The Railway Herald

17 March 2006 No.33

The complimentary UK railway journal for the railway enthusiast

In This Issue

'Pennine 185' DMUs launched into traffic

Fastline Freight unveil Class 56/3s

Refurbished Class 150s for Central

plus all the latest news and information

The Railway Herald

Issue 33
17 March 2006

Editor's comment

First an apology to all readers. In the Editor's comment in our last issue, it was stated that the rescuing of No. 37425 by EWS Executive liveried Class 67 No. 67029 was a first for the class on the Cambrian. As several readers have pointed out, this was incorrect, there having been previous visits by the class on Royal Train duties to Machynlleth on two occasions, the first on 13 July 2005 with Nos. 67005 and 67006 and the second on 1 March 2006 by Nos. 67029 and 67005. Apologies for the oversight.

This issue sees the first official views of the Fastline Freight Class 56 locomotives in their striking new livery. Main line testing should begin shortly, returning the pioneer Type 5 class to the national network. We will of course keep readers updated on news of the launch of the service.

May I remind readers that any communication with Railway Herald should be via e-mail to *editor@railwayherald.co.uk*

Submissions

We welcome submissions from all readers, especially photographs from those enthusiasts with a digital camera! Pictures should be sent to the editor at *editor@railwayherald.co.uk*

Good quality scans of colour slides and prints are also acceptable.

Please note that as the Railway Herald is free and compiled on a voluntary basis, we are unable to offer any financial return.

Where possible we always try to use photographs taken within the production week (i.e the next issue will, where possible, only include images taken between the publication date of this issue and the following Friday.

Publication

The **Railway Herald** is due to be published every Friday and is available by e-mail subscription from subscriptions@railwayherald.co.uk
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Contents

Newsdesk 3
Launch for First Trans-Pennine Class 185 DMUs and Fastline Freight's Class 56/3 locomotives. 'one' Anglia Mks half-way point in upgrade plan plus much more!

Rolling Stock News 10
Freightliner Class 66 naming at Barking. Repaint at Wolverhampton for 'one' Class 90 and main line plans for *Royal Scots Grey*

Preservation View 11
A new and occasional column looking at the news and events taking place on the heritage railways.

Notable Workings Pictorial 12
A look at some of the rare and notable workings over the past two weeks.

Forthcoming changes to Railway Herald

As we gear up for the forthcoming changes to Railway Herald, readers will start to notice several differences, both in the PDF magazine and on our website.

For those of you who want to know what the 'new-look' Railway Herald will be like, visit www.railwayherald.com from where you can download a promotional PDF file which will provide you with the full details on the new magazine.

Within the next couple of weeks our new interactive and in-depth website will be launched (accessible from the usual web address) which will provide all readers with access to a wide array of news and information.

In order that you can visit and explore the new site, which currently extends to over 800 pages of information, we are going to open it free of charge to everybody.

To get the most out of it, you will need to sign up for a user account, which will be free initially. Once you have this you can explore the site and visit the sections that interest you whenever YOU want to!

We will continue to keep you up to date with plans for **The Railway Herald** through the pages of this magazine.

FRONT COVER: No, not a result of work in some computer photograph imaging software! Class 60 No. 60010 leads a convoy of seven locomotives past Melton Ross on 11 March. The train was a locomotive move from Immingham TMD to Peterborough LIP via Doncaster TMD, where two of the Class 60s were detached. A change in the rule book in January this year means that EWS is now able to run convoys of seven locomotives over certain routes, the previous limit having been five. For the record, the other locomotives were Class 60s Nos. 60010, 60082, 60091, 60054, 60003, 60075 and Class 66 No. 66242 on the rear. BRIAN GARRATT

BELOW: Cotswold Rail continue to be employed to move stored vehicles into and out of various Ministry of Defence locations. On 9 March, Class 47/4 No. 47813 was used to power 13.04 Gloucester-Long Marston service, conveying several 'Cartic' wagons for store. Here the train arrives at its destination. KEN BRUNT

A new era in Trans-Pennine rail travel begins

The first public signs of the new era in Trans-Pennine rail travel hit Manchester Piccadilly at 06.21 on Tuesday 14 March, when Class 185s Nos. 185103 and 185108 departed with the first revenue earning Class 185 service, bound for the city of Hull.

The new Siemens built three-car DMU sets have been seen numerous times over the route since mid-December 2005, when the class commenced mileage accumulation and crew familiarisation runs, the Manchester - Hull route becoming the first part of the First TransPennine network to see the new trains. Over the next few months all routes will gradually lose the familiar Class 158 units as more Class 185s, promoted as 'Pennine 185s', are delivered from Germany and enter traffic.

Maintaining the new fleet is the job of Ardwick depot in Manchester, which opened to the Class 185s last week. Currently under construction is a new purpose built depot at York as well as a cleaning and light servicing facility at Cleethorpes, construction of which is due to commence shortly.

It is understood that the three-car Class 158 units displaced by the new DMUs are to be modified by Fratton depot and moved to South West Trains as Class 159/1s. SWT is to use the extra Class 159s in place of its current two-car Class 170 fleet, the latter of which are to be transferred to First Trans-Pennine. Its is understood that that along with a livery change to match the Class 185s, the 'Turbostar' couplings are to be changed to allow them to work in multiple when needed with the Siemens units.

The latest Class 185 to be delivered to the UK, No. 185110 arrived at Longsight Eurostar depot on 13 March, with No. 185111 due to arrive in the UK shortly.

ABOVE: On its return from Hull, the very first revenue earning Class 185 Hull - Manchester service is pictured passing Dewsbury in West Yorkshire, with No. 185103 leading 185108. The livery of the Class 185s has been amended since they were first previewed to the railway press, with both of the launch units carrying the new style 'First Group' livery. It is thought that at least one unit has now carried three different livery variations! MARK ALLATT
BELOW: Having worked the first return service as a 'pair', Class 185 No. 185103 was left at Manchester to act as a showcase unit for the day, while No. 185108 worked the 10.42 Manchester Piccadilly-Hull and 13.39 return service. The unit is pictured preparing to depart Selby on its return. RICHARD TUPLIN

ABOVE: Class 90 No. 90009 arrives at Manningtree on 9 March with the 11.00 Norwich - London Liverpool Street service, formed entirely of refurbished Mk 3 coaches and a Mk 3 DVT. Brian Morrison

'One' Anglia reaches half way point with Mk 3 refurbishment programme

'One' Anglia is progressing with its upgrade plan for the Anglia Main Line. On taking over the franchise, the company inherited a fleet of expensive 1960s electric locomotives in the form of the Class 86/2s, together with Mk 2 stock and non-powered driving vehicles (DBSOs) originally converted for the Edinburgh - Glasgow route.

March saw the company mark the half-way point in the refurbishment of replacement coaching stock for the route. The introduction of the Class 390 'Pendolino' trains on the West Coast Main Line, saw numerous ex-Virgin Trains Mk 3 coaches and the entire ex-Virgin Class 90 fleet transferred to the Anglia route.

The first and standard class passenger coaches have been progressively put through the workshops at Bombardier Transportation in Derby, while the kitchen and restaurant vehicles and Mk 3 Driving Van Trailers (DVTs) have been refurbished by Wabtec Engineering at Doncaster. Once all of the 14 sets have been completed, it is the intention to remarshall

BELOW: The refurbished interior of a Mk 3 FO (First Class). The vehicles feature 2+1 seating throughout with a rather plush red upholstery and white anti-macassars. All: Richard Tuplin

BELOW: Standard class accomodation features the more usual 2+2 seating arrangement with a dark blue decor. All of the coaches (with the exception of the RFM kitchen cars) have been refurbished at Bombardier Derby.

ABOVE: The refurbished Mk 3 RFM 'Restaurant' cars provide 'one' Anglia with the ability to serve an at-seat restaurant service on several trains each day.
BELOW: One of the newly refurbished Mk 3 TSO vehicles No. 12151 passes Colchester on 9 March in the consist of a London Liverpool Street - Norwich service.

the sets to create eight 'Restaurant' rakes, which will feature an RFM (Restaurant First Buffet) vehicle) and six 'Buffet' rakes with TSOB (Tourist Standard Open Buffet).

The TSOB vehicles are being converted at Derby from normal Mk 3 TSO coaches. The removal of 24 standard class seats from the coach allows a mini buffet bar to be installed. The TSOBs are being created as a result of the need to provide a buffet, but not a restaurant facility on every train.

Out of the 14 sets, 12 are required in traffic every day to provide the advertised service.

On the locomotive front, 'one' Anglia is still progressing with fault-finding exercises on the Class 90s. Reliability has improved dramatically in recent months, although problems with the push-pull TDM system deconfiguring are still occurring when the Class 90 is in push mode.

When 'one' originally took over the Class 90s from Virgin the miles per casuality (mpc) figure stood around 3,000. In the last period that figure had risen to 10,000mpc. Engineers have now fitted monitoring equipment to several locos to try and assertain why the problems occur.

To assist Norwich Crown Point in providing traction for the service, the company has two Class 90s on hire from EWS until at least June, as per the original one year contract signed last year. It is not currently known whether the arrangement will continue past June.

Passenger figures across the route continue to show a healthy increase. Specifically at Manningtree and Diss, where plans exist to provide an increased area of car parking.

'One' Anglia TSOB vehicle conversions

Old number (TSO)	New number (TSOB)
12168	10401
12010	10402
12135	10403
12068	10404
12157	10405
12141	10406

Class 56/3 locomotives launch by Fastline Freight

ABOVE: **Carrying Fastline Freight colours, Class 56/3 No. 56301 stands in the works yard at Brush Traction, Loughborough on 15 March.** FASTLINE FREIGHT

Fastline Freight unveiled the first of its three Class 56/3 locomotives at Brush Traction, Loughborough on 15 March.

No. 56301 (previously 56045) now carries the company's black and grey livery having been extensively rebuilt and is undergoing testing at Brush before begining operations on National Network. The rebuild of No. 56302 (previously No. 56124) is now complete and the loco is undergoing static testing at Loughborough. The third member of the fleet is FM Rail owned No 56125 will become No. 56303. All three locomotives will carry Fastline livery and are to be based at Fastline's Roberts Road Depot in Doncaster and will begin operating intermodal services between Thamesport and Doncaster from Spring 2006. Rolling stock will be the 24 FEA-B container flats that were moved from Doncaster to York by FM Rail earlier in the year.

New passenger operator

On 5 March, the Office of Rail Regulation advised Advenza Freight (a wholly owned subsidiary of Cotswold Rail Engineering) that it had been awarded a European Passenger License.

This will enable the company to offer and provide passenger operations throughout the national network.

It is expected that the first passenger train to be operated by Advenza will be on 15 April to Penzance, starting from Gloucester. Motive power will an HST set. The train is being operated on behalf of Heartland Rail.

The 'Brunel Topper' launches on First Great Western with new snacks range!

First Great Western has launched a new range of snacks for its buffet cars, designed to celebrate this year's Brunel 200 anniversary.

From 8 March, the Brunel Specials were available from First Great Western's dedicated team of on-board Travelling Chefs.

The Brunel Specials include The Clifton Gorge (a super-sized bacon bap), Brunel's Topper (bacon, lettuce, tomato and mayonnaise sandwich) and the Great Westerner (sliced chicken breast with grilled bacon, lettuce, tomato and mayonnaise bap!)

Changes to the 'Night Riviera' sleeper

Changes to First Great Western's 'Night Riveria' service to and from Plymouth come into effect from 2 April.

Currently the Plymouth portion is available for boarding from 22.30 each night and is attached to the main Penzance - London train during its booked station stop at Plymouth. In the reverse direction, a carriage is detached from the London Paddington to Penzance service each morning.

From Sunday 2 April, when the sleeper first runs under the new Greater Western franchise, this carriage will no longer operate.

Customers joining at Plymouth will instead be directed to a staffed waiting room at Plymouth and they will then join the Penzance - London service between 23.55 and 00.20.

In the reverse direction passengers will need to vacate the London-Penzance train by 0605.

New footbridge for Kings Sutton

Passengers are set to benefit at Kings Sutton station.

Network Rail is investing £700,000 in the building of a new footbridge across the railway.

Recent years have seen a increase in the number of train services travelling through the station and the new bridge will replace the foot crossing currently used by passengers to reach the northbound platform.

Work on the project started on 13 March and will take several months. A site compound will be built in the station car park with temporary parking provided for rail passengers.

The new bridge will be lifted into place in April with the project due to be completed by the end of May.

ABOVE: 'one' Great Eastern joined in the celebrations marking the borough's 40th anniversary, on 10 March. Class 315 No. 315829 was named *London Borough of Havering Celebrating 40 years* in a short ceremony at Romford as part of the festivities. The Class 315 fleet are currently undergoing a £60 million refurbishment programme. ONE GREAT EASTERN

£13 day return from Cambridge

'one' has introduced a new off-peak ticket offer for customers travelling from Cambridge to London Liverpool Street. The new 'one' Day Return ticket costs just £13 with accompanied children travelling for £2. Railcard holders can get a discount of £3.

New station to be built at Coleshill in Warwickshire

A new station is to be built in Warwickshire, on the existing Birmingham – Nuneaton line, at a cost of £8.3 million following an announcement by the Department for Transport.

The new station, to be known as Coleshill Parkway, will provide two trains an hour to Birmingham and regular services to Leicester and Stansted Airport. The station is situated just north of the town of Coleshill, adjacent to the Hams Hall.

The new Coleshill Parkway station will be a transport hub connecting rail passengers with a new network of local bus services. To encourage passengers to use its facilities as a 'park and ride' station, 200 car parking spaces will also be built at the station along with cycle storage facilities. A new bridge will be constructed over the railway line to enable pedestrians and vehicles to reach the station.

Laing Rail Projects is overseeing the work and has commissioned Carillion to build the new station and carry out minor changes to track and signalling to enable passenger trains to call at the station once open in 2007.

BELOW: An artists impression of how the new Coleshill Parkway station will look, when it opens in early 2007.

BELOW: The first Class 442 to be refurbished by Bombardier Transportation at Ilford, was released back into traffic at the start of March. No. (44)2401 is seen approaching Woking on 7 March. The next unit, No. (44)2407 is currently undergoing refurbishment at Ilford. The refurbished sets feature a slightly revised front-end livery to include orange front doors. No internal alterations have been made. PATRICK SEALE

ABOVE: On 10 March, West Anglia & Great Northern (WAGN) held the company's last event at King's Lynn by naming one of its Class 365 EMUs after the retiring Chairman of the Fen Line Users' Committee. Class 365 No. 365527 was named *Robert Stripe Passengers' Champion* by Mr Stripe to mark the 21st anniversary of the Committee. Mr Stripe was accommpanied by Mike Lamport and Andrew Chivers of WAGN together with members of the Fen Line Users' Committee. BRIAN MORRISON

First ScotRail Class 318s receive major refurbishment

First ScotRail is currently carrying out a major refurbishment of its Class 318 trains, bringing improvements and benefits for customers.

All 21 trains in Strathclyde will be refurbished in a rolling programme, carried out by Hunslet-Barclay in Kilmarnock.

The first five are now in service with a host of new features and enhancements. The trains have received new seat covers, a full interior repaint, new floor and wall coverings and a number of technical modifications for improved reliability. From the passengers perspective, the carriages present a much lighter, brighter and more contemporary ambience.

Other features include new audio-visual Passenger Information Systems which provide journey information for customers. Better destination boards have also been installed at both ends of the vehicles, allowing customers to more clearly see the train's destination.

Wheelchair spaces have also been installed and are situated alongside convenient tip-up seats allowing greater flexibility if the area is not occupied with a wheelchair. The area is also equipped with a 'call for aid' device.

In a second phase of the roll out programme, CCTV cameras will be installed in each of the carriages for improved safety and security. Drivers will benefit from a new full width cab featuring a modernised cab desk, improving the appearance and lay out as well as reliability through the use of LED lighting.

The full refurbishment programme is set to be completed in 2007.

Hunslet-Barclay is also undertaking refurbishment work on the Class 322 trains now used on North Berwick services.

BELOW: The first unit to be completed as part of the phase one refurbishments of the Class 318 EMUs, No. 318251 departs from Paisley Gilmore Street with an Ardrossan Harbour-Glasgow Central service. RICHARD TUPLIN

Past Time Rail next for FM Rail?

Following on from its purchase of Hertfordshire Rail Tours and more recently its joint takeover of Pathfinder Tours (with Riveria Trains), industry insiders suggest that Past Time Rail could well be next on the buying 'hit-list' for Derby based FM Rail.

Railway Herald understands that a partial take over of Past Time Rail is to occur in the short term future, with FM Rail taking a 50-60 per cent stake in the company.

No spokesperson from FM Rail was available for comment at the time of going to press. Such a take over would make the company the largest railtour operator in the country.

Virgin Trains goes Atomic!

Virgin Trains' stations, trains and controllers on the busy West Coast route are now synchronised with the most accurate timepieces.

Staff have been issued with special radio controlled watches, which receive a time signal from the Atomic Clock via a radio transmitter, making them correct to within one second.

The initiative is part of a drive to reduce even further delays to train services and deliver consistently high punctuality on the route which links London with the West Midlands, North West, North Wales, Cumbria and Scotland.

Standard railway time was first adopted by the Great Western Railway in November 1840, but was not adopted across the whole of Britain until 2 August 1880, when the 'Statutes (Definition of time) Bill' received 'Royal Assent'.

Central Trains shows off refurbished Class 150s

The first Central Trains/Centro Class 150 Sprinter was delivered back to Maintrain at Tyseley Depot on 15 March, following a programme of unit enhancements completed by Wabtec Rail at Doncaster.

In addition to being given the new Central Trains/Centro livery, new floor coverings have been laid throughout, the toilets have been renovated, better lighting installed and the door mechanisms repaired and renewed as necessary. A range of technical improvements have also been carried out during the £1.3 million refurbishment, including a driving cab refit and new headlight clusters. New seat covers were funded by Centro-PTA some 18 months ago and these have been thoroughly cleaned.

ABOVE: Class 150/1 No. 150017 emerges from the depot into the sun at Tyseley on 15 March.
RIGHT: The new look interior of the units.
BOTH: BRIAN MORRISON

Loco-hauled for Cheltenham races

To provide more seats to passengers travelling to Cheltenham for the annual race festival, West Coast Railway Company provided Central Trains with a loco-hauled set to operate a special service over the last three days of the festival.

LEFT: The special Central Trains 'Cheltenham race special' is pictured passing Bromsgrove on 15 March bound for Cheltenham Spa, with Intercity liveried Class 47/4 No. 47826 *Springburn* and No. 47851 *Traction Magazine* on the rear. Following its arrival at Cheltenham, the train stabled at Gloucester during the day, before returning in the evening. WILF SMITH

Main line appearances for Royal Scots Grey

Following its withdrawal from the North Yorkshire Moors Railway gala, it is hoped that work on *Royal Scots Grey* should be completed in time for its first railtour.

Provisional railtour commitments for Class 55 No. 55022 Royal Scots Grey over 2006 begin on 24 June when the locomotive is due to work a Liverpool-York-Carlisle-Liverpool charter for Pathfinder Tours. Should the 'Deltic' not be available, then an alternative English Electric locomotive will take its place.

Next is a King's Cross-York and return, again for Pathfinder. On 23 September the locomotive is working for SRPS with a Linlithgow-Edinburgh-Inverness-Aberdeen-Edinburgh-Linlithgow. tour. The final charter of the year should be on 8 December from Linlithgow to Lincoln, operated by SRPS and North East Railtours.

The first charter of 2007 will be on 2 January, although full details are not yet available.

The locomotive will be operational on several dates on the East Lancashire Railway, including the main diesel gala (5-9 July), the diesel weekend (1-3 September) and the English Electric day (11 November).

No. 55022 will also be in action on the Bo'ness & Kinneil Railway on 24 September and during the line's diesel gala on 30 September/1 October. The latter event should also see the Class Forty Preservation Society's No. 40145 venturing north from Bury.

Oxley repaint for No. 90014

Class 90 No. 90014 is currently located at Wolverhampton Oxley and is in the process of being repainted onto 'one' Anglia colours.

Following the repaint, the locomotive should move to Norwich Crown Point depot to enter service with 'one' Anglia.

Freightliner naming raises awareness of dangers on the railway

ABOVE: Shortly after the naming ceremony, Sophie's mother and son Thomas stand beside Class 66/5 No. 66581 with the presentation nameplate. BRIAN MORRISON

Sophie Storey was a 10-year-old tragically electrocuted in September 2003 when she wandered onto third-rail tracks near Staines while playing with her twin brother close to a foot crossing.

The decision to name the locomotive after Sophie came about after Terry Dexter, her step-father, contacted Freightliner with the idea of using the incident to promote awareness of the dangers young people face around railway lines, and with this in mind used the opportunity to promote Trackoff, the rail industry community safety support unit that campaigns to educate people about the dangers on railway lines.

A naming ceremony took place at Freightliner's Barking terminal in North East London on 13 March, with Class 66/5 No. 66581 being named *Sophie*, by her twin Thomas, now 14, and her mother in a poignant ceremony. The locomotive also carries the 'Trackoff' logo as a subplate.

BELOW: DRS Class 37/0 No. 37087 is pictured in the works yard at Alstom Glasgow after undergoing bogie and traction motor attention. The locomotive is seen on 28 February, shortly before returning to traffic. BILL WILSON (WITH KIND PERMISSION OF ALSTOM AND DRS)

Parkend opening for Dean Forest

To celebrate the railway's opening to Parkend, the Dean Forest Railway is to hold a Steam Gala weekend on 20/21 May.

The line's resident '5700' Class Pannier No. 9681 and 1400 No. 1450 (plus auto-coach) will be in action along with a visiting guest engine.

Mid-Norfolk diesel gala

The Mid-Norfolk Railway holds its diesel gala on 18/19 March.

Unfortunately it has not proved possible to obtain a visiting locomotive. As a result services will be worked by Class 20 No. 20069, Class 31 No. 31538 and Class 50 No. 50019.

Services will also make use of the newly commissioned run-round loop at Wymondham for the first time.

ABOVE: The Bluebell Railway based LBSCR 0-6-0 'A1X' Terrier No. 55 Stepney visited the Mid-Hants Railway in early March for its gala weekend. The 1875 built locomotive is pictured at Ropley on 4 March between duties. The locomotive was used during the weekend on an Alresford-Ropley shuttle, using one of the railway's DMU coaches as stock. The DMU engines were running to allow the driver to use the horns and braking system. TONY CALLAGHAN

Timetabled diesel operation at Ruddington

The owners of Class 25 No. D7629, Class 47 No. 47765, Class 56 No. 56097 and Ruston LSSH have grouped together to form the Ruddington Diesel Group. This is primarily designed to attract more volunteers to their activities and also allow the Great Central Railway (Nottingham) to offer Driver Experience courses.

During 2006, timetabled diesel diagrams will operate each month from Ruddington to Loughborough.

Diesel operation will be on 2 and 9 April, 14 May, 11 June, 9 July and 10, 12 and 13 August. The rolling stock for these services, should see the railway's set of ex-Gatwick Express Mk2 stock in use for the first time.

Winter snow fall hits lakeland photographers charter

BELOW: A photographic charter was held on the Lakeside & Haverthwaite Railway on 11/12 March, featuring the railway's two LMS Fairburn 2-6-4T locomotives. No. 42073 was turned to face east around 18 months ago for an earlier Peter Van Campenhout charter. Although due to be turned back to face west soon after, the locomotive never was. As a result this charter was another chance to photographic the locos running in opposite directions. Here No. 42073 leaves Haverthwaite with a staged departure to Lakeside, as No. 42085 stands centre stage in the March snow! JOHN WHITEHOUSE

ABOVE: Eurostar UK undertook a week of driver training from 13 March, involving single and double-headed Type 3s. On 14 March, Class 37/6 No. 37601 is seen passing Ashford with 10.03 North Pole - Dollands Moor test run. JOHN PINK

LEFT: FM Rail's Class 33 No. 33103 Swordfish was used over 16/17 March on tour of the branch lines in Devon and Cornwall. The push-pull fitted locomotive was paired with the former Southern Region General Manager's Saloon No. 975025 *Caroline* for the journey and is seen here, shortly after Aller Divergance on 16 March, heading for Plymouth. RICHARD TUPLIN

BELOW: Arriva Trains Wales have hired the Fifty Fund's two Class 50 locomotives to work scheduled services in South Wales. On 11 March, No. 50031 Hood awaits departure with an ECS trip to Cardiff, with 50049 Definance on the rear of the train. GARRY SPARKS

Cotswold moves

Cotswold Rail is continuing to undertake numerous stock moves for both First Great Western and 'one' Anglia, normally using Class 47 traction.

In addition, Cotswold is moving First and Standard class coaches to and from Bombardier at Derby Litchurch Lane and restaurant vehicles to and from Wabtec Engineernig at Doncaster.

LEFT: On 10 March, No. 47813 worked light engine from Gloucester Horton Road to Old Oak Common, before working several Mk 3 vehicles to Plymouth Laira. Here the train passes Dawlish Warren in perfect sun. KEVIN WILLS

BELOW: The first appearance of the Cotswold silver liveried Class 87 at Doncaster. On 9 March the loco was used to trip the next Mk 3 restaurant vehicle from Wembley Yard to Doncaster for refurbishment. GARRY SPARKS

ABOVE: On 4 March West Coast Rail operated a Darlington - London charter service. Here Class 47s Nos. 47851 and 47826 speed along the ECML just south of Colton Junction. WARREN ARMSTRONG

LEFT: On 1 March, the Bredbury - Roxby Gullet 'Binliner' service was booked for a pair of Class 60 locomotives. The rare sight of two Type 5s is seen as the train passes Dewsbury East. MARK ALLATT

BELOW: As a result of the closure of the Settle & Carlisle line in early March for track repairs, several freights were diverted. An immaculate Class 66/7 66714 *Cromer Lifeboat* approaches Hexham on the Tyne Valley Line with a West Burton - Kirby Thore gypsum on 6 March, the first day of the divertions. BOB LUMLEY

ABOVE: With the imposing structure of Didcot Power Station in the background, Class 66/7 No. 66701 *Whitemoor* leads a diverted 4M21 Felixstowe - Hams Hall intermodal service past Culham on the clear winter morning of 4 March. CHRIS WILKINSON

BELOW: On a beautiful spring day, Class 57/0 No. 57006 *Freightliner Reliance* passes Addlestone Moor, Chertsey with a diverted Cardiff Wentloog-Southampton Millbrook Freightliner service on 15 March. The change of route was due to a dramatic signal failure in the Basingstoke area. Rather than take the usual Reading to Basingstoke route, the train was diverted along the GWR mainline into London, then via Clapham Junction and the Staines to Woking line. CHRIS NEVARD