch of a new local business at Doncaster Station in association with Virgin Trains. The east coast route passes through the heartland of Rudgate Brewery and Doncaster is one of our main customer bases.”

Power car No. 43295 now has ‘Perth is the place’ 2021 back the bid vinyls applied, as viewed here at Doncaster on April 29th. *Richard Hargreaves*



Virgin Trains

East Midlands Trains' power car No. 43089, on hire to VTEC, approaches Peterborough on April 8th at the head of a service from London Kings Cross to Hull. *Class47*

Virgin Trains Offering Half Price Priority Fares to Festival No.6 Goers

Virgin Trains is the official travel partner for Festival No.6 2017 for a fourth consecutive year

Customers can save up to 50% on return fares to Bangor from 25 April until 16th June

Headline acts include The Flaming Lips, Bloc Party, Mogwai, Rag 'n' Bone Man and many more

Virgin Trains has created exclusive Festival No.6 Priority Fares which went live on 25 April with prices starting from £10. It is offering up to 50% off train travel and is adapting its current timetable to accommodate festival goers, with more direct services from London Euston to Bangor. To purchase the early bird tickets, customers must book via the Festival

No.6 website (or add the tickets to their customer dashboard) before 16th June, after which seats will be on sale, still at a discounted price, via the Virgin Trains website with a discount.

Priority fare holders will be treated to free cocktails and surprises along the journey to get them in the festival mood. Festival goers will also benefit from collecting their wristband on their journey, so they can go straight to the heart of the festival upon arrival.

Held in the magical town of Portmeirion, North Wales between 7th and 10th September, headline acts at the critically acclaimed festival include The Flaming Lips, Bloc Party, Mogwai, A 50th year celebration of Sgt Pepper and the Summer of Love with the Royal Liverpool Philharmonic Orchestra & The Bootleg Beatles, Rag 'n' Bone Man, The Cinematic Orchestra, Irvine Welsh, Kate Tempest, Goldie, Maxine Peake and many more.

As part of the award-winning partnership the Virgin Trains Village Limits will once again host acclaimed DJs during the festival. The line-up will be announced very soon.

Adrian Varma, Head of Regional Marketing at Virgin Trains said: "We are absolutely thrilled to be the official travel partner of Festival No.6 for the fourth year running. We pride ourselves on giving our customers a great start to their festival experience, getting them to the fun faster and in style. With amazing value Fares and even more services for the festival, customers can enjoy and gin and tonic and the North Wales scenery, plus a few VIP surprises thrown in along their journey."

To purchase tickets and for more information, please visit <http://festivalnumber6.com/tickets-info/no-6-express/>



Virgin & Stagecoach join forces with SNCF for West Coast Partnership bid

Virgin Trains will partner with the French high speed operator, SNCF, in its bid for the West Coast Partnership. This will see the expertise of Virgin, Stagecoach and SNCF brought together to compete for the combined West Coast / HS2 franchise.

The Government has announced that the West Coast Partnership franchise will run from 2019, that it will include the first few years of operation of HS2, and that bidders must have high speed experience. SNCF, one of the world's most recognised and capable High Speed operators brings that experience to our partnership. The shareholding for the bid is Stagecoach 50%, SNCF 30% and Virgin 20%.

Patrick McCall, Virgin Trains co-Chairman said: "I'm delighted that SNCF has come on board, and together we will put forward what we hope is the winning bid for the next West Coast, and first HS2, franchise. We've just celebrated twenty years of Virgin Trains and this news puts us in the best possible position to make it thirty.

"We've always focussed on customers throughout our history, introducing many UK firsts such as tilting trains, automatic compensation for delays, M-Ticketing and free films and TV on-board via our BEAM service. We're thrilled about the prospect of continuing and improving this record of

innovation with the UK's first long distance high speed network, as well as with our friends and communities along the West Coast."

SNCF is a global leader in high speed rail. It operates the largest fleet of high speed trains in Europe (nearly 430 trainsets) and, not including Thalys or Eurostar, runs around 700 high speed rail journeys per day in France and internationally at speeds of up to 320 km/h, the fastest in Europe. SNCF has been operating its iconic TGV service since 1981 and in 2013 launched Ouigo, its low-cost high speed service. SNCF's high speed division recorded turnover of €7.5 billion in 2016 of which 27% was from international operations with 27 million passengers journeying on high speed trains outside of France.

Martin Griffiths, Chief Executive of Stagecoach Group, said: "This creates a powerful world-class partnership, bringing together the team which has transformed inter-city rail travel in the UK with the most recognised and capable high speed operator in Europe.

"The new franchise has an important role to play in delivering the improvements and space on our railway that can support our communities and economy. Together, we have a very strong

track record of working effectively with other rail partners and infrastructure providers, as well as using cutting edge technology to achieve a step change in customer service."

Guillaume Pepy, Chairman and CEO of SNCF said: "This is a very exciting development for SNCF. We are world leaders in high speed rail. SNCF has a long-standing commitment of working in partnership with British companies, using their local knowledge and sharing our expertise and experience. We are delighted to announce this next step in our commitment to UK rail, working with partners who have demonstrated their own expertise in long distance rail services and are highly regarded in the industry. We appreciate Stagecoach's widespread expertise across a variety of transport modes and Virgin's reputation for its renowned customer experience. In partnership, we will deliver a successful HS2 service for the UK."

Virgin, Stagecoach, and SNCF have already worked together on the first stage of the West Coast Partnership bid, the 'expression of interest', which was submitted recently. The partners will now prepare for the "Invitation to Tender" which is expected to be issued by the end of the year.

▶ DB's Class 90 029 departs Doncaster on April 20th on hire to Virgin East Coast with service from Leeds - London Kings Cross.
Michael Lynam

Back to the future as history made with east coast rail icons

Four trains, four generations showcase the past, present and future of train travel

Flying Scotsman, Virgin Trains' new Azuma and two present-day trains travel side by side, in the same direction in world first

On April 23rd, enthusiasts and history buffs were treated to a world first as four generations of trains representing the past, present and future of passenger rail travel ran side by side, in the same direction on the East Coast main line.

The event took place in the stunning Yorkshire countryside and featured the famous Flying Scotsman alongside two trains from Virgin Trains' revitalised fleet — an HST Intercity 125 (Class 43), an Intercity 225 (Class 91) — and as well as the first new Virgin Azuma (Class 800), which is being built by Hitachi in the North East, and will come into service in 2018.

The once in a lifetime event was organised by Virgin Trains, National Railway Museum, Network Rail, Welcome to Yorkshire and Hitachi to celebrate the start of a new chapter for one of the country's most iconic railway lines.

The journey through the Yorkshire countryside was enjoyed by crowds of rail fans who took advantage of viewing points along the route to marvel at the unique spectacle, which concluded at York station.

David Horne, Managing Director for Virgin Trains on the east coast, said: "We're delighted to have presented this unique event showcasing the past, present and future of express rail travel in the UK, with our first Azuma travelling alongside 'Flying Scotsman' and trains from our current fleet. With our new Azuma

trains entering service next year, this has been an opportunity to celebrate the icons of the railways and look forward to 2018 when we'll usher in a new era for travel on the East Coast route."

Paul Kirkman, Director for the National Railway Museum in York, which is custodian of the Flying Scotsman, said: "In what is genuinely a world first with our engines of the past, present and future coming together in this way, the National Railway Museum is delighted to have supported this unique celebration of our railway heritage, unlikely to be seen again in our lifetimes. It's fitting to see the Flying Scotsman participate in something of this magnitude."

Rob McIntosh, Managing Director for Network Rail on the London North Eastern and East Midlands route, said: "The East Coast Mainline and its long heritage is uniquely placed to have run these four historic trains from four different generations side by side. This was a long-standing vision for both myself and our industry partners and that vision has become a reality, creating a wonderful occasion to help us celebrate our proud rail heritage as well as the ongoing success of Britain's railways. To have achieved this truly special, once in a generation event with the eyes of the world watching – and to have not caused any disruption to regular rail passengers – makes me immensely proud

to have helped to make a moment in railway history."

Karen Boswell, Managing Director for Hitachi Rail Europe, said: "We believe our new British built Azuma trains will inspire the next generation of rail enthusiasts and show how investment in new trains will transform passenger experiences on this iconic route."

Sir Gary Verity, Chief Executive of Welcome to Yorkshire said: "What a moment in history; a once in a lifetime event on St George's day and just days before the start of the Tour de Yorkshire. We're immensely proud to have been involved in making this wonderful event a reality. It's taken passion, drive and commitment, all true Yorkshire qualities that help make our county as great as it is."



Virgin Trains

GBRF's Class 66 710 passes DVT No. 82209 on the rear of a London Kings Cross - Edinburgh service at Doncaster on April 20th.

Michael Lynam

Power car No. 43308 leads a northbound London Kings Cross - York service at Doncaster on April 20th, whilst Northern's Class 321 903 waits to depart for Leeds and DB's Class 67 007 waits to depart for Goole on route learning duties. *Michael Lynam*



Scotrail



▶ Freightliner's Class 66 554 with the 10:00 Shieldmuir to Millerhill S.S. engineers, is seen passing near Shieldmuir station on April 2nd.
Jonathan McGurk



▶ A look at the landslide between Possilpark and Parkhouse and Gilshochill railway stations on April 6th, taken from near Erradale Street, Glasgow.
Jonathan McGurk



▶ On April 6th, ScotRail's Class 156 505 departs Carlisle with a service to Newcastle.
Michael Lynam

Midland Metro



On April 14th, tram No. 32 heads along Bilston Road, Wolverhampton. *Paul Godding*



Tram No. 22 pulls into The Royal tram stop on April 14th. *Paul Godding*



Tram No. 34 is seen outside Birmingham New Street station on April 29th, working a service to Wolverhampton. *Richard Hargreaves*



Manchester Metrolink

▶ Tram No. 3037 arrives at Manchester Piccadilly on April 15th. *John Balaam*



▶ Tram No. 3110 departs Manchester Piccadilly on April 15th with a service to Media City. *John Balaam*



More seats on latest Class 170 train about to enter service for a better journey

Rail passengers in Norfolk, Suffolk and Cambridgeshire are to benefit from cleaner, smarter trains with more seats and plug points, as Greater Anglia's latest Class 170 train to be refurbished re-entered passenger service on Saturday 29th April.

170 280 is the first train to return from refurbishment fitted with six extra seats. This has been achieved by removing a redundant storage area in the middle of carriage of the three-carriage train.

The train has also received a complete overhaul and now features plug sockets, refurbished seats with new cushions, backs and covers, new carpets, new flooring in the toilets, refurbished heating, ventilation and air conditioning systems, new wall panels, repainted vestibules, grab handles and grab rails, a deep clean throughout and a new livery in Greater Anglia colours.

The work was carried out by Arriva Traincare at their facility in Crewe under contract to Porterbrook Leasing who are investing £5 million into the upgrade of Greater Anglia's eight three-carriage and four two-carriage trains which operate on routes including the Norwich to Cambridge, Ipswich to Cambridge, Ipswich to Lowestoft and Norwich to Lowestoft lines. Every three-carriage train will have six more seats installed.

The project is expected to be completed in early 2018.

Greater Anglia's Customer Service Director, Andrew Goodrum, commented: "As part of the new nine year franchise we will replace our entire fleet of trains with 1,043 brand new carriages, but in the meantime, I'm delighted that the refurbishment of our fleet of Class 170 trains will provide improved comfort and a better travelling experience for our customers."



Fares Advice with RailUK

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

Eurostar wheelchair fares - a bargain

On domestic UK rail services, the maximum discount available (by and large) for a wheelchair user and one companion is 34% off regular fares using a Disabled Persons Railcard.

Therefore, I can't quite believe that Eurostar offer a flat single fare of £29 per person for a wheelchair user and one companion, for travel in either Standard Premier or Business Premier (one can elect between the two when booking, so one would choose Business Premier where available). All the trimmings - inclusive meals etc - are included. There is no minimum booking period (as of 02:00 this morning it is possible to book tickets in Standard Premier on the 06:18 from London to Paris), although Business Premier tickets "only" seem to be available when booking at least 3 to 5 days in advance.

A: Shear discrimination IMO. The world has a habit of only classing you as disabled if in a wheelchair and the UK has made progress on this but the rest of Europe lags behind, as this shows.

Doubt about advance ticket- missed connection

I travelled between Derby and Swindon using an Advance ticket.

The issue was that the 1829 train from CrossCountry suffered a 16-minute delay in Birmingham and I lost the connection in Cheltenham Spa to the 2001 train to Swindon; in this case, the connection time in Cheltenham is 11 minutes, more than the minimum connection time for this station.

My question is if I could have had the right to catch the 2025 train in Cheltenham and later changing in Bristol Parkway at 2103, arriving to Swindon half an hour earlier than waiting to the next Cheltenham-Swindon train via Stroud.

This time I preferred to wait to the 2100 Cheltenham-Swindon train, but I don't know if changing at Bristol in that situation is allowed using the same advance ticket.

A: Officially no. But if you spoke to the TM on the XC and got your ticket endorsed and then spoke to the TM of the Parkway - Swindon train I am sure you'd be okay.

Ticket Advice for All

Was there anything written on your ticket that indicated you have to go via Stroud? As far as I can see the only advance fares between Derby and Swindon that would be valid via Cheltenham are routed XC & CONNECTIONS, i.e. no route restriction apart from the fact that the itinerary must include CrossCountry (XC).

The terms and conditions for advance fares say if delays occur while travelling, you will be allowed to take the next available train(s) to complete your journey. To go via Bristol Parkway is certainly a permitted route between Derby and Swindon (available on map combination PY+SB, and if the next available trains followed that route, there should be no issue at all as far as I can see.

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



Railtalk Magazine

National Rail

DCR's Class 56 303 heads north through Acton Bridge on April 11th. *Brian Battersby*



Greater Anglia seeks customer feedback on its new train designs

Greater Anglia is asking customers to let them know what they think about the design and layout of the company's brand new trains.

Designs have been published on the Greater Anglia website to give customers a preview of the new trains. The artists' impressions illustrate the internal layout and features of the trains, as well as the external livery.

The company has also confirmed that its major fleet replacement programme, which will see every single train in its fleet replaced with brand new trains in 2019/20, is currently progressing well and on schedule.

The £1.4 billion investment in 169 new trains - 1043 carriages in total - will see every train fitted with free high-quality Wi-Fi, at-seat plug and USB points, air conditioning and state-of-the-art passenger information screens, in bright new carriages with comfortable new seats.

The design process has already incorporated feedback from customers and stakeholders received during the Greater Anglia franchise bidding and consultation process, as well as other suggestions made in recent months.

The operator has involved customer watchdogs, Transport Focus and London Travelwatch, in the new trains programme, as well as the Department for Transport. It has also actively gained input from wheelchair users, visually impaired travellers and other users with specific needs.

Now customers across the network are being given the chance to look at the train designs and provide feedback which will help inform the final specifications.

The introduction of new trains will not only transform the on-board journey experience, but also enable extensive timetable improvements, reduced journey times, increased seating capacity and better reliability.

Every single route operated by Greater Anglia is due to benefit from the biggest-ever investment in trains in East Anglia, in a programme which will have wider benefits for the regional economy.

There will be ten 12-carriage intercity trains for Norwich – Ipswich – Colchester - London intercity services on the Great Eastern Main Line and ten 12-carriage Stansted Express trains for services between London Liverpool Street and Stansted Airport.

There are then 24 four-carriage and 14 three-carriage bi-mode trains for regional services across Norfolk, Suffolk and Cambridgeshire, which can operate using both diesel and electric power.

Also on order are 89 five-carriage and 22 ten-carriage trains for suburban services on the West Anglia Main Line (between Cambridge, Bishops Stortford, Harlow, Hertford East and London) and the Great Eastern Main Line (between Ipswich,

Harwich, Clacton, Colchester, Braintree, Chelmsford and London and between Southend and London).

The intercity, Stansted Express and regional trains (378 carriages in total) will be built by Stadler in Switzerland, whilst the suburban trains (665 carriages in total) will all be built by Bombardier in Derby. They will be maintained at existing depots at Norwich and Ilford, plus a new depot at Brantham, near Manningtree.

Jamie Burles, Managing Director, Greater Anglia, said: "We are looking forward to transforming train services in East Anglia with the complete replacement of our entire current fleet with brand new trains in 2019/20, which will bring improvements not just to the on-board environment, but also to capacity, journey times and reliability across our network.

"We're pleased to be able to share the planned design and layouts of the trains which have been developed based on extensive consultation. We're keen to hear our customers' views. They will help inform the final design specification. Our new trains programme is progressing well and on schedule."

To look at the new designs and give feedback, customers should visit greateranglia.co.uk/newtrains

On the day where Storm Doris was causing chaos around the Midlands, the only train moving (appropriately enough) was this Network Rail Stoneblower unit, seen passing through Stone station. *Michael Lovatt*



Railway tree census singles-out “problem trees”

Instances of train delays caused by trees falling onto the tracks could dramatically reduce as Network Rail, the company responsible for running and maintaining the railway, rolls-out a national “tree census” database with the ability to identify and target specific trees that could eventually cause problems for train passengers.

More than 10 million trees growing next to the railway have been catalogued as part of a sophisticated aerial survey covering 20,000 miles of Britain’s track. The database provides engineers with a heat map indicating higher priority “problem trees” or overhanging tree canopies which need attention before they fall onto the railway and cause delays to train journeys. Part of the Offering Rail Better Information Service programme (ORBIS), the database, now completed and deployed across the company, will revolutionise the way lineside engineers target their work, as well as save the company time and money.

By providing its engineers with an early warning system to identify potential problem trees and canopies encroaching on the railway before they fall, the ORBIS programme is saving tax-payer funded Network Rail thousands of pounds in repair and clean-up costs. Tackling potential problem trees early will also help improve the safety of our railways by reducing the likelihood of a train colliding with a fallen tree or branch.

The tree census is the latest offering from ORBIS, a transformation programme aimed at supporting the railway industry by collating, analysing and exploiting data from a variety of disparate sources – from Brunel-era working drawings on parchment, ordinance survey maps, water and gas board plans, to high-resolution aerial and oblique imagery and Light Detection And Ranging (LiDAR) 3D imagery. So far, the ORBIS initiative has saved Network Rail £207 million by helping engineers make smarter decisions, and “predicting and preventing” incidents. New additions to the

programme, like the tree database, mean ORBIS is forecast to save £281m by 2019.

Paul Meads, head of lineside safety at Network Rail said: “Our analysis revealed the majority of trees that fall on the railway during storm conditions are healthy – yet previous inspections may have assessed these as lower risk. We’ve surveyed up to 60 metres either side of the railway covering 20,000 miles, and catalogued over 100 different attributes per tree including height, thickness, health, slope angle, proximity to bridges and power lines etc., which are measured to predict the risk an individual tree represents to the railway.”

Alex Hinshelwood, Network Rail’s senior asset engineer in Wales, uses the database in his day-to-day work and has already seen the cost, safety and environmental benefits. He said: “From the first use of the data I was able to identify areas to be managed and remove the need for a tree survey in those locations. This allowed for immediate cost saving for the route.

“From my desk, I can analyse the trees that pose a risk to the railway, and using this data, I am able to develop a work bank for our vegetation management teams. Now, with targeted, evidence-based information, I can save money and reduce the need to carry out lineside surveys.

“The new heat map is an extraordinary development; I can click on the Cardiff area and in an instant highlight where potential problem areas exist. The clustering data shows how many trees exist and you can drive right down to individual trees to uncover a range of different details, from height and location, to tree width.

Environment

“We can’t simply cut down every tree on the lineside; we have to consider the natural environment and the impact of our work on our lineside neighbours. The vegetation management data has the potential to completely change the way we carry out vegetation and tree management across the routes and

will be an invaluable tool that can be used with our existing inspection records and asset data to help us make real asset management decisions.”

Railway tree facts

- Britain’s 52,000 hectares of railway land are home to millions of trees, bushes and other plants
- There are 10 million trees growing 60 metres either side of the railway, covering 20,000 miles – some of these trees lie beyond the railway’s borders but may still affect the railway. Essentially, this is an area large enough to cover every tree that could possibly impact the railway
- So far this year, Network Rail have targeted and managed ‘hotspot’ areas for vegetation management covering 900 hectares – which accounts for roughly two per cent of the network
- A mature tree can have between 10,000 and 50,000 leaves and each autumn thousands of tonnes of leaves fall onto railway lines across the country. Compressed by passing trains, these leaves create a thin, black ‘Teflon’-like layer on the rail which – much like black ice on the roads – can affect train braking and acceleration as a result of reduced friction between train wheels and rail
- Last year there were over 470 incidents involving vegetation on the railway (April 2016 – March 2017). This includes fallen trees, branches, overhead line dewirements, leaf mulch etc.

DCR’s Class 56 303 working 0N09 Derby to Carlisle heads through Leyland on April 11th. *David Hollowood*

On April 24th, Class 20 205 and 20 189 stand at Okehampton prior to hauling Class 33 035, 47 828 and 45 060 working 0Z47 Okehampton to Bristol St. Philips Marsh. *Steve Andrews*

Longer platforms for longer trains: Network Rail completes Egham and Virginia Water work

Network Rail has completed work to extend platforms at Egham and Virginia Water stations, as part of the £800 million Waterloo & South West Upgrade to increase capacity into Waterloo by 30% by the end of 2018.

Platforms at Egham and Virginia Water have been extended by Network Rail's engineers to be able to accommodate longer, 10-car trains, which South West Trains will begin operating on the route from May 2017. Existing 10 car trains stopping at Egham will already benefit from the longer platforms.

Network Rail will also be installing lifts in Virginia Water station's new footbridge in June 2017, to make the station fully-accessible to all passengers.

Becky Lumlock, route managing director at Network Rail, said: "The completion of work at Egham and Virginia Water is further evidence that our Railway Upgrade Plan is delivering a better railway for passengers."



"Extending the platforms at Egham and Virginia Water is a significant step towards completing our enormous £800 million Waterloo & South West Upgrade scheme, which will significantly increase

the amount of space for passengers using the railway to and from Waterloo. I'd like to thank passengers for their patience while we've upgraded their station."

Margaret Kay, managing director of South West Trains, said: "We're looking forward to introducing longer 10-carriage trains this year. These trains will provide more space and extra capacity for our passengers."

Seiki Payne, project manager at Network Rail, said: "Our teams at Virginia Water and Egham have overcome some real engineering challenges and tricky conditions in order to build the longer platforms, so I'm particularly pleased that we have

delivered both schemes on time and on budget. At Egham, the longer platforms mean that trains won't overhang the level crossing, which will improve waiting times for drivers at the crossing, and at both stations passengers will benefit from better, more comfortable journeys."

Easter commissioning is green light for signalling upgrade

The first phase of work on the Motherwell North Signalling Renewal project was successfully commissioned over the Easter weekend as part of UK wide programme of Bank holiday works.

The £114million project is renewing track side equipment and is enabling transfer of control of the signalling from five panels at Motherwell Signalling Centre to three VDU workstations at West of Scotland Signalling Centre.

Delivered over two phases, the investment in the railway's version of 'traffic lights' is replacing outdated signalling systems and improving reliability and safety for passengers as well as introducing greater capability into the network. The first phase of work covering the Newton – Hamilton – Uddingston area was commissioned over the Easter weekend.

As well as renewing signalling interlockings (a linked section of signalling equipment that prevents conflicting movements through an arrangement of tracks such as junctions or crossings) and other trackside equipment the project delivers a number of enhancements which improve the overall resilience of the signalling network.

Improved signalling technology means

more reliable journeys with fewer delays, so more trains can run and more people will be able to travel on the railway across Scotland. Modernising the railway also helps pave the way for electrification so that faster, longer, greener and quieter trains can run – making it easier and quicker for commuters to get to Scotland's two major cities and beyond.

Steve Muirhead, Route Asset Manager for signalling in Scotland said: "We have been working to replace trackside signalling equipment with modern signalling systems which enable us to centralise control into West of Scotland signalling centre at Cowlares; one of twelve regional operating centres around Britain.

Over the Easter weekend, we carried out the complex commissioning work needed to 're-control' the signals, moving control from Motherwell Signalling Centre to our new, state-of-the-art signalling centre.

Subsequent phases of the project covering Mossend, Whifflet, Motherwell, Holytown, Shotts and Law Junction areas will deliver enhanced signalling and extra capacity on the Shotts line between Holytown Junction and Midcalder Junction to support the electrification of the line. The remainder of the project will be commissioned in 2018.



Railtalk Magazine

National Rail



On April 11th, Class 56 303 hauls 47 813 and 37 601 through Crewe working from Carlisle to Leicester L.I.P. *Steve Stepney*

TransPennine Express' Class 185 146 is seen at Stalybridge on April 16th sporting reliveried cab ends in support of 'Cash for Kids - Superhero Day'. *Brian Hewertson*



Network Rail completes £4 million upgrade to boost Waterloo capacity

Network Rail has completed a £4 million upgrade at Waterloo station this Easter, as part of the £800 million Waterloo & South West Upgrade to boost capacity at the station by 30% by 2018.

Over 7,000 hours of work went into replacing key sections of track and installing a new signalling gantry at the station over just three days.

The new signalling gantry now extends over platforms 1-8, and has been carried out ahead of work to extend platforms 1-4, which Network Rail will undertake during a three-and-a-half week part-closure of Waterloo station in August 2017.



Becky Lumlock, route managing director at Network Rail, said: "The £4 million investment we have delivered this Easter weekend brings us another step closer to boosting the capacity at Waterloo by 30% for passengers.

"I'm pleased to see that our Railway Upgrade Plan is continuing to make a real difference in providing more space for passengers and making the railway more reliable. I'd like to thank passengers for their patience while we have carried out our work."

The crew of SB Rail Finishing machine No. DR77002 attempt to change the points to access Northampton Castle Yard with the 09:53 from Walsall Tamper Sidings on April 7th.
Derek Elston

Loco Fleet List 2017

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

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

Contents

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



Loco Fleet List 2017 is available via mail order for just £7.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY or using Paypal when visiting the Loco Fleet Shop website.

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Loco Fleet List



2017

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





Easter track connection marks major Tram Train milestone

The project which will allow passengers in South Yorkshire to be the first to ride on a Tram Train in the UK achieved a major milestone this Easter, marking a significant step forward for the pioneering scheme.

The track connection that will provide the physical link between the Supertram network and the traditional heavy rail network was installed at Tinsley, in a ground-breaking move for Britain's rail industry.

Unique to the Tram Train concept, the critical junction connection will sit at the start of a new 400m section of track called the Tinsley Chord, and will allow services to travel seamlessly between Sheffield and Rotherham from 2018.

Simon Coulthard, Senior Sponsor for Network Rail, said: "It is really exciting to see the physical connection in place that will allow passengers to pass seamlessly between the Supertram and rail network. Tram Train is an entirely new way of travelling for the UK and will allow us to improve how we meet the needs of the communities and economies our transport networks serve."



SOUTHERN COUNTIES RAILWAY SOCIETY

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



"This is a challenging project and there is still much to do, including the construction of the tram stops at Rotherham Central and Parkgate and the completion of the overhead line power system. The work we have completed this Easter is a crucial step forward as we continue work with our partners to deliver the full Tram Train service from Sheffield city centre to Rotherham Central and Parkgate next year."

South Yorkshire Passenger Transport Executive (SYPT) Executive Director, Stephen Edwards, added: "The track connection completed at Easter marks an exciting milestone for South Yorkshire's scheme, and is a significant part of the construction that will turn years of meticulous planning into Britain's first operational Tram Train service."

Delivered by SYPT, Network Rail, Stagecoach Supertram, Arriva Rail North and the Department for Transport, the Tram Train pilot has also seen work begin on College Road bridge in Rotherham this Easter. This bridge will be demolished and replaced during the late May bank holiday (Saturday 27 and Sunday 28 May) in order to raise it and provide space for the overhead line equipment underneath. In order to complete the work safely, trains will be diverted between Meadowhall and Swinton and will not stop at Rotherham Central; a bus replacement service will be offered.

On the Llanberis Lake Railway, Quarry Hunslet 'Dolbadarn' pulls into the station at Gilfach Ddu, near the Slate Museum, with a train from Llanberis. *Ben Bucki*



Network Rail reopens Conwy Valley line following Storm Doris damage

The Conwy Valley line reopened to passengers on April 10th after Network Rail engineers carried out extensive repairs following Storm Doris damage.

Andy Thomas, route managing director for Network Rail Wales, said: "I am delighted that the Conwy Valley line has reopened, once again connecting people, businesses and communities."

"Our team of specialist engineers have worked tirelessly to repair the storm damage and they have faced a number of unique challenges during the work, including some extreme weather conditions and limited site access."

"We have worked closely with our partners Arriva Trains Wales to keep customers moving while the repairs took place and we'd like to thank the local community for their patience during this time."

Lynne Milligan, Customer Service Director for Arriva Trains Wales, said: "We're delighted to be able to start providing our normal rail services for passengers on the Conwy Valley line again after what has been a very challenging time in the fallout from Storm Doris."

"Clearly this has been a very difficult period for both our regular and occasional travellers and we have worked hard with our partners at Network Rail to reduce the impact this has had."

"The damage done to the line was significant, whilst more than a dozen of our trains suffered damage so I would like to thank our passengers for their patience and understanding."

The line was closed on Thursday 23 February after a tree and rocks fell on the railway between Llanrwst and Blaenau Ffestiniog.

A full engineering assessment of the area revealed the storm had caused more damage than originally thought, disturbing lineside vegetation on the rock face next to the railway and an extensive package of design and repair work had to be quickly prepared.

rock from the railway embankment. This was done in a stepped fashion to reduce the rock to manageable sizes. Low level clearance could only be carried out once the high level work had been completed, due to the danger of falling material.



The site posed unique challenges, with difficult access, dense vegetation and steep rock faces. No road access and a single track railway meant engineers were unable to use machinery typically used for similar repairs.

Following an aerial assessment and careful deliberation, a team of specialist geo-technical engineers used small charges of explosives to remove the unstable and dangerous high level

Engineers faced severe weather conditions, with high winds, rain, sleet and snow preventing safe access to the rock face at times during the repair work.

More than 300 tonnes of rock and debris was removed mechanically and with explosive charges to ensure the line was safe to reopen for passengers.

DCR's Class 56 303 is seen stabled alongside Derby station on April 5th. *Derek Elston*

To celebrate winning the Best Kept Station in Cheshire 2016, in the ACoRP Community Awards, the Friends of Reddish South Station turned the weekly Parliamentary train into a Folk Train. On a very gloomy Good Friday, April 14th, over 30 friends are seen about to board the weekly service to Stalybridge. *Keith Chapman*

Number of people risking their lives on the railway hits 10-year-high

New figures reveal one person every hour trespasses on the railway and puts their life in danger.

Alarming new figures from Network Rail and British Transport Police reveal that more people than ever are risking their lives on the rail network by trespassing on the tracks. The data, which looks at trends over the last ten years, shows that trespass incidents are at an all-time high and that at least one person trespasses and dices with death every hour. Last year alone there were more than 8,000 incidents where people risked their lives across the rail network, an 11 per cent increase on the previous year. Young people are also the most likely to take a risk, with just under half of those killed under the age of 25.

The data also highlights some worrying seasonal peaks in the number of incidents, with spring and summer seeing more than double the number of young trespassers, compared to the winter months.

Allan Spence, head of public and passenger safety at Network Rail, explains: "Every April we see a huge rise in the number of people taking a risk on the rail network and it's worrying that these numbers seem to be going up. Britain has the safest railway in Europe but still too many people lose their lives on the tracks. The dangers may not always be obvious but the electricity on the railway is always on and trains can travel up to 125 miles per hour, so even if they see you, they can't stop in time.

Simon Munn, a British wheelchair basketball player who was part of the hugely successful Team GB at both the Rio 2016 Paralympics and the London 2012 Paralympics, tragically lost his leg in a railway accident when he was 22 years old. Simon has enjoyed some great success as a Paralympian, but the events that set him on that path are harrowing. "I decided to walk home from the pub. I didn't live too far, just across the railway. I had somehow ended up on the wrong side of the track. I had to walk an extra five minutes to get to a crossing. I thought, 'nah, I'll just jump over, it will save me time. As I crossed the track I got my foot caught. I don't know how long I was there, but I heard the train coming. I couldn't move. Trains moving that fast can't stop in time to miss you and they can't swerve. It's too late by then. I spent the next few weeks in hospital and had to have my leg amputated. Now I really know what the cost of trespassing and taking shortcuts can be. I was lucky it wasn't my life. For

anyone who messes around on the railway or thinks that it's safe as long as you can't see a train, I would say the dangers are real. It's not cool, it's not funny. It's not worth the risk."

- 72% of all trespassers who died over the last 10 years were struck by a train
- Another 17% were electrocuted
- The other 11 per cent were killed by a fatal fall on or near the railway
- Most trespassers highlight taking a short cut (42%) as their main motivation for committing the crime, followed by thrill-seeking (19%).

In response to the seasonal surge in incidents and to tackle the problem of youth trespass, Network Rail and BTP have jointly launched a schools engagement programme where Network Rail community safety managers and BTP officers will be out teaching thousands of children about railway safety. The 'Tackling Track Safety' programme will involve more than 100 schools across Britain, using local sports clubs to help educate children about dangers.

Network Rail's community safety managers and BTP officers will target areas where numbers of trespass incidents are high.

The new figures also highlight that youth trespass is more prevalent in areas where there is socio-economic deprivation. To help tackle this Network Rail has also joined forces with the UK's largest children's charity Barnardo's. As their Charity Partner up until March 2019, Network Rail staff will be raising money for the charity and be encouraged to volunteer and help deliver safety education at local Barnardo's services. The two organisations are currently planning joint activities for Safety Week in September to raise awareness of the railway with Barnardo's children, young people, parents and staff.

Officers from British Transport Police will also be stepping-up patrols across the country.

Allan Spence continues: "As the railway gets busier and we electrify more lines to improve services, we must work harder to keep young people safe by making them aware of the dangers. It may seem harmless to take a shortcut, or fun to play on the tracks, but this is not just illegal, it is also very dangerous. Taking a short cut or messing around on the tracks can kill or maim you. Parents, peers and family can help press home our simple message: keep off the tracks"



▶ This plaque is fixed to the end wall of one of the former workers' cottages at Vulcan Village, Newton-le-Willows, to commemorate the now disappeared Vulcan Works, birthplace of so many steam, diesel and electric locos.

Jeff Nicholls

▶ BR black liveried Class 08 No. 13236 (08 168), not often on view, is seen shunting around the yard of Nemesis Rail depot, Burton on April 7th.

Stuart Hillis



Sleeper factory plans will secure manufacturing jobs in the West Midlands

A railway site in Sandwell has been identified to build a new factory that will supply sleepers to the rail network across Britain for years to come.

connected to the rail network making it quicker and easier to transport the sleepers around Britain.



Martin Frobisher, route managing director of Network Rail's London and North Western route said: "Network Rail remains committed to the West Midlands economy which is why Bescot has been identified as our preferred location for the new factory that will retain the bulk of our sleeper manufacturing presence in the region."

"Bescot is ideally placed at the heart of the rail network to provide sleepers across Britain. We are in discussion with the local council to carry out an environmental assessment of the proposed factory and its impact on the surrounding area before we fully consult with local people and stakeholders on our plans."

Network Rail has highlighted the railway sidings at Bescot as the preferred location for a new concrete sleeper factory which will secure up to 100 jobs in the West Midlands and ensure Bescot remains a key location on the national railway map.

Network Rail will award a 15 year contract to manufacture concrete railway sleepers in spring this year.

Sleepers are a vital part of the railway, and if approved, the new facility will produce up to 600,000 of them a year, accounting for 60% of Britain's supply. Network Rail's other factory in Doncaster will provide the remaining 40%.

As part of Network Rail's ongoing commitment to be more efficient and cost-effective, the proposed site at Bescot will be directly

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▶ An unusual visitor to Freightliner's Midland Road depot on April 9th, Harry Needle Railroad Co. No. 5 from Hope Cement Works, for wheel turning. *Michael Lynam*

▶ DCR's Class 56 303 hauls de-branded 47 813 and 37 601 past Balshaw Lane Junction on a Kingmoor to Leicester move, April 11th. *John Sloane*



Forth Bridge to give visitors the climb of their life

Network Rail is progressing plans to take visitors onto the Forth Bridge for the first time, focussing on delivery of a ‘bridge climb’ experience in South Queensferry. The exhilarating plans are expected to attract 80,000 visitors a year to climb the 127-year-old structure. Access will be provided via an existing walkway under the south approach span and a new steel walkway positioned discreetly within the top member of the southern suspended span. Visitors will be pulsed in groups of up to 15 from a new hub building near Hawes Brae and will be hooked on to the bridge using a harness and continuous safety line. The plans are a revised version of proposals first developed in 2013. The original plans had included a visitor centre and viewing platform in North Queensferry as well as a facility at the southern side. Funding considerations have encouraged initially taking forward a leaner, more focussed bridge walk project with the potential to develop the business further in the future.

David Dickson, Infrastructure Director of the ScotRail Alliance, which includes Network Rail, said: “We have explored numerous options over the last two years to take forward our visitor proposals, however, after reviewing the business case we have chosen to focus, at least initially, on the bridge walk option. This requires a lower up front capital investment and offers a quicker rate of return. Importantly, the bridge walk hub will be located just 250-metres from Dalmeny station. While we will have sufficient parking on site to meet customer needs, we want to encourage visitors to enjoy the convenience of access by rail and will be looking to incentivise that within our management of the facility.”

A public consultation on the proposed development is expected to begin in summer 2017. Planning permission will be sought following the conclusion of the consultation. Listed building consent will be required as well as close consultation with heritage experts and world heritage officials.

Mr Dickson continued: “The Forth Bridge is one of Scotland’s most loved structures and our plans reflect that. The access gantry we are proposing will be almost invisible from the shore and fully reversible should we wish to remove it in the future. What we must not forget is that the Forth Bridge is a working structure which has always required maintenance and that will continue. What we’re proposing will simply allow us to invite visitors to learn about the history of a structure that, in the past, has only ever been accessible by a lucky few railway workers. We take our role as the stewards of the Forth Bridge extremely seriously. We believe that this proposal will help people appreciate this wonder of the industrial age and help spark a renewed world-wide interest in the history and heritage of Scottish engineering.”

The bridge walk is expected to be operated under a management contract on behalf of Network Rail. The costs of developing that walkway, building and access construction are estimated at £10m.



DCR’s Class 56 303 hauls Class 47 813 and Class 37 601 through Leyland on April 11th, running as 0M59 Carlisle to Leicester. *Alan Naylor*

On April 20th, Great Western No. 1213 arrives into Devil’s Bridge with the first train of the day. This loco was one of two built by Davies & Metcalfe for the Vale of Rheidol railway in 1902 (Works No. 2). *Ken Mumford*

American railway boss praises 'life-changing' investment in London's railways after fact-finding mission

From moving record numbers of passengers on Victorian infrastructure to rebuilding major railway stations, Network Rail and US railway company Amtrak have much in common.



Amtrak Executive Vice President Stephen Gardner visited Network Rail's state-of-the-art control centre at Three Bridges in Sussex and also went on a behind-the-scenes tour of London Bridge station – currently being rebuilt by Network Rail as part of the Thameslink Programme – as part of a fact-finding trip to see how investment is transforming the railways in and around the capital.

Amtrak owns and operates North America's busiest railway route connecting Washington DC, New York and Boston. Faced with ageing infrastructure and congested major railway stations, such as Penn Station in New York, Amtrak is making the case for investment and is looking to Network Rail's experience of delivering major upgrades such as the Thameslink Programme for inspiration.

Mr Gardner said: "It is life-changing investment that is happening here. The challenge for railways is always to have the presence of mind, amidst all the immediate demands, to understand the needs of the coming decades and to create the capacity to provide for them.

"What is particularly impressive here is the scale of the investment and the magnitude of concurrent projects. The UK is making a generational change to the network and the thought and care with which the work has been done and the 'system view' that has been taken is very important.

"For us in the States, we are just starting on the task of addressing the multitude of hundred year old assets that our railway relies on and we have to convince people to invest in renewing these and expanding capacity for the generations ahead.

"Our great-grandparents built much of our infrastructure and our parents and grandparents maintained it. It is now our job to rebuild it and expand it for the future."

The Thameslink Programme is creating the capacity to run trains every two- to three minutes between London Blackfriars and St Pancras International and rebuilding London Bridge station, all part of Network Rail's Railway Upgrade Plan. Further afield, investment in Network Rail stations such as Birmingham New Street and King's Cross, have succeeded in driving regeneration and economic growth.

Steve Knight, programme director for Network Rail, said: "Investment in the railway generates economic growth and supports new jobs and housing.

"Our work to rebuild London Bridge station is already having a positive impact on the local area, and when our work is complete in 2018 the improvement in train services will unlock further growth across London and the south east of England.

"Upgrading a Victorian railway is a huge challenge and we know that passengers have had a tough time as a result of our work, but it's hugely positive that our colleagues in the States are looking to Network Rail and to Britain's rail industry as an example of how investment in rail can deliver for passengers and the economy."

As well as London Bridge, Mr Gardner, who is himself a former signaller (or dispatcher in US terminology), visited Network Rail's Three Bridges Rail Operating Centre in Sussex, which controls the railway around London Bridge and up to St Pancras International. It features the first application of ETCS in-cab signalling and automatic train control on a high-intensity railway in the UK, which will enable up to 24 trains per hour to operate through central London from December 2018.

Did you Know - Ken Mumford

Fire, Fire, Fire

An engine driver from St. Rollox (Glasgow) depot [65B] was asked:-
"What's the best thing about these North British Locomotive Type 2's?"

He replied:-

"The fire extinguisher. I use it more often than the throttle!"

Elsewhere it stated that these NBL locos were prone to go on fire and were displaced from the Aberdeen - Glasgow and Dundee - Glasgow services in a steam 'swansong' between 1962 and 1966, hence the use of various steam locomotives including some A4s.

Blue Pullman at Cardiff in the 1960s



Church Services

On the Metropolitan line Sunday services were suspended during church hours until 1909

More odds and ends....

34098 'Templecombe' was the last SR light pacific to be rebuilt in June 1961.

Holden 'D27' class 2-2-2 Nos 1004-09 had oil-firing and water scoops to enable them to be used on non-stop express trains to Cromer.

Several Holden J65 locos had their front coupling rods removed so that they could negotiate tight curves on Fenchurch Street to Blackwell passenger services.











Preserved Railways

Nene Valley Railway

▶ Class 55 022 (running as 55 018 'Ballymoss') storms towards Orton Mere on April 8th with a service to Peterborough. *Class47*

▶ Class 50 008 and Rail Operations Group's Class 47 815, both visiting the line for the gala are seen in the yard at Wansford. *Richard Hargreaves*

▶ DB's Class 60 007 approaches Peterborough on April 8th, with a service from Wansford during the lines diesel gala. *Class47*



Preserved Railways

Nene Valley Railway



▶ Class 55 022 (running as 55 018 'Ballymoss') arrives into Wansford with a working from Peterborough. *Richard Hargreaves*

▶ Another shot from Wansford, this time DCR's Class 31 452 arrives over the river, working a service from Peterborough. *Richard Hargreaves*

▶ Sidelined with electrical issues, Class 45 041 stands idle in the yard at Wansford on April 8th. *Richard Hargreaves*



Preserved Railways

Nene Valley Railway



▶ Class 14 No. D9529 crosses the River Nene bridge as it departs Wansford on April 9th.
Derek Elston



▶ Class 31 271 'Stratford 1840 - 2001' arrives into Ferry Meadows station during the diesel gala on April 9th. *Derek Elston*



Preserved Railways

East Lancashire Railway

▶ On April 12th, Class 09 024 is seen stabled in platform 1 at Bury Bolton Street. *Alan Rigby*

▶ LMS 2-6-0 Hughes Crab No. 13065 approaches Summerseat with a train from Heywood to Rawtenstall on April 15th. *Alan Naylor*

▶ Southern Railway Bullied West Country Pacific 4-6-2 No. 34092 'City of Wells' is seen reversing off a service from Rawtenstall in platform 2 at Bury Bolton St. on April 12th. *Alan Rigby*



Preserved Railways

East Lancashire Railway

▶ On April 23rd, LNER A4 No. 60009 'Union of South Africa' is seen arriving at Burrs Country Park en route to Heywood. *Michael Lynam*

▶ Class 40 106 stands at Rawtenstall on April 28th, waiting departure time with a service to Bury Bolton Street. *Steve Stepney*

▶ Carrying 'Golden Arrow' regalia, 'West Country' Class Pacific No. 34092 'City of Wells' lays its familiar smokescreen during weekday duty on April 21st. *Gerald Nicholl*





Preserved Railways

East Lancashire Railway



▶ Class 45 108 departs Irwell Vale station with a train from Heywood to Rawtenstall on April 15th. *Alan Naylor*



▶ Approaching Summerseat alongside the River Irwell through what will soon become a very leafy scene, Hughes/Fowler 'Crab' 2-6-0 No. 13065 heads the first mid-week train of the day on April 18th. *Gerald Nicholl*



▶ Southern West Country Class No. 34092 'City of Wells' departs Irwell Vale with a train from Bury to Rawtenstall on April 15th. *Alan Naylor*

Preserved Railways

Telford Steam Railway



▶ Class 08 757, undergoing restoration at the line, is seen being propelled into the shed for ongoing work on April 15th. *Richard Hargreaves*

▶ The former Telford Town Park steam tram is seen in operation on April 15th. *Brian Battersby*

▶ North British shunter No. 27414 'Tom' is pictured on its first public passenger working on April 15th. *Brian Battersby*



Preserved Railways

Telford Steam Railway



▶ Class 104 DMU Nos. 50531 and 50479 are seen at Spring Village on April 15th. *Brian Battersby*



▶ Former Blue Circle Cement resident Ruston and Hornsby 0-4-0 No. 525947 and former Ironbridge Peckett 0-4-0ST No. 1990 are seen stored at Telford Spring Village. *Brian Battersby*



▶ Class 108 Driving Motor Composite Lavatory No. 51562 is seen at the line's Telford terminus on April 15th. *Brian Battersby*



The A1 Steam Locomotive Trust
New Steam for the Main Line

TORNADO REACHES 100MPH DURING SUCCESSFUL TESTING FOR HIGHER SPEED OPERATIONS

Whilst undertaking test runs in connection with raising its permitted maximum speed, new Peppercorn class A1 steam locomotive No. 60163 Tornado has reached 100mph during trials conducted on the East Coast Main Line (ECML) between Doncaster and Newcastle.

Completed in 2008, Tornado is currently limited to 75mph, but it has always been the intention to run the locomotive at speeds up to 90mph to better fit in with other trains on the busy UK rail network. In connection with testing for future 90mph operations the locomotive was rigged with diagnostic measurement equipment and operated up to 100mph during controlled testing in the early hours of Wednesday 12th April 2017. In common with other rail vehicles Tornado had to operate at 10% above its planned maximum speed to demonstrate a sufficient margin of safety. The tests were observed and monitored by various rail industry engineers and certification bodies.

The operations were planned by The A1 Steam Locomotive Trust (registered charity and builders, owners and operators of No. 60163 Tornado) in partnership with DB Cargo Rail and Network Rail. Valuable assistance and support was also received from Ricardo Rail, Resonate Ltd, DATS, Electromotive, Cass Heywood and Riviera Trains.

Graeme Bunker-James, Operations Director for The A1 Steam Locomotive Trust, said:

“We are delighted to have completed the test runs that move us one step closer to 90mph operations with Tornado. This will allow us to ensure that the locomotive continues to haul trains on the busiest parts of the UK network allowing as many people as possible to enjoy travelling with Tornado. As part of these tests the locomotive operated at 90mph for a sustained period and also achieved 100mph under these special conditions and running with clear signals.

I would like to thank all of our industry partners for their support in making these trials a success. We now have to analyse the results from the tests and then complete the necessary certification processes before the first 90mph public operations can be undertaken. We hope to conclude this before the end of 2017.”

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

Tornado’s packed main line diary for 2017 includes:

- Monday 29th May – ‘The Cornishman’ – London Paddington – Penzance - A1SLT promoted tour – bookings through UK Railtours

- Monday 28th August – ‘The Easterling’ – London Kings Cross – Great Yarmouth - A1SLT promoted tour – bookings through UK Railtours
- Saturday 16th September – ‘The Border Raider’ – West Midlands – Carlisle - A1SLT promoted tour – bookings through UK Railtours
- Saturday 7th October – ‘The Tees-Tyne Express’ – Midlands – York, Durham and Newcastle - A1SLT promoted tour – bookings through UK Railtours

Photo: © Tornado at 100 by Graeme Bunker-James



Railtalk Magazine

Preserved
Railways

Preserved Railways

Welshpool and Llanfair Railway



▶ Built in 1902 by Beyer Peacock No. 822 'Earl' approaches Cyfrnydd. *Brian Battersby*



▶ Built in 1953 by W. G. Bagnall No. 6 'Monarch' is seen inside the shed at Welshpool. *Richard Hargreaves*

▶ Drewry 0-6-0DM No. 7 'Chattenden' and Hunslet Engine Co. 0-4-0DM No. 11 'Ferret' are seen outside the shed at Llanfair. *Richard Hargreaves*





Preserved Railways

Ribble Steam Railway

▶ On April 2nd, guest locomotive Peckett No. 1163/1908 'Whitehead' leads the train along Marina Way to Preston Riverside with 0-4-0 Grant Richie No. 272/1894 on the rear.

Michael Lynam

▶ Hawthorn Leslie 0-6-0ST Linda (No. 3931/1938) awaits its next working, at Preston Riverside on April 1st. *Richard Hargreaves*

▶ Bagnall 0-6-0ST 'Courageous' (works No. 2680/1942) hauls a service towards the marina, alongside the River Ribble on April 1st.

Richard Hargreaves





Railtalk Magazine

Preserved Railways

Keighley and Worth Valley Railway

On April 5th, Gresley A3 class Pacific No. 60103 'Flying Scotsman' arrives into Oakworth. *Michael Lynam*

Preserved Railways

Keighley and Worth Valley Railway



▶ Hauling a mix of regular and Pullman stock (and being assisted by WD No. 90733 as banking loco), LNER A3 Pacific No. 60103 is seen climbing alongside the River Worth between Ingrow and Damems. *Ben Bucki*

▶ Running alongside the 'Flying Scotsman', the normal service trains were in the charge of BR 4F No. 43924. Seen here having just exited Ingrow Tunnel, the train heads south towards Oxenhope on the afternoon of April 4th. *Ben Bucki*

▶ With the steepness of the climb out of Keighley, and also the need to minimise the risk of wheel-slip on some of the lighter bridges on the line, the service trains hauled by 'Flying Scotsman' on the Worth Valley line were banked by unique-surviving WD loco No. 90733, seen on the rear of the midday departure from Keighley Station on April 5th. *Ben Bucki*





Railtalk Magazine

Preserved Railways

Keighley and Worth Valley
Railway

On April 9th, Gresley A3 class Pacific No. 60103 'Flying Scotsman' climbs away from Haworth. *Mark Pichowicz*



Preserved Railways

Epping and Ongar Railway

▶ Class 31 438 runs light engine through North Weald on April 22nd, during the lines diesel gala. *Andrew Wilson*

▶ Network SouthEast liveried DEMU 'Thumper' Class 205 205 is seen stabled at North Weald. *Andrew Wilson*

▶ Class 33 No. D6501 (33 002) awaits departure time at Ongar on April 22nd with a service to North Weald. *Andrew Wilson*





Preserved Railways

Wirral Transport Museum & Heritage Tramway, Birkenhead



▶ On April 15th, open top Birkenhead Corporation Tramways No. 20 is seen en route to Taylor Street passing by Egerton Bridge. *Michael Lynam*

▶ Hong Kong built tram No. 69 in Birkenhead Corporation in Blue and Cream livery stands outside the Taylor Street depot. *Michael Lynam*

▶ Liverpool Corporation tram No. 245 is seen arriving at Birkenhead Woodside on April 15th. *Michael Lynam*





Preserved Railways

Ffestiniog Railway



▶ Double Fairlie 'Merddin Emrys' heads a southbound train on Easter Monday, and is seen at Rhiw Goch embankment near Penrhyndeudraeth, heading for Porthmadog, on April 17th. *Ben Bucki*

▶ At Porthmadog Harbour Station, the Single Fairlie 'Taliesin' simmers in the sidings, ready to take up footplate-ride duties, on April 15th. *Ben Bucki*

▶ At Porthmadog Harbour Station, England tank locos 'Prince' and 'Palmerston' wait for the road in the run-round loop, having just arrived with a service from Blaenau, April 15th. *Ben Bucki*









An evocative celebration of the 50th anniversary of the end of steam trains in southern England – gathering the largest number of working Bulleid Pacific locomotives since the summer of 1967 – has resulted in the most successful steam gala in the history of the Swanage Railway.

The three-day 'Strictly Bulleid' event – staged between Friday, 31 March, and Sunday, 2 April, 2017 – saw a record-breaking 5,700 passengers carried on the trains all hauled by the classic 1940s-built Bulleid Pacific class of steam locomotives. The record-breaking 5,700 passengers carried is more than the population of Wareham and four times the population of Corfe Castle. For the special event, steam trains also operated on the Swanage Railway's four-mile newly completed extension from Norden station westwards to the River Frome – half a mile short of the main London to Weymouth line and within sight of Wareham.

Swanage Railway general manager Matt Green said: "We had an absolutely fantastic 'Strictly Bulleid' event with some 110 volunteers and staff helping to stage the event each day. It



was a real Bulleid bonanza enjoyed by everyone. "It has been a memorable and record-breaking event with the largest gathering of working Bulleid Pacific steam locomotives in one place since the end of main line southern steam in the summer of 1967 – 50 years ago.

"We also had a record-breaking number of visitors to the event and while we had some train delays, in what was a tight timetable, there was a great atmosphere about the place. "The quality of the workmanship that has gone into the visiting Bulleid Pacific steam locomotives was incredible. All the engines performed well, they were well-liked by the footplate crews and they came with some excellent locomotive owners and representatives," he added.

Designed by Oliver Bulleid for the Southern Railway during the Second World War, the massive Bulleid Pacific steam locomotives were built at Eastleigh and Brighton during the mid to late 1940s for hauling long express

trains between London and the coast – from Kent down to Cornwall.

Matt Green added: "The 'Strictly Bulleid' event saw the most intensive operation of train services over the nine-mile branch – from Swanage to the River Frome, half a mile short of the main line near Wareham – since the major infrastructure works along the line were completed last year. "Our volunteers and staff really pulled out all the stops to help put on a fantastic show and we have received many compliments from visitors who really enjoyed the event and appreciated the huge amount of work and dedication that went into staging it.

"The 'Strictly Bulleid' steam gala committee – as well as a great number of volunteers and staff – put in a phenomenal amount of hours to help us mark in style 50 years since the end of steam trains in the south of England. I can't thank them enough because the event's success is a result of their planning and hard work during the three days. The Swanage Railway's hard-working retail and catering outlets were exceptionally busy and we expect them to have produced record takings once the figures have been fully analysed," added Mr Green.

For one of the event's visiting Bulleid Pacifics – Battle of Britain class No. 34053 'Sir Keith Park' – it was the first time that the classic locomotive was seen at Swanage and Corfe Castle since the summer of 1964 when it hauled a long train from the Purbeck seaside resort to London's Waterloo station.

Swanage Railway Trust chairman Gavin Johns was equally delighted with the success of the Strictly Bulleid commemorative event: "The wonderful turnout for, and success of, this event – bringing many people to the Isle of Purbeck – demonstrates the continuing interest in what the Swanage Railway offers.

"Our volunteers and staff worked really hard to plan and deliver this complex event and its success reflects this dedication. The 50th anniversary of the end of steam in the south of England was celebrated in style," he added.

It was on Sunday, 9 July, 1967, that the last Bulleid Pacific steam locomotives hauled long express trains, at speeds of up to 100 mph, between London, Basingstoke, Southampton, Bournemouth, Poole, Dorchester and Weymouth. The end of steam trains on British Rail's Southern Region on Monday, 10 July, 1967, saw electric trains brought in between London and Bournemouth with diesel trains operating between Bournemouth and Weymouth. The huge frames of yet to be restored West Country class Bulleid Pacific No. 34010 'Sidmouth' were on display at Corfe Castle station during the 'Strictly Bulleid' event. And the Swanage Railway's Herston engineering works – on the outskirts of Swanage – was open on the Saturday and Sunday so the public could admire Battle of Britain class Bulleid Pacific No. 34072 '257 Squadron' in the final stages of its complex restoration.



The four Bulleid Pacific steam locomotives that visited the Swanage Railway for the three days of Bulleid brilliance were West Country classes No. 34046 'Braunton' and No. 34092 'City of Wells' as well as Battle of Britain classes No. 34053 'Sir Keith Park' and No. 34081 '92 Squadron'.



The fifth Bulleid Pacific appearing at the 'Strictly Bulleid' commemorative event was Swanage Railway-based Battle of Britain class No. 34070 'Manston' sporting its original 1940s air-smoothed casing over the boiler. Certified for hauling excursion trains on the main line and based in London, visiting Bulleid Pacific No. 34046 'Braunton' appeared in the guise of fellow Bulleid Pacific No. 34052 'Lord Dowding' scrapped in the 1960s.

The award-winning Purbeck Mineral and Mining Museum was open next to Norden station as was the popular goods shed museum, exhibition coach and cinema coach at Corfe Castle station. There were also enthusiast and trade sales stands at Swanage and Corfe Castle stations.

The Swanage Railway always welcomes new volunteers so for an informal chat, contact Swanage Railway volunteer co-ordinator Mike Whitwam on 01929 475212 or email 'iwanttovolunteer@swanagerailway.co.uk'.

Photos: © Andrew P.M. Wright

Preserved Railways

Welsh Highland Railway



▶ Ex South African Railways Garratt No. 143 slows on the approach to Porthmadog Harbour with a train from Caernarfon on April 11th. *Ben Bucki*

▶ Diesel shunter 'Criccieth Castle' tows the new-build Lynton and Barnstaple loco 'Lyd' over the Cob embankment, heading from Boston Lodge Engine Sheds towards Porthmadog Harbour Station. *Ben Bucki*

▶ Former South African Railways Garratt No. 87 slowly threads its way through the tunnels of the Glaslyn Pass as it heads towards Porthmadog with a train from Caernarfon on April 23rd. *Ben Bucki*



Preserved Railways

Stafford Barn Railway



▶ Burton & Ashby Light Railway, tram No. 14 built by Brush 1906, seen here in its first year running at the lines gala on March 25th. *Alan Naylor*



▶ Peckett (Bristol) No. 1632 'Liassic' 0-6-0ST built in 1923 prepares to go on shed. *Alan Naylor*



▶ John Fowler (Leeds) 0-4-2T 'Saccharine' rounds the bend and climbs to Oak Tree Halt on March 25th. *Alan Naylor*





Preserved Railways

Bluebell Railway

- ▶ Visiting from the Severn Valley Railway, Class 50 049 is seen arriving at Kingscote on March 31st during the lines diesel gala. *Keith Hookham*
- ▶ HNRC liveried Class 09 018 stands at Horstead Keynes on March 31st. *Keith Hookham*
- ▶ Rolls-Royce/Thomas Hill Sentinel 4-w Diesel-Hydraulic shunter No. 10241 stands at Horstead Keynes on March 31st. *Keith Hookham*



Preserved Railways

Swanage Railway

▶ On April 2nd, SR 4-6-2 Rebuilt Battle of Britain Class No. 34053 'Sir Keith Park' approaches Corfe Viaduct with the 13:00 from River Frome. *Stewart Smith*

▶ British Railways Bulleid 'Battle of Britain' Class No. 34081 departs Swanage with the 10:20 service to Norden. *Stewart Smith*

▶ Bulleid West Country Pacific 4-6-2 No. 34092 'City of Wells' awaits departure from Swanage with the 09:40 service on April 2nd. *Stewart Smith*





Preserved Railways

Swanage Railway

▶ No. 34053 'Sir Keith Park' departs Norden, heading for the limit of operation at the River Frome bridge, just short of Worgret Jct.
Stewart Smith

▶ Not 'Strictly Bulleid', nor actually No. 80146, No. 80104 masquerades as the last Standard 4 used on the branch in 1967 - on the turntable at Swanage during the lines 'Strictly Bulleid' gala.
Stewart Smith

▶ Swanage Railway's resident Bulleid No. 34070 'Manston' is photographed between Harmans Cross and Corfe with the 11:00 departure from Swanage.
Stewart Smith





A unique Victorian steam locomotive that escaped the scrapman's cutting torch thanks to the centenary of London's Waterloo station has arrived the Swanage Railway – thanks to the generosity of the National Railway Museum.

Having starred in acclaimed stage productions of 'The Railway Children' on both sides of the Atlantic, the ownership of Adams 'T3' class No. 563 has been transferred to the Swanage Railway Trust by the National Railway Museum.

Arriving on a road transporter at the Swanage Railway's road-rail interchange at Norden on Wednesday, 12 April, 2017, the Victorian steam locomotive – shrouded under a protective tarpaulin – was hauled to Corfe Castle station by a British Railways Class 08 diesel shunter dating from 1958.

Built in February, 1893, for hauling express trains on the London and South Western Railway, the 4-4-0 wheel arrangement locomotive was withdrawn by the Southern Railway at the end of the Second World War in August, 1945, by which time it had run a total of 1.5 million miles.

Designed by William Adams for smooth running at up to 80mph – and built at Nine Elms in London, carrying three tonnes of coal and 3,300 gallons of water – the 81-tonne No. 563 was not scrapped in 1948.

Instead, the unique locomotive was selected for restoration and display at the centenary celebrations for London's Waterloo station during 1948 in a move that thankfully guaranteed the preservation of No. 563.

A delighted Swanage Railway Company chairman Trevor Parsons said: "It's absolutely incredible to see the T3 on the Swanage Railway and marvellous that she has finally arrived. Even with the protective tarpaulins over her, you can really appreciate the locomotive's distinctive and charming Victorian lines.

"The locomotive is a complete original and sports its livery dating from 1893 – the T3 is a time capsule from 1945 when the locomotive was withdrawn by the Southern Railway after a hard working life of 52 years," he added.

"The vacuum pressure gauge for the brakes still has the original 'L&SWR' – for London and South Western Railway – written on the plate behind the glass. Step on to the T3's footplate and you are transported back in time 120 years to the 1890s and the life of Victorian railwaymen," added Mr Parsons.

Part of the National Railway Museum collection at Locomotion, the National Railway Museum at Shildon in County Durham, the T3 was transported by sea to Canada in 2011 where it had a six-month starring role in Toronto's Roundhouse Park for a theatrical production of 'The Railway Children'.

Returning across the Atlantic, No. 563 again took to the stage when the production – an adaptation by Mike Kenny of E. Nesbit's much-loved novel – was staged at King's Cross station in London where a thousand-seat pop-up theatre had been built.

Swanage Railway Company chairman Trevor Parsons added: "We are delighted, thrilled and very grateful to the National Railway Museum for donating such a rare Victorian steam locomotive to the Swanage Railway.

"Thanks to the T3's ownership being transferred to the Swanage Railway, we hope to suitably display the locomotive to the public and illustrate a period of important London and South Western Railway history that has previously not been possible. Our primary aim is No. 563's conservation and preservation.

"Only twenty of the T3 class of steam locomotive were built for the London and South Western Railway in 1892 and 1893 – and No. 563 is the only survivor of the class so it is unique," added Mr Parsons who is also a Swanage Railway volunteer signaller and train guard.

The Swanage Railway always welcomes new volunteers so for an informal chat, contact Swanage Railway volunteer co-ordinator Mike Whitwam on 01929 475212 or email volunteer@swanagerailwaytrust.org.uk.

Photos: © Andrew P.M. Wright





From the Archives



Class 33 055 and Class 73 123 stabled at Dover Harbour on May 25th 1981. *Dave Felton*



Freightliner's Class 47 303 runs light engine through Eastleigh on June 19th 1998. *Paul Godding*

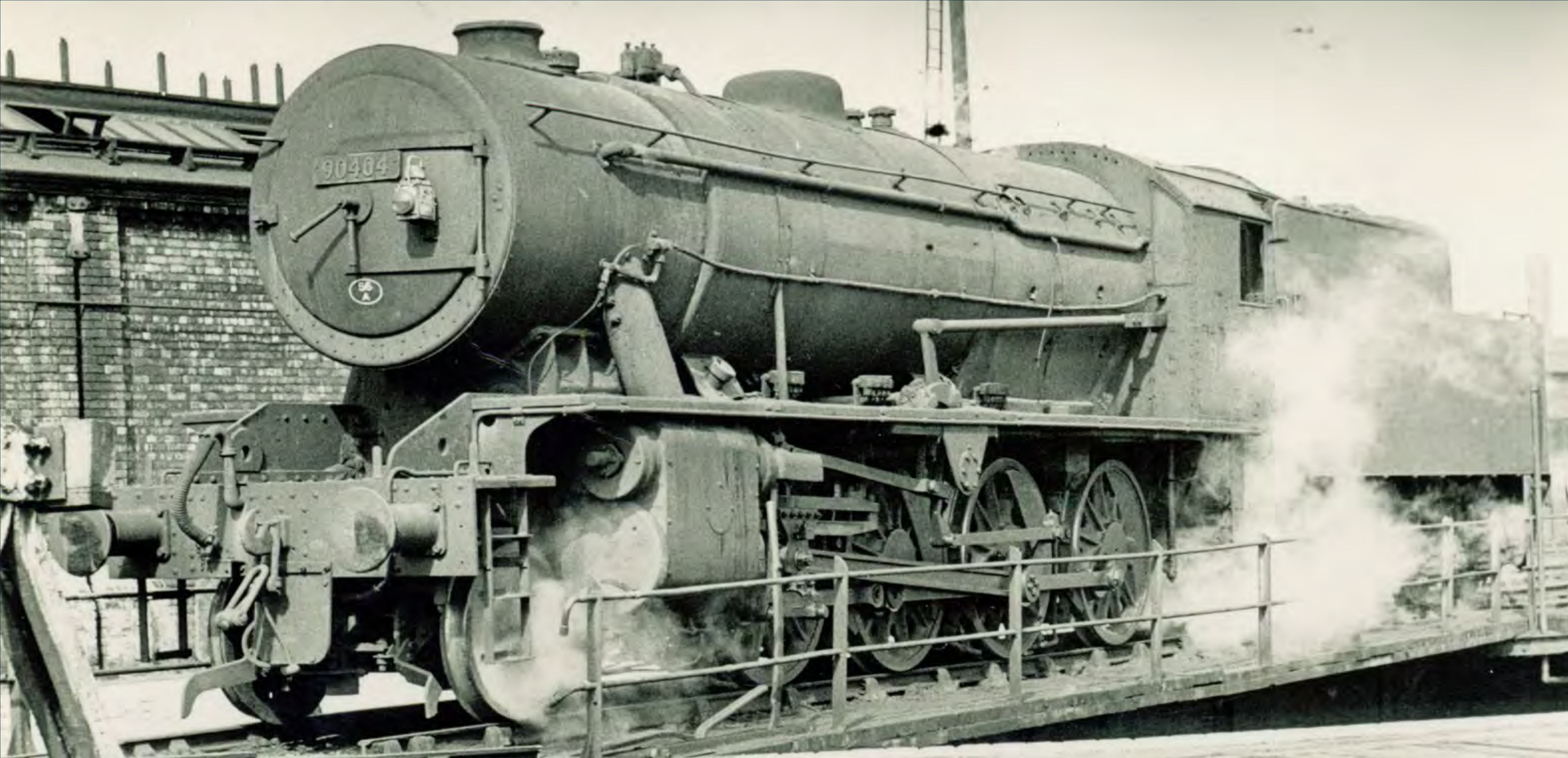


Class 56 004 is seen stabled at Warrington Arpley yard on April 9th 1994. *Brian Hewertson*





From the Archives



▶ WD 2-8-0 Class No. 90484 is pictured being turned on the turntable at Stockport Edgeley (9B) Motive Power Depot on July 10th 1965.

Dave Felton



▶ Class 60 071 passes Warrington Arpley yard with a coal train to Fiddlers Ferry power station in January 1992. *Michael Lynam*



From the Archives



LMS Stanier Jubilee Class No. 45600 'Bermuda' is captured running on the up fast line, light engine at Skew Bridge south of Preston on June 18th 1966. *Dave Felton*



A Class 108 DMU departs Bolton working a Blackburn - Manchester Victoria service on May 27th 1992. *Michael Lynam*



Hauling a rake of fuel tanks, Class 37 710 and 37 719 head through Stalybridge on May 5th 1994. *Brian Hewertson*