



Railtalk Magazine

Issue 151 | April 2019 | ISSN 1756 - 5030



Welcome

Welcome to Issue 151 and your monthly roundup from across the UK.

The countdown begins! The end of the Class 91s and HST on the ECML has been announced. That maybe slightly dramatic, as we've only had the announcement that on May 15th the first Azuma will enter traffic working to Leeds from London Kings cross, followed the next day by a trip to Hull. Dividing both the public and enthusiast community nearly as much as Brexit. - I'm sure I've heard the phrase "Ironing board seats" far too many times. Love or hate them - like Marmite - they're here to stay.

On the subject of divided opinion, it has been an interesting month on the online forums on the subject of paint. Specifically the re-paint of a pair of GBRf Class 50s. I personally think it's fantastic and that livery does suit the locos. Photos can be find within this issue of their trip to the seaside.

Moving on, and weather wise what a cracking month March has been. Sun, sun and more sun as seen throughout the issue. Jam packed with a number of images from the mainline and a number of galas as the preserved lines kick off their 2019 season.

Finally a small plug. Railtalk Magazine is published each month, by a small group of volunteers on the back of a bigger publishing house, HAD-PRINT. HAD-PRINT offer a full

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Submissions & Contributions

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

Photographic Contributions

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

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

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Front Cover

An unidentified LNER HST makes a dramatic silhouette as it begins the crossing of the Tay Bridge with the 10:00 London Kings Cross - Aberdeen service on March 19th. *Jeff Nicholls*

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Merchant Navy Class 4-6-2 No. 35018 'British India Line' passes Ashwell working 1Z68 15:16 Melton Mowbray to Kings Lynn on March 17th. *Derek Elston*

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On March 23rd, GBRf Class 50 049 and 50 014 (aka 50 007) pass Edington with 'The Class 50 Terminator - Phoenixed!' railtour 1Z50 London Paddington - Penzance. *Michael Bennett*



Print and Design service for both public and businesses. If you need some advertising for an event, we're able to print Banners, Leaflets and Apparel, along with short run Book Printing. Our in-house designers can bring a campaign to life along with the knowledge we have a passion for the railways with a understanding that backs up that passion.

Any event will be advertised alongside in Railtalk Magazine free of charge. Should you wish to find out any more information please do give us a call or drop us an email. Details can be found to the left of this page.

Rounding up, I'd like to thank the continued support of our contributors. Without them, the magazine wouldn't be here and the quality of photographic submission is only ever increasing. I do however have a soft spot for the archive material and there are some cracking photos in "From the Archives" this month.

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

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

Andy Patten
Editor

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Railtalk Magazine is published by HAD-PRINT a trading name of HAD-IT LIMITED.

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Railtalk Magazine



With Thanks

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: Ken Abram, Derek Aldcroft, Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, John Balaam, Christopher Baldwin, Geoff Barton, Robert Bates, Brian Battersby, Mike Bennett, Sam Bilner, Tim Bott, Ben Bucki, Keith Chapman, Steve Chapman, Julian Churchill, Nick Clemson, John Coleman, Keith Davies, Steve Donald, Robert Duff, Eddie Emmott, Derek Elston, Mark Enderby, Dave Felton, Greig Gibson, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Jim Haywood, Brian Hewertson, Paul Hewertson,

Stuart Hillis, Keith Hookham, David Hollowood, Derek Hopkins, Jasmine Ingham, Colin Irwin, Jon Jebb, Richard Jones, Colin Kennington, David Lindsell, Ken Livermore, Barry Longson, Michael Lovatt, Michael Lynam, Kevin McCormick, Jonathan McGurk, Phil Martin, Dave Mather, David Mead, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl, Jeff Nicholls, Stuart Parkes, Andy Parkinson, Dave Peel, Mark Pichowicz, Colin Pidgeon, Neil Pugh, Tim Richardson, Alan Rigby, Charlie Robbins, Neil Scarlett, Stephen Simpson, Alan Sinclair, Gary Smith, Stewart Smith, Lee Stanford, Steve Stepney, John Stubbington, Simon Thomas, Steve Thompson, Brian Turner, Tim Ward, Andrew Wilson, David Wood, Leuan Wood, Shep Woolley and the guys at RailUK.



Railtalk Magazine

Charter Scene

UK Railtours
The Auld Reekie

LNER A1 No. 60163 'Tornado' passes Prestonpans on March 3rd
with 1Z64 08:30 Doncaster to Edinburgh 'The Auld Reekie' railtour.
Kevin McCormick





Charter Scene

Railway Touring Co. THE CUMBRIAN COAST EXPRESS

Class 86 259 'Peter Pan' arrives at Carlisle with 1Z86 07:10 from London Euston on March 16th.

John Balaam

LMS Stanier Class 8F No. 48151 waits departure time at Carlisle on March 16th working the 1Z87 13:32 to London Euston.

John Balaam













Charter Scene

Branch Line Society The Marching Crompton

West Coast's Class 33 029 working the 1Z33 Crewe - Weymouth is seen near Westbury on March 23rd. *Carl Grocott*

Class 33 No. D6515 (33012) leads 33029 working the 1Z34 Weymouth - Crewe return charter, pausing at Shrewsbury on March 23rd. *Carl Grocott*







Charter Scene

Branch Line Society

The Ruby Vampire - The Second Bite

West Coast's Class 33 029 is seen between Appley Bridge and Parbold on March 23rd hauling a BLS tour round Merseyside.
John Sloane

Class 33 No. D6515 is seen on the rear of the charter as it heads towards Parbold on March 23rd. *John Sloane*





Charter Scene

Belmond British Pullman V.S.O.E.

▶ The Belmond VSOE Pullman from London Victoria to Bath passes Andover on March 20th with Class 67 028 leading and 66 161 on the rear. *Michael Bennett*

◀ On March 20th, Class 67 028 worked the British Pullman with 66 161 dead on the rear from London Victoria to Bath, seen here passing Andover. *David Lindsell*







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Charter Scene

Pathfinder Tours
The Class 50 Terminator - Phoenixed!

Class 50 007 and 50 049 working the 1Z50 London Paddington - Penzance, pass Frome on March 23rd. *Carl Grocott*





Railtalk Magazine

Charter Scene

Statesman Rail
Portsmouth Harbour Statesman

Class 47s Nos. D1924 and 47 614 top'n'tail the 1Z60 Crewe -
Portsmouth Harbour, passing Heywood on March 16th.
Michael Bennett



Railtalk Magazine

Charter Scene

Steam Dreams
The Cathedrals Express

On March 7th, LNER B1 No. 1306 'Mayflower' worked the Steam Dreams' Cathedrals Express' London Victoria to Bristol and is seen here passing Wyke, just east of Andover. *David Lindsell*



Railtalk Magazine Charter Scene

Steam Dreams
The Cathedrals Express

LNER B1 Class 4-6-0 No. 61306 'Mayflower' was looking good in the sunshine at Worting Junction on March 7th working from London Victoria to Bristol and return. *Ken Livermore*



Railtalk Magazine

Charter Scene

Steam Dreams
The Cathedrals Express

On March 7th, LNER B1 No. 1306 'Mayflower' passes Andover on a London Victoria to Bristol charter. *Michael Bennett*



Charter Scene

West Coast Railtours The Salopian Express

▶ Stanier 8F No. 48151 passes Winwick working a Barrow-in-Furness - Shrewsbury charter on March 27th. *Alan Rigby*

▶ LMS Stanier 8F No. 48151 hauling a Barrow - Shrewsbury charter, storms through Acton Bridge on March 27th. *Mark Enderby*

▶ LMS Stanier 8F Class No. 48151 passes Euxton on March 27th with a Barrow - Shrewsbury charter. Class 37 518 was on the rear. *John Sloane*





Charter Scene

Pathfinder Tours THE CUMBRIAN MOUNTAINEER

▶ The Virgin train dispatcher steps back hastily as Class 67 005 thunders through a very wet Warrington Bank Quay on March 16th with the diesel hauled leg of a Pathfinder Tours special from Cardiff to Carlisle. The return leg was hauled as far as Crewe by 'Tornado'. *Jeff Nicholls*

▶ Class 67 005 heads through the cutting at Charnock Richard on March 16th with a Cardiff to Carlisle charter. *John Sloane*







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Charter Scene

Locomotive Services
Private charter

Class 47 No. D1944 passes Sutton Park, Shrewsbury with 1Z54
11:03 York - Bristol Temple Meads on March 31st. *Keith Davies*



Railtalk Magazine

Charter Scene

UK Railtours
The Somerset Strimmer

On March 16th, the London Victoria to Cranmore railtour passes Heywood with Class 59 201 in charge and 59 206 on the rear, being passed by a Gloucester - Weymouth Great Western service.
Michael Bennett









Charter Scene

Statesman Rail West Highland Statesman

▶ An Immaculate Class 47 593 is seen working 'The Statesman' charter through Standish on March 23rd, 1Z60 Milton Keynes to Fort William.
John Sloane

◀ Class 47 501 (D1944) and 47593 top'n'tail the 1Z64 Fort William - Milton Keynes Central through Coatbridge on March 25th.
Michael J Alderdice



Charter Scene

UK Railtours/A 1 SLT The Bard of Avon

▶ LNER A1 No. 60163 'Tornado' speeds through Cheadle Hulme, working 'THE BARD of AVON', the 07:55 Manchester Piccadilly to Stratford upon Avon steam special on March 23rd.

Barry Longson

▶ On March 23rd, LNER A1 No. 60163 'Tornado' is seen about to depart platform 8 at Manchester Piccadilly with 'The Bard of Avon' to Stratford-upon-Avon. *Steve Stepney*

▶ LNER A1 No. 60163 'Tornado' prepares to depart Wellington on March 23rd, with the 1Z66 Stratford-upon-Avon - Manchester Piccadilly return charter. *Richard Hargreaves*



Charter Scene

UK Railtours/A 1 SLT The Bard of Avon

▶ LNER A1 No. 60163 'Tornado' runs down Battlefield Bank with the Manchester Piccadilly - Stratford-upon-Avon tour on March 23rd.
Phil Martin

▶ LNER A1 No. 60163 speeds past Uffington with 1Z63 07:55 Manchester Piccadilly - Stratford-upon-Avon, March 23rd. *Keith Davies*

▶ 'Tornado' waits departure time at Shrewsbury on March 23rd with the return working to Manchester Piccadilly. *Phil Martin*







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Charter Scene

Steam Dreams
Excursion

LNER B1 No. 61306 'Mayflower' drifts through Brondesbury Park under cautionary signals with a Steam Dreams organised 1Z61, 07:45 Southend East to East Grinstead Sidings for the Bluebell Railway on March 23rd. *Derek Elston*



Railtalk Magazine

Charter Scene

Spirit of the Lakes
The Liverpool Pullman

Class 57 601 and 57 316 top'n'tail a Hull - Liverpool charter through Charnock Richard on March 16th. *John Sloane*



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Charter Scene

ECS and Light Engine Moves

GBRf Class 66 726 'Sheffield Wednesday' is seen passing Tyseley with the Royal Scotsman stocken-route from Eastleigh to Hamilton on March 10th. *Chris Morrison*







Charter Scene

ECS and Light Engine Moves

▶ Class 57 313 and 57 314 top'n'tail a Carnforth - Southall ECS move through Acton Bridge on March 14th. *Mark Enderby*

▶ SR Rebuilt Merchant Navy 4-6-2 No. 35018 'British India Line' working an empty stock move from Kings Lynn to Carnforth pauses at Crewe for a water stop on March 18th. *Steve Stepney*

▶ Having arrived earlier with a charter, Class 67 005 'Queen's Messenger' stands at Carlisle waiting to depart south to Crewe on March 16th. *John Balaam*





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Charter Scene

ECS and Light Engine Moves

Class 33 207 'Jim Martin' breaks the monotony of unit after unit on the LTS route as it returns a West Coast rake of stock working from Shoburyness to Acton Lane Sidings, seen here passing Leigh on Sea, March 24th. *Charlie Robbins*



Charter Scene

ECS and Light Engine Moves

▶ Merchant Navy Class 4-6-2 No. 35018 'British India Line' waits in the rain for the road to clear at Preston on March 2nd so it can head home to Carnforth with its support coach. *Ken Abram*

▶ On March 28th, LMS Princess Royal Class No. 6201 'Princess Elizabeth' passes through Houghton with a Carnforth - Carnforth test run. *John Sloane*

▶ Class 47 614 speeds through Charnock Richard on March 5th with a Crewe - Carnforth test run. *John Sloane*





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Charter Scene

ECS and Light Engine Moves

On March 28th, LMS 8P Class 4-6-2 No. 6201 'Princess Elizabeth' works away from Clapham during the loaded test run from Carnforth - Carnforth. Inset: 'Lizzie' emerges from Gisburn Tunnel during the loaded test run. *Both: Shep Woolley*

Charter Scene

ECS and Light Engine Moves

On March 28th, LMS Pacific No. 6201 'Princess Elizabeth' climbs the bank at Langho with the 5M50 Carnforth - Carnforth loaded test run via Hellfield and Blackburn. *Michael Lynam*

On March 4th, LNER B1 No. 61306 and Class 33 027 pass Moore on a Carnforth - Southall move. *Mark Enderby*

LMS Stanier Pacific No. 6233 'Duchess of Sutherland' passes through Kettering running as 5Z33 10:14 Butterley M.R.C. to Southall on March 7th. *Derek Elston*





Charter Scene

ECS and Light Engine Moves

▶ Class 57 313 and 57 601 'Windsor Castle' top'n'tail a West Coast 5Z08 Carnforth to York ECS as it passes along the Aire Valley at Bingley on March 29th. *Ben Bucki*

▶ Class 55 No. D9009 'Alycidon' on the late running 0Z55 07:50 from Nemesis Rail at Burton to Edinburgh, approaching Prestonpans. D9009 was due to return the Auld Reekie railtour from Edinburgh to Doncaster later that afternoon and left Edinburgh on time, only to suffer traction motor issues and be declared a failure at Berwick-upon-Tweed.. *Kevin McCormick*

▶ On March 23rd, having been used to bring the ECS from Eastleigh to Manchester for a steam special, Class 67 013 was sent to stable in the bay platform at Stockport to await the return working. *Barry Longson*





Caledonian Sleeper



On March 26th, Class 92 014 approaches Wilsons Crossing, Northampton working 3Z11, the 00:20 Glasgow Central to London Euston Mk5 sleeper test run. *Derek Elston*

Class 92 023 passes through Northampton working 3Z11, the 00:20 Glasgow Central to London Euston Mk5 sleeper test run on March 21st. *Derek Elston*

On February 28th, Class 73 966 passes Colton Jct. running light engine from Craightinny T&R SMD to Doncaster Down Decoy. *Michael Lynam*





Chiltern Railways

How does Chiltern invest in improving your journey?

On train

Last year saw us adapt our timetable to add on average 8,000 extra seats to our services per week, we also worked alongside Network Rail to improve our track to ensure our customers get a smooth ride. We then introduced Chil.tv, our onboard entertainment site, so you can catch up on the latest dramas or chill out after a long day.

Our environment

Last year we made some great steps towards looking after our environment. We have so far installed over 4,000 energy efficient LEDs in our stations, not only do these lights reduce our Carbon Dioxide emissions, they also provide brighter lighting keeping our station safer for customers. London Marylebone also became London's first 'Clean Air Station' through working with AirLabs and BNP Paribas, and is also home to the first facilities in a UK mainline station for coffee cup recycling. These recycling stations are already proving very popular and saving many coffee cups from landfill.

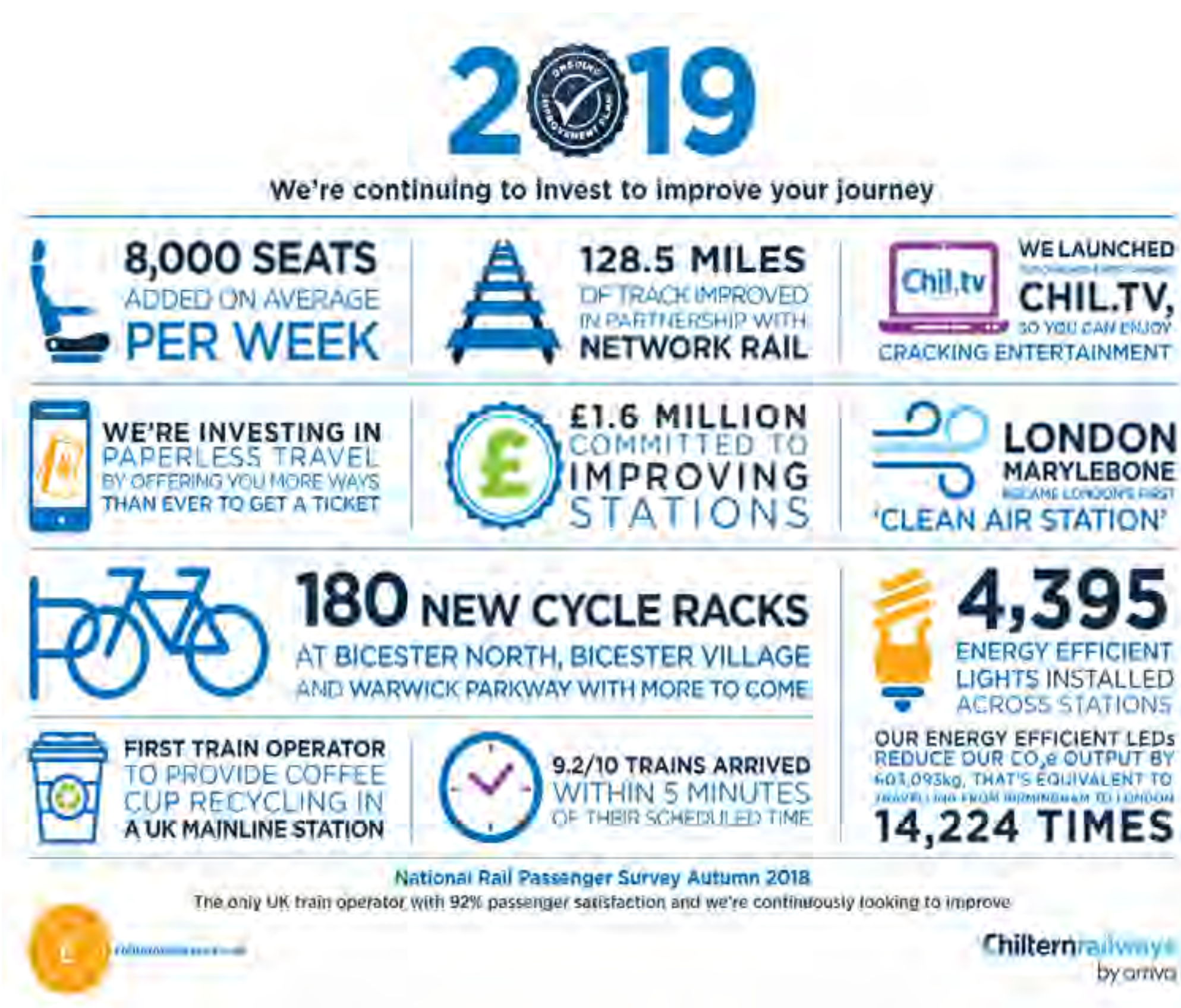
Journey

We know our customers start their journey before reaching the station and we are always looking for ways to improve these journeys. That's why last year we added over 180 cycle racks to stations and are adding another 100 early 2019. We have also been developing more ways to purchase a train ticket, by investing in e- and mobile ticketing.

Last year 9.2/10 of our trains arrived within 5 minutes of their scheduled time and this year we're hoping for even better.

Stations

We're transforming facilities, booking offices, restrooms and more at stations across our route. We're investing over £1.6 million in these transformations to provide better stations for our customers, whether it's a more accessible station, a brighter cafe, or improved signage, we're looking forward to unveiling them to our customers.



On March 28th, Class 68 015 stands at Leamington Spa on the rear of a service to London Marylebone. *Richard Hargreaves*





Colas Rail



Class 56 049 and 56 078 pass Heaton Lodge Junction with the 6E32 Preston Ribble Rail - Lindsey oil refinery on February 25th.

Nick Clemson

On March 5th, Class 56 049 was entrusted to work the 6E32 solo, seen here passing Scunthorpe.

Steve Thompson

On March 11th, Class 56 113 and 56 049 run light engine through Doncaster.

Barry Longson







Colas Rail



▶ Class 56 090 and 56 094 head through Bamber Bridge station on March 13th with the 6M32 Preston Docks - Lindsey discharged bitumen tanks. *Chris Stanley*



▶ On February 14th, the inevitable 6E32 Preston - Lindsey with Class 56 078 and 56 049 in charge as the pair are seen at Scunthorpe West Jct. at the top of Gunhouse Bank. *Steve Thompson*

▶ Class 66 848 working the Eastleigh to Hoo Junction engineers, passes Worting on March 19th. *Michael Bennett*



Colas Rail



On February 26th, Class 70 804 is seen shortly after leaving Hellifield with the 12:58 Carlisle to Chirk logs. *Lee Stanford*

Class 56 049 reaches Hoghton Summit with the Preston Docks - Lindsey tanks on March 5th. *John Sloane*

Doing their best to brighten things up a bit on March 7th, Class 56 087, clagging like a good 'un, hauling 67 023 and a Kirow crane plus appendages, all in matching livery. The working was 6Z67 Trent Yard - Up Decoy, the crane having been at the Volker Rail depot, the former FH loco shed. *Steve Thompson*





Colas Rail



On March 28th, Class 70 811 heads through Leamington Spa with a Bescot bound engineers train. *Richard Hargreaves*



On March 26th, the first shots from the new station footbridge at Scunthorpe! Actually, they're pretty much the same as from the old one, but a bit higher up! Class 56 113 and 56 090 put on a bit of a show on the inevitable 6E32 Preston - Lindsey bitumen tanks as the pair pass through the station. *Steve Thompson*

On March 27th, Class 56 078 traversed the Burton - Leicester freight branch with a working from Doncaster CHS to Bagworth Junction and is seen here on the return passing Moira. *Stuart Hillis*



Colas Rail



On March 17th, Class 56 113 top and tailed 56 049 on 6C87 Ulceby - Up Decoy with a part-loaded RDT after a rail-drop during the previous night. Seen here approaching Scunthorpe station.

Steve Thompson

Class 56 049 and 56 113 are seen in Basford Hall on March 11th. *John Sloane*

Something slightly different on March 4th as Class 56 087 and 56 094 top and tailed the 6Z56 Up Decoy - FH, conveying a Kirow Crane plus it's runners, the whole ensemble being in Colas livery was quite impressive. *Steve Thompson*





Colas Rail



▶ Class 70 809 hauling the 6E32 Preston Ribble Rail - Lindsey Oil Refinery, passes Hebden Bridge on March 20th in dappled sunshine.
Michael J Alderdice



▶ On March 20th, Class 70 801 passes Balshaw Lane Jct. with a Carlisle - Chirk log train.
John Sloane



▶ Class 66 848 passes through Hampstead Heath on March 13th with a Hoo Jct. - Whitemoor light engine move. *John Sloane*



Colas Rail



On March 29th, Class 56 113 and 56 090 pass Eastwood working the 10:02 Colas Ribble Rail to Lindsey discharged bitumen tanks.

Barry Longson

Class 70 817 working 6Z82 Long Marston MOD to Lindsey with six fuel tanks passes Burton on March 28th.

Stuart Hillis

Class 70 809 with the 6E32 Preston Docks discharged bitumen tanks, heading to Lindsey Oil Refinery passes through Bamber Bridge station on April 1st.

Chris Stanley





Colas Rail



▶ Class 70 812 is seen at Sutton Park with the 6C97 09:32 Leominster - Crewe Basford Hall on March 31st. *Keith Davies*



▶ Class 70 809 passes Thornhill LNW Junction on March 20th working 6E32 Preston - Lindsey discharged tanks. *Steve Chapman*



▶ Class 56 113 and 56 090 approach Hall Royd Junction on March 23rd with the 6E32 from Preston Docks - Lindsey Oil Refinery. *Michael Lynam*



Colas Rail



▶ Class 56 090 and 56 094 working the 6E32 Preston Ribble Rail - Lindsey Oil Refinery slows to run into Hemsworth Loop as it passes through Fitzwilliam station on March 22nd.

Michael J Alderdice

▶ On March 27th, Class 70 801 enters the goods loop at Hellifield station with the 6J37 logs from Carlisle - Chirk. *Michael Lynam*

▶ On March 5th, Class 70 810 working the 6E90 Oxwellmains - Seaham Harbour, heads for the Harbour Branch at Seaham. *Michael J Alderdice*







CrossCountry



▶ Power car No. 43303 leads the diverted 1V44 Leeds - Exeter past Heywood on March 23rd.
Michael Bennett



▶ Power car No. 43357 heads the diverted 1V50 06:06 Edinburgh - Plymouth passing Bradford on Avon on March 23rd.
Chris Morrison



▶ On March 16th, the 1S45 Penzance to Dundee service with power car No. 43303 leading passes Heywood. The service diverted via Westbury due to engineering work.
Michael Bennett



CrossCountry



Class 220 027 calls at Leamington Spa on March 27th with a Reading - Newcastle service.

Richard Hargreaves



On March 17th, Class 170 522 passes Ashwell working 1Z42, the 14:19 Leicester to Stansted Airport after the service from Birmingham New Street had been cancelled due to vandalism.

Derek Elston



Class 170 107 passes Whittlesea with 1N55 12:27 Stansted Airport - Birmingham New Street service on March 28th. *John Balaam*



DB Cargo



▶ Class 66 137 heads south near Acton Bridge on March 11th with the 6042 11:31 Halewood - Didcot car train. *Nick Clemson*



▶ On March 26th, Class 66 198 enters Wigan Wallgate, heading under the WCML, working Knowsley Freight Terminal - Wilton EFW bins. *Alan Rigby*



▶ Class 90 020 and 90 028 speed through Euxton on March 5th with a Mossend - Daventry modal. *John Sloane*



DB Cargo



On March 20th, Class 60 017 passes Timperley, working the 09:07 Arpley Sidings to Tunstead empty BMI hoppers. *Barry Longson*



The Woking to Merehead stone empties with Class 66 031 leading and 59 104 on the rear are seen near Grateley on March 20th.

Michael Bennett



DB Cargo



▶ Class 59 203 passes Harringay Green Lanes on March 13th hauling a Purfleet - Acton stone train. *John Sloane*



▶ On March 7th, a horrible grey day with matching Class 60 066 on 6E01 Wolverhampton ST - Scunthorpe FD, conveying empty BYAs. These are being worked into the old Goods Yard at Scunthorpe quite often at the moment for repairs to be carried out on the hoods.

Steve Thompson

▶ Class 90 028 leads 90 018 near Acton Bridge with 4M25 06:06 Mossend Euroterminal - Daventry International Depot on March 11th.

Nick Clemson





DB Cargo

▶ Class 59 201 is seen at Wyke on March 27th with the Woking stone empties, with 59 204 on the rear. These locos will not be on these workings much longer as Freightliner are soon to take over. *Michael Bennett*

◀ Class 66 077 and 66 031 are seen shunting at Westbury Yard on March 25th. *Michael Bennett*

▶ On March 24th, passing under the nearly-completed new 'accessible' footbridge at Scunthorpe station, Class 60 039 hauls 6M57 LOR - Kingsbury, comprising 30 loaded TEAs. *Steve Thompson*



DB Cargo



▶ Class 90 018 and 90 040 pass Moore on March 20th working the 06:06 Mossend to Daventry.
Barry Longson

▶ Class 90 035 passes Harringay Green Lanes with a Mossend - Dagenham car train on March 13th. *John Sloane*

▶ On March 5th, Class 66 017 cunningly avoids a patch of sunshine on 6D65 Roxby - Rossington empty MBAs, traffic recently won back by DBC from GBRf. *Steve Thompson*





DB Cargo



On March 24th, Class 66 105 and 60 074 make a colourful sight stabled in the early morning sun at Toton. *Mark Pichowicz*



On March 5th, there was an interesting working through Scunthorpe. A trial run of a car train, albeit empty both ways, between Morris Cowley and Immingham Mineral Quay. Class 66 156 had worked north on 4E02 in the early hours and, on completion of the simulation, returned 4Z98 to Cowley, the impressive train of 10 sets of WIAs seen here approaching Scunthorpe station.

Steve Thompson

Class 59 204 passes Willesden Jct on March 13th with a Crawley - Acton working. *John Sloane*



DB Cargo



On March 24th, Class 60 039 approaches Toton with 6M57 11:04 Lindsey Oil Refinery - Kingsbury tanks. *Mark Pichowicz*

Class 66 121 passes Acton Bridge on March 14th with a Donnington - Arpley working. *Mark Enderby*

Class 90 035 passes Kensall Rise on March 13th with a Dagenham - Mossend loaded car/van working. *John Sloane*





DB Cargo



Class 66 175 is pictured at Mexborough on March 19th with 6Z69 Heck to Dowlow stone empties. *Steve Chapman*

Class 90 018 and 90 040 pass Bradley on March 21st with a Mossend - Daventry working. *John Sloane*

On March 22nd, Class 66 164 with a loaded spoil train is seen in Maurice Hill sidings Burton, having arrived from Bow as 6Z63 the previous day. Alongside it is DCR Class 56 091 which had run light from Leicester LIP. It is believed that DCR will soon take over this working from DB. *Stuart Hillis*





DB Cargo



▶ Class 66 101 hauling a diverted Southampton - Birch Coppice passes Whitchurch on March 30th. *Michael Bennett*

▶ Class 66 044 with a Morris Crowley to Southampton Docks working passes Overton on March 30th. *Michael Bennett*

▶ Class 66 095 passes Bradley on March 19th with a Seaforth - Mossend intermodal. *John Sloane*







DB Cargo



▶ Class 66 001 on a Dollands Moor - Ditton working passes Moore on March 4th. *Mark Enderby*



▶ On March 17th, Class 66 103 passes Trowell Junction with a Woodhouse Jct. to Toton Yard engineers working. *Mark Pichowicz*



▶ Class 66 035 'Resourceful' working from Long Marston M.O.D. (Army) to Shirebrook (W. Davis & Son) with mostly covered vehicle wagons, passes Burton on March 19th. *Stuart Hillis*



DB Cargo



▶ Class 66 192 arrives at Toton Yard on March 24th with the 13:45 engineers working from Woodhouse Junction. *Mark Pichowicz*



▶ Class 60 062 'Stainless Pioneer' working 6E08 Wolverhampton - Masborough covered steel carriers heads through Burton on March 21st. *Stuart Hillis*



▶ Class 90 028 and 90 020 pass Moore on March 4th with a Mossend - Daventry intermodal. *Mark Enderby*



DB Cargo



On March 5th, Class 60 017 passes Moore with a Arpley - Tunstead working. *Mark Enderby*



Class 66 092 working 6D44 Bescot - Toton, with a Balfour Beatty crane in tow, passes Burton on March 5th. *Stuart Hillis*



Class 66 101 passes Mexborough on March 19th with 6X01 Scunthorpe to Eastleigh departmental. *Steve Chapman*



DB Cargo

Developing the next generation of train drivers

DB Cargo UK and the National College for High Speed Rail have joined forces to launch a new Level 3 Train Driver Apprenticeship programme. In January 2019 seven apprentices started their 18-month apprenticeship programme. The apprenticeship will provide the trainees with a recognised qualification to validate their internal technical training and vocational training. The National College for High Speed Rail is the main apprenticeship provider, with DB Cargo UK providing the technical driver training.

DB Cargo UK's Apprenticeships Manager Kerrie Talbot said the programme further strengthened the company's working relationship with the college which stands just a stone's throw from DB's headquarters in Lakeside, Doncaster.

"We are delighted to be the first rail freight company to be involved in the delivery of such a programme. This apprenticeship standard is evidence of what can be achieved when Train Operating Companies, Freight Operating Companies, On-Track Machine Companies, Trade Unions and regulators come together and collaborate," she said.

"A special thank you to Marie Orchard, Apprenticeship Standards from NSAR, who brought the trailblazer group together, and all the rail companies that worked on creating an apprenticeship standard for train drivers that works for the industry" she added. "There is an acute shortage of train drivers here in the UK and this is an excellent way of developing a new pipeline of talent and creating the next generation of drivers."

As well as being trained to drive trains, the apprenticeship standard also covers a range of wider topics including leadership, professional development, customer services, commercial awareness, safety, health and wellbeing.

"What we want to get across is that being a train driver is not just about getting a train from A to B. We want to ensure that our existing operational staff and drivers of the future receive a recognised qualification and understand the broader context in which they operate and have all the necessary skills to be an ambassador for DB Cargo UK," said Kerrie.

The company already collaborates with the college on the delivery of engineering apprenticeships and Kerrie paid tribute to the college's Chief Executive Clair Mowbray, Head of Business Engagement Kathy Howarth, and Curriculum Development Manager Charles Anderson for the energy and enthusiasm they have shown in getting the delivery model in place to meet DB Cargo's recruitment pipeline.

"The National College for High Speed Rail understands the needs of rail freight operators and we are delighted to increase our collaboration with the college" said Kerrie.

The new Level 3 Train Driver Apprenticeship is available to all freight and passenger companies, as well as those companies that operate on-track machinery on the rail network. DB Cargo UK is supporting National Apprenticeship Week 2019.

Class 59 004 passes Enborne hauling the 7A09 Merehead to Acton jumbo stone train on March 29th. *Michael Bennett*



DB Cargo



Class 66 177 passes Enborne with the Whatley to Churchyard Sidings on March 29th.

Michael Bennett



Class 66 130 passes through Stafford on March 23rd hauling a rake of box wagons heading to Crewe Basford Hall. *Paul Godding*



On March 20th, Class 66 094 passes Acton Bridge with a Garston - Dagenham car train. *Mark Enderby*



DB Cargo



Class 66 014 with a Banbury Road - Whatley passes Enborne on March 29th. *Michael Bennett*



On March 13th, Class 66 128 passes through Acton Bridge with a mixed rake of repaired wagons from Warrington Arpley - Bescot. *Michael Lynam*

Class 59 206 'John F. Yeoman Rail Pioneer' with 67 020 DIT passes Church Brampton working 0A06, the 13:35 Crewe T.M.D. (E) to Wembley Euro Freight Ops Centre on March 25th. *Derek Elston*



DB Cargo



On March 22nd, the late-running 6001 Trent Yard - Eastleigh sees Class 66 114 hauling 67 013 and a loaded RDT through Scunthorpe.
Steve Thompson

Class 66 142 'Maritime Intermodal Three', with 66 147 working as 0G99 Toton - Bescot, is seen passing Stenson Junction on March 30th.
Stuart Hillis

It's always good to see a Class 60 on the Neville Hill tanks and on March 20th Class 60 059 is seen approaching Scunthorpe station for a driver swap on 6D79 from Lindsey with the usual modest load.
Steve Thompson





DB Cargo



Class 60 010, now with no bodyside decals, is seen soon after passing Skelton Junction with the 08:47 Arpley to Tunstead Sidings on March 25th. *Lee Stanford*

Class 66 105 passes Whittlesea with 10:04 Wakefield - Felixstowe on March 28th. *John Balaam*

On March 21st, Class 66 120 caused a bit of chaos by failing at Godnow Bridge on 6N31 Ent C - Lackenby. 66 192 was sent 1Z99 from Ent C to Crowle, where it was attached to the rear of the train. There followed a rare use of the emergency crossover at Crowle to enable the train to be drawn back and return to Entrance C. Class 66 192 is seen here leading through Scunthorpe, with the disgraced 66 120 on the rear. *Steve Thompson*



DB Cargo



On April 1st, Class 66 069 and 66 077 top'n'tail a Woking stone train past Worting. This is usually a Class 59 working. *Michael Bennett*

Class 66 025 takes the 6L26 Acton to Dagenham empty hoppers into Dagenham Dock on March 29th. *Steve Chapman*

Class 66 221 rushes through Romford on March 26th working 4V12 Chelmsford to Acton stone empties. *Steve Chapman*





Direct Rail Services



▶ Class 88 001 is seen having a weekend rest at Doncaster on March 30th. Regularly the class work on a weekday to Millerhill from here.
Richard Hargreaves

▶ Class 66 421 'Gresty Bridge TMD' working 6U77 Mountsorrel - Crewe with only 4 loaded IOA wagons of aggregates, passes through Burton on March 21st. *Stuart Hillis*

▶ Class 57 301 hauls 68 013 north through Stafford on March 23rd, heading to Crewe Gresty Bridge.
Paul Godding





Direct Rail Services



▶ Class 66 301 heads north near Acton Bridge on March 11th with the 6C89 Mountsorrel Sidings - Carlisle New Yard. *Nick Clemson*



▶ Class 88 002 is seen at Charnock Richard on March 16th with a Daventry - Mossend 'Tesco' service. *John Sloane*



▶ On March 19th, Class 66 422 working light from Crewe Gresty Bridge to Toton heads through Burton. *Stuart Hillis*



Direct Rail Services



Class 88 004 'Pandora' and 88 006 'Juno' pass through Preston on March 28th with 06:25 Crewe Coal Sidings - Sellafield. *John Balaam*



Class 66 302 passes Hoghton on March 28th with a Mountsorrel - Carlisle ballast. *John Sloane*



Class 37 423 'Spirit Of The Lakes' working 6Z37 Shirebrook (W.H. Davis & Son) to Crewe Coal Siding, with a second batch of 8 FNA nuclear flasks, passes Stenson Junction on March 14th. *Stuart Hillis*



Direct Rail Services



▶ Class 37 423 hauls a Greater Anglia DVT through Romford on March 26th as 5Z14 Norwich to Cardiff Canton. *Steve Chapman*



▶ Class 37 402 'Stephen Middlemore 23-12-54 - 8-6-2013' and 37 425 'Concrete Bob' working 6Z37 Shirebrook (W. Davis & Son) to Crewe Coal Yard, pass Burton on March 7th, hauling some new flask wagons. *Stuart Hillis*



▶ Shooting against the sun is not the norm, but Class 66 430 is captured working north through Moore, with the 09:24 Mountsorrel to Carlisle New Yard on March 20th. *Barry Longson*



Direct Rail Services



▶ Class 37 402 'Stephen Middlemore 23.12.1954-8.6.2013' gives 90 003 a tow through Northampton running as 0Z90 08:59 Norwich Crown Point T.&R.S.M.D. to Crewe T.M.D. (E). on March 18th. *Derek Elston*

▶ Class 88 004 passes a gloomy Colton Jct. on March 28th with an engineers train from Doncaster Up Decoy - Millerhill SS. *Michael Lynam*

▶ Class 66 423 speeds through Harringay Green Lanes on March 13th with a Tilbury - Daventry working. *John Sloane*







Freightliner



Class 90 047 and 90 048 on a Daventry - Mossend liner, pass Acton Bridge on March 20th.

Mark Enderby



The 4L5203:25 Garston F.L.T. to London Gateway Freightliner service approaches Northampton behind Class 70 010 on March 21st.

Derek Elston

Class 66 568 working the lightly loaded 4010 Trafford Park - Southampton liner passes Worting on March 19th.

Michael Bennett



Freightliner

▶ Class 86 608 and 86 639 work 4L41 Crewe to Felixstowe liner through Romford on March 26th. *Steve Chapman*

▶ On March 21st, Class 66 508 passes through Lincoln working a Doncaster - Felixstowe liner. *Michael Lynam*

▶ Class 66 621 working 6V75 09:30 Dee Marsh - Margam empty steel passes Sutton Bridge on March 9th. *Phil Martin*





Freightliner



On March 11th, Class 66 526 nears Acton Bridge with the 6F33 09:16 Bredbury RTS - Runcorn Folly Lane rubbish train. *Nick Clemson*



On March 21st, Class 86 628 and 86 608 lead the 4L41 06:04 Crewe Basford Hall S.S.M. to Felixstowe North F.L.T. service through Northampton. *Derek Elston*



Class 66 591 hauling a Southampton bound liner passes through Leamington Spa on March 28th. *Richard Hargreaves*



Freightliner



On March 30th, Class 66 613 passes Toton Junction with the 05:33 Tunstead to Small Heath. *Mark Pichowicz*

Class 66 589 passes Whittlesea with the 10:08 Lawley Street - Felixstowe on March 28th. *John Balaam*

On March 5th, Class 90 016 and 90 049 pass Standish with a Daventry - Coatbridge liner. *John Sloane*





Freightliner



▶ Class 66 547 on a Crewe Basford Hall - Southampton liner, diverted via Laverstock, is seen at Overton on March 30th. *Michael Bennett*

▶ Class 66 504 passes Willesden Jct. on March 13th with a Felixtowe - Ditton liner. *John Sloane*

▶ Class 90 043 and 90 046 rush through Wigan North Western on March 11th with a Coatbridge -Daventry liner. *John Sloane*





Freightliner



On March 27th, Class 66 554 hauling the Fiddlers Ferry to East Usk empties, passes Acton Bridge.
Mark Enderby



On February 28th, Class 66 602 and 66 610 are seen stabled at Midland Road depot.
Michael Lynam



Class 66 557 powers the 09:25 Southampton M.C.T. to Garston F.L.T. service past Church Brampton on March 29th.
Derek Elston



Freightliner



▶ A pair of fifty year old Class 86s, Nos. 86 608 and 86 639 lead the 4L41 06:04 Crewe Basford Hall S.S.M. to Felixstowe North F.L.T. service past Wilsons Crossing, Northampton on March 26th. *Derek Elston*

▶ Class 70 002 heads through Harringay Green Lanes on March 13th hauling a Garston - London Gateway liner. *John Sloane*

▶ On March 2nd, Class 66 621 working 6V75 09:30 Dee Marsh - Margam empty steel, passes Gobowen. *Phil Martin*





Freightliner



▶ Class 66 553 climbs Hencote Bank with 6M86 10:29 Margam - Dee Marsh Reception Sidings on March 12th. *Keith Davies*



▶ Class 66 572 leads the 09:12 Felixstowe North F.L.T. to Ditton (O'Connor) Freightliner service through the Northamptonshire countryside at Church Brampton on March 29th. *Derek Elston*



▶ Class 66 620 heads through Preston working Hardendale - Tunstead on March 26th. *Alan Rigby*



Freightliner



▶ A lone Class 86 608 is seen here passing through the cutting at Gostage with a short 4K64 to Basford Hall from Garston on February 27th.

Dave Harris



▶ Class 66 953 '3MG Mersey Multimodal Gateway' passes Church Brampton on March 29th working the 07:50 Felixstowe North F.L.T. to Lawley Street F.L.T. service. *Derek Elston*



▶ Class 66 516 and 66 533 are seen at Burgs Lane on March 31st with the 6Y45 08:57 Crewe Basford Hall - Rhymney River Bridge Jct.

Keith Davies



Freightliner



▶ A line up of ten stored Class 70s with 70 013 nearest the camera are seen at Leeds Midland Road on February 28th. *Michael Lynam*



▶ Class 66 571 approaches Moore on February 23rd with coal empties from Fiddlers Ferry power station to East Usk Yard. What was once a common sight, it is rare to see coal wagons in this area now. *Lee Stanford*

▶ Class 66 551 passes Kempsey, Shrewsbury on March 10th with the 4V22 13:31 Crewe Gresty Green Up Loop - East Usk Yard. *Keith Davies*





Freightliner



▶ Class 90 047 and 90 048 are seen approaching Winwick Junction with the 12:13 Daventry to Coatbridge liner on March 25th. *Lee Stanford*



▶ Class 66 419 passes Hampstead Heath hauling a Wentloog - Felixtowe intermodal. *John Sloane*



▶ Class 66 553 working the 6G65 Hope - Walsall loaded cement tanks passes Wetmore, Burton on March 22nd. *Stuart Hillis*

Freightliner



On February 28th, Class 66 568 with the 10:23 Crewe Basford Hall - Hunslet Yard is seen at Heaton Lodge East Junction. *Nick Clemson*



Class 66 596 and 66 957 are seen leading a Southampton to Lawley Street liner passing Worting on April 1st. *Michael Bennett*



Class 66 587 working a fully loaded 4095 Leeds - Southampton liner, passes Burton on March 21st. *Stuart Hillis*



GBRf

▶ Class 66 789 departs Westbury on March 25th with a working to Stud Farm. *Michael Bennett*



▶ Class 66 775 'HMS Argyle F231' working 6M83 Tinsley - Bardon Hill Quarry empty stone hoppers passes Moira on March 4th. *Stuart Hillis*

▶ Class 66 782 working the 4E34 Southampton to Doncaster passes Worting on a misty March 19th. *Michael Bennett*



GBRf



Class 66 709 'Sorrento' (in MSC special commemorative livery) heads through Saltaire, West Yorkshire on March 28th with the 6M38 Arcow Quarry - Bredbury Tilcon loaded stone train. *Ben Bucki*

Class 66 772 with the 6V35 Clitheroe to Avonmouth loaded cement tanks passes through Bamber Bridge station on April 1st. *Chris Stanley*

Class 66 749 speeds through Saltaire, West Yorkshire, with the 6D72 Hull - Rylstone Tilcon empties on March 28th. *Ben Bucki*



GBRf



▶ Class 66 710 hauling the 4E34 Southampton to Doncaster passes Whitchurch at 06:30 running a bit late on March 30th. *Michael Bennett*



▶ Class 60 047 'Faithful' is seen here passing Winwick Jct. with the 6E10 loaded Biomass from Liverpool Bulk Terminal to Drax on March 27th. *Dave Harris*



▶ Class 66 772 passes Moore on March 20th with the 09:44 Clitheroe to Avonmouth loaded cement tanks. *Barry Longson*





On March 5th, Class 66 784 works 4R15 Drax - HIT, passing 66 569 in the throes of running round 6C75 IBT - CHP at Scunthorpe.
Steve Thompson

Class 66 720 working a 6E07 Warminster to Doncaster MOD special train, passes Palestine near Grateley on March 20th. *Michael Bennett*

Class 66 725 passes Timperley on March 20th, working the 07:11 Liverpool to Drax loaded Biomass. *Barry Longson*



GBRf



▶ Class 60 047 'Faithful' with the 6M36 Drax - Liverpool Bulk Terminal empty Biomass hoppers is seen here passing Highfield Moss on March 28th. *Dave Harris*



▶ Class 66 782 hauling a Southampton to Doncaster intermodal is seen dropping down from Worting flyover at 06:50 in on March 19th. This service does not run every day and at the end of the month it will be dark again.

Michael Bennett

▶ On March 5th, Class 60 026 hauling a Liverpool - Drax Biomass, passes Moore. *Mark Enderby*



GBRf



Class 66 740 hauls the 6M26 Eastleigh to Mountsorrel through Leamington Spa on March 28th. *Richard Hargreaves*

Class 66 745 passes through Bamber Bridge station with the 6S94 Wembley - Irvine China Clays on March 13th. *Chris Stanley*

Class 66 779, having run out of fuel, forms part of the consist of 6E51 12:21 Peak Forest - Selby hauled by 66 786 through Edale on February 26th. 'Evening Star' would be detached at Doncaster. *Nick Clemson*





GBRf



On March 11th, Class 66 772 hauling the Clitheroe - Avonmouth tanks, passes Acton Bridge. *Mark Enderby*

On March 5th, Class 66 789 on 6H60 HIT - Drax coal heads through Scunthorpe. *Steve Thompson*

Class 66 782 nears Acton Bridge on March 11th with the 6V35 09:46 Clitheroe - Avonmouth cement tanks. *Nick Clemson*



GBRf



Class 66 768 approaches Moore with the 11:14 Liverpool to Drax Biomass service on February 23rd. *Lee Stanford*



With 20 905 and 20 901 leading and 66 702 'Blue Lightning' on the rear, the 7X08 Derby Litchurch Lane - Banbury with S8 LUL tube stock and barrier vehicles passes Burton on March 9th. *Stuart Hillis*

Class 60 047 with the 6E10 11:14 Liverpool Bulk Terminal - Drax AES loaded Biomass train is seen near Acton Bridge on March 11th. *Nick Clemson*



GBRf



Class 66 725 passes Bradley on March 4th with the Clitheroe - Avonmouth tanks.

John Sloane

Class 60 047 on a Liverpool - Drax Biomass passes Acton Bridge on March 11th.

Mark Enderby



GBRf



▶ Class 66 778 'Darius Cheskin' working 6M83 Tinsley - Bardon Hill empty stone hoppers passes Moira on March 11th. *Stuart Hillis*



▶ Class 66 708 hauls 73 971 through Euxton on March 3rd, heading from Eastleigh to Craigentenny. *John Sloane*

▶ Class 66 757 'West Somerset Railway' works the 4M11 Washwood Heath - Peak Forest empty stone hopper wagons past Wetmore, Burton on March 22nd. *Stuart Hillis*



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GBRf

Class 66 713 'Forest City' with a much delayed 6M83 Tinsley - Bardon Hill empty stone wagons, crosses Stenson Junction on March 18th.
Stuart Hillis

GBRf 66 782 'Charity Railtours' working 4E34 Southampton - Doncaster iPort passes Burton on March 13th. *Stuart Hillis*

Class 66 728 skirts Willesden Jct. on March 13th with a London Gateway - Hams Hall working.
John Sloane



GBRf



Class 66 718 working the Gloucester - Clitheroe cement tanks passes Balshaw Lane Jct. on March 20th. *John Sloane*



On March 11th, Class 92 020 is seen stabled at Crewe. *John Sloane*



Class 66 710 'Phil Packer' passes Stowmarket on March 5th with 4M29 10:29 Felixstowe - Birch Coppice. *John Balaam*



GBRf



▶ Class 66 775 'HMS Argyll' works the 6E84 Middleton Towers GBRf to Monk Bretton Redfearns through Doncaster station on February 20th. *Alan Naylor*



▶ On February 28th, Class 66 776 passes Leeds Midland Road hauling empty hoppers from Doncaster Down Decoy - Arcow Quarry. *Michael Lynam*



▶ On March 21st, the 6X41 00:36 Dagenham Dock Reception GBRf to Garston Car Terminal GBRf passes Northampton running 345 minutes late behind Class 66 730 'Whitemoor'. *Derek Elston*



GBRf



▶ Class 66 760 passes Eastwood on March 29th working the 09:54 Drax to Liverpool empty Biomass hoppers. *Barry Longson*



▶ Class 66 779 hasn't been in the Scunthorpe area for a while, but on March 31st it ventured to Roxby to take 6D61 empties back to Down Decoy. It is seen here tootling along the Outward Line, just after the sun had gone in! *Steve Thompson*

▶ Class 47 749 'City Of Truro', recently repainted in to blue livery is seen at Burton on March 25th running light engine as 0251 Landore Street, Birmingham to Burton Wetmore. *Stuart Hillis*



GBRf



Class 66 789 and 66 729 heading from Eastleigh to Doncaster pass Worting on April 1st.

Michael Bennett

Class 60 047 heads the 11:14 Liverpool to Drax Biomass service and is seen approaching the site of Moore station on March 25th.

Lee Stanford

Class 66 778 heads past Walcot with 6V09 10:51 Tinsley Yard - Coton Hill GBRf on March 12th.

Keith Davies





GBRf



Class 66 732 passes Willesden Jct. on March 13th with a Felixtowe - Hams Hall liner.

John Sloane

Class 66 774 passes Kensall Rise on March 13th, working a Harlow Mill - Tonbridge.

John Sloane

On March 13th, Class 60 002 approaches Acton Bridge with a Biomass train from Liverpool Dock - Drax power station.

Michael Lynam





GBRf

▶ Class 66 782 works the 4E34 Southampton to Doncaster iPort intermodal through Mexborough on March 19th. *Steve Chapman*

▶ Class 66 716 and 66 748 with an Eastleigh - Hoo Junction engineers passes Working on April 1st. This working has recently seen GBRf take over from Colas. *Michael Bennett*

▶ Running 106 mins late, Class 66 772 heads the 09:44 Clitheroe to Avonmouth cement tanks through Winwick Jct. on March 25th. *Lee Stanford*





GBRf



On March 27th, Class 66 736 heads south through Horton in Ribblesdale with a rake of empty oil tanks as 4M00 Carlisle - Clitheroe.
Michael Lynam



On February 28th, Class 60 085 passes Colton Jct. with the 6N61 Drax AES - Tyne Biomass.
Michael Lynam

Class 60 026 and 60 076 are seen with 6M36 Drax - Liverpool Biomass empties at Thornhill LNW Junction on March 20th.
Steve Chapman



GBRf

On March 23rd, Class 60 047 passes Hall Royd Junction, Todmorden with a Drax - Liverpool Docks empty Biomass working. *Michael Lynam*

With the power on, Class 66 737 'Lesia' storms past Church Brampton on March 29th working 4M23 10:46 Felixstowe North GBRf to Hams Hall GBRf. *Derek Elston*

On March 27th, Class 66 724 passes Long Preston with the 6S94 China Clay from Wembley - Irvine Caledonian Paper. *Michael Lynam*













Great Western Railway



▶ Class 802 004 leads a ten car 1A77 Penzance to London Paddington service past Enborne on March 29th. *Michael Bennett*



▶ Class 800 304 working the 10:32 London Paddington to Paignton service past Enborne on March 29th. *Michael Bennett*



▶ Power car No. 43088 leads the 1A79 Penzance - London Paddington past Enborne on March 29th. *Michael Bennett*



Greater Anglia



Class 90 007 'Sir John Betjeman' on an empty stock move heads through Ipswich on March 5th. *John Balaam*



Class 90 002 is pictured at the rear of the 10:30 London Liverpool Street to Norwich service at Romford on March 26th. *Steve Chapman*



Class 755 407 speeds through at Stowmarket with 12:30 Ipswich - Norwich test run on March 5th. *John Balaam*



L.N.E.R.

On March 7th, Class 90 034 'Driver Jack Mills' waits departure time at London Kings Cross with an early morning service to Leeds. *Class47*

On hire EMT power car No. 43061 leads a Leeds - London Kings Cross service into Doncaster on March 30th. *Richard Hargreaves*

A HST set including rear power car No. 43300 on 1E19 13:02 Dundee to Kings Cross (normally runs from Aberdeen, but engineering work meant it was starting from Dundee) is seen powering south past Prestonpans on March 3rd. *Kevin McCormick*





L.N.E.R.

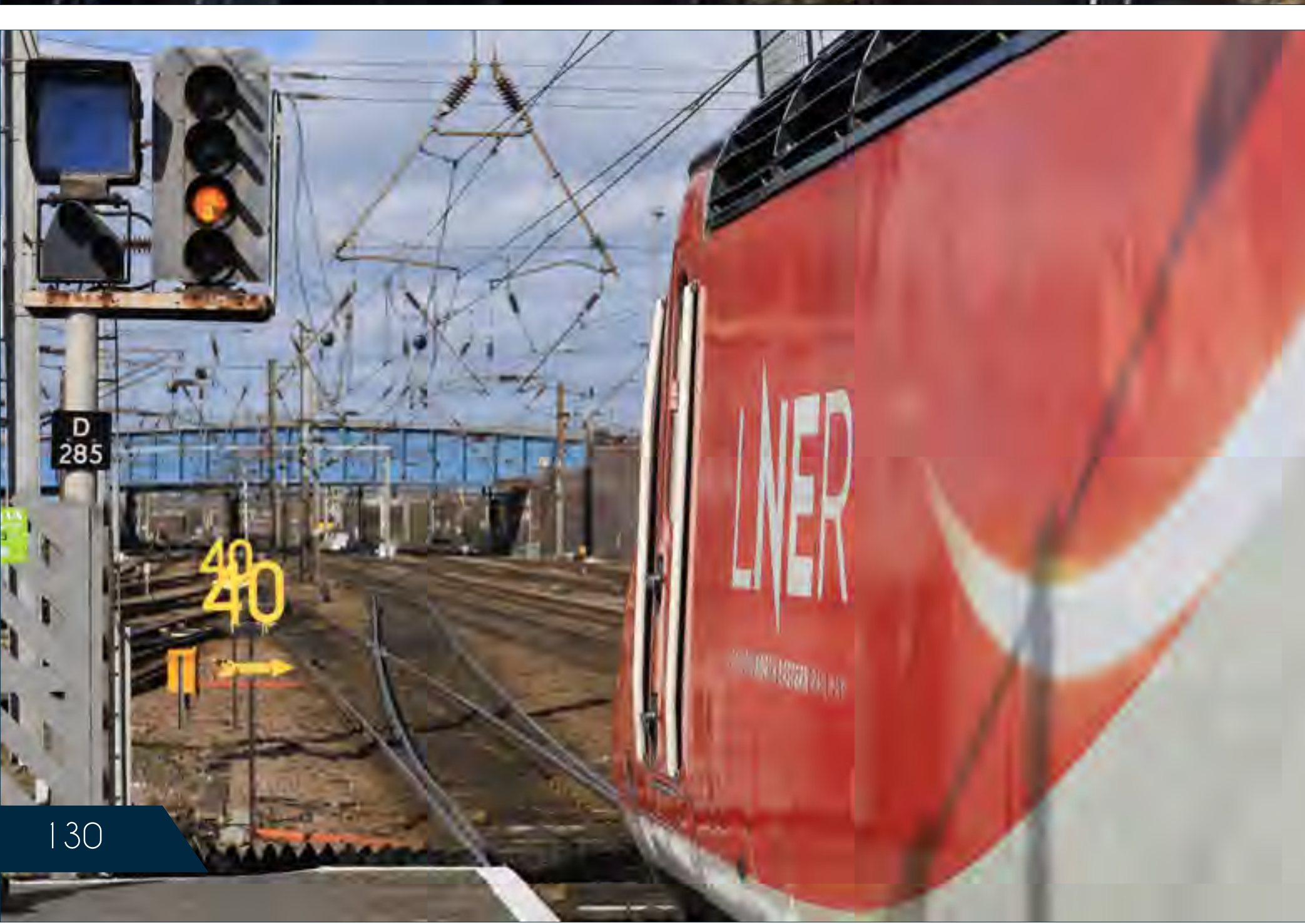


▶ Class 90 037 passes Harringay on March 13th on the rear of a Newark - London Kings Cross service. *John Sloane*

▶ On March 11th, Class 91 110 enters Doncaster on the 12:25 Newcastle to London King's Cross service. *Barry Longson*

▶ Azuma Class 800 107 works a test run through Doncaster station on March 6th. *Alan Naylor*





L.N.E.R.

▶ A test working of a Class 800 made an unusual visit to the Airedale Line in West Yorkshire. The double-set of units slowly head through Saltaire Station, in the heart of the World Heritage site with 5Q64 from Doncaster to Skipton on March 28th. *Ben Bucki*

▶ Class 91 115 leads the 1S12 10:14 London Kings Cross to Edinburgh service as it approaches Tallington Crossing on March 17th. *Derek Elston*

▶ Power car No. 43306 awaits the road at Doncaster, working the 12:03 London King's Cross to Leeds service on March 11th. *Barry Longson*





L.N.E.R.



▶ An unidentified LNER HST set is photographed from North Queensferry as it crosses the ever-impressive Forth Bridge on March 22nd.

Jeff Nicholls

▶ EMT power car No. 43061 leads a London Kings Cross service through Hornsey on March 13th.

John Sloane

▶ Class 91 119 'Bounds Green' speeds past Hornsey on March 13th with a northbound service. *John Sloane*





Network Rail



▶ Class 88 002 and 37 038 lead a Derby - Carlisle test train with Class 37 409 on the rear, passing Coppull on March 4th. *John Sloane*

▶ With the Breiddon Hills in the background, Class 97 303 and 97 304 pass Trewern-Buttington on March 10th with a Cambrian ballast working. *Phil Martin*

▶ The Network Rail New Measurement Train races through Settle, North Yorkshire, with a Derby to Heaton working on March 23rd. The power cars were Nos. 43013 and 43062. *Ben Bucki*



Network Rail



▶ Class 67 023 and 67 027 top'n'tail a test train from Derby to Heaton via Hull into Doncaster on March 30th. *Richard Hargreaves*

▶ On March 19th, Power cars Nos. 43013 and 43062 pass Purton with a Derby - Swindon - Swansea outing. *Ken Mumford*

▶ Class 37 610 rumbles slowly over the flooded River Aire at Hirst Wood, near Bingley, West Yorkshire on March 17th with a Network Rail light-engine move from Carlisle to Derby. An attempt to run the previous day had to be cancelled, with flooding between Skipton and Hellifield seriously disrupting trains between Carlisle/Lancaster and Leeds. *Ben Bucki*





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Network Rail



Class 73 951 and 73 952 are seen at Chester on March 19th with a Merseyrail bound test train.
Brian Battersby

On March 3rd, Class 97 303 and 97 304 pass Sutton Bridge Jct. hauling the 6C70 Crewe - Barmouth ballast.
Phil Martin



Network Rail



▶ Class 88 002, 37 038 and 37 409 pass Moore on March 4th with a Derby - Carlisle test train.
Mark Enderby

▶ It's rare to get a test train through Scunthorpe on a Sunday but on March 31st, Class 37 099 leads 3Q29 Derby RTC - Grimsby Town through Scunthorpe with DBSO No. 9702 on the rear.
Steve Thompson

▶ Class 97 303 and 97 304 are seen at Upper Battlefield on March 10th with the 6C70 07:58 Crewe Basford Hall - Barmouth. *Keith Davies*



Network Rail



On March 5th, a rare visitor to the Cambrian now that the ERTMS signalling is in use, meaning any engineers trains are in the hands of a Class 97. However Class 37 418 worked down on the inside of a ballast train with 97 303 and 37 099.

Phil Martin

Class 37 175 is at the rear of 3Z03 Doncaster West Yard to Doncaster West Yard test train as it passes through Mexborough on March 19th.

Steve Chapman

Class 97 303 and 37 418 are seen at The Oaks Hadnall with the late running 6C70 13:38 Crewe Basford Hall - Aberystwyth Run Round Loop ballast working.

Keith Davies





Network Rail



▶ Class 37 418 working the 6C70 Newtown - Crewe ballast heads past Battlefield on March 18th.
Carl Grocott

◀ Class 37 521 passes Long Garden on March 22nd with the 3Z38 Canton - Derby test train.
Carl Grocott



Rail Operations Group



On March 15th, Class 37 884 passes Kempsey Shrewsbury with the 22:26 Shields TMD (E) - Newport Docks, taking Scotrail's Class 314 206 for scrapping at Sims Group in Newport.

Keith Davies

Class 37 611 'Pegasus' passes Hampstead Heath light engine on March 13th.

John Sloane

On April 1st, Class 47 813 hauls Crossrail Class 66 No. PB15 (66 997) through the little used Reddish South station on its way to Longport for repair.

Lee Stanford



TransPennine Express



Class 802 202 passes through Newton le Willows station with 5Q26 Edge Hill - Neville Hill under diesel power on the evening of March 21st.
Dave Harris

Class 802 202 works the 5Q95 Neville Hill to Edge Hill through Ravensthorpe on March 20th.
Steve Chapman

Yet another new train on test for the TransPennine franchise as here we can see the brand new CAF built class 397 001 passing through Old Lane on 3Q52 Carlisle - Manchester International Depot on February 27th. *Dave Harris*





TransPennine Express



Class 68 024 heads the 11:33 Manchester International Depot - Scarborough test train near Smithy Bridge on February 27th.

Nick Clemson

TransPennine's Class 185 106 with the 1K16 10:40 Hull - Manchester is about to pass 185 135 as it comes off the Huddersfield line working 1E33 10:56 Liverpool Lime St - Scarborough at Heaton Lodge Junction on February 25th.

Nick Clemson



Transport for Wales

Class 158 829 and 158 840 stand at Wellington on March 2nd working a Birmingham - Shrewsbury service. *Richard Hargreaves*



Class 143 616 stands at Penarth on March 20th with a service to Treherbert and carrying branding in both Welsh and English regarding the phasing out of these units. *Ken Mumford*

On March 20th, Class 150 280 stands at Penarth with a departure which on its indicator said YSTRAD MYNACH but on the station information display said RHYMNEY!. *Ken Mumford*



Transport for Wales



▶ Class 158 837 passes Moore on February 23rd with a diverted service from Manchester Oxford Road to Carmarthen. Services were diverted via Warrington owing to engineering between Wilmslow and Crewe. *Lee Stanford*

◀ Class 67 029 'Royal Diamond' working the 1D34 Manchester Piccadilly - Holyhead service is seen at Manchester Oxford Road on March 20th. *Michael J Alderdice*



Transport for Wales



▶ Class 142 080 and a classmate pass Rhoose on March 11th with a service to Aberdare.
Ken Mumford



▶ Class 150 245 is seen stabled in the bay at Chester on March 19th, having arrived earlier from Cardiff Central. *Brian Battersby*

▶ On March 15th, Class 158 826 calls at Telford Central leading a four car set with a service to Birmingham International. *Paul Godding*

Transport for Wales



▶ Class 67 014 passes Winwick on February 27th with a Holyhead - Manchester service.
John Sloane



▶ The 1H89 Holyhead - Manchester Piccadilly service hauled by Class 67 029 'Royal Diamond' is captured here propelling the train across Highfield Moss on March 20th. *Dave Harris*

▶ On March 30th, Class 158 835 arrives at Telford Central leading a four car working to Birmingham International. *Paul Godding*



Transport for Wales



On March 20th, Class 67029 hauling a Manchester - Holyhead service is seen at Frodsham Jct.
Mark Enderby

Class 175 108 working the 1V95 12:32 Manchester Piccadilly - Cardiff Central passes 175 006 on the 1W09 11:35 Cardiff Central - Manchester Piccadilly at Sansaw Heath on March 24th.
Phil Martin



Units: DMUs and EMUs



▶ Northern's Class 170 473 crosses Heaton Lodge East Junction with the 2J59 10:49 Huddersfield - Leeds service on February 25th. *Nick Clemson*



▶ Northern's Class 142 088 and 142 022 are seen at Sheffield on March 30th. *Richard Hargreaves*



▶ The CAF-built class 333 units are stalwarts of the Airedale and Wharfedale electrified suburban lines in West Yorkshire, but despite entering service around the year 2000, they are only now undergoing major internal refreshing and upgrading. Newly-refurbished and reliveried into the current Northern scheme Class 333 013 departs the former Midland Railway station in Bingley with service 2H45, the 13:47 from Skipton to Leeds on March 19th. *Ben Bucki*



Units: DMUs and EMUs



Greater Anglia's Class 321 303 and 321 314 are pictured at Romford with the 10:10 Southend Victoria to Liverpool Street service on March 26th. *Steve Chapman*



London Overground's Class 172 001 nears Harringay Green Lanes on March 13th. *John Sloane*



Northern's Class 142 090 and 150 205 passes Heaton Lodge East Junction with 1J06 09:24 Southport - Leeds service on February 25th. *Nick Clemson*



Units: DMUs and EMUs

East Midlands Trains' Class 158 846 is seen at Whittlesea on March 28th working the 1R82 10:57 Norwich - Liverpool Lime Street service.
John Balaam

Great Western's Class 150 234, on a Swindon to Westbury service, heads past Heywood on March 23rd. *Michael Bennett*

Northern's Class 142 079 and 142 037 descend Copy Pit with the 11:19 Blackburn to Southport service on February 26th. *Lee Stanford*



Units: DMUs and EMUs

On March 11th, former Great Western's Class 153 373 stands at York. *Andy*



TransPennine Express' Class 185 144 nears Edale on February 26th with the 1B74 10:53 Manchester Airport - Cleethorpes service. *Nick Clemson*

GWR's Class 166 213 passes Heywood on March 23rd with a Portsmouth to Cardiff service. *Michael Bennett*



Units: DMUs and EMUs



Great Western's Class 150 234 passes Heywood on March 23rd with a Weymouth to Gloucester service. *Michael Bennett*

CAF-built class 333s still form the backbone of the Airedale and Wharfedale electrified lines in West Yorkshire. Soon to be refurbished Class 333 014 departs Keighley Station with 2S0808:11 Bradford Forster Square to Skipton service on March 18th. *Ben Bucki*

London Overground's Class 172 004 calls at Harringay Green Lanes whilst working a Gospel Oak - Barking service on March 13th. *John Sloane*



Units: DMUs and EMUs



▶ Northern's Class 150 272 brings up the rear behind another Class 150, passing the Rochdale Canal near Smithy Bridge with 2L76 11:27 Accrington - Southport on February 27th.

Nick Clemson

◀ Chiltern Railway's Class 165 023 departs Leamington Spa on March 28th with a service to Birmingham. *Richard Hargreaves*

◀ South Western Railway's 05:41 Yeovil Pen Mill to London Waterloo service passes Worting with Class 158 883 leading on March 19th.

Michael Bennett





Units: DMUs and EMUs

South Western Railway's Class 444 013 leads a Weymouth - London Waterloo service past Worting on March 19th. *Michael Bennett*

Great Northern's Class 313 032 approaches Harringay on March 13th. *John Sloane*

With the River Aire in flood after several weeks of (often heavy) rain, a Northern Class 158, still in ScotRail colours, crosses the viaduct at Hirst Wood, near Bingley, West Yorkshire on March 17th. The previous day had seen Leeds - Carlisle and Leeds - Lancaster trains disrupted by flooding further upstream. *Ben Bucki*



Units: DMUs and EMUs



▶ Great Western's Class 165 111 working the 1K13 Bedwyn - London Paddington is seen near Newbury on March 29th. *Michael Bennett*



▶ On March 30th, West Midlands Railway's Class 172 343 arrives into Solihull. *Paul Godding*



▶ Northern's Class 158 782 still in Scotrail livery passes the Rochdale Canal near Smithy Bridge with 2E13 11:58 Manchester Victoria - Leeds service on February 27th. *Nick Clemson*



Units: DMUs and EMUs



Great Western's Class 166 219 passes Heywood on March 16th working the 1F10 Portsmouth to Cardiff service. *Michael Bennett*



On March 30th, Northern's Class 322 482 departs Doncaster with a local stopping service to Leeds. *Richard Hargreaves*



Northern's Class 150 122 and 153 363 with the 1U05 12:20 Manchester Victoria - Leeds service near Smithy Bridge on February 27th. *Nick Clemson*



Units: DMUs and EMUs

South Western Railway's 05:47 Salisbury - London Waterloo service operated by Class 159 006 is seen at Whitchurch on March 30th. *Michael Bennett*

London NorthWestern Railway's Class 350 129 nears Acton Bridge on March 11th with 1L77 12:34 Liverpool Lime Street - Birmingham New Street service. *Nick Clemson*

South Western Railway's Class 158 884 working a Salisbury to Salisbury circular, is seen near Dean. *Michael Bennett*





Units: DMUs and EMUs



Great Northern's Class 313 123 calls at Harringay on March 13th working a Moorgate service.
John Sloane



On March 23rd, East Midlands Trains' Class 158 773 and 158 866 are seen at New Mills South Junction, working the 10:52 Liverpool Lime Street to Norwich service.
Barry Longson



London NorthWestern's Class 350 369 arrives into Stafford on March 23rd working a service from Liverpool Lime St. to Birmingham New St.
Paul Godding



Units: DMUs and EMUs



Thameslink's Class 700 152 passes Hornsey on March 13th working a service to London Kings Cross. *John Sloane*



On March 29th, Northern's Class 158 849 plus a pair of Class 153s pass Eastwood working the 10:58 Manchester Victoria to Leeds service. *Barry Longson*



Northern's Class 150 128 is seen coming off the Marple branch and joining the main line at New Mills South Junction, working the 11:49 Manchester Piccadilly to Sheffield local service. *Barry Longson*



Units: DMUs and EMUs

On March 11th, Northern's former Heaton based Class 142 022 arrives at Doncaster working a service to Sheffield. *Barry Longson*

Seen from the bottom of 3-Rise locks on the Leeds - Liverpool canal, a Northern Class 333 heads along the Aire Valley at Bingley, West Yorkshire with the 2S11 08:34 from Skipton to Bradford Forster Square on March 29th.

Ben Bucki

Northern's Class 150 274 leads a 4 car set, forming the 10:20 Leeds to Southport service on March 29th past Eastwood. *Barry Longson*





Units: DMUs and EMUs

On March 23rd, Northern's Class 142 051 and 142 005 sit in platforms 1 and 2 at Manchester Piccadilly, awaiting their next turn of duty.

Barry Longson

Greater Anglia's Class 321 360 approaches Thorpe-le-Soken on March 29th with 1F12 07:46 Liverpool Street - Walton-on-the-Naze service.

John Balaam

Merseyrail's Class 507 019 is seen approaching Bootle Oriel Road on March 28th working the 14:43 Southport to Hunts Cross service.

Barry Longson





Units: DMUs and EMUs

Great Northern's Class 365 534 stands at London Kings Cross on March 7th. *Class47*

An immaculate South Western Railway's Class 159 013, in the new livery, leads another Class 159 on a London Waterloo bound service past Worting on April 1st. *Michael Bennett*

Merseyrail's Class 508 127 trails 507 017 as the 6 car formation departs Blundellsands and Crosby working the 15:13 Southport to Hunts Cross service on March 28th. *Barry Longson*





Units: DMUs and EMUs



On March 1st, Class 319 372 calls at a foggy Wigan North Western. *Mark Enderby*



Merseyrail's Class 507 014 and 507 004 approach Hightown on March 28th working the 16:43 Southport to Hunts Cross service. *Barry Longson*



Northern's Class 319 386 is seen at Preston, waiting to depart with the 14:24 to Manchester Airport (via Bolton) service. *Barry Longson*

Units: DMUs and EMUs



▶ Great Western's Class 165 129 waits under the impressive train shed at Frome with the 15:00 to Westbury on March 23rd. *Chris Morrison*



▶ On March 11th, former GWR Class 150 106 departs Doncaster working the 11:35 Bridlington to Sheffield Northern service. *Barry Longson*



▶ On March 26th, Northern's Class 142 009 waits to depart Wigan Wallgate with a service to Manchester Victoria. *Alan Rigby*

Units: DMUs and EMUs



▶ Northern's Class 319 385 departs the well kept station of Poulton-le-Fylde on March 23rd working the 14:38 Blackpool North to Manchester Airport service. *Barry Longson*



▶ On March 14th, Northern's Class 142 014 and 142 036 sit at Manchester Piccadilly working services to Rose Hill and Marple respectively. *Michael Lynam*



▶ West Midlands Railway's Class 170 630 working the 09:47 1G18 Shrewsbury - Birmingham New St. passes Preston Boats on March 23rd. *Phil Martin*

Units: DMUs and EMUs



Merseyrail's white advertising liveried Class 507 002 leads 508 124 into Ainsdale on March 28th working the 16:28 Southport to Hunts Cross service. *Barry Longson*

TFL Rail's Class 315 856 and 315 847 approach Romford on March 26th with the 10:00 London Liverpool Street to Shenfield service. *Steve Chapman*

Two Northern services pass at Bingley Station, West Yorkshire on March 29th, as a Class 333 departs with the 2H27 from Skipton to Leeds, whilst a Class 158 waits with a Leeds - Settle - Carlisle service. *Ben Bucki*





Units: DMUs and EMUs



London NorthWestern Railway's Class 350 109 working the 1Y39 13:13 London Euston to Birmingham New Street service passes Church Brampton on March 29th. *Derek Elston*

East Midlands Trains' Class 156 411 passes Northampton en route to Wolverton Works for refurbishment running as 5A56 05:59 Etches Park Sidings to Wolverton Centre Sidings on March 21st. *Derek Elston*

On March 23rd, Northern's former ScotRail Class 158 869 passes Hall Royd Junction, Todmorden working a Leeds - Manchester Victoria service. *Michael Lynam*



Dean Gaffney and the (Toilet) Role of a Lifetime

If you've travelled on a Virgin Train, there's a good chance you'll have encountered the inimitable talking toilets. Whether you love or hate a chatty loo, from today you now have the chance to be the new voice. Ably assisted by seasoned actor Dean Gaffney, Virgin Trains is launching a nationwide search to find a handful of lucky winners from across the UK who will bag the (toilet) role of a lifetime. The winners' vocal stylings will be heard on Virgin Trains services right across the West Coast route, giving them an audience of more than 38 million passengers a year – more than three times the total that tuned in for last year's Britain's Got Talent final.

As well as delivering an important health and safety message of the perils of flushing the 'unflushables' (baby wipes, sanitary items and nappies etc), the current voice of the loo lifts the lid, in trademark Virgin Trains tongue-in-cheek style, on her far less salubrious stint as a public toilet. The current toilet voice has been in place for over a year, so is ripe for a reboot.

First to 'audition' was Albert Square's finest, Dean Gaffney, but when it was explained to the TV stalwart that Virgin Trains was looking for 'real people' for this particular role, he instead agreed to help spread the word about the opportunity. Dean is also lending his expertise to the audition process in the form of the Virgin Trains GaffBot- an automated entry system in which Dean guides hopefuls through a warm-up and helps them deliver the perfect audition. Would-be vocal artists can visit the Gaffbot and enter the competition here: www.virgintrains.com/toilet-role

Peter Broadley, Executive Director, Customer Experience & Operations at Virgin Trains said: "We make it our mission to ensure our customers get a warm welcome when they travel with us on Virgin Trains services. That friendliness extends to our toilets too.

"As well as bringing a smile to those that pop in for a visit onboard, the talking toilet delivers an important message. Most of the time, if a toilet is out of use, it's because something untoward has been flushed down it; we've found glasses, wedding rings and even a bra have been the cause of clogged loos in the past. We're hoping that our selection of winning voices will help us

continue to deliver the message about what not to flush in our signature light-hearted Virgin Trains way."



Railtalk Magazine

Virgin Trains

On March 14th, Class 390 123 sits at Manchester Piccadilly under a stormy sky, working a service to London Euston. *Michael Lynam*



Virgin Trains

JAM card introduced by Virgin Trains for customers with communications barriers

Virgin Trains has become the first travel company outside of Northern Ireland to introduce a ground-breaking initiative for people with communication barriers. Standing for “Just a Minute”, anyone with a JAM card can present it to Virgin Trains staff to let them know they have a communication barrier which could be a result of number of factors including autism or a learning difficulty. The JAM card scheme has been introduced across Virgin Trains routes from March and follows Virgin Trains’ recent industry-first initiative with Amazon which allows customers with disabilities to book JourneyCare through Alexa. In the style of a credit card, it will help customers discreetly make staff aware of their condition. Frontline teams at Virgin Trains have been trained to recognise the distinctive card and that customers presenting it may have difficulty with communication and require additional time. During training staff have gained valuable knowledge about different types of disabilities and have learned how to engage with a customer with a communication barrier.

Customers apply for a JAM card by filling in a form on their website or by downloading the app and the card is available in either a physical copy or digital format. JAM cards have been extremely successful in Northern Ireland with over 20,000 cards in circulation and 2,000 app users. The scheme was brought to the attention of Virgin Trains when customer Abby Cappleman attended one of the regular inclusion panels held by the train operator.

Abby, who has Autism spectrum disorder, said: “The JAM card lets other people - like checkout staff in a supermarket or a bus driver - discreetly know that I have an invisible disability. “Due to my condition, I am chronically dis-organised so I am that person who doesn’t have their money or bus pass ready. I end up faffing to find it and then it holds others up. I find this card helps others be more understanding. I am really happy that my suggestion is being

adopted to help passengers across the country.”

Maeve Monaghan, CEO for the NOW group who are behind the JAM card, scheme said: “We are delighted that Virgin Trains have partnered with NOW Group to become JAM Card Friendly and recognise the value of investing in training their staff to provide great customer service for people with communication difficulties such as learning difficulties, autism and dementia. This collaboration and investment is the first of its kind in the UK and will see Virgin Trains help raise awareness of JAM card in Britain and encourage the use of our card throughout the Virgin Trains network.”

Minister for Disabled People, Sarah Newton, said: “Travelling by train can be a stressful experience for people with communication barriers, but initiatives like the JAM card go to show that making small changes can have a massive impact. With one in five people in the UK living with a disability or long-term health condition, it’s more important than ever to ensure that frontline staff receive the right training. I want to encourage other British train providers to follow Virgin Trains’ lead and ensure they are providing excellent customer service for all their passengers.”

Inclusion lead for Virgin Trains, Vic Whitehouse, said: “We are pleased to introduce the JAM card across our network and proud to be ‘JAM Card Friendly’. All our customers are equally important, and we want to make sure everyone travelling with us has a great experience. Similarly, the feedback from our people has been extremely positive.”

Class 390 006 speeds past Acton bridge on March 20th. *Mark Enderby*





Scotrail

Class 385 003 and a TransPennine Express Class 350 are seen in the rain at Edinburgh Waverley. *John Sloane*

Class 385 124 stands at Edinburgh Waverley working a service to Glasgow Queen St. whilst Class 170 408 waits departure time with a service to Tweedbank. *John Sloane*

Class 68 033 arrives at Edinburgh with a Fife Circle ECS from Motherwell. *John Sloane*





Scotrail

▶ Class 365 529 arrives at Edinburgh Waverley with a service from Glasgow. *John Sloane*



▶ Power car No. 43033 is seen on the rear of a Edinburgh bound service at Dalmeny. *John Sloane*

▶ Power car No. 43125 arrives at Edinburgh Waverley leading a service from Inverness. No. 43136 was on the rear. *John Sloane*



Scotrail

▶ Class 158 734 arrives into Edinburgh Waverley with a terminating service. *John Sloane*

▶ Class 385, 334, 158 and 170 line up at Edinburgh Waverley. *John Sloane*

▶ Class 334 016 stands at Edinburgh Waverley with an evening departure to Bathgate. *John Sloane*





Scotrail



▶ An unknown Scotrail Class 158 leaves the Forth Bridge at North Queensferry with the 13:38 Edinburgh Waverley - Perth service on March 22nd. *Jeff Nicholls*

▶ Power car No. 43163 brings up the rear of the 09:44 Inverness to Edinburgh service as it leaves Kirkcaldy with 43036 at the leading end on March 18th. *Jeff Nicholls*

▶ Class 170 411 departs Leuchars with the 15:30 Edinburgh - Aberdeen service on March 19th. Good to see semaphores still in action! *Jeff Nicholls*





Scotrail



On March 22nd, Class 314 203 is seen arriving at Paisley Canal with the 2D33 14:12 Glasgow Central to Paisley Canal service. *Kevin McCormick*



Class 314 216 departs Hillington East station operating 2G45 15:06 Glasgow Central to Gourock service. *Kevin McCormick*

Class 314 215 stands at Pollockshields West working 2I11 12:15 Glasgow Central to Glasgow Central (Cathcart Inner Circle) on March 22nd. *Kevin McCormick*



Scotrail



On March 22nd, Class 314 202 is seen in Glasgow Central ahead of working the 1G73 10:25 Glasgow Central to Gourock. *Kevin McCormick*



Class 314 207 is seen at Paisley Gilmour Street on March 22nd, working 1W29 12:57 Glasgow Central to Wemyss Bay. *Kevin McCormick*



On March 22nd, Class 314 216 has arrived at Glasgow Central on 2G24 09:39 Gourock to Glasgow Central and is ready to work 2G69 11:06 Glasgow Central to Gourock. *Kevin McCormick*





Manchester Metrolink



▶ A pair of Manchester trams, Nos. 3058 and 3017, the latter in 'Vodafone' livery, depart Altrincham for Bury on March 26th. Network Rail men are in action on the heavy rail track. *Jeff Nicholls*



▶ Freightliner's Class 66 526 leads the 11:12 empties from Runcorn Folly Lane to Dean Lane through Altrincham station as consecutively numbered trams Nos. 3021 and 3022 arrive from Bury. *Jeff Nicholls*



▶ Parallel departures at Altrincham as Northern's Class 142 018 departs with the 12:02 from Chester to Manchester Piccadilly whilst tram No. 3031 departs with another Piccadilly service. Next stop for both units is Navigation Road. And in case you're wondering...the Pacer won! *Jeff Nicholls*



Sheffield Supertram

▶ TramTrain Class 399 203 approaches the city centre on March 30th with a service to Cathedral.
Richard Hargreaves

▶ TramTrain Class 399 201 heads out of Sheffield with a service to Rotherham Parkgate.
Richard Hargreaves

▶ Tram 122 heads towards the city on March 30th with a service to Malin Bridge.
Richard Hargreaves











“Norwich in 90” among major rail improvements coming this spring

Rail passengers in East Anglia can expect some major improvements this spring, including Norwich to London in 90 minutes and thousands of extra seats for the summer. Four extra services between Norwich, Ipswich and London Liverpool Street will be speeding up travel between East Anglia and the capital. Fastest journey times between Norwich and London will be cut to just 90 minutes and it will take just 55-57 minutes to travel between Ipswich and London on these extra four services a day. There will also be extra summer services provided across the Greater Anglia network, to help locals, visitors and holiday-makers make the most of all that East Anglia has to offer.

Jamie Burles, Greater Anglia managing director said: “We’re very excited to be making these improvements from the start of our May timetable.

“For many years, stakeholders, including MPs and businesses, have been calling for faster journey times between East Anglia and London and now we’re launching the first quicker services with our new May timetable.

“Faster journey times and thousands of extra seats will provide a boost to people who live and work in East Anglia, as well as supporting the regional economy.

“These improvements will be followed in the summer by the first of our brand-new trains coming into service, so it really is going to be a great year for Greater Anglia customers.”

The first faster services between Norwich, Ipswich and London Liverpool Street are due to come into service on Monday 20 May. The 90-minute services will depart Norwich at 09.00 and 17.00 (calling at Ipswich at 09.33 and 17.33) and London Liverpool Street at 11.00 and 19.00 (calling at Ipswich at 11.55 and 19.57) and will operate on Mondays to Saturdays. They will shave 12 minutes off the current fastest journey between Norwich and London and cut the fastest journey between Ipswich and London by 4 minutes.

Extra summer services will run on the Norwich-Ipswich-Colchester-London Liverpool Street, Norwich-Lowestoft, Ipswich-Peterborough, Ipswich-Felixstowe, and Norwich-Great Yarmouth routes, when the new timetable comes in on Sunday 19 May.

Other changes introduced in May include some slightly quicker Sunday services between Norwich and London and some minor changes to the weekday timings of evening rush hour services to Clacton, Manningtree and Ipswich.



Fares Advice with RailUK

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

Cancelling advance tickets and collecting with any card

Q: Is there a train website which if you book through them, you can cancel advance tickets even on the day as long as they haven’t yet been collected from the machine?

A: No, it is a key term of Advance tickets that they are non-refundable for pure change of mind circumstances. They are, however, refundable if there is disruption to your planned itinerary and you decide not to travel. There are broadly speaking two websites that offer free changes to Advances - CrossCountry and TransPennine Express.

You can ensure any-card collection by paying through a third party means such as PayPal for websites that accept that (e.g. Virgin Trains), or alternatively a website such as the GTR ones (Southern, Thameslink, Gatwick Express or Great Northern).

Delay repay involving multiple TOCs with missed connections

Q: This has not happened, but I would just like to know in case it does. Say I need to travel from A -> C, with a change at B. I have an anytime single from A -> B, and then an advance single from B -> C. The two legs of the journey are run by two different TOCs.

If I miss the connection (at best this would make me late by more than 30 mins, or at worst late and out of pocket for a new ticket), is there any entitlement to delay repay in this situation?

A: Condition 14.1 of the National Rail Conditions of Travel (NRCOT) gives you the right to be considered to be making one journey despite using multiple tickets.

Condition 9.4 gives you the right to take a later-than-booked service if you were delayed by an earlier connection during your journey.

So, provided you have left at least the minimum connection time at each interchange station, you are absolutely fine to plan a long journey with one or more Advance tickets.

You are also entitled to compensation in the same way you would be for delays with one through ticket - and the combined value of your tickets will be used as the basis of the compensation amount.

There is never a question of being out of pocket in either having to buy a new ticket if you miss your booked Advance train, or in terms of getting compensation other than on the basis of what you paid for your entire journey.

This happened to me this a couple of months ago travelling from London to Cranbrook in Devon. Train from Welling to Waterloo East cancelled due to a landslide - rail replacement bus got lost! Was meant to arrive into Waterloo East with half an hour to spare to make the 20 minute official connection to Waterloo, which frankly can be done in a couple of minutes. However, I missed my connection by 50 minutes! And it was last through of night. The next one was going part way - to Axminster only. So, we have here a Southeastern delay (itself caused by a Network Rail issue) causing a missed last connection of night on South Western Railway. SWR staff at Waterloo were not the most helpful and they have a reputation for this, but suggested I use help point at Axminster to sort things out, but gave a ‘back on track’ voucher. The SWR guard was far more proactive and by time I got to Axminster, a taxi was on its way - and had been charged to Southeastern via Control. In terms of the Delay Repay, I sent it to Southeastern and accepted with no issue - it should be the TOC on which the delay first occurs. I can see that sometimes there may be issues where multiple TOCs are involved especially with a missed connection on a different TOC’s network - but these issues shouldn’t occur, and I am sure most of the time it works out.

Ticket Advice for All

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



Railtalk Magazine

National Rail

◀ Southern-liveried A1X 0-6-0T No. 662 is seen at Wansford, Nene Valley Railway on March 9th.
John Alsop

Polos, starting from £14.99 each, minimal order of 2.



Had-It
£14.99

Heavyweight Hoodies starting from £17.50 each, minimal order of 2.



Had-It
£17.50

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



Had-It
£27.00

Worfs (neckwear), starting from £9.99 each, minimal order of 2.



Had-It
£9.99

Gymnacs, starting from £3.00 each, minimal order of 2.



Had-It
£3.00

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£10.00

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



Had-It
£10.50

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Had-It
£7.50

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Had-It
£14.00

Branded merchandise, Draw bags, mouse mats, coasters.



Had-It
£10.00

Branded T-shirts starting from £8.70 each, minimal order of 2.



Had-It
£8.70

Branded merchandise, Draw bags, mouse mats, coasters.



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Railtalk Magazine

National Rail



On March 17th, SR Merchant Navy Class No. 35018 'British India Line' hauling the Nigel Dobbins Memorial Charter, from Kings Lynn to Melton Mowbray passes Frisby. *John Alsop*

On March 14th, 'Tornado' crosses the River Tay at Perth working the A1ST Aberdonian from Edinburgh to Aberdeen. *Richard Jones*

Greater Anglia to run rail enthusiasts' charity train

Greater Anglia is to run a rail enthusiasts' charity charter train on Saturday May 18th to raise funds for East Anglia's Children's Hospices (EACH). The special trip will operate with 5 MkII carriages "top and tailed" by two Class 37 diesel locomotives.

It will run from Norwich to Ely, then to King's Lynn, then via Cambridge and the West Anglia route to London Liverpool Street, before returning to Norwich via the Great Eastern Main Line – all routes with which these locomotives have been closely associated for much of their lives.

The price for this "one-off" trip is £80, with all profits from the event donated to EACH.

The trip also provides an extra opportunity to enjoy the Class 37s in East Anglia before they are withdrawn from passenger service in the region as Greater Anglia phases in new trains from this summer. The planned route and timings are as follows:

Norwich depart 10.20

Ely arrive 11.25

Ely depart 11.35

King's Lynn arrive 12.07

King's Lynn depart 12.14

London Liverpool St arrive 14.39

London Liverpool St depart 16.27

Norwich arrive 18.19

The train operator is also auctioning an opportunity for a cab ride from Norwich to Ely. Anyone booking on the tour can bid for this very rare opportunity to experience a driver's eye view of a rail journey. The participant making the highest individual bid, received on the site by the end of Sunday 12 May, will win the cab ride. Again, the money raised will go to EACH.

This third special follows Greater Anglia's highly successful EACH Express trips with Class 37

in 2016 and Class 68 diesels in 2017. It is being run with valuable support from Direct Rail Services (DRS), which hires the Class 37s and carriages to Greater Anglia. With 250 seats available, a sold-out trip would generate significant funds for this very worthwhile cause.

With hospices in Milton (Cambridgeshire), Quidenham (Norfolk) and Ipswich (Suffolk) and offering support across those three counties and for families from Essex too, EACH provides services across a similar area to Greater Anglia and the itinerary for the trip takes the train quite close to all three hospices.

The charity has previously been chosen by employees as the recipient of charitable funds linked to the company's employee survey and last year's EACH Express trip, as well as more localised fund-raising initiatives. In addition to its wider fund-raising work, the charity is currently raising money towards "The Nook", a new hospice for Norfolk to succeed Quidenham.

Jonathan Denby, Head of Corporate Affairs for Greater Anglia said: "We're delighted to be running this special Class 37 railtour to raise funds for East Anglia's Children's Hospices. It's an extremely worthwhile cause focused on the region we serve and supported by many of our employees. With the introduction of the new trains from the summer, the Class 37s are nearing the end of time operating Greater Anglia services.

"Taking in routes which have been synonymous with Class 37 locomotives in the past, we hope the trip will be very popular and generate an impressive contribution to EACH funds. It promises to be a great day out for all involved."

Elaine John, Head of Major Supporters for EACH said: "We've been privileged to benefit from the first two special charter trains and are delighted Greater Anglia's continuing its support this year. This will be a wonderful opportunity for rail enthusiasts to travel behind these locomotives before they leave East Anglia whilst also supporting children, young people and their families across the region."

Bookings can only be made online via <https://public.greenrailtravel.co.uk>, clicking on the Special Trains/Events tab and choosing the Greater Anglia Specials option.

Anyone with any queries about the event can ring 0345 600 7245 and choose option 3, followed by option 2 to find out more details.



Railtalk Magazine

National Rail



Class 67 021 and 67 024 are seen stabled in Wembley Yard on March 14th. *John Sloane*



National Rail: Peak Forest



Class 56 081 is caught hiding amongst the trees, as she eases through the auto loader at Peak Forest on March 23rd. *Barry Longson*



With Class 56 098 and 56 081 in the background, Class 66 030 departs Peak Forest on March 29th with the 14:18 to Warrington Dallam. *Lee Stanford*



A different view of Class 66 757 being loaded at Peak Forest on March 23rd. *Barry Longson*



National Rail: Peak Forest



Class 56 098 stands at Peak Forest awaiting its next shunting duties on March 29th.

Lee Stanford

Class 66 175 departs Peak Forest with the 13:59 Dowlow Briggs Sidings to Ashburys on a sunny March 23rd. *Barry Longson*

Passengers at the heart of Network Rail Wales and Borders' five-year spending plan



Plans for £2bn investment to improve the railway for passengers across Wales and Borders have been published by Network Rail. The plan represents a 28 per cent increase in spending compared to the last funding period (2014-2019) to increase reliability and improve performance over the next five years. It is the first time that the Wales and Borders funding plan has been developed by Network Rail Wales and Borders and is made up of over a thousand local schemes designed to deliver improvements for as many passengers as possible.

The plan is focused on maintaining and renewing the existing railway to improve train punctuality and reliability for passengers. This includes investing an additional £27.7m to improve the railway's extreme weather resilience, £176m on track renewals and refurbishments and £135m to improve signalling in West Wales.

Major improvement work will include investing £22m to renew the iconic Grade II listed Barmouth viaduct and delivering Phase 2 of the Port Talbot re-signalling scheme to improve reliability on this part of the network. Phase 1 of the project was completed earlier this year and included the installation of 160 miles of new cable, 55 new LED digital signals, 160 metres of new track and buffers at Swansea station.

Network Rail will also install new pumps at Sudbrook pumping station, which pumps water from the Severn Tunnel. This will reduce the energy consumed by the pumping station by up to 5 per cent, as well as ensuring that rail services on the South Wales Main Line continue to be safeguarded from flooding.

The funding will support Transport for Wales' significant investment of £5bn over 15 years, which will see passengers benefiting from new trains, improved stations and increased capacity across the network.

Bill Kelly, route managing director for Network Rail in Wales and Borders, said: "We've put passengers and our freight customers first in developing our five-year plan, which will make the railway more reliable for the thousands of people who use it every day.

"Our focus over the next five years will rightly be on operating a railway people can rely on to get them to their destinations safely and on time, and we will be working closely with Transport for Wales to maximise every investment opportunity for the benefit of our passengers and freight customers."

James Price, Transport for Wales CEO said: "It's encouraging to see Network Rail committing £2bn to maintain and renew the railway across our Wales and Borders network. At Transport for Wales we have begun our investment plan of £5bn to transform transport across the sector as a result of which passengers will benefit from new trains, improved and new stations and an overall increase in capacity across the network.

"The customer experience is at the heart of our decision making and planning as we continue to move forward and deliver our vision. We are working collaboratively with Network Rail and through this planned investment, we will create a rail service that the people of Wales can be proud of."

National Rail



▶ Hanson liveried Class 59 101 passes through Kensall Rise hauling a Harlow Mill - Acton stone train. *John Sloane*

▶ Swietelsky's Plasser & Theurer 09-3X Tamper/ Liner No. DR73109 heads through Doncaster on March 30th. *Richard Hargreaves*

Passengers at the heart of new plans for multi-billion investment in Scotland's railway

Network Rail has published detailed plans for a multi-billion-pound investment to improve Scotland's railway for customers. The plans show how the company will spend more than £4bn in Scotland, and £42bn across Britain, to increase reliability and improve performance over the next five years.

Focusing on making improvements to what matters most to passengers and freight users – the plans will target punctuality and improving infrastructure reliability.

They also include a 20 percent increase in spending on operations, maintenance and renewals.

The funding is being made available from government over a five-year period, known as control period 6 (CP6), which starts on April 1.

- Between 2019 and 2024, Network Rail will:
- Renew Carstairs junction to improve line speeds on the west coast main line and on the routes between Glasgow and Edinburgh, via Carstairs
 - Renew signalling systems in Edinburgh and Perth
 - Deliver a £13m refurbishment of the Clyde Bridge at Glasgow Central
 - Renew and refurbish more than 256 other structures across the route
 - Repair or renew more than 900 km of track across the country
 - Complete the upgrading of Glasgow Queen Street Station
 - Complete the Aberdeen-Inverness Improvement Project
 - Add a second platform at Dunbar.

Network Rail is also working closely with Transport Scotland to develop a pipeline of potential enhancement projects across the county.

- Projects currently being explored include:
- Growing Lothians and Borders (previously Edinburgh Suburban Enhancement Programme)
 - 7Cities Connectivity (previously Greenhill Junction remodel and Dunblane to Perth Corridor Enhancement)
 - Scotland East to England Connectivity (ECML corridor enhancement)
 - Edinburgh Waverley western approach enhancements
 - East Kilbride/Barrhead corridor enhancement
 - Far North Line corridor enhancement.

Alex Hynes, Managing Director of the ScotRail Alliance, which includes Network Rail Scotland, said: “We are committed to developing a railway that delivers every day for our passengers and freight customers. The plans published outline how we will increase spending on maintaining and renewing our railway over the next five years to drive up performance and reduce delays.

We will also continue to work closely with the Scottish Government to deliver significant enhancements. Over the next five years, we will not only complete major projects such as the redevelopment of Glasgow Queen Street and the Aberdeen-Inverness Improvement Project, we will also develop new enhancements alongside Transport Scotland to help further improve our network and boost Scotland's economy.”

- The plan builds on the significant investments made in Scotland's Railway over the last five years, which delivered:
- Borders Railway – reconnecting the Scottish Borders to rail more than four decades after its closure in the Beeching cuts. The line was used by over 1m passengers in its first year.
 - Edinburgh-Glasgow Improvement Programme - electrification of the main Edinburgh-Glasgow line to help introduce longer, greener electric trains, increase capacity and cut journey times.
 - Edinburgh Gateway – creation of a new train-tram interchange station in the west of the city.
 - Stirling-Dunblane-Alloa Electrification Project – electrification of 100 single track kilometres of railway from Grangemouth junction through Falkirk Grahamston and Stirling to Alloa and Dunblane.
 - Shotts Electrification Project – completing the electrification of the route between Edinburgh and Glasgow Central, via Shotts, to help boost capacity and reduce journey times.
 - Waverley platforms - lengthening platforms 5, 6 and 12 at Scotland's second-busiest station to accommodate new train fleets on Scottish and cross-border services.



British Railways (BR) Standard Class 7 No. 70000 'Britannia' is seen at speed through Stalybridge on March 30th working 'The Brexit Express/The Britannia Express' from Swansea to Sunderland. *Steve Stepney*

A bit early for RHTT time as Network Rail's MPV No. DR98953 leads a weedkilling train out of Southport on March 23rd. *John Sloane*



Mammoth project to move 50,000 tonnes of earth on West Cumbrian coast line

A £4 million project is underway to move thousands of tonnes of soil to protect the railway in West Cumbria from landslips for the next 120 years. Fifty thousand tonnes of earth are being moved by a 30 strong workforce using specialist diggers on the steep coastal slope at Lowca.

Last November a small section of the Victorian-built embankment collapsed after becoming saturated from water running off the surrounding landscape.

Passengers and freight suffered delays on the railway between Carlisle and Whitehaven. This multi-million-pound investment, as part of the Great North Rail Project, forms part of a £153m fund to keep 2,500 railway locations across the north safe and reliable.

Tony Butler, route asset manager for Network Rail, said: "The removal of such vast amounts of soil is a huge task in a challenging location, but is vital to help keep trains running on this economically important route.

The carefully planned work is one of hundreds of Great North Rail Project schemes to make the railway in the north more reliable. Once this old Victorian infrastructure in Lowca is brought up to modern standards it will secure journeys on this stunning coastal line for generations to come."

The significant embankment upgrade is part of a wider Network Rail commitment to improve the Cumbrian coast line for passengers and freight, with £8 million being invested on the route.

It follows a £3 million overhaul of three miles of track between Millom and Bootle last month.

The railway line between Whitehaven and Bootle will also be renewed in the summer.

Photo: Drone view of landslip work at Lowca. © J Murphy & Sons.



Class 33 029 and 37 516 are seen at Steamtown Carnforth. *Michael Lynam*



Improved compensation boost for Greater Anglia passengers

Greater Anglia passengers are set to benefit from improved compensation thanks to a new deal signed between the operator and the Department for Transport (DfT). From 1 April 2019, they will be able to claim compensation for journeys delayed between 15 and 29 minutes under the Delay Repay 15 (DR15) scheme. This means that passengers, who take over 80 million journeys a year on the Greater Anglia network, will be able to claim back 25% of the single fare, irrespective of the cause of the delay. Existing compensation arrangements already exist for delays of 30 minutes or over.

Greater Anglia was determined to introduce DR15 as soon as possible after Chris Grayling, Secretary of State for Transport, announced in October 2016 that DR15 should be rolled out to all rail franchises. In recent years, the company has also taken positive steps to increase awareness of the customer compensation options available, make the claims process simpler and give customers more choice in the ways that they can receive their compensation. Customers can now claim compensation online, by email or by hard copy form. Compensation can be transferred directly into your bank account, as a credit on your credit card, by voucher, Paypal or alternatively as a charitable donation. This latter option was introduced by Greater Anglia last summer, following feedback from customers and stakeholders, and has already raised over £8,000 for the Samaritans charity.

Rail Minister Andrew Jones said: "Our top priority is ensuring passengers see the reliable and punctual services they expect, but when things do go wrong, it's only right that they are compensated fairly and quickly. This is why the launch of DR15 on Greater Anglia is important news for passengers, providing them with better compensation if their services are delayed."

Jamie Burles, Managing Director for Greater Anglia said: "We're delighted to be able to provide better compensation, with the launch of Delay Repay 15 from next month and we are sure it will be welcomed by our customers. We've worked in close partnership with the Department for Transport to offer this significant benefit during the existing franchise as soon as possible, meeting our customers' aspirations to see this upgrade earlier than expected. It's all part of a wider transformation of train service standards in East Anglia that sees us bringing in a complete fleet of brand-new trains across our entire network over the next two years, with the first new trains due in service later this year. We're fully focused on improving punctuality and reliability, in collaboration with Network Rail, but customers will now be able to claim compensation for any delays of 15 minutes and over, when things do go wrong."

Latest punctuality figures for Greater Anglia stand at just over 90%.



Railtalk Magazine

National Rail

Class 56 103 on the third day of crew training/route learning, March 7th, as 0Z60, is seen departing Maurice Hill Sidings at Burton, heading back to Bescot. *Stuart Hillis*

Loco Fleet List Ten

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

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

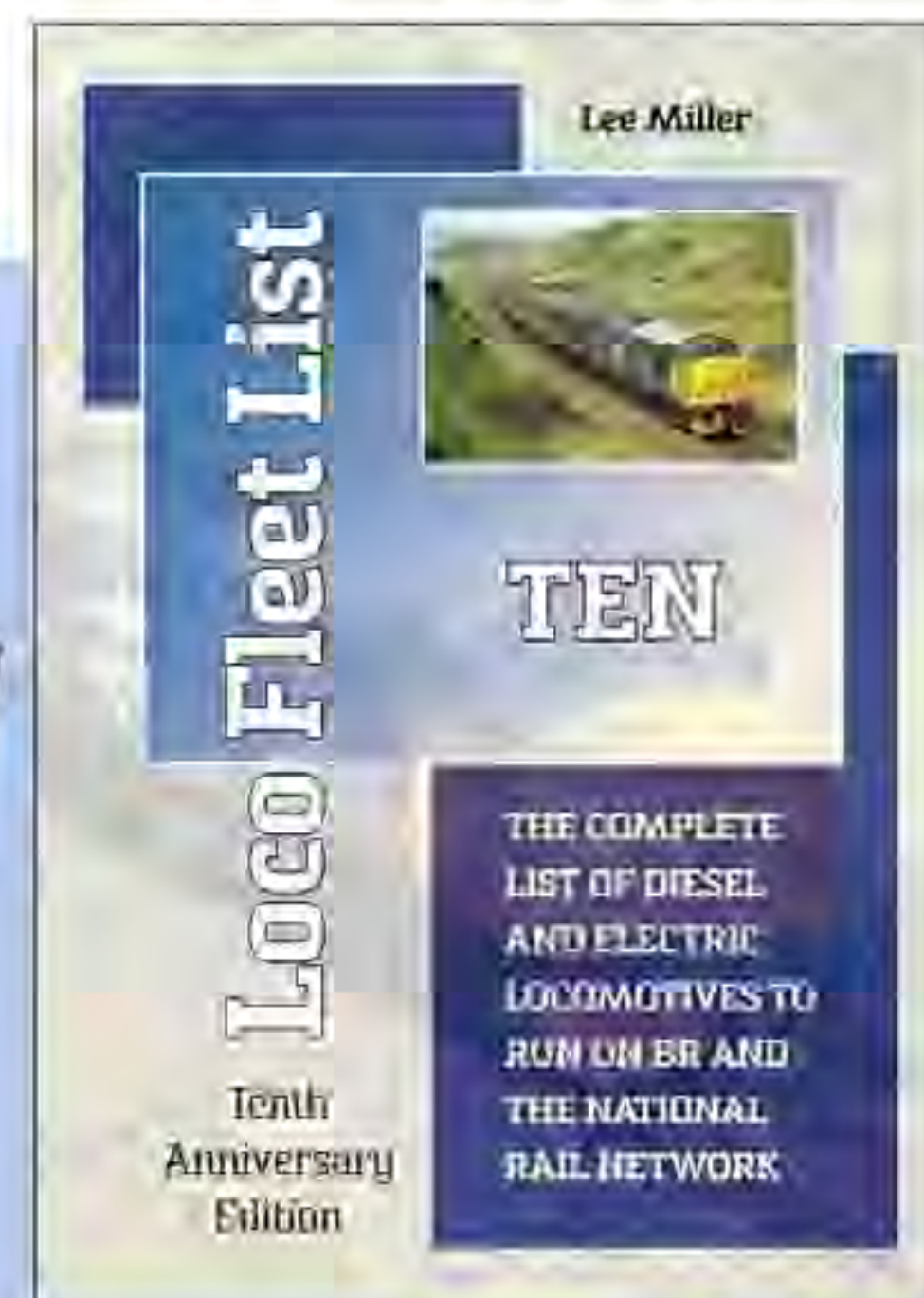
Features:

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

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

Web: www.locofleetshop.co.uk

Email: lee@locofleetshop.co.uk



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

Vital upgrade to track near Peterborough station means trains can travel at higher speeds



Network Rail has completed a £10million project which will allow trains to travel into Peterborough station at higher speeds, paving the way for faster and more frequent services to travel on the East Coast Main Line in the future.

The project included replacing two sets of switches and crossings, the specialist equipment which allows trains to move from one track to another, at Fletton Junction, as well as work to renew the signalling and replace 800m of track on the approach to Peterborough station. The changes now mean that trains approaching Peterborough station can travel at higher speeds through the area – 75mph instead of the previous 40mph.

This is just one of several enhancement projects that are currently taking place on the East Coast Main Line (ECML), which when taken together, will bring journey time improvements for passengers.

At Werrington, just north of Peterborough station a new 'dive under' is being created which will mean freight trains will no longer need to cross over three lines of the East Coast Main Line, causing high speed passenger trains to have to slow down.

Lynne Barker, Project Sponsor at Network Rail, said: "We are delighted that the completion of this project will enable tangible improvements to passengers' journeys. Previously, trains had to start slowing down almost two miles before the station, which had a knock-on effect to services following behind. Now, thanks to the completion of this project, trains can maintain their speed.

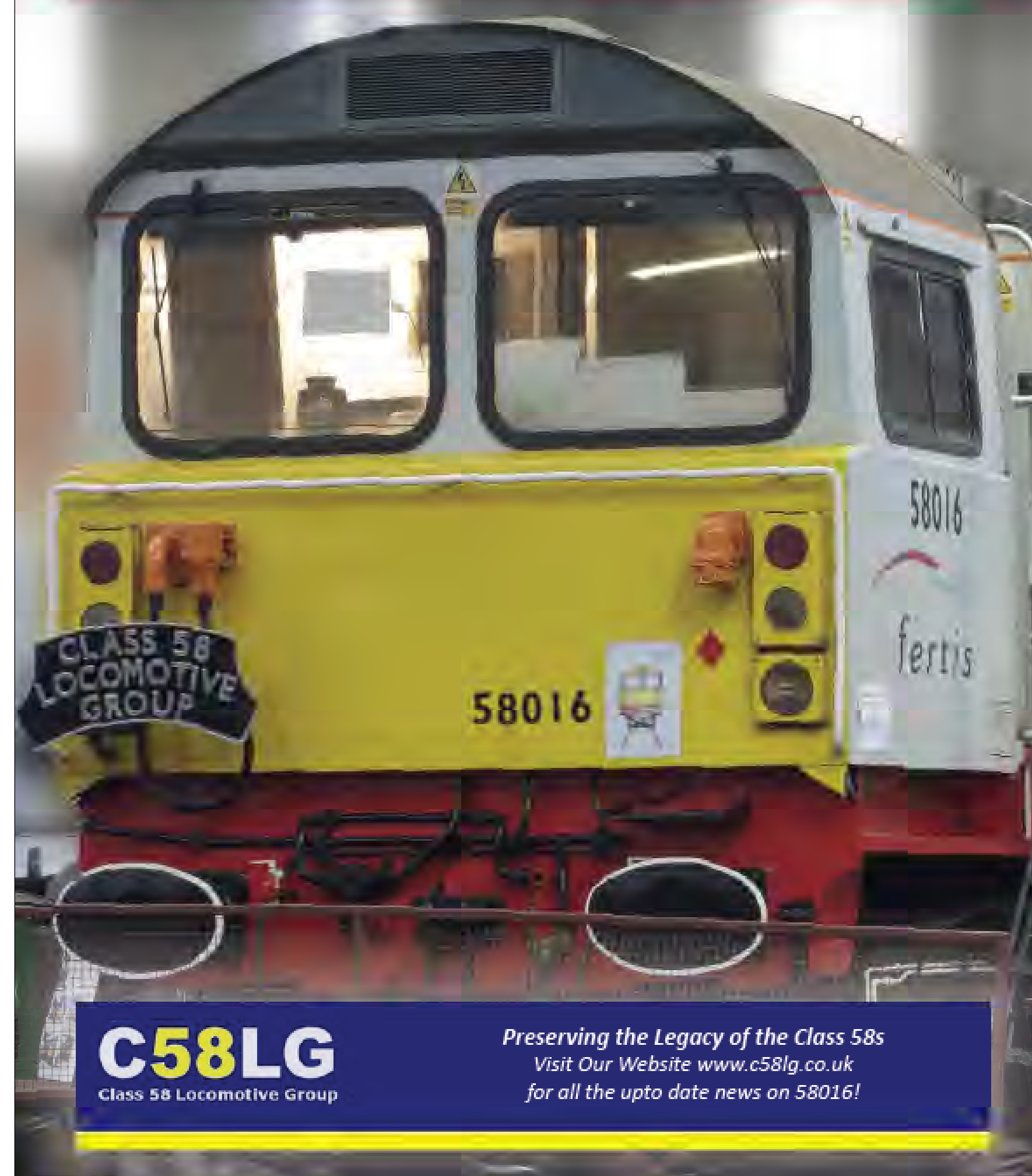
"When taken together with the other projects that are happening up and down the East Coast Main Line, passengers can look forward to a much quicker and more comfortable journey from Scotland to London."



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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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



Railtalk Magazine

National Rail

SR Merchant Navy Class No. 35018 'British India Line' working 5Z70 Kings Lynn - Carnforth Steamtown empty stock cruises past Stenson Junction on March 18th.

Stuart Hillis

Lighting the way at London Liverpool Street

Over 3,500 lights have been replaced at London Liverpool Street station, saving energy and helping Network Rail to reduce its carbon footprint.

The station – which is Britain's second busiest with 66 million passengers annually – now has LED lighting on the concourse and on all of its 18 platforms and other public areas.

The task to replace all the lights started in 2017 and it is estimated over 800,000 kWh will be saved each year by using the Goodlight LED lamps, reducing energy costs.

Adam Thackeray, Network Rail's works delivery manager at London Liverpool Street station, commented: "Network Rail is fully committed to reducing its carbon footprint.

"We decided to move to LED lighting at London Liverpool Street as it's better for the

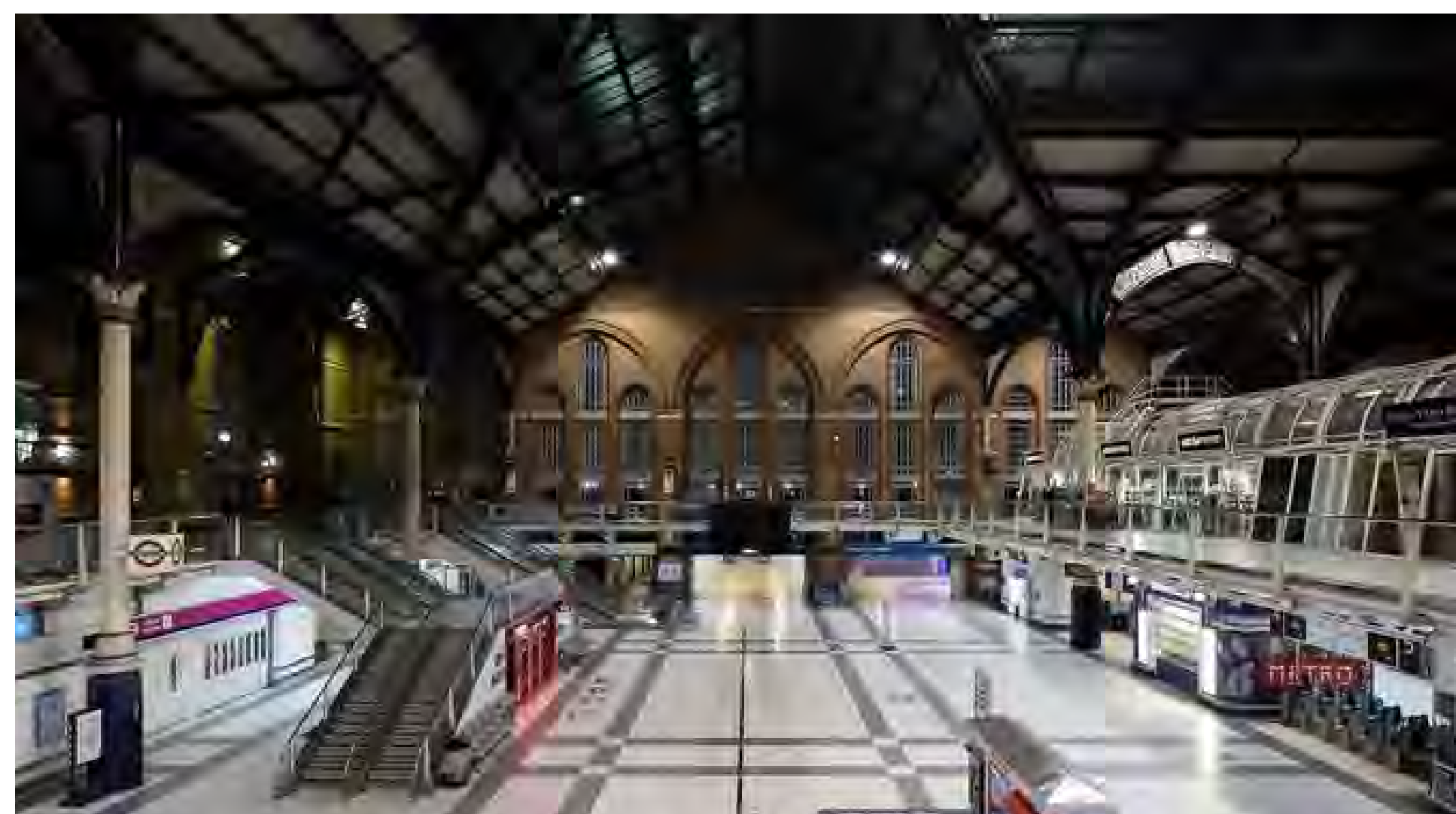
environment, it saves energy, is cheaper and it improves the experience for passengers.

"The opportunity to reduce costs for lamp replacement was also a significant consideration as LED lights typically last for up to five years, so they don't need replacing as often.

"By shining a light on the problem, we hope other stations owned by Network Rail will consider switching to LED fittings."

The LED lighting will also increase the efficiency of emergency lighting thanks to the installation of 3 new backup power supply rooms. As the LED lights run at a cooler temperature than the previous bulbs, they are more reliable and less prone to heat related failures.

In 2017/18, of the total Network Rail carbon emissions, Anglia route was responsible for 7%.



Rainhill Rocket is Coming Home!



Photo by Almy Johnson

The Rocket 150 Group are excited to announce that the replica Rocket will be on display in Rainhill 25th - 27th May 2019.

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

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

Join us for the celebrations and mark Rainhill's unique place in world transport history.

If you want to play your part, please contact the Parish Clerk on rainhillpc@hotmail.co.uk or tel. 07565 524414, or visit the Council news page at www.rainhillparish.org.uk.



Railtalk Magazine

National Rail

Delivering improvements for customers

Customers will benefit from a range of improvements after ScotRail reached a remedial agreement with the Scottish Government. Building on the significant investment already being made in Scotland's Railway, ScotRail is recruiting more frontline staff, with an extra 55 drivers and 30 conductors being hired during 2019. There will be increased focus on fleet reliability, including three additional classic high-speed trains (HSTs) being leased to provide extra resilience and support training, with eight Hitachi technicians and seven maintenance controllers working closely with ScotRail and Network Rail to resolve faults. A total

of £18 million will ensure the successful delivery of the plan. Other commitments being made by ScotRail include: £500,000 will be spent every year on the Performance Improvement Fund (PIF) – empowering local managers to identify and implement changes and Upgraded Customer Information Screens at 16 stations across the country. A specially created role within the ScotRail Operations team will ensure the delivery of a new three-year traincrew resource plan. Transport Scotland issued ScotRail with a remedial notice operational performance fell below an acceptable level. In recent months, the number of trains

meeting their punctuality target has increased significantly.

ScotRail Alliance Managing Director Alex Hynes said:

"Improving the service our customers receive is the priority for everyone at ScotRail, working with Network Rail and key suppliers. I am confident that this plan will deliver significant improvements on Scotland's Railway. "We have worked hard to identify specific areas to focus our efforts where they will have the most impact. The funds we have invested in this plan is a demonstration of our commitment to delivering the service our customers expect and deserve."



Did you Know - Ken Mumford

Some more of the nations oddities this month:

Another Broad Gauge

Of course you knew - didn't you? The Great Western was not the only major English railway to run broad-gauge trains, the other being the Midland Railway, which after taking over the Bristol & Gloucester Railway in 1845, continued to run on the broad gauge until the summer of 1854.

If not, then now you do!!

Derby Works

Derby Works - some interesting facts:

First two locos to have the first style of BR totem were:-
4MT 2-6-4T 42119 and 2P 4-4-0 40548 [end of Aug '49].
Last to have BRITISH RAILWAYS wording - 2-6-4T 42118.
Since Apr. '49 WR '2021' class 0-6-0PTs were being shipped.
21/11/49 - Beyer-Garrett 2-8-8-2T 69999 was there.
11/51 to 03/52 46203 'Princess Margaret Rose' was the
1st and only loco of its class to be so-treated
[Heavy Intermediate Overhaul].
01/56 - ex. L.T.& S. 3P 4-4-2T 41966 was overhauled and
repainted for Centenary celebrations of the L. T. & S.
20/09/63 - 75042 last loco to be overhauled at Derby Works, though
4472 and preserved 'Leander' and Jinty 16440 were overhauled.
Last new diesel loco to be built was D7677 on 29/04/67.

Fumes causes Delay

The 1403 Paddington to Plymouth train was delayed by 55 minutes at Reading on 20th May 2001 after the driver requested that the locomotive [47 813] be turned via the triangle as the cab was full of engine exhaust fumes.

Fast Work

22.5 miles of track was changed from Broad gauge to Standard gauge in just 7 days in 1868. How long would this take nowadays.



Railtalk Magazine

National Rail

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

On March 22nd, DCR's Class 56 091 ran light engine from Leicester LIP to Maurice Hill sidings Burton, in connection with a forthcoming freight flow. *Stuart Hillis*



A Different View

Looking more like a model, an unidentified Scotrail Class 158 crosses the Forth Bridge on March 22nd. *Jeff Nicholls*

On March 25th at Moston near Sandbach, Class 66 112 passes a crossing on the single line between Middlewich and Sandbach hauling the Dowlow to Theale stone. *Mark Enderby*

Southern West Country Class No. 34092 'City of Wells' crosses the M66 motorway on the outskirts of Bury with the 14:15 from Heywood to Rawtenstall on March 9th. *Jeff Nicholls*





A Different View

The tables are out ready for Saturday morning stalls at Bury Bolton Street, as BR Standard 4MT 2-6-0 No. 80097, stands at the rear of ECS bound for the sidings at Buckley Wells on March 8th.

Barry Longson

Another one of Great Western's Famous 5 posters, 'Five go up, up and away' is seen at London Paddington station. *Derek Elston*

Another one of Great Western's Famous 5 posters, 'Five become kings of the castle' is seen at London Paddington station.

Derek Elston







Preserved Railways

Keighley and Worth Valley Railway

On March 3rd, British Railways Standard Class 2MT 2-6-0 No. 78022 and United States of America Transportation Corp. Class S160 2-8-0 No. 5820 are seen on the shed at Haworth. *Michael Lynam*

London Midland & Scottish designed Ivatt Class 2MT 2-6-2T No. 41241 runs round its train at Oxenhope on March 3rd. *Michael Lynam*

On March 16th, the lines Class 101 DMU is seen heading towards Keighley in the rain. *Ben Bucki*





The A1 Steam Locomotive Trust
New Steam for the Main Line

PLAN TO BUILD NEW GRESLEY CLASS V4 STEAMS AHEAD

The A1 Steam Locomotive Trust (A1SLT), the registered charity behind famous new 100mph steam locomotive No. 60163 Tornado and Britain's most powerful steam locomotive No. 2007 Prince of Wales, has announced that it had made some significant decisions concerning the yet-to-be-named new Gresley class V4 No. 3403 as part of its preparations for the formal launch of the project. The London & North Eastern Railway (LNER) class V4 was a 2-6-2 steam locomotive designed by Sir Nigel Gresley - who also designed famous No. 4472 Flying Scotsman and world speed record holder No. 4468 Mallard - for mixed-traffic use over the whole of the LNER network. The class V4s had similarities in their appearance and mechanical layout to the class V2s of which pioneer No. 4771 Green Arrow is preserved. Two class V4s were built at the LNER's Doncaster Works in 1941 - No. 3401 Bantam Cock and No. 3402 which was un-named but known unofficially as Bantam Hen. It was anticipated that many more would be produced, but after the sudden death of Gresley in April 1941 no more were built of his last design. The two class V4s were renumbered Nos. 1700/1 in 1946 and later became British Railways Nos. 61700/1. Both locomotives were scrapped in 1957 when their boilers became due for renewal.

The fundraising strategy for the V4 Project has been agreed by the A1SLT's Trustees. The strategy closely follows the successful approach used to fund the building of No. 60163 Tornado, which has evolved into that now being implemented for No. 2007 Prince of Wales which will hopefully leave the locomotive debt free on completion. The most significant change to the fundraising for the V4 will be that The Founders Club will be used for component acquisition whilst the Trust completes and tests No. 2007 in advance of the start of its construction in 2022. It is now anticipated that the formal launch of the V4 Project will be in Spring 2020 subject to final board approval.

The Trustees have also agreed the high-level specification for the yet-to-be-named No. 3403. Although just two in number, the Gresley class V4s were very successful in traffic with no known design and development problems. The locomotive will have:

- A P2-style electrical system which is in itself developed from that successfully implemented on the A1
- Air plus vacuum brakes as on both A1 and P2 but with only one air pump due to the limited space available
- An all steel, all welded boiler with no thermic syphon – the one originally fitted to No. 3402 provided no discernible benefit and was removed in 1945
- A tender based on the LNER 4,200-gallon – as opposed to 3,500-gallon - tender with as much water capacity as possible – modifications made to the A1 and P2 tenders added around 1,200 gallons
- Roller bearings throughout as with A1 and P2
- The new P2 design of crank axle and pony truck
- Its monobloc cylinder block casting redesigned as a fabrication as with the P2
- As much detailed commonality as possible with A1/P2

In another development, The A1 Steam Locomotive Trust is delighted to announce a further partnership with The Gresley Society Trust which funded the smokebox for No. 2007 Prince of Wales as part of the fulfilment of legacy request. The two organisations will work together to manufacture the shared 5ft8in driving wheel pattern for the new Gresley class V4 No. 3403 and the Gresley Society's Great Northern Railway Gresley class N2 No. 1744. The class N2, which is 100 years old in 2021, is currently under overhaul and requires two replacement driving wheels. The production of the pattern will be project managed by A1SLT and funded by the Gresley Society, with its first use being for No. 1744.

As previously announced, in January 2018 along with tyres, chimney and speedometer drive generators, A1SLT acquired over 500 original Gresley class V4 drawings from Malcolm Barlow, a Doncaster scrap dealer who launched the now defunct Gresley V4 Society in 1994 to build a new example of the class. Since then – although recently predominantly

preoccupied helping to get Tornado back into main line service - Graham Nicholas has made significant progress reviewing and cataloguing these drawings in advance of their scanning into the Trust's CAD system.



Mark Allatt, Trustee, commented: "We are in the pre-launch phase of the project to build our third new main line steam locomotive, with the detailed review and cataloguing of over 500 acquired drawings, the production of the fundraising strategy and the decision on the high-level specification of No. 3403.

"We want to be ready to start assembling our new Gresley class V4 as soon as our new class P2 is completed. We anticipate the project costing around £3m and taking around five years subject to the pace of fundraising. Our new Gresley class V4 is an ideal locomotive for regional main line tours, repeat main line itineraries and the longer, main line connected heritage railways.

"Unlike with our class P2, where we have had to do a considerable amount of development work to complete the job that Sir Nigel Gresley started in 1934, there will be very little redesign work needed as there were no known problems with the Gresley class V4s. In addition, we are delighted to be working with The Gresley Society Trust to produce the 5ft8in driving wheel pattern shared by the class V4s and N2s.

"Although there is no specific appeal open for No. 3403 yet, any donations made towards it will be ring-fenced for the project. The next steps will be to launch a website for the project and The Founder's Club to fund the early stages of the project. More announcements will be made during 2019 as the project builds up steam."

Philip Benham, chairman, The Gresley Society Trust, added: "We have worked with The A1 Steam Locomotive Trust before on their new build projects, and are delighted to be doing so once again to produce a new 5ft8in driving wheel pattern for the Gresley V4 and our Gresley class N2. Currently under overhaul, No. 1744 celebrates her 100th birthday in 2021 and we anticipate she will require two replacement driving wheels either as part of the overhaul or within the foreseeable future. It's very appropriate that the overhaul of the oldest surviving locomotive designed by Sir Nigel Gresley should also benefit the building of a further example of his final design."

For more information on how to help the V4 project, visit www.v4steam.com, email enquiries@v4steam.com or call 01325 460163; and on the N2 overhaul contact ian.maccabe@yahoo.co.uk or call 07583 988406.



Railtalk Magazine

Preserved
Railways



Preserved Railways

Midland Railway Centre

▶ Class 141 113 is seen at Swanwick Jct. on March 2nd. *John Alsop*

▶ Class 08 590 rests between shunt duties at Butterley on March 2nd. *John Alsop*

▶ BR Class 108 DMU Nos. 54490 and 51907 are seen in the sidings at Butterley on March 2nd. *John Alsop*





Preserved Railways

Swanage Railway

▶ BR Standard Class 4 No. 80104 (running as No. 80126) heads into Harmans Cross with the 12:40 from Norden on March 31st. *David Lindsell*

▶ LWSRT9 Class No. 30120 crosses Corfe Common on March 31st working the 10:40 from Norden. *David Lindsell*

▶ LMS Class 2 2-6-0 No. 46521 enters Norden with the 14:40 from Swanage on March 31st. *David Lindsell*



Preserved Railways

Poppleton Community Railway Nursery

The Poppleton Community Railway Nursery near York held a special open day on March 30th to mark their 10th anniversary of being run by volunteers. The former British Rail plant nursery once supplied many stations and sites throughout northern England, and boasted a working narrow gauge line which threaded the site serving the greenhouses and cold frames, but after privatisation the nursery fell on hard times. After standing derelict for some years it was taken over by a community group (now a charity) and it has been rejuvenated since reopening, and the nice weather had bought out the visitors. Whilst the main motive power on the narrow-gauge circuit on the site is the motorised flatwagon 'Terry Stanhope', the other loco is this Lister Autotruck 'Loweco' which is owned by one of the volunteers, was a former stalwart of the sadly now-closed Abbey Light Railway of Leeds, and it is pictured on display outside the locomotive shed.

Ben Bucki





PRINCE OF WALES TO SING THE BLUES



The A1 Steam Locomotive Trust, the charity which built, owns and operates famous 100mph new build steam locomotive No. 60163 Tornado and which is now building Britain's newest and most powerful express passenger steam locomotive No. 2007 Prince of Wales, is delighted to announce that preparations are underway for the giant locomotive's unveiling in stunning British Railways Express Passenger Blue Livery when it is completed in 2021.

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

The giant locomotive, which is under construction in Darlington Locomotive Works, now has its wheels out for painting as they will be difficult to get to once they are back under the engine. The Trust's regular contractor Ian Matthews, who was responsible for painting Tornado in her Works Grey, LNER Apple Green, BR Brunswick Green, BR Express Passenger Blue and then back into Apple Green, is this time being assisted by local apprentice Joanna Kerr. The original class P2s were painted in LNER Apple Green livery and, when rebuilt with class A4-style front-ends, into Plain Black during the second world war. All six locomotives were rebuilt in 1943/44 into Thompson class A2/2 'Pacifics', carrying Plain Black, LNER Apple Green and BR Brunswick Green liveries until they were scrapped in 1959-61.

Mark Allatt, Trustee and P2 Project Director, The A1 Steam Locomotive Trust, commented: "We had tried to keep secret our plans to paint No. 2007 Prince of Wales into British Railways Express Passenger Blue but we were rumbled when we started to get questions during our open days at Darlington Locomotive Works as to why the engine's wheels were being painted blue. We realise that the livery isn't authentic for the class P2s but as it looked so good on No. 60163 Tornado, we thought we would do something different. After all No. 2007 Prince of Wales is a brand-new steam locomotive and isn't expected to be completed until the end of 2021. "Ian Matthews and Jo Kerr are working hard to complete the painting of the wheels by Monday 1st April, when they will be rolled back under the engine for construction to continue."

Mark Allatt concluded: "With the success of our fundraising to-date, no-one can now doubt that we really mean business. The next few months will see further major announcements as the construction of the locomotive gathers pace. We are now appealing to those who

want to be a part of this exciting project to become Covenantors, Sponsors and Volunteers to help us maintain this momentum."

Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high with over 925 people having already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) Covenant scheme since its launch. In addition, funds have been raised through The Founders Club (over 360 people have donated £1,000 each – target 100 people, now closed), The Cylinder Club (the target of 100 people to each pledge £1,000 each achieved – now closed), The Boiler Club (over 175 people have pledged £2,000 each - target of 300 people), The Mikado Club (the target of 200 people to each pledge £1,000 reached – now closed), The Motion Club (over 125 people have pledged £1,000 each – target of 175 people), Dedicated Donations (over £318,000 from existing supporters sponsoring a variety of components) and the sponsorship of the locomotive's distinctive front-end by The Gresley Society Trust. This means that the project has already raised – including Gift Aid – £2.5m and received pledges of £3.1m of the required £5m.

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

- Frame plates for engine and tender rolled and profiled; engine's frames erected at Darlington Locomotive Works; all major engine frame stays, brackets, horn blocks, axleboxes and buffers cast (44 in total); over 1,000 fitted and driven bolts ordered and delivered, approximately 800 now fitted to the frames
- All 20 wheels for engine and tender cast and proof machined; engine wheelset assembly complete, balance weights manufactured and fitted, tender axles delivered
- Preliminary discussions held with boiler manufacturers and forged foundation ring corners manufactured and machined; start made on boiler fittings with castings for combined injector steam and delivery valves; order placed with DB Dampflokwerk Meiningen to update the design to incorporate modifications and improvements fitted to Tornado's boiler over the last 10 years
- Study into ride and suspension completed using rail industry standard Vampire® software; Finite Element Analysis completed on re-designed crank axle to ensure it complies with modern standards; assessment and notified body appointed to oversee certification - first site visit made
- Cab erected and cab side window frames fitted; engine footplating and splasher kits delivered and permanently fitted to frames
- Smokebox door pressed, details made and door completed; door frame manufactured; smokebox delivered and erected; chimney cast and fitted
- Crosshead castings delivered; connecting and coupling rods ordered and manufacture started
- Boiler cladding assembly jig built, cladding crinolines and hoops rolled and fitted to jig, cladding sheets made and trial fitted to the engine's frame
- Tender frame construction under way, axleboxes and other tender castings delivered from William Cook Cast Products; tender tank procurement process underway
- Nameplates and chime whistle delivered
- Over £2m spent, over £2.5m donated and over £3.1m pledged.

During 2019, the Darlington based team aims to:

- Complete the pony truck
- Select the manufacturer and place the order for the boiler
- Make substantial progress on the tender tank and frames
- Finish the detailed design of the electrical system
- Complete the overhaul of and fit two steam driven air pumps
- Manufacture and take delivery of most of the coupling and connecting rods
- Complete the cylinder block design with construction nearing completion
- Start manufacture of the valve gear.

Photo: colourised from an LNER original by Andy Hardy ©A1SLT



Railtalk Magazine

Preserved
Railways





Preserved Railways

Severn Valley Railway

GWR 5700 Class No. 7714 and 5400 Class No. 6430 approach Highley on March 16th.

Richard Hargreaves

BR Riddles 4MT No. 75069 waits in the loop at Highley for its next working on March 16th.

Richard Hargreaves

London and North Western Railway (LNWR) Webb Coal Tank 0-6-2T No. 1054 is seen getting water at Highley on March 16th.

Richard Hargreaves





Preserved Railways

Severn Valley Railway

On March 16th, GWR 5600 Class 0-6-2T No. 5619 departs Bridgnorth with a mixed goods working. *Richard Hargreaves*

GWR 0-6-0 Saddle Tank No. 813 and GWR 5700 Class No. 7714 arrive into Bridgnorth on February 16th. *Phil Martin*

GWR 0-6-0 Saddle Tank No. 813 waits departure time at Kidderminster on March 2nd. *Richard Hargreaves*







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Severn Valley Railway

On February 23rd, GWR Churchward 2800 Class No. 2857 crosses Victoria Bridge with a Kidderminster bound service. *Phil Martin*



Preserved Railways

Severn Valley Railway

BR Standard 4MT 4-6-0 No. 75069 arrives at Kidderminster with its first working in passenger service following restoration. *Phil Martin*

Class 50026 sits in the sunshine at Kidderminster on March 2nd. *Richard Hargreaves*

GWR Manor Class No. 7802 'Bradley Manor' arrives at Highley station working a Kidderminster to Bridgnorth service. *Neil Pugh*





Preserved Railways

East Lancs Railway

▶ BR Class 4MT No. 80097 crosses the foot crossing at Summerseat with a service to Bury on March 8th. *Alan Naylor*

◀ On March 31st, BR Standard Class 2MT No 78018 was still visiting the line and approaches Ewood Bridge with the 09:15 Bury to Rawtenstall service. *Lee Stanford*

▶ BR Class 4MT No. 80097 stands at a very wet Summerseat station on March 8th with a service to Bury Bolton St. *Alan Naylor*





Preserved Railways

East Lancs Railway

▶ On March 8th, Caledonian Railway No. 419, a visiting guest from The Scottish Railway Preservation Society, arrives at Summerseat heading for Bury. *Michael Lynam*

▶ Visiting BR Standard Class 2 No. 78018 storms out of Ramsbottom with the late running 12:40 service from Bury to Rawtenstall on March 9th. *Jeff Nicholls*

▶ As part of its tour of England, Caley 0-4-4 tank No. 419 visited the East Lancs Railway for its Spring Steam Gala. The brightly coloured engine is seen here leaving Ramsbottom with the 11:35 from Bury to Rawtenstall on March 9th. *Jeff Nicholls*





Preserved Railways

East Lancs Railway

▶ Lancashire and Yorkshire Railway Class 27 No. 52322 departs Summerseat with a service to Heywood. *Michael Lynam*

◀ Former Austerity 0-6-0 No. 107, rebuilt as a tender locomotive and renumbered No. 2890 sits in Bury Bolton Street station awaiting its next duty on March 8th. *Steve Stepney*

◀ The visiting Caley tank No. 419 is seen piloting resident L&YA Class No. 52322 as they approach Ewood Bridge on March 8th with the 09:30 Bury to Rawtenstall service. *Lee Stanford*





Preserved Railways

East Lancs Railway

▶ BR Standard Class 4MT 2-6-4T No. 80097 arrives at Summerseat on March 8th with a service to Heywood. *Michael Lynam*

◀ GWR Class 4200 2-8-0T No. 4270 departs Summerseat station on a wet March 8th with a service to Ramsbottom. *Alan Naylor*

◀▶ BR Standard Class 4MT 2-6-4T No. 80080 and Southern West Country Class No. 34092 'City of Wells' approach Summerseat working to Ramsbottom. *Michael Lynam*





Preserved Railways

East Lancs Railway

BR 2MT 2-6-0 No. 78018 stands at an almost deserted Bury Bolton Street with the last arrival from Heywood on March 8th. *Barry Longson*

On March 8th, BR Standard Tank No. 80080 stands at Bury Bolton St. awaiting departure time with a service to Rawtenstall. *Steve Stepney*

With many passengers taking shelter as the rain pours, affording a wider than normal view of BR 2MT 2-6-0 No. 78018 awaiting movement into the sidings at Ramsbottom on March 8th. *Barry Longson*









Preserved Railways

Mid Hants Railway

▶ USA Class, formerly BR Southern No. 30065 heads for coal and water at Ropley on March prior to working the 14:30 train onwards to Medstead. *David Lindsell*

▶ BR Class 9F No. 92212 departs Ropley on March 8th with the 13:55 Real Ale Train for Medstead. *David Lindsell*

▶ Former GWR and London Transport Pannier Tank No. L92 is seen at Ropley with the 15:00 freight for Medstead during the lines Spring Steam Gala on March 8th. *David Lindsell*





Preserved Railways

Bluebell Railway

▶ LSWR O Class No. 24 'Calbourne' and H Class No. 263 arrive at Horsted Keynes with the 13:25 from East Grinstead on March 17th.
David Lindsell

▶ SE&CR No. 178 stands at Horsted Keynes prior to working the delayed 11:55 service to Kingscote during the lines Branch Line weekend.
David Lindsell

▶ On March 17th, H Class No. 263 works the 11:13 from Horsted Keynes bunker first with a service to Sheffield Park. *David Lindsell*





Preserved Railways

Bluebell Railway

On March 17th, SE&CR O1 Class No. 65 departs Horsted Keynes with the delayed 14:15 to East Grinstead. *David Lindsell*

SR Q Class No. 30541 with the Quad Art set is seen between Sheffield Park and Horsted Keynes with the delayed 10:00 service on March 17th. *David Lindsell*

LWSR B4 No. 30096 is seen in Horsted Keynes yard on March 17th. *David Lindsell*





Preserved Railways

Gloucestershire Warwickshire Railway

▶ Class 117 DMU No. W51360 departs Toddington station for Broadway on the lines opening day of the new season, March 10th. *Neil Pugh*

▶ GWR Modified Hall Class No. 7903 'Foremarke Hall' heads for Toddington on the lines opening day of the 2019 season, March 10th. *Neil Pugh*

▶ The line ran two special trains to carry punters to the Cheltenham horse racing festival this year (park in their car park, avoid the traffic jam which is Cheltenham, pay an exorbitant ticket price) and here GWR Collett Manor Class 4-6-0 No. 7820 'Dinmore Manor' is seen approaching Hailes Halt on the first of the Cheltenham Festival special trains on March 14th. *Neil Pugh*





Preserved Railways

Ribble Valley Railway

▶ Visiting the line for the diesel gala on March 23rd, Colas Rail's Class 56 090 hauls a service along the side of the River Ribble, heading towards Preston Riverside station. *Richard Hargreaves*

▶ Class 14 No. D9539 heads for the Strand Road end of the line as it rounds the curve from the Marina on March 23rd. *Michael Lynam*

▶ Thomas Hill 160V/1966 'Stanlow No. 4' and BR Class 05 No. D2595 prepare to depart Strand Road with a service to Preston Riverside during the lines diesel gala on March 23rd. *Richard Hargreaves*





Preserved Railways

Ecclesbourne Valley Railway

▶ Class 122 'Bubble Car' No 55012 stands at Duffield on March 16th. *Brian Battersby*

▶ Class 101 DMU No. E50170 and E50253 depart Duffield on a dull March 16th heading to Wirksworth. *Brian Battersby*

▶ BR Derby Lightweight 'Low Density' No. M79018 and British Railways Derby Lightweight single unit No. M79900 are seen at Wirksworth. *Brian Battersby*







From the Archives



Network SouthEast DEMU Class 205 023 and a Class 207 unit in blue/grey livery are seen working a Salisbury - London Waterloo service due to shortage of loco hauled stock.

Michael Bennett

WD/8 2-8-0 No. 90405 heads a line of stored locos at Wakefield shed on May 30th 1967.

John Sloane

BR Class 02 No. D2850 is seen at Allerton depot on July 26th 1969. *John Sloane*







From the Archives



Complete with miniature snowploughs, Class 20 148 indulges in some trip work at Fort William on June 9th 1983. *Jeff Nicholls*



Class 55 No. D9007 (55 007) 'Pinza' is seen about to depart London Kings Cross stabling point on July 7th 1962. *Dave Felton*



Virgin West Coast's Class 87 030 passes Winwick with a Lancaster to London Euston train on August 16th 2004. *John Sloane*

