





Welcome

Welcome to Issue 140 and your monthly roundup from across the UK.

Another excellent selection of photos this month, no doubt the sunshine brought many of you out of winter hibernation and who can blame you. Anyway with winter firmly behind us we can all take pleasure in the long sunny days and nights (oh hang on a min, the sunshine up here only lasted a few days before grey skies again).

As I write this another one of Hull Train's Class 180s has combusted and whilst feeling sorry for them surely there has to be a solution to the 180s terrible reliability problems. Although the Arriva Class 175s at the moment don't seem to be much better. As Hull Trains needs a 125mph capable replacement could not parent company First Group, lend them a 2+4 HST set?

Also in the news this month is the announcement that the Rail Delivery Group is to undertake public consultation ahead of producing proposals for how it could work with government to implement a 'root and branch reform' of fare and ticket regulation. The current regulatory structure for ticketing in Great Britain was fixed at the time of privatisation in 1995. It includes requirements for all operators to sell most tickets, through ticketing between almost all stations and the availability of a standardised range of ticketing products.

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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

Class 20 189 and 20 205, heading a GBRf wedding special from London Victoria to Thames Gateway keep pace with 378 223 on a London Overground service approaching Clapham Junction on April 7th. *Chris Morrison*

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Class 50 007 'Hercules' and 50 049 'Defiance' work 1Z52 Carlisle to Birmingham International through Leyland on April 14th. *Alan Naylor*

Next Page

The Great Britain XI railtour began behind LNER A3 No. 60103 'Flying Scotsman' which hauled its ten coaches from London to Scarborough, seen here passing Kirkham Abbey on a roasting hot April 19th. *Jeff Nicholls*





Announcing the consultation on May 8, RDG said subsequent ‘decades of well-intentioned but outdated’ regulation had led to fare options ‘that have not kept pace with technology or how people work and travel today’, highlighting the introduction of smartphones and the growth in part-time working and self-employment. I’m sure time will tell on this one but we are already being told that whilst some fares might decrease, it is inevitable that some may increase.

And finally for those gadget freaks amongst us, Amazon Echo voice-activated devices with the Alexa virtual assistant and Amazon Pay can now be used to book advance single tickets for Virgin Trains East Coast and West Coast services. Not quite sure where you ticket ends up though, and how do you choose a seat?

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

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

Andy Patten
Editor

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Charter Scene

Railway Touring Co. THE GREAT BRITAIN XI



▶ LNER A3 No. 60103 'Flying Scotsman' heads 1Z62, Day 1 of the 9 day tour 'The Great Britain XI' from Lincoln to Scarborough, originating at London Kings Cross and passing Sherburn in Elmet near York on April 19th. *davempics.com*

▶ SR Merchant Navy Class No. 35018 'British India Line' working the 1Z80 Grange over Sands - Cardiff leg of the tour, passes Mooreh. *Mark Enderby*

▶ Merchant Navy No. 35018 'British India Line' with 1Z65, Day 2 of 'The Great Britain XI' from York to Carlisle passes the site of the former Bolton Percy station and heading for Leeds on April 20th. *davempics.com*













Charter Scene

UK Raitours The Geordie-Go-Round

▶ Class 90 035 stands at Newcastle on April 7th, having just taken over from 67 018 for the return to London Kings Cross. *Andrew Wilson*

▶ Class 67 008 is seen on the rear of the tour at Newcastle and remained on the tour through to London Kings Cross. *Andrew Wilson*

▶ Class 67 018 took over from the Class 90 at Newcastle for the run on the North Blyth loop. *Andrew Wilson*





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Charter Scene

Belmond British Pullman
V.S.O.E.

Class 67 024 and 67 021 depart Plymouth on April 29th with the return 1283 Truro - London Victoria. *Steve Andrews*













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Charter Scene

OkeRAIL
The Royal Oke

A GWR HST headed by power car No. 43093 'Old Oak Common HST Depot 1976-2017' leads the 16:13 return charter from Stratford-upon-Avon to Okehampton under the lattice footbridge at Wilmcote on April 21st. *Chris Morrison*

Charter Scene

Railway Touring Co. The High Peak Explorer



▶ LMS Class 5MT 4-6-0 No. 45407 (as No. 45157) is seen on the rear of 5Z58 10:37 Buxton Urs - Buxton Urs waiting at Peak Forest on March 17th. *Nick Clemson*

▶ No. 45157 is seen on the rear (LMS Jubilee Class 6P 4-6-0 No. 45690 'Leander' was leading) of 1Z60 15:40 Hindlow - Carnforth near Heathfield Nook, Harpur Hill on the retreat back to Buxton, March 17th. *Nick Clemson*

▶ In dire conditions LMS Class 5MT 4-6-0 No. 45407 (as No. 45157) 1Z59 14:38 Buxton - Hindlow past Harpur Hill. *Nick Clemson*









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Charter Scene

Northern Belle
Northern Belle

Class 57 316 and 57 314 pass Walcot with 1Z72 11:40 Derby - Birmingham International on April 22nd. *Keith Davies*





Charter Scene

Pathfinder Tours The Cumbrian Hoovers

▶ Class 50 049 'Defiance' and 50 007 'Hercules' approach Settle with the 1Z50 Birmingham International to Carlisle on April 14th.
Steve Thompson

▶ Class 50 007 'Hercules' and 50 049 'Defiance' storm through Leyland on the return of 'The Cumbrian Hoovers' from Carlisle to Birmingham International on April 14th. *John Sloane*

▶ The 1Z52 Birmingham Int - Carlisle with Class 50 007 'Hercules' and 50 049 'Defiance' is seen here passing Red Bank on April 14th. *Dave Harris*





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Charter Scene

Pathfinder Tours
The Cumbrian Hoovers

Class 50049 'Defiance' and 50007 'Hercules' work 1Z50 Birmingham International to Carlisle through Bamber Bridge on April 14th.
Alan Naylor









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Charter Scene

ECS and Light Engine Moves

Moments before the sun went in, LNER A1 No. 60163 'Tornado' ambles across Stockport Viaduct on its way to Bury with a Bescot to Castleton move, March 26th. *Nick Clemson*





Charter Scene

ECS and Light Engine Moves



▶ Class 47 805 and 47 501 haul a couple of coaches north through Acton Bridge on May 1st. *Brian Battersby*



▶ West Coast's Class 47 804 is seen here powering through Gorstage with 5M43 ECS Statesman Pullman stock from Southall to Carnforth on April 18th. *Dave Harris*



▶ Class 57 601 passes behind Euxton Balshaw Lane station with a Southall - Carnforth ECS on April 10th. *John Sloane*



Charter Scene

ECS and Light Engine Moves

SR MN Class 4-6-2 'British India Line' heads across the River Lune on it's way to York to work day 2 of 'The GB XI' to Carlisle, April 19th. *Shep Woolley*

Having worked GBXI to Carlisle, 'British India Line' trundles into Shap loop on its way back to Carnforth, April 20th. *Shep Woolley*

On April 20th, LMS 5XP Class 4-6-0 Nos. 45690 'Leander' and 45699 'Galatea' work through Long Ashes heading for Carlisle to head 'The GB XI' railtour to Edinburgh. *Shep Woolley*



Charter Scene

ECS and Light Engine Moves



▶ West Coast's Class 47 245 passes Charnock Richard on April 18th with a Carnforth to Southall ECS working. *John Sloane*

▶ Battle of Britain Class No. 34052 'Lord Dowding' (No. 34046 'Braunton') passes Chester Locks on April 24th with a test run from Crewe. *Brian Battersby*

▶ On April 23rd, West Coast Railway Company locomotives Class 57 313 and an unidentified classmate are seen passing through Bingley, West Yorkshire, working 0Z57 12:00 York Holgate Sidings to Carnforth Steamtown. *Ben Bucki*



Charter Scene

ECS and Light Engine Moves



▶ LNER A1 Class 4-6-2 No. 60163 'Tornado' at Mills Hill on April 5th en route south from a very successful stint on the ELR to Stewart's Lane and mainline duties. *Gerald Nicholl*

▶ LNER A1 No. 60163 'Tornado' approaches Northampton working 5Z63 10:11 Castleton to Stewart's Lane in bright sunshine on April 5th. *Derek Elston*

▶ Heading to the ELR for the Class 40 gala, Class 55 No. D9009 'Alycidon' arrives at Castleton with D200, D213, 40 012 and 47 765 in tow, April 9th. *Steve Stepney*



Charter Scene

ECS and Light Engine Moves



▶ On April 11th, West Coast's Class 57 314 passes through Hellifield on a test run as 0Z57 from Carnforth - Hellifield and return with 47 760 and 37 668 acting as insurance. *Michael Lynam*

▶ On April 17th, LNER A3 No. 60103 'Flying Scotsman' passes Acton Bridge with a support coach in tow heading from Bury ELR - Southall. *Michael Lynam*

▶ LNER A1 No. 60163 'Tornado' passes through Stafford on April 5th heading from ELR Bury - Stewarts Lane. *Michael Lynam*





Caledonian Sleeper

On April 7th, having pushed their empty stock part way along the platform at Fort William, consecutively numbered Class 73 966 and 73 967 prepare to run round and take the ECS to the sidings for servicing. *Jeff Nicholls*



New Caledonian Sleeper trains out for testing in UK

Brand new Caledonian Sleeper carriages are out for testing on the UK rail network for the first time ahead of their introduction later this year.

The overnight Caledonian Sleeper rail service will be transformed by the introduction of the new £100m fleet which will see Serco introduce 75 new carriages in a phased transition starting this autumn.

A total of four Mark 5 carriages are out for testing, running on the West Highland Line from Glasgow to Arrochar & Tarbet. Testing on the West Highland Line will continue over the coming weeks before moving onto the West Coast Main Line.

Magnus Conn, Serco's New Trains Director for Caledonian Sleeper, said: "Taking some of the new carriages out on the network for testing marks an exciting phase in our development programme. The purpose is to monitor the interaction between vehicle and track, and to check ride comfort in a variety of suspension states and speeds.

As testing progresses onto the West Coast Main Line later this month, we will be conducting a variety of tests including running at up to 110mph."



Chiltern Railways

Chiltern liveried Class 68 011 works the 6U77 Mountsorrel - Crewe loaded aggregates through Burton on April 13th. *Stuart Hillis*

CHILTERN RAILWAYS LAUNCH TRAIN YOGA TO TACKLE PHONE ZOMBIES

“Choo-Choo”, “Aisle Twist” and “Train Tracks” were just some of the new train yoga moves trialled by Chiltern passengers in a bid to promote mindfulness. Partnering with the University of Oxford Mindfulness Centre, Chiltern Railways has launched the UK’s first ever train yoga promoting mindfulness to counteract an increasing reliance on digital devices, and a transformation into phone zombies.

Trialling the ‘Mindfulness Zone’ – passengers were invited to join in a complimentary yoga class and then partake in other mindfulness activities including adult colouring in. Customers were encouraged to put down their phones, pack away their laptops and enjoy the beneficial mindfulness activities hearing how it can improve performance in the workplace through the development of greater resiliency, regulation of workplace stress and increased emotional intelligence.

Eleni Jordan, Commercial Director at Chiltern Railways, said: “People are glued to their phones everywhere they go. Whilst a crucial part of our lives, there is great benefit in taking time to switch off and explore your creative mind through meditation, colouring or even yoga on the way to work! “Since we’ve also recently partnered with mental health charity, Mind, as our charity of the year, we wanted to create a space to promote mindfulness - where our passengers can sit back, reflect and reenergise.”

Willem Kuyken, director at the University of Oxford Mindfulness Centre, comments: “We live in an age where we don’t usually stop to think about how we’re feeling or what we’re doing.

Mindfulness teaches us to do exactly that, with practices such as yoga and meditation. Reports have shown that mindfulness activities can help people from all walks of life. From improving student focus levels to helping relieve stressed out workers - and today assisting Chiltern customers!”

Chiltern Railways’ ‘Mindfulness Zone’ was trialled on April 4th on its 12.55 train from Birmingham Moor Street to London Marylebone. The service picked up passengers at Solihull, Warwick Parkway, Leamington Spa, Banbury and High Wycombe before arriving in London at 14.42. Train passengers from across the country, needn’t fear missing out. Chiltern’s social media advisors will be tweeting images of suggested yoga poses and mindfulness tips created by London Marylebone Indaba Yoga Studio Instructor, Ellie Di Martino. The yoga poses will also be available for download on the Chiltern Railways website, so that more people can feel the benefits of Mindfulness on their way to work.

During the school holidays, families are encouraged to give the seated activities a try at the start and end of a day out on the Chiltern route. The Chiltern Family Travelcard* is available from just £25 and covers family return trips to London, plus unlimited journeys on London’s tube and buses. Families travelling with Chiltern Railways will also get ‘2 for 1’ entry to many of London’s top attractions, from the ArcelorMittal Orbit to The Coca-Cola London Eye, and the SEA LIFE London Aquarium.

Colas Rail



▶ Class 66 096 and 66 302 work the 6E32 Preston Dock (Lanfina) to Lindsay oil refinery through Bamber Bridge on April 18th. *Alan Naylor*



▶ Class 60 085 heads through Wellington on April 29th working the 6C37 Chirk - Carlisle empty timber wagons. *Phil Martin*



▶ Class 66 847 and 66 850 double head the 13:54 Hoo Junction Up Yard to Eastleigh East Yard through Clapham Junction on April 19th. *Derek Elston*



Colas Rail



▶ Class 60 076 'Dunbar' leads the 6L44 22:26 Oxwellmains Lafarge Colas to West Thurrock Sidings Fhh cement past Irchester on March 22nd. *Derek Elston*

▶ Class 70 808 and 70 810 working light from Bescot to Toton, speed through Burton on April 13th. *Stuart Hillis*

▶ Class 70812 runs light engine through Doncaster on April 7th heading from Barnetby to Belmont Yard. *Richard Hargreaves*





Colas Rail



▶ Class 60 085 heads over Chirk Viaduct on April 22nd working the 6C37 Chirk - Carlisle timber empties. *Phil Martin*



▶ Pairs of Class 56s have been appearing recently on the Preston Docks to Lindsey Oil Refinery bitumen tanks. Here Class 56 096 and 56 302 are photographed approaching Horbury Junction on April 12th. *Neil Scarlett*



▶ On April 6th, Class 56 078 and 56 113 pass Hoghton working discharged tanks from Preston Docks - Lindsey Oil Refinery. *Michael Lynam*



DB Cargo



▶ Class 90 028 and 90 037 pass Acton Bridge on April 16th with the 4M25 Mossend to Daventry.
John Sloane



▶ Class 66 155 is seen at Peak Forest on March 20th.
Mark Enderby



▶ Class 66 176 heads through a dull Crewe on April 7th working a Ditton to Dollands Moor rake of vans.
Paul Godding

DB Cargo



On May 1st, Class 90 040 and 90 029 speed south through Acton Bridge. *Brian Battersby*



On April 23rd, Class 66 164 enters Peak Forest on a wagons off repair service from Arpley Yard whilst 66 066 is seen parked up on the stabling point. *Alan Rigby*

Class 66 176 approaches Acton Bridge with a Dollands Moor to Ditton working on April 16th. *John Sloane*





DB Cargo



Class 66 025 is seen shunting in Eastleigh Yard on April 23rd. *John Sloane*



Class 66 150 heads north through Acton Bridge on May 1st working a car train to Ditton. *Brian Battersby*



Class 66 017 eases through Northampton on April 17th working the 14:47 Daventry International Railfreight Reception Rfd to Dollands Moor Sidings empty water train. *Derek Elston*





DB Cargo



▶ Class 66 129 with 92 036 dead in the consist of the 08:25 Dollands Moor Sidings to Daventry International Railfreight Recep Rfd water train passes Northampton on April 24th.
Derek Elston

▶ Class 66 030 approaches Eastleigh with a Southampton to Wakefield intermodal service on April 23rd. *John Sloane*

▶ Class 66 056 working 6D44 Bescot - Toton engineers with a rake of empty open wagons, passes through Burton on April 4th. *Stuart Hillis*



DB Cargo



▶ Class 66 017 leads the 08:25 Dollands Moor Sidings to Daventry International Railfreight Reception Rfd through Northampton on April 17th. *Derek Elston*

▶ Class 66 120 departs Eastleigh on April 23rd with an intermodal from Trafford Park to Southampton. *John Sloane*

DB Cargo

On April 19th, EWS livered Class 66 142 passes through Acton Bridge with a Knowsley - Wilton bin train. *Michael Lynam*



DB Cargo UK and Peel Ports launch rail freight service from Liverpool to Scotland

The UK's largest rail freight company DB Cargo UK has partnered with Peel Ports to provide a new rail freight service for containers via the Port of Liverpool for the first time.

The new service will provide shipping lines, forwarders, tank operators and cargo-owners with a seamless route, between the quayside at Liverpool and Scotland.

The service began on Tuesday 8 May, with goods loaded in Liverpool and transferred to Mossend terminal in Glasgow before an onward delivery to destinations across Scotland.

The returning service to Liverpool will carry Scottish goods for export, with a large portion destined for America. Scottish family-run company Walkers Shortbread, that produces 40,000 tons of their biscuits every year, will be one of

the first customers to use the new rail freight service, exporting 700 containers a year to America.

The new service will comprise of up to 30 wagons and is expected to carry over 40 containers per trip. The service will initially run on three days a week with DB Cargo UK providing the rail haulage.

Hans-Georg Werner, CEO from DB Cargo UK said: "We're delighted to be working alongside Peel Ports on this exciting new initiative. Introducing express rail services between Liverpool and Mossend is a really sustainable solution, significantly reducing the need for HGVs to travel thousands of miles on our roads each week. Peel Ports' vision to offer customers a seamless end-to-end service resonates with our own drive for higher standards of service and flexibility for our customers. We look forward to seeing our partnership grow in the years ahead."

Jouke Schaap, Container Director at Peel Ports, said: "This is an important milestone event for us and our partners, DB Cargo. We know that cargo owners are looking for more efficient ways of getting their goods from A to B, and this rail freight service provides them with a simpler, more cost effective and environmentally friendly way of doing that. It also underlines our commitment to working with our customers and the wider supply chain to transform UK logistics practices to ensure the door-to-door journey is optimised."

DB Cargo



▶ On April 20th, Class 66 152 hauling the 6H52 Dowlow - Ashburys passes Peak Forest.
Mark Enderby



▶ Class 60 066 working 6E08 Wolverhampton - Immingham covered steel carriers, heads through Burton on April 4th.
Stuart Hillis



▶ Class 66 133 heads away from Drax Branch Junction with 4R50 Drax - Immingham Biomass empties on April 7th.
Steve Chapman

DB Cargo



▶ Class 66 044 passes Charnock Richard on April 12th with the Avonmouth - Clitheroe empty cement tanks. *John Sloane*



▶ Class 66 020 with a rake of MBA box wagons is pictured at Heck Ings on 6D38 Drax to Gascoigne Wood on April 7th. *Steve Chapman*



▶ Class 60 001 leads 66 089 through Doncaster on April 7th with a light engine movement to Belmont Yard. *Richard Hargreaves*





DB Cargo



▶ Class 60 015 hauls a suitably coloured rake of MMAs with stone through Gorstage with 6F07 Peak Forest - Warrington Dallam on April 18th. *Dave Harris*

▶ On April 20th, Class 66 148, 66 155 and 66 137 are seen at Peak Forest. *Mark Enderby*

▶ Class 60 091 'Barry Needham' eases through Newport working the 05:00 Robeston Sidings to Westerleigh Murco on April 14th. *Derek Elston*





Direct Rail Services



Class 66 432 passes Bradley with one coach in tow bound for Crewe from Carlisle on April 18th. *John Sloane*



Class 66 304 approaches Acton Bridge with the Mountsorrel to Carlisle ballast train on April 16th. *John Sloane*



Class 68 030 passes Stafford on April 5th running light engine from Crewe - Toton. *Michael Lynam*

Direct Rail Services



▶ On May 1st, Class 68 022 and 68 027 call at Acton Bridge with a TPE training run. *Brian Battersby*



▶ Class 66 304 passes Charnock Richard on April 18th with the Mountsorrel to Carlisle ballast. *John Sloane*

▶ Unbranded, but reserved for TransPennine, Class 68 022 'Resolution' top and tailed with 68 027 passes Charnock Richard on April 4th with the second returning TPX training run of the day from Crewe to Preston and back. *John Sloane*

Direct Rail Services



▶ Class 68 007 hauls the 6K27 Carlisle NY - Crewe Basford Hall through Carlisle on April 11th.
Michael J Alderdice



▶ A failed Class 37 402 is seen on the rear of the ECS being taken back wrong line to Carnforth by 37 424 on April 12th. *Steve Chapman*



▶ Class 88 006 working the 4S43 Daventry - Mossend departs Carlisle on April 11th.
Michael J Alderdice

Direct Rail Services



▶ Scotrail liveried Class 68007 with the 6K05 passes Cherry Tree on April 18th. *David Hollowood*



▶ Class 57 305 and 37 602 work the 5Z66 Crewe - Carlisle past Moore on April 19th. *Mark Enderby*



▶ A rare sight of Class 88 005 on the 6K27 Carlisle to Crewe engineers train at Balshaw Lane on April 20th. *John Sloane*



Direct Rail Services



▶ Class 68 018 approaches Leyland on April 5th with a Carlisle to Crewe DBSO move.

John Sloane



▶ Class 57 305 working the 6Z66 Carlisle Yard - Tyne Yard, hauling HOBC power units through the Metrocentre Gateshead on April 26th.

Michael J Alderdice



▶ Class 37 403 rests at Hellifield on April 11th whilst on driver training duties from Carlisle - Hellifield and back. *Michael Lynam*

Direct Rail Services



On April 4th, Class 37 259 and a poorly looking 37 605 hauling buffet coach No. M1657 as 5Z40 from Eastleigh Arlington to Burton Nemesis Rail Depot, passes through Burton. *Stuart Hillis*



On April 19th, Class 68 027 and 68 022 practise a station stop / start at Acton Bridge while on TPE driver training between Crewe CS - Wavertree and back. *Michael Lynam*

A rare sight on April 17th as Class 37 069 and 37 059 work the 6U77 Mountsorrel - Crewe loaded aggregate through Burton. *Stuart Hillis*







Direct Rail Services

- ▶ Class 66 423 passes Bradley on 6K05 Carlisle - Basford Hall engineers on April 11th. *John Sloane*
- ▶ Class 66 422 approaches Colton Junction with 6S31 Doncaster to Millerhill departmental working on April 6th. *Steve Chapman*
- ▶ Class 66 432 hauling a Carlisle-Crewe engineers, passes Moore on April 19th. *Mark Enderby*



Direct Rail Services



▶ Class 37 424 departs Arnside with the 17:31 Lancaster to Barrow-in-Furness service on April 14th. *Steve Chapman*

▶ Class 68 017 and 68 004 approach Green Road with the 14:37 Barrow-in-Furness to Carlisle service on April 13th. *Steve Chapman*

▶ Class 37 424 is seen just south of Askam-in-Furness with the 14:35 Carlisle to Barrow service on April 13th. *Steve Chapman*





Freightliner



On April 11th, Class 66 615 is seen in Charnock Richard cutting with the Hardendale - Tunstead empties. *John Sloane*



Class 66 601 'The Hope Valley' approaches Acton Bridge with a Bredbury to Folley Lane Binliner on April 16th. *John Sloane*



On April 19th, Class 66 616 approaches Kilmarnock with a Greenburn to Carlisle working. *Paul Godding*



Freightliner



▶ Class 86 638 and 86 612 head a Crewe bound liner through Acton Bridge on May 1st.
Brian Battersby



▶ Class 66 514 passes Charnock Richard with a Crewe to Phillips Park via Copy Pit engineer's train on April 18th. *John Sloane*



▶ Class 66 419, still un-repainted into Freightliner colours, passes Acton Bridge with a Garston to Crewe working on April 16th. *John Sloane*





Freightliner



▶ Class 66 415 (with 66 557 on the rear) works 6A13 Crewe Basford Hall to Phillips Park West Junction through Bamber Bridge on April 18th.
Alan Naylor

▶ On April 5th, Class 70 015 passes through Stafford heading a Ditton - Felixstowe liner.
Michael Lynam

▶ Class 66 618 stands at Preston on April 14th working the 10:00 Hardendale - Guide Bridge.
John Balaam

Freightliner



▶ Class 66 568 arrives at Southampton Maritime on April 5th with an intermodal working from Leeds. *John Sloane*



▶ Class 90 045 and 90 042 pass through Charnock Richard on April 18th with the 4S44 Daventry to Coatbridge liner. *John Sloane*



▶ Class 86 628 and 86 638 working the 09:52 Crewe Basford Hall S.S.M. to Ipswich S.S. passes Northampton running 43 mins early on March 12th. *Derek Elston*



Freightliner



▶ Class 86 639 and 86 610 pass through Northampton on April 5th working the 4M87 11:13 Felixstowe North F.L.T. to Trafford Park F.L.T. *Derek Elston*



▶ Class 66 508 leads the 09:12 Felixstowe North F.L.T. to Ditton (O'Connor) liner through Stratford on April 19th. *Derek Elston*



▶ Class 90 042 and 90 041 with the 4S44 Daventry - Coatbridge await the road at Carlisle on April 11th. *Michael J Alderdice*



Freightliner



▶ Class 66 534 works a Freshwater Yard to Doncaster, loaded with concrete sleepers, past Burton on April 4th. *Stuart Hillis*

▶ Class 66 415 (with 66 557 on the rear) work a Phillips Park - Crewe engineering train past Moore on April 20th. *Mark Enderby*

▶ Class 66 613 working the 6F70 Tunstead - Garston, passes 66 602 at Tunstead on April 20th. *Mark Enderby*

Freightliner



▶ A somewhat rarity on April 18th as Class 66 603 hauls a loaded coal train bound for Fiddlers Ferry, clearly working hard through Gorstage with 6M17 from Redcar. *Dave Harris*



▶ Class 66 619 working the 6H10 Bletchley - Peak Forest, arrives at Peak Forest on April 20th. *Mark Enderby*



▶ Class 66 514 hauling a Stalybridge - Crewe engineers passes Moore on April 19th. *Mark Enderby*



Freightliner



▶ On April 21st, Class 66 569 passes Leaton (Bomere Heath) working the 6V75 Dee Marsh - Margam empty steel. *Phil Martin*

▶ Class 66 553 passes Wollascott, near Shrewsbury on April 19th with the 6M86 10:29 Margam TC - Dee Marsh Recpt. Sidings. *Keith Davies*



Freightliner



▶ Class 86 627 and 86 613 approach Stratford working the 4L41 06:04 Crewe Basford Hall S.S.M. to Felixstowe North F.L.T. liner on April 19th. *Derek Elston*



▶ Class 66 622 hauling the 6H22 Tunstead - Briggs passes Great Rocks on April 20th. *Mark Enderby*



Freightliner



▶ On April 19th, Class 66 621 approaches Acton Bridge with an empty bin train from Runcorn - Northenden. *Michael Lynam*



▶ Class 90 016 and 90 049 pass Acton Bridge on April 17th with a Coatbridge - Daventry intermodal. *Michael Lynam*

▶ Class 86 628 and 86 614 pass Acton Bridge on April 19th with a Garston - Crewe Basford Hall liner. *Michael Lynam*



GBRf

▶ BlueClass20s Nos.20096 and 20107 depart from Leamington Spa with the 15:51 Chaddesden - Banbury train of London Underground 'S' stock returning to the capital on April 28th.
Chris Morrison

▶ On April 23rd, Class 66 740 exits Totley Tunnel into Grindleford station working Doncaster Decoy - Peak Forest. *Alan Rigby*

▶ Class 66 711 heads south through Acton Bridge on April 3rd with a Draxbound Biomass working. *Brian Battersby*







GBRf



▶ Class 66 739 'Bluebell Railway' passes Acton Bridge on a Liverpool Bulk Terminal to Drax Biomass working on April 16th. *John Sloane*

▶ On April 18th, Class 66 716 heads through Kilmarnock working the 4S04 Doncaster to Greenburn. *Paul Godding*

▶ Class 66 777 and 66 786 are seen stabled opposite Eastleigh station on April 23rd. *John Sloane*

GBRf



▶ On April 19th, Class 66 733 heads across the river at Dumbarton working the 6S45 North Blyth to Fort William Alcan tanks. *Paul Godding*



▶ Class 66 713 heads south through Acton Bridge on May 1st with a Drax bound Biomass working. *Brian Battersby*

▶ Against a stormy sky Class 66 753 arrives at Hellifield on April 11th with an empty stone train from Hexthorpe Yard - Arcow Quarry. *Michael Lynam*

GBRf



▶ Class 66 748 'West Burton' passes Eastleigh Yard with the Mountfield - Southampton gypsum train on April 23rd. *John Sloane*



▶ Class 66 724 'Drax Power Station' eases through Northampton with a trainload of new Ford vehicles running as 6X43, the 08:13 Dagenham Dock Recp GBRf to Garston Car Terminal GBRf on April 10th. *Derek Elston*



▶ Royal Scotsman liveried Class 66 746 leads 66 704 through Doncaster on April 7th. *Richard Hargreaves*



GBRf



▶ GBRf green liveried Class 66 779 'Evening Star' working 6M83 Tinsley - Bardon Hill Quarry with empty stone hoppers, passes Burton on April 5th. *Stuart Hillis*



▶ Class 66 748 'West Burton' passes Boars Head with the Dollands Moor to Irvine via the S&C on April 27th. *John Sloane*



▶ On April 6th, Class 66 765 is pictured at Colton Junction hauling the 6F64 North Blyth to Cottam coal. *Steve Chapman*



GBRf

▶ Class 66 727 'Maritime One' gets away after a crew change at Northampton with the 4M23 10:46 Felixstowe North GBRf to Hams Hall GBRf on April 17th. *Derek Elston*

▶ On April 2nd, Class 92 043 and 66 749 rest on the blocks at London Euston. *Derek Elston*

▶ The very last working out of Old Dalby Test Track with S7 underground tube stock on April 17th as the 7X09 Old Dalby - Banbury (for onward move to West Ruislip) passes Moira West with Class 20 096 'Ian Goddard' and 20 118 'Saltburn By The Sea' leading barrier wagons and set Nos. 095 and 096 with 20 314 and 20 311 on rear. *Stuart Hillis*

GBRf



▶ Class 92 044 and 66 729 with the 6S94 05:12 Wembley - Irvine (Caledonian Paper) passes Daresbury on March 21st. *Nick Clemson*



▶ Class 66 762 working 4Z44 Longtown to Bescot passes through Village Croft, Euxton on April 16th. *Alan Naylor*



▶ GBRf Class 66 755 with 6Z57 Liverpool GB - Wellingbrough JNA wagon move is seen here descending Vulcan Bank on April 14th. *Dave Harris*





Time	Destination	Platform	Expected
20:15	Swansea	4	20:22
	Service reported full & standing		
20:25	Cheltenham Spa	1	On time
20:30	London Paddington	3	On time
	1st Class is at the REAR		
	Calls at Didcot Parkway		
20:32	Weston-super-Mare	4	On time
20:55	Worcester Shrub HI	3	On time
21:00	Bristol Temple Mds	4	On time
21:11	London Paddington	3	On time
	Calls at Didcot Parkway		
21:14	Swansea	4	On time





Great Western Railway



▶ Power car No. 43023 'SQD LEADER HAROLD STARR ONE OF THE FEW' departs Plymouth on the rear of the 1C04 07:30 London Paddington to Penzance service on March 26th. *Derek Elston*

▶ Class 800 026 and 800 008 stand at Reading on March 8th with the 1L38 07:59 Swansea to London Paddington service. *Derek Elston*

▶ Power car No. 43139 stands at Plymouth forming the 1A96 16:57 departure to London Paddington on March 26th. *Derek Elston*





Great Western Railway



▶ Class 800 034 is seen at Malvern Wells on April 25th. Having reversed here the train is heading to Great Malvern to form a London Paddington service. *Neil Pugh*



▶ Power car No. 43185 'Great Western' stands at Reading on the rear of the 1C08 09:30 London Paddington to Bristol Temple Meads service on March 8th. *Derek Elston*



▶ GWR IEP unit Class 800 012 paired with 800 029 stands at Reading with the 1L34 07:29 Swansea to London Paddington service on March 8th. *Derek Elston*



Network Rail



Class 37 219 running from Bescot Down Side to Hereford passes Malvern Wells on April 25th.
Neil Pugh



Power cars Nos. 43014 and 43014 pass Northampton working the 14:32 Derby R.T.C.(Network Rail) to Derby R.T.C.(Network Rail) via London Euston on it's southbound journey, April 17th. *Derek Elston*



The NMT arrives into Crewe on April 25th from Chester. *John Alsop*







Network Rail



▶ Class 67 023 and 67 027 working the 1Q48 test train Derby RTC - Tyseley via the East and West Midlands, passes Moira West Junction signalbox on April 17th. *Stuart Hillis*



▶ Class 37 175 and 37 099 pass Colton Junction on April 6th with 1Z18 Mossend to Derby RTC. *Steve Chapman*



▶ Class 67 027 and 67 023 top'n'tail a test train through Upton on April 20th. *Phil Martin*



Units: DMUs and EMUs



Merseyrail's Class 508 108 stands at Southport on April 21st after arrival with 2S31 13:36 from Hunts Cross. *John Balaam*

Southern's Class 377 457 departs Eastleigh on April 25th heading towards Southampton. *John Sloane*

The driver of Northern's Class 156 448 exchanges the tokens at Battersby prior to changing direction there with the 08:45 from Whitby to Middlesbrough on April 19th. *Jeff Nicholls*



Units: DMUs and EMUs

▶ South Western Railway's Class 450 112 departs Eastleigh on April 23rd with a Southampton service. *John Sloane*

▶ Northern's Class 319 424 passes Balshaw Lane Junction on April 20th with a Liverpool service. *John Sloane*

▶ East Midlands Trains' Class 158 813 passes Clay Cross North Jct. on April 23rd on the rear of a Norwich - Liverpool Lime Street service. *Alan Rigby*

Units: DMUs and EMUs



▶ South Western Railway's Class 444 034 arrives at Eastleigh from Portsmouth as a Fly-Be aircraft comes in to land at the airport on April 25th.
John Sloane



▶ On April 5th, London Northwestern Railway's Class 350 126 stands at Stafford working a service to London Euston.
Michael Lynam



▶ East Midlands Trains' Class 221 101 speeds through Clay Cross North Jct. with a London St. Pancras - Sheffield service on April 23rd.
Alan Rigby



Units: DMUs and EMUs

On April 26th, Northern's Class 156 451 arrives beneath the signal box at Hexham with the 16:16 Nunthorpe - Carlisle via Middlesbrough, Sunderland and Newcastle. Meanwhile, Class 142 063, having left the stabling sidings on the left, is also approaching 'wrong line' as empty stock to form the 18.43 to Nunthorpe via the same route as the 156, but in reverse.

Jeff Nicholls



Units: DMUs and EMUs



▶ TransPennine Express' Class 185 132 catches a ray of sunlight beneath York station's beautiful roof as it arrives empty stock to work the 15:15 service to Leeds on April 20th. *Jeff Nicholls*

▶ Great Western's Class 165 101 arrives into Reading on March 8th working the 1K49 10:41 Bedwyn to London Paddington service. *Derek Elston*

▶ The calm above the chaos below as TransPennine Express' Class 185 151 calls at Manchester Piccadilly on the rear of 1F85 09:50 Scarborough - Liverpool Lime St. service, whilst cars, amid a plethora of signs, head along Fairfield Street. *Nick Clemson*

Units: DMUs and EMUs



▶ South Western Railway's Class 158 888, in the new livery, passes Maritime with a Salisbury train on April 25th. *John Sloane*



▶ Great Western's Class 387 142 and 387 169 arrive at Reading with the 2N26 09:57 London Paddington to Didcot Parkway service on March 8th. *Derek Elston*



▶ Northern's Class 158 853 heads past Clay Cross North Jct. with a Leeds - Nottingham service on April 28th. *Alan Rigby*



Units: DMUs and EMUs

- ▶ The crew of Great Western's Class 150 238 have a chat after at Gunnislake before departing with the 2G72 15:45 service Plymouth on March 26th. *Derek Elston*
- ▶ Great Western's Class 143 617 stands at Exeter Central working the 2F19 09:43 Barnstaple to Exmouth service on March 24th. *Derek Elston*
- ▶ Merseyrail's Class 507 018 arrives at Hightown on April 28th with a Southport to Hunts Cross service. *Brian Battersby*



Units: DMUs and EMUs



▶ Northern's Class 150 204 approaches Bamber Bridge on April 5th. *John Sloane*

▶ A CrossCountry Voyager' departs Eastleigh on April 25th with a service to Bournemouth. *John Sloane*

▶ TransPennine Express' Class 185 132 on a Liverpool - Hull service and Northern's Class 156 489 on a shuttle to and from Huddersfield, are seen at Stalybridge on April 14th. *John Balaam*

Units: DMUs and EMUs



▶ South Western Railway's Class 450 551 calls at Eastleigh with a Brockenhurst train on April 23rd. *John Sloane*



▶ Merseyrail's Class 508 140 approaches Freshfield on April 28th working a Northern line service to Hunts Cross. *Richard Hargreaves*



▶ Merseyrail's Class 508 111 calls at Capenhurst on April 28th working a Chester to Liverpool Central service. *Brian Battersby*



Units: DMUs and EMUs

▶ Great Western Railway's Class 158 951 passes Maritime with a Cardiff to Portsmouth service on April 25th. *John Sloane*

▶ An Arriva Wales Class 158 heads away from Porthmadog with a train for Birmingham, with the mountains of Snowdonia behind, on the afternoon of April 9th. *Ben Bucki*

▶ Former First Great Western, now Northern, Class 150 106 enters Totley Tunnel on a Manchester Piccadilly - Sheffield service on April 23rd. *Alan Rigby*





Units: DMUs and EMUs



Merseyrail's Class 507024 approaches Hightown on April 28th with a Hunts Cross Northern line service. *Richard Hargreaves*

East Midlands Trains' Class 158 774 passes through Grindleford station on a Norwich - Liverpool Lime Street service, April 23rd. *Alan Rigby*

Arriva Trains Wales Class 150 252 arrives at Crewe on March 7th working a service from Chester, to where it would shortly return. *Paul Godding*



Units: DMUs and EMUs



▶ An Arriva Trains Wales Class 158 slowly heads away from the Barmouth Bridge with the 2J11 Machynlleth to Pwllheli service on April 14th.
Ben Bucki



▶ South Western Railway's Class 444 023 departs Eastleigh with a Southampton service on April 23rd.
John Sloane

▶ Northern's Class 156 463 stands at Newcastle on April 7th working a service to Middlesbrough.
Andrew Wilson



Units: DMUs and EMUs



▶ TransPennine's Victoria Cross liveried Class 185 111 arrives at Doncaster on April 7th working a Cleethorpes to Manchester Airport service.
Richard Hargreaves

▶ Great Western's Class 150 238 stands at Bere Alston, where it will reverse, working 2G71 14:54 Plymouth to Gunnislake service on March 26th.
Derek Elston

▶ CrossCountry's Class 220 018 stands at Newcastle on April 7th working a service to Reading, whilst 221 135 heads to Edinburgh.
Andrew Wilson

Units: DMUs and EMUs



▶ On April 7th, London Northwestern Railway liveried Class 350 373 departs Crewe working a service to Liverpool Lime St. *Paul Godding*



▶ Great Western's Class 150 130 arrives into Topsham with the 2F13 08:20 Paignton to Exmouth service on March 26th. *Derek Elston*



▶ Northern's Class 158 792 passes Hoghton on April 19th working a Preston - York service. *Michael Lynam*



Units: DMUs and EMUs

An Arriva Trains Wales Class 158 slowly heads over the Barmouth Bridge with service 2J11 from Machynlleth to Pwllheli, on April 14th. *Ben Bucki*

Units: DMUs and EMUs



▶ On April 28th, Arriva Trains Wales' Class 175 114 departs Crewe with a Cardiff bound service. *Richard Hargreaves*



▶ Former Scotrail's Class 158 871 approaches Doncaster on April 7th working a Northern service to Sheffield. *Richard Hargreaves*



▶ Arriva Trains Wales Class 153 320 stands at Crewe on April 7th working a service to Shrewsbury. *Paul Godding*



Units: DMUs and EMUs

▶ Arriva Trains Wales' Class 175 010 passes Leaton with the 1W91 17:43 Cwmbran - Holyhead on April 30th. *Keith Davies*

▶ South Western Railway's Class 707 029 leads the 2G41 15:03 London Waterloo to Guildford as it approaches Clapham Junction on April 19th. *Derek Elston*

▶ Greater Anglia's Class 379 014 leads 379 024 on a diverted Stansted Express approaching Stratford on April 19th. *Derek Elston*





Units: DMUs and EMUs

▶ Arriva Trains Wales' Class 158 821 and 150 267 depart Wellington on April 29th. *Phil Martin*



▶ Arriva Trains Wales' Class 153 353 working the 13:06 Wolverhampton to Shrewsbury service arrives at Albrighton on April 29th. *John Alsop*



▶ Having migrated from London area commuter workings, Great Western's Class 166 220 rolls into Newport working the 2U08 08:40 Weston-super-Mare to Cardiff Central service on April 14th. *Derek Elston*



Units: DMUs and EMUs



▶ Class 350 373 in London Northwestern Railway livery leads the 1Y58 15:14 Birmingham New Street to London Euston service into Northampton on April 5th. *Derek Elston*

▶ On April 14th, Northern's Class 158 795 calls at Settle with the 1M53 Leeds - Carlisle service. *Steve Thompson*

▶ West Midlands Railway's Class 170 503 working a Hereford to Birmingham New Street service passes Malvern Wells on April 25th. *Neil Pugh*





Virgin Trains



Virgin Trains invests £1.2M in Newark Northgate station

Virgin Trains recently revealed a new forecourt at Newark Northgate which represents the latest stage of a £1.2M project to improve the station. Robert Jenrick, MP for Newark and David Horne, Managing Director for Virgin Trains on the east coast, revealed the plaque marking the opening of the enhanced station front.

Virgin Trains, which operates Newark station on its east coast route, has delivered a series of upgrades, improving access and easing congestion at the station during peak hours. Latest changes include introducing a new bus stop, relocating the entrance to the NCP car park, short stay car park and moving the taxi rank to alleviate traffic at the station and allow better pedestrian access.

The train operator has also spent over half a million pounds on WiFi, updating the waiting room and the new Cycle Hub since taking over the franchise. Initial feedback has been positive as customers begin to use the new facilities.

This is part of Virgin Trains' £140M investment into the east coast franchise helping to provide a boost to local economies and increasing customer satisfaction.

Robert Jenrick, MP for Newark said: "Newark Northgate and the access it gives local people and businesses to the rest of the UK is at the heart of our local economy. I'm delighted it has been renovated and improved. The new look to the forecourt is a great improvement and makes the station more convenient and accessible for many travelers. I've already heard many positive comments and hope it will lead to more passengers using Northgate."

David Horne, Managing Director for Virgin Trains on the east coast said: "We're delighted with the revamped station front and proud of the time and money spent making journeys better. Newark Northgate is a very busy station and that's why we've invested £1.2M into improving customer facilities.

The feedback has been overwhelmingly positive and we would like to thank our customers for remaining patient during the works."



On April 7th, Class 90 029 arrives into Doncaster at the head of 1D02 London Kings Cross - Leeds.
Steve Thompson



Virgin Trains



Power car No. 43306 arrives into Newcastle on April 7th working a service from London Kings Cross to Aberdeen. *Andrew Wilson*



Class 91 118 stands at Newcastle on April 7th working a service to London Kings Cross. *Andrew Wilson*



'Dazzle' liveried Class 91 106 stands at Doncaster on April 7th working a London Kings Cross to Leeds service. *Richard Hargreaves*

Virgin Trains



Virgin Trains buzzing to support Manchester's Bee in the City

Virgin Trains has been announced as Presenting Partner for this year's Bee in the City in Manchester. The nine-week long event will be one of the largest mass participation public art events ever held in the North West, expected to attract around 1m visitors to the city centre.

Over 80 individually designed Bees will go on display through streets, parks and public spaces in Manchester this summer taking people on a journey of discovery through the city between July-September. Visitors will be able to follow the free, accessible trail, looking out for the two Virgin Trains Bees, with help from the Bee in the City App, unlocking exciting rewards in the process.

"We're incredibly excited to BEE on board," enthused Ady Crymble, Customer Experience Manager for Virgin Trains in Manchester. "It will bring added life and energy to the city centre, connecting the wider community and showcasing all that is good about Manchester."

"It will provide a massive boost for the local community, putting a smile on peoples' faces whilst raising money for such a worthy cause, and rest assured we will be looking to add a bit of Virgin Trains fun to the celebration this summer."

Virgin Trains employs close to 700 people in Manchester, operating 47 services every day (Monday – Saturday) from Manchester Piccadilly to and from London, carrying over 10 million customers each year, providing a vital link to help strengthen local economies.

Sally-Ann Wilkinson, Director, Wild in Art said: "We are thrilled to have Virgin Trains on board as a Bee in the City Presenting Partner. Thousands of families will be travelling to Manchester on Virgin Trains from July to September to enjoy what will be one of the biggest and most spectacular public art events ever. Virgin Trains is the perfect partner to take our trail-goers on a creative journey of discovery this summer!"

The Bees will make their final flight at a glittering auction in October, leaving a lasting legacy for various local charitable causes via the Lord Mayor of Manchester's 'We Love MCR' charity.



Photo: Ady Crymble, Customer Experience Manager for Virgin Trains in Manchester, pictured alongside one of the 80 bees that will grace the city centre this summer. © David Oakes Photography

Refurbished Class 390 013 speeds through Acton Bridge on May 1st heading northwards with a London Euston - Liverpool Lime St. service. *Brian Battersby*

Virgin Trains



▶ Pendolino Class 390 138 speeds north through Balshaw Lane Junction on April 20th.
John Sloane



▶ Class 390 039 was diverted via Northampton on April 17th, due to a landslip on the direct route working 1S72 14:30 London Euston to Glasgow Central. *Derek Elston*

▶ Class 67 013 was the Newcastle 'Thunderbird' on April 7th. *Andrew Wilson*

Virgin Trains



▶ A pair of Virgin Voyager's roar north past Bradley on April 9th. *John Sloane*



▶ Pendolino Class 390 013 stands bathed in evening sunshine at Wolverhampton on April 28th, working a service to London Euston. *Richard Hargreaves*



▶ On April 12th, Class 90 019, on hire to Virgin EC, departs Doncaster working a Leeds - London Kings Cross service. *Michael Lynam*



ScotRail



▶ Class 156 467 departs Kilmarnock on April 17th.
Paul Godding



▶ Class 318 254 and 318 255 depart Partick on April 19th.
Paul Godding



▶ Class 156 501 stands at Kilmarnock on April 17th.
Paul Godding









Comfortable seats on new trains

Greater Anglia has asked passengers for their views and also hired an expert in train seat design. He helped to find the best seats available and advised on changes to how they are made to make them even more comfortable.

Andrew Schoenemann, of Schoenemann Design, has over 30 years' experience designing trains and previously worked with Greater Anglia on the popular refurbishment of its Intercity trains a few years ago.

He commented, "We were presented with a range of seats to look at and we were able to find the best seat to fit the environment for our new trains and for the passengers. We're very lucky to have been able to work with the seat manufacturer and develop his standard product further."

Greater Anglia has chosen the FISA 'LEAN' seat for the new Stadler trains - which will run from Norwich to London, Stansted Express and on regional routes - and made adjustments to the shape of the base cushions, lumbar support and head rests to ensure maximum comfort.

For the Bombardier trains - running on commuter routes from Southend, Colchester, Clacton and Cambridge - it has opted for the Kiel seat, which features a unique 'S' shape to the seat back for better comfort, and also creates more leg room for the person sitting behind.

Other features of the new seats include seat-back tables with special grooves to support portable devices, tablets and laptops and a plug and USB charging point at every seat.

Jason Brandon, Brand Manager for Greater Anglia, said, "We're very aware of the problems that there have been in other parts of the country with seats on new trains and this is why we really listened to customers' feedback and really wanted to avoid any mis-shaped seats or too hard a seat. We've heard the feedback from customers, we've listened, and we care about them being as comfortable as possible so we've selected a seat which is far more comfortable for customers. We're looking forward to transforming the railway in East Anglia, with brand new state-of-the-art trains with more seats, faster journey times and more frequent services. Everything we're doing is aimed at making customers lives a little easier."

The major fleet replacement programme will see every single train in Greater Anglia's fleet replaced with brand new trains.

The £1.4 billion investment in 169 new trains - 1043 carriages in total - will see every train fitted with free 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.

Fares Advice with RailUK

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

New day ranger from Northern

It's called "Northern Explorer 55 West Day Ranger" and it's available from the 20th May.

It's only for anyone over the age of 55 and it's only valid on Northern trains. It basically covers the western side of the Northern network.

It costs £15 and stretches from Carlisle to Crewe although as you're only allowed to use Northern trains that would mean travelling around the Cumbrian coast and Manchester.

That's certainly excellent value for someone over 55. Its validity (if only on Northern trains) approximates to the combined areas of validity of the Lancashire and Cheshire Day Rangers, with the addition of the Cumbrian Coast line from Silverdale to Carlisle, from Hazel Grove/New Mills Central to Edale, and Manchester Victoria/Guide Bridge to Greenfield. The only sections which have got the chop (as far as I can see) are Carnforth to Wennington, Burnley Manchester Road/Todmorden to Hebden Bridge, and Frodsham to Runcorn.

Usual conditions about using specific trains etc.

However upon collecting said tickets, the only reservation is on 1 leg of a 4 leg journey each way. The ticket is 'valid on the booked services below and any required connecting services. The booked service is out of one of the London termini.

The journey planner has given me an itinerary whereby I'm on peak trains into and out of London and there are no other restrictions on the tickets.

What's to prevent me booking these cheap fares to station X in future next time I fancy a cheap day out in London?

A: The rules of the ticket are that you cannot finish your journey short. You have to go all the way to station X.

Whether this can be enforced is the \$64,000 question. If you are doing a double back, say in to Liverpool Street and back out then it's potentially problematic at the gateline but if it includes a cross London transfer it would be very difficult for anyone to know you'd not made it to your next train. Of course that sort of behaviour is frowned upon and it does break the rules so you shouldn't do it under any circumstances

Ticket Advice for All

The Ordsall Chord is shown on the map, but the curve linking Newton-le-Willows and Wigan North Western is not, despite it carrying services on which this new card would presumably be valid. Reddish South is not listed as an included station, but Denton seems to have been moved to the south side of the Ashburys to Romiley line, so perhaps someone has confused Denton and Reddish South and created a mystery mixture.

Advice on rail ticketing is available on railforums.co.uk in the 'Fares, Tickets & Routing' 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!

Advance fares: is it permitted to finish short?

Q: I'm travelling from my local station to station X today. Yesterday I bought 2 advance singles for a total of £40.



Railtalk Magazine

National Rail



Network Rail's Loram Rail Grinder Nos. 79401-4 on 12:38 Derby RTC - Darlington Down Sidings passes Hasland. *Nick Clemson*

Polos, starting from £14.00 each, minimal order of 3.



10+ Price: £11.75 EACH

Heavy weight Hoodies starting from £27.50 each, minimal order of 2.



10+ Price: £26.50 EACH

Budget Hoodies £18.10 EACH For 5 plus. (Not shown)

Softshell, from £27.00 each, minimal order of 2.



10+ Price: £25.50 EACH

Morf's (neckwear), starting from £9.00 each, minimal order of 3.



15+ Price: £8.35 EACH

Gymsacs, starting from £5.00 each, minimal order of 3.



10+ Price: £12.75 EACH

We have a broad range of bags, from shoppers, courier bags to messenger bags.



Promotional print T-shirt, £10.50 each minimal order of 2.



10+ Price: £7.25 EACH

Hi-Vis, starting from £7.50 each, minimal order of 2



10+ Price: £6.25 EACH

Umbrellas, starting from £14.00 each, minimal order of 3.



10+ Price: £12.75 EACH

Branded merchandise, Draw bags, mouse mats, coasters.



Branded T-shirts starting from £8.70 each, minimal order of 5.



10+ Price: £7.60 EACH

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Class 07 007 stands in front of Eastleigh Works. *John Sloane*



Scotrail's HST power cars Nos. 43036 and 43134 await coaching stock to be refurbished at Doncaster on April 7th before heading north for their new lives. *Richard Hargreaves*



Greater Anglia takes steps to improve its response to disruption

Greater Anglia is taking steps to improve the way it responds during delays to get people on the move more quickly.

Average punctuality currently stands at around 90% but it's hoped a new initiative will boost this figure to provide an even better service to commuters.

Greater Anglia's Managing Director, Jamie Burles, said, "We're constantly improving the way we react when things go wrong. We know this is a top priority for our passengers and care about making their lives easier."

During the initial months of the new initiative Greater Anglia saw an increase in customer satisfaction with how it handles delays jump by an unprecedented 10%.

The train company is improving communications channels across the business by creating 'hub stations' who will receive information direct from the Control Room, which they can then quickly disseminate to the small group of stations in their area.

Stations can also contact their hub station for information, which is easier than getting through to the Control Room whose lines can often be busy while delays are occurring.

It is also improving information on the company's internal electronic 'whiteboard', which provides staff on trains and stations with updated train running information direct from the Control Room.

Customers are also receiving clearer and more detailed information on the company's app, twitter account and website.


Messages on these channels have also been improved and made clearer and more informative

Other changes also include:

Giving power to station staff to order rail replacement buses more quickly;

Updating recovery plans and ensuring that they are shared across all departments;

Putting in place new weekly and monthly 'disruption review' conference calls to look at incidents in detail, assess the response and learn lessons for the future.

 Network Rail's rail grinder Nos. DR79262 - DR79272 eases through Northampton on March 12th. *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



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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





Greater Anglia transforming Norwich depot in readiness for new trains

Work has begun to prepare Greater Anglia's Norwich-based Crown Point Depot for the new fleet of trains that will serve the region from 2019, including sending engineers to Switzerland to learn how to look after them.

Greater Anglia is investing over £40 million in the project which will see the depot, which opened in 1982, transformed to accommodate the longer trains. The large scale expansion ushers in a new era for East Anglia's railways, with better facilities to house and maintain the 58 new trains being built by Stadler, as well as a new train washing facility, improved servicing equipment and the ability to store and dispense more fuel.

Special high walkways will be installed to give engineers access for maintenance and repairs - as most of the new trains' components are on the roof - due to their lowered floors which make them more accessible to passengers.

New jacks will be installed to enable engineers to lift a complete train without having to split the carriages for bogie and underframe equipment removal, and new equipment transfer turntables and support offices will also be added.

In addition, the depot will gain upgraded toilet maintenance facilities, as all the new trains will have large tanks to collect waste, rather than emptying it onto the tracks.

Stadler will be responsible for maintaining their brand new regional bi-mode, Airport Express and InterCity trains at the depot, working closely with Greater Anglia to ensure that the new trains are in top condition to provide rail passengers in East Anglia with punctual and reliable services.

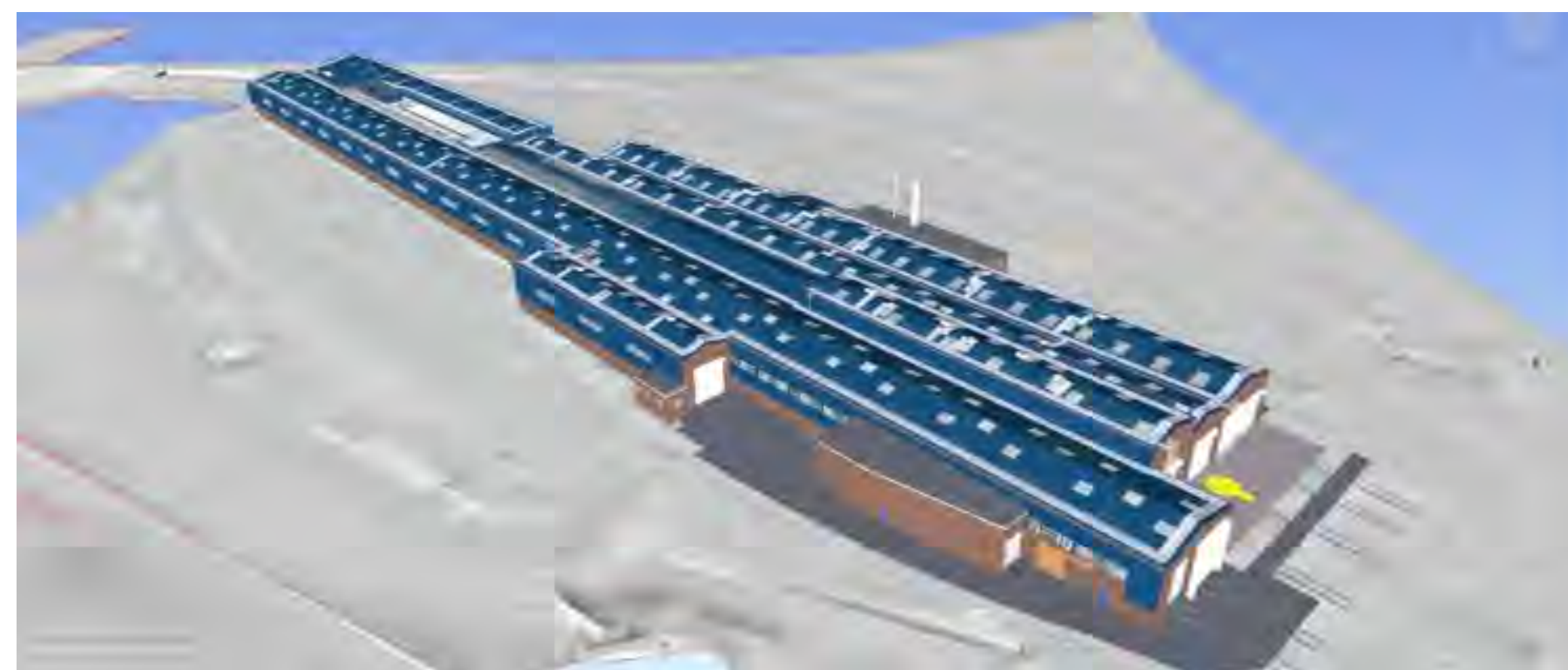
the state-of-the-art new trains stay in Norwich and continue the city's long-standing crucial role in the delivery of the region's train service.

That presence is valuable to the local and regional economy, with benefits for Norwich and Norfolk both from having employees based at the depot and from the linked supply chain.

Around 70 Greater Anglia staff will transfer to Stadler, 12 of whom will be seconded as Systems Technicians and will each spend six months with Stadler in The Netherlands, Switzerland, Poland and/or Spain learning how to look after the new train systems.

Mike Kean, Greater Anglia's Franchise & Programmes Director, said: "The investment in Crown Point depot is great news for Norwich and Norfolk. We're committed to the region we serve and playing our part in supporting its development, so we're very pleased to be able to create a new centre of excellence for train maintenance in East Anglia, in partnership with Stadler.

"The coming months will be an exciting and busy period as we implement the major project to prepare the depot for the new trains. At the same time, the team continue to work hard maintaining and repairing our existing trains to ensure that customers still receive a reliable and punctual service while Stadler are building our brand-new train fleet."



To provide additional space and reduce pressure on Crown Point depot while the work is being carried out, Greater Anglia has leased an additional depot at Colchester from Balfour Beatty.

Hein van der Schoot, Managing Director of Stadler Rail Service UK, commented: "The major upgrade of the current facility, ahead of the introduction of the new fleet, will mean that the Stadler trains are serviced and maintained at the highest level to ensure optimum performance. The construction work represents a critical milestone within the project, and we look forward to continued close working with Greater Anglia throughout this vital stage in the process and beyond."

The work will be carried out by Taylor Woodrow, the civil engineering division of VINCI Construction UK.

Options for other additional maintenance facilities - originally planned to be at Brantham - are still being considered.

On test Class 801 101 is pictured at Colton Junction on April 6th with a 5X72 Newcastle to Doncaster test run. *Steve Chapman*

Class 73 133 shunts barrier coach 'Labezerin' at Eastleigh Works on April 23rd. *John Sloane*

On track for the launch of new Hull Trains fleet

Hull Trains is delighted to reveal the first artist's impression of the new trains set to hit the tracks as part of a major £60m investment. From December 2019 onwards, customers will benefit from more seating capacity, enhanced interiors and faster speeds as part of a major £60million investment. Hull Trains will be replacing its current fleet with new hi-tech Hitachi trains, operating on both diesel and electric traction – giving customers access to the benefits of the East Coast Main Line's electrified track.

On top of extra seating capacity and extra features, customers will still be able to enjoy free Wi-Fi for the entire journey whether in standard or first class as Hull Trains remains currently the only train operator on the East Coast Main Line to offer this service.

Hitachi is making great progress on the five new trains, with the fleet still set to be on the track for the end of 2019. Hull Trains has had significant input into designing the new fleet with decisions on features focused on making a difference to customers.

Phil Cameron, Project Director for New Trains, explains progress made so far on the development of the new units: "We've reached the end of the engineering and design phase and have now completed final sign off for production.

"Decisions have now been made on the new interiors which will be brighter and much more spacious and streamlined.

"Our industry partners have also commented on how luxurious and aesthetically-appealing the interiors are and so we are very excited to show this to our customers in due course.

"The next phase is to focus on our people and commence the relevant training plans in readiness for the launch of the trains now that the engineering plans and processes have been finalised."

Hull Trains' investment in its new fleet comes during a great period of modernisation on Britain's railways as the company looks to provide a service that ultimately gives more to customers, while operating in a more environmentally-friendly manner.

As well as the additional capacity on services, more first-class seats will be available. Since Hull Trains launched in 2000, it has seen continual growth in demand for first-class tickets.

The technology involved in the trains will also mean that Hull Trains can continue to run trains where overhead wires have been damaged and have affected services in the past.

Louise Cheeseman, Director of Service Delivery, said: "The investment in these new trains highlights Hull Trains' commitment to high levels of customer satisfaction – something which we focus on from the service our team provides, through to the facilities experienced by everyone who uses our services.

"We want every single experience of Hull Trains to be a positive one and the new fleet will further enhance our customer experience for all who use these facilities.

Louise added: "Most importantly, these trains are designed with the customer at heart – this allows us to provide facilities which ensure that customers receive a service above and beyond what they would expect from a train operator."



▶ LNER A3 No. 60163 'Flying Scotsman' passes Peakirk on Day 1 of the GB XI railtour, heading to Lincoln on April 19th. *John Alsop*

▶ Class 47 818 is seen outside Eastleigh Works on April 23rd. *John Sloane*

New home for trains provides jobs boost for Greater Manchester

A new £46m train depot is to be built in Wigan as part of the Great North Rail Project.

With the number of passengers set to double in the north over the next 25 years, more depots are needed to enable the more frequent services and additional trains planned by 2020.

At Springs Branch railway sidings in Ince-in-Makerfield, Network Rail is adapting an existing freight yard to stable and maintain 24 electric and eight diesel trains – creating almost 20 jobs in the process.

The location provides easy access to the electrified rail network and the state-of-the-art depot will provide more flexibility for Northern to move their trains across the north overnight in preparation for services the next day. It will be brought into use from December 2019.

Lauren Jones, scheme project manager at Network Rail said: “At Springs Branch sidings, we’re investing £46m to enhance an existing site by the West Coast main line by building brand new train maintenance facilities for Northern.

“This brand new depot, which forms part of the Great North Rail Project, not only delivers a jobs boost for Greater Manchester, but the facilities it will provide will help transform passenger journeys across the north.”

Ben Ackroyd, Engineering Director at Northern, said: “The new maintenance depot is a key part of our wider modernisation programme.

“By 2020 we will have retired all Pacers, refurbished our entire fleet and, of course, will have introduced our brand new electric and diesel trains. We will need state-of-the-art facilities to look after these trains and Springs Branch is a key part of this.”

Ben added: “We look forward to working with Network Rail on this project which is clear evidence, not only of partnership railway in action, but also of the economic benefit the railway brings to the region.”

Becca Heron, director of economy and skills at Wigan Council, welcomed the news, commenting: “This new train depot is a key component of our economic strategy, building on



Wigan’s excellent connectivity to establish the borough as a key transport hub for the North of England. It will bring growth and jobs to the residents of Ince and the wider borough.”

The development will see the installation of new overhead line equipment to power the electric trains. It will also include staff accommodation, train washing and fuelling capabilities.

Preparation work started on 9 April and project completion is planned for December 2019.



LNER A1 No. 60163 ‘Tornado’ is seen stripped down at the Nene Valley Railway’s Wansford shed to assess the damage caused by the recent failure whilst operating on the main line.

John Alsop

Network Rail awards £10m Highland mainline contract

Network Rail has awarded Bam Nuttall a contract for upgrade works to the Highland mainline – to help reduce journey times for customers.

The £10m contract is part of an overall £57m Scottish Government-funded investment in the line linking Inverness and the Central Belt.

The contract will involve extending platforms 1 and 2 at Pitlochry station and carrying out modifications to extend the track layout.

Infrastructure works will also be carried out at Aviemore station – extending the loop (section of double-track) to the north of the station.

In addition, signalling systems at Pitlochry and Aviemore will also be altered and upgraded as part of the overall project.

These works will enable ScotRail’s longer InterCity trains (HSTs), which will start to be introduced on the route later this year, to pass each other more efficiently at both stations.

The work will help deliver an hourly service, with average journey times reduced by around 10 mins. It will also enable potential improvements to the times of the first and last trains between Inverness and the Central Belt and to provide a better distribution of calls at the intermediate stations between Perth and Inverness.

This is the second phase of investment in the Highland mainline.

In 2012, the initial phase of the project increased the number of services from nine to 11 trains per day in each direction.

Humza Yousaf, Minister for Transport and the Islands, said:

“The awarding of the Highland mainline works contract is an important milestone in the progress of the project, which is on track to complete in little over a year. The works planned to take place at Aviemore and Pitlochry allow for far more efficient crossing of trains, which along with the soon-to-be-introduced HSTs and infrastructure enhancements, will deliver faster more frequent journeys between Inverness and the Central Belt.”

Matthew Spence, route delivery director for Network Rail, said: “This work is vital to the introduction of InterCity trains on the line and the improved timetable that will deliver more services, improve stopping patterns and provide better connectivity for customers.

“Throughout this project we will work closely with our contractors, train operators and other partners to deliver in the most efficient and cost-effective way possible while minimising disruption for both lineside communities and passengers.”

Jerry Dickson, regional director Bam Nuttall, said: “We are delighted to have been awarded this contract and look forward to delivering this important enhancement to the Highland mainline.

“Our team will be looking for opportunities to work with the local community to identify opportunities to leave a positive lasting legacy from the work at both stations.”



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

There are various ways to help the C58LG:

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

C58LG
Class 58 Locomotive Group

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

Class 47 580' County of Essex' with the 11:06 Guide Bridge Yard (Flhh) to Dollands Moor gets under way at Northampton on April 11th, hauling SB Rail Ballast regulator No. DR77908.
Derek Elston



The countdown is on! - Summer train timetables released with 100 days to go until huge railway upgrade in Derby

The first temporary timetables for passengers travelling in the East Midlands during 79 days of major engineering work are now available online, as Derby gets ready for the biggest upgrade to the railway since the Victorian era.

Working together, Network Rail, East Midlands Trains and CrossCountry have now started to publish temporary timetables for journeys between 22 July and 7 October and the timetables for East Midlands Trains services between Derby and Crewe, as well as CrossCountry services are available online.

Timetables for East Midlands Trains services between Matlock and Newark and services between Sheffield, Derby and London are also now available, along with confirmation of local bus replacement services between Burton on Trent and Derby and Derby and Nottingham.

Passengers can find out how their journeys are affected during the work to upgrade the signalling and improve the track layout by visiting dby2018.co.uk. Timetables will also be available in stations over the coming weeks and months, with travellers able to pick up a leaflet, speak to a member of staff or follow #DBY2018 for more information.

The timetables support major work at Derby as part of the Midland Main Line Upgrade to modernise the existing track layout and upgrade the signalling, which will provide a more reliable railway with reduced delays.

With 100 days to go to until the main improvement work, which takes place from 22 July - 7 October during 79 days of engineering work, Network Rail has already carried out a significant amount of work as part of

the scheme. Work completed to date includes installing over 1.5 kilometres of new track and 90 kilometres of new signalling cable.

In addition, Network Rail engineers have installed a new principal supply point, which will be used to power the upgraded signalling, as well as renewing points and track crossovers that allow trains to move from one track to another. As much work as possible has been done before the blockade, in order to reduce the length of time that this project impacts on passengers.

Rob McIntosh, Route Managing Director at Network Rail, said: "This work is a huge upgrade into the railway in Derby and the benefits will be felt across the whole of the East Midlands. We have already done a vast amount behind the scenes in preparation for this project, including installing new track and signalling equipment and we'd like to thank passengers for their patience whilst we have carried out this work.

"We look forward to moving on to the main work in July and, whilst this upgrade will affect train journeys for a short time, the long term benefits will be huge and will provide a modern, reliable railway with fewer delays, which will meet the needs of the communities and economies our railway serves."

Jake Kelly, Managing Director at East Midlands Trains, said: "Work at the station and behind the scenes is progressing well, as we gear up for 79 days of work starting 22 July.

"We are working very closely with Network Rail and CrossCountry to make sure our customers are kept fully up to date with the temporary changes to their journeys and how

they can continue to travel while this work takes place.

"Therefore, we are really pleased the first of the temporary timetables are now available online and they will be in stations shortly. I would ask all customers to check their timetable as soon as they can and understand how these temporary changes will affect them."

Andy Cooper, CrossCountry Managing Director said: "As we reach this 100 day milestone we wanted to ensure that our customers have as much information as possible, to give them the confidence that they will be able to complete their journeys during the Derby Resignalling work.

"We will continue to work with Network Rail and East Midlands Trains to secure all the benefits this project can deliver for better, faster journeys for our customers."

Anthony Smith, chief executive of the independent watchdog Transport Focus, said: "Passengers will be pleased they can now view the first of the temporary timetables to understand how their journey will be affected and what alternative arrangements are in place.

"During this major work, staff at Derby station will need to be on hand to provide passengers with the necessary help and information to minimise the disruption.

"Using our research CrossCountry, East Midlands Trains and Network Rail will be able to better understand passengers' needs and monitor their experiences during this period of change."

 The huge disused signal box on the out of use platform at Bere Alston. *Derek Elston*

 Class 50 008 'Thunderer' passes Stenson Jct. on April 23rd hauling a Railvac. *Phil Martin*

GTR announces biggest ever timetable shake-up in major advance for rail expansion

Govia Thameslink Railway (GTR) has advised passengers to plan ahead for the biggest timetable shake-up in UK rail history. As the UK's largest rail franchise, GTR has published the new details of train services that will affect almost a million rail journeys a day in the southern half of the UK. GTR runs up to 3,200 trains a day – one every 27 seconds – and the times of all of these will change under the improved timetable. The new schedule will operate from 02.00 on Sunday 20 May across the GTR network from as far afield as Cambridge and Peterborough to Brighton and Southampton. Space for 40,000 more passengers into London at peak times will be added next month, a weekly capacity boost equivalent to the population of Bristol. Major upgrades have been introduced as the GTR network, comprising Thameslink, Great Northern, Southern and Gatwick Express is the UK's most congested railway with passenger numbers doubling in 12 years on some parts. GTR passengers will benefit from more frequent services and, by next year, 80 more stations will have direct services to central London stations such as Farringdon, City Thameslink and Blackfriars. Expansion of service is a major step forward in the Government-sponsored £7bn Thameslink Programme, the upgrade project which includes the recently-completed £1bn upgrade of London Bridge station by Network Rail.

Over more than a decade, platforms have been

extended, stations rebuilt, and power supplies boosted for longer trains. Signalling has been upgraded and track reworked to improve reliability and allow trains to travel at high-frequency through central London in "self-drive" mode. GTR has also undertaken the UK's biggest driver recruitment and training campaign.

Charles Horton, GTR Chief Executive, said: "A huge number of passengers will notice the benefits in terms of new journeys, better intervals between trains, improved reliability, and more capacity across a wide region. We are redeploying trains and crew and there may be some disruption, so we ask passengers for their understanding during the transition period of several weeks during which time a very small number of trains will not run. Almost a quarter of all rail journeys are taken on the GTR network and because of the necessary scale of the change we strongly urge passengers to check ahead as to how their journeys will be affected. Introduction of the new timetables is a major milestone in the delivery of RailPlan 20/20, our programme to modernise rail services, taking advantage of the new infrastructure and trains provided by the Thameslink Programme. These changes followed the biggest and most effective consultation of its kind during which we made hundreds of amendments, some substantial, in response to 28,000 responses."

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

Did you Know - Ken Mumford

Some more of the nations oddities this month:

One of Bob Grainger's recorded runs

LOCOMOTIVE - Standard Class 5 No. 73093		
9.45 Liverpool + 10.00 Manchester - Bournemouth		
13 coaches - 460/505 tons 'The Pines Express'		
Driver French of Bournemouth shed		
RECORDER - Bob Grainger		
STATION	TIME	SPEED
SOUTHAMPTON	0 00	0
Millbrook	2 58	32
tredbridge	5 47	63
Totton	6 49	41
Lyndhurst Road	10 32	46/54
Beaulieu Road	13 38	51½/62
Sway	18 15	61
New Miton	24 17	58
Hinton Admiral	26 36	68/73
Christchurch	29 21	62
Pokesdown	31 28	47
Boscombe	32 15	43
BOURNEMOUTH	34 16	0

73093 having taken over from a failed locomotive gained 3¼ minutes on schedule.

The Great Bear lived on

As part of a PowerPoint presentation to the Swindon U3A RAILWAY INTEREST group, I prepared the TABLE OF INFORMATION about the tender that was originally coupled to GWR 111 - THE GREAT BEAR - and what happened to that tender after 111 was taken out of traffic.

I shared my 8-wheel tender (No. 1755) with other locos

	Loco No.	Loco Name	Type of Loco
	111	The Great Bear	GWR's only Pacific
<i>After I was withdrawn from traffic, my 8-wheel tender ran (in order) behind -</i>			
1st	Placed behind Collett "Castle" 111 'Viscount Churchill' and officially photographed BUT did 111 run in service with this tender?		
2nd	3804	County Dublin	Churchward "County "
3rd	3802	County Clare	Churchward "County "
4th	3816	County of Leicester	Churchward "County "
5th	2914	Saint Augustine	Churchward "Saint "
6th	2916	Saint Benedict	Churchward "Saint "
7th	2902	Lady of the Lake	Churchward "Saint "
8th	4045	Prince John	Churchward "Star "
8th	4022	King William	Churchward "Star "

Tender No. 1755 ran behind these locos between June 1924 and July 1936, afterwards it may have been used as a water carrier.

Table compiled with assistance from Terry McCarthy





THE NORTH WESTERN LIVERPOOL



A Different View



▶ A very old railway map above the bar in Weatherspoons at Liverpool Lime Street station. *Derek Elston*



▶ The musical signaller at the South Devon Railway! *Derek Elston*

▶ Looking a little like a model railway, this is a view of Tunstead Quarry. *Mark Enderby*

Preserved Railways

East Lancs Railway

▶ Class 40 135 stands at Ramsbottom on April 14th, waiting to work the next 'local' service to Bury. *Phil Martin*

▶ On display at Bury during the Class 40 event on April 13th, No. D200 the pioneering loco of the fleet. *Simon Thomas*

▶ On April 14th, Class 40012 stands at Ramsbottom working a service to Bury Bolton Street station during the Class 40 gala. *Phil Martin*





Preserved Railways

East Lancs Railway

▶ Class 40 135 departs Bury with a service to Heywood on April 14th. *Steve Stepney*

▶ Class 40 106 approaches Ramsbottom on April 14th, working a service to Bury. *Richard Hargreaves*

▶ Class 50 015 runs round the local service at Ramsbottom on April 14th. *Class47*



Preserved Railways

East Lancs Railway

▶ Class No. D213 'Andonia' arrives at Buckley Wells crossing. *Michael Lynam*

▶ Class 40 145 runs into Bury with a train for Rawtenstall. *Steve Stepney*

▶ LNERA1 Class 4-6-2 No. 60163 'Tornado' departs Rawtenstall with the first train of the day for Bury on April 2nd and yes it is hard to believe that we had snow. *Gerald Nicholl*



Preserved Railways

East Lancs Railway

▶ Class 50 015 departs Bury with a service to Ramsbottom on April 14th. *Alan Rigby*

▶ Split headcode Class 40 135 enters the cutting at Little Burrs with 1J65 Heywood to Rawtenstall on April 13th. *Dave Harris*

▶ Green Class 40's Nos. D213 'Andania' and 40 106 'Atlantic Conveyor' approach Little Burrs with 1J63 Bury Bolton St. to Rawtenstall on April 13th. *Dave Harris*



Preserved Railways

East Lancs Railway

▶ Class 40 012 'Aureol' approaches Wood Road Ln foot crossing Summerseat with a service to Heywood. *Michael Lynam*

▶ Class 40 145 passes Great Eaves Crossing on a Rawtenstall - Heywood service. *Michael Lynam*

▶ Class 50 015 'Valiant' approaches Wood Road Ln foot crossing Summerseat with a Bury - Ramsbottom service. *Michael Lynam*





Preserved Railways

Severn Valley Railway

▶ On April 22nd, GWR 'King' No. 6023 'King Edward II' awaits departure time at Bridgnorth with a Sunday afternoon trip to Kidderminster.
Richard Hargreaves

▶ Warship Class 42 No. D821 is seen on a loaded test run from Kidderminster to Bridgnorth and return on April 13th.
John Alsop

▶ GWR 1400 Class 0-4-2T No. 1450 and GWR 1500 Class 0-6-0PT No. 1501 are seen on Bridgnorth shed on April 8th.
Richard Hargreaves







Preserved Railways

Severn Valley Railway

▶ On April 7th, Class 50 031 arrives at Bewdley with a service to Bridgnorth. *Phil Martin*

▶ Haydock Foundry 0-6-0WT Well Tank 'Bellerophon' storms out of Bewdley on April 7th, with a service to Kidderminster. *Phil Martin*

▶ BR Riddles Class 4MT No. 80072 simmers away at Bewdley on April 7th awaiting departure time with a service to Kidderminster. *Phil Martin*





Preserved Railways

Keighley and Worth Valley Railway

- ▶ On April 21st, the KWVR's Class 101 DMU slows for a stop at Ingrow West with a morning service from Keighley to Oxenhope. *Ben Bucki*
- ▶ On a bright April 21st in the Worth Valley, Class 20 031 waits in the loop at Keighley with a short goods train. *Ben Bucki*
- ▶ On a warm April 21st, 4F No. 43924 runs-round at Keighley before taking a train to Oxenhope. *Ben Bucki*





Preserved Railways

Gloucestershire Warwickshire Railway

▶ The lines Class 117 DMU approaches the newly rebuilt station at Hayles Abbey Halt on April 19th. *Neil Pugh*

▶ GWR heavy freight locomotive No. 2807, built in 1905, approaches the newly rebuilt station at Hayles Abbey Halt on April 8th. *Neil Pugh*

▶ GWR 7800 Class No. 7820 'Dinmore Manor' approaches the newly rebuilt station at Hayles Abbey Halt on April 5th. *Neil Pugh*





Preserved Railways

Ffestiniog Railway

▶ On April 12th, Double-Fairlie 'David Lloyd George' refuels, having bought an afternoon train into Porthmadog Harbour Station with the Lynton & Barnstaple Railway replica 'Lyd'.

Ben Bucki

▶ Double Fairlie 'Merddin Emrys' slowly approaches the level crossing at Penrhyndeudraeth on April 13th with an afternoon train for Porthmadog Harbour.

Ben Bucki

Preserved Railways

Welsh Highland Railway

▶ Making an unusual run on the Welsh Highland Railway (in place of the more normal Garratt locomotives), the Ffestiniog Railway's Double-Fairlies 'David Lloyd George' and 'Merddin Emrys' head slowly towards Nantmawr Halt, near Aberglaslyn, on a train to Porthmadog Harbour. *Ben Buckle*

▶ Garratt No. 138 slowly draws over the level crossing at Pont Croeser with a single tanker wagon in tow, on a very murky April 13th, heading to Porthmadog Harbour. *Ben Buckle*

▶ The Ffestiniog Railway's Double-Fairlies 'Merddin Emrys' and 'David Lloyd George' cross the River Glaslyn at Pont Croeser with a train to Caernarfon on April 14th. *Ben Buckle*







At the Conway Valley Railway Museum in Betws-y-Coed, the miniature railway was doing brisk business on the afternoon of the April 9th. About to re-start the days services after lunch, the locomotive 'Geirionydd' simmers under the trainshed roof.

Ben Bucki





SOUTHERN RAILWAY 1920s 'MOGUL' STEAM LOCOMOTIVE MAKES HISTORY BY HAULING FIRST DORSET MAIN LINE PASSENGER TRAIN SINCE 1965

History has been made with a Southern Railway 1920s 'mogul' steam locomotive hauling a main line passenger train – a special excursion – between Yeovil, Dorchester and Weymouth for the first time in more than 50 years. Swanage Railway 'U' class steam locomotive No. 31806 was at the head of the eleven-carriage excursion train on Thursday, 26 April, 2018, as part of the Railway Touring Company's nine-day 'Great Britain XI' steam train around England, Scotland and Wales. It was also the first time since 1964 that a Southern Railway 1920s 'mogul' steam locomotive – like No. 31806 – had been turned on the preserved turntable next to Yeovil Junction station in Somerset.

The special train was operated by the Railway Touring Company – based at King's Lynn in Norfolk – with the carriages being supplied by West Coast Railways.

With the assistance of 1930s-built 'Black Five' steam locomotive No. 45212 on the rear, No. 31806 hauled the heavy train up the climb from Yeovil Junction to Evershot before the

Railway for the final nine-miles of the journey to Swanage.

The Swanage Railway's delighted locomotive director, Kevin Potts, said: "No. 31806 performed very well and made a magnificent sight as it worked hard hauling the long excursion train up the bank from Yeovil to Evershot which is quite a sustained climb. No. 31806 is a marvellous machine. The fact that No. 31806 runs like a finely tuned and oiled sewing machine is a tribute to the team of dedicated Swanage Railway staff and volunteers who have been working on the locomotive over the past few years.

It was also a very special moment when No. 31806 was turned on the turntable at the Yeovil Railway Centre next to Yeovil Junctions station. I would like to say a big thank you to everyone at the Yeovil Railway Centre for their help and for making No. 31806 so welcome. My thanks also go to Network Rail, as well as West Coast Railways, for their invaluable help and co-operation in enabling No. 31806 to run on the main line," added Mr Potts who lives in Poole, Dorset, and is a retired Royal Navy Fleet Air Arm pilot.

Swanage Railway Company chairman Trevor Parsons explained: "No. 31806 was upgraded – so it could haul trains on the main line – thanks to a £75,000 Government grant to the Swanage Railway Trust from the Department for Transport's Heritage and Community Rail Tourism Innovation Competition.

"The Trust supplied £25,000 of labour towards the work which also included the upgrade, to main line standards, of five ex-British Railways 1950s

carriages that normally run on the Swanage Railway heritage line.

"With No. 31806 now equipped with the required signalling and monitoring equipment required to run on Network Rail, the upgrade work to the locomotive – as well as a set of five carriages – gives the Swanage Railway the potential to run special steam trains from Swanage and Corfe Castle to the main line at Wareham in the future.

"The last time that a Southern Railway 1920s 'mogul' steam



locomotive – like No. 31806 – hauled a passenger train on the main line in Dorset was in 1965 before the last of that class of steam locomotive were withdrawn from service by British Railways.

"The Southern Railway 'mogul' steam locomotives, of the same class as No. 31806, were based at Bournemouth and Weymouth from the 1920s to the 1960s – working both passenger and freight trains," added Mr Parsons who is a volunteer guard and signaller on the Swanage Railway.

The 'Great Britain XI' excursion train started its nine-day, 1,800 mile journey from London's King's Cross station on Thursday, 19 April, 2018, with the tour of England, Scotland and Wales ending at London's Victoria station on Friday, 27 April, 2018.

The Swanage Railway Trust is restoring two 1920s Southern Railway 'Mogul' steam locomotives – 'N' class No. 31874 and 'U' class No 31625. To help the Swanage Moguls Fund with donations, visit www.swanagemoguls.com.

Photos: © Andrew PM Wright



descent down to Maiden Newton and Dorchester.

Known as a 'mogul' because of its distinctive 2-6-0 wheel arrangement, No. 31806 then hauled the train – still with No. 45212 assisting at the rear – up the bank from Dorchester to Bincombe Tunnel before the descent down to Weymouth.

The 'Great Britain XI' excursion then ran back to Dorchester and on to Wareham – with No. 31806 on the rear – from where No. 31806 hauled the train back along the main line to Worgret Junction where it ran on to the Swanage

Preserved Railways

South Devon Railway

▶ GWR 5700 Class 0-6-0PT No. L92 was built in 1930 as No. 5682 but lost its number in 1958 when sold to London Transport. Here the loco arrives into Buckfastleigh with the South Devon Limited dining service from Totnes Riverside, on March 25th. *Derek Elston*

▶ English Electric Class 09 shunter No. D3721 is seen at Buckfastleigh on March 25th. *Derek Elston*

▶ Class 04 No. D2246 seen stabled at Buckfastleigh on March 25th. *Derek Elston*



Preserved Railways

South Devon Railway



▶ GWR Hall No. 4920 'Dumbleton Hall' awaits restoration at Buckfastleigh. *Derek Elston*



▶ Gloucester RCW built bubble car No. W55000 is seen stabled in the yard at Buckfastleigh on March 25th. *Derek Elston*



▶ Class 37 No. 6975 (37 275) heads through the station at Buckfastleigh. *Derek Elston*



Railtalk Magazine

Preserved Railways

Llanberis Lake Railway

On the Llanberis Lake Railway, Quarry Hunslet 'Dolbadarn' draws slowly over the level crossing near the National Slate Museum, on the approach to Llanberis, with an afternoon train on April 8th.
Ben Bucki

Preserved Railways

East Somerset Railway

▶ An immaculate Sentinel 0-4-0 No. S10165 'Joan' burbles away prior to undertaking some shunting at Cranmore on March 23rd.

Derek Elston

▶ Derby lightweight DMU No. M51909 receives attention at Cranmore on March 23rd.

Derek Elston

▶ Preserved Port of Bristol Sentinel 0-6-0 No. 39 is seen at Cranmore on March 23rd. *Derek Elston*





Preserved Railways

Midland Railway Centre

On April 8th, Class 52 No. D1048 'Western Lady' and 37 190 stand outside the exhibition hall..
Michael Lynam

BR Standard 4 No. 80080 undergoing major overhaul in the West Shed. *Michael Lynam*

0-6-0 Hunslet No. 68067 is seen working a passenger service departing Swanick Jct. on April 8th. *Michael Lynam*





HERITAGE DIESEL LOCOMOTIVE TO HAUL ITS FIRST LONDON TO CORFE CASTLE AND SWANAGE TRAIN SINCE 1966

An historic main line heritage diesel locomotive is to haul its first passenger train from London to Corfe Castle and Swanage since the summer of 1966 – bringing visitors to the Swanage Railway’s annual three-day diesel gala and beer festival.

The special four-carriage ‘Purbeck Explorer’ Swanage Railway charter train from the Capital to the coast on Thursday, 10 May, 2018, will be hauled by 1960-built former British Railways Class 33 diesel-electric locomotive No. D6515 ‘Lt Jenny Lewis RN’.

The London to Swanage special arrives in the seaside town the day before the start of the Swanage Railway’s popular annual three-day Diesel Gala and Beer Festival on Friday, 11 May, 2018.

A special Diesel Gala preview day – featuring both diesel and steam trains between Norden, Corfe Castle, Harman’s Cross and Swanage – also takes place on Thursday, 10 May, 2018.

Now owned by the Class 71A Group, No. D6515 made a sad piece of Dorset railway history in May, 1977, when it was the

the Bournemouth to Weymouth line from the end of steam traction in 1967 to the electrification of the line in 1988. The ‘4TC’ set has been restored by the London Transport Museum.

Swanage Railway Company chairman Trevor Parsons said: “The ‘Purbeck Explorer’ will revive the excitement of travelling from the Capital to the coast in a 4TC carriage set hauled by a British Rail Southern Region Class 33 diesel locomotive.

“Class 33 diesel locomotives first hauled ‘bucket and spade’ trains from London down to Corfe Castle and Swanage in the summer of 1963 and continued to do so until the end of the summer of 1966.

“With the London to Bournemouth electrification ousting steam in 1967 – and the new diesel service between Bournemouth and Weymouth – Class 33 locomotives hauled 4TC carriage sets from London to Swanage from July, 1967, until British Rail ceased trains from the capital to Swanage in October, 1969,” explained Mr Parsons who is a volunteer

signalman and train guard on the Swanage Railway.

This year’s Swanage Railway Diesel Gala and Beer Festival will see heritage diesel locomotives operate an intensive passenger train service between Swanage, Harman’s Cross, Corfe Castle and Norden on the Friday, Saturday and Sunday – with some trains operating through to Wareham. The beer festival is based at Corfe Castle station.

The guest locomotives being put through their paces during the three-day Diesel Gala will be

Class 20s No. 20 007 and 20 142 courtesy of the Class Twenty Loco Society, Class 35 ‘Hymek’ No. D7017 courtesy of the Diesel & Electric Preservation Group, Class 37 No. 37 521 courtesy of Colas Rail, Class 45 No. 45 041 ‘Royal Tank Regiment’ courtesy of the Peak Locomotive Society, Class 50 No. 50 049 ‘Defiance’ as well as Class 66 No. 66 704 courtesy of GB Railfreight and two Class 73 electro-diesels – No. 73 107 courtesy of GB Railfreight and No. 73 133 courtesy of Transmart Trains. The nine visiting heritage diesel locomotives will be joined by two Swanage-based diesel locomotives – D6515 ‘Lt Jenny Lewis RN’ and ‘push-pull’ fitted Class 33 No. 33 111 which



hauled the last ‘4TC’ carriage set to Swanage on a special enthusiasts’ train in September, 1971, just three months before the Isle of Purbeck branch line closed.

The Festival’s preview day on the Thursday is on a ‘Type 3 Thursday’ theme that will see recently restored 1960s Class 37 diesel locomotive No. 37 521 haul trains with 1960s Class 35 ‘Hymek’ No. D7017. The steam locomotive for the day is planned to be 1940s rebuilt Battle of Britain class Bulleid Pacific No. 34053 ‘Sir Keith Park’.

‘Purbeck Explorer’ tickets are £35.90 each way – available from the Swanage Railway website at www.swanagerailway.co.uk – or £45.00 each way on the day with the train calling at Kensington Olympia, Clapham Junction, Woking, Basingstoke and Wareham.

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

Photos: Left: Class 33 D6515 and LTM 4TC set at Swanage Railway. Above: Class 33 D6515 and LTM 4TC set at Wareham. Below: Class 33 D6515 with a London train at Swanage in summer 1966 © All Andrew PM Wright



last locomotive to run from Poole to Wimborne.

Leaving London’s Ealing Broadway at 10.40am, the ‘Purbeck Explorer’ arrives in Swanage just before 4pm. The special train returns to London – hauled by heritage Class 20 diesel locomotives No. 20 007 and No. 20 142 – on Sunday, 13 May, 2018.

The four carriages for the ‘Purbeck Explorer’ will be made up of a former British Rail Southern Region ‘4TC’ carriage set converted in York during 1966 for



Preserved Railways

Barrow Hill

▶ An immaculate Class 07 012 stands in the roundhouse on April 3rd. *Michael Lynam*

▶ HNRC's Class 20 901 with former Virgin Class 47 769 'Resolve' await developments. *Michael Lynam*

▶ Class 27 066 sits on the turntable in the roundhouse with Class 37 418 behind undergoing a repaint. *Michael Lynam*





Preserved Railways

Vale of Rheidol Railway



▶ GWR Class 2-6-2 No. 1213 is seen approaching, arriving and being serviced at Devil's Bridge.
Ken Mumford





EVOCATIVE 'SOUNDS OF SUMMER' MUSICAL EXPRESS TRAIN TO STEAM BACK IN TIME TO THE HITS OF THE 1960s, 1970s AND 1980s

An evocative 'Sounds of Summer Musical Express' steam train is to travel back in time to the hits of the 1960s, 1970s and 1980s – thanks to the award-winning Swanage Railway. Featuring talented Hampshire four-piece vocal harmony band 'Driftwood', from Southampton, the special evening of musical nostalgia across 50 years takes place on Saturday, 16 June, 2018. The special steam train departs Swanage station on its nostalgic journey back into popular music history at 7.30pm – the train being ready to board from 6.45pm – and returns to Swanage at 10pm.

'Driftwood' will be playing one music set at Swanage station, before the steam train departs, and then two music sets at Corfe Castle station.

Passengers are being invited to attend in fancy dress on a mid-summer theme and there will be a prize awarded for the best fancy dress costume.

While passengers can bring their own picnic and refreshments,

"All the band members are experienced vocalists who create and perform superb harmonies for a wide range of songs.

"'Driftwood' has consistently impressed its audiences, having played in more than 60 venues across the south of England.

"The band members played in the Isle of Purbeck having last May when they appeared at a Harman's Cross Village Hall Music Night where they were very well received," added Bob, a retired fire-fighter who has been a dedicated Swanage Railway volunteer since the 1980s.

The special music train evening is being staged by a dedicated group of Swanage Railway volunteers which maintains and develops Harman's Cross station, a facility that has been built from scratch since 1988.

Swanage Railway general manager Matt Green said: "It's going to be a very evocative and enjoyable evening – and a very special one featuring hit music from 1960s, 1970s and 1980s.

"It's not only a chance for people to come along and re-live the memorable music of the 1970s but also an opportunity for younger people to experience and enjoy the music from some 40 years ago for the first time.

"I would like to thank the dedicated team of volunteers that has organised the 'Sounds of Summer Musical Express' for their hard work, dedication and attention to detail. I am sure that it will be a marvellous evening," he added.

The 'Sounds of Summer Musical Express' steam train can only be boarded at Swanage station.

Tickets for the 'Sounds of Summer Musical Express' are £15 for adults, £7 for children aged five to 15 and £38 for a family made up of two adults and two children. Tickets can be purchased via the Swanage Railway website at www.swanagerailway.co.uk/events or from the Swanage Railway's reservations office on 01929 475207, 10am to 4pm, seven days a week.

The Swanage Railway welcomes new volunteers so, for a chat, contact Swanage Railway volunteer co-ordinator Mike Whitwam on 01929 475212 or email him at iwanttovolunteer@swanagerailway.co.uk.

Photos: © Andrew PM Wright



there will also be a limited trolley service on the music train serving refreshments.

The goods shed museum at Corfe Castle station will be open for passengers riding on the 'Sounds of Summer Musical Express' steam train.

Music train organiser Bob Bunyar explained: "A talented four-piece vocal harmony band, 'Driftwood' will be playing music from the 1960's to the present day, including the Beatles, the Rolling Stones, Elbow, the Eagles and many other classic covers.

"The band was formed in 2006 and is made up of guitarists Darren Henley and Brian Price, bass player Andy Daish and vocalist Mark Whitcher.





On April 18th, BR Standard 4MT No. 76079 has just departed Goathland with the 14:00 service from Whitby to Pickering. The sheep seem unimpressed! *Jeff Nicholls*







DONATIONS TOWARD BUILDING BRITAIN'S MOST POWERFUL STEAM LOCOMOTIVE PASS £2M

Gresley class P2 No. 2007 Prince of Wales 40% funded just four years since after frame plates rolled

The project to build new Gresley class P2 No. 2007 Prince of Wales is delighted to announce that donations to the project have now passed £2m – over 40% of the £5m needed to complete the locomotive in 2021 – with pledges towards building the locomotive also rapidly approaching £3m. The frames for Britain's most powerful steam locomotive were rolled at British Steel's Scunthorpe works exactly four years ago on St George's Day 2014 in the presence of designer Sir Nigel Gresley's two grandsons Ben and (the late) Tim Godfrey.

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

Public interest in seeing a new Gresley class P2 become a reality sooner rather than later remains high and 860 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) covenant scheme since its launch in March 2014. In addition to this core scheme, funds have been raised through The Founders Club (over 360 members donated £1,000 each plus Gift Aid – target 100 people), now closed and raised over £450,000; The Mikado Club (launched in March 2016 with an initial target of 160 members to wheel the engine and extended in May 2017 to 200 members to also wheel the tender) now just requires six members to be fully subscribed with 200 supporters pledging £1,000 each plus Gift Aid and therefore potentially raising £250,000; The Cylinder Club (only launched at our last Convention in October 2017) is now fully subscribed with 100 people having already pledged £1,000 each plus Gift Aid and therefore potentially raising £125,000; The Boiler Club (154 people have pledged £2,000 each to fund the boiler - target of 300 people – meaning well over half of the £600,000 target now pledged); and Dedicated Donations (over £225,000 from existing supporters sponsoring a variety of components). The Gresley Society Trust has also sponsored the locomotive's distinctive front-end for which we are most grateful.

Earlier this month the Trust launched The Motion Club, established to fund the manufacture of the heavy motion for No. 2007, setting the challenge of raising £210,000 from 175 supporters each donating £1,000 plus Gift Aid. In just ten days the Trust had already signed up 24 members of The Motion Club, potentially worth £30,000 including Gift Aid – a remarkable achievement thanks to the generosity of our supporters.

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

- Frame plates for engine and tender rolled and profiled; engine's frames erected at Darlington Locomotive Works; all major engine frame stays, brackets, horn blocks, axle boxes and buffers cast (44 in total); over 1,000 fitted and driven bolts ordered and delivered, approximately 800 now fitted to the frames
- All 20 wheels for engine and tender cast and proof machined; roller bearings for all engine and tender wheelsets and engine axles (including crank axle), tyres and crank pins delivered, tender axles order, tyres delivered and first wheelset complete. All components for assembling engine wheelsets now at South Devon Railway Engineering
- Preliminary discussions held with boiler manufacturers and forged foundation ring corners manufactured and machined; start made on boiler fittings with castings for combined injector steam and delivery valves

- Study into ride and suspension completed using rail industry standard Vampire® software; finite Element Analysis completed on re-designed crank axle to ensure locomotive complies with modern standards; assessment and notified body appointed to oversee certification - first site visit made
- Cab erected and cab side window frames fitted; engine footplating and splasher kits delivered and permanently fitted to frames
- Smokebox door pressed details made and door completed, door frame manufactured, smokebox delivered and erected; chimney cast and fitted
- Crosshead castings received
- Boiler cladding assembly jig built, cladding crinolines and hoops rolled and fitted to jig, cladding sheets procured, rolled and being fitted to the jig
- Tender frame construction under way, axlebox and other tender castings ordered from William Cook Cast Products
- Nameplates and chime whistle delivered

This means over £1.6m (over 32% of the total required) converted into metal, more than £2.1m (over 42%) already donated and almost £3m (60%) pledged

Mark Allatt, P2 Project Director and Trustee, The A1 Steam Locomotive Trust, commented: "We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch with over £1.6m spent so far on construction and over £2m donated by our supporters.

"We are now that we will have completed the rolling chassis for No. 2007 Prince of Wales in summer 2018 and we remain on-track for completion of the new locomotive in 2021. However, to maintain this rate of progress we need to raise more than £700,000 per year, which given the nature of the regular donation scheme becomes more challenging as each year passes. Last financial year we more than achieved our budget of £500,000 and this new financial year we have set a fundraising budget of £700,000.



"We would encourage all our supporters who haven't yet contributed to this exciting project to help us to meet these deadlines by becoming a monthly 'P2 for the price of a pint of beer a week' covenantor, joining The Boiler Club, becoming a member of The Motion Club or taking out a Dedicated Donation. It's time to get on-board!"

Photo: ©A1SLT/Mandy Grant



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On April 26th 1983, Class 37 134 and 37 139 erupt from beneath Warrington Bank Quay station with empty cement tanks for the Peak District via the Ditton Junction - Arpley Junction - Skelton Junction line. Within a couple of years this route would no longer be open between Arpley and Skelton. Note how quickly the signal has been returned to danger and the beautiful array of 'classic' cars on view!. *Jeff Nicholls*

From the Archives



Class 47 628 'Sir Daniel Gooch' approaches London Paddington on July 19th 1986.

John Sloane



Class 37 116 passes through Newport with an empty rake of container wagons on March 17th 1993.

Michael Lynam



Class 101 665 DMU calls at Romiley with a service to Rose Hill on June 1st 1993.

Michael Lynam





From the Archives



Summer of '63: Waiting their turn for next duty at the north end of York station, A4 60026 'Miles Beevor' and A1 60132 'Marmion' have clearly seen better days. *Gerald Nicholl*



Class 37 035 awaits the cutters torch at CF Booths, Rotherham on April 4th 1998. *Paul Godding*



Class 58 026 stands inside Barrow Hill roundhouse on April 9th 1989. *Brian Hewertson*

