



Railtalk Magazine

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# Welcome

Welcome to Issue 139 and your monthly roundup from across the UK.

As another month passes by, we have plenty of photos from preserved lines this month as the season kicks into gear. And on the subject of preserved lines, please do remember if you are not travelling but just visiting for photography, to give them a donation. I'm sure that any amount will be most welcome.

Foreign news, (yes I know this is the UK edition!) and the TPE Class 68s have finally reached Velim in the Czech Republic and testing using the new CAF built Mk 5 stock has commenced. Lets hope that all goes well and we can soon start enjoying some decent trains on services across the Pennines once again. (Something that hasn't happened since the Class 47s finished a long long time ago)

Some strange news this month regarding Heathrow Express services between London Paddington and Heathrow Airport which is to be taken over by Great Western, who already operate the Heathrow Connect services on the same route. GWR are also replacing the Class 332s with 387s.

The 10 000 'millennial' Railcards for 26 to 30-year-olds which were made available on March 13th sold out almost straight away, with demand overwhelming the website. The railcards offered on a trial basis cost £30 for one

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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

Freightliner's Class 86 639 and 86 607 pass Balshaw Lane Junction on March 17th with a Coatbridge - Crewe liner.

*John Sloane*

### This Page

On March 3rd, Class 67 006 leads a Burton to Wembley ECS through Birmingham International.

*Paul Godding*

### Next Page

Merchant Navy Class No. 35018 'British India Line' works 5M50 Carnforth to Carnforth on a test run through Bamber Bridge on March 7th.

*Alan Naylor*







year and offer a third off most fares - lets hope they continue with the railcards as I will need mine very soon.

Also in the news this month is the planned redevelopment of Crewe station, which has been in discussion for ages. It seems that the 'New Crewe' will now have 400m platforms for HS2 services. - Perhaps they might rescind the no cycling or skateboarding so passengers can get from one end to the other!

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

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

**Andy Patten**  
Editor

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Charter Scene

Royal Train  
Royal Train

Class 67 006 and 67 005 depart Plymouth on March 27th with the Queen on board the royal train, returning to London.  
*Steve Andrews*





## Charter Scene

### Locomotive Services Ltd. Charter

▶ Class 47 805 (D1935) and 47 501 (D1944) work the 1Z56 Kingussie to Crewe through Village Croft, Euxton on March 25th. *Alan Naylor*

▶ Class 47 501 and 47 805 lead the 1Z54 Crewe to Kingussie through Cherry Tree on March 23rd. *David Hollowood*

▶ Class 47 805 and 47 501 (Nos. D 1935 and D1944) working the 1Z56 Kingussie to Crewe hammers through Leyland in beautiful splendour on March 25th. *David Hollowood*











## Charter Scene

### Railway Touring Co. The Cumbrian Coast Express

▶ Couldn't complain about the weather in Cumbria on March 24th as 'Leander' speeds through Nethertown with the return leg of 'The Cumbrian Coast Express' with Steve Chipperfield driving and Rob Russell firing.  
*Shep Woolley*

▶ With the Coniston Fells in the distance (Coniston Old Man, Dow Crag, Brown Pike, Buck Pike and White Pike) 'Leander' accelerates away from Foxfield back to Carnforth. *Shep Woolley*

▶ LMS 5XP Class 4-6-0 No. 45690 'Leander' puts on a fine display climbing away from Oxenholme with 'The Cumbrian Coast Express' on March 24th with Dave Blair driving, Chris Holmes on the shovel and Roly Parker keeping them under control. *Shep Woolley*



















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Charter Scene

**BLS / 84G Railtours**  
The Sussex Salopian

West Coast Railways' Class 37 518 calls at Birmingham New St. on March 24th with a return Bognor Regis - Crewe Branch Line Society charter. *Chris Morrison*





Railtalk Magazine Charter Scene

**Pathfinder Tours**  
The Easter Chieftain (Day 1 of 4)

On March 30th, Class 37 259 and 37 069 storm through Swinton working the 1Z67 Cardiff - Inverness charter. *Steve Thompson*





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Charter Scene

UK Railtours  
THE SULIS AND SARUM

LNER A1 Class 4-6-2 No. 60163 'Tornado' crosses Eckington Bridge over the River Avon at the head of 'The Sulis and Sarum' railtour on March 24th. *Neil Pugh*

























## Charter Scene

### West Coast Railway Co. The Salopian Express I

On March 21st, SR Merchant Navy Class 8P 4-6-2 No. 35018 'British India Line' works the 1Z78 Carnforth to Shrewsbury through Village Croft, Euxton. *Alan Naylor*

'British India Line', with West Coast's Class 47 760 on the rear, passes Charnock Richard working the 1Z78 'The Salopian Express' from Barrow in Furness - Shrewsbury. *Michael Lynam*

SR Merchant Navy Class 8P 4-6-2 No. 35018 'British India Line' passes Daresbury on March 21st working the 1Z78 Barrow - Shrewsbury charter. *Mark Enderby*







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Charter Scene

West Coast Railway Co.  
The Salopian Express I

On March 21st, SR Merchant Navy Class 8P 4-6-2 No. 35018 'British India Line' passes Winwick working a railtour from Barrow in Furness to Shrewsbury. (diesel hauled to Carnforth). *Alan Rigby*

































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Charter Scene

ECS and Light Engine Moves

Still showing a steam leak from the right hand cylinder area, SR 'Merchant Navy' Class Pacific No. 35018 'British India Line' passes Clapham on the Carnforth/Hellfield/Preston/Carnforth mainline test circuit on March 7th. *Gerald Nicholl*









## Charter Scene

### ECS and Light Engine Moves

On March 7th, SR MN Class No. 35018 'British India Line' takes water at Hellifield on 5M51 test run from Carnforth - Carnforth via Hellifield, Blackburn and Preston. *Michael Lynam*

On February 23rd, West Coast's Class 57 316 is seen stabled at Rutherglen East Junction PW sidings. *John Sloane*

Class 37 669 hauling LMS Princess Royal Class No. 6201 with 37 668 on the rear at Charnock Richard on a Butterley - Carnforth move. *John Sloane*





## Charter Scene

### ECS and Light Engine Moves



On March 12th, in appalling light, LMS Jubilee Class 4-6-0 No. 45690 and LMS Stanier Class 5 4-6-0 45407 'The Lancashire Fusilier' (running as No. 45157) pass Parkside Junction on a 5Z66 Bury - Carnforth move. *Leuan Wood*

London Midland and Scottish Railway (LMS) Jubilee Class No. 45690 'Leander' and LMS Stanier Class 5 4-6-0 No. 45407 'The Lancashire Fusilier' (running as No. 45157) top'n'tail a couple of coaches as the pair depart Wigan with an ELR to Carnforth move on March 12th.

*John Sloane*

LMS Jubilee Class No. 45699 'Galatea' sits in the siding at Farington Jct. after working 1Z87 14:25 from Carlisle on March 10th. The charter being taken forward to London Euston from here by Class 86 259. *John Balaam*



















## Chiltern Railways

### Oxford to London line a clear winner for Chiltern Railways

Chiltern Railways has been added another accolade to its growing list of awards so far in 2018.

On Thursday 15 March, the company was awarded the Innovation in Customer Experience Award at the 2018 Business Quality Foundation UK Excellence Awards at the historic Guildhall in London.

The award recognises organisations that have enhanced the customer experience by implementing new and innovative strategies. Chiltern's entry focussed on the implementation of the Oxford to London line, the first new rail line between London and a major city in over 100 years.

Alan Riley, Customer Services Director, Chiltern Railways said: "It's a huge honour to have been acknowledged alongside some of the UK's most recognisable brands at these prestigious awards. The award recognises the spirit of continuous improvement that we strive to achieve. We put the customer at the heart of everything we do, and we are so proud to be one of the driving forces behind the new Oxford to London rail line, which has changed the face of rail travel for the people of Oxfordshire and will continue to be a key part of their lives for generations to come."

Chiltern was also shortlisted for the Business Quality Foundation's major award of the night, the UK Excellence Award, which is one of the highest accolades a business in the UK can achieve.

### Chiltern's world-first radio stunt wins at national awards

A recording of a world-first stunt on the earth's highest and longest slide earned Chiltern Railways the Gold Standard award for Best Radio Advertising at The Chartered Institute of Marketing's Travel Marketing Awards at the London Hilton on Park Lane on Monday 12 March.

The 30-second spot, which aired in Oxfordshire and the West Midlands, featured a voice-over artist hurtling at speed from top to bottom of the world's longest tunnel slide, the 178-metre ArcelorMittal Orbit slide at Queen Elizabeth Park, London.

The radio ad formed part of Chiltern's 'Summer. It's a really big deal' campaign, and was created in partnership with advertising agency, The Gate London. The voice-over artist rode the

slide six times to get the perfect take, and the activity promoted Chiltern's Family Travelcard which is priced from just £25 for return train travel to London.

Eleni Jordan, Commercial Director at Chiltern Railways, said: "We are extremely proud to have been recognised by the marketing industry at these awards. The ad was great fun to make, and it really epitomised the sense of fun around trying something new which was the message we wanted to share, encouraging families to take a trip to London by train and experience all it has to offer."

Chiltern liveried Class 68 014 works the 6U77 Mountsorrel - Crewe through Burton on March 6th. *Stuart Hillis*





## Colas Rail



▶ Class 60 026 passes through West Hampstead Thameslink with the Oxwellmains - Purfleet on March 8th. *John Sloane*

▶ On March 16th, Class 60 095 works 6C86 LOR - Up Decoy ballast job through Scunthorpe, in connection with the track renewal taking place at Lindsey. *Steve Thompson*

▶ On March 4th, Class 60 087 passes Grimpo north of Shrewsbury with the Chirk - Carlisle timber during the grip of the first Beast from the East. Normally empty the first six wagons were still loaded due to the cold weather. *Phil Martin*







## Colas Rail



▶ Class 66 850 'David Maidment OBE' emerges from Hampstead Heath tunnel into the station with the Hoo Junction - Whitemoor on March 8th. *John Sloane*

▶ Class 60 056 on 6E32 Preston to Lindsey passes Cherry Tree with 5 empty tanks on March 20th. The return 6M32 working had 60 095 on as well as 60 056 with load 10 tanks and 60 095 subsequently hauled 6Z56 load 5 tanks from Preston to Long Marston. *David Hollowood*

▶ Class 70 814 approaches St. Helens Junction station on March 16th running light engine from Tuebrook - Carlisle. The loco had been hired by GBRf to trial on the Biomass trains from Liverpool Bulk Terminal to Tuebrook Sidings. *Alan Rigby*











## Colas Rail



▶ On March 5th, the good people of Scunthorpe were blessed (if that's the word) with a Class 70 on the Preston Tanks, both of them, as Class 70 805 cantors along E Line at Scunthorpe with 6E32, heading to Lindsey. *Steve Thompson*

▶ Class 60 001 with the late running 6D79 Lindsey - Neville Hill fuel tanks is pictured passing Class 56 113 and 56 078 on 6E32 Preston - Lindsey discharged tanks at Oakenshaw Jct. on April 4th. *Steve Chapman*

▶ Colas have been operating ballast trains in connection with the relaying of the western curve at Lindsey Refinery. On March 12th, Class 60 085 is seen at Scunthorpe returning 6C83 to Up Decoy. *Steve Thompson*







## Colas Rail



On March 29th, Class 56 113 approaches Scunthorpe with the 6E32 Preston - LOR bitumen tanks. *Steve Thompson*



On March 13th, Class 60 096 approaches Preston working a Lindsey Oil Refinery - Preston Docks (Ribble Rail) train running approximately two hours late. *Michael Lynam*



Brightening the place up a bit on April 1st, Class 70 816, 56 078 and 56 113 pass through a not-so-sunny Scunny on 0C80 Up Decoy - Barnetby. *Steve Thompson*









## DB Cargo

▶ With beautiful backlighting, Class 66 087 hauls a few bogie flats through Winwick as the (almost) weekly Arpley Yard - Wigan Springs Branch trip working on March 21st. *Jeff Nicholls*

◀ On March 29th, Class 66 078 heads through Huddersfield with a rake of box wagons. *Paul Godding*

▶ Class 90 024 and 90 039 head through Charnock Richard cutting with a Mossend - Daventry working on February 21st. *John Sloane*







## DB Cargo

▶ Class 66 165 passes Ditton with the 6016 Ditton - Dollands Moor. Taken from the new Alstom access bridge (which is handily located close to Hattons Model Railways). *Mark Enderby*

▶ DBred liveried Class 66 097 heads south through Winwick with the return of the weekly Arpley Yard - Springs Branch trip working on March 7th. *Jeff Nicholls*

▶ Class 66 014 is seen stabled in Kingmoor Yard on February 23rd. *John Sloane*











## DB Cargo



▶ Class 90 040 creeps past Willesden Junction Low Level with a Dagenham - Mossend car train on March 8th. *John Sloane*

▶ On March 30th, Class 60 040 put in an appearance at Scunthorpe on 6G19 Belmont - Ent C, comprising just two BTAs. *Steve Thompson*

▶ Class 66 113 working 4M11 Washwood Heath - Peak Forest empty hoppers, passes Burton on March 29th. *Stuart Hillis*











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## DB Cargo



On March 21st, coming off the main line and taking E Line is Class 66 130 with 4E26 Dollands Moor - Scunthorpe RS, conveying FIA bloom carriers returning from Hyange in France.

*Steve Thompson*

Class 66 138 passes Rainford on March 16th working Knowsley Freight Terminal - Wilton EFW Bins.

*Alan Rigby*

On March 17th, during a blizzard, Class 66 007 leads the Dollands Moor - Scunthorpe steel empties through Adwick.

*Class47*





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## DB Cargo



On March 9th, Class 66 165 passes through Crewe station with a mixture of repaired wagons from Stoke Marcroft Engineering - Warrington Arpley Sidings. *Michael Lynam*

Class 66 711 with the 6E09 Liverpool – Drax Biomass, stands at Warrington Bank Quay on March 22nd. *Mark Enderby*



## DB Cargo

On March 10th, Class 60 020 heads through Nottingham with a Kingsbury bound oil train.  
*Richard Hargreaves*



## Planning together for the future of Toton

HIGH-LEVEL talks have taken place to discuss the long-term future of Toton's strategically-important train maintenance depot and sidings.

HS2 Ltd has recently confirmed that land occupied by DB Cargo UK's rail freight workshops is not required to deliver the baseline plans for the railway.

DB Cargo UK's Chief Executive Hans-Georg Werner said he hoped the news would put an end to speculation that the company's Nottinghamshire depot would have to be hastily relocated to make way for HS2.

"While the site may have to move to accommodate new economic development associated with the HS2 Hub Station at some time over the next 15 to 20 years, there is time

to work with all interested parties to ensure a holistic approach is taken," he said.

"This is good news for the company, those colleagues who work there, our customers and the surrounding businesses that we work with. Toton is one of the biggest depots in the UK and provides an extremely important service to the rail freight industry. Its future must be handled with care," added Mr Werner.

On Friday March 16th, representatives from Midlands Connect, East Midlands Councils and the HS2 Growth Partnership, met representatives from DB Cargo UK for a tour of the site.

This is the start of a positive and ongoing collaboration between the company, local councils and the East Midlands business community to secure the best possible future for the site.

Toton depot originally opened in the late 1800s and is now home to heavy engineering workshops, a paint depot, freight loading facilities and infrastructure maintenance services.

Maria Machancoses, Director of Midlands Connect, who attended Friday's meeting with DB Cargo UK, said: "I very much welcome the positive engagement we have had with the DB Cargo team. Midlands Connect will support local partners in the East Midlands to work collaboratively with the company to secure the best outcome for local people and businesses." she said.



## DB Cargo



▶ Class 66 041 nears Gospel Oak with a Chelmsford - Acton working on March 8th. *John Sloane*



▶ Class 66 011 passes through the PQ Corporation's Crosfields Works, Warrington, with the daily Ditton - Dollands Moor aluminium working on a sunny March 7th. *Jeff Nicholls*



▶ On March 21st, Class 66 007 working Knowsley Freight Terminal - Wilton EFW, passes Winwick. *Alan Rigby*





## DB Cargo



On March 21st, Class 66 111 opens up on 6Z22 Ent C - Belmont, as it passes Scunthorpe with the last of the JNA cripples from the Goods Yard. *Steve Thompson*

On March 8th, a solitary Class 66 176 sits in Acton Yard for its next duty. *John Sloane*

Class 60 091 heads through Swindon on March 27th working the Theale to Robeston tanks. *Ken Mumford*







## DB Cargo



▶ Class 60 001 working the 6D79 Lindsey - Neville Hill fuel tanks is seen at Oakenshaw Jct. on April 4th. *Steve Chapman*

▶ On March 21st, Class 60 039 tops the bank at Scunthorpe West Jct. with the return 6D80 NL - LOR. *Steve Thompson*

▶ On March 21st, Class 66 182 hauls the 6F91 Ince & Elton - Arpley past Daresbury. *Mark Enderby*











## DB Cargo



On March 20th, Class 90 037 and 90 028 pass Charnock Richard working the 4M25 intermodal from Mossend - Daventry. *Michael Lynam*



On March 21st, Class 60 039 passes through Scunthorpe working the 6D79 LOR - Neville Hill fuel tanks, with a decent load for this working. *Steve Thompson*



On March 11th the regular Sunday's 6M57 LOR - Kingsbury passes through Scunthorpe station behind Class 60 044. *Steve Thompson*





## DB Cargo

On March 7th, Class 66 090 approaches Long Preston with an empty rake of JXA box wagons from New Biggin - Hull Coal Terminal.

*Michael Lynam*



## DB Cargo UK rail chief welcomes new training and development opportunities

Doncaster's new National College for High Speed Rail is an "enormous opportunity for the whole rail industry", the Chief Executive of Britain's biggest rail freight company said recently.

Hans-Georg Werner, Chief Executive of Doncaster-based DB Cargo UK, said: "I am very excited by a recent visit to the new facility to discuss future opportunities for collaboration. While the college has an important role to play in supporting the development of HS2 the state-of-the-art training and opportunities being offered here in Doncaster will be relevant to drivers, engineers and ground-staff across the entire UK rail network."

"Here at DB Cargo UK we are leading the next generation of rail freight and we look forward to working closely with the college's Chief Executive Clair Mowbray and her team on shaping the experience and opportunities they offer."

just a stone's throw away from the multi-million pound new college. Employing more than 2200 staff, DB Cargo UK transports everything from cereal to steel, as well as providing essential infrastructure services to Network Rail.

During his visit, Mr Werner presented the college with a pantograph – the apparatus that sits on the top of an electric train – which will be used in the training of students. In return, the college's Chief Executive Clair Mowbray presented Mr Werner with a certificate and a plaque, acknowledging the company's ongoing support.

Clair Mowbray, Chief Executive of the National College for High Speed Rail, said: "The National College is focused on delivering the skills training that is required to modernise rail. The UK's engineering workforce is currently falling short by around 69,000 engineers every year, with a growing older workforce which currently lacks diversity. It is our challenge to work towards

solving the skills gap that Britain faces as it invests billions of pounds into modernising the rail network and wider transport infrastructure. By working with industry partners like DB Cargo we can ensure the range of opportunities reflect the needs of all aspects of the rail industry."

The National College for High Speed Rail is dedicated to supporting the UK's growing rail sector, with everything it does matched to the current and future needs of the industry. The College's focus is post-18 education and is also accessible for those looking to retrain or develop their expertise in the industry. Learners at the College can choose from higher apprenticeships currently available in High Speed Rail and Infrastructure (Level 4) and Operations and Departmental Management (Level 5). The College also runs an entry level one-year full-time course – the Certificate of Higher Education (Cert HE) in High Speed Rail and Infrastructure, equivalent to Higher National Certificate (HNC) qualification.





## Direct Rail Services



On March 13th, Class 37 402 stands at Barrow having arrived with a Northern service from Preston. *Michael Lynam*

Class 66 425 with a very heavy 6A02 Basford Hall to Hebden Bridge, labours quite slowly through Pleasington on the afternoon of March 11th. *David Hollowood*

Class 66 304 passes Bradley with the daily Carlisle to Crewe engineer's train on February 27th. *John Sloane*







## Direct Rail Services

On March 13th, DRS made one of their occasional visits to Scunthorpe as Class 66 434 takes 5 YEAs from Ent C to York Works for attention, running as 6Z52, passing Frodingham Jct.

*Steve Thompson*

Class 68 018 'Vigilant' departs Wigton with the 14:33 Carlisle - Barrow-in-Furness service on March 24th. *John Balaam*

Prior to heading overseas for testing with the new TransPennine Express stock, Class 68 019 and 68 021 are seen stabled in Wembley Yard on March 5th. *John Sloane*







## Direct Rail Services

Arranged at very short notice, Class 37 422 leads 37 259 north through Winwick on a Gresty Lane - Preston and return test working on March 7th. *Jeff Nicholls*

Class 68 025 heads a heavy 6K05 with plenty of noise as it leaves Cherry Tree behind on its way to the WCML on March 26th. *David Hollowood*

Class 88 007 'Electra' has just passed the former Boars Head Junction at Standish with the Daventry - Mossend 'Tesco' train on March 10th. *John Sloane*







## Direct Rail Services



On March 13th, Class 68 017 (with 68 018 on the rear) departs Barrow-in-Furness working a Northern service to Carlisle. *Michael Lynam*

On March 30th, in Doncaster West Yard, some strange bedfellows in the form of Class 56 078, 67 012 and 66 434. *Steve Thompson*

Class 68 022 and 68 027 working the 5Z68 Crewe to Carstairs TPE training run pass Leyland at high speed in the rain on March 27th hauling coaches Nos. 11018, 10212, 12133 and 12078. *David Hollowood*















## Direct Rail Services

Recently re-assigned to replace the Class 37's on one of the Cumbrian Coast passenger services, Class 68 017 'Hornet' heads north for Carlisle through Millom on March 16th. *Michael Lovatt*

Class 68 026 makes it's debut on 6U77 Mountsorrel - Crewe, conveying loaded IOA's with stone through Burton on March 7th. *Stuart Hillis*

After months of hearing that Class 68s are going to take over from 37s on the Cumbrian Coast passenger turns, then it not happening, on March 12th it finally happened. On the first day of operation Class 68 017 (with 68 018 on the rear) are seen leaving Carnforth in the rain with the 10:04 Preston to Barrow working. *Colin Kennington*







## Freightliner



On March 19th it was perishing cold, but at least the sun was out as Class 66 418 works through Scunthorpe with 4C73 HXA empties from Down Decoy to IBT. *Steve Thompson*



Class 90 041 and 90 045 pass Coppull on February 21st with a Coatbridge - Daventry intermodal. *John Sloane*



Class 66 554 passes Camden Road with a Bristol - Felixtowe liner on March 8th. *John Sloane*



## Freightliner



▶ A matching pair as Class 90 049 leads 90 043 on a delayed 4M27 Coatbridge - Daventry service, climbing from Warrington Bank Quay to the bridges over the Mersey and the Manchester Ship Canal on March 21st. *Jeff Nicholls*

▶ On March 20th, Class 90 049 and 90 045 pass Charnock Richard working the 4M27 Coatbridge - Daventry liner. *Michael Lynam*

▶ Class 90 042 and 90 047 pass Standish with the 4M27 Coatbridge - Daventry on March 10th. *John Sloane*











## Freightliner



▶ Class 66 523 with the 6M17 Redcar - Fiddlers Ferry coal is pictured passing Oakenshaw Jct. on April 4th. *Steve Chapman*

▶ With part of the Runcorn Widnes bridge, currently closed for refurbishment, in the background, Class 66 506 cautiously eases its train into the container depot on March 29th. *Jeff Nicholls*

▶ Class 90 041 and 90 045 climb out of Wigan on March 13th with the 4S44 Daventry - Coatbridge liner. *John Sloane*





## Freightliner



Class 66 618 working the 6H43 07:49 Pendleton (Brindle Heath) to Tunstead Sidings is pictured approaching Chinley Station on March 21st.

*Alan Sinclair*

On March 8th, Class 66 589 enters Camden Road station with a Trafford Park - Felixtowe liner.

*John Sloane*

On March 11th, Class 66 956 heads a rail train from Miskin - Crewe past Kemps Eye, Shrewsbury.

*Phil Martin*











## GBRf



▶ Class 66 709 'Sorrento' brings a touch of Mediterranean sunshine to the Chat Moss route as it passes Culcheth with the 4M12 05:45 from Drax to Liverpool on March 20th. The wind chill factor, however, was in negative territory!

*Jeff Nicholls*

▶ On March 16th, a decidedly tired-looking Class 66 720 passes through Scunthorpe station with it's empties. *Steve Thompson*

▶ Class 92 028 and 66 720 head past Coppull with the Wembley - Irvine china clay train on February 21st. *John Sloane*





▶ Class 66 704 heads through Scunthorpe on March 28th working the 6F72 HIT - Cottam coal. *Steve Thompson*

▶ On March 23rd, Class 66 709 worked out of Scunthorpe on 6D61 Roxby - Doncaster Down Decoy waste empties. *Steve Thompson*

▶ Class 66 779 'Evening Star' heads between Ealing Broadway and West Ealing with a Willesden - Calvert spoil train on March 8th. *John Sloane*





## GBRf

▶ Class 66 725 'Sunderland', complete with supporter's scarf emblem, passes Willesden Junction with the Felixtowe - Hams Hall on March 8th. *John Sloane*

▶ The driver of Class 66 096 on 6H65 Immingham Biomass terminal - Drax can only sit and watch as 66 725 passes Scunthorpe West Jct. with 4R70 Cottam - HIT coal empties, March 29th. *Steve Thompson*

▶ Class 66 739, working Drax - Liverpool Bulk Terminal Biomass empties, heads through St. Helens Central on March 21st. *Alan Rigby*







## GBRf



On March 23rd, great excitement as Class 66 789 make it's debut in North Lincolnshire wearing it's Large-Logo Blue livery, and very smart it looked too. It is seen passing Frodingham Junction on 6F71 HIT - Cottam loaded coal, pity the weather was as dull as ditchwater. *Steve Thompson*

Class 66 766 working the 6M83 Tinsley - Bardon Hill Quarry empty stone hoppers passes Moira on March 13th. *Stuart Hillis*

Class 66 733, working 6M31 Doncaster - Arcow stone empties, is pictured at Oakenshaw Jct. on April 4th. *Steve Chapman*







## GBRf



On March 10th, the 7X08 Derby Chaddesden Sidings - Banbury sees Railfreight Class 20 118 and GBRf 20 905 leading barrier wagons and S8 tubestock sets with HNRC liveried Class 20 314 and 20 311 on the rear as they pass Burton.

*Stuart Hillis*

Class 66 711 working a Liverpool Bulk Terminal - Drax loaded Biomass eases through St. Helens Central on March 21st. *Alan Rigby*

Class 66 728 'Institution Of Railway Operators' working 0E51 Barton Under Needwood - Derby, one of several daily return training runs, heads through Burton on March 29th. *Stuart Hillis*







GBRf



On March 16th, Class 92 023 and 92 032 pass through Stafford on a test run from Crewe to Wembley InterCity depot. *Michael Lynam*



Class 66 748 passes Long Preston on March 13th, with a stone train from Arcow Quarry - Pendleton. *Michael Lynam*



On March 20th, Class 92 044 and 66 729 pass Charnock Richard working the 6S94 Wembley - Irvine Caledonian Paper china clay tanks. *Michael Lynam*











# Rail companies together launch long-term plan to boost the West's Economy

The companies running the railway in the West of England have come together to set out their long-term plan for the region's railway, which will secure £9.45bn of additional economic benefits for communities along the Great Western main line. In the plan, the partnership railway of public and private sector companies outlines their commitments to improving services for customers, better connecting communities and providing employees with rewarding careers, as well as boosting the region's economy. The plan, called In Partnership for Britain's Prosperity – The West of England sets out how £2.4bn invested in operating, maintaining and renewing the railway is enabling new and improved services. These will better connect people and businesses to key economic hubs in the region and beyond to London, Wales, the Midlands and the North. This is in addition to existing upgrades to electrify the Great Western main line and around £500m of private investment in a brand-new fleet of intercity trains to increase the frequency, quality and speed of journeys.

To deliver the plan's commitment to boost communities through localised decision making and investment, the partnership railway will deliver £50m of station and car park investment to improve and enhance the gateways to the villages, towns and cities the railway serves. Customer and Communities Funds from Great Western Railway and CrossCountry will see £4.5m spent on projects that meet social needs, educate or engage local people, like bringing disused buildings back to life, developing history or heritage activities or encouraging bicycle use. The plan will see the creation of more than 250 apprenticeships in the decade to 2024, part of a 'Get into Railways' scheme developed with The Prince's Trust. This is in addition to apprenticeships created by rail businesses based across the West.

The Western route is already the second busiest freight route into the capital and by continuing work to support 'jumbo' aggregate trains that increase the amount of freight that can be moved in one go, the partnership railway's plan will also free up additional capacity for more trains to run.

Mark Hopwood, Managing Director of Great Western Railway, said: "The West's railway, a partnership of the public and private sectors, is fundamental to the region's prosperity, connecting workers to jobs, businesses to markets, and people to their families and friends. Working in partnership, the railway's plan will spread growth to communities across the region and drive unprecedented improvements for our customers. All this adds up to a more secure and brighter future for people who work in rail."

Andy Cooper, Managing Director of CrossCountry, said: "The commitments in our plan - to the region's economy, rail customers, communities and our people - set us on course to build on previous improvements and move forward together. Customers will benefit from simpler ticketing, more services and better value for money. We will transform our communities' social and economic futures by enabling more people to benefit from the opportunities provided by rail."

Mark Langman, route Managing Director for Network Rail's Western Route, said: "The railway plays a key part in moving the people and goods that power our economy faster and more efficiently, connecting businesses in the West of England to markets all over the world. By supporting our existing talent, moving forward as one team and encouraging new recruits with workforce training, we are securing a bright future for our employees and the communities in which they live and work."

Karen Boswell OBE, Managing Director of Hitachi Rail Europe, said: "Investment is bringing a new lease of life to this historic rail route, and we are very proud to be part of an industry team delivering for passengers. Hitachi is embedding itself in The West by introducing 93 new trains, investing £120 million in a new depot network and choosing regional business to supply parts for our new trains."

Russell Mears, chair of the freight group at the Rail Delivery Group, said: "The railway moves millions of tonnes of freight every year, getting goods made in the West to markets all over the world and from the world into the West. It keeps lorries off the region's road and makes the air cleaner. By coming together with a plan to improve further, the West's rail companies are committing to do even more for the economy, businesses and communities in the region, now and for the generations ahead."

James Durie, Chief Executive, Chambers of Commerce & Initiative at Business West: "For the local and regional economy to thrive we need better connectivity, better, more reliable trains and better, more reliable infrastructure. It is critical that passenger and freight rail services work collaboratively with Network Rail on our local and national routes. It is great to see them coming together to launch a plan that seeks to strengthen the economy and to boost communities."

Vinita Nawathe, Chair of TravelWatch SouthWest, said: "Passengers want value for money, reliable services that run at times they wish to travel and on which they can get a seat. TravelWatch SouthWest has long advocated a joined-up railway as the backbone of an integrated transport system that is responsive to the needs and aspirations of the communities it serves, enabling economic growth and social inclusion by connecting people to jobs, education, services and each other. The measures described in the West of England Partnership Plan are a good step towards realising this vision."

Keith Walton, Chairman, Severnside Community Rail Partnership, said: "Passengers using local and regional trains in the West of England are very conscious of the need for improvement and for more investment to cater for growth. We need to promote rail travel, and communities will therefore very much welcome this commitment from all parts of the rail industry to deliver more capacity and better, reliable and easily accessible train services."

Graham Ellis, TransWilts Community Rail Partnership, said: "TransWilts partnership, with GWR, has enabled a 600% growth in passenger numbers on our service. We welcome further strengthening of that partnership and local decision making

and investment so that together we can sustain that growth, continuing the success from Swindon to Westbury and expanding it to build traffic onward to Salisbury and Southampton. Direct trains from Swindon and Chippenham to Salisbury, and to Southampton Airport will bring significant benefits to those places, and to towns along the way. We have already proven we can do it, and this announcement takes us forward to helping to continue that success."

Cllr Geoff Brown, Cornwall Council, Portfolio holder for Transport, and Chair of the Peninsula Rail Taskforce: "Cornwall Council works closely with both Network Rail and our local train and bus operators. We are now developing our own One Public Transport system for Cornwall that will bring together operators to improve bus and rail services. This includes the two trains an hour to provide a clock-face timetable between Plymouth and Cornwall that GWR will deliver next year. This could not happen without GWR, NR and Cornwall Council investing in trains and track, and we are delighted to see this new partnership railway approach, that can only mean better services for Cornwall and the South West."

Thelma Sorensen OBE, Chairman, Cornwall Business Council, said: "The four commitments in this single plan recognise the vital importance of the railway to our local economy in the far South West in terms of reducing journey times, which are essential to the business community, driving growth and improving connectivity to key economic hubs. It builds on the investments that have already been made and the fact that it has been signed up to by all parts of the railway is to be very much welcomed."

Paul Britton, Chief Executive, Thames Valley Chamber of Commerce, said: "Thames Valley Chamber of Commerce members have identified in the Business Manifesto that transport infrastructure is critical to the continued attractiveness of the Thames Valley as a place to locate, run and grow a business. It is more important than ever for all key stakeholders in the region to work together to deliver improvements to the capacity and quality of rail travel as well as potential new routes and stations to ensure the railway can play a key part in supporting business in the Thames Valley."

Bill Wells, Bedwyn Trains Passenger Group (BTPG), said: "The Bedwyn Trains Passenger Group (BTPG) welcomes this initiative. It's great to see the coordination of multiple parts of the network into a single strategic plan. The services provided by GWR are fundamental to the economic prosperity of Hungerford, Great Bedwyn, Marlborough and surrounding areas. The new services and trains, to be introduced in January 2019, will cut commuter times into London, allow for more relaxed and modern journeys and contemporary flexible working practises. BTPG has a great working relationship with GWR. The access and inclusion we have with their senior management makes our lives so much easier."



Railtalk Magazine

## Great Western Railway













## Great Western Railway



▶ GWR IEP Class 800 004 'Isambard Kingdom Brunel' coupled with 800 003 'Queen Victoria' running as 5X70 Doncaster Depot to Edinburgh test run is seen heading north from York on March 19th. *David Mather*



▶ On March 14th, power car No. 43172 'Harry Patch' sits at London Paddington waiting departure time. *John Stubbington*



▶ Power car No. 43180 approaches Hanwell on March 8th leading a West Country service from London Paddington. *John Sloane*





## Network Rail



On March 13th, Class 37 421 and 37 099 top'n'tail a Derby RTC - Carlisle High Wapping Sidings test train through Preston. *Michael Lynam*



On March 11th, the first of two ballast workings on the Cambrian as Class 97 302 and 97 303 work the 6C70 Dovey Jct. - Crewe past Meole Village, Shrewsbury. *Phil Martin*

Class 67 027 and 67 023 working the Tyseley - Wrexham - Derby test train pass Blythbury Farm near Madeley Jct. Telford on March 23rd. *Phil Martin*





## Network Rail



On March 11th, the second of two ballast workings on the Cambrian as Class 97 301 and 97 304 work the 6C71 Dovey Jct. - Crewe past Drawel St. Shrewsbury. *Phil Martin*

Class 67 023 'Stella' with 67 027 'Charlotte' on the rear, work a Derby RTC to Heaton T&RSM Network Rail test train, including overhead line test coach No. 975091, seen passing Skelton, York on March 31st. *David Mather*

Class 67 027 and 67 023 pass Winwick on February 28th February working a Carnforth - Derby test train. *Alan Rigby*































## Rail Operations Group

Class 37601 is seen hauling London Overground's Class 378 224 near Wembley Yard on March 5th.  
*John Sloane*

Class 37 601 'Perseus' is seen stabled at Rugby on March 9th. *John Sloane*

Class 37608 runs light engine through Willesden Junction on March 8th, heading south.  
*John Sloane*





## Units: DMUs and EMUs



Thameslink's Class 700 138 is seen parked in the sidings at Eastbourne station on March 6th. *Alan Rigby*

Northern's Class 150 150 calls at Buckshaw with a Preston - Hazel Grove service on February 27th. *John Sloane*

Arriva Trains Wales Class 143 606 heads along the Vale of Glamorgan line at Fontygary, Rhoose working a Cardiff Central service. *Ken Mumford*





## Units: DMUs and EMUs

▶ Thameslink's Class 700 049 heads past Haringay on March 7th. *John Sloane*



▶ Northern's Class 319 361 slows for the stop at Heaton Chapel station on March 16th with the 14:38 Manchester Piccadilly - Alderley Edge service. These EMUs have recently started working some of these services instead of the usual 323s. *Keith Chapman*

▶ Southern's Class 377 162 arrives at Hastings on March 7th with a service from Ore to London Victoria. *Alan Rigby*





## Units: DMUs and EMUs

Great Northern's Class 365 519 stands at London Kings Cross awaiting it's next turn on March 7th.  
*John Sloane*

TransPennine's Class 350 409 races through Penrith station on March 19th. *Michael Lovatt*

On March 16th, soon to be history, if we believe what we're told, as Northern's Class 142 005 and 144 007 await departure time with 2P79 Scunthorpe - Lincoln. This is the only booked double unit of the day at Scunthorpe.  
*Steve Thompson*





## Units: DMUs and EMUs



Great Northern's Class 313 037 departs Harringay on March 7th with a Moorgate bound service. *John Sloane*



Northern's Class 323 EMUs pass at Heaton Chapel station on March 14th as 323 229 working the 13:38 Manchester Piccadilly - Alderley Edge service calls, whilst 323 224 whizzes through with the 12:59 Stoke - Manchester Piccadilly service. *Keith Chapman*

Northern's Class 142 013 approaches St. Helens Junction station on March 16th working a Liverpool Lime Street - Manchester Victoria service. *Alan Rigby*





## Units: DMUs and EMUs

Northern's Class 156 466 'Gracie Fields', with 153 301 on the rear, stands at Wigton on March 24th working the 12:52 Carlisle - Preston service.  
*John Balaam*

Great Northern's Class 365 537 leads a service from London Kings Cross through Harringay on March 7th. *John Sloane*

Northern's Class 319 378 departs Manchester Oxford Road on Liverpool Lime Street - Manchester Airport service on March 17th.  
*Alan Rigby*





## Units: DMUs and EMUs

➤ Arriva Trains Wales' Class 153 362 stands at Crewe on March 21st working a stopping service to Shrewsbury. *John Alsop*

➤ Former Great Western's Class 150 106 and 150 104 work 5Z50 St. Philip's Marsh - Newton Heath through Burton on March 10th. *Stuart Hillis*

➤ Great Northern's Class 387 118 sweeps into Alexandra Palace on a Peterborough bound service on March 7th. *John Sloane*



## Units: DMUs and EMUs



On March 10th, Thameslink's Class 700 051 stands at Peterborough having arrived with a service from London Kings Cross.

*Richard Hargreaves*



South Eastern's Class 375 812 arrives at Hastings with a service from London Charing Cross on March 7th.

*Alan Rigby*



Thameslink's Class 700 051 runs past Alexandra Palace on a London bound service on March 7th.

*John Sloane*



## Units: DMUs and EMUs



▶ Northern's Class 158 870 recently transferred from ScotRail is seen at Barrow on driver training duties on March 13th. *Michael Lynam*



▶ On March 16th, West Midlands Trains' Class 172 216 and 172 341 call at Kidderminster working a Worcester - Dorridge service. *Michael Lynam*



▶ A pair of TransPennine Express Class 350 EMUs pass Charnock Richard on March 20th working a Manchester Airport - Glasgow service. *Michael Lynam*





## Units: DMUs and EMUs



▶ Arriva Trains Wales Class 150 250 passes Fontygary, Rhos with an Aberdare service on March 24th. *Ken Mumford*



▶ East Midlands Trains' Class 222 004 powers through West Hampstead Thameslink on a London St. Pancras bound service on March 8th. *John Sloane*



▶ Southern's Class 455 841 calls at Shepherd's Bush on March 8th. *John Sloane*





## Units: DMUs and EMUs

▶ Scotrail liveried Class 158 871, now in service with Northern, works the 1Z20 Preston to York service through Cherry Tree on March 23rd. *David Hollowood*

▶ London Overground's Class 378 205 arrives at Shepherds Bush on March 7th with a service to Stratford. *John Sloane*

▶ Grand Central's Class 180 101 roars through Alexander Palace with a London Kings Cross to Bradford service on March 7th. *John Sloane*







## Units: DMUs and EMUs



▶ Northern's Class 142 007 departs Cherry Tree on March 5th operating a Preston - Colne service. *Michael Lynam*



▶ A pair of de-branded First Great Western 150s head for a new home in the north of England, passing Winwick as 5Z50 from St Philips Marsh to Newton Heath on March 29th. The leading vehicle boasts Weston Super Mare as its destination. *Jeff Nicholls*

▶ On March 29th, Class 142 042 stands at Huddersfield having arrived with a service from Wakefield Westgate. *Chris Morrison*





## Units: DMUs and EMUs



Great Western's Class 387 135 arrives at Hanwell with a stopping service on March 8th.

*John Sloane*



On March 17th, former Great Western's Class 150 123, now in service with Northern, stands at Manchester Victoria on a service to Clitheroe.

*Alan Rigby*



Northern's Class 319 374 is seen south of Boars Head on a Preston - Liverpool working on March 17th.

*John Sloane*









## Units: DMUs and EMUs

▶ Southern's Class 377 211 leads another Class 377 as it snakes its way through Willesden Junction on March 8th. *John Sloane*

▶ The Rainford Junction signalman has just handed the single line token to the driver of Northern's Class 150 228 for the final leg of the journey to Kirby on March 19th. *John Sloane*

▶ Former Great Western Class 150 129, now in service with Northern, stands at Manchester Victoria on March 2nd. *John Sloane*







## Virgin Trains

Power car No. 43239 and DVT No. 82210 'on the blocks' at London Kings Cross on March 7th.

*John Sloane*

## Virgin Trains encourages more people to 'Get North' with Great Exhibition of the North branding

In celebration of English Tourism Week, Virgin Trains has revealed a specially-branded Great Exhibition of the North train to encourage more people to travel north this summer. The branded train will be used across the entire Virgin Trains East Coast route up to Edinburgh from 23 March to 9 September, the closing weekend of Great Exhibition of the North. Great Exhibition of the North will be hosted in Newcastle Gateshead, on behalf of Northern England, and is expected to reach an audience of three million people, including more than one million visitors travelling from across the UK and overseas. Virgin Trains have been announced as a premier partner for the Government-backed exhibition, which will celebrate great art and culture, design and innovations from across the North of England.

David Horne, Managing Director of Virgin Trains on its east coast route, said: "We're delighted to unveil our Great

Exhibition of the North train and to support this wonderful celebration of design and innovation. It's exciting to see the event really starting to take shape as we prepare to launch our new fleet of Azuma trains which will transform train travel across the UK, further connecting people in the North with London and Scotland."

Carol Bell, Executive Director of Great Exhibition of the North, said: "As one of the UK's biggest travel brands, we're delighted to team up with Virgin Trains to have a specially branded Great Exhibition of the North train on their popular East Coast train route. We'll be welcoming visitors from far and wide so we hope it will help to bring a sense of excitement and anticipation to travellers up and down the country and encourage more and more people to Get North this summer!"

Great Exhibition of the North will be the biggest event in England this year. It is free to attend and will tell the inspiring story of the North of England and how its innovators, businesses, artists and designers have shaped our present and are inspiring our future.

Visitors will begin their journey at one of three iconic venues – Great North Museum, BALTIC Centre for Contemporary Art and Sage Gateshead – before joining three interconnected trails through 30 world-class venues and public spaces on either side of the River Tyne that celebrate the North's achievements in art and culture, design, and innovation.

The Exhibition is expected to bring a £184 million boost to the North East, showing how cultural investment can benefit and inspire entire communities.









## Virgin Trains

### All aboard The Fusiliers Express

The Royal Regiment of Fusiliers have been honoured with the naming of a Virgin Trains Class 91 locomotive to mark its fifty year anniversary. The special naming ceremony and unveiling of 'The Fusiliers' train took place on Tuesday 27th March 2018 at London Kings Cross. Representatives from the First and Fifth Fusiliers provided a Guard of Honour along with Colonel of the Regiment, General Paul Nanson who officially named the train along with David Horne, Virgin Trains' managing director for the east coast route. Serving Fusiliers and veterans were welcomed on board before it then made its journey North to Newcastle for an official welcome ceremony.

The Regiment's anniversary year goes under the title of Fusilier 50 and to commemorate this major milestone and naming of 'The Fusiliers' train is the latest initiative between Virgin Trains East Coast and The Royal Regiment of Fusiliers who have a long standing working relationship going back many years.

The newly named, high speed train will be operational on the East Coast Main Line between London, Yorkshire, the North East and Scotland.

Colonel James Denny, Regimental Secretary for the Royal Regiment of Fusiliers said: "We are delighted to have a train named after the Regiment in this, our 50th anniversary year. It demonstrates our long standing relationship with Virgin Trains, using both the east and west coast routes as we always use both Virgin East and West coast lines to travel between our Regimental Headquarters in London, the North East and the North West. A huge thank you to all the team at Virgin Trains for their continued support for the Regiment and we all look forward to seeing our 'personal' train in service."

David Horne, Virgin Trains' managing director for the east coast route, said: "It is an honour to be able to name one of our trains to mark the 50th anniversary of The Royal Regiment of Fusiliers.

"It will be seen the length and breadth of the east coast route, from London to Edinburgh, Yorkshire to North East and the Home Counties, and is a fitting tribute to all those who have served their country with such dedication.

The Royal Regiment of Fusiliers, known as 'The Fusiliers', is an English infantry Regiment in the British Army, formed from four historic Fusilier Regiments in 1968. Since then, the Fusiliers have seen service across the world in Northern Ireland, Cyprus, the Balkans, the 1st and 2nd Gulf Wars and Afghanistan. The Regiment has two battalions – First Fusiliers in Tidworth and Fifth Fusiliers in Newcastle – and both adapt readily to challenging scenarios.



Power car No. 43274 'Spirit of Sunderland' approaches Alexandra Palace on March 8th with a London Kings Cross - Leeds service.  
*John Sloane*





## Virgin Trains

▶ Class 90 029 stands at London Kings Cross on March 7th working the 16:09 to Newark Northgate. *John Sloane*

▶ On hire EMT set with power cars Nos. 43052 and 43046 crawls past Hornsey on their way to Bounds Green Depot on March 7th. *John Sloane*

▶ Power car No. 43208 'Lincolnshire Echo' is seen on the rear of a service departing London Kings Cross on March 7th. *John Sloane*







## Virgin Trains

### Virgin Trains names train after Scottish cultural icon Charles Rennie Mackintosh

Virgin Trains has named one of its trains after one of Scotland's most famous cultural icons in celebration of its role in serving Glasgow.

Its nameplate was unveiled by Michael Stewart, Virgin Trains' General Manager for Scotland on the west coast route, and Councillor David McDonald, Chair of Glasgow Life and Deputy Leader of Glasgow City Council. Virgin Trains' customers across the west coast route are being encouraged to take photos of themselves while standing on the platform next to the moustache or nameplate. They can find out where the Mack Express will be on any particular day by tweeting the @VirginTrains team with the #trackthemack hashtag. Passengers who take the best selfies with the train will be eligible to win two First Class return tickets for travel from London, Birmingham or Preston to Glasgow between April 16 and June 30 and free entry to a major new Mackintosh exhibition taking place in the city.

It is the first time in nearly 15 years that Virgin Trains has named a train in Scotland on its west coast route. Two other trains have previously been named after Charles Rennie Mackintosh, the first in 1982 and the second in 1996, shortly before Virgin Trains took over services between Glasgow and London. The last train named after the Glasgow artist was withdrawn from service when Virgin introduced its fleet of tilting Pendolino and Super Voyager trains, allowing regular journey times between Glasgow and London to be cut from more than five hours to 4hr32min.

Mackintosh 150 is being co-ordinated by Mackintosh heritage partners from across Glasgow and beyond.

As well as commemorating his remarkable achievements and creative genius as an architect, artist and designer, Mackintosh 150 provides a focal point in safeguarding Mackintosh legacy for future generations, inspiring more young people to take an interest in art and design and promoting his unique portfolio for visitors and tourists.

Indeed, the significance of Charles Rennie Mackintosh has been identified as one of the key drivers of the Glasgow Tourism and Visitor Plan to 2023, which aims to grow the city's economy by increasing overnight leisure tourism visits by one million over the next six years.

Born in Glasgow on June 7th 1868, Mackintosh is considered one of the principal exponents of the Glasgow Style. He went on to be regarded as one of the most creative figures of the 20th century and a leading figure in both the Scottish Arts and Crafts Movement and European Art Nouveau.

Glasgow is home to the world's pre-eminent collection of Mackintosh buildings, drawings and designs, which can be explored at venues across the city as well as at two key attractions in nearby Helensburgh.

Michael Stewart, General Manager for the west coast route, said the train naming celebrated Virgin Trains' role in serving Scotland's biggest city: "Virgin Trains has served Glasgow for more than 20 years and it's fitting that we are naming one of our trains after one of the city's most famous sons. We hope people get involved with this right across our west coast route as the Charles Rennie Mackintosh Express goes on tour."

Councillor David McDonald, the Chair of Glasgow Life and Deputy Leader of Glasgow City Council, said: "The legacy of Charles Rennie Mackintosh is part of the very fabric of Glasgow and his buildings, art and design are of international importance; attracting tourists from across the world to our city. I'm delighted that Virgin Trains is lending its support to our Mackintosh 150 programme and the wonderful Charles Rennie Mackintosh Express will provide a fitting way for passengers travelling to Glasgow this year to join us in celebrating the incredible genius of Mackintosh."

Refurbished Class 390 006 passes Ditton on March 19th working the 14:07 London Euston - Liverpool Lime St. service. *Mark Enderby*





## Virgin Trains



▶ Pendolino Class 390 010, sporting the new Virgin livery, departs Lancaster with the 07:15 Birmingham New Street - Glasgow Central on March 20th. *Chris Morrison*

▶ On hire EMT set with power car Nos. 43089 leading, passes through Alexandra Palace on a London Kings Cross bound service on March 8th. *John Sloane*

▶ Power car No. 43272 passes Hornsey station with a London Kings Cross bound service on March 7th. *John Sloane*







## Virgin Trains

Recently repainted Virgin Pendolino Class 390 008 complete with a Moustache, calls at Crewe en route to Edinburgh on March 9th. *Michael Lynam*

Class 91 101 'Flying Scotsman' leads away from York on March 31st with the 1S09 London Kings Cross - Edinburgh service, with DVT No. 82211 on the rear. *David Mather*

On March 20th, Pendolino Class 390 046 passes Charnock Richard working a Glasgow Central - London Euston service. *Michael Lynam*











## Scotrail



▶ A Class 158 and Class 170 working a severely delayed 1A81 09:37 Glasgow Queen Street H.L. to Aberdeen service is seen after departure from Laurencekirk station on March 4th.

*Jonathan McGurk*

◀ Class 158 720 and 170 434 working the 1B72 12:45 Aberdeen to Edinburgh Waverley approaches Laurencekirk on March 4th.

*Jonathan McGurk*

▶▶ Class 170 454 and 170 457 with a delayed 1A83 10:34 Edinburgh Waverley and 1A82 10:45 Glasgow Queen Street to Aberdeen service, passes Laurencekirk on March 4th.

*Jonathan McGurk*















## Scotrail



Class 318 266 departs Exhibition Centre at the rear of a westbound service on February 23rd.  
*John Sloane*



Class 314 202 waits departure time at Glasgow Central on February 22nd with a Cathcart Circle service.  
*John Sloane*



On February 22nd, Class 156 499 arrives at Glasgow Central.  
*John Sloane*













Tram - endous! Marvel's Hulk Halts Runaway: A real traffic stopper. The Incredible Hulk tears up the tarmac as he halts a runaway tram in Blackpool as a stunt. The scene which saw the green hulk appear to dramatically stop the heritage tram in its tracks was created to mark the launch of the new Marvel Superheroes area at the resorts Madame Tussauds. The stunt was set up on March 13th. *Michael Lynam*



## Blackpool Trams



▶ Balloon tram No. 717 heads along the prom near North Pier on March 31st. *Richard Hargreaves*



▶ Balloon tram No. 719, heads towards North Pier with a Fleetwood service on March 31st. *Richard Hargreaves*



▶ Centenary Tram No. 648 await its next departure to Little Bispham from Pleasure Beach on March 31st. *Richard Hargreaves*





## Blackpool Trams

On March 13th, several trams are seen during an official tour of Blackpool's Heritage Trams Depot at Rigby Road. *Michael Lynam*

Blackpool Railcoach No. 680 undergoing maintenance. *Michael Lynam*

Bolton No. 66, Blackpool Balloon No. 717, Blackpool Brush car No. 630 and Engineering tram No. 754 are seen in Rigby Road Depot. *Michael Lynam*





















# My dog ate my train ticket and other excuses

Greater Anglia has revealed the range of excuses fare dodgers use for travelling without a ticket from “my dog ate my ticket” to “I never pay for travelling on the railway”.

The rail company’s revenue protection team regularly patrol trains across the Greater Anglia network, issuing in total between 4,000 to 6,000 penalty fares a month and prosecuting between 500 to 700 people in court. Revenue protection officers and inspectors use their discretion when they come across passengers travelling either with the wrong sort of ticket or no ticket at all. Only passengers travelling without a ticket or any money or means to pay for a ticket are prosecuted in court.

People travelling with the wrong ticket – maybe on a child’s ticket or with a railcard discount when they don’t have a railcard – face a penalty fare.

Fare dodgers give many reasons for not having a ticket. A common excuse is people saying that they thought their Oyster Card was valid to stations beyond the cut-off point of Shenfield – even though there are announcements on trains and posters at stations stating this.

Other excuses they have heard include “my wife picked mine up”, “I have a funeral to go to”, “the ticket office was busy” and “I left it in my car”.

Common excuses also include “I thought I could buy

at the other end”, “my card wouldn’t work”, “I forgot to renew, I buy one every week”.

Greater Anglia revenue protection staff are informed if ticket machines are out of order or ticket offices closed, so when these are used as reasons, they know if they are genuine.

Kim Bucknell, Greater Anglia Head of Revenue Protection, said: “My team has heard all the excuses before. They use their discretion in deciding what action to take and have been trained to spot someone who is trying to either get away without paying or travelling on the wrong ticket. Not paying for a ticket results means there is less money to invest in our railway and that prices may go up even further for those who do pay.”

## Recent court cases

On Monday 5 March, Basildon Magistrates’ Court dealt with 100 cases of fare dodgers caught travelling without a ticket on the Greater Anglia line in south Essex, including the Southend Victoria and Southminster lines, and ordered fines of £12,761 and costs of £10,050

On Tuesday 6 March, Ipswich Magistrates’ Court dealt with 49 cases and issued £11,880 in fines and £7,350 in costs for fare dodgers using lines in the north of the Greater Anglia network including the Norwich to Cambridge line.



## Fares Advice with RailUK

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

### London CIV

Q: I live by Chalkwell station on the c2c line sometimes I want to go to London on a Friday and come back on the Saturday, I’ve asked at ticket office if I can buy an open return but they said they don’t do them for that journey.

I was reading themaninseat61 and he mentioned tickets to London International CIV which are valid for 2 months on the return portion. Could I use this ticket to come back the next day without having to buy 1 day travelcard on the Friday and a single the next day?

It seems to work out cheaper.

£22.60 off peak travelcard and single home Saturday for £12.00.

Or £23.90 for return to London International CIV and £6.80 zone 1-2 travelcard

A: You can only buy London International CIV tickets at ticket offices and they’re supposed to ask for evidence of an onward CIV-compatible ticket (i.e. Eurostar), as otherwise this would present an easy opportunity to evade the more expensive fares to London that TOCs would like passengers to pay.

When using the tickets, guards may also ask for evidence of onward CIV-compatible tickets. So merely getting the ticket, without having been checked at the time, doesn’t mean you’re in the clear.

There are many, shall we say ‘creative,’ ways to get around the often admittedly extortionate prices required to travel into London. I don’t think this is one of them.

### VTWC and Weekend First

Q: One thing I’ve noticed about VTWC is that on weekends and Bank Holidays they have a habit of selling First Advances at a higher price than the Standard + Weekend First. (VTWC will allow upgrading of any Standard ticket including Advances).

Why do they do this? I refuse to pay the extra when I could upgrade on board for less - but with a reserved Standard seat I’m much less likely to do so.

Why not make them a little cheaper, if only a quid?

A: As much as I like to moan about tocs and put them in their place when they make a mistake, I think in this case it is just a case of standard pricing. There are a finite number of advances in each tier the same (not necessarily the same numbers) principle as in the week. It may be that the cheapest 1st advance tiers are cheaper than standard plus weekend first.

It may be that the very fact that there are some first class tickets cheaper than this is appealing and they sell out faster thus leaving only higher priced ones.

It’s unlikely to have been done deliberately. There are ways we can make our tickets cheaper, splitting at certain points, using different origins and destinations, it takes a little extra time and knowledge, the same applies here.

### 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!



Railtalk Magazine

## National Rail

◀ LMS Black 5 No. 45212 worked Steam Dreams ‘The Cathedrals Express’ from Willesden to Yeovil and return on March 22nd. Seen here with the return working to Hanwell passing Andover at 13:20, running 7 mins late. David Lindsell





## “Face” of Greater Anglia new trains unveiled

Greater Anglia can now unveil the “face” of the new trains which will be running around East Anglia from next year.

Stadler has released this photo, showing the shells of driver’s cabs, from the factory in Bussnang, Switzerland, where the new trains are being assembled.

The cab, or “face”, will be connected to body shells to form the front of one of the 58 Greater Anglia trains that Stadler is building.

The Swiss company is making new trains which will replace Greater Anglia’s existing Intercity, rural and Stansted Express trains.

All of the new trains will be fitted with air conditioning, plug and USB sockets, fast free wifi and more seats.

They will also have accessible toilets, cycle spaces and large picture windows.

From 2019-2020 Greater Anglia is replacing every single train with 169 brand new trains, being built by Stadler and Bombardier, in Derby.

Combined with a new timetable scheduling extra and more frequent services, the new trains are set to transform the railway in East Anglia.

Jamie Burles, Greater Anglia Managing Director, said: “How exciting to see the first “face” of our new Stadler trains. Engineers are working hard across the UK and Europe building our new trains, which we can’t wait to have in service.

phones or laptops, watch films on our new infotainment system or simply sit back and enjoy watching the East Anglian countryside go past through the large picture windows.”

Ralf Warwel, Sales Director for Stadler, said: “With the first new Stadler trains entering service by next year, the development of the face is a key stage within the manufacturing process, bringing the trains to life and illustrating the progress made in their production over the last few months.”

The new Stadler trains are financed by Rock Rail East Anglia, a joint venture between Rock Rail, Aberdeen Standard Investments and GLIL Infrastructure, and will be leased to Greater Anglia.

Mark Swindell, Rock Rail Chief Executive Officer, said: “Rock Rail is thrilled to be part of a collaboration with Greater Anglia and Stadler which will see these new trains for the people of East Anglia come into operation next year.



“The many state of the art features will mean a step change in the travelling experience for passengers on the Norwich to London InterCity route, the Stansted Express and the important regional services throughout East Anglia.”

Throughout February Class 50 007 and 50 049 have been working out of Derby engaged on route learning duties for CrossCountry in preparation for the forthcoming closure of Derby for engineering work. Here the pair are seen stabled for the weekend in the bays at either end of Derby station. *Richard Hargreaves*



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



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



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



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



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



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



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



Branded merchandise, Draw bags, mouse mats, coasters.



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



If you are after an item not shown, please ask, we have a vast range. Prices shown is example pricing, Pricing will vary on artwork / design and quantities. Standard turn-around time 5-7 days. Prices assume collection from our Huddersfield Service Centre. Postage if required charged at cost.

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Railtalk Magazine

National Rail



Arriva Trains Wales' Class 158 839 stands at Crewe on March 21st having arrived with a service from Chester. *John Alsop*

LMS Jubilee Class No. 45690 'Leander' passes Wigton on March 24th with the 1Z87 14:06 Carlisle - London Euston charter. *John Balaam*



# GTR passengers ride UK's first self-drive mainline train

Govia Thameslink Railway passengers have ridden the UK's first self-drive mainline train in a major milestone for the industry. The Thameslink trains will in future use the technology, developed by Siemens and operating on Network Rail's new digital signalling system, to run between London St Pancras and London Blackfriars at a rate of a train every 2-3 minutes – a frequency never before achieved on Britain's railways. Automation will make this 'core' north-south connection across the capital the new heart of the region's railway network.

It will serve 80 more stations than today on 12 separate routes, helping create capacity for up to 60,000 more people in each peak and speeding journeys for hundreds of thousands of passengers.

Delivered by the Government-sponsored £7bn Thameslink Programme, which also includes Britain's biggest new train fleet and the £1bn upgrade of London Bridge station, it is a key element in GTR's RailPlan20/20 modernisation plans.

GTR Engineering Director Gerry McFadden said: "Govia Thameslink Railway is blazing a trail with self-drive trains which can run at higher frequency than manual operations. We are embracing digital technology to boost capacity through the heart of London, an historical bottleneck that has held back rail expansion across the south of the country. Self-drive technology also has great potential for the rest of the country's rail network, particularly on congested routes, and could in future reduce the need for costly infrastructure projects. This is a world-first in terms of the technology being used and a UK-first for self-drive trains. It's a fantastic achievement and a vital part of our RailPlan 20/20 plans to modernise Thameslink, Southern, Great Northern and Gatwick Express on the busiest part of the UK rail network. We'll always need a driver in the cab but this technology allows us to run more trains, more frequently than we could by driving the trains manually and for passengers, the trip will be as smooth as ever. Trains can run more frequently, which allows us to add 80 more stations to the Thameslink network across the south and east of England, speeding journeys for hundreds of thousands of passengers. Drivers and their union representatives have been fully consulted."

The Siemens in-cab system uses optimum acceleration and braking on board the Class 700 Thameslink trains while maintaining a smooth ride for passengers. The driver remains in the cab to check the platforms at stations, close the doors, and manage the overall safe operation of the train.

Automatic train operation works with Network Rail's new digital signalling system, which means trains can safely travel closer together through the central section of London with knock-on benefits for hundreds of thousands of passengers across the wider network.

Twelve different routes will pass through the central section from places as far afield as Peterborough and Cambridge, and Brighton and Maidstone, meaning passengers will be less

likely to need to switch to the Tube.

This automatic train operation is one of a series of innovations to significantly boost capacity on the most heavily congested network in southern and eastern England, creating space for 40,000 more commuters into London each morning and evening peak this May, and 60,000 by December 2019.

Martin Chatfield, Network Rail Project Director for High Capacity Infrastructure, said: "Seeing the first UK mainline train running in ATO for passenger services is a truly momentous day for the Thameslink Programme High Capacity Infrastructure Team, and the wider industry teams that have been involved. This underlines the combined efforts of Network Rail, the supply chain, and the train operators over the past five years to reach this point. It not only proves the digital railway technology within the heavy rail environment, but it also demonstrates that an industry approach is the way to solving railway capacity issues in the future."

Mark Ferrer, Operations Director Digital Rail, Siemens said: "This brings to life the hard work and commitment from the entire Siemens, Network Rail and GTR team, collaboratively proving the operation of digital signalling and automation technology on a critical part of the railway infrastructure and realising the future of train control. This major milestone is the culmination of years spent testing in labs, on various test tracks and on the actual Thameslink Core with the new Class 700 Desiro City trains. The introduction of these technologies delivered in the UK, maintains Siemens' position as a world leader in the application of leading edge solutions to the in train control systems, and new generation digital trains."



Railtalk Magazine

## National Rail

Class 86 259 'Les Ross' is seen being propelled by West Coast's Class 33 207 'Jim Martin' towards the exchange siding at Nemesis Rail Burton on March 9th prior to working 0Z35 Nemesis to Rugby via Lichfield, where the Class 86 will lead the Class 33 to Rugby. The Class 33 then headed to Southall light engine. *Stuart Hillis*

Deltic No. D9009 'Alcyon' is seen at Nemesis yard on March 8th, having travelled down from NRM York the evening before. *Stuart Hillis*



# Final Siemens Class 700 manufactured – 100th Class 700 due to be accepted

The 115th and final Siemens Class 700 Desiro City train (1,140th new carriage) has rolled off the production line at the company's train factory in Krefeld, Germany, marking a significant milestone in the completion of the Government-sponsored Thameslink Programme to upgrade the route and add extra capacity for passengers travelling north to south through London and across the south east. The last unit will now undergo testing at Siemens' test centre in Wildenrath before making its way to the UK in May.

The Siemens Class 700 Desiro City train is the first 'second generation' fully digitally enabled train in passenger service and the first mainline train to successfully use Automatic Train Operation and the European Train Control System to increase capacity across London. The first Class 700 pre-series was completed some five years ago and over the past 2.5 years during the peak of production Siemens has manufactured two carriages every day using 80 tonnes of material per day.

The first Class 700 entered into service in June 2016 and there are now 68 units currently in passenger service running about 800,000 miles per month, with 8.5 million miles of passenger service achieved to date. Govia Thameslink Railway is due to accept the 100th Class 700 train next week and is set to have accepted the full fleet of 115 trains by summer this year. By the end of 2019, all these new trains will be in service and will flow in and out of central London every two to three minutes during the busiest times, providing 80% more peak seats across the capital.

Siemens is also responsible for the long-term servicing and maintenance of the Class 700 fleet at its state-of-the-art maintenance depots constructed in Three Bridges, East Sussex and Hornsey, London, to support the Thameslink Programme. Siemens currently has 17 apprentices working on Class 700 fleet operations.

Rail Minister Jo Johnson said: "The final Thameslink train to roll off the production line is an important milestone, with passengers already experiencing the benefits of these high-capacity, state-of-the-art new trains on the network. "The ambitious £7bn Thameslink programme – sponsored by this Government – is delivering extensive infrastructure enhancements, new trains and a new timetable to tackle one of the busiest and most congested parts of the rail network. These major improvements will result in faster, more frequent and more reliable journeys for thousands of passengers across London and the South East when the new timetable is introduced in May."

Vernon Barker, Managing Director of Rolling Stock for the Mobility Division at Siemens UK, said: "It's fantastic to see the final Class 700 train rolling off the production line and this really is an important milestone in the delivery of the Programme, showing Siemens is on track to have the complete fleet accepted by GTR this summer. The Class 700 is a digital train for a digital

age which doesn't just provide much-needed extra capacity on the Thameslink network but which is also delivering a step change in passenger experience through advanced data-driven technology which significantly enhances customer service information and train maintenance management.

Gerry McFadden, Engineering Director for Govia Thameslink Railway, said: "These state-of-the-art trains, delivered through the £7bn Government-sponsored Thameslink Programme, are a key part of our RailPlan 20/20 modernisation plans to increase capacity and connectivity on Thameslink, Southern and Great Northern – Britain's most congested railway. This incorporates modernised infrastructure, trains and technology and working practices. Today's Thameslink route is now exclusively operated by Class 700 trains and we have still more units running in and out of King's Cross on our Great Northern route. Recently, we began running a preview of our new cross-London services between Cambridge and Brighton, and Peterborough and Horsham which are due to start in May. This landmark moment shows that GTR is delivering on its promise to give passengers a new, high-intensity service to a greatly expanded network of stations."

Charles Doyle, Managing Director of Cross London Trains, said: "We are delighted to see the final unit of this significant new fleet leave the factory, and look forward to seeing it join the rest of the Class 700 fleet already in service and making a positive difference to the journeys of travellers across the Thameslink network."

Steve Timothy, Client Relations Director at Eversholt Rail, said: "It has been a privilege supplying Eversholt Rail's knowledge and expertise to Cross London Trains, in support of the introduction of the new Siemens Class 700 Desiro City trains to Govia Thameslink Railway. The final train rolling off the Krefeld production line in a timely way marks a significant achievement for all parties and is testament to our great collaboration."

In addition to manufacturing the trains, Siemens is designing and installing the signalling for Thameslink, due to be completed in May 2018, which will help provide streamlined traffic flows and increased frequency of through-trains, supporting the operation of 24 trains per hour through the core section.



Railtalk Magazine

## National Rail



◀ LNER A1 No. 60163 'Tornado' approaches Filton Abbey Wood station on March 24th with 'The Sulis and Sarum Express'. *Brian Turner*

◀ A Network Rail Stoneblower heads through Pewsey station. *Ken Mumford*



# Network Rail completes major rail upgrades for the Elizabeth line

Network Rail has successfully connected the existing rail network with the Elizabeth line tunnels at Pudding Mill Lane, Plumstead and Westbourne Park

Upgrade of Gidea Park sidings completed to accommodate the full length Elizabeth line trains

Signalling systems have been updated from Pudding Mill Lane to Shenfield to support Elizabeth line services

A series of major milestones in the Crossrail project have been reached with Network Rail completing further railway upgrades along the Elizabeth line route. At Pudding Mill Lane where the Elizabeth line tunnels emerge and meet with the national rail infrastructure, Network Rail has completed track work to allow trains to enter and exit the new tunnels from the existing above ground railway. Alongside new track, this required new overhead power lines and signalling equipment. This means that all three Elizabeth line portals (Plumstead, Westbourne Park and Pudding Mill Lane) are now connected to the existing railway.

Further up the line, Network Rail has finished work to re-model the sidings at Gidea Park. Over the last ten weeks, teams of engineers have worked around the clock to upgrade overhead lines, signals and

track to enable the sidings to accommodate the full length, 200 metre long, Elizabeth lines trains which will be stabled here. The work involved:

- The renewal of over 3.2km of track, 8,000 tonnes of new ballast and 45,000 concrete sleepers with four new longer sidings replacing five life-expired sidings
- The installation of new overhead line equipment and signals using 37 steel piles
- Building driver walkways and installing lighting and track drainage

Stretching from Reading and Heathrow in the west across to Shenfield and Abbey Wood in the east, the Elizabeth line will change the way people travel around London and the South East and add much needed new capacity to London’s transport infrastructure. A fleet of brand new 200 metre long trains will run on the Elizabeth line, featuring nine walk-through carriages, air conditioning, CCTV and real-time travel information.

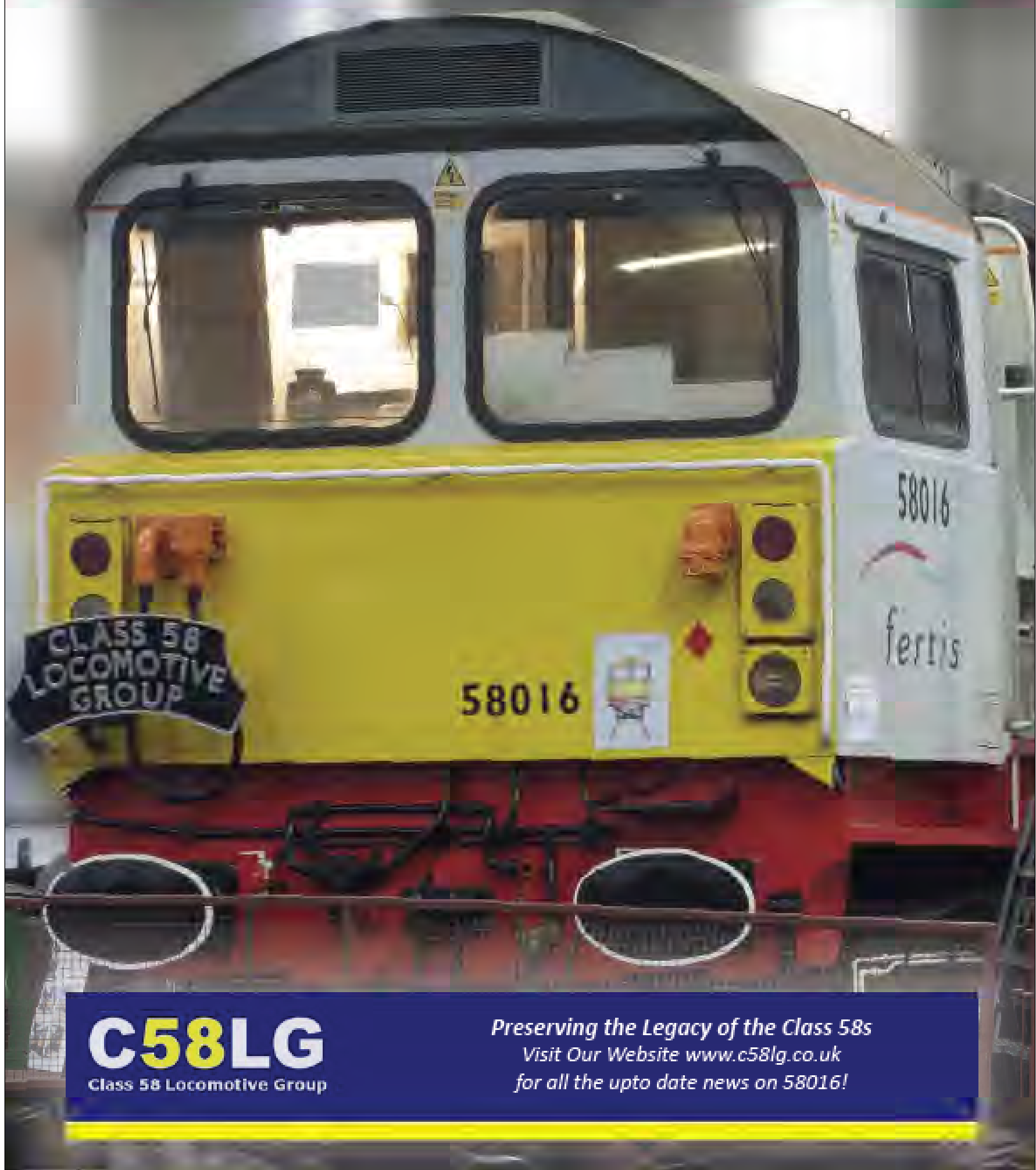
Ben Wheeldon, Crossrail Programme Director at Network Rail said: “Making the final connection between the national rail network and the Crossrail tunnels links east and west for the first time. The completion of these huge pieces of work, including the final signalling commissioning on the eastern section of the Elizabeth line route is a significant step towards ensuring that the railway infrastructure is ready for the introduction of the Elizabeth line and is an important part of our Railway Upgrade Plan.”



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

There are various ways to help the C58LG:

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



**C58LG**  
Class 58 Locomotive Group

Preserving the Legacy of the Class 58s  
Visit Our Website [www.c58lg.co.uk](http://www.c58lg.co.uk)  
for all the upto date news on 58016!

Arriva Trains Wales’ Class 175 113 arrives at Crewe on March 21st working a service to Manchester Piccadilly. *John Alsop*





## Total retail sales for Network Rail managed stations grew by 3.5% in final quarter of 2017

Quarterly retail figures from Network Rail reveal total sales at the organisation's 17 managed stations grew by 3.5% against the same period the previous year thanks to a positive Christmas for retailers. This is despite a difficult wider trading environment. This total sales growth is more than three times larger than the wider retail industry which grew 1.1% over the same period, but challenging trading conditions led to a small like-for-like sales growth of 0.08%. Between October and December 2017 the retail industry reported the lowest non-food growth figures since March 2009, with shoppers sticking to essential items as inflation outpaces income growth. Online shopping also impacted the quarter, leading to a tough environment for retailers.

Despite this over 66 million people – more than the entire population of the UK – visited a retail outlet in a managed station between October and December spending almost £206m, with the festive season causing retail sales to spike in the gifting (+9%) and stationery (+6%) categories. Once again there was a direct link between Network Rail's investment in stations and an increase in sales and satisfaction. Four of the top five stations for total sales growth have seen significant recent investment, with Paddington (44%) London Bridge (40%), King's Cross (11%) and Birmingham New Street (11%) appearing in a top five that also includes Cannon Street (12%). Elsewhere there was also total sales growth at Manchester Piccadilly (6%), Bristol Temple Meads (6%) and in Scotland - where sales at Edinburgh Waverley and Glasgow Central grew by 7% and 3% respectively. Customer satisfaction has also risen in stations that have seen investment, with recent significant rises in Paddington and London Bridge.

David Biggs, Managing Director of Network Rail Property, said: "Our retail sales continue to illustrate the demand for travel point retail at our stations, and this is further borne out in our impressive customer satisfaction scores. Despite the flat like-for-like growth this quarter, station users continue to be drawn to the variety and convenience of our offer and the exciting range of retail partners we have is helping our stations become destinations in their own right. Network Rail station and retail colleagues will continue to work hard with all the retail occupiers to deliver the varied retail offer that passengers and customers across the country tell us they want in our managed stations."

All profits from Network Rail retail activities are reinvested back in to the railway and plans are well underway for a programme of retail enhancement in 2018, focussing on London Bridge and London Victoria.



Railtalk Magazine

## National Rail

Hanson's Class 59 101 passes Willesden Junction on March 8th with a stone train to Acton. *John Sloane*

# 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](http://www.locofleetshop.co.uk)

Email: [lee@locofleetshop.co.uk](mailto:lee@locofleetshop.co.uk)



## Loco Fleet List 2017



2017

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







## Felixstowe branch line works to unlock more freight and more reliable passenger services

Important engineering works to upgrade the Felixstowe branch are set to begin in April 2018, bringing a significant step change for the transportation of freight as well as improved reliability for passenger services.

As a part of Network Rail's Railway Upgrade Plan, engineers will start a £60.4m programme of works to transform the single track branch line to allow more freight being transported by rail to and from the Port of Felixstowe by installing a 1.4km track loop near Trimley Station. This additional track will allow the line to operate more effectively, giving the flexibility needed to run more freight trains as well as improve the reliability of existing passenger services.

The work on the branch line in this area will support up to 10 additional trains in each direction to move goods to and from the Port of Felixstowe. With each additional freight train taking the equivalent of up to 76 lorries off the roads, the upgrade works will help to reduce congestion and pollution for the local community and the wider region.

In addition to the track re-doubling, works will include the upgrade of several level crossings to make them safer and new bi-directional signalling infrastructure to support the demand for more freight trains. Once complete, there will be a more reliable service, improving journeys for all passengers.

Meliha Duymaz, Network Rail's route managing director for Anglia, said: "This is a significant upgrade to one of the most important freight routes in the country. This work will help us to meet the demand for freight to and from Felixstowe port, and at the same time, increase



reliability for passenger services. The long term strategy to move more freight by rail is good for the UK economy and will lessen the traffic on busy roads like the A14."

Paul McMahon, Network Rail's managing director for freight and national passenger operators, said: "This is a vital first step to growing capacity on the network to meet the needs of our customers. The £60m investment by the Strategic Freight Network is set to deliver an additional 10 paths in each direction by 2019. We know that there is more work to do on this busy corridor and we will continue to make the case for investment alongside our industry colleagues."

Jamie Burles, Greater Anglia managing director, said: "Together with Network Rail, Greater Anglia is investing in transforming the railway in East Anglia. In a couple of years the Felixstowe line will be transformed with brand new longer trains with more seats running on an improved line. In the meantime, I'd like

to reassure customers that they will be able to complete their journeys on this line during the works, even if part of it is by replacement bus."

Clemence Cheng, managing director at Hutchison Ports Europe, said: Railfreight plays an essential role in distributing goods around the United Kingdom. Existing rail services from the Port of Felixstowe save over 100 million HGV miles per year from the roads, cutting carbon and easing congestion. We already have the widest range of rail services of any UK port with 33 freight train movements in and out per day and there is strong demand for additional rail capacity. The works to improve the branch line will support sustainable UK economic growth and improve access to international markets for businesses across the country.

Work began from the weekend of 7 April 2018 and take place most weekends until autumn 2019. To allow a safe environment to undertake the work for our engineers, buses will replace trains between Ipswich and Felixstowe from 1850hrs Saturday evenings and all day Sunday when works are taking place. On Bank holidays (excluding Christmas Day and Boxing Day), rail replacement bus services will be in place to allow passengers to completed their journey. Passengers wishing to travel during weekends are advised to check before they travel at [www.nationalrail.co.uk](http://www.nationalrail.co.uk) or [www.greateranglia.co.uk](http://www.greateranglia.co.uk).

Southern Railway Rebuilt Merchant Navy Class 4-6-2 No. 35006 'Peninsular & Oriental S. N. Co.' eases through Winchcombe on March 22nd.  
*Neil Pugh*

Two tone green liveried Class 47 488 stands by the gates of Nemesis Rail depot at Burton on March 8th. *Stuart Hillis*



# Street artist Jimmy C creates railway arch mural in memory of London Bridge terror attacks

Street artist Jimmy C, known in London for his work paying tribute to David Bowie and William Shakespeare, has produced a major work of art in memory of the London Bridge terror attacks.

The work shows a series of hearts floating in space and is painted under one of Network Rail's arches on Stoney Street, in Southwark. The attacks, on June 3, 2017, took place in the surrounding area.



Jimmy said: "London is a great city, a city of the world, with people from all cultures living and working here. The terror attacks shocked everyone who loves our city. It is a great honour to be able to create a lasting image to the memory of those who lost their lives and to the resilience and spirit of London."

Network Rail's Eddie Burton, who manages community rail projects and worked with Jimmy C on the project, said: "We've worked closely with Jimmy C in the past and knew he would create something beautiful for London on our arch."

Network Rail previously worked with Jimmy C on a Shakespeare portrait on Clink Street, Southwark.

## Did you Know - Ken Mumford

Some more of the nations oddities this month:

From the NBL PRESERVATION GROUP Newsletter - March 2018  
61264 - the B1 4-6-0 - has just emerged at the NYMR from its second overhaul in preservation. Its first cost £250,00 whilst the second cost £450,000 An interesting note is that at 1947 prices the North British Locomotive Company could have built 43 more B1s for the cost of the two overhauls - £700,000!!!  
To find out more about the North British Locomotive Preservation Group and their three locomotive projects, e-mail:- ken.livermore(at)btinternet.com

### 37 replace 30

On 24th April 1953 35020 'Bibby Line' had a fractured driving axle at speed near Crewkerne. This resulted in ALL the Merchant Navy class being withdrawn for examination. Locos from other regions were loaned as per the table below.

FROM	DETAILS OF LOCOS	DEPOT ALLOCATION
W.R.	70017 'Arrow' + 70023 'Venus'	72B - Salisbury
	70024 'Vulcan' + 70028 'Royal Star'	72A - Exmouth Junction
	70029 'Shooting Star'	
L.M.R.	70030 'William Wordsworth'	74C - Dover
	70034 'Thomas Hardy'	73A - Stewarts Lane
Ex-L.N.E.R.	60896, 60908, 60916, 60917, 60928	70A - Nine Elms
Ex-L.M.S.	45051, 45061, 45130, 45216 45222, 45223, 45350	70A - Nine Elms
L.M.R.	73003, 73015, 73017	70A - Nine Elms
E.R.	61041, 61050, 61109, 61188, 61192, 61329	73A - Stewarts Lane
N.E.R.	61015, 61273, 61274, 61338	73A - Stewarts Lane
Sc. R.	61133, 61148, 61219, 61354	73A - Stewarts Lane

### A Diesel Tree!

Deep in the Brazilian rain forests, scientists have come up with yet another solution to the world's future energy needs. Nobel prize winner, Doctor Melvin Calvin has discovered that diesel fuel grows on trees - or more precisely, in trees!  
The tree in question is the Coboufera langadorffi which has a sap so rich in hydrocarbons that it can be put straight into the tank of a diesel engine. One acre planted with about 100 of these trees could produce almost 1,000 gallons of diesel fuel a year.  
A few million acres - which Brazil has to spare - could be equivalent to a moderate North sea oilfield, and would never run out. The search is on for an oak with a ready yield of TREE STAR!

## SOUTHERN COUNTIES RAILWAY SOCIETY

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















## A Different View



How many of our readers will remember these?  
This one is at Pewsey station. *Ken Mumford*



A pile of scrap unclaimed bikes are seen at  
Swindon on March 27th. *Ken Mumford*

Looking a little like a model locomotive, Class  
08 721 stands outside the Alstom facility at  
Widnes on March 29th. The tower to the left  
of the picture is part of a scientific research  
complex at Daresbury. *Jeff Nicholls*





## Preserved Railways

### Severn Valley Railway

▶ GWR 1500 Class 0-6-0PT No. 1501 is seen at Kidderminster on March 17th.  
*Richard Hargreaves*

▶ On March 16th, GWR Collett 0-4-2T No. 1451 and 1500 Class 0-6-0PT depart Kidderminster with a working to Bridgnorth. *Michael Lynam*

▶ On March 17th, Great Western Railway King Class No. 6023 'King Edward II' eases off Bridgnorth shed during a snowstorm. *Phil Martin*







Railtalk Magazine

Preserved Railways

Severn Valley Railway

The glow from the firebox of LNER B12 No. 8572 illuminates the cab as it waits departure time at Bewdley on March 17th.

*Richard Hargreaves*





## Preserved Railways

### Severn Valley Railway

Recent arrival at the line, Class 37 688 is seen  
stabled at Kidderminster MPD on March 16th.

*Richard Hargreaves*

LNER B12 No. 8572 heads along the line on  
March 16th with a service to Bridgnorth.

*John Alsop*

Class 33 108 is seen stabled at Highley on March  
17th. *Phil Martin*







Railtalk Magazine

Preserved Railways

Severn Valley Railway

Holden B12 (GER Class S69) 4-6-0 No. 8572 on its second round trip of the day with the L.N.E.R. teak stock at Hey Bridge on the 13:50 from Kidderminster. *Ken Abram*





## Preserved Railways

### Severn Valley Railway

▶ Haydock Foundry 0-6-0WT Well Tank 'Bellerophon' prepares to depart Bewdley as the snow starts to fall on March 17th.  
*Richard Hargreaves*

▶ BR Riddles 4MT No. 80072 awaits to depart Bridgnorth with the 10:05 departure during the steam gala on March 17th. *Phil Martin*

▶ LNER A1 No. 60163 'Tornado' takes a break from main line duties, to star at the lines Spring Steam Gala, seen here departing Kidderminster on March 17th. *Richard Hargreaves*







Railtalk Magazine

Preserved Railways

Severn Valley Railway

S&DJR 7F 2-8-0 No. 53808 reaches Eardington Summit with the 11:00 Bridgnorth to Kidderminster. It is now painted in BR black livery which is not as attractive as the S&DJ blue it wore prior to its last overhaul in 2016, although it is historically more accurate. It took its seven coach load and the weight of the dead in tow Ivatt Mogul No. 43106 to the summit with apparent ease. *Ken Abram*





## Preserved Railways

### Severn Valley Railway

▶ Somerset and Dorset Joint Railway (S&DJR) 7F 2-8-0 No. 53808 approaches Bewdley with a service to Kidderminster on March 16th, during the lines Spring Steam Gala. *Richard Hargreaves*

▶ GWR 'King' Class 4-6-2 No. 6023 'King Edward II' joined the Gala line up and is seen making light work of Eardington Bank with its eight coach load of chocolate and cream stock which made up the 11:05 Kidderminster to Bridgnorth train. *Ken Abram*

▶ LNER A1 No. 60163 'Tornado' approaches Crossing Cottage as it climbs Eardington Bank with the 10:20 ex Kidderminster on March 16th. *Ken Abram*







## Preserved Railways

### Mid Norfolk Railway

▶ Class 26 043 and 33 035 call at Thuxton working a service to Wymondham. *Andrew Wilson*

▶ Class 47 367 awaits departure time from Dereham on March 17th with a service to Wymondham. *Andrew Wilson*

▶ Class 08 847 and 08 754 are seen at Dereham on March 17th. *Andrew Wilson*







## Preserved Railways

### Mid Norfolk Railway

Formerly at the Churnet Valley Railway, Class 04 No. D2334, former BSC 0-6-0 Diesel Shunter No. 1 and visiting DRS Class 88 008 are seen at Dereham on March 17th. *Andrew Wilson*

Visiting the line for their Spring Diesel Gala, Class 33 035 arrives at Thuxton on March 17th. *Andrew Wilson*

Class 47 596 stands at Thuxton with a service to Dereham. *Andrew Wilson*







## Preserved Railways

### Glasgow Transport Museum

Eventually assigned to peak hour duties serving shipyards along the Clyde - Tram No. 1089 surprisingly lasted until the very end of Glasgow's trams in 1962. *John Sloane*

No 672 is one of Glasgow's first purpose-built electric trams which were 20 single deck vehicles with a central entrance and entered service in 1898. They were not successful and were all withdrawn just 8 years later from passenger service. *John Sloane*

South African Railway' 15F steam loco No. 3007 was constructed in Polmadie in 1945 and exported to South Africa where it spent more than 40 years in constant service across South Africa and another 20 years on the scrap line – a unique 60-year history. *John Sloane*







## Preserved Railways

### West Somerset Railway

GWR Collett 5700 Class 0-6-0PT No. 7714 and Hawksworth 9400 Class 0-6-0PT No. 9466 cross Ker Moor at the approach to Blue Anchor on March 24th with a Bishops Lydeard service.

*David Lindsell*

United States Army Transportation Corps 2-8-0 S160 No. 6046 approaches Crowcombe with the Military Goods train. *David Lindsell*

GWR 1400 Class 0-4-2T No. 1450 with Autocoach passes Leigh Wood crossing, heading for Williton on March 24th. *David Lindsell*



















## Preserved Railways

### South Devon Railway

▶ This is the station building at Buckfastleigh, almost as it would have been on opening on May 1st 1872. *David Mead*

▶ Class 37 No. 6737 is seen here at Buckfastleigh on March 29th. *David Mead*

▶ Peckett saddle Tank 'LADY ANGELA' works No. 1690 was built in 1926 for Gypsum Mining in Nottinghamshire. The loco has been donated to the South Devon Railway and unfortunately hadn't steamed for many years. It is hoped one day that money will be raised for its restoration. Seen here at Buckfastleigh on March 29th. *David Mead*







## Preserved Railways

### South Devon Railway

On March 29th, the 12:15 service from Buckfastleigh arrives at Totnes Riverside behind GWR 0-6-0PT No. 6412. *David Mead*

GWR 5700 Class 0-6-0PT No. L92 was built in 1930 as No. 5682 but lost its number in 1958 when sold to London Transport. Here the loco can be seen at Totnes Riverside being watered. *David Mead*

Class 37 No. 6975 (37 275) built in 1965 and now in preservation at Buckfastleigh. *David Mead*







Railtalk Magazine

Preserved Railways

Chasewater Railway

GEC Stephenson Class shunter No. 251 'Walter Urwin' was bought from the Redcar steel works with donations from the Newton & Earlestown Community Group. Walter Urwin was the locomotive's designer. This class of shunter were the last locomotives built by the Vulcan Foundry in Newton Le Willows in 1976. Once cosmetically restored by the Chasewater Railway. It will stand proudly on a plinth in an area where the works entrance was once located in Newton Le Willows. *Dave Harris*





## Preserved Railways

### Chasewater Railway

North British 1958 built shunter No. D2911 enters Brownhills West station with a service from Chasetown on March 25th. *Dave Harris*

1920 built chain driven Simplex provides Brake Van rides at Brownhills Station during the Diesel Gala on March 25th. *Dave Harris*

English Electric Class 08 No. D3429 enters Brownhills West station on March 25th. *Dave Harris*







The A1 Steam Locomotive Trust  
New Steam for the Main Line

# NEW 100MPH STEAM LOCOMOTIVE TORNADO REACHED 100,000 MILES SINCE COMPLETION WHILST ON THE NYMR

The A1 Steam Locomotive Trust, the registered charity behind famous 100mph new steam locomotive No. 60163 Tornado, is delighted to announce that the locomotive achieved 100,000 miles in service since completion in 2008 just outside Pickering on the North Yorkshire Moors Railway on Sunday 11th March 2018 whilst hauling the last train of the day to Grosmont.

Since completion in Darlington in 2008, new Peppercorn class A1 Pacific No. 60163 Tornado has seen service on the Network Rail main line and heritage railways right across Great Britain. Highlights have included three Royal Trains including the naming by TRH The Prince of Wales and The Duchess of Cornwall in February 2009; BBC Top Gear 'Race to the North' with Jeremy Clarkson on the footplate; 'The Winton' train to commemorate the 70th anniversary on the Kinder Transport; the rescuing of stranded commuters in Kent; the re-opening of the Settle to Carlisle Railway; the first steam locomotive in the UK to achieve 100mph for 50 years; featuring in two BBC documentaries, 'Absolutely Chuffed: the Men Who Built a Steam Engine' and 'Tornado the 100mph Steam Engine'; and starring in Paddington 2 the movie.

No. 60163 Tornado was named in honour of the crews who flew RAF Tornado fast jets during the first Gulf War in 1990/91 when the project to build the new Peppercorn class A1 steam locomotive was launched. The locomotive originally carried crests from the Tri-National Tornado Training Establishment (TTTE) and RAF Cottesmore on its nameplates but following the closure of the former and the transfer of the latter to other uses, Tornado now carries the crests of RAF Leeming (former Tornado base close to Darlington) and RAF Marham (current home of the Tornado Force).

Mark Allatt, Trustee, The A1 Steam Locomotive Trust, commented: "This summer No. 60163 Tornado is celebrating her 10th birthday and remains the only new main line steam locomotive to be completed in Britain since 1960 despite over 20 standard gauge new build projects being launched. Tornado's first 100,000 miles have seen the locomotive criss-cross Great Britain, a testimony to those supporters who stuck with the project over the 18 years that it took to fundraise and build – 'This locomotive was built and paid for by people who shared a vision and were determined to turn it into reality.'"

Graeme Bunker-James, Operations Director added: "Keeping Tornado on the Network Rail main line is expensive and time consuming and so the Trust is always seeking new supporters and volunteers to come on board. This year will see both the 10th anniversary of Tornado's completion and the 100th anniversary of the RAF's formation and we will be seeking to mark both milestones in an appropriate manner – watch this space!"

Tornado's packed diary for 2018 includes:

- Saturday 14th April – 'The Ebor Flyer' – first 90mph train – London to York – SOLD OUT
- Saturday 21st April – Midland Railway Centre
- Saturday 28th April – 'The Ynys Mon Express' – East Midlands and North Staffordshire stations to North Wales Coast – SOLD OUT
- Tuesday 3rd to Sunday 13th May – Nene Valley Railway
- Saturday 19th May – 'The Canterbury Tale' – Peterborough, St. Neots, Stevenage, Potters Bar and Finsbury Park to Canterbury and

Dover Coast – bookings through UK Railtours

- Friday 25th to Tuesday 29th May – Bluebell Railway
- Saturday 2nd June – 'The Yorkshire Pullman' – Belmond British Pullman luxury train from London to York and Scarborough – bookings through UK Railtours
- Saturday 21st July – 'The Talisman' – London to Durham and Newcastle. Return journey with Deltic diesel locomotive D9009 Alycidon – bookings through UK Railtours
- Wednesday 1st August – 'The Mad Hatter' – 10th anniversary train – Darlington, York and Wakefield to Chester – bookings through UK Railtours
- Saturday 11th August – 'The Settle & Carlisle Golden Tour I' – Bristol to Appleby via Carlisle – Pathfinder Tours
- Wednesday 15th August – 'The Settle & Carlisle Golden Tour II' – Didcot to Appleby, return via Carlisle – Pathfinder Tours
- Saturday 18th August – 'The Bard of Avon' – Manchester Piccadilly to Stratford-upon-Avon – bookings through UK Railtours
- Sunday 2nd September – 'The Torbay Express' – Bristol to Kingswear - Torbay Express
- Saturday 8th September – 'The Devonian' – Birmingham to Plymouth and return (Tornado Bristol – Plymouth – Birmingham) – bookings through UK Railtours

Bookings by debit or credit card are via our ticket agents UK Railtours on 01438 715050 [www.ukrailtours.com](http://www.ukrailtours.com) or through [www.a1steam.com](http://www.a1steam.com).

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

Photo: Tornado at the North Yorkshire Moors Railway March 2018. © Mandy Grant/A1SLT



Railtalk Magazine

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Railways





## Preserved Railways

### Mid Hants Railway

British Railways Standard Class 4MT No. 76017 is caught resting at Ropley, during the Mid Hants Railway's 'Pre-Spring Gala' on February 9th.

*John Stubbington*

A pair of locos head back to Ropley shed at the end of a busy day. *John Stubbington*

'A Schools class, going home' as No. 925 'Cheltenham' heads an afternoon service through Ropley on February 9th.

*John Stubbington*







## Preserved Railways

### Gloucestershire and Warwickshire Railway

▶ Class 37 No. D6948 (37 248) stands outside Todington shed on March 22nd. *Neil Pugh*

▶ A look at the superb job done on restoration of Broadway Station. *John Alsop*

▶ GWR Modified Hall Class 4-6-0 No. 7903 'FOREMARKE HALL' heads a return to Broadway special on March 30th, marking the first public trains at the station in 58 years. *John Alsop*





## Preserved Railways

### Telford Steam Railway

▶ On April 1st, Class 08 757 worked passenger services at the line, seen here at Horsehay and Dawley station. *Richard Hargreaves*

▶ Built in 1894 by Grant Ritchie Engineers at Kilmarnock, No. 272 was visiting the line on April 1st. *Richard Hargreaves*

▶ Class 37 263 is seen under restoration at the Spring Village site. *Richard Hargreaves*











## Preserved Railways

### Statfold Barn Railway

Corpet (Paris) Minas de Aller, No. 2 and Krauss (Munich) Sragi No. 1 round the bend at Oak Tree Halt on March 24th. *Alan Naylor*

Wilbrighton Wagon Works No. 6 'Howard' an 0-4-0 Vertical Boiler, runs through the garden at Statfold on March 24th. *Alan Naylor*

Hunslet 'Sybil Mary' and Avonside 'Marchlyn' arrive at Oak Tree Halt. *Alan Naylor*







## Preserved Railways

### Statfold Barn Railway

Jung Mallet 0-4-4-0T works No. 4878 of 1930 'Jatibarang No. 9' working top and tailed with W.G. Bagnall 4-4-0T works No. 2820 of 1945 'Isibutu' as they take a train along the bottom of the field towards the loop. *Ken Abram*

Quarry Hunslet 0-4-0ST works No. 3903 of 2005 'Statfold' pilots Peckett 0-6-0ST 'Liassic' works No. 1632 of 1923 as they make their way back along the bottom of the field. *Ken Abram*

Hunslet Engine Company 'Trangkil No. 4' arrives at Statfold Junction, Statfold Barn Railway on March 24th. *Alan Naylor*





## Preserved Railways

### Keighley and Worth Valley Railway

▶ Visiting BR Standard Class 7 No. 70013 'Oliver Cromwell' blasts under the bridge at Ebor Lane, Haworth, with a train for Oxenhope on March 9th. *Ben Bucki*

▶ During Winter Steam Gala, resident Midland 4F No. 43924 waits for the road at Keighley on March 11th with a demonstration goods train. *Ben Bucki*

▶ With yet more snow covering West Yorkshire, the line yet again put in a sterling job of keeping their trains running through the poor weather. The resident W&M Railbus was in charge of the relief timetable alongside the main steam service, and is pictured running beside the River Worth near Damems with a train to Keighley, on March 18th. *Ben Bucki*







## Preserved Railways

### Keighley and Worth Valley Railway

During the Winter Steam Gala, 'Coal Tank' No. 1054 climbs alongside the River Worth between Ingrow West and Damems with a demonstration goods train. *Ben Bucki*

Somerset and Dorset Railway 7F Class No. 53808 runs-round at Keighley, during the Steam Gala, on March 11th. *Jasmine Ingham*

Resident ex-US Army Transport Corps S160 No. 5820 'Big Jim' climbs towards Damems with a goods train on March 9th. *Ben Bucki*











## Preserved Railways

### Keighley and Worth Valley Railway

▶ A line up at Haworth shed on March 9th consisting of Somerset and Dorset Railway 7F Class No. 53808, British Railways Standard Class 4MT 4-6-0 No. 75078 and British Railways (Midland Railway) 4F 0-6-0 No. 43924.

*Michael Lynam*

▶ BR Standard Class 7 No. 70013 'Oliver Cromwell' departs Keighley on March 9th with a service to Oxenhope. *Michael Lynam*

▶ KWVR shunter No. 08 993 in EWS livery is seen at Haworth on March 9th. *Michael Lynam*







## Preserved Railways

### Keighley and Worth Valley Railway

▶ Class 2F, LNWR Coal Tank, No. 1054 works the shuttle with the Victorian coaches from Keighley to Ingrow, seen during the lines Spring Gala on March 9th. *Alan Naylor*

▶ Class 7F No. 53808 top'n'tails a short local goods train with Class 02 No. 85 'Taff Vale' as the pair approach Ingrow. *Alan Naylor*

▶ BR Class 4MT No. 75078 climbs Ingrow Bank with a passenger train from Keighley to Oxenhope on March 9th. *Alan Naylor*







## Preserved Railways

### Derwent Valley Light Railway

The railway at Murton Park, near York, held a Family Fun Day on March 25th to raise funds for their planned engine shed. The main passenger service was worked top-and-tailed with the line's Class 03 and a Ruston diesel shunter. Class 03 079 is formerly of both Gateshead and then Ryde on the Isle of Wight. *Ben Bucki*

Ruston 4wDM shunter 'Ken Cooke', ex-Rowntree Confectioneries No. 3, is seen drawing an afternoon train back into the station. *Ben Bucki*

Class 04 shunter No. D2245 was in charge of the demonstration goods train. This loco actually worked on the line when it was privately operated, before closure and the reopening of the short stretch which forms the preserved line. *Ben Bucki*







Railtalk Magazine Preserved Railways

East Lancs Railway

In charge of the 'Lancastrian Lunch' diner prior to departure from the ELR for mainline duty the following day, Jubilee Class 4-6-0 No. 45690 'Leander' cruises through Summerseat on March 11th.

*Gerald Nicholl*





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## Preserved Railways

### East Lancs Railway

▶ LMS Class 5MT No. 45407, running as long scrapped No. 45157 'The Glasgow Highlander' waits to depart Bury Bolton St. with a service to Heywood. *Steve Stepney*

▶ On March 3rd, LMS Jubilee Class No. 45690 'Leander' takes on water at Bolton Street. *Steve Stepney*

▶ Lancashire and Yorkshire Railway Class 27 0-6-0 No. 52322 (with Black 5 No. 45212 on the rear) stands at a chilly Irwell Vale on March 2nd. *Michael Lynam*







## Preserved Railways

### East Lancs Railway

▶ LNER A4 No. 60009 'Union of South Africa' departs from Heywood on the rear of a service to Bury on March 2nd. *Michael Lynam*

▶ LMS' Hughes' Crab No. 13065 passes Summerseat en route to Rawtenstall. *Michael Lynam*

▶ London Midland & Scottish Railway Class 5MT ('Black 5') 4-6-0 No. 45212 45212 passes Burrs with a demonstration freight from Ramsbottom. *Michael Lynam*







# CRITICAL CYLINDER BLOCK FOR GIANT NEW STEAM LOCOMOTIVE FULLY FUNDED

## Significant Progress on Wheeling of No. 2007 Prince of Wales

The project to build Britain's most powerful steam locomotive is delighted to announce that the cylinder block for No. 2007 Prince of Wales is fully funded and that considerable progress has been made on its redesign. The A1 Steam Locomotive Trust launched The Cylinder Club to raise £100,000 from 100 supporters each donating £1,000 (plus GAD) in up to eight payments of £125 by standing order to pay for the redesign and manufacture of the new steam locomotive's cylinder block in October 2017 and reached its target two months early. This coincides with the money spent to-date on the new Gresley class P2 No. 2007 Prince of Wales passing the £1.6m mark – 30% of the estimated £5m total. The funding of the cylinder block will help to ensure that the project remains on schedule for completion in 2021 and enable the Darlington-based team to complete the wheelsets, continue the boiler procurement, order the cylinder block, design & order the first motion parts, continue to progress work on the tender and commence the electrical design during 2018. The class P2 2-8-2 'Mikado' locomotives were the most powerful passenger steam locomotives to operate in the UK, designed by Sir Nigel Gresley to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed and they were rebuilt in 1943/44 and scrapped by 1961. The A1 Steam Locomotive Trust (registered charity and builders of famous 100mph new steam locomotive No. 60163 Tornado) is building the seventh member of this class over seven years at an estimated cost of £5m. The project will demonstrate how the design can be fully realised through use of modern computer design techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

The work involved in designing and manufacturing the new cylinder block includes:

- Convert the original class P2 one-piece casting into a welded fabrication including Finite Element Analysis (FEA) to check for structural integrity
- Improve the layout of the valves to reduce the clearance volume (which affects cylinder efficiency)
- Re-route the steam and exhaust passages to physically separate them to prevent incoming steam from heating the outgoing exhaust
- Increase the size and improve internal streamlining of steam passages along Chapelon lines to increase maximum power and improve economy
- Reduce the overall width of the cylinder block to provide Prince of Wales with the widest possible route availability on the main line.

Manufacture the cylinder block including:

- Producing the welded fabrication
- Stress relieving
- Grit blasting and painting with high temperature paint
- Machining
- Fitting cylinder liners and valve seats
- Manufacturing and fitting cylinder and valve covers
- Hydraulic testing the assembly.

To date we have completed the conceptual design of the cylinder block and it is expected that the Trust will place of order for the fabrication of the new cylinder block in 2018 for delivery in Summer 2019.

Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high and over 840 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) covenant scheme since its launch. In addition to this core scheme, funds have been raised through The Founders Club (over 360 people have donated £1,000 each – target 100 people, now closed), The Cylinder Club (the target of 100 people have pledged £1,000 each – now closed), The Boiler Club (almost 140 people have pledged £2,000 each - target of 300 people), The Mikado Club (over 180 people have pledged £1,000 each – extended target of 200 people), Dedicated Donations (over £225,000 from

existing supporters sponsoring a variety of components) and the sponsorship of the locomotive's distinctive front-end by The Gresley Society Trust. This means that the project has already raised – including Gift Aid – £1.8m and received pledges of £2.8m of the required £5m.

Meanwhile, in Darlington Locomotive Works, there has been considerable progress towards the wheeling of No. 2007 Prince of Wales, which was delayed due to a supplier error to the plain axles resulting in their scrapping and replacement by supplier but at the expense of a six-month delay. In recent weeks we have fitted the bearing to all the plain axles. Over the next few weeks all the components for the wheelsets will be sent to South Devon Railway Engineering to prepare for the tyres to be fitted to the wheels, wheels to be fitted to the axles and the fitting of the crank pins which should result in the wheeling of the engine in May 2018.

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

- Frame plates for engine and tender rolled and profiled; engine's frames erected at Darlington Locomotive Works; all major engine frame stays, brackets, horn blocks, axle boxes and buffers cast (44 in total); over 1,000 fitted and driven bolts ordered and delivered, approximately 800 now fitted to the frames
- All 20 wheels for engine and tender cast and proof machined; roller bearings for all engine and tender wheelsets and engine axles (including crank axle), tyres and crank pins delivered, tender axles, tyres ordered and first wheelset complete
- Preliminary discussions held with boiler manufacturers and forged foundation ring corners manufactured and machined; start made on boiler fittings with castings for combined injector steam and delivery valves
- Study into ride and suspension completed using rail industry standard Vampire® software; finite Element Analysis completed on re-designed crank axle to ensure complies with modern standards; assessment and notified body appointed to oversee certification - first site visit made
- Cab erected and cab side window frames fitted; engine footplating and splasher kits delivered and permanently fitted to frames
- Smokebox door pressed details made and door completed, door frame manufactured, smokebox delivered and erected; chimney cast and fitted
- Crosshead castings received
- Boiler cladding assembly jig built, cladding crinolines and hoops rolled and fitted to jig, cladding sheets procured, rolled and being fitting to the jig
- Tender frame construction under way, axlebox and other tender castings ordered from William Cook Cast Products
- Nameplates and chime whistle delivered

Mark Allatt, P2 Project Director and Trustee, The A1 Steam Locomotive Trust, commented: "We are delighted to announce that The Cylinder Club has reached its 100 members target two months early. This means that this critical part of No. 2007 Prince of Wales is now fully funded through the £100,000 plus Gift Aid donated by our supporters. Our engineering team is now working on the technical design of the cylinder block with the intention for placing an order for the fabrication in October 2018 for delivery in summer 2019. In the meantime, fitting of the bearings, means that our fundraising efforts are now focused on recruiting the last 20 members for The Mikado Club to fund the wheeling of the locomotive, each donating £1,000 plus Gift Aid to the project, with the intention of wheeling the engine in May 2018. Now is the time to get on board this ground-breaking project and help the Trust to raise the £5m needed to ensure its completion in 2021."



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## From the Archives



▶ Class 25 200 leads a dead 81 005 through Winwick with a soda ash train on February 2nd 1985, the power being switched off at the time. In the distance can be seen the works of Ruston Diesels, formerly English Electric and now a housing development. *Jeff Nicholls*

▶ Class 40 033 'Empress of England' stands at Crewe TMD on February 13th 1983. *John Sloane*

▶ London Midland and Scottish Railway (LMS), Coronation Class No. 46235 'City of Birmingham' departs Preston with a Birmingham - Glasgow train on September 30th 1961. *John Sloane*







## From the Archives



Freshly repainted and on test after overhaul Class 37 002 stands at Crewe Works on July 4th 1987. *John Sloane*



Recently repainted Regional Railways Class 37 422 approaches Bolton on May 11th 1993 working a Manchester Victoria - Blackpool service. *Michael Lynam*



On May 10th 1981 a freshly refurbished Class 50 012 'Benbow' stands outside Doncaster Works. *John Sloane*







