

Railtalk Magazine

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Submissions

Should you fancy getting involved with the magazine, then please send any photographs, videos or articles, to us at the below email address:

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Please include a detailed description and credits of the author.

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From the Editor...

Welcome to Issue 115 and your monthly roundup from across the UK.

Well firstly I have to confess, we've sneaked a few photos in from April this issue. Usually we look back only at the previous month, however with so many changes at the start of April (especially in the North), we couldn't let you wait until May to see them.

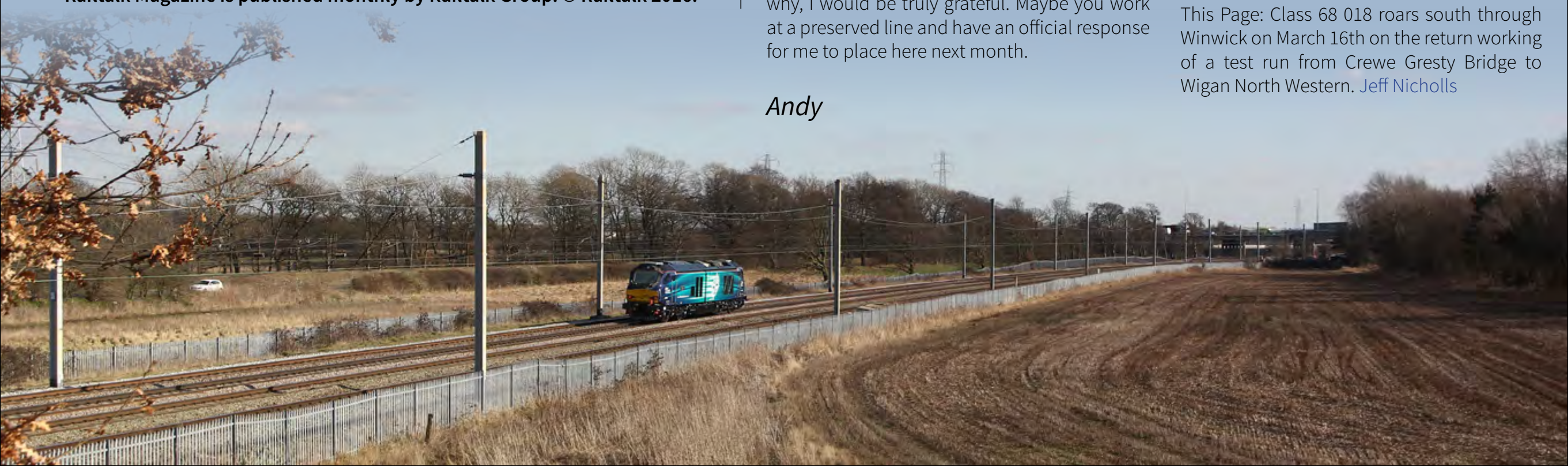
My little rant for this month, and one I'm hoping someone can answer. Why are more and more Preserved Railways not selling Single or Return tickets on Gala Days. This month, was the first time I've personally been affected by it. I turn up for the last service of the day and was told the only ticket available to purchase was the Day Rover. Now I was only looking to travel as a way of making a donation to the line, however with this attitude, I was put off and I personally know that others 'walked away' too. I've since emailed the line in question, however I've failed to receive a response. I'm not going to name, names as this isn't a school playground. But if anyone can please give me a valid reason as to why, I would be truly grateful. Maybe you work at a preserved line and have an official response for me to place here next month.

Andy

Once again many thanks to the many people who have contributed, it really makes our task of putting this magazine together a joy when we see so many great photos. These issues wouldn't be possible without: Michael J Alderdice, John Alsop, Steve Andrews, John Balaam, Geoff Barton, Robert Bates, Brian Battersby, Sam Bilner, Ben Bucki, Keith Chapman, Pete Cheshire, Nick Clemson, John Coleman, Keith Davies, Neil Davies, Steve Donald, Robert Duff, Eddie Emmott, Derek Elston, Mark Enderby, Dave Felton, Greig Gibson, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Brian Hewertson, Paul Hewertson, Stuart Hillis, David Hollowood, Derek Hopkins, Colin Irwin, Jon Jebb, Colin Kennington, Ken Livermore, Michael Lynam, Jonathan McGurk, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Gerald Nicholl, Jeff Nicholls, Andy Parkinson, Mark Pichowicz, Colin Pidgeon, Neil Pugh, Tim Richardson, Alan Rigby, Charlie Robbins, Neil Scarlett, Stephen Simpson, Gary Smith, Stewart Smith, Steve Stepney, Steve Thompson, Tim Ward, Andrew Wilson, David Wood, Shep Woolley and the guys at RailUK.

Front Cover: On March 11th, Class 37 025 working the 6Z90 Crewe Basford Hall - Didcot passes Chorlton (near Crewe). [Carl Grocott](#)

This Page: Class 68 018 roars south through Winwick on March 16th on the return working of a test run from Crewe Gresty Bridge to Wigan North Western. [Jeff Nicholls](#)



Charter Scene:

Railway Touring Company - THE MIDDAY SCOT

LMS 8P Class 4-6-2 No. 46233 'Duchess of Sutherland' appearing to be struggling on the climb to Shap summit on March 19th. [Shep Woolley](#)



Royal Train

The usual pairing of Class 67 006 (leading) and 67 005 (trailing) are seen working a Royal Train south through Winwick on March 23rd. [Jeff Nicholls](#)



Pathfinder Tours - The Generating Finale

Right: Class 60 059 'Swinden Dalesman' passes through Hatfield and Stainforth station with 'The Generating Finale' charter train from Eastleigh. [Robert Bates](#)

Main: On March 26th, Class 60 059 'Swinden Dalesman' departs Eggborough power station with 'The Generating Finale' charter train from Eastleigh, heading on its journey to Ferrybridge power station. [Robert Bates](#)



NRM - THE INAUGURAL RUN

On February 25th, LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' approaches York on its inaugural run from London Kings Cross. [Gerald Nicholl](#)



Ruggex

On March 12th, Class 67 005 stands at Nuneaton after arriving with a Ruggex from Coventry for a Wasps game at the Ricoh arena. [Mark Pichowicz](#)



Footex

Apart from the Caledonian Sleeper logos, this could be a scene from quite a few years ago as Class 87 002 approaches Crewe with a London Euston to Liverpool 'Footex' conveying Chelsea supporters. [Brian Battersby](#)



Footex

Class 87 002 'Royal Sovereign' is seen shortly after arriving on platform 1 at Liverpool South Parkway working 1Z87 11:15 London Euston to Liverpool South Parkway 'Footex' conveying Chelsea supporters. [Andy Parkinson](#)



Steam Dreams - THE CATHEDRALS EXPRESS

Right: Class 47 580 is seen on the rear of the tour on April 2nd, heading back from Chester to London Euston. [Brian Battersby](#)

Main: LMS Jubilee Class 6P 4-6-0 No. 45699 'Galatea' arrives into Chester with the Crewe - Shrewsbury - Chester leg of the charter on April 2nd. [Brian Battersby](#)

Below: West Coast's Class 47 245 took over the charter from 'Galatea' at Chester for the return trip to London Euston. [Brian Battersby](#)



Footex

On April 2nd, Class 86 101 speeds towards Acton Bridge working a London Euston to Liverpool South Parkway 'Footex'. [Brian Battersby](#)



Northern Belle

Right and Main: Class 57 310 and 57 312 top'n'tail the Northern Belle on March 6th with a Mothers Day outing from Liverpool to Chester, seen here passing Walcot between Wellington and Shrewsbury. [Phil Martin](#)



Railway Touring Company - THE CUMBRIAN MOUNTAIN EXPRESS

On April 2nd, Class 86 259 'Les Ross/Peter Pan' heads past Acton Bridge working the London Euston to Carnforth leg of this tour to Carlisle. [Brian Battersby](#)



U.K. Railtours - THE DEVON BELLE

LNER A1 Class 4-6-2 No. 60163 'Tornado' passes Palestine, just west of Grateley, (between Andover and Salisbury) heading for Exeter. [Ken Mumford](#)



'Tornado' again, this time at Clink Road Jct., shortly after leaving the Frome water stop, and heading to London Victoria. [Stewart Smith](#)



On April 2nd, LNER A1 Class 4-6-2 No. 60163 'Tornado' arrives into Exeter Central working the 1Z63 08:00 London Waterloo to Exeter St. Davids. [Stewart Smith](#)

U.K. Railtours - THE DEVON BELLE

LNER A1 Class 4-6-2 No. 60163 'Tornado' approaches Castle Cary on April 2nd working the 1Z65 16:31 Exeter St. Davids to London Victoria. [Stewart Smith](#)



ECS and Light Engine Moves

Class 67 018 'Keith Heller' is seen heading north through Wigan North Western on March 20th working the 5Z36 11:23 Crewe Down Refuge Siding to Carnforth Steamtown. [Andy Parkinson](#)



ECS and Light Engine Moves

Heading to the Mid Norfolk's diesel gala, Class 50 017, 50 007 and 50 050, plus HST power car No. 41001 and it's three MkIII coaches are seen at Leicester on March 31st. [Steve Thompson](#)



ECS and Light Engine Moves

On February 15th, LMS Stanier Class 5 4-6-0 No. 44871 working from Blackburn to Castleton, is seen at Parkside Junction. [David Wood](#)



ECS and Light Engine Moves

West Coast are back in business! Clagging nicely, Class 47 245 leads 47 580 south through Winwick on a Carnforth - Southall empty stock move on March 31st.

Jeff Nicholls



Pictures:

Arriva Trains Wales

Class 67 002 puts in a first appearance on the Arriva Trains Wales Manchester/North Wales axis with the 09:50 from Manchester Piccadilly to Holyhead on March 8th. Seen crossing the River Mersey just south of Arpley Yard on the bridge known locally as 'Twelve Arches'. [Jeff Nicholls](#)

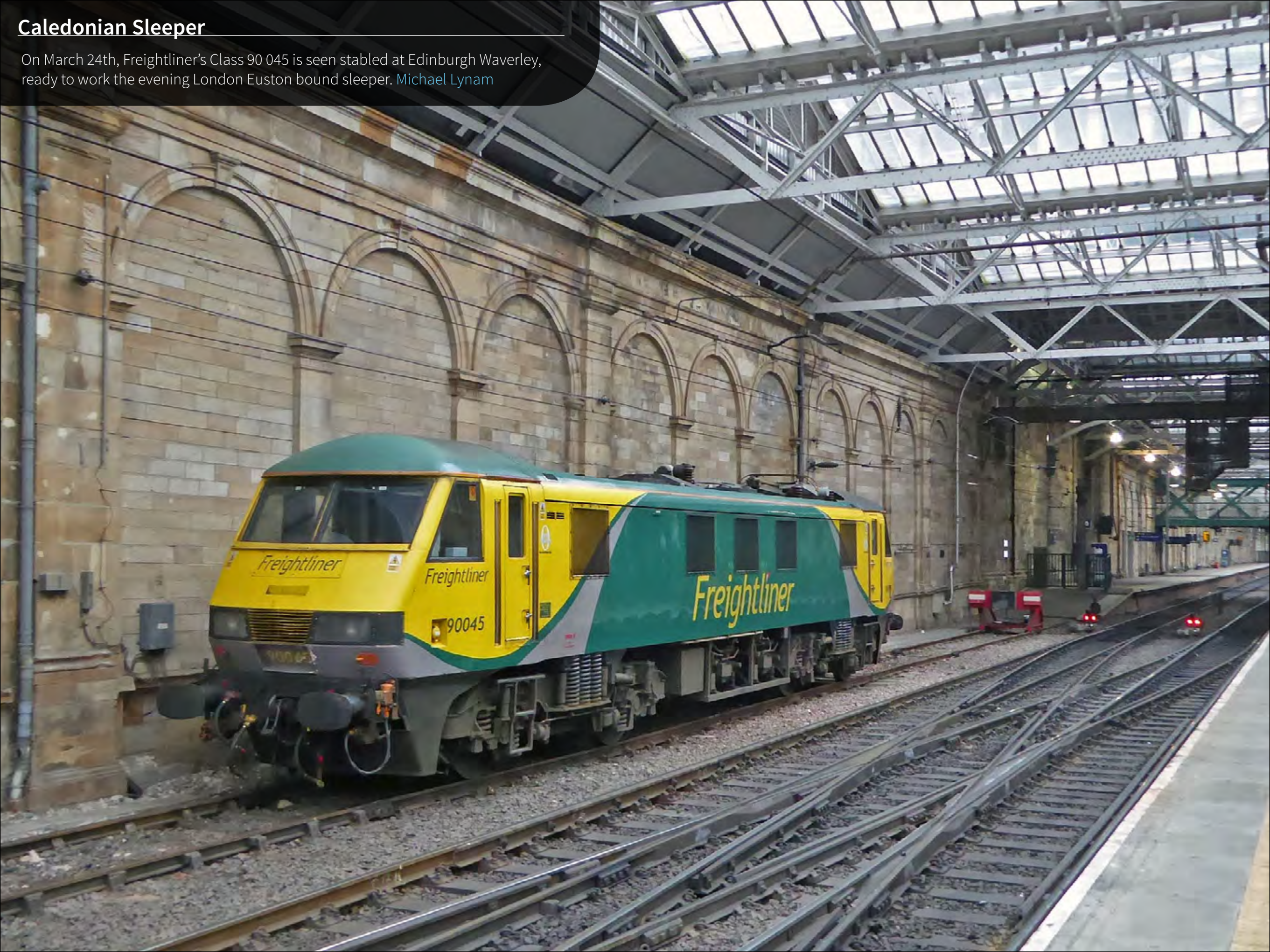


Class 67 014 passes Bomere Heath with the 1V31 05:33 Holyhead - Cardiff on March 31st. Keith Davies



Caledonian Sleeper

On March 24th, Freightliner's Class 90 045 is seen stabled at Edinburgh Waverley, ready to work the evening London Euston bound sleeper. [Michael Lynam](#)



Chiltern Railways

Left: Class 68 011 working the 6U77 Mountsorrel - Crewe loaded autoballasters, passes through Burton on March 21st. [Stuart Hillis](#)

Main: Chiltern liveried Class 68 011 is seen passing South Wigston working the 08:59 Crewe Basford Hall S.S.M. to Mountsorrel Sidings empty ballast train on March 22nd. [Derek Elston](#)



Colas Rail

Class 60 095 working the 6C37 Chirk - Carlisle empty logs, passes Madeley Jct. on March 13th. [Phil Martin](#)



Class 60 095 hauls a Carlisle - Chirk bound log train through Helsby on March 12th.
Brian Battersby



Class 60 095 passes Preston Boats with the 6C37 10:30 Chirk Kronospan - Carlisle
Yard on March 13th. Keith Davies



Class 56 113 working the 6E07 Washwood Heath - Boston steel, passes Portway
on March 7th. Carl Grocott



On March 18th, Class 56 302 and 56 113 are seen on the Outward line at
Scunthorpe working 0E56 Washwood Heath -Doncaster Marshgate via Brigg.
Steve Thompson



Class 37 025 'Inverness TMD' passes Burgs Lane on March 11th working the 0C01 07:38 Barry - Crewe Basford Hall light engine movement. [Keith Davies](#)



Class 60 085 waits for a clear road in Blackburn station goods loop whilst hauling the 6E32 Preston Docks to Lindsey on March 15th. [Dave Felton](#)



Class 56 113 working the 6E07 Washwood Heath - Boston Docks covered steel carriers, heads through Burton on March 9th. [Stuart Hillis](#)



Class 60 047 and 60 085 run light through Scunthorpe on March 20th working 0D51 Doncaster Up Decoy - Immingham Transit Quay. [Steve Thompson](#)

Cross Country

Power cars Nos. 43285 and 43207 working the 1V54 Dundee - Plymouth service, speed through Burton on March 23rd. [Stuart Hillis](#)



DB Cargo

Class 90 029 tows 90 036 and 66 087 north through Winwick on an Arpley Yard - Carlisle light engine move, March 16th. [Jeff Nicholls](#)



On March 5th, Class 66 152 pauses at Preston whilst working a Crewe to Shap ballast. [Andy](#)



Class 60 017 is seen slogging up Appleby Bank on March 20th with the 6M57 Lindsey oil refinery - Kingsbury. [Steve Thompson](#)



Class 60 001 passes Elford on March 7th working the 6M57 Lindsey - Kingsbury fuel tanks. [Carl Grocott](#)



Class 60 044 'Dowlow' working the 6E08 Wolverhampton - Immingham covered steel wagons, passes Burton on March 3rd. [Stuart Hillis](#)



It's seed planting time in the fields at Winwick as the EWS liveried pairing of Class 90 039 and 90 035 head north on the weekly Dollands Moor - Irvine china clay slurry tanks, March 23rd. [Jeff Nicholls](#)



Class 66 066 heads the 6F86 Peak Forest - Arpley wagon move through Ashley on March 14th. [Dave Harris](#)

On March 10th, Class 67 024 heads southbound through Acton Bridge working the 0Z71 route learner from Wigan Wallgate - Wakefield Kirkgate. [Michael Lynam](#)



Class 60 020 approaches Scunthorpe on March 13th, heading up Gunhouse Bank with the 6E68 Kingsbury - Humber oil refinery. [Steve Thompson](#)



On March 15th, Class 66 055 passes Woollascott with a late running 6V75 09:30 Dee Marsh - Margam steel working. [Keith Davies](#)

Class 90 039 leads 90 040 past Chorlton working the 4M25 Mossend - Daventry on March 11th. Carl Grocott



On March 14th, Class 66 198 with the 6F07 Peak Forest - Warrington Dallam Lane loaded stone test train, passes Ashley. [Dave Harris](#)



On March 22nd, out of the gloom, Class 60 066 moves forward off the Outward line with 1 BYA, all that was left of 6E20 Llanwern Exchange Sidings - Immingham SS after detaching at Entrance C. [Steve Thompson](#)



On the western fringes of Chat Moss, Class 66 145 is in charge of 4Z46 from Tees Yard to Arpley Yard on March 21st. The long rake of bogie flats is believed to be for the forthcoming Binliner workings from Knowsley to Wilton. [Jeff Nicholls](#)



On March 8th, Class 66 132 hauling the 6E08 Wolverhampton - Immingham covered steel wagons, passes Burton on Trent. [Stuart Hillis](#)



Class 60 066 hauling the 6E54 10:39 Kingsbury oil sidings - Humber oil refinery approaches North Stafford Junction on March 11th. Nick Clemson

Class 66 197 working the 6V75 Dee Marsh - Margam steel, passes Sutton Bridge Jct. on March 11th. [Keith Davies](#)



Class 60 020 working the 6M57 from Lindsey to Kingsbury, approaches Scunthorpe on March 20th. [Steve Thompson](#)



Class 66 055 passes Craven Arms with its nice selection of Lower Quadrant signals working a late running 6V75 Dee Marsh - Margam on March 15th. [Phil Martin](#)



Class 66 182 passes Burton on March 11th hauling a Doncaster Belmont to Eastleigh loaded stone working. [Stuart Hillis](#)

Stored Class 60 055 stands at Crewe IEMD on March 12th, alongside it is long term stored Class 90 025. [Brian Battersby](#)



Working an empty RDT from Stoke Jct. to Trent Yard, Class 66 096 is seen at Frodingham Jct. on March 20th. [Steve Thompson](#)



Class 66 118 approaches Scunthorpe on March 18th working the 6N76 Entrance C - Redcar OT scrap empties. [Steve Thompson](#)



Class 66 139 passes Acton Bridge on March 10th working the 6042 Halewood - Southampton Eastern Docks car train. [Michael Lynam](#)



Class 90 036 and 90 024 head towards Norton Bridge with the 4M25 06:06
Mossend - Daventry on March 31st. Nick Clemson



Class 67 018 is seen at Rainford Junction on March 22nd working 0Z70 Knowsley - Wakefield K Whitams Cobra route learner. The loco had just come off the single line and was handing the token back to the signalman. [Alan Rigby](#)



Class 66 204 hauling the 4E26 Dollands Moor - Redbourne Sidings empty bloom cradles, heads through Scunthorpe station on March 18th. [Steve Thompson](#)



Class 66 127 is pictured near Dorrington working the 6V75 09:30 Dee Marsh - Margam steel on March 25th. [Keith Davies](#)



Class 66 124 stands at Warrington Bank Quay on March 19th whilst hauling a Clitheroe to Bescot rake of new tanks. [Brian Battersby](#)



A loaded coal train struggles across Porthkerry Viaduct on the Vale of Glamorgan line (Barry to Bridgend) headed by Class 66 184 on an upward gradient of 1 in 87!! [Ken Mumford](#)



Class 59 202 and 59 103 power towards Ealing Broadway hauling the Acton Yard to Merehead empties on March 17th. Charlie Robbins

Class 66 194 with the 6M96 05:51 Margam TC - Corby BSC, and East Midlands Trains' Class 156 404 working the 1K12 12:07 Crewe - Derby, run side by side at North Stafford Junction on March 11th. [Nick Clemson](#)



Class 60 017 passes Melton Ross with a fully loaded Humber to Kingsbury oil tank train on March 26th. Note that the old colour light signals have gone as part of the area's resignalling. [Robert Bates](#)



On March 24th, Class 67 021 runs light engine onto E Line at Scunthorpe whilst working 0Z74 Belmont - Trent Yard route learner, in connection with the forthcoming (i.e. like Christmas!) Roxby spoil traffic. [Steve Thompson](#)



Class 66 118 works the 6M82 Walsall - Downlow through Burton on March 29th. Unusually the front four wagons are still loaded with limestone. [Stuart Hillis](#)



Class 66 114 passes Duncote on March 31st working the 6G51 07:46 Warrington Arpley - Donnington RFT. Keith Davies

On March 30th, Class 66 152 passes Sutton Bridge Junction with a late running 6V75 09:30 Dee Marsh - Margam steel. [Keith Davies](#)



Class 67 016 is pictured stabled in the bay at the east end of Edinburgh Waverley on March 18th. [Derek Elston](#)



Class 67 003 heads past Hartford on March 30th with the 11:31 Wigan Wallgate Down Carr Sidings - Wakefield Kirkgate route learner in preparation of a service to operate from Knowsley Freight Terminal. [Nick Clemson](#)



On March 30th, Class 66 165 enjoys a bit of sunshine as it waits time on the Outward line at Scunthorpe with a short-formed 6V04 to Southall Yard. [Steve Thompson](#)

On March 25th, Class 60 020 rounds the curve at Lockington with the 6M57 07:15
Lindsey - Kingsbury tanks. Mark Pichowicz



On March 17th, Class 66 093 departs Crewe Basford Hall heading a Trafford Park - Southampton working. [Michael Lynam](#)



Class 66 067 passes by the NRM at York on March 14th, running light engine from Doncaster - Tyne SS. [Michael Lynam](#)



The 13:19 Wembley Euro Freight Ops Centre to Daventry Int Rft Reception Rfd, passes through Northampton behind Class 66 087 on March 10th. [Derek Elston](#)



Class 66 144 hauling the 6001 Doncaster Decoy - Hinkley Yard with 11 loaded coalfish wagons, passes Burton on March 25th. [Stuart Hillis](#)

D.C.R.

Class 56 303 is dragged by 31 452 as it passes through Northampton working as OZ56 12:47 Willesden Euroterminal to Washwood Heath Met. Cammel on March 10th. [Derek Elston](#)



Class 56 081 works the 6Z34 11:27 Chaddesden Sidings - Stockton empty scrap train past Hasland on March 14th, looking splendid in its retro livery. [Nick Clemson](#)





Left: Class 31 452 is seen stabled at Derby on March 26th. [Brian Battersby](#)

Main: UK Rail Leasing's Class 56 098 'Lost Boys 68-88', on hire to DCR, is at the head of 6Z34 Cardiff Tidal - Chaddesden Sidings with empty scrap steel wagons, seen here storming through Burton on March 8th. [Stuart Hillis](#)



Direct Rail Services

On March 11th, Class 37 425 passes along the Cumbrian Coast near Parton whilst working the 2C33 Barrow - Carlisle Northern service. [Carl Grocott](#)



Class 68 016 passes through Burton on March 29th working the 6U77 Mountsorrel - Crewe loaded autoballasters. [Stuart Hillis](#)



Class 37 405 running as 0Z73 05:05 Crewe Gresty Bridge (DRS) to Willesden Brent (DRS) passes a cold and frosty Wilsons Crossing on March 7th. [Derek Elston](#)



Class 66 302 passes Althorpe on March 22nd working the 6Z50 York Works - Trent Yard with a manipulator wagon and a power wagon. [Steve Thompson](#)



On March 3rd, Class 68 008 was back on the Mountsorrel circuit, seen here hauling the 6U77 Mountsorrel - Crewe through Burton. [Stuart Hillis](#)



On a sunny March 7th, Class 68 019 passes through Burton working the 6U77 Mountsorrel - Crewe, with a rake of loaded NRAs. [Stuart Hillis](#)



DBSO No. 9707 with Class 37 425 stand at Preston on March 8th, having arrived with a service from Carlisle via Barrow. [Michael Lynam](#)



On March 10th, Class 37 425 passes Harrington working the 2C41 Barrow - Carlisle Northern service. [Carl Grocott](#)

Class 68 019 hauling the 12:21 Crewe Basford Hall - Bescot Up Engineers Sidings is seen near Norton Bridge on March 17th. [Nick Clemson](#)



Class 66 432 and 66 425 catch the sun as they head north through Preston on March 5th working the Daventry - Mossend. [Class47](#)



Class 68 019 'Brutus' stands silent on Crewe Gresty Bridge depot on March 12th. [Brian Battersby](#)



Class 37 601 running as 0Z38 Barrow Hill - Crewe, passes Willington on March 7th. [Carl Grocott](#)



Class 68 019 with the 12:21 Crewe Basford Hall - Bescot Up Engineers Sidings, passes near Norton Bridge on March 31st. [Nick Clemson](#)

Class 68 018 'Vigilant' hauls the 6U77 Mountsorrel - Crewe across Stenson Junction on March 14th. [Stuart Hillis](#)



Class 68 016 heads through Leicester on March 31st working a Crewe Basford Hall - Moutsorrel rake of MRAs. Steve Thompson



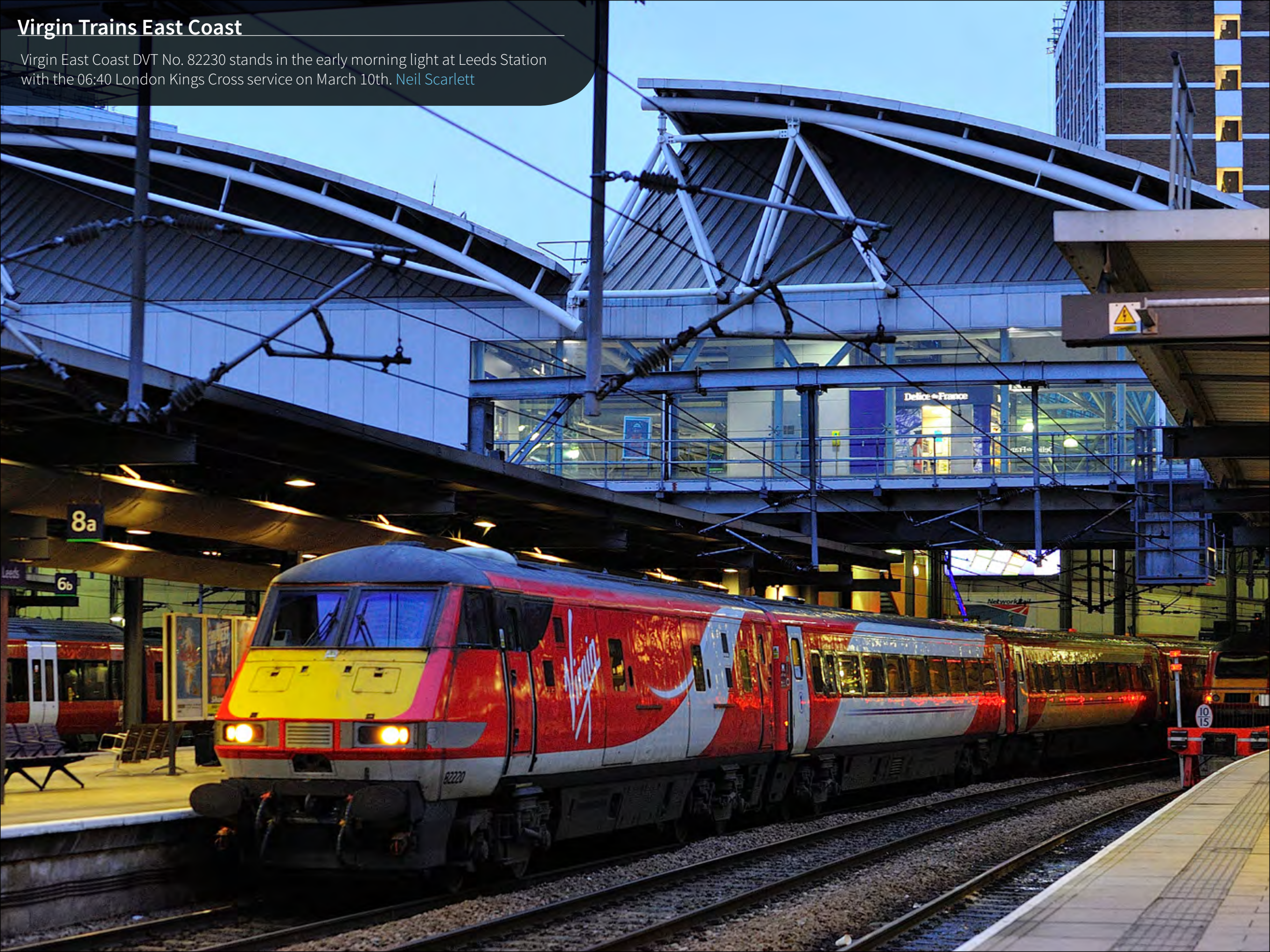
On a gloomy March 28th, DRS regular Class 66 302 ran light engine from York to work the 6Z52 Entrance C - York Works with 5 YEAs for maintenance, seen passing through Scunthorpe station. Steve Thompson



Class 68 019 leads the 6U77 Mountsorrel - Crewe ballast working through Stenson Jct. on March 7th. Carl Grocott

Virgin Trains East Coast

Virgin East Coast DVT No. 82230 stands in the early morning light at Leeds Station with the 06:40 London Kings Cross service on March 10th. Neil Scarlett



East Midlands Trains

On March 25th, power car No. 43044 (with 43083 on the rear) work the 1B23 06:05 Leeds - London St. Pancras through Bennerley. [Mark Pichowicz](#)





Left: On March 31st, power car No. 43052 leads 43082 on a London St. Pancras - Nottingham working through a sunny Leicester. [Steve Thompson](#)

Main: Power car No. 43059 leads the 1F44 14:40 London St. Pancras International to Leeds past Irthlingborough Road, Wellingborough on March 20th. [Derek Elston](#)



First Great Western

At Castle Cary on April 2nd, the 15:00 London Paddington to Penzance waits to depart with power car No. 43146 leading. [Stewart Smith](#)



Freightliner

Class 90 045 working as 0Z92 09:45 Crewe Basford Hall S.S.M. to Willesden TMD for Caledonian sleeper duties, passes Wilsons Crossing, Northampton on March 10th. [Derek Elston](#)



Right: The 10:08 Lawley Street FLT to Felixstowe North FLT is hauled through South Wigston behind Class 66 955 on March 22nd. [Derek Elston](#)

Main: Class 70 020 powers the 4Z44 Daventry to Coatbridge through Leyland on March 14th. [David Hollowood](#)

Below: Class 66 605 working the 6Z90 Southall - Barrow Hill (via Bristol), passes through Burton on March 25th. [Stuart Hillis](#)



Class 66 622 hauling the 6G65 09:19 Hope (Earles Sidings) - Walsall Freight Terminal, passes North Stafford Junction on March 11th. [Nick Clemson](#)



Class 70 020 hauling a Daventry - Coatbridge modal, storms through Stafford on March 18th. [Stuart Hillis](#)



Class 70 015 heads round the back on Leicester station on March 26th working a Felixtowe to Crewe liner. [Brian Battersby](#)

Right: Class 70 011 heads south through Preston on March 8th with the 4Z27 Coatbridge FLT - Daventry intermodal. [Michael Lynam](#)

Main: Class 90 043 with the 11:46 Garston FLT - Crewe Basford Hall, passes Hartford on March 16th. [Nick Clemson](#)

Below: On March 17th, Class 90 045 passes Chorlton with a Crewe Basford Hall - Felixstowe liner. [Michael Lynam](#)



Class 70 007 and 70 001 await an exam at Midland Road on March 17th.
David Hollowood



Class 70 016 is pictured under repair Midland Road on March 17th.
David Hollowood



Class 47 No. D1645 'Beeching's Legacy' sits in the sunshine at Midland Road.
David Hollowood



A sign of the times as Class 66 531, 66 563, 66 620 and 66 564 are seen stabled at Leeds Midland Road on March 17th. The depot never used to be this busy with locos on a week day. David Hollowood

Having taken over the 4S44 12:13 Daventry - Coatbridge working from DRS, Freightliner's Class 70 020 is seen powering north through Winwick on March 16th. However, this train seems to run late almost every day. Jeff Nicholls



Right: Class 66 623 (with 66 616 on the rear) heads past Walcot on March 26th with a late running 6Y94 12:50 Grange Junction - Crewe Basford Hall. [Keith Davies](#)

Main: Class 66 533 with the 4L92 14:03 Ditton (O'Connor) - Felixstowe North meets 68 018 heading north with 6U77 13:42 Mountsorrel Sidings - Crewe Basford Hall at Heamies on March 17th. [Nick Clemson](#)



Right: Class 66 413 (still in DRS livery) heads south past Acton Bridge on March 10th with the 6J34 Runcorn Folly Lane - Brindle Heath empty bin train. [Michael Lynam](#)

Main: Class 66 520 passes Duncote with the 6Y92 06:46 Crewe Basford Hall - Stafford Doxey Junction on March 25th. [Keith Davies](#)



M and M's - As a Marches bound light engine movement passes a marsh in March. Class 66 518, 66 547, 66 957, 66 508 and 66 561 are working a Crewe Basford Hall - Stoke Gifford move, seen here passing Battlefield, near Shrewsbury on March 11th.
Keith Davies



On March 17th, Class 66 955 approaches Casey Lane with a Southampton - Ditton working. [Michael Lynam](#)



Class 70 020 is seen hauling the 4S44 12:13 Daventry - Coatbridge FLT, north of Norton Bridge on March 17th. [Nick Clemson](#)



Class 66 597 leads 70 009 through Leicester on March 26th with a Felixtowe to Crewe working. [Brian Battersby](#)



Class 66 519, 66 544 and 66 515 depart Tyne Yard on March 5th with a light engine movement from Leeds to Carlisle. [Robert Bates](#)

Class 90 041 heads north over Dutton Viaduct with a Felixstowe - Ditton liner on March 16th. Dave Harris



Class 66 525 hauls an early running 6K10 09:20 Montrose - Carlisle N.Y., seen passing Pettinain on March 20th. [Jonathan McGurk](#)



Class 86 608 and 86 628 are seen at Stafford on March 15th. Class 86 608 was until recently the unique 86 501. [Richard Hargreaves](#)



On March 10th, Class 66 618 is seen working the 6F33 Bredbury RTS - Runcorn Folly Lane bin train near Acton Bridge. [Michael Lynam](#)



Class 90 044 approaches Casey Lane on March 18th heading a lightly loaded Felixstowe - Ditton liner. [Michael Lynam](#)



Class 70 011 with the 4F27 05:25 Freightliner Coatbridge - Daventry service thunders through Warrington Bank Quay, running late on a gloomy March 8th. [Jeff Nicholls](#)

GBRf

Class 66 757, 66 743 and 66 736 work the 4N23 Doncaster Down Decoy - Tyne Dock, passing Hartlepool Pipe Mills early morning on March 29th. [Michael J Alderdice](#)



Class 66 760 working the 6M83 Tinsley - Bardon Hill stone hoppers, passes Moira on March 8th. [Stuart Hillis](#)



Class 66 706 'Nene Valley', 73 961 'Alison' and 66 722 'Sir Edward Watkin' working as 0M73 05:35 Tonbridge West Yard GBRf to Loughborough Brush pass Stewartby on March 15th. [Derek Elston](#)



Class 66 712 heads through Leicester on March 26th with a Hams Hall bound intermodal working. [Brian Battersby](#)

Class 66 707 passes near Hartford on March 30th with the 6E10 08:20 Liverpool Biomass Terminal - Drax AES. Nick Clemson



Class 66 762 approaches Glen Parva Junction working the 10:25 Wellingborough Up Tc GBRf to Washwood Heath RMC GBRf on March 22nd. [Derek Elston](#)



On March 14th, one of the remaining 'First' liveried Class 66s, Class 66 725 'Sunderland', works the 6M83 Tinsley - Bardon Hill through Moira. [Stuart Hillis](#)



Class 66 731 'Interhub GB' hauling the 6M83 Tinsley - Bardon Hill stone hoppers, passes Burton on Trent, March 11th. [Stuart Hillis](#)



Another still in 'First' livery, Class 66 723, approaches Scunthorpe on March 18th, working the 6E10 Wellingborough - Entrance C empty IGAs. [Steve Thompson](#)

Class 20 132 and 20 107 lead the 7X09 Old Dalby - West Ruislip past Moira West Junction, with Class 20 314 and 20 096 on the rear, March 9th. [Stuart Hillis](#)



On March 10th, Class 66 763 passes through Acton Bridge in charge of the 6E10 Liverpool Biomass Terminal - Drax AES. [Michael Lynam](#)



Class 66 727 'Andrew Scott CBE' working the 6K50 Toton - Crewe engineers, passes through Burton on March 17th. [Stuart Hillis](#)



Seen heading up Appleby Bank on March 24th is Class 66 755 working the 6D35 Rylstone - Immingham stone train. [Steve Thompson](#)



Class 66 717, working wrong line through Scunthorpe Station, hauls the 6D35 Rylstone - Immingham NCB stone train on March 18th. [Steve Thompson](#)



On a sunny March 14th, Class 66 723 hauls the 6X10 Entrance C - Wellingborough loaded rail train. Steve Thompson



In some rare sunshine on March 16th, Class 66 761 passes Madeley Jct. working the 6V09 Tinsley - Coton Hill, empty stone hoppers. Phil Martin



Caledonian Sleeper liveried Class 92 033 is towed through Red Bank by GBRf's 66 740 on a move from Carlisle to Willesden, March 8th. Jeff Nicholls



Network Rail

Class 37 421 is seen heading north through Wigan North Western, with 97 301 on the rear, working 1Q05 07:36 Derby RTC (Network Rail) to Carlisle High Wapping Sidings. [Andy Parkinson](#)



Class 68 004 roars south through Winwick, top and tailing with 68 002 on a Craigentenny - Derby test train, March 30th. [Jeff Nicholls](#)



Right: Class 37 219 passes Moira on the rear of the 3Q36 test train, with DBSO No. 9708 leading on March 22nd. [Stuart Hillis](#)

Main: Class 31 233 passes Hasland with 05:30 Slateford Depot - Derby RTC on March 14th. [Nick Clemson](#)



Class 37 175 and 37 219 top'n'tail the 3Z68 Derby - Euston test train through Stenson Jct. on March 7th. [Carl Grocott](#)



On March 6th, Class 97 302 (with 97 304 on the rear) works the 6C70 Sutton Bridge - Bescot engineers through Walcott, returning after overnight work on the Cambrian. [Phil Martin](#)



On March 3rd, the 06:38 Derby RTC (Network Rail) to Derby RTC (Network Rail) NMT with power car No. 43013 leading, arrives into Northampton. [Derek Elston](#)



Class 37 025 working 3Q12 Doncaster West Yard - Derby RTC, via Immingham, (and with 37 219 on the rear) calls at Scunthorpe on March 23rd. [Steve Thompson](#)

Class 68 004 and 68 002 became the first of the class to visit Bristol Temple Meads on March 31st, working a test train from Derby - Old Oak Common. Sam Bilner



Class 97 301 propels the 3Z05 12:10 Derby RTC (Network Rail) to Old Oak Common HSTD, passing through Northampton with DVT No. 9708 leading Nos. 72612, 977986, 977985, 999602 on March 10th. Derek Elston



Class 37 057 is seen heading out of Derby Etches Park on March 26th, hauling a test train. Brian Battersby

Class 73 952 'Janis Kong' and 73 951 'Malcolm Binded' both ex works and working as 0Z73 Crewe - Derby, pass Burton on March 2nd. [Stuart Hillis](#)



On March 27th, Class 68 004 and 68 002 top'n'tail the 1Z69 Crewe to Heaton test train as it passes through Stalybridge. [Brian Hewertson](#)



Power car No. 43062 heads the Network Rail New Measurement Train through Malvern Wells on March 16th. [Neil Pugh](#)



Class 68 004 heads the 07:34 Craigentenny T&RSMD - Crewe CS test train near Hartford on March 30th, with 68 002 bringing up the rear. [Nick Clemson](#)



Rail Operations Group

On hire from Vintage Trains, Class 47 773 is seen at Derby on March 26th, departing to Tyseley in order to be in position for a unit drag. [Brian Battersby](#)



Class 56 081 and 56 104 were utilised to haul Class 31 285 as 0Z31 Exeter Riverside - Burton Nemesis Depot on March 9th, seen here at Burton. [Stuart Hillis](#)



Class 20 205 and 20 142, rarely seen with both cabs leading, pass Burton on March 16th with a 0Z20 Butterly - Washwood Heath move. [Stuart Hillis](#)





On April 2nd, Class 37 884 passes through Denmark Hill working the regular Saturday morning EMU drag from Derby to Ramsgate. Class47

Units: DMUs and EMUs

Virgin Trains West Coast Class 390 104 'Alstom Pendolino' heads south over the picturesque viaduct at Dutton on March 16th with a service for London Euston.
Dave Harris



Right: On March 15th, Arriva Trains Wales Class 175 007 passes Craven Arms whilst working a Manchester - Cardiff service. [Phil Martin](#)

Main: London Midland's Class 150 105 forms the 2S09 10:05 Bletchley to Bedford as it approaches Stewartby on March 15th. [Derek Elston](#)

Below: East Midlands Trains Class 153 379 stands at Derby on March 26th working a service to Crewe. [Brian Battersby](#)



Northern Rail's Class 323 233 working the 2H74 09:46 Manchester Piccadilly - Hadfield, approaches Hadfield on March 7th. Nick Clemson



London Midland's Class 323 203 eases through Northampton working the 10:23 Soho LMD to Wolverton Centre Sidings on March 2nd. [Derek Elston](#)



Northern's Class 323 233 passes Dinting Lane on March 7th working the 2H71 10:59 Hadfield - Manchester Piccadilly service. [Nick Clemson](#)



Thameslink's Class 319 450 departs Peckham on April 2nd working a Sevenoaks bound service. [Class47](#)



On March 15th, London Midland's Class 153 334 departs Kempston Hardwick working the 2S11 11:05 Bletchley to Bedford service. [Derek Elston](#)



Northern Rail's Class 150 115 is pictured after departing from Accrington station working the 2F81 11:20 Blackburn to Wigan Wallgate service on March 10th. [Dave Felton](#)



Northern Rail's Class 144 001 stands at Sheffield on March 14th waiting to depart with a service to Leeds. [Michael Lynam](#)

First Great Western's Class 158 766 stands at Keynsham on March 5th working a service to Westbury. [Richard Hargreaves](#)



Northern Rail's Class 158 558 heads towards Hebden Bridge after negating Hall Royd Junction with 1B19 11:11 service from Blackpool North to York on March 10th. [Dave Felton](#)



On March 2nd, London Midland's Class 350 370 stands at a cold and wet Northampton working the 11:25 departure to London Euston. [Derek Elston](#)



On March 3rd, Manchester Tram No. 3038 enters Manchester Victoria on a service to Bury while Northern Rail's Class 150 228 is stabled in the bay. [Michael Lynam](#)



On March 3rd, an unidentified Northern Rail Class 156 DMU passes over the arches between Deansgate and Manchester Oxford Road. [Michael Lynam](#)



Debranded Class 323 235 working the 2H78 10:46 Manchester Piccadilly - Hadfield service crosses Dinting Viaduct on March 7th. [Nick Clemson](#)



Northern Rail's Class 155 347 is seen passing Hall Royd Junction with the 2M08 11:18 service from Leeds to Manchester Victoria on March 10th. [Dave Felton](#)



Currently running as a 2-car unit, Arriva Trains Wales Class 175 110 passes Craven Arms on March 15th, heading for Manchester Piccadilly. [Phil Martin](#)

South West Trains' Class 159 002 approaches Keynsham on March 12th. [Class47](#)



A blaze of colour as three South West Trains units sit at Clapham Junction on March 22nd. [Neil Scarlett](#)



On March 7th, Northern's Class 158 849 approaches Pleasington station with the 1B15 09:11 service from Blackpool North to York. [Dave Felton](#)



On March 14th, Northern Rail Class 158 853 sits at Hull station, working a service to Bridlington. [Michael Lynam](#)

Northern Rail's Class 150 269 and 150 225 stand at Stalybridge on March 20th whilst working a Stalybridge to Huddersfield service. [Brian Hewertson](#)



Virgin Train's Class 390 151 working the 1S69 13:30 Euston - Glasgow passes near Norton Bridge on March 17th. This Pendolino has been carrying Union Jacks with the logo Business is Great, for a while but recently advertising vinyls have appeared on some of its coaches by some of the sponsors of the International Festival of Business 2016. [Nick Clemson](#)

Northern Rail's Class 150 274 approaches Preston on March 5th working a Buxton to Blackpool North service. [Andy](#)



London Midland ran services to Liverpool as 8 car sets on March 30th, here Class 350 371 and 350 370 approach Hartford with the 1L95 12:34 Liverpool - Birmingham New St. service. [Nick Clemson](#)



Merseyrail's Class 508 143 stands at Hall Road station on March 29th whilst working a working a Hunts Cross - Southport service. [Alan Rigby](#)



On March 15th, Northern's Class 142 032 dodges the shadows at Pleasington whilst working the 2N14 08:20 Blackpool South to Colne service. [Dave Felton](#)

A full house at Scunthorpe on March 29th as Northern Rail's Class 142 070 and 142 044 wait their turn in the bay whilst TransPennine Express Class 185 136 departs on the 1B80 Manchester Airport - Cleethorpes, as consecutively numbered 185 137 arrives with the 1B85 Cleethorpes - Manchester Airport. [Steve Thompson](#)



Merseyrail's Class 507 014 departs Chester on April 2nd with a service to Liverpool Central. [Brian Battersby](#)



Gatwick Express' Class 387 218 and 387 216 (both in Gatwick Express livery) approach Norton Bridge on March 31st working the 14:04 Crewe - Wembley mileage accumulation run. [Nick Clemson](#)

A pair of First TransPennine Express Class 350/4 EMUs pass Pettinain on March 20th working the 1M97 12:12 Edinburgh Waverley - Manchester Airport.
Jonathan McGurk



Northern's Class 142 033 passes through the Pleasington area of Blackburn with the 2S17 08:21 Colne to Blackpool South on March 15th. [Dave Felton](#)



Northern's Class 142 044 departs a sunny Preston on March 5th working a service to Colne. [Andy](#)



Virgin Trains' Class 221 143 and 221 103 work the 9M56 12:51 Edinburgh Waverley - London Euston, past Pettinain on March 20th. [Jonathan McGurk](#)



London Midland's Class 350 234 working a Birmingham New Street to Liverpool service, calls at Stafford on March 18th. [Stuart Hillis](#)



On March 12th, Arriva Trains Wales Class 153 327 stands at Crewe whilst working a service to Shrewsbury. Brian Battersby



First Great Western's Class 150 122 heads towards Malvern Wells signal box where it will reverse and form the 12:51 train to Weymouth, March 14th. Neil Pugh



London Midland's Class 350 246 working 1L99 13:34 Liverpool Lime St. - Birmingham New St. passes north of Norton Bridge on March 31st. Nick Clemson

News and Features: Scotrail - life north of the border

Former London Midland Class 320 411 arrives into Motherwell on March 19th with a service from Glasgow. [Class47](#)



Class 08 954 is seen at Polmadie on March 19th, shunting Scotrail sleeper stock.
Brian Battersby



Class 314 203 stands in Glasgow Central on March 19th, having arrived with a Cathcart Circle service. Brian Battersby



Class 158 735 approaches Haymarket on March 18th working the 2G02 13:39
Glenrothes with Thornton to Edinburgh service. Derek Elston



Class 170 413 working the 1S85 11:23 Glasgow Central - Aberdeen passes
Coatbridge Central on March 20th. Jonathan McGurk

Class 334 015 and 334 017 working the 2H07 14:41 Edinburgh Waverley - Helensburgh Central depart Anniesland on March 20th. Jonathan McGurk



Class 318 250 arrives into Dalmeir working a service to Glasgow on March 19th. Brian Battersby



Class 66 106 and 66 103 top'n'tail the 6K20 15:57 Garelochhead - Mossend D.Y., seen here passing through Hyndland Loop on March 20th. Jonathan McGurk



On March 18th, Class 380 016 and 156 507 are seen on the blocks at Glasgow Central. Derek Elston



The 14:34 Edinburgh to Dunblane service, formed of Class 170 457, departs Haymarket on March 18th. [Derek Elston](#)



On March 20th, Class 320 303 working the 2C44 16:11 Milngavie - Motherwell, approaches Anniesland. [Jonathan McGurk](#)



Class 170 429 and 170 420 work the 1R85 15:00 Edinburgh Waverley - Glasgow Queen St. low level past Knightswood South Junction on March 20th. [Jonathan McGurk](#)

Class 66 099 leads the 6K21 15:25 Garelochhead - Mossend D.Y. as it approaches Anniesland on March 20th. Jonathan McGurk



Class 68 007 'Valiant' and 68 017 'Hornet' are seen at Motherwell on March 19th.
Brian Battersby



Another Class 68 present at Motherwell on March 19th was 68 006 'Daring'.
Brian Battersby



Class 318 263 approaches Bowling on March 19th working a service to Dunfermline.
Brian Battersby



Class 158 708 is seen arriving at Haymarket with the 2K72 14:24 Inverkeithing to Edinburgh service on March 18th.
Derek Elston

Class 334 011 speeds past Bowling Harbour on March 19th, heading towards Glasgow. [Class47](#)



On March 24th, Class 380 114 is seen stabled at Edinburgh Waverley. [Michael Lynam](#)



Class 334 002 is seen departing Dunfirmline on March 19th with a service to Glasgow. [Class47](#)



Class 320 322 and Class 318 256 working the 2V49 21:58 Cumbernauld - Dumbarton calls at Springburn on March 28th. [Jonathan McGurk](#)



A 1.6 second long exposure on Class 156 493 with another two Class 156s passing through Springburn working the 5Y48 21:44 Glasgow Queen St. Low Level - Corkerhill C.S.M.D. on March 28th. Jonathan McGurk



Class 334 007 stands at Springburn on March 28th whilst working the 2V51 22:52 Springburn - Dumbarton C. Jonathan McGurk



Class 156 437 working the 2N64 20:41 Alloa - Glasgow Queen St. Low Level service calls at Springburn on March 28th. Jonathan McGurk



Class 318 269 stands at Springburn on March 28th having arrived with the 2V88 20:26 from Dumbarton C. Jonathan McGurk



Edinburgh Trams

CAF built tram No. 261 stands at the York Place terminus on March 23rd.
Michael Lynam



Edinburgh Trams No. 254 heads along on Princess Street, working to the current York Place terminus. [Derek Elston](#)



A view of trams stabled on Edinburgh's Gogar tram depot, March 18th. [Derek Elston](#)

Going Underground

A Hammersmith and City line 'S' stock working to Hammersmith passes a service to Barking at Goldhawk Road. *Class47*



Manchester Metrolink

On March 3rd, one of this years new trams No. 3109, approaches Shudehill on a service to Rochdale. Michael Lynam



Tram No. 3013 departs Old Trafford on March 3rd working a service to Altrincham. Michael Lynam



Trams No. 3009 and 3019 depart Old Trafford on March 3rd with a service for the Etihad Campus. Michael Lynam

Blackpool Trams

On March 5th, Balloon Car No. 715 heads along the promenade in unusually pleasant Spring weather, heading for Pleasure Beach. [Andy](#)



Another Balloon car in service on March 5th was Balloon car No. 717, seen here passing Funland with a service to Pleasure Beach. [Andy](#)



Fares Advice *with RailUK*

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

Oyster PAYG - Underground between NR destinations

Q: A couple of days ago I started a journey from Abbey Wood to Charing Cross - which I'd normally make entirely on National Rail. However, there was extensive disruption because of the weather - SouthEastern temporarily stopped running to Charing Cross - so accordingly I swapped to the DLR at Woolwich Arsenal, to complete the journey via Jubilee then Northern line. I assumed, that since I was now using National Rail AND TfL trains, I'd have to pay a much higher fare, but was pleasantly surprised when I checked my Oyster journey history to find I'd only been charged the National-Rail-only fare of £2.80. This despite that I exited Charing Cross from the underground barriers, so the system should have been able to tell that I had used the underground.

I'm slightly curious as to on what basis the system would have charged me a national rail only fare? Does it only consider which stations you entered or exited at, and ignore whether you entered/exited via barriers that only lead to national rail, or only lead to the Underground? Or would there be some other reason why I was charged a national rail fare for that particular journey? Am I correct in assuming that I would have been charged more if I'd exited at any neighbouring station (such as Embankment)?

A: According to the Single Fare Finder, journeys to Charing Cross LU, Embankment LU and Cannon Street LU are charged at the NR only rate. Other nearby stations like Westminster or Temple are charged at the TfL+NR rate.

I suspect this may be something to do with the ticket acceptance currently in place as a result of the London Bridge works?

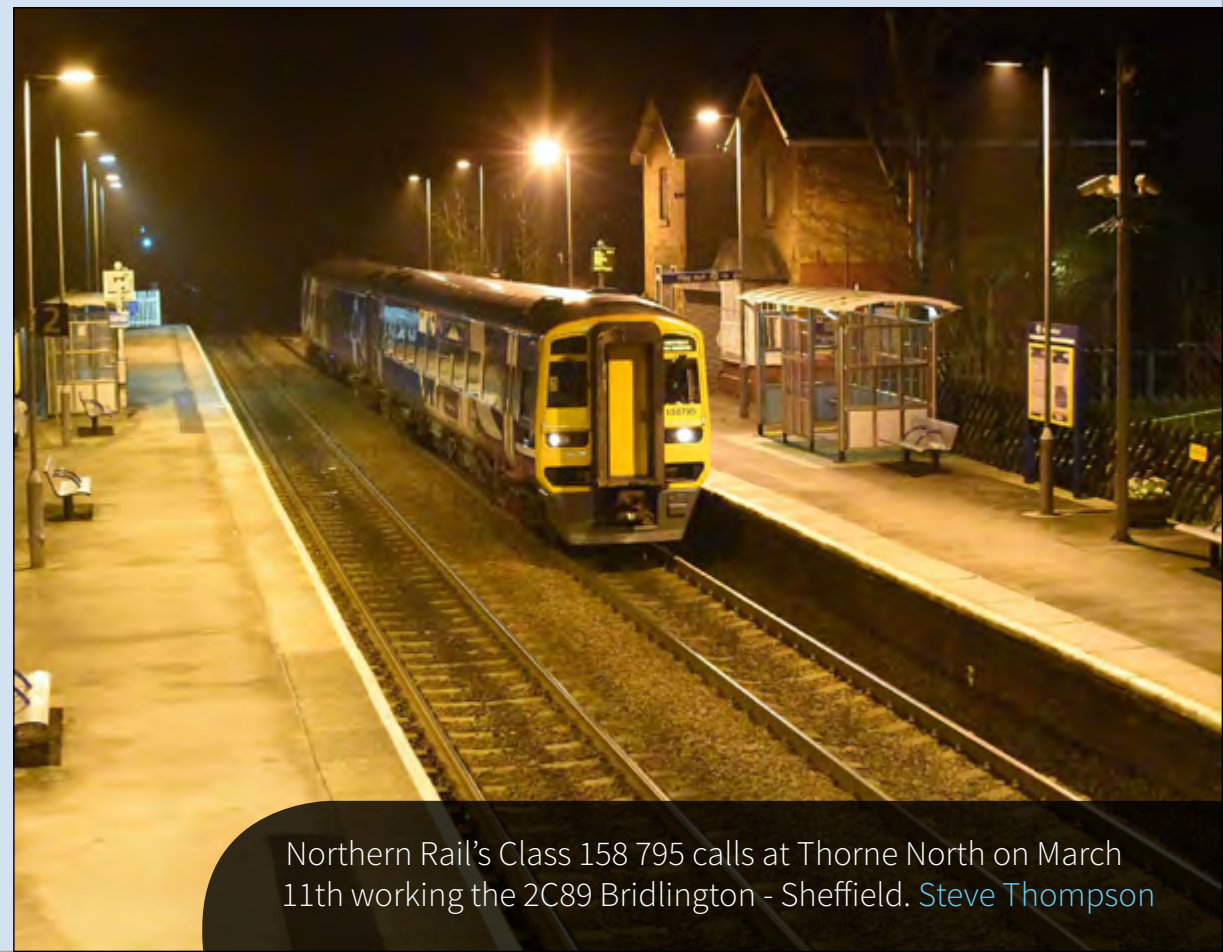
Doing some more investigating on this, I've just noticed that Abbey Wood to Kings Cross is charged at the combined Underground + National Rail rate - £4.30 off-peak. This seems a bit of an oversight in terms of London Bridge rebuild arrangements, since in normal circumstances you could do that journey on national rail only - using Thameslink to get from London Bridge to Kings Cross/St Pancras. Abbey Wood-Farringdon is even odder: Charged at national rail rates (£2.80 off-peak) if you avoid changing at a London terminus - which presumably means using the DLR from Woolwich to Bank, but combined rates if you do change at somewhere like Charing Cross or Cannon Street. Again, this is a journey that in normal circumstances could be made on national rail only.

You do have to be careful what you ask for. Kings Cross St Pancras is an Underground station so will always charge the combined fare. St Pancras International is the required National Rail station and the fares charged for that are correctly National Rail only. At the moment you would struggle to make the journey, I guess Abbey Wood - Lewisham - Denmark Hill - St Pancras might do it.

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!

MPV No. 98906 approaches Mobberley with the 08:17 Wigan LIP - Bury East Lancs Railway on March 15th. Nick Clemson



Northern Rail's Class 158 795 calls at Thorne North on March 11th working the 2C89 Bridlington - Sheffield. Steve Thompson

Virgin unveils the Virgin Azuma!

Livery and name for Virgin's new fleet of East Coast trains unveiled for first time

Azumas will revolutionise East Coast travel from 2018

Customers will experience faster journeys, quicker acceleration and better comfort

Virgin Trains has unveiled the first of its new fleet of trains in a ceremony at King's Cross attended by Sir Richard Branson. Set to revolutionise travel on the East Coast from 2018, the Virgin Azuma will be one of the most advanced trains on the UK's rail network, and will embody the customer-centric approach which Virgin Trains is famous for.

Literally translated as "East" in Japanese, the Virgin Azuma pays homage to the new train's lineage and to the East Coast route. With 65 trains providing an extra 12,200 seats for a new and expanded timetable, the fleet of Virgin Azumas will increase capacity into King's Cross by 28 per cent during peak time.

Whilst the trains will initially reach speeds of up to 125mph, Virgin Trains has announced the creation of a cross-industry working group, including Network Rail, to investigate the potential for the East Coast route to enable their operation at 140mph.

Secretary of State for Transport, Patrick McLoughlin, said: "The state-of-the-art Intercity Express trains heading to Virgin will transform rail travel for passengers between London, the north east and Scotland. These new trains, combined with Virgin's exciting plans for the franchise, will provide more services, more seats, and faster journeys, helping to place passengers at the heart of the railway."

Sir Richard Branson, founder of the Virgin Group, said, "This is a hugely important moment for passengers on the East Coast. A line which has witnessed the historic Flying Scotsman and

Mallard will now see passenger services transformed with the UK's most advanced long distance trains. Our customers on the West Coast have already seen what Virgin can bring to train travel and how the Pendolinos have made a huge difference to speed and comfort. Our new fleet of Azumas will bring a similar transformation to the East Coast, and propel one of the UK's most prestigious lines into the 21st century."



The new trains will also have:

Faster acceleration: The Azumas will accelerate more quickly, slicing up to 22 minutes off East Coast journeys and making 4hr London-Edinburgh journeys, and 2hr London-Leeds journeys, the norm. They will accelerate from 0-125mph around a minute quicker than the current fleet

New direct services: The faster journeys will make direct routes to new destinations such as Middlesbrough and Huddersfield possible, as well as a big increase in through services to places such as Harrogate and Lincoln

Greater comfort: The trains will have some of the best leg-room on the rail network, as well as ergonomically designed seats in both first and standard

Virgin's unique feel: Both the interior and the exterior of the new fleet will have that distinctive Virgin atmosphere

Lower emissions: The trains will be lighter and more energy efficient, making them some of the most environmentally friendly in the UK

Improved facilities: The trains will have faster and free Wi-Fi, an improved traffic-light reservation system, power sockets

for every seat and more overhead luggage space

Buffet cars: An onboard shop is a key part of the experience for passengers

David Horne, Managing Director of Virgin Trains on the East Coast, said, "Since Virgin Trains launched services on the East Coast in 2015 we have committed more than £40m to improving our existing fleet for passengers. As part of this we're bringing in brand new interiors with new seats in both first and standard, new carpets and mood-lighting – a first for trains in the UK. I'm delighted that today we have been able to showcase how that transformation will continue, with the first of our brand-new Azumas alongside one of our existing spruced-up fleet. We've already celebrated the return of the restored Flying Scotsman to the route and now we are able to celebrate the stars of tomorrow, count down to 2018, and usher in a new era for the East Coast."

The Azumas are being made by Hitachi at their rail vehicle manufacturing facility in Newton Aycliffe, County Durham – meaning the Virgin Trains fleet is being made on the East Coast for the East Coast.

Karen Boswell, Managing Director of Hitachi Rail Europe, said, "Hitachi has a long and proud heritage producing top quality, high-speed trains, going back to 1964 when our first 'Bullet Train' entered passenger service in Japan. We are, therefore, thrilled to be delivering the trains which from 2018 will transform the journey experience for tens of thousands of Virgin Trains customers travelling between London and Scotland along the East Coast. We are doubly proud that these new trains for the East Coast are being manufactured right here in the UK, creating some 730 new long-term jobs, engineering careers and apprenticeships."



Virgin Trains hosts live launch of Virgin Radio

Virgin Trains made history on March 30th, as one of its Pendolinos hosted the first ever live digital broadcast from a moving train, to re-launch Virgin Radio. The opening broadcast included live performances from some of the UK's leading bands such as, Travis, Mystery Jets, Walking On Cars, Gavin James and The Feeling. The newly named Pendolino – the 'Virgin Radio Star' – was unveiled to spectators at Manchester Piccadilly by Virgin Radio's breakfast and drivetime presenters, Edith Bowman and Matt Richardson, alongside Sam Branson. The train then journeyed through the UK, via Crewe, Birmingham and Rugby, with the bands entertaining guests with live, on-board performances of a selection of their greatest hits. A number of the train's carriages were transformed into performance spaces complete with wallpaper, rugs and music memorabilia to bring the bands' performances to life as they travelled at 125mph along the West Coast Mainline.

Adrian Varma, Head of Regional Marketing at Virgin Trains said, "Virgin is a brand famous for creativity, ambition, humour and glamour whether on a train or over the airwaves. At Virgin Trains we pride ourselves on embodying that spirit, so relished the opportunity to team up with Virgin Radio to become the first digital radio station to broadcast live from a train travelling at a speedy 125mph! The fantastic line-up of top artists, hosted by some of the best presenters in the business, made the Virgin Radio re-launch an event to remember."

Sam Branson, speaking on board the Virgin Radio Star said: "Being part of the live launch of Virgin Radio has been an awesome experience. It's not often that you get to hear such great music in such an intimate space... let alone on a moving train!" Fran Healy, lead singer of Travis, said: "We are thrilled to be asked to be the conductors on Virgin Radio's first broadcast. Anyone without a ticket is OFF... unless they Sing!" On arrival into London, guests were taken to the new Virgin Radio studio, where Reef performed a final live show in the building's brand new performance space, 'The Red Room'.

Speaking after the day's festivities, Edith Bowman said: "What an exhilarating experience! To be part of the launch of one of radio's most iconic brands is exciting anyway, but to do it with such a bang has been sensational. Virgin Radio has started as it means to go on, playing fantastic music, doing things that seem like they can't be done, but which sound great on air and make the listener experience completely unique." Virgin Radio is available now on DAB digital radio, with a talented line-up of presenters including Edith Bowman, Matt Richardson, Jamie East, Kate Lawler and Tim Cocker. The station will play a wide range of pop and rock, from the best 80s and Britpop tunes, to the latest artists.

The Branch Line Society's 'Northern Powerhouse Tracker' raitour, formed of 2 Northern Rail Class 142 Pacer DMUs, pauses briefly at Reddish South station on March 6th. Not the most comfortable rolling stock for a raitour. [Keith Chapman](#)



HNR's Class 47 703 'Saint Mungo', sits in Doncaster West Yard on March 23rd, still carrying remnants of its former Fragonset livery. [Michael Lynam](#)

On March 17th, Royal Mail EMU Class 325 006 approaches Casey Lane on a test run from Crewe Electric Depot to Stafford and back. [Michael Lynam](#)



Upgrade for Intercity carriages on Norwich to London mainline route over 50% complete

The £12 million upgrade programme for Abellio Greater Anglia's intercity MkIII carriages has now passed the halfway stage, with 61 of the 118 carriages involved now upgraded and back in service on the Norwich - Ipswich - Colchester - London route (the Great Eastern Main Line or GEML).

The significant refresh sees all of the train operator's MkIII fleet being enhanced, with improvements throughout for both First Class and Standard carriages, including plug points; new LED lighting; new carpets; new tables; new seat covers; upgraded, environmentally-friendly, controlled emission toilets with new floors and new taps; and the re-painting of both carriage interior saloons and the vestibule panels, walls and ceilings. Exterior painting of all carriages is also being undertaken as part of a separate programme already underway.

The work is being carried out at Abellio Greater Anglia's Crown Point Depot in Norwich by the company's partner for the project Vossloh Kiepe, with the programme on schedule for completion by the end of the train operator's current short franchise in October 2016. A number of carriages will also be modified to enable more standard seats to be provided - over 2,500 a day or over 600,000 a year.

Feedback from customers along the route has been positive, with particular praise for the installation of plug points and the brighter lighting. Upgrading the intercity train fleet benefits not just rail customers, but the wider regional economy and it is intended that this project should be the start of a decade-long programme of improvements on this important rail artery, with further upgrades to the intercity train fleet hoped for as part of the new franchise due to be awarded in June and commencing in October.

Jamie Burles, Abellio Greater Anglia's Managing Director said: "We are pleased to pass this important milestone with more than half of our intercity carriages now upgraded. This £12 million programme illustrates our commitment to raise service standards on the Norwich to London mainline route. We are determined to provide customers and communities across our network with higher quality services and this project is a major part of a wider investment of over £40 million in customer-focused improvements throughout our current short franchise, which runs from July 2014 to October 2016."



Quite an array of diesel and electric locos are seen stabled/stored at Leicester on March 26th. [Brian Battersby](#)

The tide is out in Morecambe Bay as Class 37 421 passes with a Derby - Carlisle test train, with Network Rail's 97 301 on the rear on March 15th. [Colin Kennington](#)



New train texting service injects calmness into boarding process

Customers gazing at information screens on the station concourse at Euston could become a thing of the past as Virgin Trains introduces Earlybird Boarding - a new text-messaging service offering personalised, customised boarding information. Designed to transform station waiting time into more relaxing leisure time, the service will be available for people booking on the Virgin Trains website travelling from London Euston on all its services on the west coast mainline including Birmingham, Manchester, Liverpool and Glasgow.

Research from Virgin Trains has shown that a better passenger boarding experience at London Euston is one of the most sought after improvements for rail users. To address this, Virgin Trains has developed a system which sends a text message to customers containing platform and boarding information before it reaches the customer information system (CIS) screens, so they can enjoy the station facilities knowing they will be alerted when it's time to board and make their way to the train ahead of the crowds.

Euston is the sixth busiest station in the UK with over 70 million users per year. Virgin Trains has nine departures an

hour throughout the day from Euston with up to eleven in the evening peak. The need to clean trains before customers can board them means there will always be a need to hold passengers on the concourse until their train is ready.

Paul Corney, Virgin Trains Customer Experience Project Manager for London Euston, says: "We're delighted to be the first train operating company to offer this Earlybird Boarding system to our customers, transforming their waiting time into leisure time. Our system will stagger boarding times on busier trains so passengers who require more time to board or who are located in the furthest coach from the concourse are alerted first. This level of personalised service is in line with Virgin's digital strategy - using smart technology to improve the overall customer experience."

Virgin Trains West Coast services run from London to destinations including Birmingham, Manchester, Liverpool and Scotland. The introduction of Earlybird Boarding follows a number of other innovations to make the boarding process at Euston as smooth as possible. Virgin Trains was the first train company to show a pictogram on the information screen showing reservation levels in each carriage to indicate where customers without reservations are most likely find a seat. If a train is cancelled, the screens also show information on subsequent departures for all calling points so passengers can find their next best option.

'Congrat-ewe-lations' all round

DB Cargo UK celebrates nine years delivering special wool to Bradford.

DBCargo UK (formerly DB Schenker Rail UK) is celebrating its ninth year delivering distinctive Merino Wool from Southampton to Bradford, a city famous for its wool industry. The wool originally comes from the Falkland Islands and arrives at Southampton by ship, where it is then delivered by DB Cargo UK's intermodal container services to Rotherham and Wakefield throughout February and May. The journey ends with a short haul trip by road to warehouses in Bradford.

The services are provided to Falkland Wool Growers, agents for the sheep farmers on the islands who sell pure Falkland Islands wool. Container trains carrying the wool run up to four times each week and usually transport 40 containers. Each container holds 40 200kg bales of Merino wool. Merino is a breed of sheep prized for its fleece, which is regarded as the finest and softest of any sheep.

Robert Hall from Falkland Wool Growers, said: "Like most large Southern Hemisphere sheep stations, Falkland Islands farmers each run thousands of sheep that are shorn in purpose built sheds with the wool then prepared, classed and pressed in bales. These bales are containerised in Stanley and shipped to Southampton twice a year. When the wool reaches Bradford it is sold to wool buyers and processors in Britain, further afield in Europe and even to the Far East."

Adam Baines, Account Manager, Intermodal, at DB Cargo UK, said: "The fact that we have worked with Falkland Wool Growers for the past nine years shows just how successful the service has been. We look forward to continuing the service and supporting the wool industry, which is important to the Falkland Islands and the UK."

First two stations adopted by community groups on Great Northern railway

Great Northern is pleased to announce the adoption of its first two stations by local community groups who will plant up and maintain flowers at Hitchin and Enfield Chase.

Hitchin has been taken on by the Hitchin Rotary Club, who will work with Great Northern to introduce new flowers and colour to the station.

At the same time, Enfield Chase has been adopted by The Enfield Society, who will continue to maintain the impressive flower displays at the station.

Peter Hull, of Hitchin Rotary Club, said: "The Rotary Club of Hitchin Priory is delighted to enter into a station partnership agreement with Hitchin Railway Station to provide hanging baskets at the entrance to the station and planters and hanging baskets at appropriate points on the two platforms. This will give colour and pleasure to passengers and all concerned. The baskets and planters will be put in place in late May, 2016."

Dave Cockle, of The Enfield Society said: "It can be fun volunteering to help to make our stations greener with some planting. It shows the

station is cared for and is often the first impression a visitor gets of an area. The results make a real difference in being appreciated by many people."

Great Northern's Community Investment and Corporate Social Responsibility Manager, Andy Harrowell, said: "We are committed to putting our stations at the heart of the communities which they serve. Station partnerships are a true reflection of this commitment as we work together with local groups to enhance a station in a way tailored to the local area. We welcome the adoption of Hitchin and Enfield Chase and look forward to working together with these groups over the years to come."

Great Northern is part of Govia Thameslink Railway which is keen to expand the successful station adoption scheme that has operated for some years already on one of its other routes, Southern. Crofton Park, on the Catford Loop of the south Thameslink route has recently been adopted elsewhere on the network and more schemes are in the pipeline.

For more detail about station partnerships email andrew.harrowell@gtrailway.com

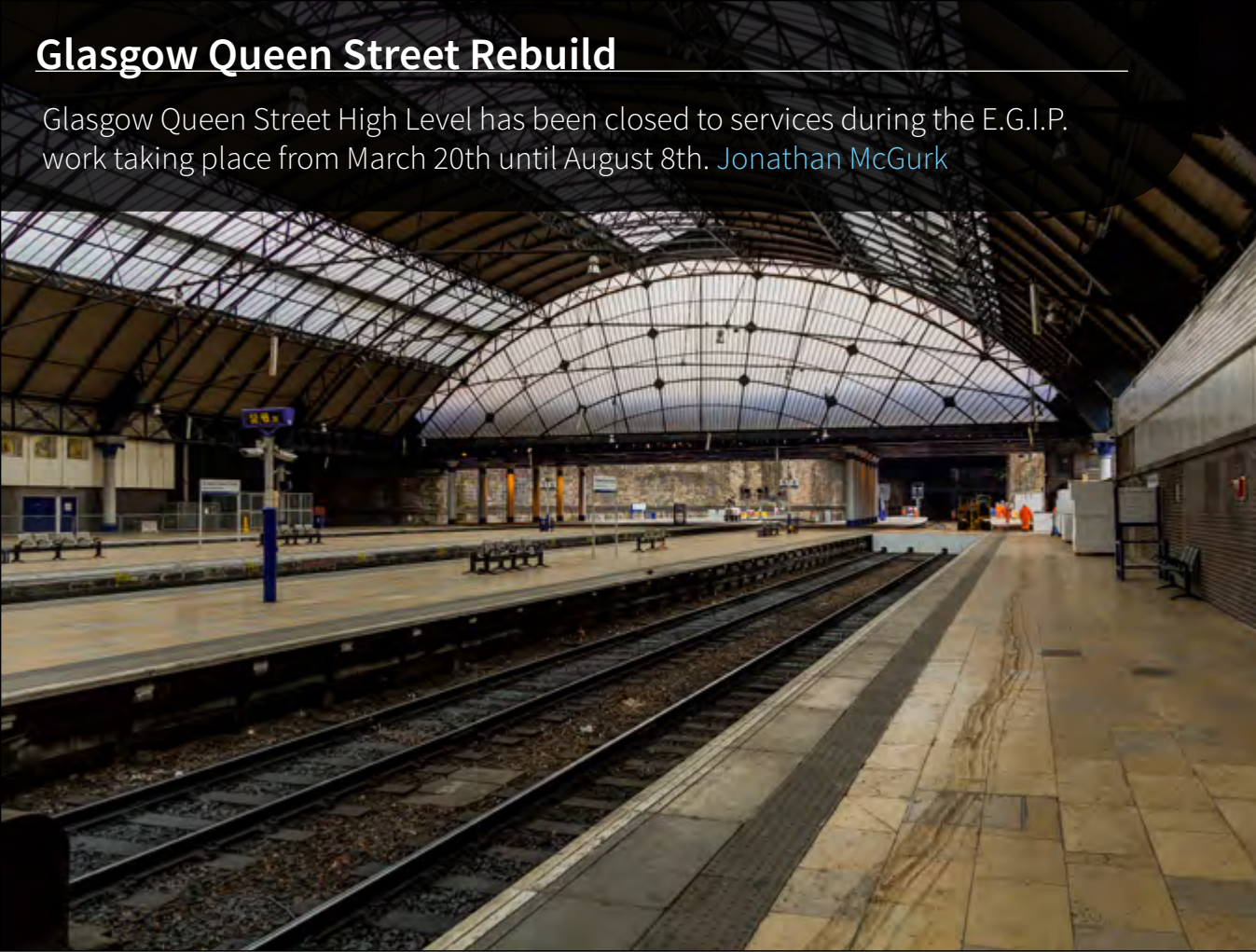
Having arrived with the Caledonian Sleeper, Class 90 042 is seen stabled at Edinburgh Waverley on March 18th. [Derek Elston](#)



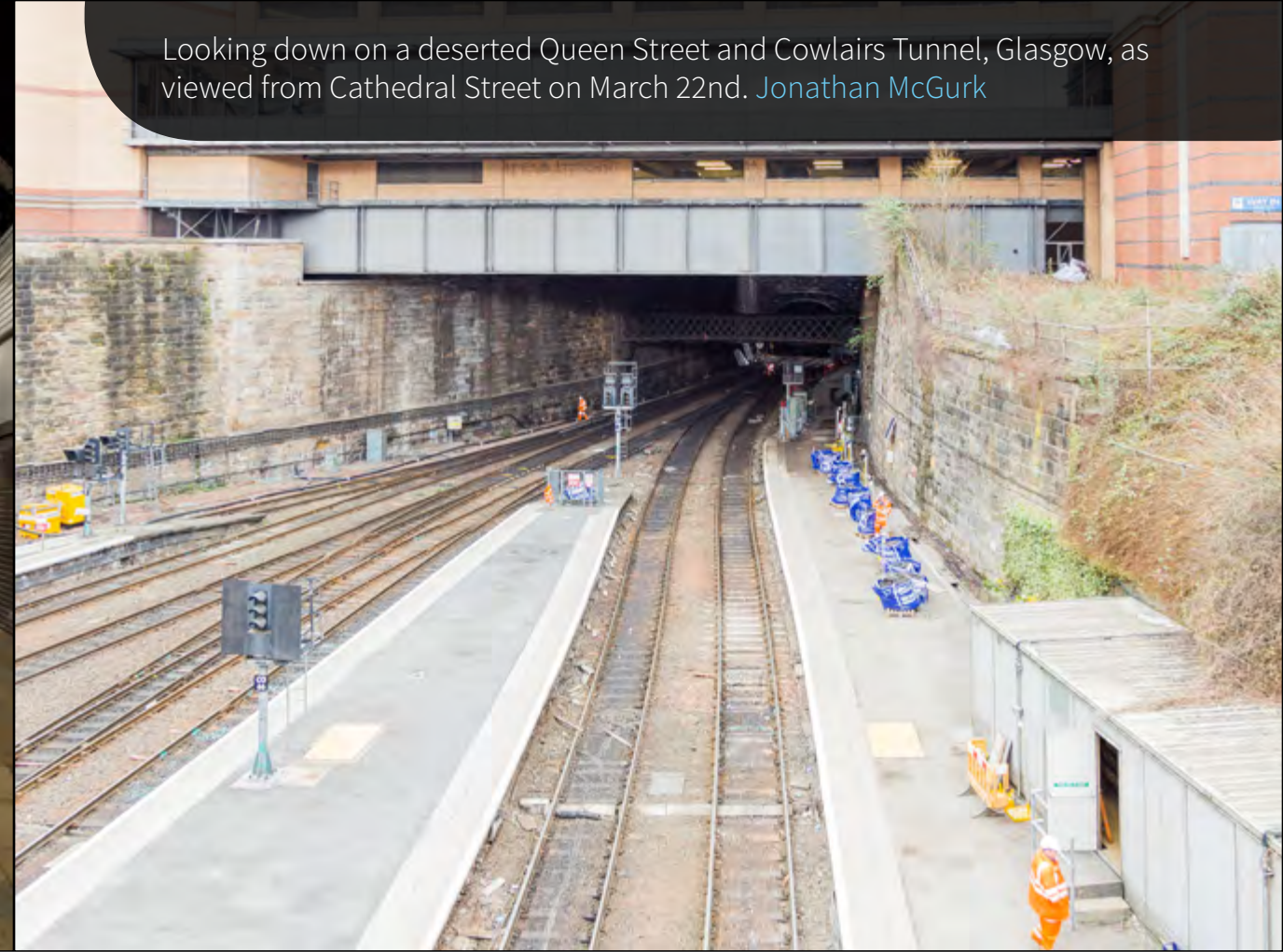
Network Rail's C210 Railgrinder with No. DR79231 leading, arrives into Derby on March 26th. [Brian Battersby](#)

Glasgow Queen Street Rebuild

Glasgow Queen Street High Level has been closed to services during the E.G.I.P. work taking place from March 20th until August 8th. [Jonathan McGurk](#)



Looking down on a deserted Queen Street and Cowclairs Tunnel, Glasgow, as viewed from Cathedral Street on March 22nd. [Jonathan McGurk](#)



Shops and food outlets have closed, pending refurbishment. [Jonathan McGurk](#)



The car park has closed and a tent erected on it for the queuing system at busy periods for access to low level platforms. [Jonathan McGurk](#)

Voith Modernizes Class 158 Vehicles

Voith has fitted a Class 158 DMU with two DIWARail transmissions for an in-service trial in the UK. The hydro-mechanical transmissions have been proving their advantages, efficiency and reliability since June 2015, reducing the fuel consumption by up to 16 percent compared to the currently installed transmissions.



Photo: Voith DIWARail transmission with support frame for easy installation.

The trial in Wales has been commissioned as a collaborative venture between Voith, Angel Trains and Arriva Trains Wales. It aims on evaluating the advantages of the new transmissions for fitment on UK DMU fleets. This project paves the way for the introduction of modern and more efficient transmissions in all classes of DMU, both for new build and modernization projects. The Voith DIWARail transmission builds on the hugely successful Voith T211 transmission which has been the mainstay transmission for the UK diesel fleets since the 1980s. Voith provided a turnkey installation, covering design, manufacture, project management, installation and commissioning. Besides its DIWARail transmission, the drive technology specialist also delivered a control system, all brackets and guards, Voith one million mile cardan shafts and a new hydraulic torsional vibration damper (Hydrodamp).

The primary business driver for the trial is fuel consumption savings due to a more efficient transmission. The result –



On March 27th, Northern Rail's Class 142 051 working a Huddersfield service is seen at Stalybridge. [Brian Hewertson](#)

a reduction of maximum fuel consumption by up to 16 percent using the DIWARail transmission. Depending upon the duty cycle of the particular route, this figure could be increased further. In addition to reducing fuel consumption, which is accompanied by a drop in all engine emissions, the DIWARail transmission offers even more value added for the user including a weight saving of 216 kg compared to the currently installed transmission. The transmission also features the proven and robust integrated reversing mechanism which is unmatched in the industry and unique to Voith. Compared with alternative solutions, this mechanism increases availability and reduces maintenance costs.

The installed Voith Hydrodamp moves the critical natural frequencies below the operating speed in the driveline and hydraulically dampens torque peaks. This protects all connected system components against harmful vibrations and thus increases their lifetime and availability. Voith fitted the components in parallel in just 13 days. The train was released for its first mainline run on the following day, giving a total project fitment time of just 14 days for return to passenger earning service. A significant contributory factor to the rapid return of the vehicle to revenue earning service was the flexible and strenuous efforts from the ATW staff

on the ATW depot at Cardiff Canton to enable the train to be completed 10 days ahead of schedule.

Photo: The Voith Hydrodamp protects the driveline from vibrations and dampens torque peaks.



Designs are also being developed for other UK DMU modernisation projects where the Voith DIWARail transmission can be used in conjunction with new or existing diesel engines. Voith is the only supplier who can offer a complete integrated driveline from a single source. The scope of supply can also be extended to include replacement final drives, RailPack drive packages and cooling units. Angel Trains, the UK's largest rolling stock leasing company, has collaborated with Voith to bring the trial to fruition.

Rail transformation journey begins as Arriva launches new Northern franchise

Rail passengers across the North will soon benefit from new trains, a 37 per cent increase in peak time capacity and revamped ticketing as Arriva launched the new-look Northern rail franchise on April 1st. One of the largest transport networks in the UK, Northern provides more than 16,000 weekly train services to a population of 15 million people. By 2019, Arriva will have increased services to more than 18,000 each week whilst also replacing the unpopular Pacer trains through a multi-million pound rolling stock investment programme. The unveiling of the new franchise, which has also seen 5,000 employees joining Arriva, was marked at a ceremony held at Manchester Piccadilly station, where Transport Minister Andrew Jones joined Arriva UK Trains managing director Chris Burchell, managing director of Northern Alex Hynes, and transport partners from Rail North.

The start of the franchise marks only the beginning of Arriva's plans to transform rail travel in the North of England. By injecting a total of £1bn throughout the next nine-years, Arriva's plans include:

New and refurbished trains: Within three years, Arriva will introduce 281 new carriages, fully refurbish the remaining fleet and remove all Pacer trains. All trains will have free WiFi by 2019.

More services and faster journeys: A 12 per cent increase in the number of services by 2019 – giving passengers greater choice with over 2,000 more services each week. Beginning in December 2017,

new timetables will also provide 100 new through journey opportunities across Leeds, Manchester, Newcastle, Sheffield and other regional hubs.

More capacity: With more and longer trains, there will be a 37 per cent increase in peak time capacity within the next three years.

Improved connections through Northern Connect: Launching in 2019 with new trains, inter-urban Northern Connect services will provide faster city connections through a network of 12 long distance routes. They will provide faster connections to Leeds, Liverpool, Manchester, Newcastle and Sheffield, including new services from Bradford to Manchester Airport and Lincoln to Leeds. Northern Connect services will offer free WiFi, plug sockets, tables, air conditioning and seat reservations.

Significant station improvements: Investing in stations to give customers easier access to information and providing new seating and waiting areas. This includes video help points being introduced at 447 stations and customer information screens at more than 160 new locations.

Value for money and choice: Creating easier ticketing options, including advanced and off-peak fares - encouraging leisure journeys and reducing peak overcrowding.

Northern employees: 45 currently unstaffed stations will be staffed and there will be extended opening hours at 54 locations.

Chris Burchell, Managing Director of Arriva's UK Trains division, said: "This marks an exciting time for Arriva and the millions of passengers who travel on Northern. The journey towards a complete transformation in services for customers in the North starts now. Throughout the term of the franchise we will be injecting

On March 11th, Class 66 748 emerges from under the splendid NER footbridge at Thorne North with the 6E88 Middleton Towers - Goole Glassworks sand train.

Steve Thompson



a multi-million pound investment to deliver a step-change in quality and are excited to now have the opportunity to start delivering on our promises to passengers. We are investing in new and refurbished trains, journeys will be improved through refreshed networks and timetables, and our trains will offer more capacity and comfort. Our ambitious plans would not be possible without the 5,000 staff who join the Arriva family today. We value the experience and expertise they bring as we link cities and communities across the North like never before."

Alex Hynes, Managing Director of Northern, said: "April 1st is the day we begin to deliver our plans for the exciting next phase of Northern and each and every one of the team is focussed and determined to deliver for customers. Investment is exactly what customers wanted and we are looking forward to achieving major improvements before the end of the decade."

Sir Richard Leese, Chairman of Rail North, added: "This marks the start of better rail services for the North and of much greater local control over the development of these services. Passengers

and businesses told us that they wanted less crowded trains, faster and more frequent services that start earlier and finish later and more opportunities to travel on Sundays. The new Northern franchise will exceed these requirements, with the unpopular Pacer trains consigned to the scrapheap by October 2019, 281 brand new carriages, substantial investment in station improvements and a real focus on involving local communities in the railway.

"The new franchise tangibly demonstrates the real benefit of devolution of power to the North. Rail North Limited played a key role in specifying tender requirements and evaluating bids leading to the award of the franchise and will now be responsible through the Rail North / DfT Partnership team for the management and development of services from their office in Leeds.

"Rail North Limited will continue to work very closely with Transport for the North to drive forward economic growth, by developing visionary proposals to deliver radically improved connectivity across the North."

At the Chasewater Railway's gala on March 5th, Class 08 No. D3420 is seen working a passenger service. [John Alsop](#)



Alstom's multi-award winning energy recovery substation in commercial service in London Underground



Alstom and London Underground won awards this year from both Railway Industry Awards and Transport Times in the UK for Hesop, Alstom's advanced reversible power-supply substation. It has been in commercial service at the Cloudesley Road station for a year to serve the London Underground's Victoria Line, bringing full satisfaction to the customer. Designed to deliver the best energy efficiency, Hesop also reduces infrastructure investment, limits CO2 emissions and decreases the temperature within the metro network.

Hesop works by converting and transferring any unused power, generated by the trains during braking, to the medium voltage loop for re-use within the network. The Hesop control system ensures that the energy is recovered via the most efficient route that the infrastructure will permit. Hesop allows to recover more than 99% of the traction energy generated during braking – which is usually lost, thereby reducing CO2 emissions through reduced energy consumption.

London Underground's tunnels being small, most of the heat produced by the trains stays in the tunnel and surroundings. Hesop enables to reduce the number of braking resistors and therefore reduces tunnel heating by removing the heat source. Cooling equipment along the system can thereby be further optimized and the Tube becomes cooler without huge investments for additional equipment, such as ventilation shafts.

“Should Hesop be installed more widely across the Underground, there are huge potential benefits in both energy reduction and also in relation to tunnel cooling which I'm sure would be welcomed by commuters,” said Terence Watson, Alstom Managing Director in the UK & Ireland. Hesop benefits from 4 years of experience on the Paris tramway T1 line. Upcoming implementations include Milan tramway and metro, Riyadh metro, Sydney tramway and Panama metro. 109 Hesop substations have been sold by Alstom so far

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

On April 1st, Class 185 108 is seen at Manchester Piccadilly wearing the new Transpennine Express livery. [Brian Hewertson](#)



Class 68 003 'Astute' heads along the former parcel line at Preston with the 10:43 ballast train from Carlisle to Crewe Basford Hall on March 23rd. [John Balaam](#)



Passengers benefiting from £250m railway upgrade between Stafford and Crewe

Passengers are now benefiting from a better railway through the Stafford area and can look forward to improved services in future after a new section of track and a key flyover opened to trains at Norton Bridge. The new railway removes one of the last major bottlenecks on the West Coast main line by allowing trains travelling to Manchester from the south and West Midlands to travel over, rather than across, the existing tracks.

This will help create the capacity for more frequent services through the Stafford area as well as speeding up journeys and improving reliability on the West Coast main line, one of the busiest rail routes in Europe.

The scheme is a £250m investment, part of Network Rail's £40bn Railway Upgrade Plan, which has also seen new modern, more reliable signalling installed and improvements between Stafford and Crewe to allow trains to travel at faster speeds. Work has taken place over the last four years and has been delivered on budget and 18 months early. A key part of the upgrade is the new rail-over-rail flyover which means trains to Manchester, via Stoke-on-Trent, will now travel over the existing lines rather than having to slow down and criss-cross the tracks.

Secretary of State for Transport Patrick McLoughlin said: "We are investing over £40 billion in our railways in this parliament, which is the biggest upgrade since Victorian times. Not only is this project in Norton Bridge a major engineering achievement, it will also allow trains to travel faster through this area and bring more reliable services to one of the busiest rail routes in Europe, creating better journeys for those travelling across the Stafford region."

The chairman of Network Rail, Sir Peter Hendy, said: "The opening of the new flyover and railway in the Norton Bridge area marks the culmination of four years' work which will help provide passengers with a more reliable and better performing railway though the Stafford area on the West Coast main line, one of the busiest rail routes in Europe. We have removed one of the last major bottlenecks on the route which will improve the reliability of the railway and speed of trains though the area. It will also help run more freight and passenger services through the area and on the entire West Coast main line in future. Building this new railway to help provide improved services for passengers is part of our wider £40bn Railway Upgrade Plan, funded by the government, which will help meet the demands of an increasing number of passengers for many years to come. Our investment also helps the railway support economic growth, job creation and house building around Britain."

Patrick Verwer, managing director at London Midland, said: "The new track layout at Norton Bridge is a major game changer of trains serving or travelling through Staffordshire. It will allow local and long distance services to pass through the county more easily making better journeys for everyone."

Phil Bearpark, executive director of operations and projects at Virgin Trains, said: "We're delighted at the opening of the new section of track on the West Coast Mainline. This is a significant piece of enhancement work that will benefit customers with increased reliability and lead to an improved rail network in the future."

Andy Cooper, managing director of CrossCountry, said: "By delivering this investment in increased capacity on the busy West Coast main line, Network Rail has improved the journeys of our customers by allowing us to provide more reliable services now and the prospect of faster journeys between Manchester and Birmingham in the near future."

LMS Princess Coronation Class No. 46233 'Duchess of Sutherland' speeds through Leyland with 1Z32 06:35 Manchester Vic. - Edinburgh on March 20th. [John Balaam](#)



On March 10th, the 1Q50 Derby RTC - Doncaster traversed most of North Lincolnshire, indeed, it traversed all three routes to/from Wrawby Jct. and ended up passing through Scunthorpe at some un-godly hour, seen here with Class 37 716 on the rear as 37 608 leads. [Steve Thompson](#)



Long-term vision for East Midlands Rail published

The railway in the East Midlands is undergoing a transformation. Network Rail's current upgrade programme is re-energising one of Britain's oldest railways by delivering an electrified railway which can carry more and longer trains, more quickly. Network Rail has published the East Midlands Route Study which has been developed in partnership with train operators and other industry partners to look at predicted medium and long-term demand for rail travel and determine what further investment might be needed in order to meet that demand to continue to support growth in the communities and economy of the East Midlands.

Erica Blamire, principal strategic planner at Network Rail, said: "It is an exciting time for rail in the East Midlands. Our railway upgrade plan is already creating a railway which can carry more passengers, more quickly and which continues to support rail freight which is vital to our economy. The East Midlands Route Study looks to build upon that, setting out potential future investment for the region."

Network Rail is already working as part of the Midlands Connect Partnership to identify and prioritise options for investment to accelerate growth across the Midlands. This includes early development work into improving East-West Midlands journey times, to be prepared for inclusion in the final version of the West Midlands & Chiltern Route Study.

The East Midlands Route Study is the result of many months work by Network Rail and other

industry stakeholders. It outlines several "choices for funders", which are potential value for money schemes which funding bodies such as Department for Transport, Local Enterprise Partnerships, Midlands Connect, councils or other bodies may wish to fund.

The key "choices for funders" within the East Midlands study are: "Leicester capacity" improvements. This would build upon development work which is already underway and could include more platforms at Leicester and Syston, an extra track between Syston and Wigston and junction improvements at both Wigston and Syston to unblock the bottleneck in the Leicester area.; Resignalling between Peterborough and Syston to allow more trains to run as well as meeting demand for rail freight growth between Felixstowe and the West Midlands. The Route Study also found that train lengthening on several key routes would allow more passengers to travel without the need to carry out further infrastructure work. It also recommends that development work should continue on East-West Rail which proposes a new rail link between Bedford and Cambridge as an extension of the route between Oxford and Bedford.

The study also considers how new technology, known as the "digital railway" can be used to create further improvements for passengers and freight users and has been developed to make sure that the benefits of High Speed 2 are maximised. It outlines the following, longer term choices for funders: For further longer-term growth and faster journeys: South of Bedford area; Bedford Midland station area; Kettering – Kilby Bridge Junction; Nuneaton – Leicester area; Syston East Junction - Peterborough area (additional track for further long-term growth); Stenson Junction – Sheet Stores Junction; Birmingham – Derby area; Chesterfield area (Tapton Junction to Clay Cross Junction); Newark area

Over £800 million to improve London's busiest railway station and one of Britain's busiest railways

A programme of investment worth more than £800 million over the next three years, which will increase capacity and improve over half-a-million daily journeys, has been officially launched on March 23rd at London Waterloo. London Waterloo is Britain's busiest railway station and the main station for one of the busiest railways in the country. The number of passenger journeys has more than doubled in the last 20 years to 234 million per year, and further growth of 40% by 2043 is forecast. This is the biggest investment for decades and will provide a 30% increase in peak time capacity by 2019. It includes: A bigger and better London Waterloo station; New fleet of Siemens built Class 707 trains; Longer platforms at ten stations for longer trains on the Reading line; Improvements to depots and maintenance facilities to look after the network's biggest ever fleet of trains; New technology to make trains more efficient and help improve punctuality. The majority of the station and infrastructure improvements are funded by the Department for Transport as part of Network Rail's £40 billion Railway Upgrade Plan to deliver a bigger, better, more reliable railway for passengers. Investment is also being made in a fleet of 150 new train carriages to create extra capacity for South West Trains passengers. When these improvements are complete, more trains than ever will arrive and leave London Waterloo every hour during the busiest times of the day – providing more space and better journeys for hundreds of thousands of passengers every day. These works will pave the way for improvements to longer distance routes into London Waterloo and long term digital railway systems required to meet the increasing demand for rail services projected. The improvements at London Waterloo will be complemented by enhancements at Vauxhall and Surbiton stations to increase capacity and improve passenger journeys.

London Waterloo is Britain's busiest railway station and was used by over 99 million passengers last year. The investment between now and 2019 will: Rebuild the former Waterloo International Terminal, allowing platforms 20-24 to be brought back into use with modern facilities, new track and signalling and a layout suitable for thousands of domestic passengers.; Extend platforms 1-4 to allow longer ten-car trains to run to London suburban stations. This work will take place during August 2017 and requires significant changes to the usual passenger timetable.; Create a spacious, modern and accessible station concourse near platforms 20-24.

Transport Secretary Patrick McLoughlin said: "We are investing £40 billion in our nation's railway infrastructure – the biggest upgrade since the Victorian times. From 2017, passengers will benefit from a bigger and better London Waterloo station and 150 new train carriages providing more space for passengers arriving at London Waterloo over the three-hour morning peak – this is in addition to the 108 extra carriages that have already been added since 2013. These improvements will make journeys better for hard working commuters, in the capital and across Britain."

Sir Peter Hendy, Chairman, Network Rail said: "This is the biggest package of improvements

for passengers travelling to and from Waterloo for decades. It will provide passengers with a better station, extra seats and new trains. And let's face it, this is not before time. Since 1996, the numbers of passengers on routes into Waterloo have more than doubled - rising from 108 million passenger journeys a year to over 230 million. And this increase is showing no sign of slowing down. As part of our Railway Upgrade Plan, Network Rail is investing £40 billion to provide a bigger, better, more reliable railway for passengers across Britain. The plans announced will create a bigger, better Waterloo and improve passengers' journeys on our most congested part of Britain's railway. They are a long way from being the complete answer to the peak time congestion on this packed commuter route, but they will make a big difference."

Tim Shoveller, Managing Director, Stagecoach Rail, said: "We are proud to run one of the country's busiest railways - providing half a million journeys every day - helping to support businesses, communities, families and friends travel across the south west of England. Since 1996 we have added more than 100 extra train services and 500 extra and vastly



improved carriages for journeys to and from Britain's busiest station, London Waterloo, but we know we need to do even more to provide more capacity and better facilities for our passengers. That's why we're so pleased to be working with our partners to introduce this package of investments and improvements. This is the biggest programme of improvements for decades and will boost capacity by 30%

during the busiest times of the day by 2019. It will also create the extra space and upgraded infrastructure needed to increase capacity for our longer distance mainline services in the near future too. We're looking forward to introducing these improvements and we will keep our passengers up to speed with everything happening on the network in the coming months and years."

Steve Scrimshaw, Managing Director of Siemens Rail Systems, said: "We are delighted to be part of the continued investment in the UK's rail network and to be introducing a new fleet of 30, five car Siemens Desiro City Class 707 trains. The new trains are lighter, more energy efficient and will significantly increase the amount of available seats for passengers. The Class 707 will also improve the overall passenger experience offering free Wi-Fi, air conditioned coaches, full width gangways and wider doors to make it easier and quicker to get on and off the trains."

Malcolm Brown, Chief Executive Officer for Angel Trains, said: "As London's population continues to grow, so do the travelling needs of passengers moving to, from and within the capital. Angel Trains is committed to investment in London's rail network and providing value to customers. We are delighted to procure and lease a new fleet of Siemens-built Class 707s, offering increased capacity, air-conditioning, easier passenger access and on-board Wi-Fi."

NCB Staffordshire Area Hunslet diesel No. 6678 is seen shunting at the Chasewater Railway on March 5th. [John Alsop](#)



130-year-old Severn Tunnel to get railway upgrade

The 130-year-old Severn Tunnel will close for six weeks from mid-September to upgrade it in preparation for a fleet of brand new electric trains which will result in more seats and faster, more reliable journeys for passengers. The work, a critical milestone in the project to deliver electric trains for passengers in South Wales, will see the tunnel closed to trains between 12 September and 21 October. It will affect the majority of passengers who travel into and out of South Wales including those to and from London, Portsmouth Harbour and south-west England. Passengers travelling to and from London Paddington will be diverted via Gloucester with extended journey times of up to 35 minutes and a reduced frequency of trains. Rail replacement buses will be in operation for all other services.

The work forms part of Network Rail's £40bn Railway Upgrade Plan to provide a bigger, better, more reliable railway for passengers. As well improved journeys, the electrification of the line between South Wales and London will deliver an economic boost for South Wales thanks to better connectivity to the UK capital, a critical factor for attracting inward investment.

Ahead of the upgrade, a significant amount of preparation work is being undertaken, with four tonnes of soot being removed from the tunnel as well as repairs to the brick work. During the six-week closure, Network Rail's orange army will be working all day and night to install over eight miles of conductor rail, designed to provide power to the new electric trains. The scale of the engineering challenge involved and the extensive amount of machinery required to electrify the four mile-long tunnel means that the closure is unavoidable.

Paul McMahon, route managing director for Network Rail Wales, said: "While this six-week project will result in short-term disruption, there are significant long-term benefits which will come as a result of electrifying the railway including faster, more frequent trains and a boost to economic growth in towns and cities across South Wales thanks to improved connections to and from London. Without a solid six-week closure, it would take engineers up to five years to complete the upgrade, causing long-term disruption for passengers and delaying the new electric trains until 2021. "Wales is open to passengers and freight traffic during the upgrade but we are urging people to check before they travel. Some journeys will take longer and a bus replacement service will be in operation."

Network Rail is working with Great Western Railway (GWR) to keep passengers informed.

Loco Fleet List 2016

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.

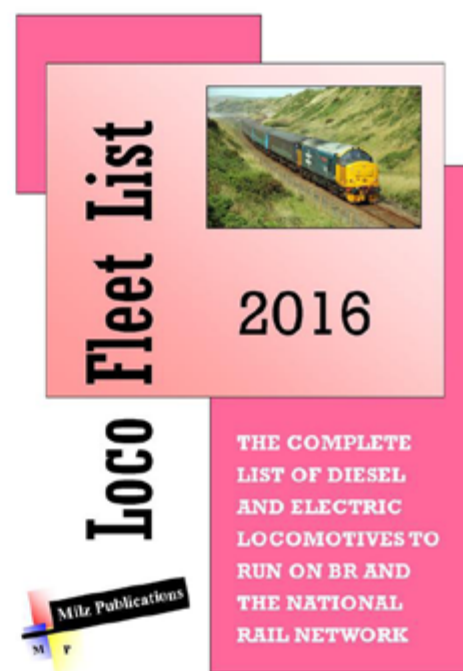
This information has been put together to give an easy reference to the numbering and official naming of each locomotive and includes all withdrawn, preserved and currently operating locos in TOPS classification order.

Contents

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

Loco Fleet List 2016 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 by using Paypal when visiting the Milz Publications website.

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



Loram Railgrinder C2101 departs Scunthorpe on March 13th working York - Doncaster - Scunthorpe - Chaddesden Sidings. Steve Thompson



Did you Know - Ken Mumford

GWR Bulldog

GWR "Bulldog" 4-4-0 No. 3345 'Smeaton' was broken up at Swindon Works at the end of March 1936. It had travelled 1,170,839 miles. When built, this locomotive was named 'Exeter' and carried the number 3357. During the visit of King Edward VII and Queen Alexandra to the West of England in March 1902, it was selected to haul the Royal Train from Newton Abbot to Plymouth, and was temporarily named 'Royal Sovereign'. The next name change was in 1903 when it became 'Smeaton' which it kept to the end.

Vatican Rail

The first goods train to enter the Vatican City arrived on Friday December 13th 1935, with 12 wagon loads of books published by Roman Catholics in all parts of the world.

Weak Welsh Steam

The Little Trains of Wales are famous for going up steep hills but they don't all have powerful engines. On one railway train, the engine was so weak that when the driver blew the whistle it stopped the train!

Interesting?

70000 'Britannia' was stored for some time at 75B (Redhill) depot after withdrawal. A group visited this depot every Sunday to make 70000 more presentable despite being in a sorry, filthy, dirty sight with broken windows. Interesting in that British Railways would not sell 70000 to a Society and therefore this loco was purchased by the Britannia Locomotive Company.

You knew - didn't you?

The 'Patriot' rebuilds received Stanier cabs as the original ones were too narrow to fit the 2A taper boilers.

The 'Patriots' in original form had a sandbox on each running plate ahead of the cab. These were NOT retained in that position on rebuilt members.

The 'Scots' retained the Fowler cabs. They had NO external sandboxes when built, but when rebuilt had double sandboxes in the same position as the parallel boiler 'Patriots.'

It was too short!!

Mentioned in Bridport Museum - following the introduction of goods wagons in 1858, the train shed at Bridport was too short which meant that passengers were unable to disembark. The problem was uniquely solved by removing the engines and using horses to shunt the carriages into the station

What must have been the only horse-drawn train service in the country continued for nearly 30 years!



Royal Mail Class 325 014 arrives into Stafford on March 18th with a Crewe - Stafford - Crewe test run. Stuart Hillis

DVT No. 82146, with Class 67 029 on the rear, works the 1Z05 DB company train from London St. Pancras - Birmingham International through Burton on March 31st. [Stuart Hillis](#)



GB Railfreight calls for vital Trans-Pennine track improvements ahead of electrification, to support the growth of rail freight

GB Railfreight welcomes the Government's recent commitment to invest in east-west transport connectivity in the North and calls for the prioritisation of vital track improvements to support the growth of rail freight across the Pennines. The Government's announcements, made as part of the Chancellor's Budget, followed the recommendations of the National Infrastructure Commission's report High Speed North. In response GB Railfreight, which is the main freight operating company across the Pennines, is calling for the Government to ensure the right configuration of track is in place before proceeding with planned Trans-Pennine electrification.

This includes prioritising the following investments: Additional tracks along the Diggle route (Stalybridge-Huddersfield), using the old track formation and introducing three or four tracks where there are currently only two. Gauge-clearing the east-west route to allow for intermodal freight.

John Smith, Managing Director of GB Railfreight, said: "We welcome the announcement by the Chancellor that the Government plans to invest in east-west connectivity in the North. However, there is currently suppressed demand to move freight by rail because we can't get enough paths across the Pennines. As part of the Government's commitment to HS3 it is vital that specific track investment is prioritised to support the growth of rail freight. This includes improvements along the Diggle route and gauge-clearing for intermodal traffic east-west. It is absolutely imperative that we invest in these schemes and get the correct configuration of track before we electrify the line. As the main freight operator across the Pennines we understand the challenges of the Trans-Pennine route and will continue to work closely and constructively with Transport for the North and the industry to ensure that the right improvements are prioritised in the medium-long term."

On March 13th at the West Somerset Railway, during the lines steam gala, West Country WC Class No. 34070 'Manston' departs Crowcombe Heathfield with the 13:03 service to Bishops Lydeard. [Stewart Smith](#)



Model Railways - Carl Grocott

Welcome to March's edition of the Model Railways page. This month we feature two new models, a look at forthcoming Model Rail Exhibitions, and a look at my own layout, Trench Halt.

Latest Modelling News

Bachmann Class 37

Bachmann have released a Class 37 No. 37 796 in BR Railfreight triple grey livery with coal sector markings, this loco is fitted with sound. Price for this model is £191.96 from <https://www.collettsmodelshop.co.uk>

Class 37 796 in BR Railfreight triple grey livery with coal sector markings

Photograph courtesy of: <https://www.collettsmodelshop.co.uk>



Bachmann Class 08

Bachmann have produced a Class 08 shunter No. 08 907 in DB livery. This loco has been the resident Bescot shunter for a few years. The model is due April/May 2016 and price will be £84.96 from <https://www.collettsmodelshop.co.uk>. Sound chips will be available for this model from you local DCC specialist

Class 08907 in DB livery

Photograph courtesy of: <https://www.collettsmodelshop.co.uk>



Forthcoming Model Railway Exhibitions

Sutton Coldfield: A model railway exhibition is to be held at the Bishop Walsh School in Sutton Coldfield on 23rd and 24th April.

Opening Times: Saturday 10am to 5pm and Sunday 10am to 4pm
Ticket Prices: Adults: £5, Seniors: £4 and Children under 16: Free

Cleckheaton (near Bradford): A model railway exhibition will be held at the Whitcliffe Mount Sports Centre in Cleckheaton on 30th April and 1st May. Over 30 layouts DCC and DC.

Opening Times: Saturday 10am to 5pm and Sunday 10am to 4pm
Ticket Prices: Adults: £5.50, Family (2+2): £12, Under 16s: £1

Manchester: A model railway exhibition will be held at the Museum of Transport in Manchester on 21st and 22nd May. Over 20 layouts DCC and DC, full trade support, refreshments, includes Museum entrance and free bus service from Manchester Victoria Station.

Opening Times: Saturday and Sunday 10am to 5pm
Ticket Prices: Adults: £7, Concession: £6, Accompanied Children under 16: Free

Layout Review

Trench Halt

This month we feature a Bachmann Class 37 No. 37 254 in BR Civil Engineers Livery about to depart the engineers siding with a ballast train. In the consist is 2 Bachmann Seacows with artificial loads, 1 Bachmann ZDA and 1 Hornby Shark Brake Van. All wagons have been factory weathered and are in BR Civil Engineers Livery. The loco has a factory fitted 21 pin DCC sound chip.

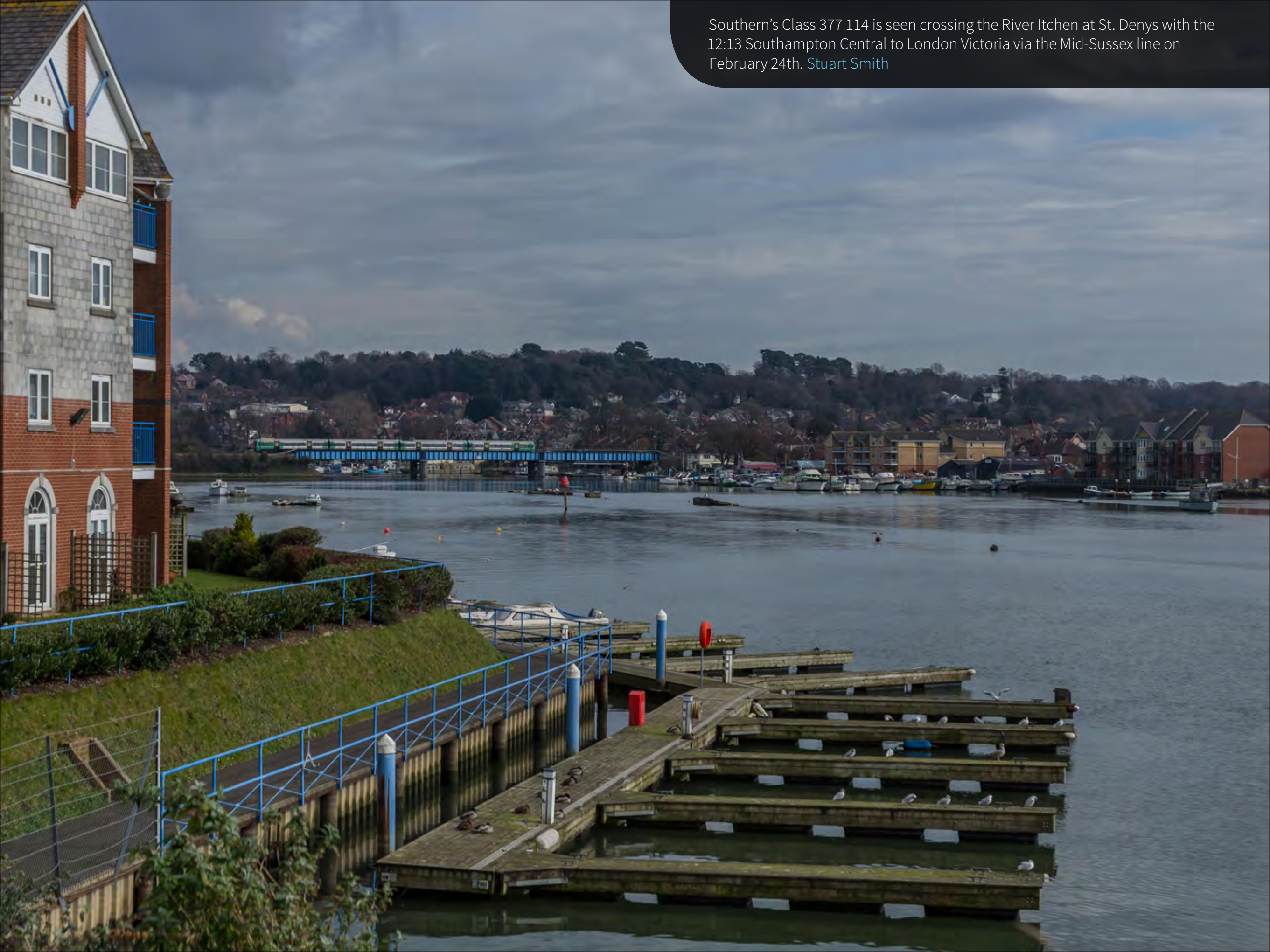


A Different View

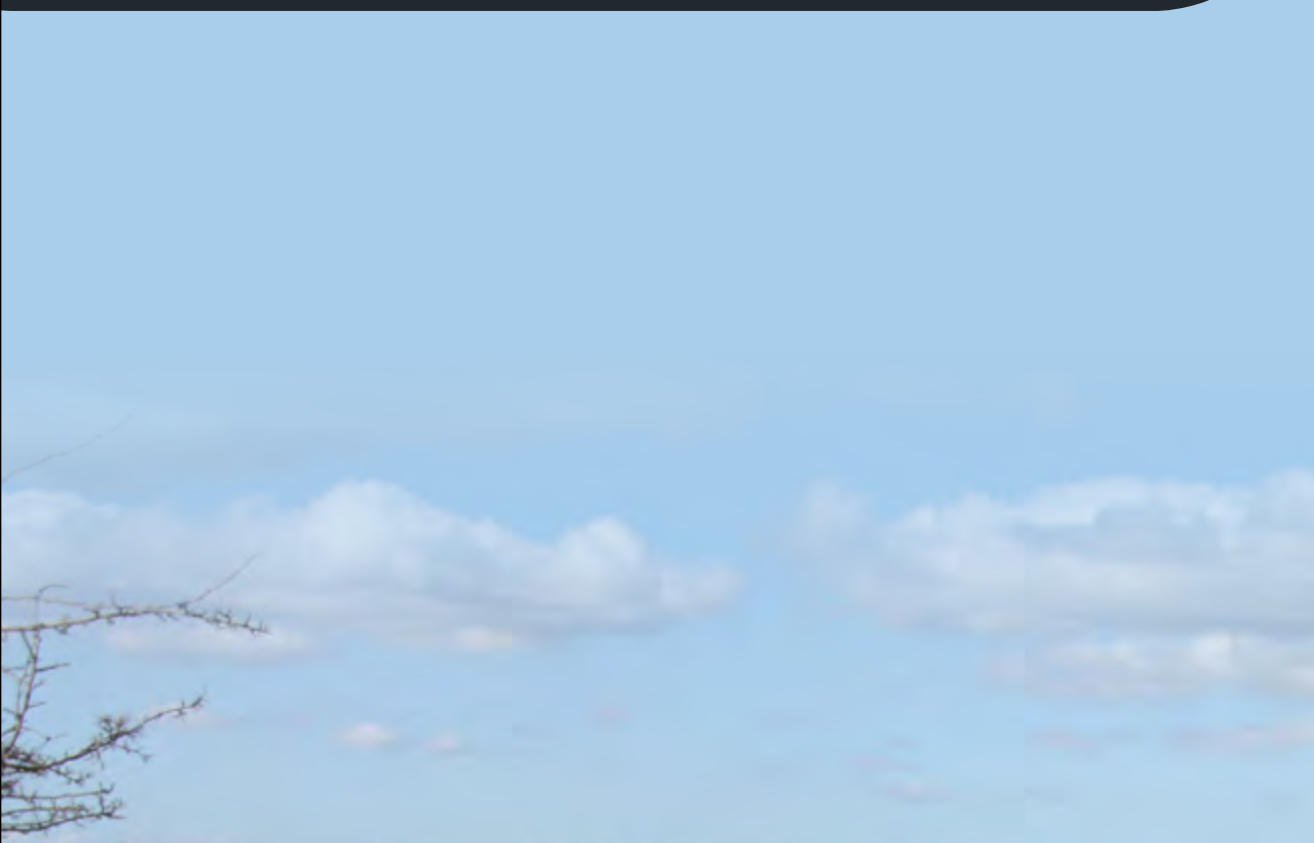
VTG Rail Bitumen tanks are seen at Ribble Rail Preston on March 5th, having arrived from Lindsey oil refinery. [Richard Hargreaves](#)



Southern's Class 377 114 is seen crossing the River Itchen at St. Denys with the 12:13 Southampton Central to London Victoria via the Mid-Sussex line on February 24th. [Stuart Smith](#)



Two views of Toton on March 16th. Considering this was midday on a weekday, there were a awful lot of locos stood doing nothing. A sign of the times, and one that doesn't appear to be getting any better. [Stuart Hillis](#)



Preserved and Industrial Railways: Ribble Steam Railway

Hunslet Class 05 shunter No. D2595 is seen at Lockside Road crossing working towards Riverside on March 6th. John Balaam



Andrew Barclay 880/1902 0-4-0CT Crane 'Glenfield No. 1' is seen in the yard on March 5th. [Richard Hargreaves](#)



Built by Swindon works in 1960 for British Railways, Class 03 No. D2148 crosses the swing bridge working towards Strand Road on March 6th. [John Balaam](#)



Built in Germany in 1958 by Waggon und Maschinbau for British Railways, railbus No. E79960 stands in the sunshine on March 5th. [Richard Hargreaves](#)

Class 14 No. D9539 heads towards Strand Road on March 6th. John Balaam



Ribble Rail's Sentinel shunter No. 10282/1968 'Enterprise' is seen in the yard at Peston Riverside on March 6th. John Balaam



Thomas Hill 160V/1966 'Stanlow No. 4' was built by Thomas Hill at their Vanguard Works, Kilnhurst, Yorkshire in 1966. Class47

Avon Valley Railway

Class 31 130 'Calder Hall Power Station' is seen at Bitton under repair on March 12th. [Class47](#)



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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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

Class 08 202 leads former MOD 0-4-0DM No. WD70031 'Grumpy' and Ruston Hornsby 0-6-0DH No. 429 'River Annan' on a triple header, departing Bitton on March 13th. 'Kingswood' was also supposed to be in action for the diesel gala, but had to pull out. [Sam Bilner](#)



Former MOD 0-4-0DM No. WD70031 'Grumpy' and Ruston Hornsby 0-6-0DH No. 429 run round their train at Oldland on March 12th. Richard Hargreaves



Former Central Electricity Generating Board (CEGB) Rogerstone power station shunter, Barclay 0-4-0DM 'Kingswood' awaits repairs. Richard Hargreaves



BR Class 07 0-6-0DE No. D2994 (07 010) awaiting repairs following electrical failure, is seen in the yard at Bitton. Class47



Former Scottish region Class 107 DMU Nos. 52025 DMCL and 52006 DMBS are seen departing Bitton with a service to Avon Riverside. Class47

Class 31 101 is seen climbing towards Bitton alongside a busy cycle path during the diesel gala on March 13th. Sam Bilner



On March 25th, GWR 2-6-2 tank engine No. 5521 (in the guise of L150) heads towards Bitton in perfect weather. Sam Bilner



Former Potter Group shunter, now a resident at the Avon Valley Railway, Class 08 202 leads the last train of the day towards Bitton, March 13th. Sam Bilner

Spa Valley Railway

Class 33 202 'Dennis G. Robinson' approaches Groombridge on April 2nd working a service to Eridge. [Class47](#)



Class 33 063 'R. J. Mitchell' stands at Eridge awaiting its next duty on April 2nd.
Class47



The lines Class 207 DEMU 'Thumper' approaches Eridge on April 2nd with a service from Tunbridge Wells West. Class47



Class 207 DEMU No. 1317 (Comprising DMBSO No. S60142 and DTSO No. S60916) awaits the platform at Groombridge on April 2nd. Class47

Class 33 065 is seen under repair inside the shed at Tunbridge Wells West on April 2nd. [Class47](#)



WE WANT EIGHT AND WE WON'T WAIT

The project to build Britain's most powerful express passenger steam locomotive, has announced a new £200,000 appeal in order to wheel the engine of new Gresley class P2 No. 2007 Prince of Wales by autumn 2016. When achieved, it will be the first time for over 70 years that one of these iconic class of locomotives has stood on its wheels - the last original Gresley class P2 No. 2003 Lord President was rebuilt into an ungainly Thompson class A2/2 Pacific in December 1944.

It was the eight driving wheels that made the six original Gresley class P2 2-8-2 'Mikados' unique in the UK. They were the most powerful express passenger locomotives to operate in this country, designed by Sir Nigel Gresley in the 1930s to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed and they were rebuilt by his successor Edward Thompson into ungainly class A2/2 4-6-2 'Pacifics' in 1943/4, and scrapped by 1961. The A1 Steam Locomotive Trust (A1SLT - registered charity and builders of famous new steam locomotive No. 60163 Tornado) is building the seventh member of this class at its Darlington Locomotive Works (DLW) over seven years, at an estimated cost of £5m through its P2 Steam Locomotive Company subsidiary. The project will demonstrate how the design can be fully realised through use of modern computer design techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

Following the success of The Founders Club (to get the project to the point of cutting the frames) and The Boiler Club (to fund the construction of the boiler), the Trust has decided to establish The Mikado Club to raise an estimated £200,000 required to wheel No. 2007 this year. The Trust set an initial target for The Founders Club of at least £100,000 from 100 'Founders' but due to the overwhelming generosity of its supporters it raised £450,000 from 360 donors. The aim for The Boiler Club is to raise at least £600,000 from 300 supporters each donating £2,000 in up to 40 payments of £50 and by March 2016 the Trust was already over one-third of the way towards achieving its goal. If the project to complete No. 2007 Prince of Wales in 2021 is to remain on schedule the engine needs to be wheeled this year. The Trust has therefore set itself the challenge of raising £200,000 through The Mikado Club from 160 supporters each donating £1,000 (plus Gift Aid) to the project in up to eight payments of £125 by standing order. This estimate excludes the components already ordered or delivered such as wheels, tyres, axles, bearings and cannon boxes some of which are still available to sponsor as Dedicated Donations.

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented: "We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. Thanks to our supporters' continued generosity, over £2m has now been donated or pledged which has been converted into over one third of the new locomotive being now in existence by weight. Our team at Darlington Locomotive Works has been focused on assembly of the cab, the erection of the frames, fitting the frame stretchers, horn guides and other components manufactured by external contractors over the past few weeks. We now want to turn our attention to the wheeling of the engine and the creation of the first standard gauge 'Mikado' steam locomotive in Britain since 1945 - we want eight and we won't wait! If we can raise £200,000 through The Mikado Club over the next few months we are confident that we will have completed the rolling chassis for No. 2007 Prince of Wales by autumn 2016 and remain on-track for completion of the new locomotive in 2021."



Network South East liveried Class 73 140 stands outside the Tunbridge Wells West shed on April 2nd. [Class47](#)

Great Central Railway

On March 19th, Class 37 714 passes Woodthorpe with the 14:15 from Loughborough during the GCR diesel gala. [Mark Pichowicz](#)





SWANAGE RAILWAY VOLUNTEER PUBLISHES NEW BOOK TO MARK 50th ANNIVERSARY OF SOMERSET & DORSET LINE CLOSURE

A dedicated Swanage Railway volunteer has written a fascinating new book detailing the last weeks, days and hours of the long-lamented Somerset and Dorset line between Bournemouth, Blandford, Templecombe, Evercreech and Bath – marking the 50th anniversary of the route’s controversial closure. Copies of the newly published ‘Somerset and Dorset Swansong – The Last Days of a Steam Railway’, by Bob Bunyar, have received acclaim from readers after a signing session on the platform outside the railway shop at Swanage station. A life-long Somerset and Dorset fan, Bob has carried out similarly popular signing sessions at exhibitions at the Museum of Bath at Work and at a display in Evercreech, at the restored Midsomer Norton station, as well as at the Gartell Light Railway on the trackbed of the former main line.

After several years of being run down by the Western Region of British Railways, the Somerset and Dorset – dating from 1862 – was recommended for closure in the Government’s infamous ‘The Reshaping of British Railways’ report by Dr Richard Beeching in March, 1963.

After the last day of timetabled public trains on Saturday 5 March, 1966, Sunday 6 March saw two special trains for enthusiasts run along the 70-mile route before closure came on Monday, 7 March, 1966.



Bob recalled: “My last train ride on the Somerset and Dorset before it closed was on Saturday, March 5, 1966, from Bath to Bournemouth and return on a Great Western Society Special hauled by 8F steam locomotive No. 48706. My memories of this last train trip are of seeing large numbers of people out in fields and on station platforms watching the death-throws of the line with the last trains passing before closure and demolition.”

Now living in Swanage, the 62-year old retired Avon fire-fighter grew up in Bath’s Pulteney Street – within sound of the old Somerset and Dorset line – and before that he and his family lived next to the line in the village of Wellow in Somerset. A pupil at Oldfield boys’ school in Bath, Bob remembers lying in bed as a 13-year-old and listening to the sound of two British Railways Standard Tank steam locomotives hauling the last timetabled service train into the city’s Bath Green Park station just before 11pm on Saturday, 5 March, 1966.

He remembered: “Hearing the final ‘up’ passenger working arrive back into Bath is a poignant and very sad sound that I will always remember – it was the end of an era. Both locos ran from the Devonshire Tunnel down into the City with their whistles fully open and the sound rebounded around the hills of the City. I lived by the Somerset and Dorset line at Wellow as a small child and have fond memories of sitting on the station platform or playing in nearby fields watching the trains pass which gave me my love for railways.”

With 67 photographs – many never published before – the new 97-page softback published by Wild Swan of Bath book covers, in detail, the death throes of what was, and probably still is, the most affectionately remembered and mourned railway line in the country. Bob explained: “To my knowledge, the final sad hours of the Somerset and Dorset have not been recorded in detail before. The book is not just aimed at enthusiasts but also people with a casual interest in railways. It’s important that we remember and record history and human experience for future generations and the Somerset and Dorset is one line that has gone down in railway folk law,” he added.

Bob’s new book was born more than two years ago after a friend asked him about the closure of the Somerset and Dorset and its final train and locomotive workings of the Somerset and Dorset. A Swanage Railway volunteer since the mid-1980s, Bob said: “I started doing research into the subject which snowballed and my interest grew. I did an article for the Somerset and Dorset Railway Heritage Trust magazine and received more information – so much I thought I would try to get it into print. The book details the final days and workings of the Somerset and Dorset as well as the times leading up to closure. I have detailed all train workings and locomotive moves on Sunday 6 March and Monday 7 March, 1966, which was the closure day. There are lots of Somerset and Dorset books, but I don’t think any have so much detail. I have also put in a few stories as well as locomotive and train workings of interest from 1962 onwards.”

The most interesting piece of information that Bob unearthed for his new book was actually non-railway – the use of one of the Somerset and Dorset’s old tunnels in the late 1960s for testing a new jet engine to destruction. Bob explained: “It was the testing of the Olympus engines in the Windsor Hill tunnel after the tracks were lifted. The engines were destined for Concorde – having been tested in the air on Vulcan bombers – and were tested to destruction in the tunnel by running them without lubricating and cooling oil.

“Delightful mostly because of its very friendly staff, the line had a unique atmosphere but British Railways was determined to close the Somerset and Dorset. Passenger counts were carried out in school holidays – when passenger numbers were lower – and diesel trains never tried over the line which might have saved on operating costs. Trains from the midlands and the north down to Bournemouth were taken off the route in September, 1962. Steam locomotives were getting run down with a lack of servicing and all was becoming very tired. The Somerset and Dorset was sabotaged and defeated. I have two very different lasting memories of the Somerset and Dorset. The first is watching the steam trains rumble through Wellow station on long hot summer days. The second is when I had a ride in the brake van of a demolition train from Radstock to Binegar in 1968 hauled by a diesel. Dereliction was everywhere and it was a very sad sight indeed,” added Bob.

A Swanage Railway volunteer train guard for 20 years until 2005, Bob is part of the dedicated team that maintains and develops Harman’s Cross station while also being on the Swanage Railway’s marketing committee.

Copies of ‘Somerset and Dorset Swansong – The Last Days of a Steam Railway’ are £14.95 and available from the Swanage Railway shop at Swanage station or on-line at www.swanagerailway.co.uk.

Photo: © Andrew PM Wright.

North Yorkshire Moors Railway

On March 12th, LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' digs in to the climb at Esk Valley banked by LMS 5MT No. 45428 'Eric Treacy'. [Shep Woolley](#)



LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' passes through Water Ark on the climb to Goathland, March 12th. [Shep Woolley](#)



On March 13th, LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' heads passed Sadler House on the approach to Moorgates. [Shep Woolley](#)



BR Standard Class 4MT 2-6-0 No. 76079 departs from Goathland with a Grosmont to Pickering service on March 16th. [Robert Bates](#)



'Flying Scotsman' is seen approaching Levisham with a Pickering bound service, March 13th. [Shep Woolley](#)

Barrow Hill

Class 26 007 is seen receiving some attention at Barrow Hill on March 20th.
Nick Clemson



Class 20 303, 20 302, 20 309, 20 308, 20 304 and 20 312 are seen lined up with Class 37 510 and 37 670 on March 20th. Nick Clemson



Class 40 No. D212 stands in the yard at Barrow Hill on March 12th. Michael Lynam



West Coast's Class 37 669 is seen alongside Class 03 066, 26 007 and DRS Class 20 305 inside the roundhouse on March 12th. Michael Lynam



Awaiting repairs, Class 08 No. D4092 is seen with Class 24 No. 5054 and Class 45 060. Michael Lynam



Former Crewe based shunter and recently purchased by HNRC, Class 08 676 awaits overhaul in the yard. Michael Lynam

Strathspey Railway

On March 19th, LMS Ivatt 2-6-0 No. 46512 passes alongside the River Spey near Drumuille, heading towards Boat of Garten. [Sam Bilner](#)



Ivatt 2-6-0 No. 46512 storms through Boat of Garten, during the Strathspey Railway's photo charter on March 19th. [Sam Bilner](#)



Ivatt 2-6-0 No. 46512 heads across Granish Moor during the Strathspey Railway's photo charter on March 20th. [Sam Bilner](#)



Brecon Mountain Railway

No. 2 was built by Baldwin of Philadelphia, USA in 1930, (Works No. 61269) for the Eastern Province Cement Co. Port Elizabeth, South Africa where it spent all its working life. In 1973 it ran away driverless de-railed and was written-off. It was purchased by the railway as salvage, shipped back to the UK and rebuilt between 1993 and 1997. Seen here running round its train at Torpantau. [Stewart Smith](#)



Crewe Heritage Centre

Class 37 108 is seen part way through restoration at the centre on March 12th.

Brian Battersby



A Cowans & Sheldon Steam Crane is photographed on display at the heritage centre on March 12th. [Brian Battersby](#)



Track Tamping Carried Out



Some photos taken of tamping on the 'new section' of the Swanage Railway between Creech Bottom and Furzebrook.

Frome river bridge No. 4 track tamping undertaken on March 6th.



Furzebrook to Creech Bottom track tamping on March 5th.



Furzebrook to Creech Bottom track tamping, carried out on March 5th.

All Photos: © Andrew PM Wright.

Vanguard 0-4-0 diesel hydraulic shunter. Built by Thomas Hill (Rotherham) Ltd. [Brian Battersby](#)

Peak Rail

0-6-0ST 'Lord Phil' is seen departing Darley Dale on the rear of a service to Rowsley on March 5th. [Colin Irwin](#)



GWR Prairie Tank engine No. 4588 used to be located at the Paignton and Dartmouth Railway, but has since been relocated to Peak Rail. [Andrew Wilson](#)



Stakeholders' trip along new section of line

On March 10th, the Coastal Communities Fund Stakeholders had a trip along the newly tamped track near Furzebrook in the lines Class 108 DMU Nos. 51933 and 56504. Set No. LO618.

Seen here alongside the extensive sidings that the Swanage Railway hope to take over at Furzebrook.

Photo: © Andrew PM Wright.



Great Western Railway 5205 Class 2-8-0T No. 5224 is another loco at Rowsley that has been relocated here from LNWR Crewe. [Andrew Wilson](#)



Formerly at Crewe Heritage Centre, Class 08 830 is seen at Rowsley on February 13th. [Andrew Wilson](#)

Peak Rail's Class 37 152 is seen in the yard at Rowsley on February 13th. Andrew Wilson



Having arrived at Peak Rail in 2013, progress has been slow on the restoration of Class 117 DMU No. 51396. Andrew Wilson



Class 44 No. D8 'Penyghent' is seen under repair in the shed at Rowsley on February 13th. Andrew Wilson



The Great Central Railway's Class 101 DMU No. E50321 is seen partially stripped at Rowsley, ready for a repaint. Andrew Wilson

Class 31 270 stands at Darley Dale on March 5th whilst working a service to Rowsley. Colin Irwin



Elsecar Heritage Railway

0-6-0 class B4, built in 1923 by Avonside works No. 1917 'Earl Fitzwilliam' is seen awaiting overhaul on March 12th. [Michael Lynam](#)



0-6-0DE shunter 'Earl of Stafford' built by Yorkshire Engine Company works No. 2895 was stabled in the yard on March 12th. [Michael Lynam](#)



0-4-0 Sentinel shunter built by Thomas Hill (138C) 'Elizabeth' is pictured stabled in the station platform. [Michael Lynam](#)

West Somerset Railway

Somerset and Dorset Joint Railway (S&DJR) 7F 2-8-0 No. 53808 hauls a passenger train past Castle Hill during the lines steam gala on March 10th. [Ken Livermore](#)



LMS 4F Class 0-6-0 No. 44422, a recent arrival at the line, passes Castle Hill hauling a freight working. [Ken Livermore](#)



BR Standard Class 9F 2-10-0 No. 92214 'Cock o the North' passes near Bicknoller working the 15:45 Bishops Lydeard to Minehead on March 13th. [Stewart Smith](#)

BR Standard Class 9F 2-10-0 No. 92214 'Cock o the North' arrives into Crowcombe Heathfield on March 13th with the 12:45 Minehead to Bishops Lydeard service.
Stewart Smith



Somerset and Dorset Joint Railway (S&DJR) 7F 2-8-0 No. 53808 and West Country WC Class No. 34070 'Manston' arrive at Watchet working the 09:25 Minehead to Norton Fitzwarren service. [Stewart Smith](#)



BR Class 4 2-6-4T No. 80043 passes the station at Washford on March 10th. [Ken Livermore](#)



LMS Stanier Class 8F No. 48624 heads past Castle Hill with the 11:55 Minehead to Norton Fitzwarren service on March 13th. [Stewart Smith](#)

Somerset and Dorset Joint Railway (S&DJR) 7F 2-8-0 No. 53808 is pictured near Bicknoller on March 13th working the 14:50 Bishops Lydeard to Minehead service. Stewart Smith



Churnet Valley Railway

On March 5th, USATC S160 No. 6046 departs Froghall with a service to Cheddleton.
Colin Irwin



East Lancashire Railway

On February 21st, Class 40 145 leads a Rawtenstall to Heywood working during the lines Spring diesel gala. [Colin Irwin](#)



Class 33 109 heads away from Ramsbottom with a Rawtenstall bound service on February 21st. [Colin Irwin](#)



BR Standard Class 4 2-6-4T No. 80080 arrives into Summerseat on March 11th, heading towards Rawtenstall. Michael Lynam



Manchester Ship Canal (MSC) 0-6-0 Tank No. 32 'Gothenberg' runs round its freight train at Ramsbottom on March 11th. Michael Lynam



Carrying 'Golden Arrow' regalia, SR Pacific No. 34092 'City of Wells' reflects the late afternoon sun whilst leaving Heywood with its last run of the day on March 13th. Gerald Nicholl

LMS Class 5 4-6-0 No. 44871 heads for Bury out of Rawtenstall station on March 20th. [Gerald Nicholl](#)





34092



34092

West Country Class 4-6-2 No. 34092 'City of Wells' heads a Heywood to Rawtenstall service through Burrs on March 11th. [Robert Bates](#)

Severn Valley Railway

GWR 0-6-0PT No. 6412 and Great Western Railway 2-6-2 No. 4566 are seen at Kidderminster on March 19th. [Phil Martin](#)



Shillingstone Railway

On March 6th, at the Shillingstone Railway, (Shillingstone Station Project, North Dorset Railway Trust) Yugoslav "USA" No. 30075 gives the appearance of being in steam by the placing of burning rags in the smokebox. [Stewart Smith](#)



Somerset & Dorset Railway Heritage Trust

On February 28th, LMS Jinty No. 47406 (on loan from the GCR) is seen ready to depart Midsummer Norton South with the passenger shuttle over the short running line towards Chilcompton Tunnel. [Stewart Smith](#)



Class 08 No. D4095 is seen in the platform at Midsummer Norton South on February 28th, just visible on the left is Sentinel 0-4-0VBT No. 7109/27, similar to the LMS examples which shunted the collieries in nearby Radstock. [Stewart Smith](#)



From the Archives

Class 25 297 heads towards Deal St. with a Northenden - Ince rubbish train, passing the remains of Manchester Exchange Station on March 28th 1984. [Nick Clemson](#)





Left: Class 37 116 and 37 178 pass through Navigation Road with a scrap train on June 15th 1992. [Michael Lynam](#)

Main: On September 5th 1981, Class 55 002 'KOYLI' waits to run round its stock for a trip to Scarborough. [Paul Hewertson](#)



Right: Class 08 521 is pictured shunting at ICI Tan House Lane, Widnes on July 20th 1992. [Michael Lynam](#)

Main: Class 47 612 is seen stabled at Manchester Victoria on December 4th 1988. [Brian Hewertson](#)

Below: Class 47 050, with it's cab missing due to accident damage, is seen at Tinsley depot on October 29th 1993. [Derek Hopkins](#)





Left: Class 37 408 stands at Crewe on July 30th 1994, having just arrived with a North Wales coast service. [Steve Stepney](#)

Main: Class 40 170 with a Leeds - Stanlow empty tank train heads through Manchester Victoria on February 14th 1984. [Nick Clemson](#)





320315

On March 12th 2006, Class 320 315 calls at platform 2 at Dalreoch whilst working a First ScotRail passenger service to Helensburgh Central. The Balloch branch had no train services on this day due to the severity of the snowfall. Train services on the North Clyde Line were running from Helensburgh - Drumgelloch only. [Jonathan McGurk](#)

Right: Class 207 East Sussex DEMU No. 1308 stands at Eridge station ready to work a service to Tunbridge Wells Central on June 26th. 1985; shortly before these services were withdrawn on 6 July 1985. [Keith Chapman](#)

Main: Class 46 044 is pictured stabled on Tinsley TMD, March 25th 1984. [Nick Clemson](#)

Below: Class 56 100 hauls an MGR working through Aldwarke Jct. on December 15th 1993. [Brian Hewertson](#)



Before Metrolink: a Class 504 EMU is seen approaching Manchester Victoria station with a service from Bury in October 1982. These EMUs were introduced in 1959 and worked services until 1991, when the line was closed for conversion from heavy to light rail. [Keith Chapman](#)



Class 47 152 powers through Stafford on March 21st 1998 with a Crewe to Southampton freightliner working. [Paul Godding](#)



Class 47 598 stands at Shrewsbury on May 13th 1993 whilst working a Shrewsbury to Rugby mail train. [Phil Martin](#)

The Back Page

Festival No. 6 is an annual art and music festival held at Portmeirion, N Wales. No. 6 is taken from the 60's cult series the Prisoner, played by Patrick McGooan, as an agent who is kidnapped and held at The Village, (Portmeirion). There he is given the number No. 6 to which he responds that he is not a number but a free man. 'Be seeing you' was one of the catchphrases used. Virgin Train's Class 221 106 advertising the Festival passes Heamies with the 1D86 12:10 Euston - Chester on March 17th. [Nick Clemson](#)

