

Limited edition  
programme

0000/2000

**40**  
**YEARS**  
1976|2016

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ST PHILIPS MARSH DEPOT  
**OPEN DAY**

**Monday 2 May 2016**

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**GWR**



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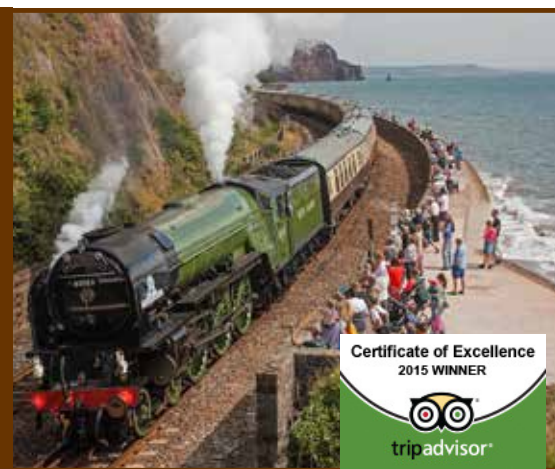
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# Welcome

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Welcome to St Philips Marsh Depot for this Open Day as we celebrate the 40th year of the iconic High Speed Train.

As you will see, on display today is a unique collection of locomotives that have travelled from all over the country to be here, and whose history spans over 100 years. Each one of those on display has played an important part in building the success of the Great Western Main Line and indeed the whole country's railway.

The centre of our celebrations is, of course, the Class 43 High Speed Train locomotive, which has been an incredible success story and has made a major contribution to inter-city travel.

Since being formally launched into passenger service on 4 October 1976, these trains have shown how far advanced they were for the time. They are very much the mainstay of the Great Western Railway, with 119 locomotives in the fleet – more than any other operator.

Now, 40 years on, they are a testament to the thousands of engineering and maintenance crews whose skill and expertise have played such a central role in their success. Today is as much a celebration of those people as it is of the locomotives themselves.

I am delighted to extend a very warm welcome to Sir Kenneth Grange, the designer of the Class 43, and we are honoured to be naming one of our locomotives after him today.

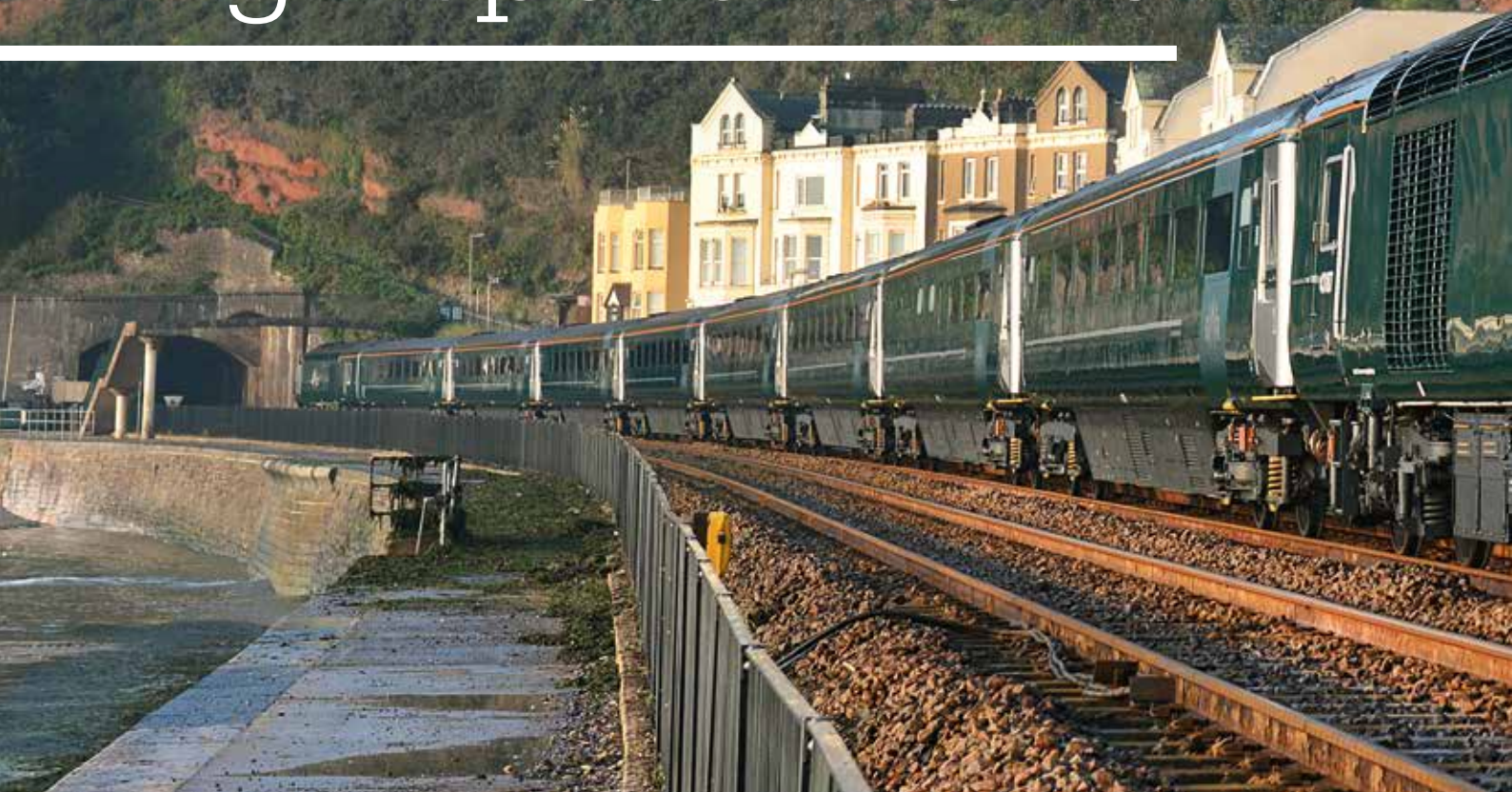
Finally, I'd just like to remind you that all the proceeds from today will be going to support the Springboard Opportunity Group, a local charity, which the St Philips Marsh depot has supported for a number of years.

We are very grateful for the support of all those organisations that have provided exhibits for you today, and the individuals inside and outside of the rail industry who have come together to make this possible.

A handwritten signature in black ink that reads "Mark Hopwood". The signature is fluid and cursive, with a long horizontal stroke at the end.

**Mark Hopwood**  
**Managing Director**  
**Great Western Railway**

# High times for High Speed Trains



**It's come to represent a potent symbol of modernity, so you may be surprised to learn that the High Speed Train is actually creeping into middle age, as this year it celebrates its 40th birthday in Britain**

## **The high esteem of steam**

The story of our nation's quest for high-speed rail stretches all the way back to the golden age of steam at the turn of the 20th century. In fact, in 1904, the Great Western locomotive City of Truro is believed to be the first locomotive to have broken the 100mph barrier – 30 years before the Flying Scotsman took the official record.

However, let's skip forward to 1972, when the prototype of British Rail's new High Speed Train (HST), the Inter-City 125, was first unveiled. The 125 picked up the slack from its less successful predecessor, the Advanced Passenger Train, drawing inspiration



**British Rail poster from 1977**

from Japan's bullet trains, which first wowed the world in the mid-1960s.

## **High design**

The 125 sported a futuristic, streamlined nose cone, taking design cues from racing cars. The train's striking design helped the 125 to achieve iconic status, earning its rightful place in the pantheon alongside the Mallard and the Flying Scotsman.

Interestingly, the train's designer, Sir Kenneth Grange, was no railwayman. He had honed his chops designing Kenwood blenders and Kodak Instamatic cameras.

Along with its aerodynamic

shape, the HST brought innovations such as air conditioning, robust moulded-plastic seats and smooth air suspension.

## **The fastest train in the west**

In 1973, the Prototype HST smashed the world record for the fastest diesel train, hitting the speedometer at a rollicking 143mph. The Production HSTs entered passenger service on the Great Western Main Line in October 1976 and over the next few years 125s were introduced in other regions, transforming long-distance services across the UK. In 1987, the HST set a new world rail diesel record of 148mph, which still stands almost 30 years later.

## **High speed comes of age**

The 125 arrived with a fair bit of fanfare, thanks to a launch spearheaded by flamboyant PR supremo Peter Marsh, who sired memorable slogans such as 'this is the age of the train' and 'let the train take the strain', while





restaurateur Prue Leith was added to British Rail's board to reinvent on-board catering.

The 125 has certainly stood the test of time, with many still serving the same routes. These days, the trains offer refurbished coaches with leather seating in First Class, seat-side power points and a wide variety of food and drink.

### Speeding into the future

When Isambard Kingdom Brunel first oversaw the construction of the Great Western Railway in the 1830s, his goal was to build a railway that significantly improved the humble mail coach's journey time, slashing this from 17 hours to four.

Today, the journey from London Paddington to Bristol Temple Meads can be made in just 103 minutes. GWR also has big plans with the new Hitachi Super Express Trains which will enter service in 2017. These new trains will take up the baton and bring intercity train travel into the 21st century.



King George V steam locomotive and Inter-City 125, Paddington Station, 1979





# Then and now

## The history of St Philips Marsh depot

**BRISTOL TEMPLE MEADS** opened as the Great Western Railway's second major terminus in 1840. In the 1870s, when Isambard Kingdom Brunel's station was expanded to accommodate the growing number of trains in service, it became clear a depot was needed.

Built on reclaimed marshland, St Philips Marsh opened in July 1910 as a twin-turntable facility to house mighty freight locomotives.

As the 20th century rolled on, the surrounding area swiftly became industrialised, housing a lively community of workers in Bristol's

**Main:**  
**St Philips**  
**Marsh depot**

Old Market area. This housing development of around 20 streets spawned many local businesses typical of the time, including Curry the Pawnbroker, the Ireland family Blacksmiths, ratcatcher extraordinaire Ralf Chinnock and numerous roving tradespeople such as 'Maggie' Simmonds, who would trundle her handcart selling sacks of coke to householders.

### All change

Despite closing for a period in the 1960s after the switch to diesel, St Philips Marsh got a new lease of life in the mid-1970s with the

GARY MORRIS, LEONID ANDRONOV





introduction of the new High Speed Inter-City 125 Trains.

Today, it is as busy as ever, with over 200 staff working on High Speed Trains and Diesel Multiple Units (DMUs), and is one of GWR's seven major depots. The total depot complex now stretches over many acres of land, from Temple Meads station to Victoria Sidings.

St Philips Marsh is also home to the GWR West Fleet HQ and undertakes much of the maintenance work required to keep the fleet running. The West Fleet operates throughout the South West, including Cardiff to Portsmouth



The famous exterior of Bristol Temple Meads station

services and branch lines to St Ives, Severn Beach and Torbay, servicing around 40 vehicles every night.

#### **The depot that never sleeps**

St Philips Marsh is a genuine 24/7/365 operation, fully manned around the clock. Most staff work through the night, starting around 20:00, when they start receiving trains for various fuel point checks and service exams. Trains begin to enter service again from 02:47, with the last train leaving at 07:15.

Employees here look after everything, from train cleaning, routine service checks, refuelling and day-to-day maintenance, right through to heavy engineering.

By night, St Philips Marsh is organised on a production-line basis to accommodate the throughput of Inter-City 125 sets required by the timetable.

On coming out of Temple Meads station to the depot, the trains are checked to ensure they are clear of passengers, luggage and buffet stores. All windows are closed and the buffet car drinking water tanks are refilled. The train then goes via North Somerset Junction towards the depot where it is met by a shunter.

Depending on whether it requires maintenance or just a refuel and clean, the train is directed in one of two ways. Those on the

## **The depot has over 200 staff working on High Speed Trains and Diesel Multiple Units**

maintenance road receive an 'A' exam (3,000 mile), while others receive a 'daily' exam (1,000 mile).

A team of drivers and shunters are responsible for ensuring everything is moved around the depot safely, while Mini Panel Operators signal and choreograph each move to ensure everything runs smoothly.

Other work includes tyre turning and ultrasonic testing, which ensures damage caused by the grinding of metal on metal is corrected on wheel lathes that grind them down with pinpoint precision. The depot also undertakes work on other operators' vehicles.

#### **Tricky tasks**

Senior production manager Dave Leask has been in his role for the past year.

He says: 'I suppose you could say it's a never ending cycle here, servicing and maintaining the fleet to exacting standards and always being ready for the unexpected.'

# A real rail renaissance in the west

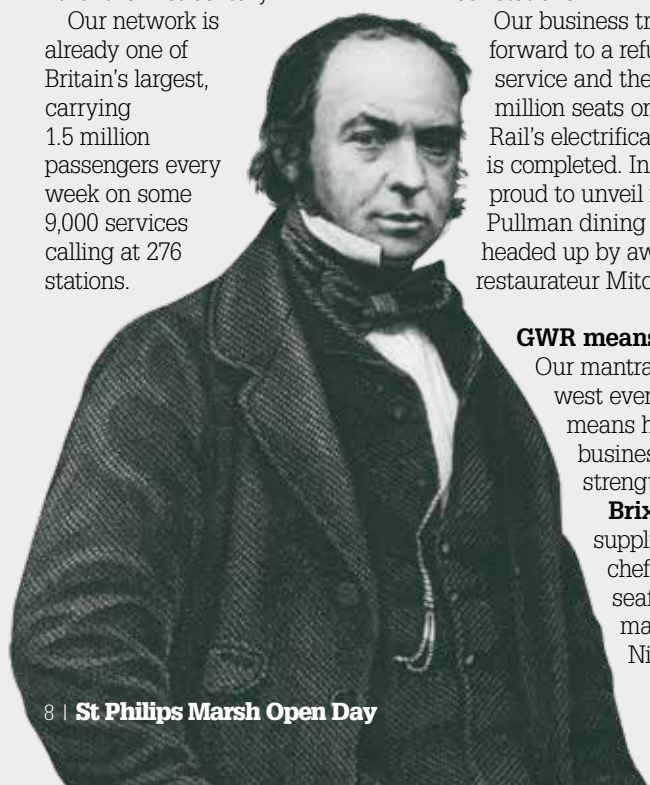
**There's a quiet revolution happening in the west: a railway renaissance is taking shape, and we're proud to be oiling the wheels to make it all happen**

**THE GREAT WESTERN RAILWAY** is one of Britain's longest-serving networks, stretching all the way back to the early 1830s when the legendary Isambard Kingdom Brunel first laid plans for a new railway to connect London with the south west.

In recognition of our great heritage, we've recently rebranded from First Great Western to Great Western Railway (GWR), with a definite emphasis being placed on the 'Great'.

Our mission is to breathe new life into some of Brunel's most pioneering ideas and build a railway fit for the 21st century.

Our network is already one of Britain's largest, carrying 1.5 million passengers every week on some 9,000 services calling at 276 stations.



You might not know that GWR is the only UK train company to operate High Speed Inter-City, commuter, regional and sleeper services.

## **Investing in the west**

Now customers on the Great Western Main Line are seeing investments of some £7.5bn, to make sure that a raft of improvements are made to tracks, stations and new Super Express Trains to keep the west moving in the greatest possible comfort. For our customers, this means more seats, faster journeys on greener trains, and free wifi, as well as improvements at our stations.

Our business travellers can look forward to a refurbished sleeper service and the addition of three million seats once Network Rail's electrification programme is completed. In 2013, we were proud to unveil revamped Pullman dining on our trains, headed up by award-winning restaurateur Mitch Tonks.

## **GWR means business**

Our mantra is to make the west even greater, and that means helping local businesses go from strength to strength.

**Brixham Seafish** supplies our Pullman chefs with gourmet seafood. Its managing director, Nigel Ward, is

**Left: Isambard Kingdom Brunel, pioneer of the south west rail network**

especially proud of this association. 'You can be in one of the best restaurants in the world and you're sitting on a train at 125 miles an hour! That's got to be something special, hasn't it? I mean, Dover sole on a train – come on, it doesn't get better than that, does it?' enthuses Nigel.

Indie record retailer **Rise Music** relies on our on-board wifi to keep its business rocking along on song. Co-founder Lawrence Montgomery







Pullman  
dining

uses our services to travel around the west, planning gigs, ordering stock and meeting his suppliers.

According to Lawrence, 'Being connected on the train is really important, as the record industry is always moving at full pelt.'

Cornwall's **Tregothnan** is England's one and only tea producer, supplying GWR with one million teabags every year. The company's managing director of trading, Jonathan Jones, thinks the sleeper

train to London Paddington fulfils a vital role. 'I see the train as my hotel,' says Jonathan. 'I jump on the 10.50pm and the next morning I'm in London before most commuters even get there. You can have a leisurely breakfast and a shower. So Great Western Railway for us is a great launch pad. We're going to take on the world by train!'

That's the spirit, Jonathan! We're busy building a greater west, fancy joining us? Just hop on board.

# Put a spring in their step

IN AID OF  
**SPRINGBOARD**  
OPPORTUNITY SINCE  
GROUP 1986

**GWR is proud to announce that all of the proceeds from today's event will be donated to local charity Springboard Opportunity Group**

## **SPRINGBOARD OPPORTUNITY**

Group, founded in 1986, supports children under five with additional needs and disabilities and their families in North Somerset. It has worked with over 1,200 children, and provides a vital service for over 100 children and their families every week across the region.

Springboard Opportunity Group works with a wide range of children with additional needs including

**Springboard encourages creativity in the children it supports**

those with autistic spectrum disorders, physical disabilities, sensory impairment, emotional, behavioural and communication difficulties, and other learning disabilities. It also runs family-support workshops.

A strong team of almost 50 qualified and experienced staff is complemented by more than 30 dedicated and hard-working volunteers. The team's knowledge

and expertise is recognised by parents, carers and preschool staff throughout the area.

Springboard is the only organisation of its kind in North Somerset. Its services are tailored to the developmental needs of each child, enabling them to build the essential foundations that will benefit them for the rest of their lives.

**[www.springboardweb.org.uk](http://www.springboardweb.org.uk)**





The Shard, London

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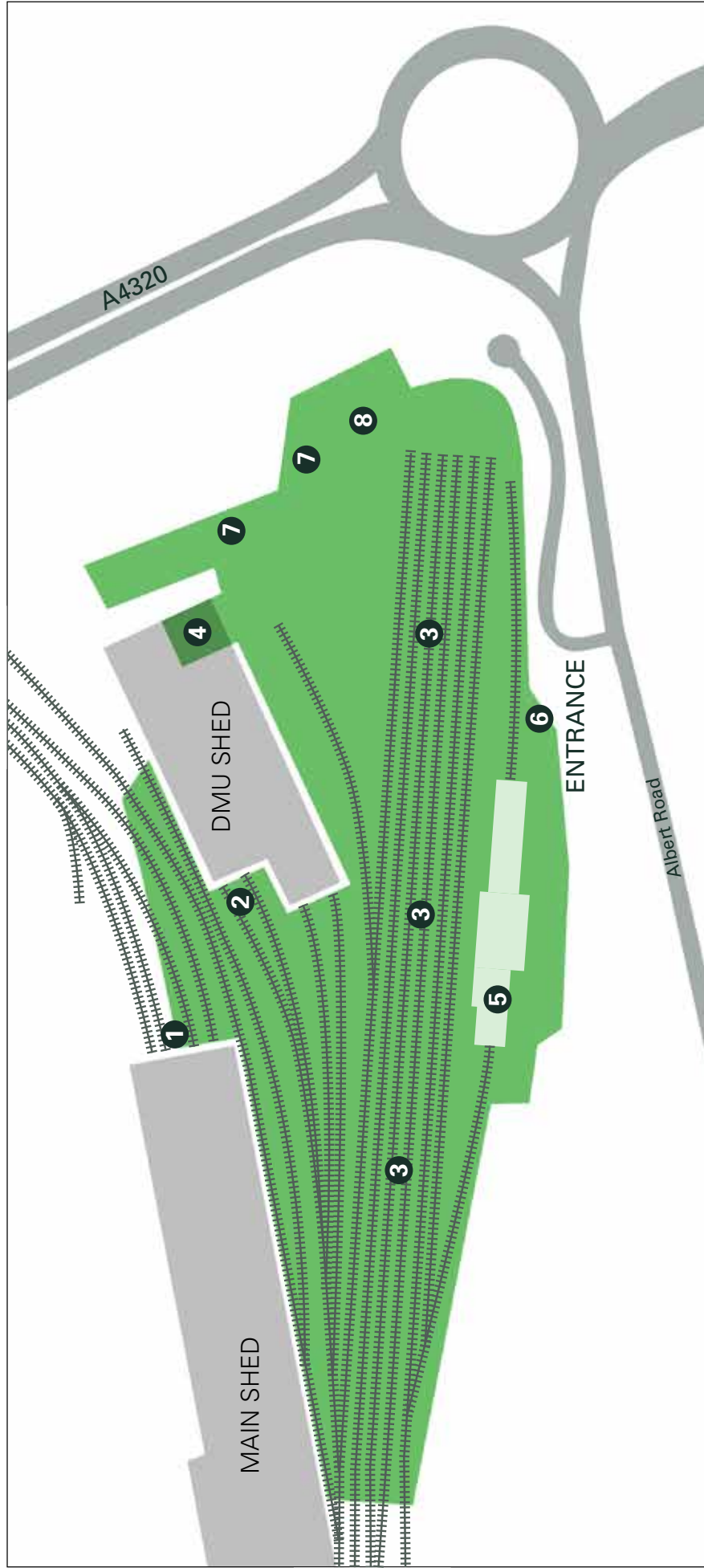
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\*Average saving on Advance Purchase fares compared to being purchased on the day. Selected routes only. Subject to availability.

**GWR**

# SITE MAP

PUBLIC AREAS SHOWN  
WITHIN GREEN SHAPE



- |                                   |                                      |
|-----------------------------------|--------------------------------------|
| <b>1</b> MAIN SHED VIEWING AREA   | <b>5</b> WHEEL LATHE DEMONSTRATION   |
| <b>2</b> HST NAMING               | <b>6</b> MAIN ENTRANCE               |
| <b>3</b> LOCOMOTIVE DISPLAY AREAS | <b>7</b> FOOD, STALLS AND TOILETS    |
| <b>4</b> DMU SHED VIEWING AREA    | <b>8</b> MEETING POINT AND FIRST AID |

**40**  
**YEARS**  
1976|2016



# Exhibits

<b>Class 43</b>	<b>14</b>
43 188 (GWR)	
<b>Class 43</b>	<b>16</b>
43 300 Craigentinny (Virgin Trains East Coast)	
<b>Class 43</b>	<b>16</b>
43 013 (Network Rail)	
<b>Class 43</b>	<b>17</b>
43 423 Valenta 1972-2010 (Grand Central)	
<b>Class 43</b>	<b>17</b>
43 048 T.C.B. Miller MBE (East Midlands Trains)	
<b>Class 41 Prototype plus carriage</b>	<b>18</b>
41 001 The 125 Group	
<b>Class 40</b>	<b>20</b>
40 013 D213 Andania	
<b>Class 46</b>	<b>20</b>
46 045	
<b>Class 47</b>	<b>21</b>
47 773 D1755	
<b>Class 50</b>	<b>21</b>
50 049 Defiance	
<b>Class 35 Hymek</b>	<b>22</b>
D7017	
<b>Castle Class</b>	<b>24</b>
5043 Earl of Mount Edgcumbe	
<b>Class 66</b>	<b>26</b>
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<b>Class 150</b>	<b>26</b>
150 232 GWR	
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158 798 GWR (Springboard)	
<b>Class 20</b>	<b>28</b>
20 205	
<b>Class 08</b>	<b>30</b>
08 663 St Silas & 08 822 Dave Mills	
<b>Class 166</b>	<b>30</b>
166 204 GWR	
<b>Class 57</b>	<b>31</b>
57 603 Tintagel Castle	
<b>Rood Ashton Hall</b>	<b>31</b>
GWR 4900 Hall Class 4695	
<b>Battle of Britain Class</b>	<b>33</b>
34067 Tangmere	
<b>Avon fire and rescue road-rail emergency vehicle</b>	<b>33</b>

Class 43

# Class 43 (43 188) GWR







#### **FOLLOWING SUCCESSFUL**

trials with the prototype Class 41, which was built in 1972, an order for 197 production power cars was placed.

Production of the Class 43s began at British Rail's Crewe works in late 1974, the first examples appearing in passenger service in 1976. The last unit, number 43 198, was completed in August 1982.

The new trains enabled 125mph operation to commence on the London Paddington to Bristol route from October 1976 onwards, their operating range gradually increasing as more train sets came into service. Eventually, the entire Western Region Inter-City network was transferred to their operation, and Class 43s also became stalwarts of the East Coast route from Kings Cross to Waverley, and later the Midland line from St Pancras to Sheffield and Nottingham. Over 40 years of sterling service the Class 43s have come to be regarded as one of the most successful diesel-powered high-speed passenger train designs anywhere in the world.



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## Class 43

# Class 43 (43 300) Craigentinny Virgin Trains East Coast

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**A NUMBER** of Class 43s are operated by Virgin Trains on its East Coast services between London King's Cross, Yorkshire, the north east of England and Scotland. To extend their working lives, Class 43s operating on the East Coast route were rebuilt with new engines, commencing in 2006. To denote rebuilt units, 200 was added to their number (e.g. 43 100 became 43 300).



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## Class 43

# Class 43 (43 013) Network Rail

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### NETWORK RAIL'S

distinctive all-yellow New Measurement Train (NMT) was introduced in 2003. Its job is to patrol the network, assessing the condition of the track and overhead power line infrastructure. Made up of specially adapted Class 43 power cars and carriages, it carries state-of-the-art measuring equipment and nose-mounted video cameras.



PHOTOS BY MATT BUCK/HST SAM



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## Class 43

Class 43  
(43 423)  
Valenta  
1972–2010  
Grand  
Central

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**GRAND CENTRAL** operates six Class 43s on its Sunderland to London King's Cross service. Most Class 43s have no buffers, only emergency coupling equipment tucked away behind a cover plate. However, Grand Central's fleet is an exception. Their buffers were added in 1987 to enable them to work alongside electric locomotives on the East Coast route.



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## Class 43

Class 43  
(43 048)  
T.C.B. Miller  
MBE East  
Midlands  
Trains

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**WHEN CLASS 43s** first began operating from London St Pancras to Sheffield and Nottingham, they were not permitted to exceed 100mph on any part of the route, but still delivered time savings compared to the engines they replaced. Today, East Midlands Trains runs Class 43s primarily on services from St Pancras to Wakefield and Nottingham.



PHOTOS BY SPIKE PHOTOGRAPHY/123GROUP

# Class 41 Prototype

## THE HIGH SPEED TRAIN

(HST) was developed in the shadow of the more ambitious and much-vaunted APT (Advanced Passenger Train). While the APT (or 'tilting train') project was eventually abandoned, the HST hurtled from prototype to production in only two years, eventually becoming the mainstay of Britain's inter-city train travel.

The prototype HST power cars (41 001 and 41 002) were built at Crewe in 1972.

Following successful trials and service on the Eastern Region, in 1975 they embarked

on a short spell working between Bristol and London Paddington. As the production models came into service, the two prototypes were withdrawn the following year.

After spending many years on static display at the National Railway Museum in York, 41 001 has recently been restored to working order and can be found hauling public trains on the Great Central Railway (Nottingham) along with 125 Group's matching Mark 3 coaches. Alas, its sister engine, 41 002, was broken up for scrap in 1990.

# 125 Group



**FORMED IN** 1994 by a small band of enthusiasts to share news and information on the fleet, our aim is to preserve a production High Speed Train powered by the original Valenta engine. HST designer Sir Kenneth Grange is now our Honorary President.

The 125 Group welcomes new members who are interested in HSTs and support our cause. Members receive quarterly magazine *One Two Five*, which is packed with news on current mainline operations and our preservation progress. If you are interested in joining, visit our sales stand today, or see our website for more information. [www.125group.org.uk](http://www.125group.org.uk)





PHOTO BY 125GROUP



## Class 40

# Class 40 (40 013) D213 Andania

**BUILT BY** English Electric for British Rail between 1958 and 1962, 200 of these giant diesel-electric locomotives were, for a time, the pride of British Rail. In fact, it was this type of locomotive that was involved in the Great Train Robbery of 1963. This particular engine is named Andania after the Cunard Line ship, RMS *Andania*, which was torpedoed by a German submarine on 16 June 1940 off the Icelandic coast.



## Class 46

# Class 46 (46 045)



**ONLY 56** of these engines were built in the early 1960s at British Railways' Derby works. They were a design progression from the similar Class 44s (all 10 of which were named after mountains in the Peak District) and 45s. The 46s were used predominantly on long-range routes, including passenger services between the north east and south west. In 1984, having been withdrawn from service, one unfortunate member of the class was chosen to take part in a crash test to demonstrate the safety of carrying a nuclear waste flask by train. The test was a success, but not for the engine concerned!

PHOTOS BY NOTTSEXMINER/ LES CHATFIELD



## Class 47

# Class 47 (47 773) D1755

**INCREDIBLY, MORE** than 500 of these locomotives were built over just a six-year period as part of the British Transport Commission's plan to eradicate all main line steam locomotives by 1968. A testament to their success is that 27 of them still operate today, hauling a mixture of charter and freight services, and many more have been preserved. Another 33 of these locomotives were rebuilt with new engines and reclassified as Class 57. Four of these operate the GWR Night Riviera service between London and Penzance.



## Class 50

# Class 50 (50 049) Defiance

**INTRODUCED IN** 1967, these popular locomotives originally worked in pairs to operate express passenger services on the West Coast Main Line between Crewe and Glasgow. Following electrification of that line, they moved to the Western Region, operating long-distance services from London Waterloo to Exeter, and from London Paddington to Hereford and Worcestershire. Eighteen of the original fleet of 50 have survived into preservation, and some still have main line clearance for charter services and enthusiast specials.



PHOTOS BY MARSHD200/HELEN S



**Class 35**





# Class 35 Hymek D7017



## THE BRITISH RAIL

Class 35 was a mixed-traffic diesel locomotive constructed by the Manchester firm of Beyer Peacock. These engines were fitted with a Mekydro hydraulic transmission system, and from this came their nickname, 'Hymek'.

The Class 35s were one of several diesel-hydraulic types developed for the Western Region as part of the British Railways Modernisation Plan of 1955. A total of 101 Hymeks

were built from 1961 to 1964, and they were based at Bristol Bath Road, Cardiff Canton and Old Oak Common depots. However, in an attempt to standardise the locomotive fleet in the late 1960s and early 1970s, British Rail phased out all diesel-hydraulic types. The last Hymek was withdrawn from service in 1975. D7017 is one of four that survived. The other engine pictured here is another diesel-hydraulic type, a Class 42 'Warship'.



Castle Class

# Earl of Mount Edgcumbe (5043)

**THIS IS** one of the mighty Castle Class locomotives designed by Charles Collett. Built at Swindon in 1936, it was originally named Barbury Castle, but was renamed Earl of Edgcumbe a year later. The Castle Class locomotives were

regarded as Britain's most powerful passenger locomotives and in 1924, 4073 Caerphilly Castle was exhibited alongside Sir Nigel Gresley's Flying Scotsman at the British Empire Exhibition at Wembley.







PHOTO BY G VINCENT



## Class 66

# Class 66

**VERY MUCH** a mainstay of freight operations in the UK today, 480 of these Canadian- and US-built locomotives were shipped to the UK between 1998 and 2016, the last examples arriving in February of this year. The design is also a common sight throughout mainland Europe. This particular locomotive, number 66 751, originally operated on the European mainland before being acquired by GB Railfreight. Its recent workload has included delivering several of the vehicles that are on display here today. It has also been given the honour of hauling the new Class 800 Super Express Train when it is not able to move under its own power.



## Class 150

# Class 150 (150 232)



### THE CLASS 150 DMU

(diesel multiple unit) was built by British Rail Engineering Limited in York between 1984 and 1987 as a replacement for the first generation of DMUs, many of which dated back to the 1950s. The unit's body shell is based on the High Speed Train (Mark 3) carriage design. Class 150s operate in two-car and three-car formations.

When DMUs originally began to replace locomotive-hauled trains, they were dismissively nicknamed 'Bog Carts' by railway enthusiasts for their basic design. However, in terms of speed and comfort, they revolutionised train travel for commuters.

PHOTOS BY MATT BUCK/MARTIN LOADER



## Class 31

# Class 31 (31 162)

**THIS IS** another locomotive commissioned to replace steam. In all, 263 were built by Brush at its Loughborough Falcon Works between 1957 and 1962. Originally Class 30, they were reclassified 31 after modification by British Railways and the change to a more reliable English Electric engine. The Class 31s were used on both passenger and freight duties, originally on the Eastern Region, and later the Western and Midland Regions. Popular with enthusiasts, around 26 locomotives are preserved around the country on various heritage railways, often to act as backup for steam locomotives.



## Class 158

# Class 158 (158 798)

**THE CLASS** 158s were built between 1989 and 1992 by British Rail Engineering Limited in Derby as a main line-capable DMU to operate long-distance 'local' services.

They operate widely throughout the length and breadth of the UK. On GWR, they can be found on the Cardiff to Portsmouth/Brighton, and the Weymouth to Worcester and Great Malvern services.

In May 2015, number 158 798 was unveiled in a special livery in support of the Springboard charity, with the design created by some of the children whom the charity supports.



PHOTOS BY GWR/MARTIN LOADER



Class 20





# Class 20 (20 205)



**KNOWN TO** railway enthusiasts as 'Choppers' because of their distinctive engine sound when under load, 228 of these robust and reliable locomotives were built between 1957 and 1968. Originally intended to handle light mixed-freight trains, they often worked in pairs and

occasionally found their way onto passenger services, much to the delight of enthusiasts. Class 20s were also employed in the construction of the Channel Tunnel. Over 50 years since they were first introduced, a number of this versatile class are still in daily operation today.

PHOTO BY MICHAEL OWEN



## Class 08

# Class 08 (08 663 & 08 822)

**THE CLASS 08** is the workhorse of the railway yard, a shunting locomotive first introduced in 1952. Over 1,000 of these were built by British Railways at various works over a 10-year period. In all, GWR operates nine of these across its depots, with the two at St Philips Marsh having recently been named St Silas (08 663) and Dave Mills (08 822).

Despite being a really useful (and hard working) engine, Class 08 had the dubious pleasure of becoming the villain of the piece in the *Thomas the Tank Engine* stories.



## Class 166

# Class 166 (166 204)

**BUILT IN** 1992 and 1993, the comfortable, air-conditioned Class 166 is the long-distance version of its sister, the Class 165 'Network Turbo'. The 166s were built to take over from locomotive-hauled trains on the 'Express' services from Paddington to Oxford and Newbury.

The 166 and 165 trains are used exclusively by GWR in the Thames Valley and Oxford services. However, as part of a major fleet upgrade, the Turbos will move to operating services around Bristol, with Class 387 'Electrostars' operating in the Thames Valley.



PHOTOS BY MARTIN LOADER/JACK FOSKETT



## Class 57

# Class 57 (57 603) Tintagel Castle

**THIRTY-THREE** Class 47s were re-engineered between 1998 and 2004 to become a Class 57, with these mostly hauling freight or special charter services. GWR now operates four of these locomotives exclusively for the Night Riviera Sleeper service.

They have all been given names after Cornish castles: Restormel Castle (57 602), Tintagel Castle (57 603), Pendennis Castle (57 604) and Totnes Castle (57 605).



## Hall Class

# Rood Ashton Hall

**THIS GREAT** Western Hall Class locomotive was originally 4983 Albert Hall, but it was rebuilt in 1962 using parts of 4965 Rood Ashton Hall. In fact, it still carries the name and number of Albert Hall on one side. Designed by Charles Collett, a total of 259 of these locomotives were built between 1928 and 1943. Eighty were initially ordered, but due to their success operating on the Cornish main line, a further 20 were on order before the first production run had finished and more orders followed throughout the 1930s.



PHOTOS BY ALAN WEAVER/GWR





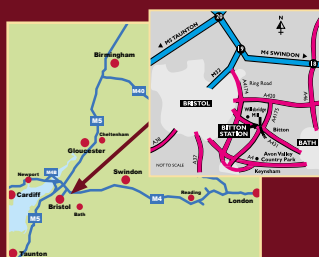
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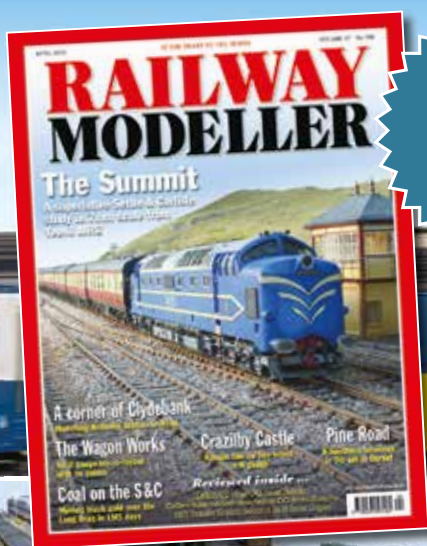
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## Battle of Britain Class

# Tangmere (34067)

**DESIGNED BY** the Southern Railway's chief mechanical engineer Oliver Bulleid, the West Country and Battle of Britain 'Light Pacifics' were built in the five years immediately following World War II. Designed as a lightweight mixed-traffic locomotive, they were intended to haul passenger or freight trains across a wide variety of routes.

Twenty locomotives of this type evaded the scrap yard and found new homes on Britain's heritage railways.



## Rescue vehicle

**N824 HFB** was a fire and rescue road-rail vehicle built in 1995 as a joint venture between Railtrack Great Western and Avon Fire & Rescue Service. It is based on a Renault G330 curtain-sided lorry, with a rear-mounted Moffett Mounty forklift truck, and Zwelwey rail wheels. It was part of a three-vehicle programme of enhanced response to incidents in the Severn and Chipping Sodbury tunnels.

Initially based at Avonmouth, N824 HFB was later moved to Yate. In 2010, it was rebuilt by John Dennis Coachbuilders and re-allocated to Avonmouth Fire Station where it remains today.



PHOTOS BY AVON FIRE & RESCUE/PETER TRIMMINGS



# Acknowledgments

GWR would like to thank the following individuals and organisations:

**British Transport Police**  
**Avon Fire and Rescue**  
**Network Rail**  
**David Fricker**  
**East Midlands Trains**  
**First Bristol Bus**  
**First West of England**  
**GB Railfreight**  
**Petersen Safety**  
**Riviera Trains**  
**Virgin Trains East Coast**  
**The 125 Group**  
**Rail Operations Group**  
**Grand Central Railway**  
**West Somerset Railway**  
**Diesel Electric Preservation Group**  
**Vintage Trains – Tyseley**  
**HSS Hire**  
**John Cronin**  
**Angel Trains**  
**Sisk Rail**

Thanks also to Simon Cassidy, our volunteers and stewards, the Open Day Committee and our colleagues throughout GWR whose hard work and determination have made today possible.

All exhibits are correct at time of going to press. Due to reasons beyond our control, not all the exhibits listed in this programme may be on display.

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Western Railway by

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Suite 2.3  
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[www.thinkpublishing.co.uk](http://www.thinkpublishing.co.uk)

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