

Railtalk Magazine

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Railtalk Magazine

Welcome

Welcome to Issue 127 and your monthly roundup from across the UK.

Following on from last month, it's great to see the S&C back open again, Network Rail undertook one of their biggest challenges and rebuilt the embankment at Eden Brows, following its collapse. A huge engineering feat, however it may take until the end of this year to complete fully. Fantastic work by Network Rail and their contractors, to re-open one of our most famous railway routes.

Moving on... March has seen the arrival and main line testing of our newest locomotive in the UK, the Class 88, - photographed on the next page and in the DRS section, the Class 88s aren't just a Class 68 with a pantograph on the top (so I've been rightly corrected), these "Dual Mode" locomotives combine 25kv Electric and Diesel Electric operating modes. Now I neatly said "Excellent idea, and a first for the UK!" However I was quickly reminded that "Dual Mode' locos have been around for quite a while in the form of Class 73s.

However it is still excellent to see a new fleet (albeit a small one) of locomotives for us to get the red pen out for and I hope they are as welcomed and form as much of a following as the Class 68s have done.

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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
With the last of the evening sunshine catching the Cairngorms, Ivatt 2MT Class 2-6-0 No. 46521 is seen approaching Fishermans Crossing . *Shep Woolley*

This Page
On the first day of the 2017 Keighley and Worth Valley Railway 'Railbus Wednesday' season, the Waggon und Maschinenbau railbus heads out of Oxenhope towards Keighley. *Ben Bucki*

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Class 88 002 on 0Z88 07:04 Carlisle Kingmoor Sidings - Crewe passes Daresbury on March 27th. *Nick Clemson*



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As the weather continues to improve and the days get longer, it's give us more time to get out and enjoy our hobby. A trip to Devon this month proved that for me and a location I really can't recommend more highly is Boat Cove in Dawlish. A fantastic combination of Boats, Trains, Sand and Sea, it's a photographers playground. If you have never been, it truly is one to have a go at. However having a peek at April's main photo in the Railtalk Calendar at Vernazza in Italy does give it a good run for it's money.

FInally, as always, enjoy the month to come and we can all convene here next month, when hopefully we will have enjoyed even more sun, trains and photography and not to forget the Easter break, where our previously mentioned Network Rail friends will be out upgrading our network for the future of the hobby and of course the customers.

Andy Patten
Editor

Steam Dreams
The Cathedrals Express

BR(S) Rebuilt Light Pacific 4-6-2 No. 34046 ‘Braunton’ (running as No. 34052 ‘Lord Dowding’) passes Freshford on March 7th working the 1Z37 Ely to Bristol Temple Meads. *Brian Turner*

Railway Touring Company
The Midday Scot

LMS 7P Class 4-6-2 No. 46115 'Scots Guardsman' puts on a fine display for the waiting throng at Scout Green with 'The Midday Scot'. *Shep Woolley*

Railway Touring Co.
The WINTER CUMBRIAN COAST EXPRESS

Class 86 259 passes Daresbury with 1Z86 07:10 London Euston - Carlisle also known as 'The Winter Cumbrian Coast Express' on March 25th. *Nick Clemson*

Railway Touring Co.
The WINTER CUMBRIAN COAST EXPRESS

Seen near Hincaster, LMS 7P Class 4-6-0 No. 46115 ‘Scots Guardsman’ heads ‘The Winter Cumbrian Coast Express’ northbound to Carlisle, March 25th. *Shep Woolley*

West Coast Railway Co.

The Cumbrian Mountain Steam Express II

LMS 5XP Class 4-6-0 No. 45690 ‘Leander’ heads ‘The Cumbrian Mountain Steam Express II’ towards Carlisle on March 11th.
Shep Woolley

Belmond British Pullman
Northern Belle

On March 26th, Class 57 310 is seen on the rear of the 1Z49 Crewe - Liverpool Lime Street via Carlisle Mothers Day special as it passes Helsby. Inset: Class 57 312 is seen leading, approaching Helsby.
Tim Richardson

Belmond British Pullman
Northern Belle

Class 57 310 is seen near Hartford Junction on March 25th with the 10:27 Kidderminster SVR - Preston, positioning move of empty stock for the following days Northern Belle. *Nick Clemson*

Keighley and Worth Valley
Settle Carlisle Reopening Special

In front of a massive gallery, LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' powers through Aisgill towards the summit with the returning Settle and Carlisle special to Oxenhope. *Shep Woolley*

Keighley and Worth Valley
Settle Carlisle Reopening Special

LNER A3 Pacific No. 60103 'Flying Scotsman' eases the returning S&C re-opening special off Ribblehead viaduct on March 31st.
Gerald Nicholl

Keighley and Worth Valley
Settle Carlisle Reopening Special

LNER A3 No. 60103 ‘Flying Scotsman’ passes Helwith Bridge for the official re-opening of the Settle and Carlisle line as 1Z72 from Oxenhope, heading to Carlisle. *Michael Lynam*

Charter Scene

Branch Line Society
Bound for Criagy

On March 18th, Virgin Train's power car No. 43300 arrives into Doncaster with this special charity charter train, running in celebration of the 40th anniversary of the iconic High Speed Train, and in conjunction with Virgin Trains East Coast (VTEC), East Midlands Trains, 125 Group and the Preserved Locomotive Enthusiasts Group. The train ran from London Kings Cross to Edinburgh via various loops and Bounds Green and Craigentinny depots. *Class47*

Bringing up the rear of the service to Edinburgh, East Midlands Trains' power car No. 43082 is seen arriving into Doncaster. *Class47*

Class 67 005 is seen on the rear of the Royal Train on March 21st as it passes through Acton Bridge. *Brian Battersby*

Vintage Trains
The Red Dragon

GWR Castle Class 4-6-0 No. 5043 'Earl of Mount Edgcumbe' at the head of Vintage Trains' 'The Red Dragon' railtour, crosses Eckington Bridge over the River Avon on March 11th. *Neil Pugh*

Vintage Trains
The Red Dragon

GWR Castle Class 4-6-0 No. 5043 ‘Earl of Mount Edgcumbe’ passes through a wet Wolverhampton on March 11th, heading to Tyseley from Cardiff. *Richard Hargreaves*

UK Railtours
The Dee Ranger

On March 25th, Class 67 029 and 67 015 top'n'tail the Stevenage to Chester charter through Waverton in glorious sunshine.
Brian Battersby

UK Railtours
The Shoulder of Lune

Class 67 022 passes Bamber Bridge on March 18th with the 07:09 London Euston - Heysham Port charter. *John Balaam*

Pathfinder Tours
Six Nations Welsh Rugby Supporters

Class 68 024 'Centaur' passes Bradley with the 1Z69 Motherwell - Carmarthen rugby special consisting of ex Anglia stock on February 27th. *John Sloane*

Steam Dreams
The Cathedrals Express

Bullied SR Pacific No. 34046, running as No. 34052 'Lord Dowding', is cruising in charge of the late-running 'Cathedrals Express' heading for Bristol, near Edington in weak Wiltshire sunshine on March 11th. *Gerald Nicholl*



ECS and Light Engine Moves

Rail Operations Group/Europhoenix's Class 37 884 and 47 815 top'n'tail the 5Z47 Nemesis Rail Burton to Lincoln (for a Footex to London), passing Clay Mills Crossing, Burton on March 11th.
Stuart Hillis

Charter Scene

ECS and Light Engine Moves



With steam to spare on a dreary morning near Stakehill, Stanier Class 5 4-6-0 No. 45407 heads south from the ELR for mainline duty on March 16th. *Gerald Nicholl*



Class 37 038 and 37 716 work an ECS from Eastleigh Arlington - Burton Nemesis Rail on March 30th. *Stuart Hillis*



On March 29th, Class 37 716 leads 37 038 through Platform 4 at Stafford on a short Northern Belle stock move from Crewe to Eastleigh.
Jeff Nicholls

ECS and Light Engine Moves

Class 57 313 and 57 316 top and tail a Carnforth - Llandudno ECS at Balshaw Lane Junction on March 14th. *John Sloane*

ECS and Light Engine Moves

Class 57 313 leads the Carnforth - Llandudno ECS through Helsby on March 14th in readiness for the following days charter to Edinburgh. *Brian Battersby*

ECS and Light Engine Moves

West Coast's Class 57 313 and 57 316 working a Carnforth Steamtown - Llandudno ECS for the following days railtour to Edinburgh, passes Winwick on March 15th. *Alan Rigby*

ECS and Light Engine Moves

Class 47 580 ‘County of Essex’ is captured passing Coppull with a Crewe - Carnforth ECS on March 12th. *John Sloane*

Charter Scene

ECS and Light Engine Moves



On March 6th, LMS Class 5MT No. 45212, working from the Keighley & Worth Valley Railway - Castleton East Lancs Railway, and running some half an hour early, passes Parkside Jct. *Alan Rigby*



On March 3rd, LMS Class 5MT No. 45212 passes Pleasington running as 5Z22 from Keighley and Worth Valley Railway to Castlton ELR running via Hellifield, Blackburn, WCML, Golbourne Jct. and Manchester Victoria. *Michael Lynam*



LMS Class 5MT 4-6-0 No. 45212 steams through Bradley on an ELR - Carnforth move on March 15th. *John Sloane*

ECS and Light Engine Moves

On a loco and support coach move from the ELR to Southall, LMS Class 5 No. 45407 is seen passing Huskisson's Memorial at Parkside near Newton-le-Willows on March 16th. *Jeff Nicholls*

Arriva Trains Wales

EWS liveried Class 67 008 is seen at Winwick pushing the 1H89 Holyhead to Manchester Piccadilly on February 13th.
Tim Richardson



Arriva Trains Wales

Class 67 012 passes Leaton with the 1V91 05:33 Holyhead - Cardiff Central WAG service on March 13th. *Keith Davies*

Chiltern Railways

On March 22nd, Class 68 013 departs Leamington Spa with a service to London Marylebone. *Michael Lynam*

Colas Rail

On March 18th, Class 56 078, 56 087, 56 113 and 56 105 are seen stabled at Doncaster. The two pairs of 'Grids' would be employed on weekend engineering duties. *Class47*



Colas Rail

Returning to traffic after several months out of service, Class 70 803 leads 70 812 on a Laira to Penzance test run as is passes through St. Budeaux on March 17th. *Steve Andrews*

Colas Rail



Brand new Class 70 812 passes Winwick on March 4th, running from Liverpool Gladstone Dock - Crewe. *Alan Rigby*



On February 23rd, Class 56 302 and 56 078 worked through Scunthorpe on 0Z56 from Barnetby to Basford Hall. *Steve Thompson*



Class 70 806 and 70 807 are seen stabled at Eastleigh on March 2nd. *John Sloane*

Colas Rail

Brand new Class 70 812 runs light engine from Tavistock Jct. to Laira on March 17th. *Steve Andrews*

Colas Rail



On March 9th, some sunny Scunny action as Class 60 021 works through the station with 6E32 Preston - LOR discharged ICAs. *Steve Thompson*



Class 70 813 and 70 811 stand on accommodation trailers at Seaforth docks, straight off the ship 'Atlantic Star' on March 29th. *David Hollowood*



Class 37 099 (89C) 'Merl Evans 1947 - 2016' was stabled at Eastleigh Works on March 2nd. *John Sloane*

Colas Rail

Class 60 021, having rescued a failed 60 056, is seen hauling a very late running Lindsey - Preston Docks near Bamber Bridge on March 13th. *John Sloane*

Colas Rail



Class 60 026 passes through West Ealing on March 8th working the 6E38 Colnbrook - Lindsey tanks. *John Sloane*





On March 13th, after poor old Class 60 056 had failed on 6M32 LOR - Preston, 60 021 was despatched from Barnetby to Hemsworth Loop to assist forward. The pair are seen returning 6E32 through Scunthorpe in the late afternoon. *Steve Thompson*

Class 56 078 and 56105 top and tail a Basford Hall to Appleby engineer's train at Charnock Richard on March 4th. *John Sloane*

Colas Rail

Class 56 302, rescuing the failed 56 094 and the 6Z08 Sleaford to Washwood Heath covered steel train, passes Burton on March 7th. *Stuart Hillis*

Colas Rail

On March 27th, Class 60 021 leads 60 047 through Pleasington with the Lindsey - Preston tanks. *Michael Lynam*



Class 60 076 ‘Dunbar’ runs light engine from Toton - Crewe on March 27th, seen here passing through Burton on Trent. *Stuart Hillis*



Class 56 098 brings up the rear of a Dee Marsh Junction - Crewe engineering working as it passes the site of Stafford No. 5 Signal Box on March 29th. Class 60 076 was at the head of the train. *Jeff Nicholls*

CrossCountry



The driver of power car No. 43304 waits for the off at it leads the 1S51 12:25 Plymouth - Glasgow Central service, seen at Newcastle on February 10th. *Jonathan McGurk*



Power cars Nos. 43285 and 43384 work the 1S51 Plymouth - Glasgow service through Burton on March 30th. *Stuart Hillis*

DB Cargo UK employee puts his ‘stamp’ on history with railway painting

Professional artist and DB Cargo UK’s Ian Cryer has painted his way into history as his picture of a railway service will feature in Royal Mail’s latest Post & Go stamp issue.

Ian’s oil painting of postal staff working aboard the last ever Travelling Post Office (TPO), has been chosen to feature in the Royal Mail Heritage: Transport ‘Post & Go’ stamp series. The new issue, called ‘Rail and Mail’, has been produced as part of Royal Mail’s 500 year anniversary celebrations.

Ian Cryer, Professional Artist and Guard at DB Cargo UK, said: “It is an honour to see my painting recreated as a one of Royal Mail’s Post & Go stamps. I am a lifelong rail enthusiast so it’s wonderful to combine this interest with painting.”

Ian created the masterpiece in 2003 after hearing that the Travelling Post Office services were ending. Incredibly, the painting was created at 90mph as Ian travelled on a service from Plymouth to Bristol. It was completed in the railway sidings and at the Royal Mail depot at Bristol Parkway, where workers posed during their night shift.

A commemorative print of the painting was presented to over



500 members of staff when the TPO services finished.
Ian has been painting professionally and exhibiting for over 40 years and is president of the Royal Institute of Oil Painters. He has also worked as a Guard on charter services operated by DB Cargo UK for the past 11 years, first becoming involved in the business when he was commissioned to paint rail services for the company (then known as English, Welsh & Scottish Railways) in 2001.

His painting of the TPO has now also gone on display for the first time at the M1 Gallery in Greenwich, along with a collection of Ian’s other works.

“Other pictures of rail services, including those by DB Cargo UK, will be on display at the exhibition,” said Ian “Combining my charter train job with my painting career allows me to see my subject from the inside rather like Turner tying himself to a Ship’s mast in a storm to experience his subject at close hand. The Travelling Post Office was a memorable scene to paint as at 90 miles per hour it’s quite difficult to keep a steady hand! “

DB Cargo



Class 90 024 and 90 018 pass Winwick on March 2nd working a Mossend - Daventry modal.
Alan Rigby

Ruby Anniversary for DB Cargo UK and Outokumpu

Contract renewal marks 40 year partnership

DB Cargo UK and Outokumpu are celebrating working 40 years together after a contract renewal sealed their ongoing partnership.

Three to four services will run each week from Sheffield to Immingham and one a week to Liverpool for the contract, with each train carrying around 1,300 tonnes of Stainless Steel. The steel arriving at Immingham will be carried by ship to Gothenburg in Sweden, where it will then be moved by rail to Avesta and Degerfors in Sweden. Steel transported to the Port of Liverpool will be exported to the American markets.

DB Cargo UK first began moving Stainless Steel on behalf of Outokumpu in 1977, when the melting shop in Sheffield was first built.

Sonia Hampton, Account Manager Metals at DB Cargo UK, said: "We are celebrating 40 years of working with Outokumpu - the equivalent of a ruby wedding anniversary - and we continue to build on the excellent relationship we have with them. DB Cargo UK transports millions of tonnes of finished metals and raw materials across the UK and into Europe. The renewal of this contract reinforces our leading position in the metals sector."



Class 66 089 working the 6M57 Griffin's Wharf - Watford, climbs Belstead Bank on March 16th.
Mark Enderby

DB Cargo



Class 66 206 crosses Gospel Oak Junction on March 8th with a Didcot - Dagenham working. *John Sloane*



Class 66 070 hauls 66 065 and 66 039 plus 2 open wagons through Burton on March 10th as 6D44 Bescot - Toton engineers. *Stuart Hillis*



Class 66 183 passes Rainford on February 28th working from Tees Yard - Knowsley Freight Terminal. *Alan Rigby*

DB Cargo

Class 60 059 ‘Swinden Dalesman’ is captured sweeping through the curve on the WCML at Kekwick with 6F07 Peak Forest - Dallam loaded stone on March 15th. *Dave Harris*

The ‘Phoenix’ rises again

Historic parlour car makes first journey through the Channel Tunnel

DB Cargo UK has transported the luxury Belmond British Pullman parlour car ‘Phoenix’ through the Channel Tunnel - the first time that such an historic carriage of its type has ever taken this journey. The parlour car, which was a favourite of the Queen Mother and also used by General de Gaulle, was moved by DB Cargo UK from London to Dollands Moor in Kent and then through the Channel Tunnel to Calais Frethun Yard, before being transported by sister company ECR to Clermont-Ferrand in Southern France.

The coach was moved there to undergo an internal restoration and external overhaul at a specialist workshop in the area. The final section of the journey to the workshop was completed by the French operator Fret SNCF.

Richard Corser, Account Manager for Charters, Special Trains and Resource Hires at DB Cargo UK, said: “An historic coach like Phoenix has never been taken through the Channel Tunnel before and at first it seemed that it might be virtually impossible to take a parlour car dating back to 1927 through such modern infrastructure, so we knew we had a great challenge ahead of us.”

The team at DB Cargo UK worked quickly and diligently to find a solution. They arranged for the coach to be transported on a regular intermodal service that moves bottled water between England and France, knowing that this would be a safe and dependable solution. Phoenix was transported in March along with empty containers as the service returned to France, also making it cost-effective, efficient and environmentally friendly.

“We have an ongoing haulage contract with Belmond and we were delighted to support them further with this additional service. Thanks also goes to our sister company ECR and Fret SNCF”, said Richard.

“This achievement demonstrates the value of DB Cargo UK’s connections across the European rail network and showcases the full logistics solutions we can offer to our customers.”



DB Cargo

Class 60 020 passes Woollascott, Nr. Bomere Heath with the 6M86 10:29 Margam - Dee Marsh Recp Sidings on March 15th.
Keith Davies

DB Cargo







Class 66 169 eases through Northampton with the 07:07 Dollands Moor Sidings to Daventry International Railfreight Reception Rfd. on March 29th. *Derek Elston*

Class 66 027 with the 6E08 Wolverhampton - Masborough covered steel carriers, passes through Burton on March 16th. *Stuart Hillis*

Class 59 002 'Alan J Day' passes through Gospel Oak on March 8th with a Harlow Mill - Acton working. *John Sloane*

DB Cargo

Class 66 140 heads north through Winwick on March 5th working the 11:12 Daventry - Coatbridge. *Nick Clemson*



Class 66 176, passing 68 024, works the 4M11 Washwood Heath - Peak Forest empty HTA hoppers through Burton on March 21st. *Stuart Hillis*



Class 66 094 passes Daresbury on March 27th hauling the 11:32 Arpley Sidings - Bescot Down Sidings. *Nick Clemson*

DB Cargo



Class 60 091 heads past Sutton Bridge with the 6V75 09:30 Dee Marsh Yard - Margam on March 6th. *Keith Davies*



Class 60 100 is seen at Leaton on March 26th with the 6M30 SO 10:55 Margam TC - Dee Marsh Recpt. Sidings. *Keith Davies*



Class 90 024 and 90 040 speed through Acton Bridge on March 14th working a Mossend to Daventry service. *Brian Battersby*

DB Cargo

Class 90 034 leads 90 037 with the 4M25 06:06 Mossend Euroterminal - Daventry Intermodal passing Daresbury on March 27th.
Nick Clemson

Class 66 238 heads through Burton on March 27th, hauling the 6E08 Wolverhampton - Immingham covered steel carriers.
Stuart Hillis

Reliable and resourceful

DB Cargo UK hires second Class 90 to Virgin Trains East Coast

DB Cargo UK owns and operates the largest locomotive fleet in the UK and with its extensive resources has now loaned a second Class 90 locomotive to Virgin Trains East Coast (VTEC).

The locomotive will be on loan to VTEC for at least six months, operating on services from London King's Cross to Newark North Gate, Leeds and York.

VTEC previously hired a Class 90 from DB Cargo UK in September 2016.

DB Cargo UK's Class 90s are both on loan as VTEC continues to modify its fleet of Class 91 locomotives.

Richard Corser, Account Manager for Charters, Special Trains and Resource Hires, said: "DB Cargo UK offers a range of services for Train Operating Companies such as on-board staff, drivers and of course the hire of locomotives.

We are delighted to be able to provide our assistance to Virgin Trains East Coast through the loan of our Class 90s."



DB Cargo

On March 9th, Class 60 063 returning the empty 6D68 MBA/SSA/MEAs from Roxby to Belmont, arrives into Scunthorpe.
Steve Thompson

DB Cargo

Class 66 094 passes the flooded fields at Winwick with the thrice weekly empty cement tanks from Avonmouth to Clitheroe on March 30th. *Jeff Nicholls*



Class 66 107 passes through Woollascott with the 6M86 10:23 Margam - Dee Marsh Recpt, Sidings on March 23rd. *Keith Davies*



Class 66 113 leads a rake of tanks through Acton Bridge on March 21st, heading south. *Brian Battersby*

DB Cargo



A brief moment of sunshine on March 7th as Class 66 039 heads through Acton Bridge with a Folly Lane I.C.I. Sidings to Arpley Sidings working. *Brian Battersby*



On March 21st, Class 90 034 and 90 037 head through Acton Bridge working a Mossend - Daventry service. *Brian Battersby*



Class 66 050 working the 6M82 Walsall - Downlow empty red boxes, heads through Burton on March 16th. *Stuart Hillis*

DB Cargo

Class 90 024 leads 90 018 through Hartford Junction with the 4M25 06:06 Mossend Euroterminal - Daventry Intermodal on March 9th. *Nick Clemson*





Class 66 114 passes through Stafford on March 16th with a Trafford Park Euroterminal - London Gateway liner. *Michael Lynam*

Class 66 238 with the 14:45 Arpley - Peak Forest repaired wagons, passes Hartford Junction on March 9th. *Nick Clemson*

Direct Rail Services



Class 68 024, a regular loco for this working of recent, hauls the 6U77 Mountsorrel - Crewe loaded stone through Burton on March 23rd. *Stuart Hillis*



Class 88 002 (with 68 025 dead in tow) is seen on April 3rd, hauling 15 loaded KEA wagons on its first day of loaded tests between Carlisle and Crewe. *Colin Kennington*



On March 15th, Class 68 003 ‘Astute’ arrives into Cantley working the ‘Short Set’ with 68 009 ‘Fearless’ on the rear. *Colin Kennington*

Direct Rail Services

Class 68 002 and 68 023 pass Daresbury on March 27th with the 'Tesco Express', 06:16 Daventry - Mossend Euroterminal. *Nick Clemson*



Class 68 019 and 68 021 are seen returning to Crewe after a test run to Wigan North Western as the pair approach Hartford Junction on March 9th. *Nick Clemson*



Class 37 405 and 68 016 crawl through Northampton on March 30th working as the 09:05 Norwich C.Pt. T.&R.S.M.D to Crewe Gresty Bridge (DRS) light engine move. *Derek Elston*

Direct Rail Services



Class 68 004 and 68 018 power past Standish with the Daventry - Grangemouth ‘Tesco’ train on March 4th. *John Sloane*





Class 88 002 creeps through Roby station on March 27th, working a Carlisle - Crewe - Carlisle test run. *David Wood*

On March 7th, Class 66 424 and 66 301 pass Winwick hauling a single flask on a Sellafield BNF to Crewe Coal Sidings working. *David Wood*

Direct Rail Services

Class 37 218 and 37 609 pass Winwick on March 4th with a Sellafield - Crewe flask working. *Nick Clemson*

Direct Rail Services

Class 66 302, running some 250 minutes early, passes through Leyland whilst working a Carlisle - Crewe light engine move on March 6th. *John Balaam*



On March 4th, Class 68 004 and 68 018 are seen at Greenholme with the 06:40 Daventry - Mossend 'Tesco Express'. *Colin Kennington*



Class 37 405 runs light engine through Kensington Olympia on March 8th with an Eastleigh - Norwich move. *John Sloane*

Direct Rail Services

Scotrail liveried Class 68 006 works the 6K05 Carlisle to Crewe engineer's train through Leyland on March 7th. *David Hollowood*

Direct Rail Services





Class 68 003 leading the 2J70 Norwich - Lowestoft service, calls at Cantley on March 15th. *Mark Enderby*

On March 15th, Class 68 016 working the 2J73 Lowestoft - Norwich service passes Buckenham. *Mark Enderby*

Direct Rail Services

On March 14th, Class 37 423 and 37 425 top'n'tail the 2J67 Lowestoft - Norwich service, seen crossing Reedham swing bridge.
Mark Enderby

Direct Rail Services



Class 66 301 and 66 424 working from Devonport to Exeter Riverside, pass through Plymouth on March 9th. *Steve Andrews*



On March 7th, the 10:04 Preston - Barrow-in-Furness was hauled by Class 37 588 'Avro Vulcan XH588' seen here approaching Bay Horse. *Colin Kennington*



On March 14th, Class 66 422 stands at Manchester Victoria whilst working from York to York. The loco is fitted with Fugro Rail Data automated rail geometry testing equipment - RILA (Rail Infrastructure aLignment Acquisition). *Brian Hewertson*

Direct Rail Services



On March 3rd, Class 68 019 with the 6U77 Mountsorrel - Crewe loaded IOAs, passes through Burton on Trent. *Stuart Hillis*





Class 37 423 ‘Spirit of the Lakes’ stands at Norwich on March 23rd on the rear of a service to Great Yarmouth. *Colin Kennington*

On test, Class 88 002 speeds through Acton Bridge on March 28th, working a Carlisle to Crewe test run. *Brian Battersby*

Direct Rail Services



On March 27th, Class 88 002 passes Bradley (near Standish) on it's very first main line test run from Kingmoor to Crewe. *John Sloane*



On March 16th, Class 68 021 'Tireless' working the 6U77 Mountsorrel - Crewe loaded stone, passes through Burton on Trent. *Stuart Hillis*



On March 7th, Class 37 604 runs light engine from Derby RTC to Lichfield as 0Z37 route learner. *Stuart Hillis*

Direct Rail Services

On March 15th, Class 37 423 and 37 425 work the 2J83 Lowestoft - Norwich service, seen here departing Haddiscoe.
Mark Enderby

Direct Rail Services



On March 9th, Class 37 402 departs Barrow in Furness with a service to Carlisle. *Michael Lynam*





Class 68 021 working a Bescot - Toton engineers train, passes through Burton on March 30th. *Stuart Hillis*

Class 37 069, working light engine from Crewe Gresty Bridge - Burton Nemesis, runs through Burton on March 31st. *Stuart Hillis*

Direct Rail Services



Class 68 021 ‘Tireless’ passes slowly through Red Bank with the 6X05 Carlisle - Crewe infrastructure train loaded with IFA point carriers and a Kirow crane on March 21st. *Dave Harris*



On March 26th, Class 66 426 crosses onto the slow lines at Trowell Junction with a Thrumpton West Jct. to Toton working. *Mark Pichowicz*



On an 0Z89 running-in/crew training working, Class 88 002 is seen at Earlestown on March 30th. *Jeff Nicholls*

Direct Rail Services



On March 30th, Class 37 401 waits to depart Preston working a Northern service to Barrow. *Michael Lynam*



On March 14th, Class 66 424 passes through Carlisle in the shadow of scaffolding with the 6K05 engineers train from Carlisle - Crewe. *Michael Lynam*



Class 37 409 arrives into Carlisle on March 14th with a service from Barrow. *Michael Lynam*

Freightliner

Class 70 015 passes through Leyland on March 6th working a Daventry - Coatbridge service. *John Sloane*



Class 90 049 and 90 048 pass Acton Bridge hauling the 4K64 Garston to Crewe liner on February 13th. *Tim Richardson*



Class 70 015 head past flooded fields at Winwick on March 4th with a Daventry - Coatbridge liner. *Alan Rigby*

Freightliner



On March 14th, Class 66 616 working a Hardendale - Tunstead stone train, passes Winwick. *Alan Rigby*



Class 66 589 leads a very lightly laden 4O35 12:05 Daventry International Railfreight Reception Fl to Southampton M.C.T. liner past Wilsons Crossing, Northampton on March 30th. *Derek Elston*



Class 66 531, hauling the Runcorn Folly Lane to Northenden R.T.S. Bin train, passes Acton Bridge on March 7th. *Brian Battersby*

Freightliner



Class 66 957 with the 4E10 Fiddlers - Ferrybridge empty HHA coal hoppers passes through Gorstage on March 15th. *Dave Harris*





Class 66 623 with a Fiddlers Ferry power station to Ferrybridge ‘C’ power station working, passes through Acton Bridge on March 7th. *Brian Battersby*

Class 66 507, 66 419 along with GBRf’s Class 66 749 are stabled at Eastleigh on March 2nd. *John Sloane*

Freightliner

Class 70 017 working the 4M93 Felixstowe North - Lawley St. crosses the River Stour at Manningtree on March 16th. *Mark Enderby*

Freightliner







Class 70 011 is seen near Levington on March 16th with a Felixstowe - Coatbridge service. *Colin Kennington*

Class 66 622 with the 6G65 Hope - Walsall loaded cement tanks, passes Burton on March 10th. *Stuart Hillis*

Class 70 018 approaches Ealing Broadway on March 8th with a Daventry - Southampton liner. *John Sloane*

Freightliner







Class 70 015 passes through the old parcels platform at Stafford on March 16th with an intermodal from Daventry - Coatbridge. *Michael Lynam*

Class 90 046 and 90 047 head the 4M27 05:02 Coatbridge FLT - Daventry Intermodal past Daresbury on March 9th. *Nick Clemson*

Class 66 953 and 66 536 top'n'tail the 6Y60 06:00 Dee Marsh Jct. - Crewe Basford Hall past Walcot on March 15th. *Keith Davies*

Freightliner

Still carrying the original Freightliner grey livery, Class 90 047 heads a Crewe bound liner through Acton Bridge on March 14th.
Brian Battersby

Freightliner



Class 66 616 passes Balshaw Lane Junction hauling a Hardendale - Tunstead working on March 14th. *John Sloane*



Class 66 536 heads through Acton Bridge on March 21st working the usual bin liner. *Brian Battersby*



On March 7th, the Ipswich Tanks, with it's usual colossal load sees Class 66 599 working onto E Line at Scunthorpe West Jct. in preparation for it's one hour's breather on 6E50 to Lindsey. *Steve Thompson*

Freightliner

Class 86 612 and 86 637 pass through Highbury and Islington with the overnight Coatbridge - Felixstowe on March 8th. *John Sloane*

Freightliner



Class 70 011 hauling the 4S88 Felixstowe North - Coatbridge, passes Levington on March 16th. *Mark Enderby*



On March 24th, Class 90 049 hauling empty flat wagons from Crewe to Felixstowe, passes Polesworth. *Colin Kennington*



Class 70 015 passes Balshaw Lane Junction on March 14th with a Daventry - Coatbridge liner. *John Sloane*

Freightliner

Class 90 046 and 90 048 pass Daresbury on March 25th hauling the 4M25 05:25 Coatbridge FLT - Daventry. *Nick Clemson*

Freightliner

Class 66 614 hauls a rake of ballast filled box wagons through Hartford Junction on March 25th with 09:35 Hardendale Quarry - Guide Bridge Yard. *Nick Clemson*



The 09:32 Felixstowe North F.L.T. to Crewe Basford Hall S.S.N. eases through Northampton with Class 90 016 at the sharp end on March 29th. *Derek Elston*



Class 90 046 leads 90 042 through Bradley on March 15th working a Coatbridge - Daventry liner. *John Sloane*

Freightliner



Class 66 621 and 66 617 top'n'tail the 6Y60 06:00 Dee Marsh Jct. - Crewe Basford Hall ballast working through Leaton on March 21st. *Keith Davies*



Class 70 008 heads south through Daresbury on March 27th with the 4M27 05:25 Coatbridge FLT - Daventry liner. *Nick Clemson*



Class 70 007 hauling the 4K45 12:52 Ditton - Crewe Basford Hall approaches Hartford Junction on March 25th. *Nick Clemson*

Royal Scotsman liveried Class 66 746 powers through Shenfield on March 28th hauling a Felixtowe - Hams Hall liner.
Charlie Robbins

GBRf

Class 66 742 with the Liverpool Bulk to Ferrybridge Biomass heads through Acton Bridge on March 21st. *Brian Battersby*

GBRF to test Hitachi electric trains

GB Railfreight, one of the UK's largest rail freight operators, has won a contract with Hitachi Rail Europe to test their newly built electric intercity trains on the East Coast Main Line (ECML). Testing of Hitachi's electric trains begins in Spring 2017. Since September 2013 the companies have worked together to facilitate the testing and commissioning of the new bi-mode intercity trains, part of the Intercity Express Programme (IEP).

The first two electric only test trains for the ECML arrived at Hitachi's newly constructed Doncaster depot in February. As part of the new contract, due to run until April 2020, GBRf will provide train crew for all aspects of the testing and commissioning programme.

John Smith, Managing Director of GB Railfreight, said: "The state-of-the-art IEP trains will transform rail travel in the UK and create opportunities for growth across several regions. I'm pleased that GB Railfreight has the opportunity to extend its relationship with Hitachi to ensure that these trains are tested and commissioned so that they are ready to deliver improved services for rail passengers."

Andy Rogers, IEP Programme Director at Hitachi Rail Europe, said:"We take great pride in watching our new intercity trains run on the UK rail network. We look forward to working with GB Railfreight as we reach our next test milestone of running electric only trains on the East Coast main line."



Class 66 753 'EMD Roberts Road' working the 6M83 Tinsley - Bardon Hill Quarry empty hopper wagons, heads through Burton on March 20th. *Stuart Hillis*

GBRf

Class 66 727 working the 4M29 to Birch Coppice, is seen departing Felixstowe North on March 16th. *Mark Enderby*

GBRf







On March 28th, Class 66 716 passes Deansgate with a liner from Felixstowe - Trafford Park. *Michael Lynam*

Class 66 762 working the 6V09 Tinsley - Coton Hill empty stone hoppers, passes through Burton on March 16th. *Stuart Hillis*

Class 66 731 hauling the 6P41 North Walsham - Harwich tanks, rolls through Whitlingham Jct. on March 15th. *Mark Enderby*

GBRf

Class 66 733 is seen near Hartford Junction with the 6E10 11:23 Liverpool Biomass Terminal - Drax on March 9th. *Nick Clemson*



On March 31st, Class 66 732 passes Hellifield with the 6M37 stone train from Arcow Quarry to Manchester Pendleton via Blea Moor. *Michael Lynam*



Class 66 774 passes Stafford on March 16th with a Toton - Crewe Basford Hall infrastructure working. *Michael Lynam*



Great Western Railway

On March 25th, power car No. 43092 speeds a London Paddington to Plymouth service through a very sunny Dawlish.
Richard Hargreaves

Great Western Railway





Power car No. 43168 is seen on the rear of a London Paddington service near West Ealing on March 8th as Class 387 131 heads in the opposite direction. *John Sloane*

Power cars Nos. 43188 and 43194 head through Dawlish Warren on March 25th heading towards Penzance. *Richard Hargreaves*



Power cars Nos. 43128 and 43141 approach Tiverton Parkway on March 25th with a Plymouth to London Paddington service.
Richard Hargreaves



Great Western Railway

Power car No. 43092 leads the 1G21 10:15 from London Paddington, standing at Cheltenham Spa on April 1st. *John Balaam*

Network Rail

Class 67 023 leads the 1Q24 06:38 Derby R.T.C.(Network Rail) to Derby via the world at Wilsons Crossing, Northampton on March 30th. Class 67 027 was on the rear. *Derek Elston*

Class 37 116 (with 37 025 on the rear) speeds through Balshaw Lane Junction with a Derby - Carlisle test train on March 14th. *John Sloane*

Network Rail

Class 37 116 and 37 025 top'n'tail a Derby RTC - Carlisle test train past Winwick on March 14th. *Tim Richardson*



'On March 14th, Class 37 558 (37 424) propells 'Caroline' out of Leicester on a Derby RTC to Willesden Brent outing. *John Alsop*



Class 67 023 and 67 027 top'n'tail the 5Z68 Crewe Electric Depot - Derby RTC with 3 Network Rail DVTs as they pass Burton on March 10th. *Stuart Hillis*

Network Rail



Class 31233 pushes the 10:00 Derby RTC - Crewe via Manchester test train over Stockport Viaduct on February 26th. *Nick Clemson*



On March 24th, Class 67 023 and 67 027 pass Woollascott, near Leaton working the 1Q55 14:56 Tyseley LMD - Derby RTC. *Keith Davies*

Network Rail

Heading south at Winwick on March 1st, power cars Nos. 43014, with 43062 on the rear, working the 1Q26 07:35 Craigentinny Traction & Rolling Stock Maintenance Depot to Crewe Carriage Sidings LNWR Site. *Tim Richardson*

Network Rail

Class 67 027 and 67 023 pass Balshaw Lane Junction with a Derby - Edinburgh test train on March 28th. *John Sloane*



Class 97 304 eases out of Coleham Yard on March 10th working the 6J94 11:49 Coleham Isu - Machynlleth Carr Sidings. *Keith Davies*



Class 67 023 and 67 027 are seen at Wrexham General on March 24th working a test train. *Brian Battersby*

Rail Operations Group



On March 15th, Class 47 815 the former 'Great Western' is seen here passing through Gostage with 5V67 Allerton - Long Marston hauling Class 319 218 and 319 219, heading for storage.
Dave Harris



Class 47 815 passes Charnock Richard on a Leicester - Carlisle trip with barrier coaches on March 16th. *John Sloane*



Class 47 815 speeds through a gloomy Acton Bridge on March 28th, hauling two Mk1 barrier vehicles and running as 5M59 08:45 Carlisle High Wapping Sidings - Leicester Depot.
Brian Battersby

Rail Operations Group

Europhoenix locos Class 37 884 and 37 800 top'n'tail 3 repainted coaches as 5R56 from Loram Derby to Nemesis Rail depot on March 10th. *Stuart Hillis*

Rail Operations Group

Class 47 815 is seen at Acton Bridge on March 15th, with the 5V67 Allerton Depot - Long Marston conveying two Class 319 units for storage. *Tim Richardson*





Units: DMUs and EMUs



On March 28th, Northern's Class 150 211 passes the remains of the Roman Fort in the area of Castlefield whilst working a service to Manchester Victoria. *Michael Lynam*

CrossCountry's Class 170 398 calls at Cheltenham Spa on April 1st working the 1V08 11:10 Nottingham - Cardiff Central service. *John Balaam*

Northern's Class 156 428 and 156 424 pass through Leyland on March 6th working the 1U69 14:40 Blackpool North - Manchester Airport service. *John Balaam*

Units: DMUs and EMUs

Northern's Class 156 424 stands in platform 5 at Newcastle on February 10th. *Jonathan McGurk*



Greater Anglia's Class 153 332 is seen on the rear of a Norwich - Lowestoft/Great Yarmouth service at Cantley on March 15th. *Colin Kennington*



Seen from the ornamental gardens beside the line, Northern's Class 156 441 slows as it approaches Grange-over-Sands, in southern Cumbria, with 1N29, the service from Barrow-in-Furness to Preston on April 2nd. *Ben Bucki*

Units: DMUs and EMUs

An East Midland's Trains' Class 156/158 combination passes Normans Bank on February 4th working the 13:52 Liverpool Lime St. - Norwich service. *Nick Clemson*





London Midland's Class 170 512 with the 2A68 Rugeley Trent Valley - Birmingham New Street service, calls at Rugeley Town station on March 6th. *Stuart Hillis*

Virgin Train's Class 221 114 passes through Leyland on March 6th with the 9M56 Edinburgh - London Euston service (which started at Preston due to OHL problems further north). *John Balaam*







Railtalk Magazine

Units: DMUs and EMUs

Arriva Trains Wales Class 150 285 passes Waverton on March 25th working a Crewe - Chester service. *Brian Battersby*

East Midlands Trains' Class 153 308 stands at Collingham on February 22nd working the 2T31 12:06 Newark North Gate - Grimsby Town service. *Keith Hookham*

Northern's Class 142 018 stands at Newcastle on February 10th working the 2A06 10:02 Metrocentre to Morpeth service. *Jonathan McGurk*



London Overground's Class 378 206 calls at Gospel Oak whilst working a Stratford service on March 8th. *John Sloane*

Units: DMUs and EMUs



Great Western's Class 387 130 calls at Ealing Broadway with a service to London Paddington on March 8th. *John Sloane*



A CrossCountry Class 221 is seen departing Leamington Spa with the 1M62 15:45 Bournemouth to Manchester Piccadilly service on March 14th. *Stewart Smith*

Units: DMUs and EMUs

First TransPennine Express Class 185 118 stands at Newcastle Central on February 10th working the 1P65 19:10 Newcastle To Manchester Airport service. *Jonathan McGurk*



Following a minor bump when it hit the buffers at Preston station, Northern's Class 158 758 heads across to Neville Hill to get checked out, seen here at a very sunny Stalybridge on April 2nd, the day following the incident.
Brian Hewertson



South West Trains' Class 444 015 arrives into Eastleigh from the Portsmouth line on March 2nd with a service to London Waterloo.
John Sloane

Units: DMUs and EMUs

On February 4th, a First TransPennine Express Class 185 DMU working the 13:26 Cleethorpes - Manchester Airport, passes Normans Bank. *Nick Clemson*





London Overground's Class 172 006 stands at Gospel Oak with the soon to be replaced diesel service to Barking on March 8th. *John Sloane*

Class 319 362 in unbranded Northern livery, stands at Manchester Victoria on March 15th having just arrived with a service from Liverpool. *Alan Rigby*

Units: DMUs and EMUs



East Midlands Trains' Class 153 374 and 153 326 approach Nottingham on February 22nd working the 2A46 14:39 Newark Castle - Matlock service. *Keith Hookham*



On March 6th, Arriva Trains Wales' Class 150 253 working a Llandudno - Manchester Airport service passes Parkside Jct. *Alan Rigby*



Northern's Class 156 441 sits in the platform at Grange-over-Sands, working the 1N29 Barrow-in-Furness to Preston service on April 2nd. *Ben Bucki*

Units: DMUs and EMUs

Northern's Class 319 368 and 319 365 working a Stockport to Allerton (with reversal at Crewe) move, pass through Acton Bridge on March 7th. *Brian Battersby*



On March 7th, Arriva Trains Wales' Class 175 115 approaches platform 13 at Manchester Piccadilly whilst working a Llandudno Jct. to Manchester Airport service. *Steve Stepney*



On March 8th, Southern's Class 377 705 arrives into Kensington Olympia with a service from Milton Keynes. *John Sloane*

Units: DMUs and EMUs



First Great Western's Class 150 130 and 150 120 run along the sea wall at Dawlish on March 25th working an Exmouth to Paignton service. *Richard Hargreaves*





Northern's Class 319 366 working a Huyton - Manchester Victoria service passes Parkside Junction on March 6th. The train started at Huyton due to the wall collapse in the cutting between Liverpool Lime Street and Edge Hill. *Alan Rigby*

East Midlands Trains' Class 158 810 arrives ECS into Nottingham on February 23rd before attaching to 1R66 07:57 Norwich - Liverpool Lime Street service. *Keith Hookham*

Units: DMUs and EMUs

Northern's Class 319 363 passes Hartford Junction on March 25th working the 11:30 Wolverton - Allerton Depot ECS. *Nick Clemson*



Northern's Class 142 030 calls at Pleasington on March 27th working a Blackpool South - Colne service. *Michael Lynam*



First TransPennine Express' Class 350 408 passes Parkside Jct. on March 6th working an Edinburgh - Manchester Airport service. *Alan Rigby*

Units: DMUs and EMUs

Merseyrail's Kirkdale depot on March 30th sees Class 507 021, 507 015, 508 128 and 508 108 stabled. *Michael Lynam*



Northern's Class 319 380 in Northern Electrics livery and 319 363 in the new livery minus decals, stand at Liverpool Lime Street on March 30th. *Michael Lynam*



Merseyrail's Class 508 140 departs for Kirkby through the tunnels at Kirkdale on March 30th. *Michael Lynam*

Units: DMUs and EMUs



CrossCountry's Class 221 141 approaches Totnes on March 25th with a service from Manchester Piccadilly. *Richard Hargreaves*





Northern's Class 150 276 arrives into Rainford on February 28th working a Kirkby - Blackburn service. *Alan Rigby*

A Virgin Train's 'Pendolino' speeds through Bay Horse, south of Lancaster on March 7th. *Colin Kennington*

Virgin Trains

Power cars Nos. 43367 and 43306 (leading) depart Newcastle on February 10th working the 1E07 08:30 Edinburgh Waverley to London Kings Cross service. *Jonathan McGurk*

Virgin Trains Refreshes Onboard Retail Offering

Virgin Trains announces more than 25 new products will be available from its on-board Foodbar, located in Standard Class, on the east coast route. The move is in response to customer feedback, and part of Virgin Trains' ongoing investment in enhancing the customer experience.

The new product selection offers an increased choice to customers, including organic, gluten free and vegan options as well as much loved sweet treats such as Cadbury Dairy Milk and Oreo. Also available is Virgin Start Up business, Love Corn. This premium corn snack boasts simple and clean ingredients, with a mouth-watering taste. It perfectly complements the delicate flavours of Virgin Wines, another new addition to the Foodbar. Available in red, white, rose and as prosecco, this is the first time Virgin Wines has been stocked on-board.



Ali Watson, Customer Experience Director at Virgin Trains on the east coast said: "We strive to make our customers' journeys comfortable and enjoyable and take on board feedback of those travelling with us. We hope that the refreshed Foodbar and its extensive offering will help us to take the customer experience to the next level. We're also delighted to be stocking Love Corn, which has been supported through Virgin Start-Up, as well as stocking Virgin Wines for the first time."

The competitively priced products can also be purchased as part of combination deals to offer even better value to customers.

Charity rail tour raises over £50,000 for Railway Children

An “epic” charity rail tour organised by Virgin Trains and partners to celebrate 40 years since the launch of the High Speed Train (HST) has raised more than £50,000 for Railway Children.

More than 500 people joined the sold out one-off train from London King’s Cross to Edinburgh, raising more than £50,000 for the charity which works to support children in India, Africa and the UK, many of whom are living on the streets.

The train gave rail and rolling stock enthusiasts rare visits to Virgin Trains’ Bounds Green and Craigentinny depots, in London and Edinburgh respectively, where they experienced being shunted as part of an 18 hour return trip to the Scottish capital. The journey took in different routes along the East Coast Main Line, including along the Ashington, Blyth & Tyne line, in Northumberland, and across the Edinburgh suburban line.

David Horne, Managing Director of Virgin Trains on its east coast route, said: “This was an epic journey which raised £50,000 for a great cause and gave people the opportunity to enjoy some rarely-used routes and loops. Some of these routes are very rarely used by passenger services nowadays and it was a treat for many people to see behind the scenes inside our depots from the comfort of one of our trains!

“It was great to have Sir Kenneth Grange onboard as a guest of honour, as he gave the HST its iconic look when it was launched 40 years ago. Soon the HSTs will make way for our new Virgin Azuma trains which will transform travel on our east coast route in years to come, a worthy successor to Sir Kenneth’s timeless design.”

Railway Children Director of Fundraising and Marketing Rob Capener said: “This special tour to mark 40 years of the High Speed Train was an amazing success, both in terms of the enjoyment of every passenger onboard and the amazing total raised for Railway Children – we simply cannot thank everyone involved enough.

“The support of the Branch Line Society, Virgin Trains, 125 Group, PLEG, East Midlands Trains, Network Rail and Rail Gourmet, who made this incredible event a reality, will help us change the lives of thousands of vulnerable children. For example, £37,000 could fund a Child Friendly Station in India to help to keep children safe.”

Kev Adlam, Fixtures Secretary of the Branch Line Society, which helped to organise the event, said: “At over 800 miles it was the longest distance travelled by a one day rail tour in the society’s 62 year history, and we believe it could be a new UK record holder for a one day charity rail tour in terms of the amount of money raised. The interesting route, rare track and traction made this a really outstanding and memorable day.”

The train was headed by Virgin’s power car “Craigentinny 100”, number 43 300, which commemorates 100 years of the Craigentinny depot from 1914 to 2014.



Dennis Fancett, Chair of South East Northumberland Rail User Group (SENRUG), added: “We were delighted to be onboard this special train, which also travelled around the Ashington, Blyth & Tyne line as far as Bedlington, profiling SENRUG’s campaign to re-introduce regular, local passenger services on this route. All the Virgin staff operating the train – from drivers to guards to catering crew – gave their time voluntarily and special thanks must be extended to them for making the day such a success.”

Four trains, four generations - history to be made on Yorkshire’s East Coast Main Line

A world first will take place in Yorkshire in April to celebrate the heritage and future of one of the country’s most iconic railway lines. Four trains spanning four generations will travel side by side, in the same direction, along the East Coast Main Line on April 23 2017.

Yorkshire’s DNA of speed and style through the ages binds together an event that fittingly comes just days before the now legendary ‘Tour de Yorkshire’ begins.

This will be a once in a lifetime opportunity to see the world famous Flying Scotsman travel alongside two trains from Virgin Trains’ revitalised fleet - an HST (Class 43), an intercity225 (Class 91) - and the rail operator’s brand new train, the Virgin Azuma (Class 800) which is being built by Hitachi in the North East, and will come into service in 2018. The four trains will travel together for several miles north of York to showcase the past, present and future of rail travel.

The historic journey, organised by Virgin Trains, Welcome to Yorkshire, Network Rail and the National Railway Museum, will begin near the village of Tollerton. The public will get the chance to witness something never seen before on the East Coast Main Line, but those hoping to catch a glimpse are being urged to stay safe behind boundary fences and keep off the tracks and private land - trespassers will cause the trains to stop and put at risk the completion of both this event and any future plans to showcase the route and its iconic locos.

Rob McIntosh, Managing Director for Network Rail on the London North Eastern and East Midlands route, said: “I am delighted that we have been able to create such a prestigious and unique event for the people of Yorkshire. The area has a very proud rail heritage and by working closely with our industry partners we’ve been able to turn what has been a logistically challenging vision – to create an iconic railway moment on the East Coast Main Line without impacting on regular passengers - into what will be a truly special occasion.”

David Horne, Managing Director for Virgin Trains on the east coast, said: “Just one year on from unveiling our brand new Virgin Azuma trains, we’re delighted to present this unique event that showcases the past, present and future of rail travel in the UK, with Azuma travelling alongside ‘Flying Scotsman’ and trains from our current fleet. With our new Azuma trains entering service next year, this is an opportunity to celebrate the icons of the railways and look forward to 2018 when we’ll usher in a new era for travel on the East Coast route.”

Sir Gary Verity, Chief Executive of Welcome to Yorkshire, said: “This is a major event for Yorkshire and something people will remember for decades. It once again shows how the county is leading the way and to top it off, it’s the weekend before the Tour de Yorkshire so will get the build up to the race off to a flying start!”

Paul Kirkman, director for the National Railway Museum in York which owns the Flying Scotsman, said: “The East Coast Main Line has long been famed for speed and style. In the 19th century elegant locomotives were designed to haul trains on this route cementing its reputation as a railway racing stretch operated by thoroughbred engines. The four train line up epitomises the evolution of the later generation of fast, elegant and stylish trains - all with a shared bloodline - that epitomise the history of the route from the 1850s to today.

“The National Railway Museum is proud that Flying Scotsman, a symbol of engineering excellence, the first steam locomotive to achieve an authenticated speed of 100mph and the first to undertake a non-stop run between London King’s Cross and Edinburgh Waverley, is taking its place alongside such worthy successors to its speed and style mantle.”

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

Virgin Trains



Class 91 114 (with DVT No. 82203 leading) stands at Newcastle on February 10th working the 1E08 09:00 Edinburgh Waverley - London Kings Cross service. *Jonathan McGurk*

Virgin Trains celebrates 20 years on the track

On 9 March 2017, Virgin Trains celebrated its 20th birthday on the West Coast route, where passenger journeys have grown to 37 million a year. Hungry passengers have been served over five million English breakfasts whilst travelling a combined total of nearly 335 million miles, three and a half times the distance to the sun.

The maiden voyage in 1997 was unveiled by Sir Richard Branson at London Euston, the same week that Spice Girls were number one in the charts and Jerry Maguire was number one at the box office. The first ever Virgin Train was named 'Mission: Impossible', after suggestions that the job could not be done, and since then the fleet has grown to 76 trains serving 49 stations.

Over 20 years, Virgin Trains has revolutionised British train travel with its innovations.

Key Moments Include:

•2004 – First timetabled 125mph Pendolino models (tilting trains) introduced to the UK on the West Coast

•2008 – High Frequency timetable introduced – increased services and reduced journey times

•2012 – New 11-car Pendolinos introduced to accommodate growing passenger numbers

•2013 – Hourly services introduced between London and Scotland

To celebrate the occasion, Virgin Trains hosted a 'pop-up musical performance' at London Euston and shared red velvet birthday cup cakes with passengers onboard and at key stations along the route including London Euston, Manchester Piccadilly and Birmingham New Street. Celebrations continued onboard throughout March with the introduction of five films onto BEAM for a limited time only (Virgin Trains free onboard content service), all of which are celebrating their 20th birthday. These include Titanic, Men in Black, The Full Monty, LA Confidential and Boogie Nights.

Phil Whittingham, MD for Virgin Trains West Coast, said: "Here at Virgin Trains we're proud to have been at the forefront of innovating British train travel for the last 20 years. Since taking over the franchise, we've transformed the West Coast and made it one of the most popular lines in Europe. We have constantly and consistently challenged the status quo, and sought to lead the way in the rail industry by introducing new services and initiatives that benefit passengers."



Scotrail

Scotrail's Class 314 209 and 320 311 stand at Glasgow Central on February 24th. *John Sloane*

Nottingham Trams (N.E.T.)

On March 14th, tram No 221 heading to Clifton South passes No. 205 working to Hucknall at Victoria Square. *John Alsop*

Tram No. 237 calls at Old Market Square on February 23rd. *Keith Hookham*

Tram No. 228 stands at Lace Market tram stop on February 22nd working a Clifton South service. *Keith Hookham*







Midland Metro

West Midlands tram No. 23 stands at Wolverhampton St. George's on April 1st. *John Sloane*

Manchester Metrolink

On March 28th, trams Nos. 3064 and 3119 travel along Princess Street on the second cross city route working an East Didsbury service. *Michael Lynam*



Railtalk Magazine

Manchester Metrolink

On March 15th, tram No. 3026 heads along the recently opened section between Victoria and St. Peters Square. *Alan Rigby*



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Manchester Metrolink

Tram No. 3104 passes along Corporation Street, Manchester on March 15th heading for East Didsbury. *Alan Rigby*

Greater Anglia launches anti train surfing campaign

Train operator Greater Anglia is issuing a stark warning to people following a spate of train surfing incidents.

People have been putting their lives at risk by holding onto the outside of the train and travelling between stations. This is incredibly dangerous and can result in serious injury or death.

And as the school holidays approach, Greater Anglia is reminding people to be vigilant and take care when travelling by train.

Paul Herbert, who has been a train driver for 15 years, said: "I have seen people train surf on the Greater Anglia network. I have seen children climb between two trains that are joined together and travel at 80mph on bumpy track – at any point they could have fallen off and they would have died. All it takes is for them to slip, or one sudden movement, and they would be dead.

"If someone fell on the tracks and managed to avoid the train wheels, they would still be very badly injured or even crushed to death by the underneath of the train."

Some people train surf while filming themselves, and upload the footage to YouTube.

Jay Thompson, Head of Safety, Security and Sustainability at Greater Anglia, said: "Our aim is to operate a safe and punctual railway. We investigate incidents of train surfing and report these to the British Transport Police and local schools in instances where we are able to identify the children's uniforms. It goes without saying that is very dangerous to climb on the outside of trains and these people are putting their lives at risk. If anyone witnesses any instances of people climbing on trains/train surfing or see any media about this online then please report this to the British Transport Police and Greater Anglia as soon as you can so we can act to prevent a fatal accident."

Richard Tew, Network Rail's head of route safety for Anglia, said: "Train surfing or trespassing on the railway is incredibly dangerous and anyone who does this risks serious injury or death. Hanging on to a train or accessing the track really isn't worth it, whether it's for thrill seeking, to take a short cut or to avoid paying the fare. The consequences will be devastating for everyone involved, so just don't take the risk."



Fares Advice with RailUK

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

New VTEC ticket machines at Kings Cross

Virgin have installed new ticket machines at Kings Cross which also offer advance tickets and seat reservations. I think they are the first to offer these options. Good to see they are spreading across the VTEC network. I've used their new machines at Peterborough and Newcastle, and I have to say I do like them a lot. Far better than the S&B machines GTR are putting up across their network

A: They have been offering these for several months. The grid is not capable of displaying the full range of fares without pressing left and right, and seems to display every tier of Advance that's available even if none of the three it can show at once are available on the train you want. It's a little difficult to understand but once you've got your head around it it's good that such a range of fares is available. Other things such as local zonal tickets seem not to be available yet but hopefully are on their way. South West Trains also offer this on their new machines.

The new TVMs that are appearing all over the VTEC network are Parkeon Astreo (cash and card) and the Parkeon Galexio (card only) types. These machines are also used by Edinburgh Trams / Heathrow Express / Northern Rail / South West Trains as well. I haven't had a chance to have a proper look at the VTEC ones yet but the SWT ones certainly don't seem very reliable and have had lots of problems. The ones on SWT sometimes print the tickets very badly with the text not aligned very well so I'm not sure if this is the case on VTEC as well? Do the VTEC ones have a "tickets from another station" feature?

Interrail starting journey in UK

I'm contemplating an adult multi country Interrail ticket for this summer. I notice that it now allows one outbound and one inbound journey from/to the UK. Other than that their website is short on any more details. I'm wondering if I fly back to the UK can I use the inbound bit to allow me to travel back from the airport to home.

In case it helps, I'm looking to get back from Zurich to Leicester. I can't make up my mind if it is better to fly that leg (either to Gatwick or Luton) or take the train. There are supplements to pay both on the TGV from Zurich to Paris, and the Eurostar. So a plane ticket may not be that much more expensive.

A: Yes, home to port or airport (and reverse) are allowed. The whole home to port journey must take place on the first day and the reverse on the last day. Both days count in the cost of the overall ticket, so if it's just Luton to Leicester and nothing else earlier in the day (in Zurich) you might be better off paying separately for that.

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!

GBRf Class 66 706 speeds through Utley, near Keighley, with a Rylstone Tilcon to Dewsbury stone working on March 17th. *Ben Bucki*



Class 60 054 and 66 040 are seen stabled in Westbury New Sidings on February 24th.
Stewart Smith

UK's Tram Train pilot set to achieve key milestones during Spring bank holiday

The Tram Train project in South Yorkshire will take a significant step towards completion in the coming weeks as construction work continues.

Engineers from Network Rail will replace College Road bridge in Rotherham. The old road bridge needs to be demolished and a new, higher one installed so that the overhead lines which will power the Tram Trains can be safely installed underneath. To allow the bridge to be replaced, College Road will be closed for 18 weeks from Friday, 14 April to Friday, 18 August 2017.

A temporary footbridge will be installed to allow pedestrians to access the town centre from Masbrough. Town centre traffic and local bus services approaching from Corporation Street will be diverted from Bridge Street to Centenary Way via Greasbrough Road.

Rob Cairns, Route Delivery Director for Network Rail, said: "We recognise that 18 weeks is a long time for the road to be closed and thank locals for their patience while we complete this essential part of this exciting project. Tram Trains will bring new travel choices for people living in South Yorkshire as well as being a first for the UK.

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

On the bank holiday weekend, Saturday 27 and Sunday, 28 May, the old bridge will be demolished using a crane which will be based on council land at the back of George Street. Work will also be carried out to bring the signalling system which controls Tram Train movements into operation. In order to complete this work safely, trains will be diverted between Meadowhall and Swinton and will not stop at Rotherham Central. Buses will run between Meadowhall and Swinton, calling at Rotherham Central.

Stephen Edwards, Executive Director for South Yorkshire Passenger Transport Executive (SYPTE), said: "Passengers in South Yorkshire will be the first in the country to benefit from pioneering Tram Trains. The pilot has the ability to transform transport connections both locally and nationally, and the College Road bridge engineering work is an important milestone towards making Tram Trains a reality from 2018."

Rotherham Council's Cabinet Member for Jobs and the Local Economy Cllr Denise Lelliott added that better transport connections would help to reinvigorate the local economy.

She said: "In recent weeks we have seen overhead masts being installed between Tinsley and Parkgate and work started on the construction of the Tram Train platform at Parkgate. The Tram Train project will complement the Council's ambitious plans for the borough. By continuing to develop the mixed retail offer at Rotherham and Parkgate, and by providing better linkages between Rotherham and Sheffield, we will attract more visitors into the town and create more local job opportunities."



Track, train and passenger join together for the first time as Network Rail transformation continues

A massive timetable shakeup is being implemented after Britain's rail freight industry collaborated over a two-year, industry-wide review into more efficient freight operations. Together, Network Rail and freight operators identified 50 per cent of the reserved slots on the railway for freight trains were not being used and could potentially be given up for thousands of new passenger and freight services.

Per week, 4,702 allocated 'paths' – the slots a freight train has on the railway and in the timetable – have been relinquished, freeing-up much needed capacity on the rail network. They could become available for all train operators to run additional services on a daily basis or re-time existing services to reduce congestion and improve reliability.

Overall, freight has seen a 70% increase since the mid-1990s. This additional capacity has been created at zero cost and has not led to any reductions in the number of freight trains running on the network. It represents a huge opportunity for both freight and passenger operators to increase traffic on the network without the need for expensive infrastructure enhancement schemes. The spare capacity can be attributed to a number of factors:

•The unprecedented decline in coal traffic over the last two years, and a dip in iron and steel

•More efficient freight operations including running longer, fuller, heavier trains

•Savvy timetabling and better freight industry productivity, running fewer, part-loaded freight trains, reducing wasted capacity

Rail freight produces 76% less CO2 than road haulage per tonne of goods carried.

Meanwhile, construction and intermodal freight traffic is growing on the rail network and additional paths are needed in order to support the economy across Britain. 1,000 of the removed paths have been safeguarded for future strategic freight growth, which is essential to allow for expected increases in key freight markets. The rail freight market can have the confidence that future traffic growth can take place without being hindered by the need to always build additional capacity.

Paul McMahon, Network Rail's managing director for freight and national passenger operators said: "It is important the whole rail industry works together to make best use of existing capacity, to minimise the need for additional expensive capacity enhancement schemes. This is a real win-win and has truly been a collaborative piece of work with the freight operators. Capacity has been freed up for the whole railway but essential capacity is reserved for freight operators. This is important given the need to support the growth of freight on the network to support the economy."

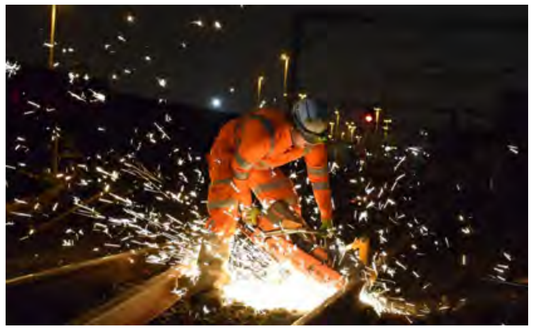
Russell Mears, chief executive of Freightliner and Chair of the Rail Delivery Group Freight Group, said: "The freight operators and Network Rail have worked together in an effective and pragmatic way for the wider industry good. Whilst retaining some key paths as strategic capacity to support future freight growth the release of other residual paths is essential in helping the government get the best value for money from our capacity constrained railway."

£100m investment starts on Calderdale rail line

Passengers are being urged to check before they travel ahead of a vital £100m investment on the Calder Valley line as part of the Railway Upgrade Plan in West Yorkshire.

Work began in mid-March to renew and upgrade vital aspects of the track on the line which runs between Leeds and Manchester via Bradford Interchange and through Calderdale.

The project, which is being carried out over weekends between 19 March and 15 May, will see essential elements of the track and the track bed replaced in order to improve the reliability of the railway and cope with an increasing demand for services both now and in the years to come.



The work, which involves engineering trains and equipment being on track, takes place over weekends when fewer passengers use the railway in order to keep disruption to a minimum, with bus replacement services in operation from several stations during the project.

Neil Henry, area director for Network Rail, said: "The investment in the Calder Valley line is vital to keep the railway performing reliably as demand for rail services continues to grow. Although there is never a good time to disrupt passengers, fewer people use the railway at a weekend and I advise those who are looking to travel between March and May to plan ahead."

Paul Barnfield, Regional Director at Northern, said: "The weekend work on the Calder Valley Line is a vital part of Network Rail's project which will pave the way for our own modernisation programme.

"Once complete, this work will complement other improvements taking place across the region, including the refurbishment of all Northern trains and the introduction of 281 new, purpose built carriages, and will help us provide a rail service fit for the 21st Century."





On March 29th, the 0Z50 09:40 Kidderminster S.V.R. to East Grinstead passes through Northampton as Class 20 205 and 20 189 haul 50 049 to the Bluebell Railway for their diesel gala. *Derek Elston*

Class 40 No. D345 speeds through Hyde Central on March 30th working a Butterley to East Lancs Railway move. *Brian Hewertson*





‘Hero’ train driver wins Employee of Year award

A ‘hero’ train driver who put the safety of his passengers above his own when the train he was driving collided with a tractor at a level crossing, has been named ‘Employee of the Year’ by Abellio Group Plc.

Stuart Connell was driving the Greater Anglia service from Cambridge to Norwich that collided with a tractor at Hockham Road level crossing on Sunday 10 April 2016.

Travelling at 87mph, Stuart saw a tractor pull out on a level crossing ahead of him and had seconds to act. Despite being in imminent danger himself, Stuart put the safety of his passengers and the tractor driver above his own, ducked down and pulled the emergency brake, before warning passengers. Stuart and then kept his hand firmly down on the warning horn up to and including the point of impact, which resulted in him sustaining a nasty injury to his hand.

The trailer separated from the tractor and struck the side of the train several times. Stuart’s quick thinking, speedy reactions and unselfish actions prevented a derailment and undoubtedly reduced the number of injuries sustained by all on board the train and the tractor.

Although he was badly injured in the collision and in shock, having avoided a derailment Stuart continued his duties, walking the train to reassure and look after the 135 passengers, who later called him a ‘hero’.

His actions that day have led to him being named as ‘Employee of the Year’ at the Abellio Achievement Awards which highlight the individuals and teams from across Abellio’s operating companies, comprising almost 13,000 employees, who deserve special recognition from the parent company.

Greater Anglia’s Managing Director, Jamie Burles, said of Stuart’s nomination: “Stuart demonstrated a unique ability to put others’ safety before his own. He is a professional through and through and understands his responsibility as a driver is to ensure the safety of his passengers. His dedication to his role really shone through and he prides himself on doing his job to the best of his ability.

“His professionalism and dedication to the role was further demonstrated when he returned to work at the earliest opportunity, despite his injuries preventing him from driving.”

Passenger, Mr Last, described Stuart as “an absolute hero... going up and down the train making sure people were OK”.

Alex Youngs said: “The driver, conductor and a Network Rail guy who happened to be on board were going through the carriages and making sure everyone was ok. The driver and conductor were the heroes.”

Tom Smith wrote on Twitter: “He [Stuart] did an excellent job to keep everyone safe.”

On March 8th, Class 59 102 ‘Village of Chantry’ eases through Kensington Olympia hauling an Acton - Purley stone train. *John Sloane*

LNER No. 60103 ‘Flying Scotsman’ drifts through the woods between Ingrow and Keighley, on the Worth Valley Railway, with the reopening special for the Settle - Carlisle route on March 31st. *Ben Bucki*





DCR's Class 56 312 stands in Wembley Yard on March 6th. *John Sloane*

Class 60 054 on the recently resurrected Hamworthy stone flow, passes Salisbury with the return empties on February 17th. *Stewart Smith*

New trains on the way as Thames Valley electrification reaches major milestone

Network Rail has successfully electrified 12 miles of railway to the west of London between Stockley Junction and Maidenhead as part of the Crossrail project.

Electrification will allow GWR to extend new electric trains from London Paddington to Maidenhead from this May, and to Didcot in January 2018, delivering more seats for passengers. In January this year GWR began to run half-hourly new Electrostar trains from London Paddington to Hayes & Harlington, providing much needed extra capacity for passengers.

The work will also allow for the delivery of new Elizabeth line trains on this section of the railway from December 2019. Passengers in the Thames Valley will be able to catch new Elizabeth line trains all the way through central London without having to change onto the Underground at Paddington, making it quicker and easier to get to a range of destinations across London and the South East.

Over three years, Network Rail has led an 800-strong workforce to successfully install more than 1,400 overhead structures and 140 miles of overhead wires that will power the new trains. The vast majority of this huge engineering project had to be undertaken in the early hours of the morning, at weekends and bank holidays to enable GWR and other operators to run normal services as much as possible.

Mark Langman, Route Managing Director, Network Rail, said: "This is a major milestone for Network Rail's Railway Upgrade Plan of which the delivery of an electrified Great Western Mainline and the Elizabeth line is a huge part. From May this year more passengers will see immediate benefits with brand new, cleaner, quieter electric trains operating between Maidenhead and Paddington. "On behalf of Network Rail I would like to thank passengers, local residents, businesses and local authorities for their patience and permission to deliver this huge programme of railway upgrade work at anti-social hours, weekends and every bank holiday for the last three years. Without their support it simply would not have been possible to electrify the Great Western Mainline to deliver new improved passenger services and pave the way for the Elizabeth line."



Mark Hopwood, GWR Managing Director, said: "The Thames Valley is one of the most popular rail corridors in the UK. We have promised the current fleet would be upgraded to provide much needed additional capacity and more comfortable, quieter journeys. We started to run half hourly new electric trains in January, delivering over 10,000 more seats a day between London Paddington and Hayes & Harlington. We look forward to being able to extend these services beyond Hayes to Maidenhead this coming May as Network Rail continues its work to upgrade the railway."

Matthew White, Crossrail Surface Director, said: "The completion of this major piece of work paves the way for new, quicker, quieter trains right along this stretch of the railway.

Once the Elizabeth line opens fully in 2019, passengers from the Thames Valley will be able to catch one train all the way through central London, providing a direct link to a range of destinations, including the West End, the City and Canary Wharf."





Conwy Valley Line set to reopen in April following damage

The Conwy Valley line is expected to reopen in mid-April following weeks of extensive repair work needed as a result of damage caused by Storm Doris in February.

The line has remained closed since Thursday 23 February, when a tree fell on the line disturbing lineside vegetation on the rock face next to the railway at Blaenau Ffestiniog.

Following an aerial assessment, engineers have been busy working to fix the damage, scaling the rock face to remove the disturbed vegetation and unstable rock formations.

Due to the limited accessibility of the site, with a single track railway and no road access, engineers have been unable to use machinery typically used for similar repairs. A team of specialist geo-technical engineers have been clearing the vegetation and will then remove over 300 tonnes of rock from the rock face in the coming weeks to ensure the line is safe to reopen for passengers.



Chris Howchin, route programme manager for Network Rail Wales, said: "We have faced some challenges during the repair work, including some extreme weather conditions and limited site access, however our team of specialist engineers have been working tirelessly to repair the storm damage. The safety of passengers and our workforce is our number one priority, and we're working hard to repair the rock face and get the line reopened as soon as it is safe to do so. I would like to thank the local community for bearing with us whilst this essential work takes place.

"We are working closely with our partners, Arriva Trains Wales, to keep passengers moving. A rail replacement bus service will continue to be in operation until the line reopens."

Arriva Trains Wales are operating a rail replacement bus service between Llandudno and Blaenau Ffestiniog whilst the repair work takes place. Passengers are reminded to check before they travel at: https://www.arrivatrainswales.co.uk/

On the first day of the Keighley and Worth Valley Railway's Spring steam gala, LMS Hughes 'Crab' No. 13065 (visiting from the East Lancashire Railway) climbs alongside the River Worth near Damems, with a train of vintage Lancashire and Yorkshire Railway stock with a service to Oxenhope, March 3rd. *Ben Bucki*

Abergele and Pensarn station platform now open following work on North Wales Railway Upgrade Project

Westbound services departing from the station have now resumed following a temporary suspension while the platform was closed. An innovative lightweight polystyrene-block solution was used to extend the platform and successfully overcome the challenging ground conditions on site.

Further upgrade work will now continue at Abergele and Pensarn station including the provision of a new waiting shelter and bike racks on Platform 2 and improved LED lighting installed on platform 1, all set to be completed by the Summer.

The project also includes drainage works and track layout alterations, as well as the commissioning of new signalling equipment on the North Wales Coast from Shotton to Colwyn Bay in Spring 2018.

Kevin Roberts, senior project manager for Network Rail Wales, said: “The reopening of Platform 2 at Abergele and Pensarn station marks a significant milestone in the work to upgrade the station and forms part of our ongoing North Wales Railway Upgrade Project.

“We now look forward to completing the remaining station enhancements and the continued work to provide greater resilience and reliability on the railway, all part of our Railway Upgrade Plan to provide a bigger and better railway for the growing number of passengers.”

Network Rail has been working in partnership with Arriva Trains Wales and Virgin Trains to minimise disruption during this programme of upgrade works.

The major track and signalling works at Mostyn are being carried out during weekends and replacement bus services are in operation between Chester and Llandudno Junction until April. Passengers are advised to check before they travel at http://www.nationalrail.co.uk/



A Northern Class 142 DMU passes Normans Bank, Edale with the 14:49 Manchester - Sheffield service on February 4th. *Nick Clemson*

Industry collaboration sees Southall's Merrick Road footbridge moved to a new home at Didcot Railway Centre



After two years in the planning, Network Rail, its principal contractor Taylor Woodrow and their subcontractor Murphy, successfully dismantled the remaining spans of Southall's iconic Merrick Road footbridge, preparing it for its new life at Didcot Railway Centre. As part of the Crossrail West surface works, the footbridge was removed in three parts over two consecutive weekends.

The third section of the bridge is of particular significance to the Great Western Society, as it is the location of the Society's creation in 1961. The four founding members, who were schoolboys at the time, are said to have stood on the bridge in view of the steam trains in the old Southall depot and created the Great Western Society which aims to preserve the late Victorian/Edwardian railway network. After its successful removal by crane, this span was hauled to the Didcot Railway Centre where it will eventually be displayed in a new exhibition at the museum.

Contractors Taylor Woodrow and Murphy worked closely together and arranged for the historic bridge to be hauled from Southall to its new home in Didcot and waived management fees to enable the project to happen. In March 2016, Ealing Council approved funding for a new cycle and pedestrian bridge, including lifts and ramps, at Merrick Road.

Andrew Durrant, Scheme Project Manager at Network Rail said: "'With all the work that Crossrail is doing to make a better railway for tomorrow, it's sometimes easy to forget the treasures of yesterday. When the Great Western Society approached the project, at short notice, to ask that one of the spans be preserved in their museum at Didcot as an example of very fine late Victorian and early Edwardian engineering we were only too happy to accommodate their request. Special thanks go to our contractors, Taylor Woodrow and Murphy, who arranged for the span to be hauled to the Didcot Railway Centre to support railway heritage preservation schemes such as this."

Rex Clarke, Senior Engineer at Taylor Woodrow said: "Given the age of the footbridge, a detailed structural assessment accounting for the deterioration of the span was carried out to safeguard its integrity as it was lifted off its support. The footbridge was removed within 24 hours, however much of the work was reliant on an 8.5-hour rail "possession" which provided a safe working environment for our team as the trains were not running. The time constraints were challenging, though the thorough planning paid off as all works were executed efficiently and safely."

Tom Wilson, Heritage Advisor at Network Rail, said: "This salvage operation took two years of planning and organisation. It was only possible thanks to engineers, planners and heritage specialists working together. Our integrated working processes allow us not only to minimise harm to historic buildings, but also to carefully handle them when they must be altered so that new uses can be found for their fabric where possible. We do this for historic places and 'artefacts' on every part of the rail network where we work, from bricks to bridges."
From December 2019, when the full route opens, up to ten Elizabeth line services an hour in each direction will serve Southall, making it quicker and easier to get to destinations across London, South Bucks and Berkshire





LMS 'Black 5' No. 45212 stands at platform 3, Manchester Victoria on a light engine move from the Keighley and Worth Valley Railway to the East Lancs Railway on March 6th.
Steve Stepney



Loco Fleet List 2017

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

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

Contents

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





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

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

Plain sailing for Far North track renewals

Network Rail has had over 1,000 new rails delivered by sea to Scrabster Harbour in an innovative first for Scotland's railway.

The 1,100 60-ft rails were unloaded over Monday, February 27, and Tuesday, February 28, after arriving in the harbour aboard the RMS Laar.

The materials will be used to renew 6.5 miles of the Far North line's Thurso branch, stretching from Thurso Station to Georgemas Junction.

The delivery is a first for Scotland with new rail normally arriving by road or rail transport.

Network Rail estimate that delivering by sea has saved 110 road freight journeys and reduced carbon emissions by approximately 200 tonnes.

The renewal works will begin this month and will help to improve reliability on the route.

Alex Sharkey, Network Rail area director for Scotland East, said: "We are committed to investing in the Far North line and between 2014 and 2019 we will spend over £30million in the area.



"We have already delivered a renewal of the signalling systems on the route and have plans in place to renew track, raise linespeeds over level crossings and improve earthworks and structures.

"As an industry we are also determined to reduce the environmental impact of our activities. This is a wonderful example of how we can do that – taking traffic off the roads and substantially reducing the carbon foot-print of the project."

Eastleigh works shunter, Class 07 007, is seen amongst an assortment of vintage traction at Eastleigh on March 2nd. *John Sloane*





200 Easter projects part of plan to deliver a rail network fit for the future

Over the Easter bank holiday weekend, Network Rail will be delivering more than 200 projects across Britain as part of its Railway Upgrade Plan

This will provide faster and more frequent services to help relieve over-crowding on Britain's railways

More than 95 per cent of the railway will be unaffected but passengers are being advised to plan journeys carefully as there will be changes to some services

Network Rail is gearing up for another busy bank holiday weekend this Easter ahead of the delivery of more than 200 projects and a £70m investment across Britain over the holiday period.

More than 13,000 rail workers will be out in force over the four day period working on some of the country's largest infrastructure projects, including:

•Crossrail: Significant work on routes out of London Liverpool Street in preparation for the start of Elizabeth line services in 2018, which will increase London's rail transport capacity by 10 per cent and cut journey times.

•Thameslink Programme: Major improvement work taking place between London Charing Cross, London Cannon Street and London Bridge. Completion of the project in 2018 will allow for new, spacious trains every two-three minutes through central London at peak times.

•Waterloo Station: Major track renewal as part of the Waterloo Station upgrade which will increase capacity, improve station facilitates and lengthen platforms.

•Northern Hub: Continued work on the Ordsall Chord project to improve connections in Manchester, and remodelling work at Salford Central station including the structures replacement of Chapel Street bridge.

•West of England: Network Rail is modernising Bath Spa station in preparation for new, longer trains which will enter service in the near future.

Phil Hufton, managing director England & Wales at Network Rail, said: "This Easter, thousands of rail workers will be working round the clock to deliver our Railway Upgrade Plan. This will provide faster, better services in the long-run and help relieve over-crowding to respond to the huge growth on Britain's railways.

"We know that many people want to use the railway during the Easter holidays and the good news is that over 95 per cent of the network is unaffected by this work. But there will be some services that are impacted and so we strongly advise passengers to plan their journeys in advance."

Rebecca Grogan, a mobile operations manager from Wembley, will be working over the Easter bank holiday weekend. She is stationed at London Euston and her role means she acts as a first response to any incident on her patch.

Rebecca said: "I'm excited as it'll be the first bank holiday I've worked. As a mobile operations manager, you really are in the heart of the operational railway and you get to interact with so many different people. My role over Easter will be making sure staff and passengers are kept safe by carrying out patrols and checks in stations and on site, and responding to call-outs.

"I do sympathise with people who need to travel to be able to see friends and family over the bank holiday, but most of the network is unaffected and the overall number of travellers is significantly less than normal."

The programme of work this Easter is just part of Network Rail's five-year Railway Upgrade Plan – a multi-million pound investment in the rail network which will improve passenger journeys of the future.

As part of this programme, various pieces of upgrade work are planned for the remaining bank holidays throughout 2017. Currently, large-scale work across London's rail network is planned throughout the month of August this year, with some work starting as early as 5 August and lasting until 28 August.

Passengers are being advised to plan their journeys as early as possible by visiting www.nationalrail.co.uk (tickets available three months in advance) and by taking note of in-station advertising.

On March 4th, LMS Jubilee Class No. 45699 'Galatea' heads 'The Cumbrian Mountain Express' through Nethertown on the Cumbrian Coast. *Colin Kennington*

After a very successful visit to the Keighley and Worth Valley Railway for their winter steam gala, LNER B1 No. 61264 stayed on to work some photo charters and the normal passenger diagram the following weekend. That done, the visitor headed for York the following Friday. Departing the KWVR, and in a slightly complicated manoeuvre which saw the loco run tender-first north to Hellifield goods loop to run round, the loco and support coach head back southbound through Keighley a couple of hours later, and are seen passing through Utley, just to the north of Keighley, on March 17th. *Ben Bucki*

More housing and more train passengers – 30-year plan to cater for growth in south east



With passenger numbers on railway lines connecting the capital with Kent forecast to rise by 47% by 2044 – and a massive 127% on high speed trains to and from St Pancras International – Network Rail has worked with its industry partners to create a draft strategy to keep people moving over the next 30 years.

Housing and jobs growth in the region are continuing their upward trend and many parts of the railway into central London – including routes to and from Cannon Street, St Pancras International, and Charing Cross stations – are already completely full at peak times, with no more space for additional trains.

While immediate forecast growth can be met through lengthening trains to 12 carriages, more radical and challenging solutions will be needed in the longer term. This includes expanding central London stations, most notably Charing Cross.

The Kent Area Route Study draft has been produced to help solve that immediate challenge and provide a range of solutions for the next 30 years. With a new passenger train franchise for Kent due to start in 2018, the publication of the Kent Area Route Study supports a joined-up approach between potential bidders, the Department for Transport and Network Rail to meet the needs of passengers and business.

A three-month consultation period is now open to allow members of the public and stakeholders, including local authorities and businesses, to have their say.

Network Rail's route managing director for the South East, John Halsall, said: "A bigger, better and more reliable railway is absolutely vital to support jobs housing and economic growth in Kent and south east London in the decades ahead.

"Our plan sets out how we will cater for forecast passenger growth up to the mid-2020s, primarily through longer trains at the busiest times of day. Beyond that, we need to look at more radical options to enable more frequent services and changing service patterns across the region.

"By working closely together with operators and potential funders, we can keep passengers moving well into the future."

Among the more immediate challenges to be met, running any more trains between Tonbridge and Charing Cross in peak hours is almost impossible and any solution to cater for forecast demand will need to take that into account. Growing demand for high speed services also presents a challenge, with no room in the timetable for any extra services between Ashford and St Pancras International, without changing international services. Meanwhile major housing schemes are predicted for the North Kent routes from Dartford and a potential Garden City could be built at Ebbsfleet – which would result in further increases in passenger numbers.

Did you Know - Ken Mumford

Not as heavy as it should be

Did it go to Slimming World?

GWR bus services which started before 1904 required a man with a red flag walking in front if the vehicles were over 3 tons. The GWR got around this 3-ton limit by removing certain equipment so that the chassis could be lettered as 2 tons 19 cwt.

Buxton Ploughs

Small snowploughs were fitted to some Fowler 4F 0-6-0s which were OK in moderate snow falls, but in 1947 the Buxton ploughing effort broke over a dozen such ploughs!

The Stationmaster will escort you

On a visit to a well-known preserved railway during a rather wet August day, there was a need to spend a penny at one of its station's Gent's open-top loo. This consisted of just a brick wall and a gutter, and there was a sign saying that if you required further facilities that you were to contact the station master who would take you into the Ladies!!

Ken Mumford's PowerPoint presentations

DATE	TIME	VENUE	POWERPOINT TITLE
7th April	7.45 pm	GWR Swindon	Trains and Busses Galore
18th April	7.30 pm	Aberaeron	The Devon Belle
19th April	T.B.A.	Penarth	Omnibus Allsorts
15th April	7.30 pm	Thatcham	The Devon Belle

Other PowerPoint presentations available as at December 2016
SIBERIAN YORKSHIRE. MORE RAILWAY ALLSORTS.
TRANSPORT ALLSORTS. WELSH RAILWAY ALLSORTS.
7 DAMS & A RAILWAY (The Elan Valley Railway)

Future PowerPoint presentations in preparation:-
STEAM ALLSORTS. THE RED DRAGON.

Non-railway PowerPoint presentations include:-
DORSET DELIGHTS. CORNISH CAPERS. DEVON DELIGHTS.
POMPEY PICTORIAL. NORTH WALES. MID-WALES. SOUTH WALES.

More details:- ken.mumford@ntlworld.com [Swindon]



A Different View

On the final day of the Keighley and Worth Valley Railway's Spring steam gala on March 5th, a long-exposure shot captures the final train from Keighley, hauled by WD 2-8-0 No. 90733, at Ebor Lane, near Haworth. *Ben Bucki*



A Different View

On March 15th, Class 68 016 hauling the 2P29 Great Yarmouth - Norwich service, passes Breyden Jct. *Mark Enderby*

A Different View

A look at the new bridge that is being erected in Manchester to link Victoria and Piccadilly stations and forming part of the Ordsall Chord. *Steve Stepney*

On March 11th, LMS Stanier Class 5 4-6-0 45407 ‘The Lancashire Fusilier’ simmers at Ramsbottom whilst on the rear of the last service of the day to Bury Bolton Street. *Class47*

Preserved Railways

East Lancashire Railway



British Railways, Bulleid West Country Pacific 4-6-2 No. 34092 ‘City of Wells’ approaches the Wood Road Lane foot crossing in Summerseat. *Ken Abram*



Lancashire and Yorkshire Aspinall 0-6-0 No. 52322 approaches Burrs Country Park on a service to Rawtenstall. *Michael Lynam*



BR Standard Class 4 2-6-0 No. 76084 approaches Burrs Country Park on a shuttle service from Ramsbottom to Bury on March 11th. *Michael Lynam*

Preserved Railways

East Lancashire Railway



BR Class 3F No. 52322 arrives at Irwell Vale on March 10th working the 1J57 Bury to Rawtenstall service. *Alan Naylor*



BR Class 5MT Nos. 45212 and 45407 depart Irwell Vale working the 1J55 Bury to Rawtenstall service on March 10th. *Alan Naylor*



LMS Crab No. 13065 pulls out of the stabling sidings at Ramsbottom with the stock for a 'shuttle' working to Bury on March 12th during the lines steam gala. *Jeff Nicholls*

BR Class 4MT No. 76084 works the 1J56 service is seen arriving at Irwell Vale with a train from Rawtenstall to Heywood on March 10th.
Alan Naylor

Preserved Railways

East Lancashire Railway

On March 11th, L & Y Class 27 0-6-0 No 52322 makes an explosive start from Burrs Halt working the 2E31 09:10 Bury to Ramsbottom local service. *Ken Abram*



LMS Hughes 'Crab' Class 2-6-0 No 13065 working an empty coaching stock move, passes through the new station at Burrs Country Park. *Ken Abram*



Lancashire and Yorkshire 'A' Class No. 52322 waits at Rawtenstall for its train to arrive, before heading back to Heywood during the steam gala on March 12th. *Jeff Nicholls*

Preserved Railways

East Lancashire Railway



BR Class 5MT Nos. 45407 and 45212 head through Burrs Cutting with the 1J59 11:50 Heywood to Rawtenstall service on March 11th. *Ken Abram*



LMS Hughes 'Crab' Class 2-6-0 No 13065, is on footplate-experience duty on March 20th,seen approaching Irwell Vale running non-stop. *Gerald Nicholl*



On March 10th, BR Class 4MT No. 76084 stands at platform 2 in Bury Bolton Street with the 12:20 departure to Heywood. *Steve Stepney*

Preserved Railways

North Yorkshire Moors Railway



Approaching Levisham, LMS 7P Class 4-6-0 No. 46100 'Royal Scot' certainly looks the part as it heads its train to Pickering. *Shep Woolley*



'Royal Scot' puts on a fine display as it works through Beckhole on the climb to Goathland *Shep Woolley*



LMS 7P Class 4-6-0 No. 46100 'Royal Scot' works a Grosmont to Pickering service passed Sadler House. *Shep Woolley*



The A1 Steam Locomotive Trust
New Steam for the Main Line

VISIT TO BODMIN AND WENFORD RAILWAY – TORNADO TICKETS EXPECTED TO STEAM AWAY!

After much excitement and anticipation, tickets for the visit of 60163 Tornado to Bodmin & Wenford Railway from 1st to 4th June have gone on sale. High demand to be part of this historic event is expected, with ticket options ranging from standard travel behind the iconic locomotive to First Class, dining and footplate experiences - the last of which gives passengers the unique experience of getting up close and personal with the sights, sounds and smells of steam by travelling in the engine itself!

Tornado is the first and only steam locomotive to be built in Britain this century and the first main line steam locomotive to be built in Britain since 1960 when British Railways ceased construction of steam engines. It recently attracted the interest of the national media when it hauled the first passenger trains for the re-opening of the Settle and Carlisle line last month, where members of the public flocked in their hundreds to be part of the spectacle.

Similarly, the visit to Bodmin & Wenford will make history for both the engine and the Railway. The event marks Tornado's first visit to Cornwall where it will be the biggest ever steam locomotive to run on the Bodmin & Wenford line, Cornwall's only full size railway still operated by steam locomotives. The Bodmin & Wenford Railway has the steepest gradients (3 miles of 1 in 40) of any standard gauge heritage railway in Britain, making it the perfect place to witness the stunning sight and sounds of a steam locomotive hard at work on regular passenger trains.

Chris Hatton, Railway Manager said: "We're very proud to be able to bring Tornado to Bodmin, and very pleased that it's already generated so much interest, putting the spotlight on Cornwall. It's a great opportunity to welcome back those who've visited our Railway before and introduce new people to the excitement and nostalgia of steam travel as part of this special occasion."

Graeme Bunker, Operations Director at the A1 Steam Locomotive Trust said "Crossing the Tamar is the last piece in the jigsaw for Tornado and its adventures on the national network. We are delighted to be coming to the heritage line at Bodmin, where we can show off our wonderful engine to the West Country public."

All ticket types for 1st to 4th June trains are now on sale, and pre-booking is essential. Visit www.bodminrailway.co.uk or call

01208 73555 for more information and to book.

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

Tornado's packed main line diary for the first half of 2017 includes:

- Saturday 29th April – 'The North Briton' – Leicester to Carlisle – A1SLT promoted tour – bookings through UK Railtours
- Monday 1st May – 'The Heart of Midlothian' – Peterborough to Edinburgh – A1SLT promoted tour – bookings through UK Railtours
- Saturday 6th May – 'The Talisman' – London King's Cross to Darlington – A1SLT promoted tour – bookings through UK Railtours
- Monday 29th May – 'The Cornishman' – London Paddington – Penzance - A1SLT promoted tour – bookings through UK Railtours

Photo: © Alan Weaver/A1SLT - 60163 Tornado photographed at Hasland



Preserved Railways

Ribble Steam Railway



Colas Rail's Class 60 047 visiting the line for their diesel gala is seen heading back to Preston Riverside on March 26th. *Derek Elston*



Class 03 No. D2148 pilots Class 05 No. D2595 across the swing bridge over Preston Docks during the lines diesel gala on March 26th. *Derek Elston*



Taken from the cab of Class 03 No. D2148, on March 25th, the service prepares to cross the swing bridge. *Andrew Wilson*

Preserved Railways

Ribble Steam Railway



Swindon built Class 14 No. D9539 is photographed in the yard at Preston Riverside on March 26th. *Derek Elston*





Colas Rail's Class 60 047 leads the train back to Preston Riverside Station from Strand Road on March 26th, during the lines diesel gala. *Michael Lynam*

Hunslet No. D2595 leads its train alongside Marina Way running towards Strand Road. *Michael Lynam*

Preserved Railways

Ribble Steam Railway



English Electric 0-6-0DE NS600, No. 663 is seen on shed during the lines diesel gala on March 26th. *Derek Elston*



Sentinel 0-4-0 No. 10283 ‘Progress’ prepares to operate on the shuttle service on March 26th. *Derek Elston*



Class 03 No. D2148 and Class 05 No. D2595 await their next duties at Preston Riverside on March 25th. *Andrew Wilson*

Keighley and Worth Valley Railway

LNER Class B1 No. 61264 arrives into Oakworth Loop, during the lines Spring steam gala on March 4th. *Alan Naylor*

Preserved Railways

Keighley and Worth Valley Railway

LNWR Coal Tank 2F 0-6-2T No. 1054 and Hudswell Clarke Tank No. 1704 ‘Nunlow’ pass Oakworth Yard. *Ken Abram*



LMS Hughes Crab No. 13065 departs Oakworth Loop with a train from Keighley to Oxenhope on March 4th. *Alan Naylor*



LMS Class 5MT No. 45212 approaches Oakworth on March 4th. *Ken Abram*

Preserved Railways

Keighley and Worth Valley Railway

On the day before the Spring steam gala, preparations were well underway for the weekend. The loco which had been in charge of shuffling locos and stock around was the line's Class 25 059, and it is seen at Ingrow heading for Haworth engine shed with Coal Tank No. 1054 and ex-industrial tank 'Nunlow'. *Ben Bucki*



On March 15th, the Waggon und Maschinenbau railbus slows as it approaches Haworth with a train from Oxenhope. *Ben Bucki*



On the first day of the Spring steam gala on March 3rd, LNER B1 No. 61264 (visiting from the East Lancashire Railway) climbs towards Ingrow West station with a goods train heading for Keighley. *Ben Bucki*

Keighley and Worth Valley Railway

LMS Class 5MT ‘Black 5’ 4-6-0 No. 45212 pilots LMS Hughes ‘Crab’ 2-6-0 No. 13065 on a departure from Oakworth, March 4th.
Ken Abram

Preserved Railways

Keighley and Worth Valley Railway



On March 5th, the final day of the Spring steam gala, LMS 'Crab' No. 13065 (visiting from the ELR) and piloted by 'Coal Tank' No. 1054 descends alongside the River Worth near Damems, with a train of vintage Lancashire and Yorkshire Railway stock heading for Keighley. *Ben Bucki*



On March 5th, 'Black 5' No. 45212 climbs alongside the River Worth with a freight train from Keighley. *Ben Bucki*



On the first day of the Spring steam gala on March 3rd, B1 No. 61264 (visiting from the NYMR) climbs alongside the River Worth past the remains of a mill sluice gate near Damems, with a train for Oxenhope. *Ben Bucki*

Llangollen Railway

London Midland and Scottish Railway Class 5 4-6-0 No. 45337 (running as No. 45292) arrives into Glyndyfrdwy on March 4th with a freight working. *Brian Battersby*

Preserved Railways

Llangollen Railway



BR Standard Class 4 Tank No. 80072 approaches Berwyn on March 4th, hauling a Llangollen to Corwen service. *Brian Battersby*



On March 4th, GWR Modified Hall No. 6960 'Raveningham Hall' stands at Llangollen working a service to Corwen. *Richard Hargreaves*



LMS Ivatt Class 4 2-6-0 Mogul No. 43106 stands at Berwyn on March 4th, hauling a service to Llangollen. *Brian Battersby*

Great Western 4-6-0 ‘Manor’ Class No. 7822 ‘Foxcote Manor’ awaits departure time at Llangollen on March 4th. *Richard Hargreaves*

Llangollen Railway

In terrible weather, LMS Class 8F 2-8-0 No. 48624 passes through Berwyn with a goods train heading for Llangollen. *Brian Battersby*

Preserved Railways

Ecclesbourne Valley Railway

On March 18th, Class 33 108 'Swordfish' departs Wirksworth for Ravenstor propelling Derby Class 108 unit No. E53599. *Michael Lynam*



On March 18th, Class 14 No. D9537 arrives at Wirksworth on a service from Duffield. *Michael Lynam*



Class 31 206, on the rear on a service to Duffield, waits departure time with Class 101 DMU Nos. E50253, E59303 and E50170 and lead by Class 14 No. D9537. *Michael Lynam*

Ecclesbourne Valley Railway

On a rather damp March 18th, Class 33 103 ‘Swordfish’ arrives into Duffield with a service from Wirksworth, during the lines diesel gala.
Class47

Strathspey Railway

Caledonian Railway No. 828 re-entered normal operation with the Strathspey Railway on March 25th, seen here at Broomhill.
Ken Livermore

Strathspey Railway

During the recent Andrew Fowler/Jonny Gourlay charter on the Strathspey line, Ivatt 2MT Class 2-6-0 No. 46521 awaits departure from Boat of Garten station. *Shep Woolley*

Strathspey Railway

It was a long wait, but eventually a splash of sunshine catches Ivatt 2MT Class 2-6-0 No. 46521 at Croftnahaven as it works away from Boat of Garten on March 5th. *Shep Woolley*

CONSTRUCTION STARTS ON GREAT CENTRAL BRIDGE OVER MIDLAND MAIN LINE

Contractors on site to build new structure, paving the way to an eighteen mile East Midlands heritage line.



The development of an eighteen mile heritage railway across the East Midlands is on track as contractors prepare to build a key bridge. The 30 metre structure will one day carry Great Central Railway trains over the Midland Main Line and should be in place by early Autumn this year.
Contractors are now preparing the ground for the construction work. Work will then move off site as metal is cut and prefabricated sections of concrete are prepared . The bridge itself will be dramatically craned into place over the Midland Main Line in late Summer 2017.

After the closure of the original Great Central line by British Rail in 1969, a section of the route survived in the East Midlands. However, when 2 bridges and an embankment were removed it was physically divided into two. Both separate lines have been preserved by enthusiasts for heritage trains. They have committed to link up but five hundred metres of track between them needs to be rebuilt. The new bridge is the first key piece of infrastructure to be reinstated.
Andy Munro, the Chief Executive of the Great Central Railway said, “Our supporters have waited a long time to see the Victorian link between the two lines restored. Rebuilding this bridge is a bold statement of intent which secures a vision for the future, where heritage trains can run between Leicester and the south of Nottingham. To see our supportive contractors



MPB in action on site is very exciting and we look forward to ‘bridging the gap!’”

A one million pound public appeal to help fund the work exceeded its total when the local community and enthusiasts from across the country rallied to support the scheme. The final cost of rebuilding the bridge over the Midland line will be close to three million pounds, with contributions from the Leicester and Leicestershire Enterprise Partnership and a the purchase of shares in the Great Central Railway by Leicestershire County Council.

A consultants report has shown the revived line will generate economic benefit and create jobs across the area by attracting tourists.

Construction of the new bridge and rail link will also give the southern half of the Great Central access to the national network. In turn this will mean excursion trains can access the planned new Heritage Lottery funded rail museum to be built in Leicester.

Andy concluded, “I would like to thank everyone who has supported our appeal or worked hard behind the scenes so this project can proceed. That includes Network Rail, Charnwood Borough Council, Leicestershire and Leicester City Councils and our immediate neighbours next to the bridge Preci Spark. Much midnight oil has been burnt and there is doubtless more to come. Seeing the physical work begin is a rewarding moment and the whole community can be proud.”

Photos: ©GCR

Preserved Railways

Peak Rail



Class 46 035 stands in the yard at Rowsley on April 1st. *Andrew Wilson*



Progressing well through its overhaul, Class 37 152 is seen at Rowsley on April 1st. *Andrew Wilson*



Former Crewe Heritage Centre shunter, Class 08 830, now a resident at Peak Rail, is seen at Rowsley on April 1st. *Andrew Wilson*

Preserved Railways

Statfold Barn Railway



Hunslet No. 1842 of 1936 'Howard' and Hunslet No. 3902 of 1971 0-4-2ST 'Trangkil No. 4' depart the station with a train on March 25th. *Stuart Hillis*



Vertical boilered Wilbrighton No. 2 of 2007 'Howard' gives rides around the lake. *Stuart Hillis*



Peckett No. 1632 of 1923 'Liassic', on it's first day of working following major restoration work, pauses between duties. *Stuart Hillis*

Preserved Railways

Statfold Barn Railway

Hunslet No. 921 of 1906 ‘Sybil Mary’ and Avonside No. 2067 of 1933 ‘Marchlyn’ arrive at the station area. *Stuart Hillis*



Tram No. 14, built by Brush for the Midland Railway’s 3’6” gauge Burton & Ashby Light Railway operation in the 1920’s, and rescued from storage in the City of Detroit USA, is now restored and giving rides from a brand new terminus to Oak Tree Halt. *Stuart Hillis*



Kerr Stuart 0-4-0ST No. 1158 (built in 1917) ‘Diana’ enjoys a run out at Statfold on March 25th. *Colin Kennington*

Preserved Railways

Great Central Railway



RSS owned Class 08 480 poses under the Great Central road bridge at Loughborough during an EMRPS photo charter on March 23rd. *Mark Pichowicz*



On March 26th, Southern No. 777 'Sir Lamiel' passes Woodthorpe on a beautiful Spring morning with the 10:00 departure from Loughborough. *Mark Pichowicz*



On March 18th, newly repainted Class 37 714 stands at Loughborough having just arrived with a service from Leicester North. *Class47*

Great Central Railway

On March 25th, Class 33 063 and 33 116 depart Loughborough with the 09:30 service to Leicester North. *Mark Pichowicz*

Preserved Railways

Great Central Railway



Freshly repainted Class 37 714 poses on a rake of Dogfish ballast wagons at Loughborough on March 23rd during an EMRPS photo charter. *Mark Pichowicz*



Class 08 907 and 08 528 (No. D3690) approach Loughborough on March 18th during the lines Spring diesel gala, forming a shunter special service. *Class47*



On the rear of the shunter special service is seen Class 08 480 and 08 694, standing here at Loughborough awaiting departure time. *Class47*

West Lancashire Light Railway

Kerr Stuart, 0-6-0T+WT 'Joffre' kicks off the 2017 running season on March 26th, seen approaching Willow Tree Halt. *John Sloane*

Bluebell Railway

Class 73 107 and 73 119 approach Sheffield Park hauling the 14:00 service from East Grinstead during the lines annual diesel gala on March 31st. *Charlie Robbins*

Preserved Railways

Severn Valley Railway



Class 08 No. D4100 ‘Dick Hardy’ is seen on the turntable at Kidderminster on March 11th. Also present are No. 12099 and 08 635. *John Alsop*



Class 50 035 erupts into life at Kidderminster on March 25th. *John Alsop*



Bulleid Battle of Britain Light Pacific No. 34081 ‘92 Squadron’ departs Bridgnorth on March 26th working a service to Kidderminster. *Richard Hargreaves*

FROM STAGE TO RAIL – NATIONAL RAILWAY MUSEUM TRANSFERS OWNERSHIP OF RARE VICTORIAN STEAM LOCOMOTIVE





A unique Victorian steam locomotive that escaped the cutting torch thanks to the centenary of London's Waterloo station – and starred in 'The Railway Children' on both sides of the Atlantic – has been transferred to the Swanage Railway by the National Railway Museum.

Built in February, 1893, for hauling express trains on the London and South Western Railway, T3 class 4-4-0 wheel arrangement locomotive No. 563 was withdrawn by the Southern Railway at the end of the Second World War in August, 1945, by which time it had run a total of 1.5 million miles.

Designed by William Adams for smooth running at up to 80mph – and built at Nine Elms in London – the 81-tonne No. 563 was not scrapped in 1948.

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

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

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

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

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

"The T3 class of steam locomotives – and perhaps No. 563 itself – worked trains from London down to Corfe Castle and Swanage; taking expectant families on holiday from the city to the sea. The locomotives were part of the story of Swanage's development as a popular seaside resort.

"We look forward to hopefully putting the locomotive on suitable display so our visitors can delight in its late Victorian engineering and see the marvellous machine that hauled trains from the city to the sea for half a century.

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

A spokesperson from the National Railway Museum said: "We are delighted to gift the T3 class to the Swanage Railway as part of its growing collection and to have found such a suitable home for this locomotive.

"The Swanage Railway has an outstanding record for preserving and displaying items, something which is paramount to the museum, allowing the public to appreciate the locomotive and attract a new audience to Swanage on a railway steeped in T3 history."

Carrying three tonnes of coal and 3,300 gallons of water, the first T3 was withdrawn from service by the Southern Railway in 1930 as the late Victorian locomotives were replaced by more modern designs.

Just three years later, only three of the outside cylinder locomotives remained in use for light duties.

The transport demands of the Second World War delayed the end for No. 563 but the coming of peace saw the last of the Victorian class withdrawn.

During 1948, No. 563 was restored in the London and South Western Railway Dugald Drummond locomotive livery of green with chocolate edging.

In 1961, the T3 class locomotive was repainted in its original 1893 livery of light green with black and brass beading.

The classic locomotive is due to be transported by road to the Swanage Railway in the near future.

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

A change of crew for Class 45 139 hauling a Newcastle - Llandudno service at Leeds on November 9th 1985. *Nick Clemson*

From the Archives



Class 37 213 is seen hauling Speedlink loaded coal wagons along the Deepdale branch at Preston on November 4th 1988. *Dave Felton*





Railfreight Distribution's Class 47 226 stands on Newport Godfrey Road stabling point on July 6th 1996. *Paul Godding*

Class 37 420 and 37 503 are seen passing Warrington Arpley yard on April 14th 1994. *Brian Hewertson*

LMS Stanier Black 5 Class No. 45449 hauling a Blackpool bound special from Yorkshire passes Huncoat on June 19th 1966.
Dave Felton

From the Archives



Departmental Class 40 No. 97405 (formerly Class 40 060) is seen at Newton Heath in 1986. *Steve Stepney*



Class 45 105 approaches Leeds on November 9th 1985 with the 07:40 Llandudno - Leeds service. *Nick Clemson*

From the Archives



LNER J37 Class No. 64585 stands at Dunfermline Motive Power Depot on May 1st 1965.
Dave Felton



Track Recording Unit No. DR50006 is seen at Manchester Exchange on November 13th 1985.
Nick Clemson



Class 47 972 hauls an immaculate Network South East liveried 'Bubble' car No. 55029 as it passes Aldwarke Jct. on April 18th 1994.
Brian Hewertson