

Railtalk Magazine

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Submissions & Contributions

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

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

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

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Front Cover
Class 66 081 thunders past the recently redundant signal box at Hebden Bridge with the 07:25 empty rubbish containers from Wilton to Knowsley on April 9th. *Jeff Nicholls*

This Page
On April 5th, Class 66 603 on the Hardendale to Tunstead failed at Balshaw Lane and most unusually West Coast came to the rescue in the form of 37 518 and 33 029 which worked the train forward to Crewe. *John Sloane*

Next Page
GWR HST power car No. 43171 passes stable mate 43098 with 1A79 Penzance - London Paddington at Langstone Rock on April 1st. *Dave Harris*

Railtalk Magazine

Welcome

Welcome to Issue 152 and your monthly roundup from across the UK.

Well summer is nearly here and that can only mean one thing..... yes the beginning of the end for classic traction on the UK rail network. Farewell to the Great Western HSTs, the Caledonian Sleeper Class 86/87s and with the introduction of Azumas on the East Coast route, the Class 91s and East Coast HSTs. This is just the tip of forthcoming changes which should see many new CAF built units coming on stream for Northern, Merseyrail, Glasgow Underground and the Stadler invasion of Greater Anglia. It just wont be the same in many parts of the country.

The influx of Hitachi is not just on rail vehicles though with the news that Network Rail has awarded Hitachi Capital a £136m contract to provide integrated road fleet management services from August 1 2019 to July 31 2023, with the option of a one-year extension. Replacing 16 separate road fleet contracts, the deal will see the supplier oversee NR's entire owned and leased road fleet, as well as sourcing and supplying lease vehicles.

Interesting development from GBRf this month with the news that it is investing £850 000 in two Corys full-cab ERTMS-capable locomotive simulators for its new training school at Peterborough. The simulators are being built using the recycled remains of EMD locomotive 66 734, which was involved in a landslip and



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Railtalk Magazine

With Thanks

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derailment at Loch Treig in 2012.
So the main question is - will it be in the book?

And some complete nonsense from Virgin Trains this month who have said that compulsory reservations should be the norm for intercity trains by using the airline model. Ticket price would be based on demand, so as the train filled up, the price would go up. But there would only be one price for each train at a given point in time, with no peak or off-peak distinction. Standing on trains would be 'all but abolished through a reservation-only system'. Flexible or season tickets would still be available, but users would need to book a seat rather than simply turn up for any train. Reservations could be changed for another train if seats were available, but passengers could only hold one reservation at a time. So no more turn up and go? Surely this has to be one of the main selling points of rail travel?

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

Railway Touring Co.
The Great Britain XII

LMS Princess Coronation Class 4-6-2 Pacific No. 6233 ‘Duchess of Sutherland’ sweeps past Cockwood Harbour with the London Paddington - Plymouth leg of the Railway Touring Company Great Britain XII on April 27th. *Chris Morrison*

Railway Touring Co.
The Great Britain XII

On April 29th, LMS Princess Coronation Class 4-6-2 Pacific No. 6233 ‘Duchess of Sutherland’ passes Helsby with the Taunton - Preston leg of the multi day tour. *Brian Battersby*

Railway Touring Co.
The Great Britain XII

LNER A4 ‘Union of South Africa’ pilots LMS Class 5MT No. 44871 north with day 4 of ‘The Great Britain XII’ towards Beattock summit.
Shep Woolley

Charter Scene

Railway Touring Co.

The Great Britain XII



‘Duchess of Sutherland’ working the 1Z86 Shrewsbury - Preston passes Daresbury on April 29th. *Mark Enderby*



On April 28th, ‘Duchess of Sutherland’ passes Heywood working the 1Z25 Plymouth to Minehead. *Michael Bennett*

Railway Touring Co.
THE PENNINE BLACKPOOL EXPRESS

At Moore on April 13th, preserved Class 86 259 works 1Z86 'The Pennine Blackpool Express' 07:10 London Euston to Blackpool North charter. *Barry Longson*

Charter Scene

Railway Touring Co.

THE PENNINE BLACKPOOL EXPRESS

LMS Jubilee Class 6P 4-6-0 No. 45690 ‘Leander’ passes Salwick with the 1Z87 14:04 Blackpool North - Hellifield return charter on April 13th. *John Balaam*

Class 86 259 passes Walton New Jct. on April 13th with the Blackpool - London Euston return charter. *Mark Enderby*

Charter Scene

Railway Touring Co.

THE PENNINE BLACKPOOL EXPRESS



‘Leander’ puts on a fine show climbing Giggleswick bank with ‘The Pennine Blackpool Express’ on April 13th. *Shep Woolley*



‘LMS Jubilee Class 6P 4-6-0 No. 45690 ‘Leander’ passes Lostock Hall Junction working the Blackpool - Hellifield - Preston leg of the tour. *John Sloane*



Class 86 259 passes Bradley on April 13th leading a London Euston - Blackpool charter. *John Sloane*



Northern Belle

Northern Belle

On April 6th, Class 57 601 and 57 313 top'n'tail a Northern Belle working through Helsby. The train ran from London Euston to Liverpool and Chester on the occasion of the 'Grand National' at Aintree. *Brian Battersby*

Pathfinder Tours
The Easter Highlander

On Good Friday, April 19th, DRS provided Class 68 033 to work the 05:17 charter from Eastleigh to Carlisle, seen at Winwick near Warrington. *Barry Longson*



Vintage Trains
THE CHESTER VENTURER

On April 27th, GWR Castle Class 4-6-0 No. 7029 'Clun Castle' heads through Wellington with the 1Z72 Chester - Dorridge return charter. Class 47 773 was on the rear. *Richard Hargreaves*

Branch Line Society
The Bo'ness Bonus

On April 26th, Class 66 425 passes through Leyland with a Bo'ness - Crewe charter. *John Sloane*

The Royal Train

Royal Train ECS

Class 67 005 'Queens Messenger' hauls the 1Z39 Carlisle - Wolverton through Red Bank on April 8th. *Dave Harris*

Spirit of the Lakes
The Salisbury Pullman

On April 6th, Class 57 314 and 57 316 worked the 1Z70 Skegness to Salisbury charter and 1Z72 return working, seen here at Apsley on the outward (inset) and at Gratley with the return (main).
Michael Bennett

UK Railtours
The Border Raider

On April 13th, LNER A1 4-6-2 No. 60163 'TORNADO', passes Moore on 'THE BORDER RAIDER' the 07:49 Birmingham New Street to Carlisle (the steam loco worked the train from Crewe and ran via the S&C). *Barry Longson*

UK Railtours
The Border Raider

Peppercorn A1 4-6-2 No. 60163 'Tornado' thunders through Pleasington as it endeavours to make up time after a check at Lostock Hall Junction on April 13th. *Ken Abram*

UK Railtours
The Border Raider

View from high up. 'Tornado' working 'The Border Raider' northbound is seen on the approach to Stainforth on April 13th.
Shep Woolley

UK Railtours
The Border Raider

Welcome evening sunshine greets ‘Tornado’ speeding through Hest Bank with the return leg of ‘The Border Raider’ on April 13th.
Shep Woolley

Charter Scene

UK Railtours
The Border Raider



LNER A1 No. 60163 'Tornado' with the 1Z71 'The Border Raider' storms through Pleasington Lancashire with the Birmingham to Carlisle charter on April 13th. *Chris Stanley*



'Tornado' passes Gregson Lane on April 13th with 1Z68 07:48 Birmingham New Street - Carlisle. *John Balaam*



On April 13th, 'Tornado' heads past Moore with the Birmingham to Carlisle charter.
Mark Enderby

West Coast Railway Co.
THE SALOPIAN EXPRESS II

On April 17th, LMS Class 8F 2-8-0 No. 48151 passes Acton Bridge with the Dumfries - Shrewsbury charter. *Mark Enderby*

Statesman Rail
The Northumbrian Statesman

On April 27th, Class 47s Nos. D1924 and D1944 top'n'tail the 1Z49 Berwick-upon-Tweed - Shrewsbury return railtour, seen here calling at York. *Class47*



Locomotive Services Ltd
The Brexit Express

BR Standard Class 7 No. 70000 ‘Britannia’ climbs towards Greenfield with the 06:04 Swansea - Sunderland ‘The Brexit Express’ on March 30th. *Nick Clemson*

Vintage Trains
The Cotswold Explorer

GWR Castle Class 4-6-0 No. 7029 ‘Clun Castle’ at the head of ‘The Cotswold Explorer’ railtour passes Croome Perry Wood in Worcestershire on April 6th. *Neil Pugh*

UK Railtours

Steam on the Settle & Carlisle

LNER A4 No. 60009 'Union of South Africa' powers through Selside with the 'Steam on the Settle & Carlisle' from York to Carlisle on April 27th. *Shep Woolley*

UK Railtours
Steam on the Settle & Carlisle

Class 67 005 calls at York on April 27th, leading the 1Z10 Carlisle - London Kings Cross return charter. *Class47*

Saphos Trains
The William Shakespeare

Class 47 810 heads through Acton Bridge on April 13th with a Preston to Stratford upon Avon charter. *Brian Battersby*



Ian Riley & Son (Railways)
The Citadel

On April 13th, LMS Class 5MT 4-6-0s Nos. 44871 and 45407 are seen speeding through Langcliffe with 'The Citadel' steam special Manchester Victoria - Carlisle. *Shep Woolley*

West Coast Railway Co.
The Dalesman

‘Princess Elizabeth’ making a fine sight and sound as it works ‘The Dalesman’ towards Aisgill summit on April 30th. *Shep Woolley*

ECS and Light Engine Moves

On April 3rd, Class 66 007 passes St. Cross, Winchester with an Eastleigh - Tyseley ECS. *John Sloane*

ECS and Light Engine Moves

Class 57 601 in its new livery leads the 5Z74 06:42 Carnforth Steamtown - Crewe ECS for a forthcoming Northern Belle on April 12th. *Nick Clemson*

ECS and Light Engine Moves

Class 57 601 and 57 313 top'n'tail a Carnforth - Crewe ECS past Standish on April 12th. *John Sloane*

ECS and Light Engine Moves

On April 19th, LNER A4 No. 60009 ‘Union of South Africa’ works passed the site of the old Borwick Station during its move from Bury to York. *Shep Woolley*

ECS and Light Engine Moves

On April 17th, Class 31 128 'Charybdis', 57 001 and Intercity liveried 47 828 are seen about to depart Nemesis Rail depot (Burton) working 0Z45 to Carnforth. *Stuart Hillis*

Charter Scene

ECS and Light Engine Moves

Class 68 034 and 68 003 top'n'tail the 12 coach ECS returning stock from the Snowdonia Panorama tour on April 7th, seen arriving at Nemesis Rail. *Stuart Hillis*



West Coast's Class 47 746 runs light engine through Helsby on April 29th. *Brian Battersby*



On April 14th, Class 88 003 'Genesis' and 68 034 are seen returning an 11 coach ECS from the Tame Bridge - Penzance railtour the previous day, heading through Burton running as 5Z65 Oxley - Burton Nemesis Depot. *Stuart Hillis*

ECS and Light Engine Moves

‘Flying Scotsman’ passes Whitchurch on its way back to Southall from Swanage on April 12th. *Michael Bennett*

Caledonian Sleeper



On April 7th, Class 92 014 and 86 101 pass Moore on a Carlisle - Crewe light engine move.
Mark Enderby

Susan Calman on board as voice of new Caledonian Sleeper

Guests travelling on board Caledonian Sleeper will soon be woken by one of Scotland's most popular celebs – after Susan Calman was named the voice of the new trains.

The TV and radio star is no stranger to travelling to some of the nation's best-loved destinations having recently presented Channel 5's Secret Scotland.

And now, her tour of Scotland will continue six nights a week as she 'travels' on board Caledonian Sleeper between London and various Scottish locations including Aberdeen, Edinburgh, Fort William, Glasgow and Inverness.

Susan, who will voice all scheduled announcements, is a frequent guest on board and a huge advocate of sleeper travel. During her time on BBC One's Strictly Come Dancing last year, she even filmed on the train as part of the show.

Susan said: "I spend almost as much time on the Caledonian Sleeper as I do in my own house and so it was a great pleasure to give voice to the new trains. I look forward to being woken up by myself. Although it might give me a fright occasionally."

The new Caledonian Sleeper trains will be introduced by the end of May 2019 and for the first time will include rooms with double beds and en-suite toilet and showers.

Ryan Flaherty, Serco's Managing Director at Caledonian Sleeper, said: "Susan is the perfect fit as the voice of Caledonian Sleeper. Like us, she has a real sense of adventure and is completely at home travelling around Scotland.

"Our ambition with our new trains is to deliver a timeless experience for guests and I know Susan is thrilled to be part of such a huge change to the service. We're firmly on the final countdown now and I cannot wait for guests to step on board and see the new Caledonian Sleeper for the first time."

The new fleet, built at a cost of over £100m and part funded by a capital grant from the Scottish Ministers of £60m, has been designed to accommodate the modern-day traveller and cater to both business and leisure travel guests. A range of accommodation options will be offered, including:

- Caledonian Double (double bed with en-suite)
- Club Rooms (solo or twin with en-suite)
- Classic Rooms (solo or twin)
- Comfort Seats
- Fully accessible rooms for guests with reduced mobility

Other new features will also be included, such as a hotel-style key card entry system, more accessible rooms, charging panels and WiFi throughout the train.

The trains will initially be introduced on the Lowlander route between Glasgow / Edinburgh and London before being rolled out onto the Highlander which serves Fort William, Aberdeen and Inverness.

Colas Rail

Class 70 802 passing Worting on April 23rd with a Hinksey to Eastleigh engineers. *Michael Bennett*



Class 66 849 is seen shunting in Eastleigh Yard on April 3rd. *John Sloane*



Class 70 805 heads a Chirk bound log train through Helsby on April 2nd. *Brian Battersby*

Colas Rail





Class 66 849 and 66 850 top'n'tail a Bynea to Westbury engineers train past Heywood on April 28th. *Michael Bennett*



On March 31st, Class 70 812 working the 6C97 Leominster - Crewe engineers, passes Battlefield. *Phil Martin*



On April 24th, Class 56 113 and 56 090 descend Appleby Bank with 13 discharged ICAs from Preston Docks to Lindsey. *Steve Thompson*

Colas Rail

Class 66 846 passes Apsley with an Eastleigh to St. Denys engineers train on April 27th. *Michael Bennett*

Colas Rail

On April 10th, Class 70 812 hauling a Mountsorrel - Carlisle ballast, passes Acton Bridge. *Mark Enderby*



On April 3rd, Class 66 848 prepares to depart Eastleigh Yard with a loaded sand train. *John Sloane*



On April 17th, Class 70 812 passes Moore with a Carlisle - Chirk timber working. *Mark Enderby*

Colas Rail



On April 21st, Class 70 817 working the 6C98 Cwmbran - Crewe rail train, passes Burgs Lane, Baystan Hill. *Phil Martin*

Hurst Green Junction Track Renewals

For over 60 years, core track renewal works on South East railway network, have been handed back with temporary speed restrictions (lower than line speed) after completion. This would subsequently have a significant impact on passenger journey time until further Engineering work (Tamping) could be carried out.

The S&C South Alliance- Tonbridge Delivery Team in true Colas Rail fashion have been working hard to change that. After numerous higher speed handbacks of 60mph throughout the year, an 85mph line speed hand back in the Crawley area, and a 90mph line speed hand back at Balcombe Junction, the team made history once again and handed back the renewal works at line speed of 85mph at Hurst Green Junction.

This was achieved by implementing numerous engineering excellencies, such as an increased number of stone whacking processes, installation of void meters, smart use of welding resources and additional passes of tamping. All of which successfully led to achieving all the required Engineering tolerances for line speed track hand back. This meant a significant reduction in passenger journey time, as well as cost saving for our client, Network Rail.



Colas Rail



Class 66 846 passes Micheldever with a Ripple Lane to Eastleigh engineers on April 8th. *Michael Bennett*



Class 56 113 leads 56 090 past Jack Green on April 18th with the 6E32 10:02 Ribble Rail - Lindsey OR tanks. *Nick Clemson*



On April 17th, Class 70 807 hammers through Acton Bridge working the MTW only, 09:24 Mountsorrel to Carlisle New Yard. *Barry Longson*



Colas Rail

Major milestone reached on Birmingham Westside Metro extension as canal tunnel reopens on schedule

Works to bring the second phase of the Birmingham Westside extension closer to completion have reached a major milestone with the reopening of Broad Street Canal Tunnel. The Midland Metro Alliance has completed essential strengthening works to the canal bridge in just 12 weeks, two days earlier than planned, and the tunnel was reopened to canal and towpath traffic in March 2019. As part of an innovative strengthening solution, steelwork was fitted into the existing brickwork of the late 18th Century structure. The system was installed from the underside of the bridge, resulting in less noise and impact on the highway above.

Paul Brown, Midland Metro Alliance Project Director for the Birmingham Westside extension, said: “Our team on the Birmingham Westside extension have worked tirelessly to ensure the canal tunnel works were completed on time, particularly graduate Dan Colley and Assistant Construction Manager Charlotte Parker to whom we owe the success of this phase of the works.”

Alejandro Moreno, Director of the Midland Metro Alliance, added: “We are extremely pleased that the area will be reopened to canal and towpath traffic on schedule and on budget. This is a significant step forward allowing us to forge ahead with this exciting project that will ultimately see West Midland Metro services extended from Grand Centralto the new terminus at 54 Hagley Road. We thank residents, businesses and the community who use the canal for their patience during these works. ”

With the support of the Canal & River Trust, construction on the canal tunnel was carried out during the quieter winter months in a bid to minimise disruption for the community living and working alongside the canal. Adnan Saif, Regional Director for the Canal & River Trust in the West Midlands, added: “We are thankful to the Midland Metro Alliance for completing these works in such a timely manner and for their careful and considerate efforts to protect a structure of an important historic legacy. I have no doubt that, The Birmingham Westside extension follows the Metro extension from St. Chads to Grand Central, which opened for passenger service in May 2016. Once completed, the Metro will operate between Grand Central and Hagley Road in Edgbaston, improving transport links in the heart of Birmingham, making journeys faster and more accessible, in turn helping businesses and supporting more jobs.Five new tram stops will connect passengers to Victoria Square, Centenary Square, Brindleyplace, Five Ways and Hagley Road, with links to popular attractions such as the International Convention Centre, the Birmingham Museum & Art Gallery and Symphony Hall, allowing more people to use the Metro in this area for day-to- day travel, reducing road congestion in the city centre, as well as improving sustainable transport options along Broad Street and beyond.

The first phase of the works to Centenary Square is anticipated to open for passenger service in late 2019. The second phase of the route is planned to open for passenger service in late 2021 in time for the 2022 Commonwealth Games.

Out with the old and in with the new !! Recently DRS lost the contract to Colas for 6S31; the daily Doncaster to Millerhill engineer’s train working on the ECML. On April 4th, Class 70 817 with autoballasters and MPA’s are pictured heading north past Stobswood in Northumberland. (Since Colas took over 6S31 has been re-timed an hour later in the afternoon.) *Alan Sinclair*

A New Era of Tamping – We welcome four brand new Unimat 09-4X4/4S Dynamic Tamper Machines

In March we welcomed four brand new Unimat 09-4X4/4S Dynamic Tamper Machines to our plant fleet representing a significant investment and commitment by Colas Rail UK to support our Track Alliance team. The purchase of these new machines allows Rail Services to support Rail Infrastructure in achieving higher handback speeds following track renewal works and saving time and money for our clients.

The new machines boast quite a few impressive features some of which are listed below:

- Continuous action tamping for plain line track and turnouts
- Continuous treatment of turnouts using three rail lifting and four rail tamping
- Four independent tamping units with a total of 16 tamping tines
- Integrated track stabilising unit (DTS)
- The outer tamping units on each side are positioned on telescopic jibs and can be extended for tamping the fourth rail
- Lifting and lining unit with hooks and roller clamps
- Smart ALC Automatic Guiding Computer
- DRP-8 Channel recorder
- On board welfare for the operators (toilet, microwave, kettle etc.)

After the long journey from Austria the Tampers arrived at Plasser UK Ltd (in two parts) where they were joined together and commissioned by the Plasser team. Dave Padley-Regional Operations Manager for Colas Rail and Mark Simmons-Managing Director Plasser UK were on site to manage the handover process. The Colas Rail Tamper teams were also on site to receive the new machines after spending 3 weeks in Germany undertaking intensive training to introduce them to the new features of the on board computer systems and more specifically the fault diagnostics tools.

How does this machine differ to its predecessors?

A conventional machine would need to stop and start as it "tamps" the track; this machine however maintains constant movement. The tamping banks are in effect separate from the machine (Satellite system) itself making it more efficient and able to carry out tamping while the machine is stil moving. Traditionally relay teams go in and re-lay the track, followed by tamper works, the track will be handed back to traffic at a reduced speed, during this time a train will slow down when it gets to that section of track as a speed restriction would have been put in place. After a few days a tamper will go back in to compact the ballast to bring the track up to line speed – with the DTS being attached to these new machines, we step into a new era of tamping.



Perhaps the most impressive feature of the machine, the integrated Dynamic Track Stabilising system (DTS) at the back of the machine can now treat the track with a downward pressure equivalent to 100 freight trains. Compacting the ballast and allowing for handback at linespeed.

Taking ownership of the new tampers The Colas Rail Team spent a further two days at Plasser UK to undertake Drivers Controls Training, learning about additional safety systems so that any fault identified during transit can be rectified enroute. During the transit from Plasser to Stafford the team was accompanied by an onboard assessor, to determine whether our operators were competent to drive the machines. Teams were trained on both machines, so that they can operate and maintain them and then assist with the servicing of the machines in the future.

Gareth Purnell, Fitter Operator/Trainer said, "I will be training the second set of operators on the new machines. It will be a challenge to get our heads around the new machines because they are totally different but in the long run it will be worth it. I am impressed with the welfare facilities; it's really good to have these on board, it will make a big difference to our working conditions."

Mark Murphy – Fitter Operator/ Trainer Assessor for the new machines said, "It's exciting to be one of the first to be passed out on the new machines and Iam looking forward to working with them in the near future."





Class 70 803 is seen at Chester on May 2nd hauling the Baglan Bay - Chirk logs. *Brian Battersby*

On April 29th, Class 70 801 heads north through Acton Bridge with a Carlisle bound ballast working. *Brian Battersby*



Colas Rail

On March 25th, Class 70 809 heads down Copy Pit with 6E32 10:02 Ribble Rail - Lindsey OR bitumen tanks plus 56 090 on the rear after its visit to the Ribble Steam Railway Spring Diesel Gala.
Nick Clemson

Colas Rail



On April 4th, Class 56 078 and 56090 climb the bank at Preston station from Preston Docks with a rake of discharged oil tanks for Lindsey Oil Refinery. *Michael Lynam*



Class 56 078 and 56 113 approach Brighouse station on April 10th with the 6E32 Preston to Lindsey discharged tanks. *Steve Chapman*



Class 70 809 rolls through Brighouse, West Yorkshire, with the Ribble Rail (Preston) to Lindsey discharged tanks on April 1st.
Michael Lovatt



Colas Rail

On April 21st, Class 56 096 and 56 049 top'n'tail the 6C20 Maindee East Jct. - Crewe past Baystan Hill. *Phil Martin*

CrossCountry

A Cross Country HST fitted with sliding doors and retention tanks headed by power car No. 43378 passes Cockwood with the 1S53 13:25 Plymouth - Edinburgh on April 27th. *Chris Morrison*

Class 221 123 heads north through St. Cross, Winchester on April 3rd, with a service to Manchester Piccadilly. *John Sloane*

DB Cargo

Class 66 135 with a light load passes Acton Bridge on April 10th heading from Arpley to Bescot. *Mark Enderby*



Class 66 165 passes St. Cross, Winchester on April 3rd working a Southampton - Birch Coppice intermodal. *John Sloane*



On April 19th, Class 60 091 passes Kemps Eye, Shrewsbury hauling the 6B41 Westerleigh Puma DBC - Robeston tanks. *Phil Martin*

DB Cargo



On April 6th, Class 66 165 passes Palestine running 90 mins late with a Southampton to Birch Coppice working. *Michael Bennett*





Class 66 005 passes St. Cross, Winchester on April 3rd hauling a Didcot - Southampton intermodal. *John Sloane*

Class 90 020 and 90 028 head through Carlisle on April 11th hauling a Mossend - Daventry intermodal. *Mark Enderby*

DB Cargo



Class 66 142 passes Micheldever on April 8th with the lightly loaded Trafford Park to Southampton modal. *Michael Bennett*



Class 66 142 is seen at St. Denys on April 3rd hauling a Trafford Park - Southampton intermodal. *John Sloane*



Class 60 010 heads south through Acton Bridge on April 13th with an Arpley Sidings to Tunstead working. *Brian Battersby*

DB Cargo

Class 60 018 heads past Milepost 178 at Daresbury with the 09:07 Arpley Sidings - Peak Forest empty hoppers on April 12th.
Nick Clemson

DB Cargo



Class 90 020 and 90 028 are seen at Moore on April 8th working the 06:06 Mossend to Daventry. *Barry Longson*



Class 90 020 and 90 028 pass Standish with a Mossend - Daventry working on April 10th. *John Sloane*



On April 24th, Class 60 007 forges through Scunthorpe Station on 6N73 Ent C - Lackenby slabs. *Steve Thompson*

DB Cargo



Class 66 047 approaches South Elmsall on April 9th with the 4L45 Wakefield to Felixstowe intermodal. *Steve Chapman*



On April 18th, Class 66 142 passes Eastleigh Works hauling a Trafford Park - Southampton modal. *John Sloane*



Class 60 059 passes Hasland on March 28th with 6E08 13:02 Wolverhampton Steel Terminal - Masborough with a rake of steel hoods. *Nick Clemson*

DB Cargo

Class 66 077 is seen near Harpur Hill on April 18th with the 6H52 Dowlow to Ashburys stone. *Steve Chapman*



Class 66 077 passes St. Denys hauling a Chichester - Merehead empty stone train on April 3rd. *John Sloane*



On May 1st, Class 66 124 with a Marcroft - Arpley wagons off repair move passes Moore. *Mark Enderby*

DB Cargo

Class 66 142 hauling the Trafford Park to Southampton Modal passes Micheldever with a load of just three boxes on April 10th.
Michael Bennett



On April 10th, Class 66 130 passes through Althorpe and approaches the King George V Bridge on 4E26 Dollands Moor - Scunthorpe RS bloom carriers. *Steve Thompson*



On April 13th, Class 60 010, still with unbranded side panels, is seen at Moore working the 09:13 Arpley to Tunstead empty BMI hoppers.
Barry Longson

DB Cargo



On a misty April 17th, Class 66 020 hauling an Ince and Elton to Arpley empty sand passes Frodsham Jct. *Mark Enderby*



Class 66 082 passes through Thornhill LNW Junction on April 1st working 6E26 Knowsley to Wilton binliner. *Steve Chapman*



On April 14th, Class 66 085 passes Andover working the 16:34 Andover to Eastleigh East Yard engineers train consisting of 18 JNA wagons. *David Lindsell*

DB Cargo

Class 66 005 ‘Maritime Intermodal One’ approaches St. Denys on April 3rd with a Southampton to Wakefield intermodal.
John Sloane

Maritime Intermodal is launched with train naming ceremony

Following the recent long-term agreement between DB Cargo UK and Maritime Transport Ltd to increase rail freight capacity, “Maritime Intermodal” was launched at a celebration event in West Yorkshire. Over 120 rail, logistics and retail professionals and the Mayor of Wakefield, Stuart Heptinstall gathered at Wakefield Europort in Castleford on Friday 29th March 2019 to see the unveiling of two DB Cargo Class 66 locomotives liveried in Maritime colours and given the names “Maritime Intermodal One and Two”.

The event marked the official signing of a 10-year deal between the two companies which took effect from Monday 1st April 2019. Three locomotive services will run daily from Southampton to Intermodal Freight Terminals in Tamworth, Trafford Park and Wakefield, and one from Felixstowe to Wakefield.

“Rail is now firmly part of our future, and although it’s a challenging venture for us, it’s one we are very much looking forward to,” said John Williams, Group Executive Chairman of Maritime Transport.

He added: “To have these two locomotives in the Maritime colours is a great honour, and with DB Cargo UK, we are ideally placed to offer increased resource to our customers whilst focusing on how we can offer a greener, and more efficient way of transporting goods.”

Hans-Georg Werner, CEO at DB Cargo UK, said: “This new agreement is a really excellent fit for both DB Cargo UK and Maritime, and both Maritime Intermodal One and Two provide a much greater scope and scale to offer complete supply chain coverage.

“We look forward to working with Maritime in a deal that shows road and rail need not be in competition but can deliver more through collaboration.”

Representatives from major UK ports, global shipping lines, retailers and freight forwarders along with trusted suppliers, Network Rail, and industry media attended the event.

DB Cargo

On April 10th, Class 60 017 rounds the curve at Ashley working the WFO 14:18 Peak Forest to Warrington Dallam. *Barry Longson*

DB Cargo



A regular Saturday freight recently has been the 11:05 Burngullow ECC - Exeter Riverside sand train seen passing Rockstone footbridge Dawlish headed by Class 66 169 on April 27th. *Chris Morrison*



Class 66 134 heads south through Acton Bridge on April 29th with a Dagenham bound working. *Brian Battersby*



On April 2nd, Class 66 052 approaches Navigation Road working a Knowsley - Wilton EFW Bin train. *Michael Lynam*

DB Cargo

Class 66 156 passes Ravesthorpe station on April 1st with the 6M16 Wilton to Knowsley binliner empties. *Steve Chapman*



On April 1st, Class 66 185 passes Scunthorpe with 4R49 Drax - Immingham Biomass empties. *Steve Thompson*



On April 10th, Class 66 114 heads through Althorpe working 4R53 Drax - Immingham Biomass empties. *Steve Thompson*

DC Rail Freight

On May 1st, Class 56 091 and 56 103 pass Acton Bridge hauling the Boston - Kingmoor ballast empties. *Mark Enderby*

Direct Rail Services



In perfect lighting conditions on April 13th, Class 88 010 is captured at Moore working the 06:40 Daventry to Mossend Tesco service.
Barry Longson



Class 88 010 passes Bradley on April 13th with a Daventry - Mossend ‘Tesco’ working.
John Sloane



Class 37 059 with a working from Willesden Brent to Eastleigh, passes Worting on April 23rd.
Michael Bennett

Direct Rail Services



Class 88 010 arrives at Carlisle on April 11th hauling a Daventry - Mossend. *Mark Enderby*



Class 37 405 and 37 409 pass Coppull on April 16th with a Carlisle - Derby light engine move. *John Sloane*



Class 88 010 leads the ‘Tesco Express’ or 4S43 Daventry - Mossend through Daresbury on the morning of April 12th. *Nick Clemson*

Direct Rail Services



Class 88 008 on a Kingmoor - Daventry wagon move passes Acton Bridge on April 17th.
Mark Enderby



Class 88 007 ‘Electra’ passes Bradley on April 17th with a light engine move from Crewe.
John Sloane



Class 66 421 ‘Gresty Bridge’ works 6Z97 Toton - Crewe engineers with two cranes and ballast wagons through Burton on April 17th.
Stuart Hillis

Direct Rail Services



Class 66 423 working the 4V38 Daventry - Wentloog 'Tesco' passes Burgs Lane, Baystan Hill in some glorious Easter sunshine, April 21st. *Phil Martin*



Class 66 431 arrives at Hellifield with a short engineers train from Carlisle to Crewe on April 17th. *Eddie Emmott*



On April 13th, Class 88 010 heads north through Acton Bridge with a Daventry - Mossend working. *Brian Battersby*

Direct Rail Services

Out with the old and in with the new !! Recently DRS lost the contract to Colas for 6S31; the daily Doncaster to Millerhill engineer's train working on the ECML. Here Class 88 001 is seen working its last 6S31 on March 28th heading north past Stobswood in Northumberland. *Alan Sinclair*

Freightliner



On April 15th, Class 66 553 is seen at Ashley, working the 11:12 Runcorn Folly Lane to Dean Lane, Manchester. *Barry Longson*



Class 66 599 is seen near Winchester with a Birch Coppice - Southampton liner on April 3rd. *John Sloane*



Class 66 504 passes Worting hauling a Leeds to Southampton liner on April 23rd. *Michael Bennett*

Freightliner

Class 66 543 on the lightly loaded 14:03 Ditton to Felixstowe North is seen at Acton Bridge on April 8th. *Barry Longson*



On April 17th, Class 66 501 is seen at Ashley, working the WThF only, 09:16 Bredbury to Runcorn Folly Lane loaded binliner.
Barry Longson



On April 13th, Class 90 042 and 90 047 pass Moore hauling a Mossend - Daventry liner.
Mark Enderby

Freightliner



On April 17th, Class 86 607 and 86 605 pass Acton Bridge working the 11:46 Garston to Crewe Basford Hall. *Barry Longson*



Class 70 007 races through Andover with the diverted Garston to Southampton liner on April 27th. *Michael Bennett*



Class 66 547 passes Grateley on April 6th with a diverted Garston to Southampton liner. *Michael Bennett*

Freightliner



Class 66 507 hauling a Southampton to Garston liner, passes Whitchurch on April 12th. *Michael Bennett*



Class 70 008 approaches Eastleigh on April 3rd with a Garston - Southampton liner. *John Sloane*



During a 30 second sunlight window, Class 66 509 speeds past Acton Bridge hauling a Southampton - Garston liner. *Michael Lynam*

Freightliner

On April 10th, Class 66 559 passes Timperley working the 09:58 Fiddlers Ferry to York South Yard empty coal hoppers.
Barry Longson

Freightliner

Class 70 006 passes Andover on April 27th with a Leeds - Southampton liner. *Michael Bennett*



Class 66 533 passes St. Denys on April 3rd with a Crewe - Southampton liner. *John Sloane*



Class 66 542 hauling a Birch Coppice bound liner passes Grateley on April 6th. *Michael Bennett*

Freightliner

On April 20th, Class 66 508 passes Toton Junction with the 05:41 Coatbridge - Daventry diverted due to engineering work on the WCML. *Mark Pichowicz*

Freightliner



Class 66 619 approaches Langley Mill on April 20th with a Peterborough to Barrow Hill working. *Mark Pichowicz*



On April 6th, Class 66 557 and 66 559 pass Nemesis Rail, Burton with the 4Z42 Burton Wetmore - York Yard South. *Stuart Hillis*



A diverted Crewe - Southampton liner passes Apsley with Class 66 545 leading 66 415 (the last blue liveried one) on April 27th. *Michael Bennett*

Freightliner

Class 66 616 passes Toton Yard on April 20th with 6M92 12:45 West Thurrock - Tunstead. *Mark Pichowicz*



On April 19th, Class 70 006 passes through St. Denys hauling a Birch Coppice - Southampton liner. *John Sloane*



Making a rare appearance in the north west, Class 70 020 hauling a Garston - Felixstowe liner passes Acton Bridge on May 1st. *Mark Enderby*

Freightliner

On April 10th, Class 66 570 powers through Wilmslow with the 15:12 Trafford Park to Southampton liner. *Lee Stanford*



Class 66 607 passes Bradley on April 17th with a Hardendale - Tunstead working. *John Sloane*



On April 4th, Class 47 830 passes light engine through Stafford on driver training duties working from Peterborough - Crewe Basford Hall. *Michael Lynam*

Freightliner



Class 66 526 passes Apsley with a Eastleigh to St. Denys engineers on April 27th.
Michael Bennett





Class 90 042 and 90 047 pass Bradley with a Coatbridge - Daventry liner on April 13th.
John Sloane

Class 70 007 and 66 502 'Basford Hall Centenary 2001' are seen stabled at Ipswich on April 11th.
John Balaam

Freightliner

Class 86 607 and 86 605 head towards Acton Bridge with the 4K64 11:46 Garston - Crewe Basford Hall liner on April 12th. *Nick Clemson*





A final sight of Class 66 419 in its blue livery as it waits to enter the paint facility at Eastleigh Works on April 3rd. *John Sloane*

On April 13th, Class 66 572 runs light engine through Acton Bridge with a Ditton to Crewe Basford Hall working. *Brian Battersby*

On March 31st, Class 66 516 and 66 533 working the 08:37 Crewe - Rhymney Bridge Jct. pass Hadnall. *Phil Martin*

Freightliner



On April 19th, Class 66 568 hauling the 6M86 Margam - Dee Marsh loaded steel passes Woolascott, on the Shrewsbury - Chester line. *Phil Martin*





Class 66 533 is pictured at Thornhill LNW Junction on April 1st with the 4E10 Crewe to York coal empties. *Steve Chapman*

On April 6th, Class 66 547 is seen working a diverted Garston to Southampton Maritime through Andover. *David Lindsell*

Freightliner

Having run round in the loop, Class 66 603 prepares to depart Great Rocks with 6H22 Tunstead to Briggs Sidings stone on April 18th. *Steve Chapman*

Freightliner



On March 29th, Class 66 585 working the 6M86 10:29 Margam - Dee Marsh loaded steel climbs Hencote Bank. *Phil Martin*



Class 66 418 passes through Stafford on April 4th with a single wagon working from Toton - Crewe. *Michael Lynam*



On April 13th, Class 86 622 and 86 614 with a Garston to Basford Hall working, head through Acton Bridge. *Brian Battersby*

GBRf



Class 66 731 heads through Pleasington on April 13th with the 6M90 discharged cement tanks heading to Castle Cement in Clitheroe. *Chris Stanley*



On March 25th, Class 66 725 heads through Eastwood with 6M36 09:54 Drax AES - Tuebrook Sidings. *Nick Clemson*



Class 66 755 passes Worting with a Ferme Park to Eastleigh move on April 23rd. *Michael Bennett*

GBRf

Class 60 002 ‘Tempest’ powers through Roby with MBA boxes on 6F39 Ashton In Makerfield - Tuebrook sidings, April 9th.
Dave Harris

GBRf







Class 66 706 working the 11:14 Liverpool to Drax Biomass, passes Winwick on Good Friday, April 19th. *Barry Longson*

Class 66 731 in charge of the Clitheroe - Avonmouth tanks, passes Acton Bridge on April 10th. *Mark Enderby*

Class 66 744 passes Hasland with the 4E27 12:55 Hotchley Hill (East Leake) - Middlesborough gypsum containers on March 25th. *Nick Clemson*

GBRf









Class 66 175 and 66 745 top'n'tail the Mountfield to Southampton gypsum train diverted due to engineering work on April 6th and seen here passing Aspley. *Michael Bennett*

Working the 6H70 Tyne Dock to Drax Biomass, Class 60 026 is seen at Milford Junction on April 8th. *Steve Chapmen*

On April 20th, Class 66 779 passes Micheldever with a Gypsum working. *Michael Bennett*

GBRf



On April 5th, Class 66 710 is seen approaching Manchester Piccadilly, working the 14:12 Trafford Park to Felixstowe North. *Barry Longson*



Class 66 736 ‘Wolverhampton Wanderers’ on the Clitheroe Cement empties from Mossend, heads through Hellifield on April 17th. *Eddie Emmott*



Class 73 213 and a Class 442 EMU are seen inside Eastleigh Works on April 3rd. *John Sloane*

GBRf



Class 60 021 passes through Thornhill LNW Junction with the 6E09 Liverpool to Drax Biomass on April 1st. *Steve Chapman*



Class 66 786 working 6X01 Scunthorpe - Eastleigh new welded rails, passes Stenson on April 16th. *Stuart Hillis*



Making a rare visit to the south, Class 66 780 heads through Micheldever on April 4th with the Scunthorpe to Eastleigh rail train.
Michael Bennett

GBRf



Class 66 781 with the 6H15 HIT - Drax coal heads through Althorpe on April 10th. *Steve Thompson*



Class 66 745 passes St. Denys on April 3rd hauling a Mountfield - Southampton Gypsum working. *John Sloane*



On April 27th and in appalling weather, Class 66 783 is seen working a Liverpool - Drax Biomass past Moore. *Mark Enderby*

GBRf



On April 24th, Class 73 965 and 73 963 with the 6X80 Dollands Moor to Eastleigh, pass Micheldever hauling a pair of Class 800 units, the first one was 802 203. *Michael Bennett*



On April 19th, Class 66 781 on a Hull - Rylstone working, passes Cracoe. *Mark Enderby*

GBRf



On April 1st, the march of GBRf continues at a pace! From this day, the company took over running the Doncaster and Eastleigh rail trains from Scunthorpe. The first inbound working, 6D74 Up Decoy - Ent C was formed of an empty RDT set plus 3 empty IOAs on the back, hauled by Class 66 746. *Steve Thompson*



Class 66 731 with the 6V35 09:39 Clitheroe - Avonmouth cement tanks heads towards Acton Bridge on April 12th. *Nick Clemson*



On April 3rd, Class 47 739 is seen stabled at Eastleigh Works. *John Sloane*

GBRf



On April 18th, Class 66 779 'Evening Star' departs Eastleigh with a Mountfield - Southampton working. *John Sloane*



Class 66 706 hauls a failed Class 60 047 which was working a Shap - Tuebrook, passes Bradley on April 17th. *John Sloane*



Class 59 003 passes St. Denys on April 19th with a Westbury - Eastleigh light engine move. *John Sloane*

GBRf







Class 66 718 in its distinctive livery, is seen in the countryside near Jack Green heading the 6V35 09:44 Clitheroe - Avonmouth cement tanks on April 18th. *Nick Clemson*

Class 66 714 on the Dollands Moor - Irvine China Clay, heads past Acton Bridge on April 17th. *Mark Enderby*

After the recent takeover of the rail trains by GBRf, I suppose it was only a matter of time before Class 66 789 appeared on it and it didn't take long as on April 12th, basking in the early morning sunshine, 6X74 Up Decoy - Ent C, conveying empty point-carriers and loaded sleepers, passes through Scunthorpe. *Steve Thompson*

GBRf



Class 50 049, 50 007, 73 107 and 66 714 are seen working 0Z51 Bodmin Parkway to Eastleigh on April 15th. *Colin Pidgeon*



On April 10th, Class 66 711 in it's attractive aggregates livery, working 6D21 Roxby - Down Decoy waste empties passes through Althorpe. *Steve Thompson*



Class 66 744 'Crossrail' working 6XC1 Scunthorpe - Eastleigh, usually new welded rails, but instead 3 empty IOA wagons, passes Stenson on April 1st. *Stuart Hillis*

GBRf



Class 66 747 working the Bescot - Toton engineers train with a crane and runners plus several flat wagons, heads past Stenson on April 1st. *Stuart Hillis*

GB Railfreight Invest In Cutting Edge Training With New Simulators

GB Railfreight (GBRf) have confirmed that they are investing in two new state of the art simulators, which will form part of their new training school at Peterborough.

At a total cost of £850,000, they will be the UK's first and only full cab freight European Rail Traffic Management System (ERTMS) capable simulators. They will be used by new and existing drivers for basic training, advanced training as part of the Driver rules exam, Mentor and Instructor training and post incident reconstruction. They will initially cover the journey from Kings Cross to Peterborough, and are designed with a route building tool which will enable the addition of all other GBRf routes going forward.

The new simulators are being built with the recycled remains of locomotive no. 66734, which was involved in a landslip derailment at Loch Treig back in 2012. Now in the final months of construction, the simulators are being fitted out in France at Corys, having been subject to a fantastic refurbishment by EMD Longport in 2018.

The simulators are due for completion in June 2019.

John Smith, Managing Director of GB Railfreight, said: "GB Railfreight has always been committed to training, both internally and externally- We are training the railway employees of the future. The GBRf training team is currently overseeing the establishment of a?new training school at Peterborough, which will?provide?a state-of-the-art learning environment for all?trainees, including 3 high tech classrooms and the new simulators. When finished, these simulators will enable us to provide cutting edge training not only to GBRf staff, but the wider rail industry. We are hugely exited for their completion."

GBRf

Class 66 746 passes through Scunthorpe on April 1st, with a retimed 6D75 to Doncaster conveying a loaded RDT. *Steve Thompson*



On April 1st, Class 66 789 'British Rail 1948-1997' and 66 729 'Derby County' hauling a rake of old Fastline hoppers from Eastleigh to Doncaster Decoy as 4Z48, passes Clay Mills level crossing. *Stuart Hillis*



Class 50 049 and 50 007 are seen stabled at Eastleigh works on April 3rd. *John Sloane*



Class 66 789 on the Avonmouth - Clitheroe cement tanks passes Moore on May 1st.
Mark Enderby

GB Railfreight Helps Launch New Caledonian Sleeper Coaches

UK rail freight operator GB Railfreight (GBRF) are proud to have been working with Caledonian Sleeper in launching their new Mark 5 Sleeper coaches, with a special run on April 10th for invited guests. The overnight service is being transformed with the new passenger carriages and will begin full Mark 5 operations from the end of May 2019.

Over the past 18 months, GBRf in partnership with Wabtec have modified twelve Class 92 and six Class 73 locomotives to haul these vehicles on both the Lowlander Caledonian Sleeper route, between Euston and Edinburgh and Glasgow, and in due course the Highlander Caledonian Sleeper routes to Fort William, Aberdeen and Inverness.

The locomotives have been fitted with new Dellner couplings and electronics, which include additional safety features, improved on-train communication and power upgrades to supply the requirements for the train's air-conditioning, on-board showers and catering facilities.

In addition to locomotive provision, GBRf also supply the drivers for each service as part of the long-term contract with Serco which operates Caledonian Sleeper. This has meant bespoke training for around ninety members of GBRf staff on the features of the new trains.

John Smith, Managing Director of GB Railfreight, said: "The successful delivery of these locomotives and the drivers for the Caledonian Sleeper service demonstrates the value and skills in our rail service business. It has been an exciting partnership with Serco and CAF, and the end result is a transformed service for passengers. We're very proud of our involvement in helping to secure this service between Scotland and England for years to come."

Ryan Flahery, Serco's Managing Director of Caledonian Sleeper, added: "GBRf is one of our trusted Caledonian Sleeper partners. We have worked closely to ensure that our guests will be able to experience the best possible service and are very pleased with the expertise and skills GBRf has brought to the table to help deliver these trains. We look forward to continuing our successful working relationship long into the future."

GBRf



Class 66 710 passes through Stafford on April 4th working a Trafford Park - Felixstowe liner. *Michael Lynam*



Class 66 722 ‘Sir Edward Watkin’ works 6D44 Bescot - Toton engineers past Stenson on April 16th. *Stuart Hillis*



After a brief spell on the Biomass, Class 66 783 has migrated to the Garston - Dagenham circuit, seen here on its first return run at Acton Bridge on April 29th. *Mark Enderby*



Great Western Railway

Power car No. 43002 ‘Sir Kenneth Grange’ slides out of Totnes ready to attack the 1:47 up Rattery with 1C55 London Paddington - Penzance service on April 2nd. *Dave Harris*



Great Western Railway

Power car No. 43091 rounds the 80mph curve at Dawlish Warren with a down express, 1C78 from London Paddington, on April 2nd.
Dave Harris



Great Western Railway

On April 2nd, power car No. 43098 is seen on the rear of 1C86 London Paddington - Plymouth at Newton Abbot. *Dave Harris*

Great Western Railway

With the end of two plus eight GWR HSTs fast approaching, power cars Nos. 43018 and 43170 power the 1C76 09:03 London Paddington - Plymouth past the Victorian villas at Dawlish on April 27th. *Chris Morrison*



Great Western Railway

Power car No. 43172 ‘Harry Patch - The last survivor of the trenches’ heads the 1A81 07:41 Penzance - London Paddington past Hungerford Common on April 22nd. *Chris Morrison*

Great Western Railway

The 1C79 11:03 London Paddington - Plymouth headed by power car No. 43161 exits Parsons Tunnel, Teignmouth on April 6th. *Chris Morrison*



A GWR HST headed by power car No. 43162 ‘Exeter Panel Signal Box - 21st Anniversary 2009’ powers the 14:03 London Paddington - Penzance past Hungerford Common on April 22nd. *Chris Morrison*



Class 800 023 crosses Malvern Common on April 20th with a London Paddington to Hereford service. *Neil Pugh*

Great Western Railway

Intercity liveried GWR HST power car No. 43185 'Great Western' passes Hungerford Common with the 1Z85 12:15 Plymouth - London Paddington additional service on Easter Monday April 22nd. *Chris Morrison*

Hull Trains



On April 16th, on hire Great Western HST Nos. 43023 ‘SQN. LDR. Harold Starr one of the few’ and 43020 ‘MTU Power Passion Partnership’ working from Hull station to St. Philip’s Marsh for servicing, pass Stenson. *Stuart Hillis*



Power cars Nos. 43023 and 43020 are seen at Doncaster on April 9th with the 5V81 Hull to Bristol St. Philips Marsh ECS. *Steve Chapman*

L.N.E.R.



Class 91 105 and 91 114 with power cars Nos. 43238 and 43314 line up at London Kings Cross on April 9th. *John Sloane*



EMT hire-in HST power car No. 43075 departs London Kings Cross on April 9th leading a service to Hull. *John Sloane*



DB hire-in Class 90 029 waits to depart London Kings Cross on April 9th working a service to Leeds. *John Sloane*

L.N.E.R.



Operating as service 5Q95, a Class 800 set makes a call at Keighley, West Yorkshire, whilst on a test working from Doncaster to Skipton and back. Previous tests of this class to the Airedale route have generally been the longer sets, whereas this visit on April 10th, featured a 5-car set. *Ben Bucki*





Hired-in Class 90 036 is pictured on the rear of the 09:15 Leeds to London Kings Cross at South Elmsall on April 9th. *Steve Chapman*

Power cars Nos. 43308 and 43317 rush through Doncaster on April 9th with the 09:30 Edinburgh to London Kings Cross service. *Steve Chapman*

Improvement work at Berwick Station complete

Official Blue Heritage plaque unveiled, detailing the history of the station



The project, which was jointly funded by LNER and the Rail Heritage Trust, aimed to restore some of the stations original features as well as improving the customer experience.

The ticket office has been returned to its original position and a new Costa and Travelines outlet has also been built at the station. In addition to these improvements, Heritage Architraves were also installed in the concourse area, and an original 'LNER' drinking water fountain on the platform has been restored.

To mark the occasion an official blue heritage plaque was unveiled at the station. It reads:

'The North British Railway built Berwick on Tweed station in 1843, on the site of a 12th century castle. In 1913 it designed a new station, with many Scottish overtones in its design, but the Great War prevented construction until 1924. Thus the London & North Eastern Railway built the present station, with its island platform and footbridge. The station is Listed Grade II'

Elaine Hunter, Head of Property at LNER, said: "Berwick-upon-Tweed station is certainly one of the most beautiful stations on our route. We're delighted to work with the Rail Heritage Trust on the restoration and to be able to improve the facilities at the station for customers. It has been a big project so it's great to see the work celebrated with the unveiling of the plaque."

Andy Savage, Executive Director of the Railway Heritage Trust, said 'The Trust has been delighted to add to its previous sponsorship of the wonderful station to give new space for the booking office and a much-improved café, both of which recognise the unique heritage of this station. We look forward to working with LNER and Network Rail on further projects to improve the appearance of the station.'





Class 91 119 pauses at Doncaster on April 9th with the 12:25 Newcastle to London Kings Cross service. *Steve Chapman*

On hire from DB Schenker, Class 90 029 waits at Leeds on April 9th with the 1A20 09:45 Leeds to London Kings Cross service. With the promised and imminent introduction of Class 800s to the London - Leeds services, the loco shortages which have necessitated the hiring of Class 90s should cease by the summer. *Ben Bucki*



Class 800 104 passes through Doncaster on April 9th with the 5Q21 Retford to York test run.
Steve Chapman

Azuma launch date announced

LNER are delighted to announce that their brand-new Azuma trains will be ready for passenger journeys from London King's Cross to Leeds from Wednesday 15 May 2019. The trains have been through rigorous testing with engineers and technical staff from Hitachi Rail, Network Rail and the Department for Transport to ensure they will meet the high standards we set for outstanding customer service. The first Azuma train will run from London King's Cross to Leeds, with more trains being phased into service to all other LNER Destinations over the coming months.

What is the first Azuma destination?

"The first Azuma train (will run) on the service between London and Leeds. This is what customers up and down the country have been waiting for and represents a monumental milestone for rail travel. We've worked very hard alongside our partners and suppliers to reach this point and I look forward to giving all our customers an excellent experience every time they travel with us." said LNER Managing Director David Horne.

How many Azuma trains will there be?

LNER customers will see more seats and more trains as Azuma is rolled out across our route, with the total fleet increasing from 45 to 65 trains.

Where was Azuma built?

The Azuma trains are being manufactured in Britain by Hitachi Rail, at its purpose-built factory in Newton Aycliffe, County Durham.

"Passengers on the East Coast mainline will soon be able to enjoy a fleet built in the North East of England harnessing Japanese bullet train technology. Our British train factory has sourced parts from across the country to build the Azuma trains, which herald a new era for this famous route." said Karen Boswell, Managing Director of Hitachi Rail.

Rob McIntosh, Route Managing Director for Network Rail, said: "We're absolutely delighted that passengers will soon be able to travel on the new Azuma trains and we look forward to them reaping the benefits. A huge amount of work has gone into reaching this significant step and we have worked extremely closely with both LNER and Hitachi on this."

Network Rail









Class 37 219 top and tailing with 37 521 passes Milford Junction on April 8th with the 1Q64 Derby to Neville Hill test train working. *Steve Chapman*

Class 67 023 and 67 027 head north through Stafford on April 4th working an inspection train from Stoke - Breadsall. *Michael Lynam*

On April 11th, Class 37 409 and 37 405 pass Howsham with the 1Q50 Derby RTC - Cleethorpes (and later to Sheffield, back to Grimsby, then Doncaster) test train. *Steve Thompson*

Network Rail



On April 21st, Class 97 304 and 97 302 working the 6C71 Dovey Jct. - Crewe engineers, pass Battlefield. *Phil Martin*



On April 19th, power car No. 43062 leads the New Measurement Train (NMT) away from Nottingham on its return to Derby RTC from Skegness. *Mark Pichowicz*

Network Rail

On April 17th, Class 73 962 and 73 964 pass Micheldever with a SERCO test train. *Michael Bennett*

Rail Operations Group

Class 47 815 working 09:45 Neville Hill T&R.S.M.D to Leicester LIP is seen here passing through Loughborough station on April 15th.
John Coleman

Rail Operations Group







ROG loco's worked a movement from Ely to Edinburgh Haymarket depot on April 3rd. The 5S01 was top'n'tailed by Class 37 608 and 47 815, and consisted of 4 HST and 2 barrier coaches. They are seen passing Stobswood in Northumberland, some 98 minutes late. *Alan Sinclair*

Class 57 312 'Solway Princess' is seen hauling Great Northern EMU Class 313 050 from Hornsey EMU Depot to Kingsbury EMR for scrapping, past Burton on April 11th. *Stuart Hillis*

Class 47 813 and Class 66 No. PB15 (266 066) are seen at Ravensthorpe station on April 1st. *Steve Chapman*

TransPennine Express







On April 17th, Class 68023 on a Crewe - Longsight ECS passes Acton Bridge with an unusual view of a Mk5 coach end. *Mark Enderby*

Class 397 003 passes Warrington Bank Quay on April 11th with a Manchester - Carlisle test run. *Mark Enderby*

On April 10th, brand new Class 397 003 arrives at Crewe with the 11:06 Carlisle to Manchester International depot test run. *Lee Stanford*

TransPennine Express







Class 350 406 climbs Boars Head Bank on April 10th with a service to Manchester Airport. *John Sloane*

Class 185 104 on 1K15 10:47 Manchester Piccadilly - Hull meets 9M07 Newcastle - Liverpool Lime St. at Mossley on March 30th. *Nick Clemson*

Class 68 030 'Black Douglas' is seen on the rear of a TPE test run passing through Standish on April 10th. *John Sloane*

Transport for Wales

Class 158 827 and 158 837 are seen arriving at Wellington on April 22nd. *Richard Hargreaves*



On April 19th, TfW substituted the usual Class 175 DMU with 158 835, seen at Winwick working the 14:37 Manchester Airport to Llandudno service. *Barry Longson*



Out with the old and in with the new as an Arriva Trains Wales liveried Class 158 leads another Class 158 in Transport for Wales livery with the 08:52 Manchester Piccadilly - Holyhead at Halton East on April 12th. *Nick Clemson*

Transport for Wales



On the Cambrian Coast line, Transport for Wales (but still in Arriva colours) Class 158 837 slowly heads over Barmouth Bridge with the 2J11 Birmingham International to Pwllheli service on April 17th. *Ben Bucki*



On April 17th, Class 158 826 (repainted into new Transport for Wales colours, but without branding) heads for Criccieth in the evening with the 2J19 Birmingham International to Pwllheli service. *Ben Bucki*



Class 158 828 waits to depart Barmouth station on April 17th with the 2G45 Pwllheli to Birmingham International service. *Ben Bucki*

Transport for Wales



Class 158 843 rumbles over Barmouth Bridge with the 2J07 Birmingham International to Pwllheli service on April 17th. *Ben Bucki*





Class 150250 on a Shrewsbury - Swansea service via the Central Wales line passes Baystan Hill on April 21st. *Phil Martin*

Class 67 022 passes Wollascott on April 11th hauling the 1W96 Cardiff Central - Holyhead service. *Phil Martin*

Transport for Wales



On April 29th, Class 67 029 arrives at Helsby with a service from Manchester to Llandudno.
Brian Battersby

New trains will be a boost for North Wales rail passengers

Minister for Economy and Transport, Ken Skates has visited rolling stock manufacturer Vivarail to see the new Transport for Wales trains that will transform the customer experience for rail users in North Wales. The trains are part of the £5 billion investment being made by Transport for Wales across Wales and the Borders and are expected to go into service first, in North Wales, during 2019. With fully accessible toilets, power sockets, electronic passenger information, Wi-Fi, bike racks and air conditioning, the trains are a significant milestone for Transport for Wales, as they continue to deliver on their plans to transform rail services throughout Wales and the borders. The additional trains will provide a more efficient and environmentally friendly service using diesel and batteries. The new hybrid units will be the first used in regular passenger service in the UK. Each train will have three carriages containing 125 seats with a total capacity of 293. North Wales will benefit from the new units first on the Wrexham to Bidston route before the Crewe to Chester and Llandudno to Blaenau Ffestiniog routes.

Minister for Economy and Transport Ken Skates said: “It’s been great to visit our rolling stock manufacturer, Vivarail and to see the Transport for Wales trains that will be running on routes in North Wales later this year. We’ve had an opportunity to take a ride on the trains on Vivarail’s test track and gain a real understanding of the hybrid engine. Not only will these transform the experience on board for rail passengers in North Wales, they will use 25 per cent less fuel and have a regenerative braking system that captures energy back into the batteries. These modern trains demonstrate our commitment to sustainability and the environment, as well as our ambitious plans to transform the experience for rail users. The Welsh Government is absolutely committed to improving our rail services and through our investment I am confident over the coming years people across Wales will be benefiting from the best passenger rail service in the UK which will be a vital step change as we leave the European Union.”

James Price, Transport for Wales CEO added: “Customers are at the heart of everything we do at Transport for Wales. Our new trains with hybrid engines and modern facilities will significantly improve the customer experience. We are continuing our journey to transform the transport network in Wales and deliver on our promises. I’d like to take this opportunity to thank all our staff and partners, who are helping us achieve our vision.”

Sara Holland, Transport for Wales Rail Services Rolling Stock Director said: “Passenger safety, security and comfort is our priority. As an agile and flexible supplier, Vivarail are working with us to design and manufacture rail solutions that work for us and our customers. We are really looking forward to bringing the new trains to North Wales later this year.”

Transport for Wales

Class 67 014 in Chiltern livery (the old W&SMR livery) with 1D34 09:53 Manchester Piccadilly - Holyhead passes Halton East on April 12th. *Nick Clemson*

Halton Curve: the countdown for Liverpool services begins

Transport for Wales is gearing up for the start of new hourly services linking north Wales and Cheshire to Liverpool which will begin in May.

From 19th May, Transport for Wales will begin its new services along the route in what has been described as a “major economic boost” for the region. A total of 215 new services per week have been created. Services will be hourly from Chester, calling at Helsby, Frodsham, Runcorn, Liverpool South Parkway (for John Lennon Airport) and Liverpool Lime Street. There will also be two direct services per day from Wrexham General and one direct from Liverpool to Wrexham.

Prices are now in retail systems with selected fares as follows:
•Wrexham General to Liverpool Lime Street Anytime Day Return £11.50
•Chester and Helsby to Liverpool Lime Street Anytime Day Return £7.50
•Frodsham to Liverpool Lime Street Anytime Day Return £7

James Price, Chief Executive of Transport for Wales, said: “Transport for Wales is investing £5 billion to transform the transport sector throughout the Wales and Borders network and we’re incredibly excited to see the introduction of the new services linking north Wales and Cheshire with Liverpool. It will be a major economic boost for the area and the fact Transport for Wales are delivering 215 brand new services a week, really underpins our commitment to building a better transport network for all. This project saw an immense amount of hard work, dedication and investment by so many individuals and agencies and shows just what can be achieved by collaborative working. We are approaching our first six months at Transport for Wales and this is another important milestone as we continue to deliver our vision.”

The new services are being introduced along the 1.5 mile long Halton Curve as part of Network Rail’s Great North Rail Project involving extensive upgrades to track and signalling meaning that the line was able to operate a new hourly service, in both directions, between Liverpool and Chester/Wrexham.

The project follows decades of hard work by local campaigners and significant work and investment by DfT, Welsh Government, Liverpool City Region, Merseytravel and Network Rail.

Services on the line all but stopped in May 1975, although the route was kept open with an occasional summer only parliamentary service from Chester to Runcorn.



Steve Rotheram, Liverpool City Region Combined Authority Metro Mayor, said: “One of the Combined Authority’s key aims is priorities is to deliver major improvements in connectivity for our area. The Halton Curve is one of many ambitious rail schemes across the Liverpool City Region that have been delivered by the Combined Authority, working together in partnership with a number of organisations. Thanks to this, there are now more frequent trains between Liverpool and Chester and the first direct services between the city and Wrexham since 1975.
With future plans to expand further into North Wales and an aspiration for direct Liverpool to Cardiff services, this is just the start of us realising the potential benefits that re-opening the Halton Curve will bring.”

Marcus Barnes, senior sponsor at Network Rail, said: “The Halton Curve is a relatively small stretch of track in Frodsham, but it unlocks a wealth of leisure and business opportunities for the Liverpool City Region, its airport, Cheshire and North Wales. Our track and signalling upgrades, to allow trains to run in both directions on the line, were completed in May last year. It’s incredibly exciting that the Halton Curve will soon reach its full potential with new services between Liverpool and Chester, with some services on to Wrexham. This is another great example of the Great North Rail Project in action.”

Marina Farey from the North Cheshire Community Rail Partnership said: “Services commencement via Halton Curve is a significant event for our area. It will open up opportunities for our local communities and contribute to social and economic development in Cheshire and Merseyside.”





On May 4th, Class 158 826 calls at Smethwick Galton Bridge with a Birmingham International service. *Paul Godding*

Class 158 841 stands at Wolverhampton on May 4th with a service to Birmingham International. *Paul Godding*

Transport for Wales

Class 175 103 calls at Helsby on April 6th with a Manchester Piccadilly - Holyhead service. *Brian Battersby*



Class 158 830 and 158 823 stand at Wellington on April 20th working a Birmingham - Shrewsbury service. *Richard Hargreaves*



Class 150 284 stands at Helsby on April 6th working a service to Chester. *Brian Battersby*

Units: DMUs and EMUs



Northern's Class 150 205 and 319 383 are seen at Blackpool North on April 20th. *Richard Hargreaves*



South Western Railway's Class 450 093 passes St. Cross, Winchester with a London Waterloo service. *John Sloane*



Northern's Class 153 358 is seen at the rear of the 11:15 Manchester - Leeds service, headed by 158 752, passing Eastwood on March 25th. *Nick Clemson*

Units: DMUs and EMUs

Northern's Class 150 145 calls at Helsby on April 2nd with a service to Ellesmere Port. *Brian Battersby*



South Western Railway's Class 444 037 passes St. Cross, Winchester working a service to Portsmouth Harbour. *John Sloane*



East Midlands Trains' Class 153 372 working 1K13 Derby - Crewe service, passes Stenson on April 16th. *Stuart Hillis*

Units: DMUs and EMUs

Northern's Class 142 070 slows for its Todmorden stop with the 13:19 service from Blackburn to Southport service on April 9th.
Jeff Nicholls







Units: DMUs and EMUs

South Western Railway's Class 450 564 passes St. Denys with a London Waterloo Semi Fast service. *John Sloane*

East Midlands Trains' Class 153 379 working the 1K13 Derby - Crewe service passes Stenson on April 1st. *Stuart Hillis*

On April 13th, East Midlands Trains' Class 158 780 arrives at Beeston working a Leicester - Nottingham - Lincoln service.
Richard Hargreaves

Units: DMUs and EMUs



An unidentified Northern Class 150 looks rather insignificant compared to the magnificent Todmorden Town Hall as it nears the town's station with the 12:20 service from Leeds to Southport on April 9th. *Jeff Nicholls*



Great Western's Class 158 798 passes St. Denys with a service from Portsmouth. *John Sloane*



London Northwestern Railway's Class 350 258 arrives into Wolverhampton on April 20th with a service to Birmingham New St.
Richard Hargreaves

Units: DMUs and EMUs





On April 19th, Southern's Class 377 453 approaches St. Denys working a Southampton - Brighton service. *John Sloane*



Northern's Class 319 364 runs down Boars Head Bank heading into Wigan with a Liverpool bound service on April 10th. *John Sloane*

A Grand Central Class 180 service rolls into Halifax, West Yorkshire on March 29th with the 1A63 10:22 Bradford to London Kings Cross service. *Michael Lovatt*

Units: DMUs and EMUs

South Western Railway's Class 444 040 works the 1W54 Weymouth to London Waterloo service past Worting on April 23rd. *Michael Bennett*



Northern's Class 155 345 departs from Halifax on March 29th with the 2W08 10:03 Huddersfield - Leeds service. *Michael Lovatt*



South Western Railway's Class 159 005 and 159 017 working the 14:26 to Exeter are seen at Andover on April 14th. *David Lindsell*

Units: DMUs and EMUs







Great Northern's Class 365 532 passes Class 67 002 as it arrives at London Kings Cross on April 9th. *John Sloane*

Northern's Class 150 272 leads 150 205 down Copy Pit with 2L74 09:19 Blackburn - Southport service on April 11th. *Nick Clemson*

On April 10th, Northern's Class 142 023 is seen at the little photographed terminus station of Rose Hill Marple, about to depart with the 14:45 service to Manchester Piccadilly. *Barry Longson*

Units: DMUs and EMUs



Northern's Class 155 328, 155 324 and 158 784 pass high above Todmorden with the 12:36 Calder Valley route service from Leeds to Manchester Victoria on April 9th. *Jeff Nicholls*



Northern's Class 319 361 passes Balshaw Lane Junction on April 13th working a service to Blackpool. *John Sloane*



South Western Railway's Class 450 098 passes Working on April 23rd working the 2B37 Poole to London Waterloo service. *Michael Bennett*

Units: DMUs and EMUs



A Great Western Class 158 crosses the River Itchen at St. Denys on April 3rd. *John Sloane*



On April 14th, South Western Railway's Class 159012 and 159021 are seen at Andover working the 16:26 to Exeter service. *David Lindsell*



Great Western's Class 166 219 working the 1O95 Bristol - Portsmouth Harbour service passes Heywood on April 28th. *Michael Bennett*

Units: DMUs and EMUs

On April 9th, a pair of Northern Class 142s cross Reddish Vale viaduct with the 16:30 Manchester Piccadilly to New Mills Central service. *Lee Stanford*

Units: DMUs and EMUs



Northern's Class 155 358 brings up the rear of the 11:36 Leeds - Manchester Victoria via the Calder Valley route, seen passing the rather Gothic looking Crow Nest Cottage at Hebden Bridge on April 9th. *Jeff Nicholls*



South Western Railway's Class 444 005 working a service to Weymouth passes St. Cross, Winchester on April 3rd. *John Sloane*



London Northwestern Railway's Class 350 241 passes Acton Bridge on April 8th working the 14:04 Liverpool Lime St. to Birmingham New St. service. *Barry Longson*

Units: DMUs and EMUs



Northern's Class 142 034 departs Preston on April 4th with a service to Colne. *Michael Lynam*



Northern's Class 142 056 is seen at Timperley on April 10th working the 11:02 Chester to Manchester Piccadilly service. *Barry Longson*



Still in unbranded FGW blue, Class 150 128 leads Northern's 150 120 into Wilmslow with the 15:50 Wigan NW to Alderley Edge service on April 10th. *Lee Stanford*

Units: DMUs and EMUs

Northern's Class 158 789, still in Saltire livery, crosses Lydgate Viaduct with 1B26 11:47 Preston - York service on April 11th.
Nick Clemson

Units: DMUs and EMUs



Great Western's Class 165 132 working the 2O91 Swindon to Weymouth service passes Heywood on April 28th. *Michael Bennett*



Northern's Class 319 373, still carrying unbranded livery, arrives at Crewe with the 12:28 Liverpool Lime Street to Crewe service on April 10th. *Lee Stanford*



Great Western's Class 158 954 crosses Malvern Common on April 18th. The train will stop at Malvern Wells signal box and reverse back to Great Malvern station to form a service to Brighton. *Neil Pugh*

Units: DMUs and EMUs

Northern's Class 323 223 arrives at Wilmslow on April 10th with the 14:28 Liverpool Lime Street to Crewe service. *Lee Stanford*

West Midlands Railway's Class 172 212 crosses Malvern Common on a Hereford to Birmingham New Street service on April 20th. *Neil Pugh*

Radical proposals unveiled by Virgin Trains to reform rail by importing airline model

Train overcrowding and complex ticketing could be abolished, customer experience improved, and fares cut under radical ideas from Virgin Trains to overhaul the UK's rail industry. As part of a root-and-branch reform, Virgin has called for long-distance rail services to be operated along similar principles to airline routes, with passengers reaping the rewards of greater competition. Standing on trains would be all but abolished through a reservation-only system which guaranteed every customer a seat in normal operations, while today's complex and confusing mix of tickets would be replaced by airline-style ticketing, with one fare available at any given time for any one service. The model would also generate higher private sector investment in rail by giving operators longer-term control of rail businesses, enabling them to focus on customer satisfaction over the long-term rather than managing short-term operating contracts. The proposals are Virgin Trains' contribution to the debate around rail's future and the Williams Rail Review. This was launched by the Government in September to consider reforms which would better serve train customers and taxpayers. Virgin Trains' submission draws on more than 20 years of operating long-distance rail services, during which time it has led the sector on customer satisfaction, growth and innovation while also driving up payments to taxpayers.

Patrick McCall, Senior Partner, Virgin Group, said the review offered a "once in a generation" opportunity, urging the review's chairman, Keith Williams, to back "fundamental and bold reform" to benefit passengers over the coming decades. This submission was written before the recent Government decision to disqualify our bid for the West Coast Partnership. However, we believe the recommendations are more pertinent than ever given this news. Keith Williams has said that franchising cannot continue as it is now, and it is clear we need systemic industry reform which is driven by principles and a whole-system redesign. Indeed, it is highly questionable whether any franchises can be let sensibly, or robustly, as things stand. This will not be an easy fix. Every option will have downsides and there will be some difficult decisions to be made.

But there should be no dogmatic fixation on models or ownership. Instead, we must develop a system which optimises the benefits for passengers, taxpayers and communities and which enables train companies to evolve as the world evolves around them. We must be both visionary and pragmatic," Patrick said.

Virgin Trains' key recommendations include:

- An airline style model for long-distance operators which would see them competing against each other via slots that they own indefinitely
- A modified, devolved and longer-term franchise system for short distance commuter routes which would be integrated with devolved infrastructure management by local governmental bodies
- A more positive development environment for stations
- Creation of a single independent and strategic regulator

The submission calls for track and train to be re-aligned on commuter routes, with responsibility for rail infrastructure and franchising devolved to appropriate regional authorities.
On long distance routes, where there is greater customer choice between competing modes of travel, overly-specified franchises and regulation would be replaced by a market-driven approach, giving operators freedom to innovate and respond to customer demand. The move to an airline model would see operators take part in auctions for bundles of train services, allowing customers greater choice than at present with multiple operators competing against each other. Market forces would drive the quality of customer services up and fares down.

While the model could be widely-applied on the UK's long-distance routes, Virgin's submission suggests that the East Coast route or new HS2 services would be the most straightforward initial starting points for the new system. The reforms would also help drive better value for money, increasing the benefits for taxpayers, by ensuring operators were incentivised to sell all the seats on trains and invest over the long-term, the submission concludes.



On April 20th, Class 390 039 recently named 'Lady Godiva' arrives into Wolverhampton.
Richard Hargreaves

Virgin Trains



A different view at Moore on April 8th as a Virgin Pendolino hurries south working the 09:04 Glasgow Central to London Euston service. *Barry Longson*



Class 390 010 passes 390 130 at Acton Bridge on April 29th. *Brian Battersby*



Class 390 050 heads north through Daresbury with the 1P91 06:46 London Euston - Blackpool North service on April 12th. *Nick Clemson*

Scotrail

Class 314 207 is seen at Paisley Gilmour Street working 1W33 10:57 Glasgow Central to Wemyss Bay on March 22nd. *Kevin McCormick*

Scotrail



Class 314 210 is seen at Glasgow Central having arrived on 1G04 10:54 Gourock to Glasgow Central and is ready to form 1G05 11:55 Glasgow Central to Gourock. *Kevin McCormick*





Class 314 208 is seen at Langside in the rain working 2M94 11:45 Glasgow Central to Newton on March 22nd. *Kevin McCormick*

Class 385 016 is seen alongside 380 008 at Glasgow Central on March 22nd. The Class 385 was working training runs shuttling between Glasgow Central and Gourock for much of the day. *Kevin McCormick*

Nose to nose, Class 314 203 has arrived into Glasgow Central on 2D34 14:35 Paisley Canal to Glasgow Central and before long is joined in Platform 14 by 314 216. *Kevin McCormick*

Scotrail

On March 22nd, Scotrail liveried Class 314 208 is seen in Glasgow Central awaiting departure on the 2M94 11:45 Glasgow Central to Newton service. *Kevin McCormick*



Class 314 209 is seen at Paisley Canal in the gloom, having arrived on 2D31 13:42 Glasgow Central to Paisley Canal service, March 22nd. *Kevin McCormick*



Class 314 205 calls at Langside on March 22nd working the 2O34 11:51 Glasgow Central to Glasgow Central (Cathcart Outer Circle) service. *Kevin McCormick*

Scotrail

On April 24th, the 2H56 08:02 service from Wick to Inverness, crosses the River Shin on Oykel Viaduct with Class 158 714 in charge.
Jeff Nicholls



An immaculate Class 08 648 shares the spring sunshine with 08 523 outside Inverness depot on April 25th. *Jeff Nicholls*



The platform lamps at Kingussie perform guard of honour duties for the entry of Class 170 418 with the 13:36 from Edinburgh to Inverness on April 26th. *Jeff Nicholls*

Scotrail



Class 158 722 waits time in the sunshine at Tain with the 12:34 from Wick to Inverness on a sunny April 24th. *Jeff Nicholls*



Class 170 418 rolls to a halt in Kingussie station with the 13:36 from Edinburgh to Inverness on April 26th. *Jeff Nicholls*



Class 66 302 hammers south through Aviemore with the McTesco Express on April 27th. *Jeff Nicholls*

Blackpool Trams



On April 20th, Boat tram No. 227 calls at Bispham working a service to Pleasure Beach.
Richard Hargreaves



Brush Railcoach No. 621 approaches the Bispham tram stop on April 20th.
Richard Hargreaves



One of two pink liveried 'Flexity' trams passes Pleasure Beach, heading to Starr Gate. This is No. 003, the other pink one is No. 016.
Richard Hargreaves

Blackpool Trams



Balloon trams Nos. 713, 700 and 701 are seen at Pleasure Beach on April 20th. *Richard Hargreaves*



Boat tram No. 600 on a service to Pleasure Beach passes 'Tram Shop' Balloon No. 711 at North Pier. *Richard Hargreaves*



Balloon No. 717 waits departure time at Pleasure Beach with a service to Little Bispham on April 20th. *Richard Hargreaves*

Heaton Park Trams





Blackpool's Brush car No. 623 is seen at Lakeside on April 7th. *Steve Stepney*

Built in 1901 by Hurst Nelson for the Hull Corporation, No. 96 originally ran as an open top double deck car but was totally enclosed about 1930. It moved to Leeds after trams finished in Hull before finally retiring in 1959. *Steve Stepney*



Manchester Metrolink

On April 2nd, trams Nos. 3057 and 3030 are seen at Altrincham on services to Piccadilly and Bury respectively. *Michael Lynam*

Manchester Metrolink



Trams Nos. 3022 'Spirit of Manchester' (Manchester Bee livery) and 3021 depart Altrincham with a service to Bury. *Michael Lynam*



Tram No. 3007 arrives at Navigation Road from Altrincham with a service to Piccadilly. *Michael Lynam*



Work is well underway at the Pomona tram stop, where the junction has been installed for the new line to Trafford Centre. *Michael Lynam*



West Midlands Metro

West Midlands Metro tram No. 17, now equipped with batteries, is seen at St. Chads tram stop on April 4th. *Keith Hookham*

GTR gives passengers free on-train Wi-Fi

Passengers travelling with Southern can now log on to free Wi-Fi on all 299 of its trains now that engineers from parent company Govia Thameslink Railway have completed a massive installation programme.

The technology is also available on all 27 Gatwick Express trains as well as almost all those on Great Northern. The main exception on Great Northern is the Moorgate fleet which, by the end of summer, will have been fully replaced by brand new, Wi-Fi-enabled carriages.

Over 20 staff from Govia Thameslink Railway's engineering team have worked a total of 40,000 hours overnight to fit the technology to around 420 trains, which is the vast majority of the fleet. In the process they've used enough cable to stretch from London Victoria to Brighton station.

The complex process involves installing over 120 components to each train with extensive testing to ensure each carriage has a good signal. With trains travelling up to 100 mph, the system depends on antennae linked to multiple 4G data providers.

Shakeel Mamanji, GTR's Rolling Stock Contracts Manager, said: "The project to fit Wi-Fi to our trains has been hugely successful. Managing the installation on so many trains and train types in such a short space of time, while ensuring we still have enough available for service, has been a challenge.

"I'm delighted that, thanks to the skill of our engineering team, the project went incredibly smoothly, and customers will now see an instant benefit to their journeys."

Trains are not the only place passengers can log on. The technology is also available at 105 stations across the network, which was installed in 2016.



Fares Advice with RailUK

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

Joined up railway?

Went to watch Forest today at Sheffield United (what a mistake!) and travelled by train. Outbound by Northern, Nottingham to Leeds trains, pretty busy but not bursting at the seams, arrived on time but no revenue protection on the train at all before Sheffield.

Coming back, EMT had put on an extra from Sheffield direct to Nottingham, no intermediate stops and formed of an HST. Excellent you might think and demonstrates flexibility and some forward planning (1R99, 14:50 Sheff-Nott).

However it all falls apart in the implementation. The cheapest ticket between Nottingham and Sheffield is a Northern only one, which of course the vast majority of supporters had. The platform staff were, rightly I suppose, informing everyone that their ticket was not valid on the extra service.

The result?

An 8 coach train leaves almost entirely empty and a huge number of people board the next Northern service which was formed a single class 150/2. No aircon, a hot day and crush loadings led to a very uncomfortable journey. And again no revenue protection so we could have done the entire journey for free if we were that way inclined (which we are not).

I find it quite depressing that someone was obviously thinking on their feet in providing the extra service but the benefits were not reaped because of lack of communication on the ground. I assume EMT could have collaborated with Northern and accepted their tickets but they did not. The net result being that the extra need not have run at all and lots of people having a very uncomfortable journey.

Name on tickets

Q:I have been buying train tickets online for my mother for over a decade now.She is in her 70's and is not too 'au fait' with the internet is the reason.The accounts I use are all in my name and hence the tickets actually have my surname on rather then hers (she reverted back to her maiden name after divorce).This has never been a problem on her many visits to Scotland to see family. When I booked 2 sets of tickets for her to go to Darlington and Edinburgh recently I forgot to tick the 'pick up tickets from designated station' box for the Darlington trip so instead I had to print off the tickets airline style.When reading the printed off train ticket I saw in the bottom right corner my name and the following 'This ticket is only valid when presented with a valid form of ID issued in the name of the person holding the ticket'.I am not travelling with my mother on this occasion,so my question is is she technically breaking the law and may get in to trouble and asked to pay another fare or could she even get prosecuted for fare dodging ?

A: "Print at home" tickets, which look somewhat like airline boarding passes or European train tickets, can only be used by the nominated person whose name is printed on the ticket, and you are correct that it may be a criminal issue if she attempts to use a ticket issued to you.

Ask the retailer of the ticket to reissue the tickets as e-tickets, which do not have this restriction. They are provided as PDFs as well as in-app tickets for most retailers. You can present them in any format you like.

By the way, when you select 'pick tickets up from designated station', you can actually pick them up from any station with a ticket machine or ticket office (with the exception of nonsense with Merseyrail in the Liverpool area). They just make you select a station so that you can't select pickup from a station that doesn't have the facilities to pick up tickets.

And when it comes to requiring the card used for payment in order to pick up the tickets, some retailers require this, but others do not. Either way, if you request it from the retailer they will often 'unlock' a previously restricted booking to be 'any card collection'

Ticket Advice for All

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

Colas Rail tamping machine No. DR73923 buzzes past Church Brampton working the 14:03 Willesden PRDC to Kings Norton OT Plant Depot on March 25th. *Derek Elston*

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



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10+ Price: £26.50 EACH

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

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



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On April 6th, in the early morning light, LMS Stanier 8F No. 48151 pilots SR Merchant Navy Class No. 35018 'British India Line' through Keer Holme on a Carnforth to Redmire railtour.
Colin Kennington



On April 6th, near Purton, GWR Castle Class No. 7029 'Clun Castle' blasts past with Vintage Trains' 'The Cotswold Explorer'. The railway vehicle next to 7029's tender is a GUV (Goods Untility Van) which carries extra water which saves this loco stopping too often for water.
Ken Mumford

Greater Anglia performance amongst best of last 20 years

Punctuality on parts of the Greater Anglia network in March was amongst the best of the last two decades, with performance improving for the fourth month in a row, according to the latest statistics.

On average across the network more than nine out of ten trains were on time, with punctuality even better than that across many routes.

During the four weeks from 3-31 March, 91 per cent of Greater Anglia trains were on time, with punctuality on the Great Eastern Mainline between London Liverpool Street and Essex and Suffolk hitting 94.8 per cent - the best figure in almost six years and one of the best month's performance results of the last 15 years.

Meanwhile performance on the Intercity service between Norwich and London was 93.1 per cent – one of the top four months for performance of the last 20 years.

Average punctuality for Greater Anglia's rural lines was 90.5 per cent, although performance on individual lines was much higher in some cases.

The top five performing routes on the Greater Anglia network in March were Norwich-Sheringham, at 96.9 per cent, Norwich-Lowestoft, 96.1 per cent, Marks Tey-Sudbury, 95.9 per cent, London-Colchester/Clacton/Walton 94.9 per cent and London-Southend/Southminster 94.3 per cent.

Performance on the Ipswich-Felixstowe line was the best it has ever been, at 94 per cent.

Jay Thompson, Greater Anglia train service delivery director, said: "We've been working really hard to improve our performance, and it's good to see that for the fourth railway performance period in a row punctuality has increased.

"We know how important it is to our customers that our trains run on time. Our focus now is to get a consistent level of service across the whole network – to get all our punctuality statistics into the 90s, or better, on all of our lines.

"We are carefully monitoring all of our services, looking at what causes every single minute of delays and how to prevent a similar delay another time.

"We're working closely with Network Rail to react faster when delays occur and to get services running back to normal as quickly as possible.

Steve Hooker, Network Rail Anglia chief operating officer said: "We introduced a new performance improvement campaign called Every Second Counts four months ago, which focuses on the top eight causes of delay, and put aside a £10m booster fund to tackle these key areas.

"The early results are promising, but we are not complacent and will continue to seek better ways to improve reliability for our passengers. Together with Greater Anglia, we're working harder and in smarter ways to improve train punctuality and make journeys better for everyone."

On the West Anglia route, between Cambridge and London Liverpool Street, performance was 86.7 per cent, but the first three months of this year have improved on 2018 – up from 85.7% to 87.8%.

Additional initiatives Network Rail is undertaking on the West Anglia route are expected to further increase punctuality in the coming months.

At the same time, Greater Anglia, is looking at other improvements which might be made, including adjusting stopping patterns of trains to prevent persistent delays.

Other punctuality results by line include London/Harwich 93.5 per cent, London-Ipswich/Norwich 93 per cent, Norwich-Great Yarmouth 92.5 per cent, East Suffolk 92.5 per cent, Ipswich/Peterborough/Cambridge 87.6 per cent and Norwich-Cambridge 78.3 per cent. Performance on the Norwich to Cambridge line is now starting to improve after Network Rail undertook work to remove a major speed restriction, relating to track condition, which had been the primary cause of delays on the route.

Performance figures, including cancellations and shortened trains are available on the Greater Anglia website.

The statistics quoted are the latest Public Performance Measure (PPM) figures for 3-31 March.





On April 12th, LNER A3 No. 60103 'Flying Scotsman' is seen heading through Andover returning with its support coach from its stay at the Swanage Railway in Dorset to Southall, London. *David Lindsell*

Network Rail's MPV Nos. DR98927 and 98977 pass St. Cross, Winchester on April 3rd. *John Sloane*

Rutherglen works on track to improve reliability



Network Rail has successfully delivered £5m of investment to renew track and points (rails which move to transfer trains from one line to another) on the West Coast Main Line through Rutherglen.

More than a mile of track and six sets of points were renewed on four consecutive Sundays during April, and during a three-day line closure over the Easter weekend, to improve the reliability of the line thorough Rutherglen and across Shawfield junction.

Shawfield is a key location on the West Coast Main Line between Glasgow Central and London Euston - one of the busiest rail routes in Britain. The work means the junction will not need renewed for another 30 years.

In all more than 2,600 sleepers, 6,600t of ballast and 3,100m of rail were removed and replaced around Rutherglen over three weekends, before 11 engineering trains, and three specialist Kirow cranes worked over the Easter weekend at Shawfield to cut up and remove existing points and lay 50 new pre-assembled track panels.

Liam Sumpter, Chief Operating Officer for Network Rail Scotland, said: “We’d like to thank both passengers and our lineside neighbours for their patience while this vital investment has been taking place.

“The West Coast Main Line plays a key role in the economic life of the country – carrying both passengers and freight – and this work will help improve its resilience and reliability.

“The project we have delivered throughout April is a significant investment in the long-term future of our railway.”



Class 07 007 is seen at Eastleigh Works on April 3rd. *John Sloane*



Class 73 133 is seen outside Eastleigh Works on April 18th. *John Sloane*

Economic and green boost for the Peak District as £14m rail freight scheme unveiled

A new £14m railway extension has been unveiled in Buxton which will boost productivity in the UK construction sector. Network Rail has transformed a disused council tip into 430 metres of railway sidings so longer freight trains can serve local quarries.

The Great North Rail Project investment means freight firms DB Cargo and Freightliner can now increase their number of wagons on each train from 18 to 26.



This allows up to 2,500 tonnes of stone to be transported during each load, providing a boost to UK building projects and the environment.

Each freight train takes 76 lorries off local roads and every tonne of freight carried by rail cuts carbon emissions by 76%.

Martin Frobisher, managing director of Network Rail's London Northern Western route, said: "We're really pleased that this upgrade will give both a boost to the UK economy through greater productivity, as well as improving the local environment by reducing the reliance on lorries which cause congestion and produce harmful CO2 emissions."

Andrew Sumner, head of industrial sales from DB Cargo UK, said: "This is a significant development for rail freight in the Peak District and will go a long way to relieve some of the constraints we face in the area. This is another example of a successful partnership approach between operators, industry bodies and stakeholders working together to develop and innovate the industry - we are stronger together."

Adam Cunliffe, chief commercial officer at Freightliner, said: "The extended sidings at Buxton mean that we can run longer trains with more wagons, helping deliver an increase in the movement of freight by rail in the area and all the associated economic and environmental benefits that brings."

Chris Swan, head of rail at Tarmac, said: "With capacity challenges across the rail network, these new sidings at Buxton will enable Tarmac to transport higher volumes of material on bigger trains, supporting the efficient and sustainable delivery of a growing number of major infrastructure and development projects across the country."

Dai Larner, executive director at High Peak Borough Council, said: "We're delighted with this major investment project in our local rail infrastructure. It brings this land back into productive use and delivers real – and very welcome - benefits for residents, the quarrying industry and everyone using our road network by reducing the amount of freight being transported by lorry."

Paul McMahon, managing director of Freight and National Passenger Operators at Network Rail, said: "At Network Rail we want to work with our current and potential customers to grow the amount of freight we're transporting by rail. It's through innovative schemes like this that we're making rail an attractive and increasingly viable mode of transport."

A car and household waste had to be safely disposed of during regeneration of the former council tip.

The area has now been landscaped to sympathetically blend into the surrounding countryside.





London Northwestern Railway's Class 350 370 now carries Cadbury World branding. Seen here at Crewe on April 20th. *Richard Hargreaves*

On April 8th, Class 57 312 'Solway Princess' hauling Great Northern's Class 313 026 from Hornsey (North London) to Sims Metals at Newport docks passes through Swindon. The EMU heading for scrap. *Ken Mumford*

Passengers advised to check before they travel as East Coast Main Line investment programme ramps up

Passengers using the East Coast Main Line which links Scotland, the north east of England and London King's Cross, are being advised to plan ahead as investment in the line will affect services during 13/14 July and August bank holiday. Outside King's Cross station work is underway to re-lay 1.5miles of track in a simpler layout and increase the number of tracks into the station from four to six by reopening a disused route through a railway tunnel. The project will also upgrade the signalling system and overhead line equipment.
During the weekend of 13/14 July, Network Rail engineers will remove old signalling cables from the disused railway tunnel in preparation for laying new track, which will take place later this year. During this work the signalling which controls train movements will be out of service on some of the platforms which means a reduced service will run.

A dedicated website giving the most up to date passenger information has been developed. This can be found at http://eastcoastupgrade.co.uk/

The work is part of the East Coast Main Line Upgrade which, once complete, will enable two more long distance trains to run each hour and reduce journey times. The rail industry is working to package the projects which are underway at several locations on the line together to reduce the number of times that passengers are disrupted and allow them to plan their journeys with confidence. The other significant planned disruption on the East Coast Main Line this year will be during the August bank holiday weekend. Work will take place at various sites between Peterborough and King's Cross and a complex track layout at Newark will be renewed. This will result in significant disruption affecting the full length of the East Coast Main Line. The train operators who serve London on the route are advising passengers not to travel on 24 and 25 August. Work at Newark will continue on Bank Holiday Monday 26 August, with a reduced train service running and operators are advising passengers to travel either Friday or Tuesday if possible.

Rob McIntosh, Route Managing Director at Network Rail, said: "This is a once in a generation opportunity to transform rail travel for the millions of people who use the East Coast Main Line every year. A project on this scale does inevitably bring disruption and we would like to reassure passengers that we are doing all we can to keep this to a minimum; this includes working incredibly closely with train operators to keep passengers informed of the changes to services. Once completed, the East Coast Main Line Upgrade will ensure that we can continue to meet the needs of the communities and economies that our railway serves."

LNER Safety and Operations Director Warrick Dent said: "Our new Azuma trains will be introduced from next month, and with new trains we need new infrastructure, therefore by upgrading the approach to King's Cross we will unlock the full journey benefits of the fleet – delivering more trains and quicker journeys. We are working closely with Network Rail and the other operators to ensure that our customers are inconvenienced as little as possible throughout this key route upgrade. LNER customers, across our entire route, are strongly advised not to travel on Saturday 24 and Sunday 25 August; and we recommend that they travel Friday and Tuesday, booking a reservation to guarantee a seat, where possible."

GTR's Infrastructure Director Keith Jipps said: "We welcome the benefits to our passengers that these investments will bring, and we will work closely with Network Rail to limit the inevitable short-term disruption while the work is carried out. There will be a reduced service on 13-14 July but the biggest impact will be on 24 and 25 August when passengers are advised not to travel. More information will be made available closer to the date."



Tom MacLaclan, Commercial and Customer Experience Director at Hull Trains, said: "The essential upgrade works taking place at King's Cross will enable greater capacity and better reliability for our services and while there will be some changes while the works take place, ultimately, we are delighted that these works will have a positive impact on our customers. The Hull Trains team will be working hard to make sure we continue to connect Hull and East Yorkshire with London throughout this period. During this time, we will keep our customers up to date with any changes to their service via the on-board team, on our brand-new website and on social media."

Richard McClean, Managing Director at Grand Central, said: "As the long-distance passenger champion for overall satisfaction, we know that reliability, affordability and travel experience are key for our customers. We welcome this crucial investment in the East Coast Main Line, which will ultimately deliver more and better services and journeys for our passengers and complements our ongoing £9million train refurbishment programme. We will be working with Network Rail and other partners to do everything we can to keep our customers informed and keep disruption to a minimum."

Further, longer packages of work are still being planned by the industry. These will be advertised well in advance to enable passengers to plan ahead.





On April 13th, a CrossCountry 'Voyager' working the 1E44 11:47 Southampton to Newcastle service passes BR Standard Class 7 No. 70000 'Britannia' waiting to follow as far as Dorridge on a turning move, after working a railtour to Stratford upon Avon from Preston. *John Alsop*

On April 24th, Class 73 962 'Dick Mabbut', test coaches and 73 964 'Jeanette' on the rear passes Daisy Dell footbridge, Andover with a Woking to Woking via Fawley test train.
David Lindsell

Jumping sheep baa-red from the railway with dry-stone wall repairs

Network Rail is making sure ‘ewe shall not pass’ by restoring dry-stone walls along 11 miles of Cumbrian railway to stop sheep getting on the track. Over the last year, Swaledale sheep cleared boundary walls 29 times, straying onto the iconic Settle-to-Carlisle railway line. With services travelling through the area at up to 60mph, this puts the sheep in harm’s way and it risks delaying train passengers if trains hit the animals.

As part of a £50,000 scheme, Network Rail inspected thousands of metres of dry-stone wall before repairing sections of it.



Traditional methods were used to sympathetically fix the dry-stone walls to original standards between Risehill Tunnel and Garsdale.

Network Rail staff worked in all weathers to carry equipment, materials and stone to and from particularly steep and hard-to-access trackside locations.

Sally Deacon, asset engineer for Network Rail, said: “Sheep on the line is no woolly issue. It’s a real problem and more common than you might think. It causes cancellations and delays to important freight and passenger services across the North.

“We want sheep safely in their fields. And we want passengers moving safely and swiftly on their trains. This dry-stone wall work helps make that happen.

“We’ve worked closely with local farmers and the Yorkshire National Park to ensure our dry-stone wall repairs are in keeping with the local environment. This is to deter curious sheep from trespassing onto the railway.

Steve Hopkinson, regional director at Northern, said: “Our customers travel on the Settle and Carlisle line to take in the outstanding natural beauty of the area, but they certainly don’t expect to have their journeys interrupted by runaway ruminants.

“The vital work carried out by Network Rail will keep the sheep safe in their fields and allow our trains and customers to travel through the picturesque landscape without fear of delays caused by unwanted woolly trespassers.”

The work forms part of ongoing boundary fencing maintenance work carried out by Network Rail to keep the railway safe and trains running on time.

On April 19th, Class 37 294 is seen working services at Embsay, standing in for Great Western Railway 0-6-2T No. 5643. *Mark Enderby*



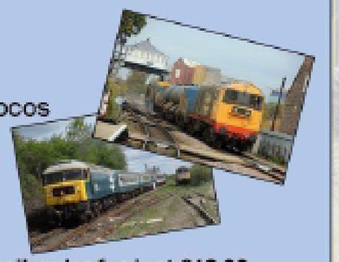
Loco Fleet List Ten

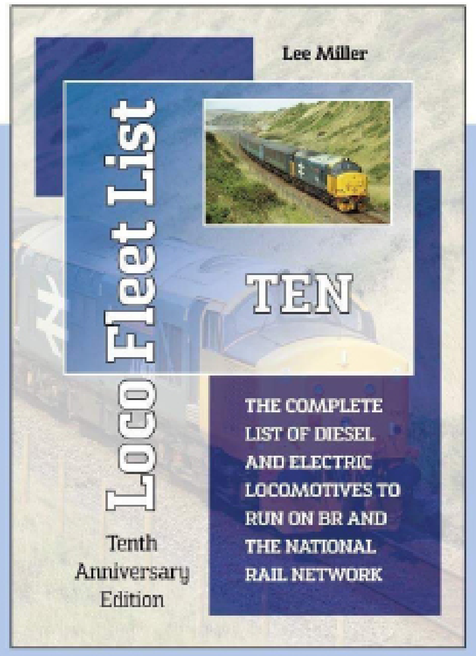
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Features:

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





Loco Fleet List Ten is available via mail order for just £12.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY or using Paypal when visiting the Loco Fleet Shop website.

Web:www.locofleetshop.co.uk Email:lee@locofleetshop.co.uk

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

GB Railfreight And British Gypsum Celebrate Contract Extension

GB Railfreight are pleased to announce they have agreed a contract extension with British Gypsum, which will see their partnership continue through to December 2021.

The extension will mean not only the continuation of GBRf's existing service from Southampton to British Gypsum's plasterboard plant in Robertsbridge, but the provision of further terminal services at Robertsbridge and additional rail haulage flow from AV Dawson in Teeside to British Gypsum's plant at East Leake, Loughborough.

The contract demonstrates GBRf's sustained support for the UK building sector, with gypsum forming the main constituent in many forms of plaster, blackboard chalk and wallboard.

An average of 10 services will run per week going forward, with the resource having been running on an ad hoc service out of AV Dawson for British Gypsum since November 2018.

John Smith, Managing Director of GB Railfreight, said:

"We are really pleased to see the continuation of this contract with British Gypsum. It marks GB Railfreight's continued commitment to the UK building sector, to which gypsum is an unsung hero.

It also underlines the important role that rail freight plays in helping the construction sector increase its sustainability. Each trainload can take up to 70 lorries off the road, therefore significantly reducing emissions."

Kevin Flinton, Senior Procurement Manager at British Gypsum, said:

"GBRf 's rail freight services play an important role in the success of our business, enabling the reliable flow of raw materials to our manufacturing plants and ensuring the supply of our products to the UK construction sector.

Our use of rail freight underlines our commitment to increasing the sustainability of operations in the UK and the addition of extra services highlights the health of our business and the strength of our partnership with the GBRf. "

On April 25th, Class 08 742 is seen on a low loader in the lorry park at Leicester Forest East services on its way to Barrow Hill, near Chesterfield from Dover. *Allison Twycross*

New platforms on-track for Glasgow Queen Street



The transformation of Glasgow Queen Street station has entered a new phase as engineers begin work to complete the extension of the station's platforms.

From April 15 until mid-June, work will be taking place behind the hoardings on the main concourse to create new buffer end stops for the extension of platforms two, three, four and five.

The platforms are being extended so longer electric trains can use the station, delivering more seats and faster journeys for customers as part of the £120m redevelopment of Glasgow Queen Street.

In order to install new infrastructure, the circulation space on the main concourse will be adjusted with the hoardings moving a further five metres into the station.

From mid-June until the end of the month, engineers will then be working in front of platforms two and three to uncover a space beneath the concourse that was originally excavated during the 2016 Queen Street closure.

Re-covered with a temporary concourse while other elements of the station redevelopment were being delivered, this previously-excavated area will form the basis of the 26m extension to platforms two and three.

Platforms two and three will be out of use throughout July while engineers complete the connection to the platform extensions and extend overhead lines, install coping stones, rebuild sections of platform wall and carry-out surfacing works.

Kevin McClelland, route delivery director for infrastructure projects, said: "The new-look station is beginning to take shape with the steel frame of the extended station building now in position and work underway to create the new concourse.

"Over the summer, our focus will also move back into the operational station area as we work to complete the longer platforms needed for the new electric trains which are now running on routes across the central belt.

"We will be working hard to complete the platform extensions as quickly as possible for customers and have phased the delivery of the new infrastructure to reduce disruption to services to a minimum."

Bill Reeve, Transport Scotland's Director of Rail, said: "These forthcoming works mark another significant milestone in the delivery of this iconic station development.

"The Queen Street Station project is a key part of the Scottish Government's wider rail investment and, once delivered, will radically improve the gateway to the city and beyond. At the same time, it will provide faster, greener, longer services between Glasgow and Edinburgh, making rail an even more attractive travel choice for commuters and visitors alike.

"Every effort will be made to minimise the inconvenience to passengers during these works which are a precursor to the opening of the longer platforms later this year and the full station in March next year."

A further phase of work will take place between mid-September and mid-October to extend platforms four and five.

Once completed, in 2020, the Scottish Government-funded redeveloped station will provide extended platforms for longer trains of up to eight carriages and an expanded concourse in a contemporary and distinctive building.





Gloucestershire Warwickshire Railway's GWR Churchward 2800 Class 2-8-0 No. 2807, built in 1905, passes through Hayles Abbey Halt on April 16th. *Neil Pugh*

£1.6 million depot upgrade to improve Highland train performance

The ScotRail Alliance has installed new equipment at Inverness Depot to improve train performance in the Highlands.

A new £1.6 million mobile wheel lathe has been installed which will improve the performance and reliability of services between Inverness and Aberdeen, Kyle of Lochalsh, Wick and Thurso.

The machine reprofiles train wheels - which can become misshapen – removing any imperfections or flat spots which have developed, keeping the wheels completely round without having to remove the them from the train.

In the past this task would be time consuming and involved transporting the trains to the Central Belt at low speed to allow the work to be carried out.

The introduction of the new equipment also included the installation of new synchronised lifting jacks that allow two-carriage trains to be lifted at the same time, reducing the time it takes to service the train.

Both ScotRail's existing Class 158 trains - which operate to and from Kyle of Lochalsh, Wick and Thurso – and new fleet of high-speed Inter7City trains will be serviced at the depot.

The £1.6 million project was funded through Network Rail's Control Period 5 Scottish Network Improvement Fund, where investment was made available to deliver enhancements to the rail network and services.

ScotRail Project Manager John MacDonald said:

"The installation of the new wheel lathe at Inverness Depot will improve the performance and reliability of services in the region.

"Trains can now be serviced locally, allowing the depot to get them back in passenger service faster, saving valuable time.

"With the busy tourist season fast approaching, this is a real boost for the Highlands."

Transport Scotland's Rolling Stock Programme Manager Dougie Andrews said:

"Passengers across the Highlands will be delighted that this equipment is now being used to help enable trains to return to service quickly and provide a more reliable level of performance.

"This Scottish Government funding builds upon the significant on-going investment in infrastructure and rolling stock across the area, enabling more services and seats to be provided. This, in turn, is helping make rail travel a more attractive choice for commuters and leisure travellers in the north of Scotland."

Rainhill Trials 1829 - 2019

Rainhill Rocket is Coming Home!



Photo by Jim Johnson.

The Rocket 190 Group are excited to announce that the replica Rocket will be on display in Rainhill 25th - 27th May 2019.

Saturday 25th will host a model railway exhibition, a sports tournament and themed theatrical and musical performances. The Rocket will take pride of place in a parade along Warrington Road on Sunday 26th, joined by floats, dancing groups and bands, culminating in a village tea party. The festival will continue on Monday 27th with the acclaimed Rainhill Gala.

Throughout the weekend the village will be alive with activities including a flower festival, exhibition of Railway memorabilia, vintage vehicles, street performers and much more.

Join us for the celebrations and mark Rainhill's unique place in world transport history.
If you want to play your part, please contact the Parish Clerk
on rainhillpc@hotmail.co.uk or tel. 07565 524414,
or visit the Council news page at www.rainhillparish.org.uk.

First ever 385 electric train for Shotts

ScotRail has reached another milestone in delivering a better service for customers with the introduction of the first ever Hitachi class 385 electric train on the Edinburgh to Glasgow via Shotts line. Following the completion of the Network Rail £160m electrification of the line, the rail operator is now able to run electric trains along the popular route. This is another important step forward in delivering faster journeys, more seats, and better services for customers, with more than 50 of the class 385s now in use on seven different routes.

More electric trains will be added to the line in the coming weeks, with the upcoming May timetable change providing customers with more opportunity to travel on the newest trains in the fleet. Sunday services, which had been replaced by buses during the engineering works, have now been partly restored. The introduction of the new timetable in May will see those fully restored, in addition to the final two services of each weekday, which continue to be replaced by buses.

ScotRail Chief Operating Officer Angus Thom said:
"We are delighted to be introducing the first Hitachi class 385 electric train on the Shotts line and we thank customers for their patience during the improvement works. The class 385 trains have proven to be very popular and this is another important step forward for ScotRail as we provide customers with a vastly improved service, including more seats and improved journey times."





Did you Know - Ken Mumford

Some more of the nations oddities this month:

Some BR 9F notes

I came across this statement by O.S. Nock in his book, “THE LAST YEARS OF BRITISH RAILWAYS STEAM.” Concerning the Standard 9F 2-10-0s ‘one could use the Chuchillian idiom and say that never in the whole history of the steam locomotive had such an outstanding design been put to so little use.’

92004 was the longest-living 9F of just over 14 years
92210 was the shortest living 9F of just over 5 and a half years!

Did the 251 members of the 9F class represent the biggest waste of money? When the first was built in 1954 it was estimated to have cost £24,000, whilst the last 9F to be built in 1960 was estimated to have cost £34,000! Did the powers that were responsible for this waste of money think that it could ever justofy the cost of the building of these locomotives? BUT there were other classesteam locomotives built after 1948 that alsp had short carrers.

It has been said that one of the finest classes ever to run on our railway system had the shortest careers.

Hiding in Toilets

On November 21st 1964, the Swansea Railway Circle / Swansea District Model Railway Society Y Ddraig Goch (The Red Dragon) comprised of GWR Pannier Tank No. 9678 and 3 Mark 1 coaches.

The railway authorities in the sixties were not as paranoid as the current generation in decanting passengers for the slightest irregular train movement. However they decreed that everyone had to leave the train for one particular shunt. Needless to say no one wanted to miss the relevant piece of track and the toilets on the train were subsequently filled to overflowing.Fortunately no one bothered to check what was happening; if you couldn’t SEE anyone on the train, that was alright. If there was ever an entry in the Guinness book of records for the number of bodies in a train toilet, it was surely broken many times that day. The train had to empty out at Cymmer Corrwg then proceed over the viaduct to Cymmer West Jn and propel back to Cymmer Afan station to pick up the passengers again. A number of passengers,myself included, thought it would be ‘worth the risk’ to remain on the train during this move - hence the multiple occupation of the toilets!

National Rail

On April 12th, DR77907, a Plasser & Theurer USP 5000-RT Regulator heads back to Crewe having passed Daresbury 10 mins earlier with a Crewe - Carnforth working which was terminated at Warrington Bank Quay. *Nick Clemson*

A Different View





Great Western Railway posters at the Severn Valley Railway. *Richard Hargreaves*

A Different View

Built in 1872, the original station at Chinnor was demolished when closed in the early 1970s. *Richard Hargreaves*

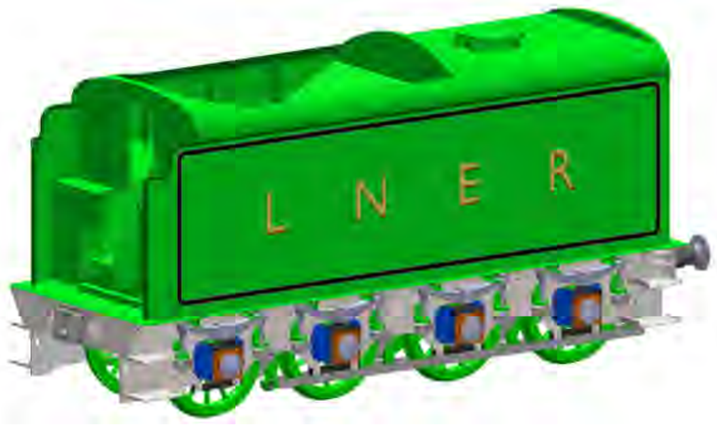
Preserved Railways

Keighley and Worth Valley Railway

The unusual cut-down-cab Class 08 “Ashburnham” was on yard pilot duties at Haworth shed on April 10th. Class 08 993 is one of a handful of surviving shunters with cut-down cabs from their days working on the Burry Port and Gwendraeth railway in South Wales, where the trackbed followed the course of an old canal, resulting in low bridges for the line to traverse. *Ben Bucki*

The Taff Vale tank loco No. 85 has recently been on long-term loan to the Embsay and Bolton Abbey Railway from it’s normal home. On April 11th, the veteran loco is seen at Ingrow West, having arrived by road the night before (along with the Coal Tank No. 1054, which had been visiting the Severn Valley). *Ben Bucki*

LET'S GET A TENDER BEHIND PRINCE OF WALES!



The project to build Britain's most powerful express passenger steam locomotive has announced a new £450,000 appeal to fund the manufacture the tender for new Gresley class P2 No. 2007 Prince of Wales. The A1 Steam Locomotive Trust has set itself the challenge of raising £450,000 through The Tender Club from 250 supporters each donating £1,500 (plus Gift Aid) to the project in up to 15 payments of £100 by standing order. The Trust is also pleased to announce that the order to manufacture the tender tank has been placed with North View Engineering Solutions of Darlington. The tender frames are currently under construction by I D Howitt of Crofton, Wakefield. The Gresley class P2 2-8-2 'Mikados' were the most powerful express passenger locomotives to operate in the UK.

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

If the project is to remain on schedule to complete No. 2007 by 2021, the Trust needs to take delivery of the tender frames and tank in autumn 2019. Following the success of The Founders Club (to get the project to the point of cutting the frames), The Boiler Club (to fund the construction of the boiler), The Mikado Club (to wheel the locomotive), The Cylinder Club (to make the cylinder block), The Motion Club (to fund the heavy motion) and the Dedicated Donations scheme the Trust has decided to establish The Tender Club to raise an estimated £450,000 required to manufacture No. 2007's tender.
In return for supporting this appeal, special benefits for members of The Tender Club include:

- Opportunity to buy ticket (seat already reserved) on one of the first trains hauled by No. 2007 Prince of Wales
- Reasonable access to No. 2007 at all times
- Opportunity to buy exclusive Tender Club badge
- Opportunity to join one of the teams building No. 2007
- First choice of other components to sponsor
- Special Tender Club day with Tornado
- Special limited-edition print of Stephen Bainbridge's 'Locomotives of the future' painting

The tender for No. 2007 Prince of Wales is based closely on the tender built for A1 class No. 60163 Tornado. The original P2 tenders were to the 1930s non-corridor built for the new A3 Pacifics being built at that time.The water capacity of the original design was 5,000 gallons, which at a typical consumption of 45 gallons per mile would provide a range

between water stops of 80 miles (with as safety margin). The tender for Tornado was re-designed to increase the water capacity to 6,250 gallons which increases the range to about 110 miles. The additional water capacity is at the expense of a reduction in coal capacity from 9 tons to 7½ tons. The tender tank will be a fully welded structure made from weathering steel (as used on motorway bridges and the Angel of the North) to provide improved resistance to corrosion.
The main visible differences with the new tender when compared to that of Tornado will be the curving inwards of the side sheets at the front to match the shape of the cab sides, and the extensive use of half round beading along the front and top of the sides and the top of the back of the tank.

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 engine wheelsets complete; materials for tender wheelsets including tyres, axles and wheel centres delivered;Preliminary discussions held with boiler manufacturers and forged foundation ring corners manufactured and machined; boiler design study commissioned; start made on boiler fittings with castings for combined injector steam and delivery valves; regulator castings delivered; superheater header cast and machined; 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 and spectacle 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 fitted to jig; jig trial fitted to the frames; Tender frame construction under way, axlebox and other tender castings ordered from William Cook Cast Products; Nameplates and chime whistle delivered; Significant progress on design and manufacture of pipework; Over £2m spent, £2.5m raised and £3.2m pledged of the required £5m.

Mark Allatt, P2 Project Director and Trustee, The A1 Steam Locomotive Trust, commented:
"We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. Thanks to our supporters' continued generosity, over £3.2m has now been donated or pledged. "We now want to turn our attention to the tender which is our next major manufacturing challenge. We have now placed the order for the tender tank with North View Engineering Solutions of Darlington and the tender frames are well underway by I D Howitt of Crofton, we now need to raise £450,000 through The Tender Club over the next few months. This will allow us to remain on-track for completion of the new locomotive in 2021. I would encourage all steam enthusiasts who haven't yet contributed to this exciting project to help us to meet these deadlines by becoming a member of The Tender Club or a monthly 'P2 for the price of a pint of beer a week' Covenantor. It's time to get on board! This year will see further major announcements as the construction of new Gresley class P2 No. 2007 Prince of Wales gathers pace."

To become a member of The Tender Club, email enquiries@p2steam.com, call 01325 460163 or visit www.p2steam.com for more information.

Photo: P2 tender CAD © Daniela Filova/ A1SLT

Preserved Railways

Chinnor and Princes Risborough Railway



Class 37 409, visiting from DRS for the lines diesel gala, is seen at Chinnor. *Richard Hargreaves*



Class 37 227 backs onto its train at Princes Risborough on April 6th. *Richard Hargreaves*



3-CEP No. 1198 is seen at Princes Risborough on April 6th. *Richard Hargreaves*

Preserved Railways

Chinnor and Princes Risborough Railway

Class 31 No. 97205 (31 163) recently repainted in Research Dept. livery, backs onto its next working at Princes Risborough on April 6th. *Richard Hargreaves*



Class 121 'Bubble Cars' Nos. W55023 and W55024 are seen in the headshunt at Chinnor on April 6th. *Richard Hargreaves*



Unique Class 17 'Clayton' No. D8568 runs round at Princes Risborough on April 6th. *Richard Hargreaves*

Preserved Railways

Foxfield Railway



On April 27th and in terrible weather, Class 33 102 stands at Dilhorn Park having worked a service from Caverswall Road. *Brian Battersby*



North British 0-4-0DH shunter Works No. 27876 of 1958 (D2911) is seen at Dilhorn Park on April 27th. *Brian Battersby*



North British 0-4-0 shunter No. 27876 is seen at a wet Caverswall Road on April 27th. *Brian Battersby*

Preserved Railways

Dartmoor Railway

"On my way back from my presentation at Plymouth the previous evening, I called in at Okehampton to explore the station and take photos for my DEVON BELLE presentation. Alas a hailstone downpour curtailed the visit, but I can highly recommend the station Buffet."
Ken Mumford





Preserved Railways

Severn Valley Railway

On April 24th, Class 40 106 arrives at Arley with a Kidderminster bound service.
Richard Hargreaves



Recently repainted and restored Class 09 107 is seen outside the shed at Kidderminster.
Richard Hargreaves



Class 50 031 is seen on the turntable at Kidderminster on April 24th. *Richard Hargreaves*

Preserved Railways

Severn Valley Railway

GWR 5101 Class Large Prairie No. 4144 departs Bridgnorth on May 6th with a service to Kidderminster. *Richard Hargreaves*

On May 6th, Class 50 035 is seen at Kidderminster TMD. *Richard Hargreaves*

Southern Railway West Country Class 4-6-2 No. 34027 'Taw Valley' is seen departing Kidderminster on May 6th. *Richard Hargreaves*





Severn Valley Railway

Class 50 044 and Class 52 No. D1015 are seen outside the diesel depot at Kidderminster on April 24th. *Richard Hargreaves*

Preserved Railways

Severn Valley Railway

Class 40 106 runs round its train at Bridgnorth on April 13th. *Phil Martin*

GWR 5101 Class Large Prairie No. 4144 waits departure time at Bridgnorth on April 13th with a service to Kidderminster. *Phil Martin*

Welsh Highland/Ffestiniog Railway

The Ffestiniog and Welsh Highland Railways operated their popular railtour 'The Snowdonian' on April 13th - a tour which runs over both railways, with specially rostered motive power. Doing the honours on the Welsh Highland leg this year were the new-build Southern Railway replicas "Lyd" and "Lyn", the latter visiting from the revived Lynton and Barnstaple Railway. With the mountains of Snowdonia behind, the special is seen in the early evening at Pont Croeser, heading back to Porthmadog. *Ben Bucki*

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Preserved Railways

Great Central Railway

On April 13th, Class 50 017 heads into Quorn and Woodhouse station with a Loughborough bound service. *Richard Hargreaves*



Class 47 117 approaches Quorn on April 13th with a Leicester North service. *Richard Hargreaves*



Class 14 No. D9537, visiting the line for the Spring Diesel Gala, is seen approaching Quorn and Woodhouse with a 'local' service to Rothley Brook. *Richard Hargreaves*

Preserved Railways

Mid Hants Railway

Class 08 377, posing as a ‘Thomas and Friends’ diesel shunter, departs Alresford on April 19th. *John Sloane*



BR Class 9F No. 92212 is seen at Alresford on April 19th, a ‘Thomas and Friends’ day. *John Sloane*



‘Thumper’ DEMU No. 1125 heads out of Alresford on April 19th. *John Sloane*

Preserved Railways

Ribble Steam Railway

Former Nidd Valley Light Railway Hudswell Clarke No. 1208 of 1916 'Illingworth' heads alongside the River Ribble. *Mark Enderby*



Hawthorn Leslie works No. 3931/1938 'Linda' and Hunslet 0-6-0ST Works No 3794 'Cumbria' are seen heading away from the marina with a service to Strand Road. *Mark Enderby*



Grant Ritchie No. 272/1894 hauls a freight across the marina bridge. *Mark Enderby*

From Scotland to Spa Valley!



The Spa Valley Railway in Tunbridge Wells, Kent is delighted to announce the visit of Class 27 27001 courtesy of the Class 27 Loco Group and Bo'ness & Kinneil Railway/Scottish Railway Preservation Society for the lines annual Summer Diesel Gala running from Friday 2nd to Sunday 4th August 2019.

Built in 1961 and outshopped from the Birmingham Railway Carriage & Wagon Works as D5347, the visit of the Sulzer Type 2 to the Spa Valley Railway will be the first of its class to visit the line. The visit of 27001 to the South East of England makes it the furthest South the locomotive has ever travelled and only the second Class 27 to visit Kent and Sussex post British Rail service.

The Class 27s were very rare visitors to the South spending the majority of their working lives in Scotland hauling a variety of train services.

27001 will be on hire throughout August 2019 before returning to Bo'ness after the late Summer Bank Holiday weekend. The Spa Valley Railway is extremely grateful to the Class 27 Loco Group and Bo'ness & Kinneil Railway/Scottish Railway Preservation Society for allowing this visit to take place.

The Class 27 joins previously announced visiting Class 42 'Warship' D821 'Greyhound' which is appearing courtesy of the Diesel Traction Group & Severn Valley Railway. The visit to Tunbridge Wells of 'Greyhound' will make it the first of the class to have traversed the line and also the first time the locomotive has operated away from its home at the Severn Valley Railway since 2014.

Limited Driver Experience opportunities remain for D821 on Monday 5th or Sunday 11th August, for just £350 you can Drive and 2nd Man 'Greyhound' for a total of 20 miles over the whole of the Spa Valley Railway.

Joining 27001 and D821 at the Summer Diesel Gala will be the Spa Valley's impressive home fleet of :
Drewry 2591 'Southerham'
Class 10 D3489 'Colonel Tomline'
Class 31 31430 'Sister Dora'
Class 33/0 33063 'R. J. Mitchell
Class 33/2 33201 (subject to repairs)
Class 73/1 73140
Class 207 DEMU 1317 and
Class 421 3CIG 1497.

During the gala an intensive two train timetable will be in operation including evening dining and real ale train services hauled by 27001 and D821. A first for 2019 will see DEMU 1317 operating alongside these evening dining/real ale train services recreating the latter days of the Tunbridge Wells to Eridge line when Thumper's ruled supreme, 1317 itself restored to its original 1985 condition when it operated some of the last trains over the line prior to closure.

To find out more about the Summer Diesel Gala or to book tickets please visit this page on the website

https://www.spavalleyrailway.co.uk/product.php/102/summer-diesel-gala

Visitors can reach Tunbridge Wells via the mainline station in the centre of Tunbridge Wells or choose to start their journey at the other end of the line at Eridge. Trains also come into Eridge from London and arriving passengers can cross the platform to pick up services run by the Spa Valley Railway from here to Tunbridge Wells.

Spa Valley Railway, West Station, Royal Tunbridge Wells, Kent, TN2 5QY

Photo: ©Howard Lewsey

Preserved Railways

Ecclesbourne Valley Railway



On a wet April 27th, Class 31 601 arrives at Duffield with a service from Wirksworth. *Class47*



Former EWS Class 08 shunter No. 08 605 stands at Duffield, giving Brake Van rides. *Class47*



Class 33 103 approaches Idridgehay on April 27th with a service to Wirksworth. *Class47*

Preserved Railways

Weardale Railway



Class 31 285 and 31 465 are pictured between Frosterley and Stanhope with the 10:20 Bishop Auckland to Stanhope on April 13th. *Steve Chapman*



Class 31 106 pauses at Frosterley with the 13:05 Bishop Auckland to Stanhope service on April 13th. *Steve Chapman*



Class 31 459 is seen between Stanhope and Frosterley with the 11:50 Stanhope to Bishop Auckland service. *Steve Chapman*

Preserved Railways

Weardale Railway



Class 31 190 is seen between Stanhope and Frosterley on April 13th with the 16:05 Stanhope to Bishop Auckland service. *Steve Chapman*



Class 31 465 departs Stanhope with the 14:40 Stanhope to Bishop Auckland service. *Steve Chapman*



Class 31 285 is pictured making its way towards Stanhope with the 15:55 Bishop Auckland to Stanhope. *Steve Chapman*

Preserved Railways

Stainmore Railway



On April 21st, 1949 built Peckett 0-4-0ST works No. 2111 'Lytham St Annes' is seen in charge of the days service. *Michael Lynam*



1875 built NER Fletcher 2-4-0 No. 910 is seen inside the shed at Kirkby Stephen East. *Michael Lynam*



Also inside the shed at Kirkby Stephen East was 1948 built Peckett 0-4-0 works No. 2084 'E C Tinley'. *Michael Lynam*

Preserved Railways

Barrow Hill



Seen outside for a change, in the yard on April 6th are Nos. E3035 (83 012), 85 006 (85 101 and E3061) and 84 001 (E3036). *Michael Lynam*





The restoration of Deltic No. D9015 'Tulyar' continues in the Deltic Preservation Society's workshop. *Michael Lynam*

HNRail Class 20 314 and 20 311 along with GBRf liveried 20 901 are in the yard on April 6th. *Michael Lynam*

Preserved Railways

Epping and Ongar Railway



Class 121 Driving Trailer Second No. 56287 and Class 117 Driving Motor Standard No. 51384 arrive at North Weald on April 27th. *Steve Chapman*



Class 25 No. D7612 is seen arriving at North Weald on April 27th with the 13:55 Ongar to Epping service. *Steve Chapman*



Class 31 438 is seen at North Weald with the 11.25 Ongar to Epping service on April 27th. *Steve Chapman*

Preserved Railways

Gloucestershire Warwickshire Railway



GWR Churchward 4200 Class 2-8-0T No. 4270 (built in 1919) approaches Hayles Abbey Halt on April 28th, during their 'Wartime in the Cotswolds' weekend. *Neil Pugh*



GWR 2800 Class 2-8-0 No. 2807 approaches Hayles Abbey Halt on April 28th during their 'Wartime in the Cotswolds' weekend.
Neil Pugh

‘Western’ No. D1064 ‘Western Regent’ heads the 1V70 down ‘Cornishman’ (Bradford – Penzance) south of Gloucester South Junction (where the ‘Western’ would have replaced a ‘Peak’ on March 18th 1970. *Christopher Baldwin*

From the Archives



Class 31 210 is seen at Bristol Bath Road depot on November 11th 1978. *John Sloane*



Class 45 048 arrives at Bristol Temple Meads on July 17th 1976. *John Sloane*



Class 50 037 on a diverted London Waterloo - Exeter service passes Nursling, near Southampton. *Michael Bennett*

From the Archives

Class 37 716 departs Andover hauling a Ludgershall to Eastleigh MOD train. *Michael Bennett*

From the Archives



On August 28th 1978, BR Class 504 EMU No. M77171 stands at Bury depot. *John Sloane*





Class 47 237 nears West Dean on a Westbury to Eastleigh empty ballast train in the eighties. *Michael Bennett*

Class 37 274 leads a line up of eight Class 37s at Ebbw Junction depot on July 18th 1976. *John Sloane*

Railfreight Grey liveried Class 31 113 plays with a short rake of GUVs at Manchester Victoria on July 27th 1987. Things have changed a little here in the intervening years! *Jeff Nicholls*