



## Bringing the Valenta back



It was the engine that transformed InterCity: the Paxman Valenta.

Our aim is to restore a production HST power car with an operational Valenta engine and original Marston cooler group to allow future generations to enjoy the iconic sound.

Inevitably there is a price tag attached. These are some of the items that are needed to make this possible:

- Cooler group cardan shaft: £400
- Valenta injectors: £1,350
- Oil & coolant: £1,500
- Engine & cooler lifts: £2,250
- Valenta fuel pumps: £6,000
- Turbocharger: £8,500

*giftaid it*

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**You can help**

/// **Welcome...** ///

### About Us...


'One Two Five' is the magazine of 125 Group, dedicated to following and preserving Inter-City 125 High Speed Trains. We are delighted to have Sir Kenneth Grange, Industrial Designer of the 125 cab shape, as our Honorary President. You are welcome to contact us by e-mail, please use one of the four addresses below to contact. You may also write to us at the address on the back cover.

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### Connect With Us

We welcome submissions for OTF magazine: articles, photographs and news reports. Photos should be in-focus and preferably of high quality. Submissions are not guaranteed to be published and feedback if not used is not usually given. Photographs, written articles, questions, comments or suggestions about OTF should be sent to [editor@125group.org.uk](mailto:editor@125group.org.uk). Items for the News section should be sent to [news@125group.org.uk](mailto:news@125group.org.uk). You can also send in news and photos by social media.

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### Front Cover Photographs

**Top:** And then there were three! 43044 has joined our fleet of power cars and is seen at Neville Hill on February 20th shortly after regaining a number of items removed to keep the EMR VP185 fleet going during their final months in service. Before 43044 leaves Neville Hill the opportunity will also be taken to use A1 Pro Paint – the same team that made such a fabulous job of 43102 - to re-livery 43044 to an appropriate colour scheme as worn when previously Valenta powered. You'll have to wait and see, but it will not look like 43102! We will email members some early pictures when the painting is completed. © '43103'

**Bottom:** 43302 has been repainted back into InterCity 'Swallow' livery, renumbered back to 43102 and named "*The Journey Shrinker*" in honour of its place in history as joint holder of the world speed record for a diesel train attained whilst paired with 43159 on November 1st 1987. © **James Trebinski**

## Tub Thumping | John Tattersall

Well, what a quarter it has been! Despite the Covid lockdown restrictions, your group has continued to move forward: no doubt you will have seen the news of a further power car acquisition and the delivery of a further five trailers, too. You will find further details of what has been going on in the pages following this.

First though, I want to wind back in time to the mid-1980s, when a preservation group set out to preserve a complete train, rather than "just" a locomotive or two: all told they had the foresight to buy five power cars and ten trailer vehicles. In the years that followed a 6-car set has been restored and since 1996 they have operated that train on the mainline, covering over 600,000 miles since then, both on hire to mainline operators and on charter services. To do that they have had to undertake some serious engineering, fitting all modern safety system to the driving cabs and central door locking to the entire train. Controlled emission toilets are next. I am, of course, referring to Hastings Diesels and their Hastings unit: do take the chance to have a ride on it if you can, it is a fabulous restoration.

But why's he prattling on about 75mph Southern Region multiple units? Well, Hastings Diesels is probably the closest to 125 Group in terms of what we are trying to achieve. We are preserving an entire train – 3 power cars, 9 HST trailers and 4 LHCS vehicles at current count – and we aim to keep it in mainline operation. Like Hastings Diesels we will have to address changing standards: controlled emission toilets is one item and ETCS will be a requirement on some routes in the not-too-distant future.


We have now largely completed our acquisition phase, which is the easy bit. We have been enormously fortunate with the relationships that key people in our group have built up in the industry over the last 20 years or more and that has meant we have acquired the best possible condition vehicles, in many cases donated to us. We all owe a huge debt of gratitude for this to, particularly, Porterbrook and the team at Neville Hill depot.

We are now starting the hard part of keeping our train in good condition and not to put too fine a point on it, that costs. Lots. As just one example, our vehicles are all several years since last repaint: whilst paint also looks nice, its real function is to protect the bodywork from rusting. Want to repaint a single Mark 3 properly? That's the thick end of £10,000: don't think about skimping on it, it's a false economy that you will pay for heavily in future years.

To put it simply: if we are to achieve our goals, the group needs your help like never before. Please have a look at what you can do to help: our monthly direct debit scheme is available and our Valenta appeal to re-engine 43044 has commenced. The hardest work starts now.

## Preservation Update

With the first quarter of 2021 seeing the UK still under the grip of a lockdown due to Covid 19, the amount of work 125 Group is able to do is somewhat limited, but as we acquire vehicles, we must carry out essential work to remove these from depots or storage locations.

 Fleet Status			As at 12.03.21		
43044	PC	Neville Hill on repairs	40741	TRFB	At Rectory awaiting movement
43048	PC	Available	41057	TF	At Rectory awaiting movement
43089	PC	Available	41067	TFD	At Rectory awaiting movement
10202	RFM	Conversion & WSP mods	42111	TS	At Rectory awaiting movement
10206	RFM	Awaiting return to service work	42119	TS	At Rectory awaiting movement
12087	TSO(W)	Awaiting return to service work	42120	TS	At Rectory awaiting movement
12134	TSO	Awaiting return to service work	42337	TS	At Rectory awaiting movement
40730	TRFB	At Rectory awaiting movement	44000	TGS	Awaiting return to service work

## The New Arrivals

As many of you will have seen from the email newsletter, the Group has been successful in purchasing 43044 from Porterbrook. This power car has been stored at Neville Hill for some time since an engine defect removed it from service, becoming the depot “Christmas tree”, as those who saw media pictures will confirm.

So given that our policy has been to go for vehicles in the best condition possible, why have the group taken this one? The reality is that the power car owners have either been holding back vehicles from disposal for a variety of reasons or selling them at (for us) unaffordable prices, with the VP185 engined power cars almost all having potential homes. All, that is, except 43044. Despite it having some parts removed, these are all easily replaced (see below for major progress on this) and it has the advantage of sitting on very good condition, low mileage bogies. The biggest issue – its defective engine – is actually an opportunity for us given our core objective to revert a power car to the classic Valenta engine and Marston cooler group combination. The defective engine gives us a source of parts for both 43048 and 43089, as does the Brush cooler group; purchasing 43044 therefore not only gives us an opportunity to achieve the Valenta objective, it also provides spares resilience for our other power cars.

Like 43048, the history of 43044 is comparatively straight forward compared to many other power cars. Ordered by British Rail on 22 January 1974 under lot 30876, it was outshopped from Crewe Works on 19 March 1977 and was delivered to Old Oak Common depot in April 1977, at first formed into set 253022. The creation of the InterCity sector started a re-appraisal of HST utilisation and the decision was made to move HST sets from Great Western and Cross-Country duties to the Midland Main Line as it offered a better financial return. 43044 was one of the power cars involved, transferring to Neville Hill depot on 3 October 1982, as the Midland service was provided from an enlarged East Coast pool. 43044 would remain allocated to Neville Hill for nearly 38 years.

During this period it could be used on any East Coast or Midland HST duty, but was allocated to the Midland IMLP pool when sub-sector allocations were brought in during March 1988. 21 October 1993 saw the power car receive the name “Borough of Kettering”, unsurprisingly at Kettering station, where Transport Minister Roger Freeman performing the unveiling, with the plates being of the standard cast type. Like the rest of the Midland allocated fleet, at privatisation it passed to the new Porterbrook leasing business in April 1994, leased to the Midland Mainline franchise, being repainted into their teal and tangerine livery in May 1997.

VP185 engine conversion came in 2003, making the trip to Devonport Dockyard on 28 May for DML to carry out the modifications and re-wire the power car; release back to MML being on 7 July. It was repainted into MML’s ocean blue livery in October 2004, losing its nameplates at the same time.

Following a re-mapping of franchise boundaries, the new Stagecoach-operated East Midlands Trains franchise commenced during November 2007, 43044 transferring to the new operation, but transferred to the new EMPC power car pool. It received EMT’s livery during a repaint at Neville Hill in October 2010. The new East Midlands Railway franchise that started in August 2019 inherited the EMT fleet, but with a commitment to run down the VP185 fleet, 43044 being taken off lease at the

start of July 2020, having last worked on 25 November 2019. Purchased from Porterbrook, ownership transferred to us on 26 February 2021 and 43044 was transferred into our ICHP pool on 1 March.

Our five recent additions to the trailer car fleet are all from set NL03 and mark the end of our trailer car acquisitions. As with the rest of our fleet these vehicles have been selected based on their condition above any other considerations and, as always, our thanks are due to Porterbrook for their donation and to Neville Hill depot for their help with identifying the best condition vehicles. Of those acquired, 42120 is likely to become a spares donor, although this could change dependent on a detailed assessment of all four TS trailers.

40741 was built as 40341 on lot no 30948. New on 05/10/1980 as part of set 254035, it was renumbered to 40741 in late 1985. Other than a spell at Heaton between 28/01/1989 and 15/09/1990, it has been Neville Hill based for its entire career, transferring into the Midland Main Line (MML) fleet after East Coast electrification.

41067 was built under lot 30896 and as part of 254006 was new to Heaton on 28/07/1977. Having spent its first couple of years flipping between Heaton and Bounds Green allocations, from 30/09/1979 it was transferred to Neville Hill, where it has remained since. Having become part of the MML fleet and transferring to Porterbrook ownership (in common with our other four new arrivals) in April 1994, it has also remained Midland allocated ever since, other than a spell on loan to FGW between March and September 2007.

42119 and 42120 have an identical history, being built as part of lot 30897 and delivered as part of set 254003. They were new to Heaton on 08/09/1977 before doing the rounds of Eastern Region depots (NL 01/10/1978, HT 03/01/1982, NL 11/05/1986, BN 15/05/1988, NL 26/05/1990). East Coast electrification and sectorisation saw them dedicated to the MML sub-sector, where they have remained ever since. 42337 was ordered as part of the last batch of nineteen HST trailers on lot 30983, which were destined for the East Coast to standardise formations as 8-car sets. 42337 was one of the few HST vehicles not to be delivered in blue/grey livery, receiving InterCity Executive colours from new to match with the then-ongoing re-livery programme. The first allocation was to Heaton on 31/03/1985; thereafter it has an identical history to 42119/120.

All five were off-leased by EMR at the end of 2020, with ownership transferring from Porterbrook to 125 Group on 28 January (40741, 41067, 42119) and 4 February (42120/337).

### **43089 and 43048 get ready to play**

After a fair while in storage at Rectory Junction, the time had come to call on our two active power cars to go and pick up the remaining Mk3 vehicles we had acquired from Porterbrook, out of what was NL03. 125 Group had been lucky in that our friends at EMR and Porterbrook allowed us to keep the coaches with all the other rolling stock at Gascoigne Wood that was due for scrapping. We were given advanced warning that we'd need to collect at the end of the half term week, so Ben and James were able to pay a visit to 048 and 089 and see what troubles they had managed to pick up whilst being left unattended with no grownups around.

It turns out, quite a bit! We'll start with the better of the two: 43089. As you'll probably recall we've had a bitterly cold start to 2021 and neither power car wanted to start from cold in mid-February. 43089 was particularly annoying as the Woodward governor seems to be set incorrectly such that it shuts the engine down prematurely on a cold start. The software is very configurable and there is a time out from when the engine is about 200 rpm (which is when the engine run switch cuts in on a VP and Valenta to cut the starter motor) and it reaching 650 rpm (just below idle). On 089 that is set to 10 seconds, which is hopeless when the engine is stone cold and you're trying to "rack" it to get the engine to fire on a few cylinders. James and Ben were cursing it repeatedly as each time they got the engine starting to build RPM, the fuel was cut. Fortunately, we have all the software for re-programming the Woodward so sometime, we will get around to re-programming it to something a little more sensible.



**Left:** 43048 & 089 standing side by side at Rectory whilst Ben and James attend to their needs on February 14th prior to their outing the following week. Note the generator and battery charger being used to help them into life. © **James Trebinski**

Other issues include a coolant leak which needs sorting, on the coolant drain outside the power car of all places where a pipe connector has been overtightened causing the former to crush and coolant to leak out. Alas there is no isolating cock on the bottom of the engine (like a Valenta) so we'll need to drain the whole system out and replace with a new one – or possibly change to a Flexmaster which are superior as they are difficult to imbalance the tightening. The other problem was the engine room scavenging fan randomly tripping the circuit breaker. We're not entirely sure why but might just be an old and tired motor that needs re-winding or changing. Other than that, once started, all systems work fine. 43048 has already shown itself to be "the problem child" of the fleet – you have to have one! The first annoyance is there is a coolant leak coming from a location we are yet to pin down. The engine was also a pain to start, with the Viking controller throwing its toys out of the pram at not quite a rate of that 43089 was doing, but still annoying. Once the engine was running, not helped by weak batteries (possibly a single faulty cell), we then had faulty electronics modules to debug. This didn't take very long with the system being very similar to the Class 57 ECU that was fitted to 41001; some quick following of the diagnostic lights soon tracked this down to the main alternator control module, which was changed out for a spare. 43048 had decided to sit down during some shunting at Rectory the week previous and refused to take power, unfortunately it had done this at the most inconvenient spot possible – you can see why it is beginning to gather a reputation!

There is also a problem with the speedo on 43048 (affecting 43089 far less) which seems to have spread to most of the VP fleet – we know Colas and DATS are suffering too. When the power car is cold/damp the speedo is showing 5-7mph when stationary, once things warm up however, the problem disappears completely. The false reading, however, is an instant "failure" if you are taking it on the mainline so needs sorting. We need some further time with the power car to work through the problem but think it's the Brush WSP card that's at fault. Our contact at Brush has given us some pointers so we shall see what we can find. With both power cars finally running they were both given a good check over and all seemed to be well generally apart from the aforementioned issues.

### **Back on the road part 1**

Not to be outdone by the headlines about 43044 the same day, 19 February saw 43048/089 engaged in stock moves to collect our five newly acquired trailers from Gascoigne Wood where they have been stored since EMR finished with them. This move saw them take some DATS vehicles from Rectory Jct to Leicester, then, with the three trailers we took delivery of back in November along for the ride, working up to Gascoigne Wood via the Erewash valley and the 'old road' avoiding Sheffield. The return to Rectory Jct was routed from Shaftholme Jct via the East Coast Main Line to Grantham, before reversing there to reach Rectory. This gave the opportunity for both power cars to have a good

workout on a 2+8 set: Doncaster was passed under green signals at over 90mph and south of Retford the full 125mph was attained. We believe this is a new UK preserved rail speed record!

**Right:** “You bought it mate”; as delivered, 43044 was missing quite a few bits, which we knew about when we signed on the dotted line. This is how we found it on arrival at Neville Hill where EMR had kindly put it in a power car bay so we could work on it in the dry and warm. © **James Trebinski**

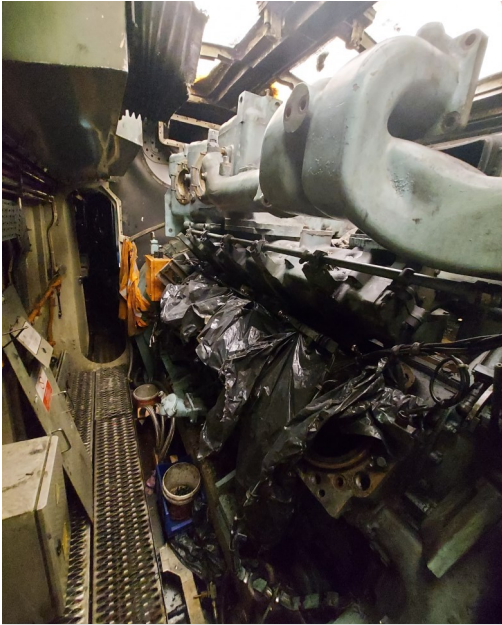


**43044 – it’s a large Lego kit**

The remainder of Half Term week was spent at Neville Hill depot in what seemed like a large dose of déjà vu. So, starting with the biggest Lego set in history, Ben and James (assisted by Steve later in the week) set about marrying parts back where they belong on 43044. To give you an idea of what was missing, here’s an abbreviated list.

<b>43044 task list</b>		<b>Green items complete</b>
Electronics module and rack	Bogie 1 air supply strainer missing	
OTMR recorder and driver interface	Air leak on pipe between two main res tanks	
Fuel strainer and fittings to repair	No 1+2 bogie spirax regulator	
Inergen bottle in cab as well as its adaptor	Fuel Coalescer	
Wiper motor and arm, washer pump	Track circuit clips	
GSMR radio in van and the cab display and handset	Nitrogen pilot flex pipes, cab, engine room and cooler group	
Rectifier	Portable fire extinguishers	
Viking governor – N/A	Lighting control panel	
Fire detectors	Cab and engine room light switches	
Van Inergen nitrogen bottle and metron	Engine room lighting units	
Rear door lock	The 3 desk panels	
Cab air con and control panel	Driver guard ripper equipment	
Battery charger	WSP box	
Battery charger transformer	Centre Valance	
Latched relays	Air Tanks	
Nose end door	Headlight clusters	
Engine to rebuild – N/A	Cab litter bin	
Exhaust elbow	TPWS control box and its enclosure	
E70 unit	TPWS power supply	
Cooler group hydrostatic control block defective	Nos 2+3+4 yaw damper safety straps	
Cubicle air regulator	CCTV equipment including power supply	

Of all that lot, well over 75% has now been located and fitted (albeit not wired in yet, but we can do that at our leisure). We plan on another session over Easter which should see most of the work completed. We’d like to extend a sincere and heartfelt thanks to everyone at Neville Hill who has helped us with 43044 during our sessions there, in particular Paul Corrie, Nigel Yule and Simon Tracy. Without their help facilitating our team the work on ‘44 would have been very much harder.



**Above:** Broken! VP185 in bits in the state it was left after dismantling the top end, the remainder of which is presently in the van. Obviously, we will be removing the VP engine anyway and keeping for spares so within a few months we might see this engine room go back "as nature intended".



**Above:** A typical scene inside the power car showing missing main rectifier, but as with the other parts a complete rectifier was provided by EMR, which later in the week had turned into the scene *below*



**Left:** New front valance now installed and one light cluster back in, Steve works on preparing the other light cluster for installation. Note the horn grille sat on the tow bar waiting to be screwed in.





**Above (both):** The before and after shots of the cab desk. It was in bits when the guys first arrived, but by the time the week was over most of the stuff was back in place where it should be. The aircon unit needs replacing and a few other small items but certainly looking like an HST should again.

**Right:** Finally, Ben and Steve refitting parts to the brake frame. Much of this had been robbed to keep other power cars going. But we've managed to find most of the parts to fit back on and make the power car moveable on the mainline again hopefully in spring, albeit not under its own power.....yet!



### Back on the road part 2

Following on from the mainline exploits described on pages 6 and 7 our pair of operational power cars 43048 and 43089 were again called into action on Monday 22 February, this time at short notice to power the DATS overhead line test train following the failure of 43054. The full workings since One Two Five Issue 133 are shown in the table below.

### 125 Group power car workings

Power car(s)	Date	Working
43048/089	19.02.21	5Q59 1007 Rectory Jct - Leicester LIP
43048/089	19.02.21	5E16 1219 Leicester LIP - Gascoigne Wood
43048/089	19.02.21	5M55 1610 Gascoigne Wood - Rectory Jct
43048/089	22.02.21	5Q61 1200 Rectory Jct - Kettering
43048/089	22.02.21	1Q24 1424 Kettering - Bedford
43048/089	22.02.21	1Q25 1451 Bedford - Corby
43048/089	22.02.21	1Q26 1531 Corby - Bedford
43048/089	22.02.21	1Q27 1613 Bedford - Kettering
43048/089	22.02.21	5 1634 Kettering - Rectory Jct

## Swallow Flies Again...



**Above and inset left:** Seen on February 14th in an advanced stage of the repaint process 43302 stands next to 43320 inside Neville Hill. The repaint was carried out by A1 Pro Paint and the finish is superb, a far superior end result when compared to the vinyl wrap applied to 43185. As part of the repaint the power car was officially renumbered back to 43102. © "43103"

**Below:** In the early hours of February 20th 43102 *The Journey Shrinker* waits at Leeds for its very first passengers since repaint back into the iconic *INTERCITY* 'Swallow' livery. The first working was 1C15 0519 Leeds to London St Pancras on set NL56 with all-red 43274 on the rear. © **John Zabernik**





On 1st November 1997 43102 (43102) reached 148.5 mph setting the World Speed record for a Diesel Train a record that stands to this day

## The Journey Shrinker

148.5 MPH The Worlds Fastest Diesel Train

**Above:** The Formation Shrinker! 43295 and 43102 are seen leaving Derby as they return 'light engine' to Neville Hill after a press event at Derby Etches Park on February 26th. © **Chris Hopkins**

**Left:** The nameplate attached to 43102. A sticker was previously worn by this power car commemorating the achievement.

**Below:** 43102 *The Journey Shrinker* is captured on March 7th 2021 whilst leading 1C43 1050 Leeds to London St Pancras through Sandall and Agbrigg with 43295 on the rear. © **David Coggin**





## GWR 'Castle Class' HSTs in Action



**Above:** 43009 and 43162 are seen working the 1125 Exeter St David's to Penzance past Sprey Point on January 29th 2021. The sunshine has brought a handful of dog walkers out on Holcombe beach despite bitter temperatures.

**Right:** 43187 and 43004 meet under the roof of Bristol Temple Meads on February 21st 2021; 187 departed at 1144 headed for Worcester leaving 004 to wait until 1215 before departing for Cardiff. 43160 and 43158 lead the respective trains.  
**Both © Chris Hopkins**



**Above:** With at least six “stop” markers visible drivers stopping at Weston Milton in the down direction have their work cut out! 43192 *Trematon Castle* is seen arriving at the single line halt on August 8th 2020 leading the 0918 Taunton to Cardiff Central with 43005 at the rear. © **Chris Hopkins**  
**Below:** 43042 *Tregenna Castle* arrives at Plymouth on March 31st 2020 whilst at the head of 2P09 1015 Penzance to Plymouth, 43041 is out of sight at the rear. © **Chris Hopkins**



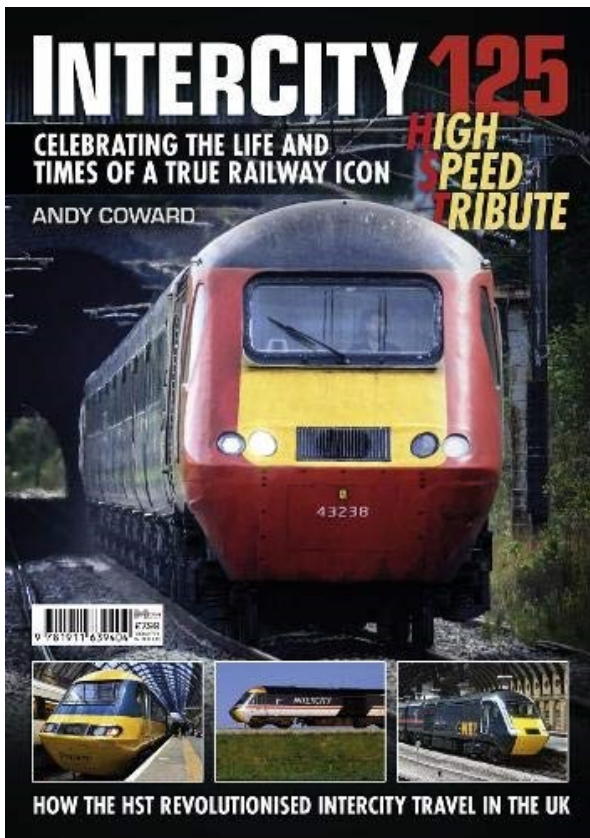


*InterCity 125 High Speed Tribute* is a 132 page "bookazine" edited by Andy Coward which has been recently published by Mortons Media, the publishers of *Railway Magazine* and *Rail Express*, and is available for £7.99 from many of the same outlets. Although each section has a written introduction this is largely a collection of photos from throughout the lives of the IC125, well over half of which have come from the extensive Martin Loader collection with more than a few from Chris Hopkins- the work of both photographers will be familiar to regular readers of our magazines and purchasers of our two books or annual calendars. A good spread of photographic locations and angles has been chosen and the early pages also include reproduction of some early British Rail publicity material.

With just 14 pages devoted to the first 20 years of the life of the fleet the publication is heavily weighted towards the privatisation era, justifiably so given that each different livery carried by the fleet is portrayed by a handful of photos. 24 pages are given over to a potted and illustrated history of each TOC, the wording describes the full life of the operator including their tenure before or after HST operation and equal weight is given to each one regardless of their importance- for example Hull Trains manages three photos and a full text column which is more text than GNER got! A further 15 pages later on look at each livery which feels rather like a re-run of the earlier section, albeit with different words and images, and this section suffers a little from excessive use of superlatives to describe the liveries the author favours.

Smaller sections look at the buffer fitted power cars (without once mentioning the WCML), the NMT, the different engines used, the tours operated using EMT sets between 2011 and 2018 and the Midland Pullman. A 14 page section deals with the latter day 'celebrity' and one-off liveries, whilst the farewell events laid on by both GWR and LNER are detailed with the inclusion of perhaps too many crowd scenes at Paddington. I feel compelled to be complementary about the preservation section towards the rear of the publication as our efforts both with 41001 and the acquisition of production vehicles are detailed in a favourable light.

It's a generally well researched publication, although a small number of factual errors can be found within the text and photo captions, the quantity and scale of these is insignificant when compared to the output of other authors and therefore they don't detract from the overall end product to the same extent. Overall I'd recommend this publication as a worthy addition to the shelf of any HST enthusiast.





Our thanks go out once again to those who have submitted news and photos to us this quarter, without such information we could not bring you this section. Please do send anything of interest to [news@125group.org.uk](mailto:news@125group.org.uk).

## Future Fleets | "43096"

### Rail Adventure

Another new name appeared on the HST scene in early March with a deal being done to transfer eight Angel Trains owned power cars (43296/308/423/465/467/468/480/484 – all now in the SCXL Angel stored pool) in an agreement that also involved Hanson & Hall Rail Service Solutions. All eight of these power cars have now transferred ownership to Rail Adventure. Based in Germany, Rail Adventure ([railadventure.de](http://railadventure.de)) specialise as an "interim" rail operator who conduct delivery moves on behalf of manufacturers and facilitate acceptance and testing runs, along with other unusual movements. They operate a mixed fleet of locomotives in various European countries, including classic traction such as ex-DB Class 103 and Swiss Re6/6 types. In the UK, they are responsible for the delivery runs of Merseyrail's Class 777 units for Stadler, although operation from Calais onwards is sub-contracted to GBRf, and their translator vans have also been used on Class 332 scrap moves. It is not yet clear what use these power cars will be put to, or even if use is intended in the UK or they are for export.

The power cars were moved by DCR on 3 March in two moves:

60046 hauling 43423/468/308/467 as 6Q42 0836 Ely Papworth to Eastleigh Works

60028 hauling 43465/296/484/480 as 6Q43 1151 Ely Papworth to Eastleigh Works

Four power cars subsequently moved to Willesden London Overground depot for storage two days later, 60046 taking 43467/308/296/423 as OZ43 0936 from Eastleigh.

### Locomotive Services

The Rail Charter Services "Staycation" service which ran on the Settle & Carlisle line last summer using locomotive hauled Mark 3s, is to be repeated in 2021, but this time will use a LSL HST set that has been specially prepared for the service. The service is expected to run from mid-July through to the middle of September, running every day except Friday. Rough timings suggest a departure of around 0930 from Appleby to Skipton, 1115 Skipton to Carlisle, 1500 back to Skipton and around 1700 back from Skipton to Appleby. Fridays will be used for servicing.

To resource this, several vehicles have been moved to Eastleigh Works for renovation, including external re-livery in a new green and silver livery. The formation is expected to include three TFs, a TRFB and a TGF. LSL vehicles 40804, 41160/166/167/183/187, 44081 and 46006/014 are at Eastleigh, with five to be prepared for the new service, which will include converting 44081 to TGF by fitting a first class interior from a donor vehicle.



Two power cars from 43058/059/083 will be branded to match, with the third acting as a maintenance spare for both this set and the Blue Pullman. Some crew training has taken place using 43058+43059 running back-to-back from Crewe to the Settle and Carlisle route during early March as 5Z43/5Z44, although 43058 has suffered engine problems and has been dead on these trips. LSL has also acquired a further five trailers from Porterbrook (see off-lease moves table on page 18) which look likely to be used on crew training runs for the new operation.

Due to further lockdown, all planned trips for the Pullman have been cancelled or postponed until later in 2021.

## GWR

Having languished at Laira since March 2019, Porterbrook owned 43180 has now transferred to GWR ownership, joining 43063/091/161/195 as stored power cars owned by the franchise.

The second of the additional sets being converted with sliding doors for GWR, GW15, was released from Wabtec on 11 March, 43172/192 handling the move back to Laira.

A surprising development in the early part of March was GWR taking back on lease seven Porterbrook owned power cars: 43056/069/078/087/193/196/197 all being taken back on and transferred to the EFPC pool. As might be expected, the rumours have surfaced, with three theories: further sliding door sets, the perennial power cars replacing Class 57s on the sleeper suggestion and thirdly, that they will be used for swapping out major components (power units/cooler groups/bogies) to reduce overhaul costs for the existing fleet.

## ScotRail

Five of the six vehicles involved in the Carmont derailment have now been off-leased by ScotRail and transferred to the Angel Trains stored pools (SCXL/SCXH), indicating that they are in the process of being formally written off. Power car 43140 and all the trailers in set HA22 (40622, 42007/145/564) are those reallocated. Least damaged 43030 remains on lease to ScotRail, suggesting that either a decision has still to be made on it, or possibly that it is to be returned to service.

The final set (HA19) from the refurbishment programme was released from Doncaster on 25 February, along with the first four of the 17 trailers that will be used to expand sets to 5-car formation, with a further four TS conversions following on 10 March, leaving just nine vehicles undergoing overhaul. Once delivery is complete the fleet will comprise of 17 5-car sets and 8 4-car, assuming no replacement is sourced for HA22. HA19 includes vehicle 40619, converted from 41124: this is the second use of the 40619 number on HST stock, the first was the prototype HST modular buffet conversion which was later renumbered to 977995 in the NMT fleet.

**Right:** 43128 has yet to enter passenger service with ScotRail. Now covered in a thick layer of dust and missing some components, it's seen inside Haymarket depot with spares donor 43185 parked behind.  
© "Devon Sunset"





## EMR

With a further Covid-induced lockdown starting after Christmas, further reductions in services took place affecting the EMR HST fleet from 18 January. There are now just two diagrams (and none planned on Saturdays) for three retained sets (NL56-58), all of which have also been reduced to 6-car formation. In consequence, six power cars (43305-307/316/317/319) have been stood down pending being returned to Angel Trains. 43307/317 and set NL51 have been sent to Barrow Hill in advance of handback to Angel, whilst all the Porterbrook trailers displaced by the changes have been dispatched to the scrapyard. 43305/306/316/319 remain at Neville Hill joined together as two back-to-back pairs pending movement into storage.

One positive has been the repaint into full InterCity Swallow livery of the former 43302 at Neville Hill. Unlike the two LNER power cars repainted back to original livery which remain officially numbered 43206/312, 43302 was renumbered on the national vehicle register back to 43102 on 25 January. The repaint back to the livery it wore when it set the world rail diesel speed record in 1987 has been funded by EMR and Porterbrook in advance of it being handed over to the NRM once its mainline career is over.

**Right:** 43319 and 43306 are seen joined nose-to-nose at Neville Hill on January 28th after being removed from EMR service. These two along with 43316 and 43305 have been parked as if about to leave for storage.  
© "43103"



## Network Rail

In the event, it was 43299 that joined 43290 in being reactivated for use as part of the Network Rail NMT pool, the anticipated 43277 being left at Burton in favour of 43299 after a defect was found. Both have been reallocated to the QPLV (Network Rail vehicles leased from Porterbrook) pool – as opposed to the QCAR code applied to 43013/014/062 – and show on the system with Craigentenny as their home depot. Having arrived from Burton-on-Trent on 11 January, they ventured out on a test run from Derby on 5 March, before 43299 made its NMT debut two days later, on 1Q28 1246 Derby to Heaton. The additional two power cars are to provide cover for a major programme of work in the coming months, including major exams, power unit overhauls and ETCS fitment, the first of which saw 43013 stopped for an engine change, the work being carried out at Neville Hill.

## Off lease

The steady stream of Mark 3s going for scrap has continued into 2021 as both Angel and Porterbrook trim their fleets as the chances recede of re-leasing or selling vehicles on to other operators. This has included a start being made on the ex-LNER vehicles at Ely that have been there for over a year. As this issue closed for press, this has left Porterbrook with just one off-lease HST trailer vehicle, TRFB 40751 at Gascoigne Wood: the rest having been either sold for re-use or sent for scrap.

In addition to the moves for scrap, eight Angel owned trailers at Ely have been disposed of for further use. Three – ex-LNER 40706, 41088 and 44058 – have been identified for the Colne Valley Railway, while five have moved to Scunthorpe: indications are that these will be for the Appleby Frodingham Railway Preservation Society. The following moves have taken place: as before vehicles highlighted in red have gone for scrap.

Date	For	Move	Vehicles
14.01.21	Angel	Ely-Newport	40737 41044 41090 42063 42064 42065 42127 44045
18.01.21	P'brook	Gascoigne Wood-Newport	40700 41069 41079 42152 42155 42156 42157 42384 44041
28.01.21	Angel	Ely-Newport	41066 41097 41098 41151 41152 42182 42190 42240 42354
___.01.21	Angel	Ely-Rotherham	41092
11.02.21	Angel	Ely-Newport	44001 44007 44010 44011 44018 44038 44039 44093
18.02.21	Angel	Ely-Newport	42104 42122 42161 42171 42172 42219 44031 44056
19.02.21	125 Grp	Gas Wood-Rectory Jct	40741 41067 42119 42120 42337
22.02.21	P'brook	Gascoigne Wood-Newport	40749 41061 41064 41077 42121 42151 42153 42164 42165 44054
01.03.21	P'brook	Gascoigne Wood-Newport	40753 41071 41072 42139 42140 42141 42329 44048
04.03.21	Angel	Ely-Newport	42158 42215 42226 42235 42241 42244 42323 42340
10.03.21	P'brook	Gascgn Wood-Newport	41046 42124 42230 44085
11.03.21	Angel	Ely-Newport	40742 41164 42106 42134 42180 42181 42188
15.03.21	Angel	Ely-Scunthorpe	40713 42504 42511 44015 44059
16.03.21	P'brook	Neville Hill-Newport	41113 41115 41185 41190 42160 42286 42307 42330 44051
16.03.21	LSL	Gascgn Wood-Crewe	41063 41117 42100 42220 44047

## Great Western Railway

The operation of four-car sets has settled and covered all of the lockdown timetable with relative reliability.

**19 Jan** 43170+GW14+43186 work a return test train 3Z14 from LA to PNZ and 3Z19 return.

**05 Feb** First day in passenger service for GW14 worked by 43094 and 43016, commencing with 2U06 0633 EXD-CDF.

**17 Feb** 43170+GW02+43156 failed whilst working 2C71 1000 CDF-TAU and was replaced by a unit at BRI. The set went to SPM and several days later to LA.

**20 Feb** 43097+GW05+43029 was failed at TAU after working 2C75 12.00 from CDF. The set went forward to LA as 5Z77.

**01 Mar** Engineering works between Par and Truro meant a break of service, with 43005+GW13+43027 working shuttles between PNZ and TRU, then 43153+GW06+43092 doing the same on subsequent days.

**10 Mar** Holiday trip for 43172+43192 back to back to Doncaster, to return the following day with 5V84 0742 Wabtec-LA around set LA15.

**14 Mar** Sunday shuttles between PNZ and PAR using 43022+GW04+43188 and 43009+GW08+43097.

The first of the five car sets have been out for testing and platform clearance work. 43128 remains at HA depot where it has been used for training, but is yet to work a service in Scotland.

**02 Jan** Having failed at ABD on Christmas Eve, 43032+HA09+43036 returned to HA before returning to service on 1A55 1130 EDB-ABD.

**08 Jan** 1H15 worked by 43142+HA05+43026 became a total failure at Carrbridge. Recovery was protracted and the set lingered on IS until late January, before returning to service on Feb 7.

**15 Jan** Disruption at Stonehaven due to another landslide has services radically reformed and at least ten sets parked on depots all day. The blockage extended for the whole week ahead.

**16 Jan** A track defect at Carrbridge halts Perth to Inverness services whilst Stonehaven remained blocked. Some shuttles run from Glasgow to Montrose and Aberdeen to Inverness with five sets in use.

**21 Jan** 43037 leading HA26+43168 hit a tree between Carrbridge and INV.

**28 Jan** 43135+HA08+43149 failed and terminated at Montrose whilst working 1A63.

**4 Feb** Line closed between Aviemore and Blair Atholl due to snow. 43125+HA17+43183 work INV-Aviemore shuttles throughout the day.

**09 Feb** Four coaches returned to Wabtec Doncaster for warranty repairs.

**15 Feb** Only seven sets in traffic due to heavy snow blocking INV-ABD with 43149+HA08+43135 working the only HST return service between INV and Keith.

**17 Feb** 43149+43135 again but this time working HA08 from HA to Wabtec Doncaster

**19 Feb** 43125+HA17+43183 terminated at Dunkeld on 1B31 due to flooding. The set returned to INV as 1Z15 before working a return to Dalwhinnie. Northbound services terminated Perth.

**20 Feb** The flooding saw the same set and 43034+HA18+43147 spend the day on INV-Pitlochry shuttles – a pattern continued for several days.

**22 Feb** The line north of Stonehaven reopens. HA05 powered by 43138 and 43151 fails again at EDB after arrival with 1B07.

**25 Feb** 43124+43148 work 5S01 1030 Doncaster Wabtec to HA, with eight trailers – five of set HA19 and three more for increasing four car sets to five.

**07 Mar** 43021+HA05+43151 after another week out of service at IS, work 1B52 to GLQ where they are failed. After two more days in service, they are again stopped at IS for prolonged repairs.

**19 Mar** 5-car set HA19 remains on test and commissioning at HA, having yet to work a passenger service.

## EMR

The very last scheduled passenger workings of classic IC70 seat fitted HSTs took place on 31st December 2020 when both NL04 and NL11 were used for the last time. The curtain was brought down by 43257+43320 powering NL04 on 1F70 2001 St Pancras to Leeds, this will probably also turn out to be the final 2+8 formation in normal passenger service. Following the demise of blue sets the recently introduced red sets started to be withdrawn soon after. A reduced Covid service has seen a marked reduction in HST services to just two diagrams per day – both out and back from Neville Hill - commencing 18<sup>th</sup> January, with just three sets retained operational to cover. Etches Park has lost all HST work. Sets NL51 and NL55 were stood down, together with the power cars detailed in the table below which shows the final EMR workings for the six power cars that have been returned off lease. 43306's EMR career was very short having been last to enter service on 07/12/20. Formations of NL56, 57 and 58 are tweaked to get a better balance of vehicles from the remaining serviceable cars.

Power Car	Last Day	Last Passenger Working
43305	31.12.20	1D58 1734 STP-NOT
43306	17.01.21	1F44 1455 STP-LDS
43307	15.01.21	1D64 1834 STP-LDS

Power Car	Last Day	Last Passenger Working
43316	17.01.21	1F44 1455 STP-LDS
43317	15.01.21	1D64 1834 STP-LDS
43319	17.01.21	1F63 1835 STP-LDS

**19 Jan** Another of the regular total signal failures between Luton and St Albans, saw the two remaining diagrams decimated with 1C15 terminated at DBY and 1B23 cancelled throughout.

**20 Jan** Making up for the previous day, 43257+NL58+43274 work additionally on 1D26 1105 STP-NOT and 1B46 1312 return vice demic 180 unit.

**14 Feb** With no HST booked to work Saturdays, 43274+NL56+43309 work 1C60 1529 SHF-STP and 1F60 1802 STP-SHF.

**24 Feb** Recently repainted 43102 in its excellent historic livery operates its first service back in Swallow as 1C15 0519 LDS-STP with set NL58 and 43274. This was the first appearance of a swallow liveried power car on the MML since 43193 made a surprise appearance on 18/9/2000.

**26 Feb** 43102 goes back-to-back with 43295 to Derby Etches Park for a photographic shoot, returning north later.

**18 Mar** 43102 is working set NL57 with 43295 starting on 1B23, whilst 1C15 was 43274+NL56+43238. NL58 does not appear to have worked since 7 Feb, though some vehicles in sets 56 and 57 have been swapping around for maintenance.



Newly arrived 43208+239 have taken their place in the pool covering the three diagrams per day. 43321 remains out of service for cab repairs and 43384 has been stopped for painting and exam.

**28 Dec** Flooding at Cowley Bridge saw services split with a shuttle between PLY and EXD worked by 43208+XC02+43239, and the northern sets with 43304+XC01+43301 and 43285+XC04+43357 working returns between EDB and TAU. 43303+XC05+43378 was at NL and was swapped with XC01 at YRK working 1S51 the following day during a repeat of the operation.

**30 Dec** The XC02 shuttle set goes to PNZ working 1C09 and 1S49 to PLY. The line reopens later and it works forward as 1E63.

**14 Jan** 43208+XC02+43239 working 1V50 terminate at LDS due to a wiper fault – the set running to NL for attention.

**04 Feb** Not the best day with 43208+XC04+43285 failing to work 1V44 and later running ECS from NL-EC. 43303+XC04+43357 working 1V54 needed attention at LA so worked 5V54 BRI-LA, with 43366+XC02+43239 working 5S53 LA-BRI to form the 1S53 return working. In total an additional 480 miles of ECS operation.

**09 Feb** 43207+XC05+43378 undertook a test run from LA to NTA and back after recent exam work.

**16 Feb** Having been swapped onto diagram at PLY, 43285 (with 43208) was terminated at TAU on 1E63 with a horn fault. Passengers swapped with the Voyager set off 1V58, which the HST worked back to PLY.

**26 Feb** The HST scheduled for 1V50 instead ran ECS EC-LA where power car 43378 was swapped for 43366 before forming 1E67 to LDS.

**28 Feb** Discovery of an unexploded bomb near the railway north of Exeter saw services turned at Tiverton Parkway. 43207+43366 on 1V44 returned north as 1M41 to BRI, then ECS back to Tiverton for 1S51 starting there.

**02 Mar** Despite the additional power cars, there was no set available for a swap out from 1V50 which had to go to depot to change 43208 for 43304, the set returning north on 1E67. 43303+43357 on 1V54 did not return north, running ECS to LA instead.

**03 Mar** 43303+XC03+43301 failed at BHM and was cancelled, the set being stabled at Bordesley loop, before working ECS to LA the following morning via Didcot. 1V44 and 1S51 were Voyager as a result on the 4th.

**17 Mar** 43303+XC03+43301 working 1V50 were turned at Newcastle for 43303 believed due to wiper issues after hitting a pheasant. Its woes were not over though as working 1E63 back north, it had a brick dropped through the windscreen on approach to Cheltenham and was duly terminated. Stock returned as 5Z63 to LA.

43290 and 43299 have been brought from storage at Burton on Trent to act as NMT assistance during upcoming overhauls and ERTMS fitment. 43013+43014 were working the train until February 14th when 43062 replaced 43014.

**05 Mar** 43290+43299 work a back-to-back test run 0Z43 from Derby RTC to Derby RTC via Ambergate, Chesterfield and Toton Centre, still wearing EMR branding.

**07 Mar** 43299 works the NMT with 43062 (the first time in a few years no buffered car is on the set) commencing with the usual DBY-HT Sunday working. 43013, having been removed from the train, works solo to NL depot for component exchange work. Subsequently, 43299 has been noted at PNZ, Swansea and on the Settle and Carlisle line.

**Right:** 43299 now carries its fourth branding on the VTEC livery! The Virgin logo rearward of the driving cab was replaced by an LNER logo, then the EMR logo and now a Network Rail logo is worn. On March 15th 2021 it led the NMT over the Settle and Carlisle line with 43062 and is seen having just crossed the Ribbleshead viaduct. © **Andy Wade**



Colas Rail has stood down 43050 after defects during the trials in support of their bid to Network Rail for operating the Mark 1 / Mark 2 testing services. 43045 replaced 43050. 43060 and 43045 worked from LEI to Reading for crew training purposes and were stabled at Reading Triangle. The return working terminated at Didcot due to speedo fault and the pair returned to Reading Triangle.



43052, 43054, 43066 and 43076 have all now transferred ownership from Porterbrook to DATS. 43052 remains unserviceable, with the other three cycling between duties, which required a number of component changes – some from 43052.

A series of tests using all the three electric locos, the DVT and Mk III trailers has operated from Rectory Sidings Nottingham with overhead line testing between Corby and Bedford / Elstow.

**19 Feb** First use by DATS of 43048, when it works a train of 125 Group and DATS stock with 43089 from Rectory to Leicester UKRL, before the pair were used by 125 Group with their three existing trailers to extract the NL03 trailers from Gascoigne Wood

**22 Feb** An engine fault with 43054, led to 125 Group's 43048 and 43089 working the DATS test train for the full day.



### 2000- A Year in the Life of 43108; Part Three - Shining Like A New Pin.

This is the third part in my look back at a year in the life of GNER's 43108. At the end of part two 43108 had been removed from set EC21 for attention at Craigentenny on 06/05/2000.

43108 partner/set changes between early May and mid July 2000;

10/05/2000 43108 attached to EC16 (with 43118) during station stop at Edinburgh on 1E08 0800 ABD-KGX following repair at Craigentenny

18/05/2000 43108 removed from EC16 for exam at Craigentenny

25/05/2000 43108 attached to EC21 (with 43118) during station stop at Edinburgh on 1S24 1200 KGX-INV following repair at Craigentenny

01/06/2000 set EC21 overnight power car change at Craigentenny, 43118 off, 43095 on

08/06/2000 43108 swapped from EC21 to EC16 (with 43038) at Neville Hill

09/06/2000 43108 swapped from EC16 to EC19 (with 43106) at Neville Hill

10/06/2000 43108 detached from EC19 during station stop at Edinburgh on 1S11 0710 LDS-ABD for repair at Craigentenny

12/06/2000 43108 attached to EC23 (with 43111) following repair at Craigentenny

12/06/2000 set EC23 overnight power car change at Neville Hill, 43111 off, 43095 on

13/06/2000 set EC23 overnight power car change at Craigentenny, 43095 off, 43038 on

22/06/2000 43108 swapped from EC23 to EC19 (with 43109) at Neville Hill

29/06/2000 43108 removed from EC19 for heavy exam at Craigentenny

43108 was then out of service for 16 days whilst an E-exam and repaint was carried out.

15/07/2000 43108 attached to EC20 (with 43114) following heavy exam at Craigentenny

16/07/2000 43108 swapped from EC20 to EC17 (with 43095) at Neville Hill

19/07/2000 43108 swapped from EC17 to EC23 (with 43111) at Clayhills


A three day spell out of service in early May was followed by nine days in traffic before being stopped again for maintenance which saw 43108 out of use for six days. On 10/06/2000 43108 suffered a failed turbocharger leaving 43106 to provide traction power to 1S11 0710 Leeds-Aberdeen on its own to Edinburgh where 43108 was removed for a turbocharger change which took one day. Placing a defective power car onto 1S11 for an Edinburgh station swap over was a fairly common way of getting a defective power car from Neville Hill to Craigentenny for repair; a delay on 1S11 impacted no other services whereas tripping a poorly power car from Leeds to Edinburgh via London and Aberdeen carried a profound risk to service performance. Although Neville Hill was a well-equipped and experienced HST depot GNER would use their "own" Craigentenny depot whenever possible for cost reasons. On Monday 12/06/2000 43108+111 covered a Class 91 diagram starting with 1E06 0930 Edinburgh-King's Cross, possibly to balance out workings after engineering work the previous day. On 18/06/2000 1E10 0755 Inverness-King's Cross was delayed by a points failure and then reached Newcastle to find the line ahead blocked by overhead line damage at Ferryhill. An additional stop at Darlington was announced and 1E10 set off from Newcastle over the King Edward Bridge, only to swing off to the left and head out towards Sunderland and continue along the Durham coast. At no point did any of the crew think to make any announcement to the passengers telling us that we might now be even later into London, but I was keenly anticipating travelling over the line from Eaglescliffe to Darlington as I'd not been that way on 43108 since August 1997. After a few minutes stood at Eaglescliffe the "Customer Operations Leader" (as GNER guards were then known) rediscovered the invention of a public address system in order to eject any Darlington bound passengers onto the bleak unstaffed platform before we set off via the more common route through

Yarm to Northallerton, and eventually London where arrival was some 70 minutes late. The set then worked the booked 1D02 1710 King's Cross-Hull with a 37 min late start and then a seemingly mysterious second 1D02 2230 Hull-Doncaster which was actually operated in connection with a rugby league match. During my all-line rover in June I managed to travel 3,286 miles with 43108 over the course of six days, work commitments meaning the seventh day of the rover was not used. On 28/06/2000 GNER Control once again got more than they should out of 43108; it was back on the 1,125 mile long 1E03/1N03/1A30/1D51 step-up with 43109, seemingly in order to put 43108 on the Craightinny finishing diagram the following day. 43108 finished June by entering the workshops at Craightinny for an E-exam after working the 1B75 1815 Aberdeen-Edinburgh on 29/06/2000, according to the system it had completed 496,941 miles since its previous F-exam in July 1998.

On 15/07/2000 43108 emerged from Craightinny following its E exam, which took 15 days. During this time EC also carried out some other bodywork attention including plating over the small windows in the guard's area of the luggage van, filling in the bolt holes around the nosecone giving a smooth appearance for the first time since new, the broken rain deflector below the cab windscreen was replaced with a new one and LED type tail lamps were installed into the original tail light holders. The power car was given a full repaint and looked fantastic when it emerged, details such as pipework, connections and battery box handles on the underframe had all been picked out in their respective colours. The name "Old Course St Andrews" was applied in gold lettering on the engine compartment side of the radiator grille in line with the vermilion stripe, this was the first power car to receive one of the route specific names; GNER had announced these during 1999, amid that list was "Royal and Ancient Course St Andrews" which was factually inaccurate hence the modified title.

17/07/2000 was 43108's big day; it was attached to tidier looking set EC17 at Neville Hill prior to heading up to King's Cross on 1A11 0648 Skipton to King's Cross. Over twenty years after the event I found out that this had nearly turned into a public relations disaster before breakfast- a brake fault was found on the prep! The brakes would not apply in initial but after a fresh restart of the system the brakes worked OK and it was able to leave the depot on 5A11 as planned. The train was re-platformed into platform 8 at King's Cross where a special stage had been erected; this was built to look like the putting green of a golf course complete with hole and a GNER flag. 43108 was named just after 1000 by five times winner of the Open Golf Championship Peter Thomson and GNER Chief Executive Christopher Garnett, the event celebrated the start of the 129th Championship which took place between 20/07/2000 and 23/07/2000. After the naming the invited guests were seated in the first class coach at the other end of the train which formed the 1S20 1030 King's Cross-Aberdeen. Several of the guests were travelling to Leuchars, the nearest station for St Andrews which would be besieged by golf fans before, during and after the upcoming tournament. All was well right down as far as Peterborough! Smoke was seen coming from the bogies on 43095 at the rear of the train, after some attention the train set off again only to activate the Hot Axle Box Detector near Stoke Tunnel. The train limped through to Edinburgh at reduced speed where technical staff spent 38 more minutes looking into the problem, once underway again Leuchars was reached 92 minutes late: something of an embarrassment to GNER. On arrival at Aberdeen 89 mins late the return working, 1B75 1815 Aberdeen-Edinburgh was cancelled rather than run late and the set ran empty to Edinburgh instead.

**Below:** The name applied to 43108 in July 2000, stick-on names never enjoyed the longevity of cast plates.



Old Course St Andrews

## Blasts from the Past



**Above:** We couldn't resist one last shot of 43102– but this one is from the time when hardly anyone paid attention to it as the other 196 power cars wore this livery at the time! On 18th March 1995 43102 is seen at the helm of 1V39 0640 Newcastle to Bristol Temple Meads passing Ashchurch. © **Martin Loader**

**Below:** 43044 *Borough of Kettering* is seen at Derby on the rear of a St Pancras to Sheffield train at Derby in 1998. MML were the first to replace the original light clusters in 1999/2000. © **Chris Martin**



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