

# TRACKS



**Inter City Railway Society**  
February 2014



# Inter City Railway Society

founded 1973

[www.intercityrailwaysociety.org](http://www.intercityrailwaysociety.org)

**Volume 42 No.2**

**Issue 494**

**February 2014**

The content of the magazine is the copyright of the Society  
No part of this magazine may be reproduced without prior permission of the copyright holder

- President:** **Simon Mutton** (01603 715701)  
Coppercoin, 12 Blofield Corner Rd, Blofield, Norwich, Norfolk NR13 4RT
- Chairman:** **Carl Watson** - [chairman@intercityrailwaysociety.org](mailto:chairman@intercityrailwaysociety.org) Mob (07403 040533)  
14, Partridge Gardens, Waterlooville, Hampshire PO8 9XG
- Treasurer:** **Peter Britcliffe** - [treasurer@intercityrailwaysociety.org](mailto:treasurer@intercityrailwaysociety.org) (01429 234180)  
9 Voltigeur Drive, Hart, Hartlepool TS27 3BS
- Membership Sec:** **Trevor Roots** - [membership@intercityrailwaysociety.org](mailto:membership@intercityrailwaysociety.org) (01466 760724)  
Mill of Botary, Cairnie, Huntly, Aberdeenshire AB54 4UD Mob (07765 337700)
- Secretary:** **Stuart Moore** - [secretary@intercityrailwaysociety.org](mailto:secretary@intercityrailwaysociety.org) (01603 714735)  
64 Blofield Corner Rd, Blofield, Norwich, Norfolk NR13 4SA
- Events:** **Louise Watson** - [events@intercityrailwaysociety.org](mailto:events@intercityrailwaysociety.org)  
14, Partridge Gardens, Waterlooville, Hampshire PO8 9XG
- Magazine:**
- Editor:** **Trevor Roots** - [editor@intercityrailwaysociety.org](mailto:editor@intercityrailwaysociety.org) details as above
- Editorial Team:
- Sightings: **James Holloway** - [sightings@intercityrailwaysociety.org](mailto:sightings@intercityrailwaysociety.org) (0121 744 2351)  
246 Longmore Road, Shirley, Solihull B90 3ES
- Traffic News: **John Barton** - [news@intercityrailwaysociety.org](mailto:news@intercityrailwaysociety.org) (0121 770 2205)  
46, Arbor Way, Chelmsley Wood, Birmingham B37 7LD
- Website:**
- Manager:** **Mark Richards** - [website@intercityrailwaysociety.org](mailto:website@intercityrailwaysociety.org) (01908 520028)  
7 Parkside, Furzton, Milton Keynes, Bucks. MK4 1BX
- Yahoo Administrator:** **Steve Revill**
- Books:**
- Publications Manager:** **Carl Watson** - [publications@intercityrailwaysociety.org](mailto:publications@intercityrailwaysociety.org) details as above
- Publications Team: **Trevor Roots / Carl Watson / Eddie Rathmill**

## Contents:

Officials Contact List.....	2	Stock Changes / Transfers.....	44
Society Notice Board.....	3-4	Traffic and Traction News .....	14-19
Publications.....	48	Freight Matters.....	43
GBBG Advert .....	13	Feature Articles:	
Current News / Sightings:		Eastleigh Works Report .....	6-10
Gloucester / Stirling Sightings.....	32-35	Network South East .....	36
Infrastructure News .....	28-31	Preservation Galas .....	20-23
Light Rail & Metro News .....	35	Preservation Outposts.....	23
Liveries .....	47	Railway Globetrotters.....	37-42
Open Day News .....	19	Ramblings of a Rail Enthusiast.....	11-13
Out & About Sightings .....	24-26		

## Front Cover Photo:

The sad but evocative sight of a cab from 58002 on Eastleigh Depot during its scrapping on the 11<sup>th</sup> January 2014 (taken from the adjacent allotments by Derek Everson with permission)

**£1.70 where sold separately**

Printed & distributed in the UK by Henry Ling Limited, at the Dorset Press, Dorchester DT1 1HD

# SOCIETY NOTICE BOARD

## Editor's Comments:

A case of 100 not out...twice. Our 5 year membership has been taken up by 100 members, thank you for your faith and loyalty and after 99 in January this issue features no less than 100 photos. Thanks for all your kind comments about the new 48 page **TRACKS** so please keep sending in your varied articles and photos. Remember if you are out and about visiting a preserved site or on a rail tour please put together some words to accompany any photos you send in.

The first of the DRS Cl.68s has arrived, but probably the decision to deliver to Carlisle Kingmoor had not been fully thought through (see **New Stock**). There are now three Colas Rail Cl.70/8s in the country and it has been confirmed GBRf are buying 21 new Cl.66s....good times.

## AGM:

We are going back to one of our traditional venues at the Crewe Arms Hotel, which is adjacent the railway across the road from the station entrance. Date is Saturday 26<sup>th</sup> April 2014. As in times past those attending will gather on the station. Sandwiches and Coffee served at 13.30 with the AGM starting at 14.00 prompt. It is expected to end by 15.30. Can you please notify the Secretary, Stuart Moore (contact details on page 2) if you will be attending.

## Errata:

In the December 2013 issue, the date in the caption for 82308 on page 38 should have read October. In the January issue a few minor gremlins crept in, not surprising with the amount of info packed in, these were:

page 10 the Ivatt locos were 2-6-2Ts not 2-6-0s.

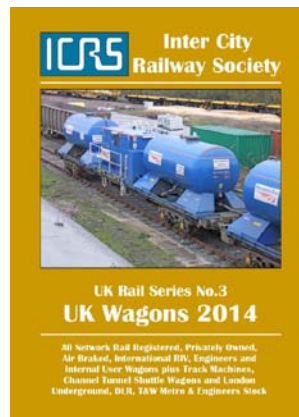
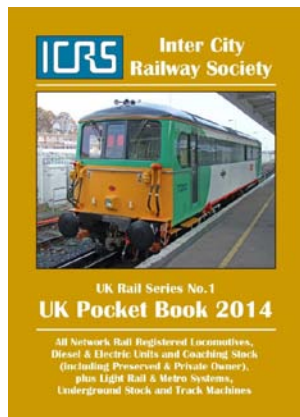
page 14 90024 was at Crewe not Stafford.

page 17 The photos of 57004 + 57012 & 350403 + 350403 should have credited to Gordon not Graham Kirkby (no such member !)

page 36-42 nearly all the photos in **Railway Globetrotters** were dated 2013 when they should have been 2012.

## Publication News:

Our first 2014 new edition, **UK Combine** was released ahead of schedule at the end of January. Packed to the gunwales with all the latest stock including the promised Crossrail Class 700 EMUs, it has everything a self-respecting enthusiast could need.



Whilst the contents of the book are second to none the appearance has been niggling us for a while. One issue has been the number of pages causing a tight 'fit' in the ring binder. This was ruining the look of the book. To overcome this we have managed to reduce the size by streamlining the specification boxes without losing data, amazing what saving one line per box does over 100s of boxes !! We have also removed the pool codes from DMUs and EMUs, data which is not particularly



useful and again this allowed the sections to be better laid out and more names to put on the same line as the numbers.

Another issue affecting all the A5 ring bound books has been the laminated covers where the lamination has been peeling back on the corners. We have overcome this by moving to a plastic printed cover as has been trialled on the USFs. This has been successful so all the A5 books will follow suit.

The next new edition to be published will be **UK Wagons** due in early March (possibly late February). All the new IIA biomass wagons are included, a wagon type on the increase. Unfortunately, like the HAAs in recent years, other types of wagon have seen big inroads into the numbers scrapped, OTA Timber, YGA/YGB/YGH Seacow Ballast Hoppers and increasingly BDA Steel Carriers.

The third new edition of the year will be the **UK Pocket Book** already at the printers (takes 6 weeks to print) and due out at the end of March. I've said it before but this will be yet again be a step better than previous years. I will definitely be filling this one in this year (can't keep using the 2009 edition!!). Most DMU and EMU names have been fitted on the same line as the number. Also added are more previous numbers, obviously due to space only the last number carried has been shown. For more detail refer to the **UK Combine** and both volumes of **UK Ultimate Sighting File**. A few extra items have also been added not in the earlier **Combine** ie. extra GBRf Cl.66s and under Track Machines, the HOPS GWML Electrification Factory Train.

For prices of all the featured books above, please see rear cover though it's worth pointing out that though the **UK Pocket Book** price has risen for non-members, the discount to members now equates to a whopping 30%.

## Membership Matters:

**Subscriptions: Annual - £16.00, Five year - £75.00** (saving £5.00 & hedging against future rises)

ICRS Membership gives you:

- a high quality full colour 48 page monthly magazine **TRACKS** - covering all aspects of railways.
- an informative website, with access to previous editions of the magazine.
- up to 30% discount on all ICRS publications (7 currently available).
- 10% discount on Ian Allan books (direct sales from IA only).

### New Members: (\* re-joined)

Adrian Carter (Canterbury), Paul Cryer\* (Todmorden), Peter Doxey\* (Clitheroe), Leslie Finch (GERMANY), Christopher Hargreaves (Crewe), Martin Harvey (Bath), Jonathon Hayes (Huncote), Tim Humme (Chandlers Ford), William Jones (Widnes), Graeme MacDiarmid\* (Glasgow), Anthony Mason\* (Nantwich), Jeffrey Palmer (March), Phil Quantock\* (Manchester), Rodney Swallow (Darlington), Ian Thompson (Redcar) - a warm welcome to you all.

**Membership Renewal:** When your membership is due for renewal / overdue this will be indicated on the **TRACKS** address carrier sheet with your expiry date. **Therefore please check your address carrier sheet with your copy of TRACKS...before you dispose of it.** The reverse of the carrier sheet will be printed with a Renewal form, which can be returned or not depending on the method of payment (see below). If no renewal is forthcoming after a second Final Reminder, your membership will be deemed to have lapsed. **Please make sure you complete the Date of Birth section and provide a telephone contact number. If you are ex-directory, don't worry as it will not be revealed to any third parties but it is important that we have a contact number other than by post, which is a costly way to communicate and not covered by the low membership fee.** As a helpful 'reminder', members who have set up a bank standing order will have a note to that effect above your name on the front of the carrier sheet but no renewal form on the reverse. Hopefully then no one will renew twice, as has happened !!

### Methods of Payment:

**Please note we cannot accept credit card payments over the telephone.**

**Internet Banking (BACS) / Standing Order:** This is the preferred most cost effective, secure and quickest way of paying, for you and the Society and ensures we get the full amount. Bank details will be included on your renewal form.

**Cheque or Postal Order:** Please make payable to ICRS and return your remittance with the form to: Trevor Roots (Membership Secretary) ICRS Membership Renewal, Mill of Botary, Cairnie, Huntly, Aberdeenshire AB54 4UD

**PayPal:** Pay by credit card or debit card via PayPal on the website, however this incurs a cost to the Society (currently £0.74 for £16 & £2.75 for £75)

Please provide your first name and a landline telephone number, whether joining or renewing and your email. If you renew in the first week of the month you may receive a Renewal / Reminder form with **TRACKS** as the mailing list will have been prepared for the printers. Please also note that cheques are not presented to the bank until usually the first week of the following month. All renewals whether by BACS, PayPal or by post will be acknowledged where possible, by email.

**NB.** When using PayPal, please remember to provide your home address and email via the comments box, but **ONLY** if different from the one used ie you may use your partners account or do it from work. Also use the comments box if buying or renewing a subscription for someone else.

**Membership Cards:** Your membership is valid until the end of month as shown by the first two numbers. For those who joined from mid 2009, the second two numbers are the year. Cards will be sent as soon as practicable following your renewal, separate from **TRACKS** distribution. No card is sent to overseas members.

## Website Matters:

**Members Area:** Access requires a username and password. Since the start of 2011 the username is your 6 figure membership number and the password a railway related word with the same first letter as your surname. For new members this will be in the welcome email and following letter. For existing members, email a request to Mark Richards at [website@intercityrailwaysociety.org](mailto:website@intercityrailwaysociety.org) Please remember to include your ICRS membership number. **NB. DO NOT** give your username / password to a non-member.

**Flickr Photo Gallery:** Mark Richards has established our photo gallery on **Flickr**, so please have a look [www.flickr.com/photos/intercity-railway-society](http://www.flickr.com/photos/intercity-railway-society). However the success of this site relies on your support, so please send Mark your photos.

**ICRS Yahoo Group:** We have our own Yahoo Group, established in March 2004, open to members and non-members alike to post sightings and observations, share comments and debate about the current railway scene. To join visit [finance.groups.yahoo.com/group/intercityrailwaysociety/](http://finance.groups.yahoo.com/group/intercityrailwaysociety/) or email [intercityrailwaysociety-subscribe@yahooogroups.com](mailto:intercityrailwaysociety-subscribe@yahooogroups.com)

**Facebook:** If you are into social networking online, ICRS now has a Facebook page. Search for ICRS and request us to be your friend and you'll be connected to what we do.

## Magazine:

**Submissions:** Any information / article on any railway related item will be most welcome for inclusion in the magazine. Your visits, travel stories or anecdotes about any part of the railway network, past or present, home or abroad can give pleasure to others or inform of places to visit. This railway hobby of ours is made all that more enjoyable by the sharing of information, knowledge and experiences. Neatly hand written submissions are perfectly acceptable, but ideally a typed document is preferable. Better still, if you have a PC and internet connection then send an email. Good quality photographs are always welcome, either prints or preferably high res digital photographs via e-mail (**not compressed please**). Please include full contact details with any submissions, including your first name.

The latest date for articles / info for the **March 2014** issue is **Friday 28<sup>th</sup> February 2013**  
with delivery to members after **Friday 14<sup>th</sup> March 2014**

**Magazine Distribution:** **TRACKS** is distributed direct from the printers to members in a clear plastic wrapping with an address carrier sheet (reverse printed with a Renewal / Reminder form if appropriate). If any member fails to receive their copy after one week from the above estimated delivery date then please contact the **editor**.

**Magazine Contributors:** Thanks to **John Barton, Dennis Dey, Martin Evans, Derek Everson, Michael Hayman, James Holloway, Geoff Hope, Nigel Hoskins, Gordon Kirkby, Eric Leeke, Ian McAlpine, Stuart Moore, Gary Mutton, Colin Pottle, Mark Richards, Mike Rumens, Ron Sansome, Ray Smith, Derek Sneddon, David Spencer, John Teasdale, Roger Thomas, Albert Ward, Carl Watson & Trevor Roots**. We are sorry if anyone has been missed. All photos by **Trevor Roots** unless shown otherwise.

# EASTLEIGH WORKS REPORT

by **Carl Watson**

for the period up to 31<sup>st</sup> January 2014

**General:** With the conclusion of the 'C' Stock replacement only weeks away and the announcement from LU that the 'D' Stock replacement could be delayed until at least December 2014, Bruce Knights has decided that it's time to call it a day. With the Works now safely under the stewardship of Barry Stephens and Arlington Fleet Group, Bruce has decided to close down the train decontamination facility in April/May this year. Myself and the other permanent staff will be made redundant (second time for me!) but first we have to complete processing of the remaining 'C' Stock on site plus another six vehicles yet to arrive. I am confident of finding a new role with one of the existing companies at the Works.

Arlington are starting the work to turn the old cleaning house into a diesel loco servicing shed. A new pit is being built and two tracks will be laid into the building, one over the pit and one alongside which will have jacks on.

**Locos:** 66846 departed in early January following repairs.

07007 made a rare foray to the rear of the Works on the 8<sup>th</sup> to help with shunting the AIT vehicles round to the front.



66712 9<sup>th</sup> January 2014

66712 emerged from the Paintshop on the 8<sup>th</sup> in new GBRf livery, departing a couple of days later.

Unique Powerhaul liveried 66504 was on the Maritime trip on the 9<sup>th</sup> (see photo below left).

47818 was repainted into DRS blue at the end of the month (see photo below right taken on the 27<sup>th</sup>).



31105 stabled with a Test Train 6262 + 62287 + 9702 on the 9<sup>th</sup> (see photos below), 62287 is the latest addition to the UTU fleet, curiously labelled as UTU2 which was (last time it was at Eastleigh) already applied to 999605.

31105 9<sup>th</sup> January 2014



ex-Cl.421 MBSO 62287 9<sup>th</sup> January 2014



73138 and 73107 top 'n' tailed a Test Train on the 13<sup>th</sup> (73138, 6261, 999550, 977983, 9523, 73107). By the 15<sup>th</sup>, 73138 had been replaced by 73201 and all three locos were on site with the same Test Train. Also on the 15<sup>th</sup>, GBRf 73109 and 73213 arrived for repairs. Five EDs in the yard and E6005 stored inside, just like the old days!

73201, 73109 + 73213 15<sup>th</sup> January 2014





47739 arrived on the 17<sup>th</sup> to collect the Porterbrook translators 6378 and 6379 to take them to Doncaster for another 455/5 delivery to Wimbledon (see photo below left). 01508 now sports gold coloured numbers and Arlington Fleet Group logos on the cabsides (see photo right). 66534 was on the Maritime trip on the 20<sup>th</sup>. GBRf 73208 and 73213 were stabled on the 27<sup>th</sup>. 73109 and 73119 having arrived with them but departed with a GLV. 66532 arrived for repairs on the 29<sup>th</sup> (see photo below right). 31285 stabled with a Test Train, including UTU1 vehicle 62384, on the 31<sup>st</sup>. The NR class 57s continue to see regular use with both GBRf and Colas crews taking them out on engineering jobs. 57301 and 57303 are currently stopped for repairs. Work continues on 66418 which is nearing the end of repairs.



**Coaches:** DRS Escort Coach 9419 was in the Arlington Paintshop at the end of the month. VSOE baggage car 99545 (80207) arrived on 3<sup>rd</sup> (see below) and repairs started almost immediately.





**Wagons:** Another new record for the number of wagons dispatched on one train was notched up this month with 24 going out on the trip to Maritime in mid January.

Scrapping of redundant coil carriers that have been stored on site for some time has continued with the following disposed of by Raxstar in January; 0899 095-0, 092-7, 088-5, 078-6, 087-7 and 4667 029-9, 047-1, 010-9, 042-2, 030-7, 040-6, 004-2, 026-5, 022-4, 043-0. The remaining coil carriers are expected to be disposed of during February.



07007 shunting tankers with  
TDA 78232 leading, 29<sup>th</sup> January 2014

**Track Machines:** Rail Grinder DR79267/277 arrived in mid January for repairs and was still on site at the end of the month (see photo below left taken on the 20<sup>th</sup> January).

The seven car Loram C2103 Rail Grinder (DR79251/252/253/254/255/256/257 arrived for repairs to vehicle DR79257 on 28<sup>th</sup>. It was due to depart on the 1<sup>st</sup> February (see photo below right taken on the 29<sup>th</sup> January).



**Units:** 450007, 075, 095, 097 and 025 have been overhauled by Siemens.

455846 arrived on the 3<sup>rd</sup> for overhaul by Wabtec and departed on the 20<sup>th</sup>. 455845 arrived on the 21<sup>st</sup> and was almost complete at the end of the month, due out in early February.

Class 412 4-BEP driving motors 61229 and 61230 from unit 7105 based at the East Kent Railway arrived on 3<sup>rd</sup> behind 33029. They came by rail from Stewarts Lane where VSOE baggage car 99545 (80207) was added for the journey down



**London Underground:** The extra AIT vehicles, 3079 and 3179, have now been painted in the white with a lower blue band to match the existing four vehicles. All six have now moved into one of the Test Sheds for fitting out and installation of the connecting jumpers.

Coincidentally, the matching trailer cars to the extra AIT vehicles, 4079 and 4179, arrived from Lillie Bridge on the 20<sup>th</sup> for storage. Lillie Bridge is being cleared out for redevelopment.

'C' Stock arrivals have been; 5521/6521, 5518/6518, 5601, 6591.

'C' Stock scrapped by Raxstar; 5600, 6718, 6514, 5711, 6719, 6597, 6731, 6571, 6724, 6535, 5514, 5504



photos by Carl Watson

# RAMBLINGS OF A RAIL ENTHUSIAST

by David Spencer – 1966 Part 3 (final)

*I try to provide extra detail on the items of traction shown in photos, other than number, date and location as provided by Dave...so it's my fault if errors creep in, ed.*

**September:** On Thursday 8th I went to the Farnborough Air Show and although it was an official in uniform day, in effect it was a jolly and I enjoyed looking at aircraft for a change plus a booze up on the way back. The following Sunday was the SLS 'Farewell to GWR Panniers' tour following a figure of eight route from Birmingham (Snow Hill) with 9630 and 9610 on once common but by then rare track, none of which is available today. We went via Great Bridge and Dudley to Old Hill and reversed to do the Halesowen branch, and to get back up the hill to Old Hill we had rare traction with GW diesel 15101 assisting the panniers. Returning to Dudley we then went up the OW&W line through Priestfield to Wolverhampton (Low Level). It was due to continue back to Birmingham and down to Stratford upon Avon via Henley in Arden and return via Solihull but times were slack and I had to get back to camp so I abandoned ship and D1757 took me back to Birmingham (Snow Hill). On my way back to camp I hoped to photograph the special on its last leg but it was seriously late by now and I gave up.

More railway interest the following weekend as my girlfriend and I went on a coach trip which involved a trip on the Welshpool & Llanfair Railway (W&L) which had only been in the hands of preservationists since 1960. We had 0-6-0T, the then numbered 2 (ex-GWR 823) [3497] 'The Countess' as haulage, Castle Caereinion 18th September 1966



Above: both 823 'Countess' and 6 'Monarch' can be seen still at Castle Caereinion on the W&L 5<sup>th</sup> September 2009 (no different in 2013).





also present on the W&L was  
0-4-4-0T [3024] 'Monarch' an original  
loco, Castle Caereinion 18th September 1966

Some non railway stuff the youth club football saga continued, winning a few and losing a lot, but we had an 11-1 win on the 10th, a 5-0 defeat the following week then a 7-1 away win the next week....consistent or what !!

**December:** It was the middle of the month before the next and last railway adventure of the year when I hitched to Edmonton from where I got an EMU into Liverpool Street, then another to Portsmouth Harbour. From here I got the Gosport Ferry and went to visit a lady friend. We had a very long natter and I got a bus to Fareham and train to Southampton Central. I then had 35012 as haulage to Weymouth, had a three hour break and got 35027 back to Bournemouth Central, 34004 on to Brockenhurst and 80095 on the Lymington Pier branch.

Bulleid WC 4-6-2 34005 'Barnstaple' (w/d 10/66), on the 08.48 to Waterloo,  
Bournemouth Central, 14<sup>th</sup> December 1966



BR Std 5MT 4-6-0 73002 (w/d 03/67) on a Waterloo to Weymouth service,  
Bournemouth Central, 14th December 1966



A sure sign I was getting old, as after a rough night on Weymouth station I was absolutely knackered the next morning whereas a few years ago I used to go days sleeping on trains or stations and it never bothered me....those were the days, ed. A light pacific took me into Southampton where I had a family break seeing my big bro and sis in law in their respective offices before proceeding to Winchester. I then walked to Kingsworthy up the main A34 and located the station site on the old DN&S line then walked along the trackbed and through the tunnel to Winchester (Cheese Hill) a bit of Great Western in the heart of Southern territory! Revenge was sweet though as Cheese Hill is now a car park whilst the main station is as busy as ever. D6507 took me into Waterloo and from there rather bizarrely I went overnight to South Wales. I had D1627 as far as Cardiff (General), another Brush to Whitland and a ride along the Pembroke Dock branch and back to Swansea all by DMU. I then walked the Victoria Wynd Street and High Street lines and came home. The rationale for this trip is totally lost on me after all these years unless it was a track bash to Pembroke Dock.

photos by David Spencer (to be cont)

---

## ADVERTISEMENT – GB Bus Group (GBBG)

Belonging to ICRS tells us you have an interest in vehicles involved in travel, whether it is to do with their design or simply number-crunching. That being the case, have you also got an interest in **buses** in the UK ? **GBBG** may already be known to you from its link with ICRS in the past, but if you haven't thought about joining us before, why not reconsider? Our annual membership subscription has now been reduced to a modest **£13.60**, so why not visit our website **[www.gb-bg.co.uk](http://www.gb-bg.co.uk)** or write to our Secretary, Hazel Roberts, at 37 Abbey Place, Crewe CW1 4JR for further information? It could well be of benefit to you as a fellow transport enthusiast.

# TRAFFIC & TRACTION NEWS

by John Barton

## December 30

The Harwich North Walsham tanks were powered by 66718 seen heading north through Salhouse in poor conditions at 12.42 (see photo below by Stuart Moore).



## January 1

66232 + 66238 passed Cowley Bridge at 19.24 heading into Exeter Riverside Yard with 6W60 - Cowley Bridge Junction working. Readypower Gigarailer FR642 – 940049 was noted parked up at Blisworth Road, at the point the WCML diverges from the Northampton loop.

## January 2

57311 + 56312 passed Walsall at 22.24 heading for Washwood Heath.

## January 3

9714 t&t 37603 passed Tunbridge Wells at 23.25 on Hither Green - Hither Green. 66422 passed Rugeley Trent Valley at 16.11 with 4M44 Mossend - Daventry working.

## January 4

92031 passed Paddock Wood at 16.43 on 6O67 Daventry - Dollands Moor Cargowaggons bound for France.

156419 departed Ely at 14.53 heading towards Thetford with the 5Z54 Derby Etches park - Norwich Crown point empty stock move.

## January 5

66201 passed Queens Lane, Paddock Wood at 12.33 on 4E32 Dollands – Scunthorpe. 66751 + 350404 + 350405 passed Deansgate at 11.47 heading to Ardwick Depot.

## January 6

67005 + 67025 passed through Kensington Olympia at 12.43 working 4B45 Wembley - Dollands Moor intermodal.

## January 7

37667 t&t 73138 were seen erupting away from Bedford at 22.16 on Derby RTC – Woking test train.

60015 was seen unloading at 13.58 at Norwich Riverside Sidings on the Peak Forest - Norwich stones, the first 60 used for a couple of years (see photo opposite top by Stuart Moore).



90015 arrived at 13.49 at Norwich leading DVT 82114 + stock into the electrified coach sidings. It was leading the stock that had previously failed from Colchester (see photo below by Stuart Moore).



## January 8

66515 t&t 66597 headed south through Bedford at 22.06 with Stapleford - Bedford south junction HOBC train.

## January 9

60066 in the unique Drax biomass livery passed through Gobowen on 6V75 Dee Marsh - Margam steel empties (photo below by Martin Evans).





### January 10

60074 on 6E54 Kingsbury – Humber headed into Nottingham for a crew change at 18.17. 37405 and 47813 were seen at 13.50 in the dock siding at Norwich. Also present was 47802 which had been taken off the short set that is used on the Great Yarmouth and Lowestoft services.

### January 11

66539 + 66957 worked Rugeley - Stoke Gifford Yard empty coal but 66957 was declared a failure on arrival at Rugeley so 66539 came from Bescot to take the return to Stoke Gifford.

As Colin says, "Amazing that in 2014 you can still get three classes of vintage traction on the main line within an hour of each other, who would have thought it":

- 31233 t&t 9708 on South Acton - Derby RTC passed through Wellingborough at 08.40
- 20302 + 20305 t&t 37194 on Pathfinder Tours - Crewe - Ely Papworth Sidings approaching Wellingborough at 09.16 (photos below by Colin Pottle).



### January 12

66017 t&t 66110 passed Long Eaton town with a Wichnor - Toton engineers at 21.38.

### January 13

66187 passed through Long Eaton High Level Goods at 21.08 with 6M58 Norwich - Peak Forest working.

66128 powered through Gobowen with the Dee Marsh - Margam steel empties in bright winter sunshine at 10.15 (photo below by Martin Evans).



### January 14

66718 dragging 20118 + 20096 t&t 20314 + 20311 on 7X10 Fenny Compton – Derby passed through Warwick Parkway at 18.37.

66078 headed through Stafford light engine at 11.00 (photo below by Martin Evans).



70007 powers through Stafford at 11.25 with 4027 Garston - Southampton freightliner (photo below by Martin Evans).



Tamper DR 73114 'Ron Henderson' passed through Stafford at 11.30 (photo below by Martin Evans).



37682 waits at Stafford at 12.11 before returning south with a Network Rail test train (photo below by Martin Evans).



Network Rail management train departed Crewe for Derby with 43013 t&t 43014 at 16.05 (photo below by Martin Evans).



### January 15

37194 + 57003 arrived at Bridgwater Yard at 08.32 with 6V74 Crewe CLS - Bridgwater Up Yard to later return with 6M63 Bridgwater Up Yard - Crewe CLS.

66434 was seen passing Preston on the northbound Basford Hall - Carlisle yard engineers at 05.22.

57312 came storming through Wandsworth Common at 21.54 with 92043 dead on 4O93 Daventry- Dollands Moor working.

### January 16

67016 t&t 67019 arrived at Birmingham Int. at 14.12 on Derby - Derby test train.

NR Track Recording unit 950001 approaches Gobowen with a Longsight - Derby working at 11.05 (photo below by Martin Evans).



90049 was seen in Platform 8, Crewe at 16 10 waiting to return to Basford Hall Yard (photo below by Gordon Kirkby).



### January 17

20142 + 20189 passed Rugeley Trent Valley with 6K50 Toton - Crewe Basford Hall working at 16.55.

### January 18

66743 passed Long Eaton Lock Lane at 15.58 with 4K80 Hotchley Hill - Rugeley working.

66605 t&t 66619 on 6X33 Westbury - Whitemoor departed Swindon at 13.10 heading for Bristol Parkway.

### January 19

57305 t&t 47739 on 7C01 Queenstown Road Battersea - Eastleigh East Yard passed Basingstoke at 19.15.

66161 was seen at Stoke Junction, south of Grantham at 17.29 with 4E32 Dollands Moor - Scunthorpe working.

#### **January 20**

66727 passed Long Eaton Meadow Lane 23.38 with 6V01 Lindsey - Cardiff working.

92039 powered through Bellingham at 22.54 on 7L23 Dollands Moor - Ripple Lane Transfesa via the old proper route !

66124 was seen at Norwich Riverside sidings on the Peak Forest stones.

#### **January 21**

90045 passed Manchester Piccadilly at 20.24 heading - Trafford Park.

37218 t&t 37402 departed Birmingham New Street at 15.13 heading back to Derby.

#### **January 22**

92039 passed Paddock Wood at 20.35 working 6D63 Wembley Euro Freight Ops Centre - Dollands Moor.

47739 passed Tunbridge Wells 17.30 on St Leonard's - Hoo Jct working.

On the same working that D1015 was used for in late 2013, 20189 & 20142 head 6D02 Wellingborough - Mountsorrel towards Wellingborough (photo below by Colin Pottle).



#### **January 23**

66014 headed south through Llanbradach at 21.26 on 6C95 Cwmbargoed DP - Aberthaw PS with 21 loaded HTAs.

#### **January 24**

66727 t&t 66726 passed Luton Town at 23.50 on 6Z63 Wellingborough - Harrow on the Hill.

47810 arrived in Norwich and was seen replacing 47841 at 11.02 on the Great Yarmouth short set.

#### **January 25**

66515 t&t 66951 with HOBC passed Long Eaton Town Crossing at 20.30 with Toton-Elford working.

#### **January 26**

59206 departed Wye towards Canterbury, possibly to run a Canterbury West - Hoo Junction working.

66718 + 66721 were seen arriving into Toton Yard at 17.26.

#### **January 27**

66047 passed Long Eaton High Level Goods at 23.21 with 6V19 Immingham - Margam working.

47739 + 395011 passed through Orpington at 22.40 on Ashford - Old Dalby working.

66186 on the Peak Forest stones and 90014, now also in the new Greater Anglia livery were noted in and around Norwich station.

#### **January 28**

60001 passed Yate at 12.19 with 6B13 Roboston - Westerleigh Murco tanks.

Following 56094s move from Westbury - Canton, 56302 passed East Usk at 12.00 heading to Bristol Barton Hill from Canton.

#### **January 29**

57009 + 57002 passed through Long Eaton Town Crossing at 16.42 with 6Z96 Crewe - Toton working.

56087 was seen leaving Preston at 16.08 on Carlisle yard - Chirk loaded logs.

#### **January 30**

66082 working 4L56 Trafford Park - London Gateway passed Nuneaton at 16.02.

57002 + 57009 passed Stafford at 12.51 on a Crewe - Toton working.

66094 was seen passing Heamies Bridge, near Stafford at 11.44 (photo below by Roger Thomas).



#### **January 31**

47813 and 47810 undertook several runs to the coast with the short set

#### **February 1**

92044 was seen at Northampton then later at Stafford hauling 350406 and 350407 on 6X50 Dollands Moor - Trafford Park.

The barrier wagons used were Bogie Intermodal Flats:

83 87 9980 000-1/001-9/002-7/003-5

33 87 4906 128-3

33 87 4909 383-1/384-1



## Engineering Trains in the Penrith area by Gordon Kirkby:

During January have been engineering possessions in the Penrith area for track improvements resulting in several loco hauled ballast trains. The first weekend, the 4<sup>th</sup> January saw 66008, 66017, 66053, 66119 and 66137 work down from Carlisle to Penrith while 60020 worked a ballast train up from Crewe (photo below from Doug Welch).



60020 with autoballasters heading north through Penrith, 4<sup>th</sup> January 2014 (Doug Welch)

Then on the 11th January 66061, 66126, 66138 and 66186 worked down from Carlisle. The engineering possession was in force from 14.00 on the Saturday until 14.00 on the Sunday. Unfortunately when the trains were returning to Carlisle on Sunday, 66061 ran in to the rear of 66186's train resulting in a derailment and the driver of one of the trains is reported to have received leg injuries as a result of the collision. The collision resulted in the WCML being closed for a further 24hrs with passengers being bussed around the closure until the main line was cleared lunchtime on Monday 13<sup>th</sup>. Below I have included photos of the two locos (66061 left and 66186 right) involved arriving in Penrith on the Saturday just a few hours before the problems started.



With the engineering work continuing in Cumbria on the 19<sup>th</sup> January and the line closed and under possession in the Penrith area, Virgin operated shuttle services between Carlisle and Glasgow using

Pendolinos and pairs of 221 Voyagers between Carlisle and Edinburgh. Those seen were 221107 + 221102 arriving in Carlisle at 14.00 and 221115 + 221108 arriving at 15.00. Passing through Carlisle with northbound ballast trains were 66168 and 66089 off the Newcastle line and 66172 'Paul Melleny' t&t 66070 from Penrith. Parked up in the station sidings were 92003 'Beethoven' and 57307 'Lady Penelope'.



66089 passing 390047, Carlisle 19<sup>th</sup> January 2014



66072 passing 92003, Carlisle 19<sup>th</sup> January 2014

## OPEN DAY NEWS

Nothing to Report

# PRESERVATION GALAS

## Mid Norfolk Railway Diesel Gala by Colin Pottle:

The Mid Norfolk Railway held its last Diesel Gala of the year over the weekend of the 28-29<sup>th</sup> December 2013. I had never visited the MNR before and the weather forecast was perfect for this weekend, sandwiched between lashing rain and gale force winds! Sometimes you have to believe what the BBC says, so I set off from Wellingborough in darkness at 06.00 on Saturday 28<sup>th</sup> December planning to arrive just before the first train of the day at 09.00. The journey by car was uneventful and as the sky lightened I could see it was going to be a lovely sunny day with just a few wispy clouds.



47579 'James Nightall GC', Dereham,  
28<sup>th</sup> December 2013

Arriving at Dereham at 08.30 I found the car park with maybe a dozen cars already parked and I made my way onto the platform where 47579 was sitting with a rake of BR blue/grey coaches. I made my way to the booking office where I bought a day rover for £15.00 – not bad for a bit of vintage traction haulage! 73210 was attached to the front of the 47 and we were off, about ten minutes late. We didn't get far as we stopped just past the yard at Dereham to attach 37609 (a visitor supplied by DRS) on the rear. Free mince pies each trip helped to pass the time!

Twenty minutes later and we were on our way again and made our way to Thuxton, the first stop. More trouble ensued here as the crossing keeper had snapped the key in the lock of the signal cabin! The 73 was detached and sent back to Dereham to pick up the next working, and we set off again after a further 30 minute delay. We arrived at Wymondham Abbey almost 50 minutes late, not that anyone seemed to mind. The journey back to Dereham was a lot smoother and found the platform fairly crowded with photographers and travellers.

Locos and units on the Saturday were:

31235, 37609 (DRS visitor), 47579, 47596, 73210 and class 101 51434 + 59117 + 51503.

I decided to drive along the line to find a few places to photograph the trains, easier said than done (*tell me about it, as we tried a few years back, ed*) as most of the lineside is fairly overgrown and the best place I found was Crownthorpe where I managed to get some decent shots of 31235, 37609 & 47596 on one train and 47579 and 73210 on another. All the trains were top and tailed, I assume to save time running around at either end of the line.





47596 'Aldeburgh Festival' + 31235 + 37609, Crownthorpe,  
28<sup>th</sup> December 2013

I made my way back to Dereham and found that the Class 101 DMU was next to depart on the 13.00. Some of the late running had been clawed back by now and we departed about 20 minutes late. This was the first time I have ridden in a first generation DMU since the early 80's, and the ride quality was better, in my opinion, than all the 156's 153's etc. I jumped off this time at Thuxton for a few more pictures, then waited for the DMU to return to Dereham again.



class 101 DMU 51434 + 59117 + 51503  
Thuxton, 28<sup>th</sup> December 2013



DRS 37609, Dereham, 28<sup>th</sup> December 2013



31235 + 73210 'Selhurst', 28<sup>th</sup> December 2013

By this time the light was starting to fade so I decided a spot of lunch was in order before getting my tripod from the car for some more photos in the dark. All in all a very enjoyable visit, and one that I hope to repeat, work allowing, in the near future.

photos by Colin Pottle

## **Llangollen Railway Winter Warmer Gala by Martin Evans:**

The Llangollen Railway held a Winter Warmer Gala on January 4<sup>th</sup> and 5<sup>th</sup> 2014 and I decided to visit on Saturday 4<sup>th</sup> January. The weather was cool and cloudy but it kept dry, indeed the conditions were OK as the exhaust from the engines was shown to good effect in the cool temperatures, despite a lack of sun. This is the first time the Llangollen Railway has held a gala at this time of year and there was a healthy attendance with some services well loaded.

D5310 Glyndyfydwy, 4<sup>th</sup> January 2014





The hybrid DMU Class 127 motor car 51618 + Class 108 trailer 56223 was use on the 09.06 Berwyn - Llangollen and also on the 16.15 departure from Llangollen.



#### Locos in use:

Black 5 4-6-0 44806 '*Kenneth Aldcroft*', BR Standard 4 2-6-4T 80072, GWR 2-8-0 3802 and class 26 D5310.

This was to be the Black 5's last appearance at Llangollen as it has been sold and the new owner has donated it for use on the North Yorkshire Moors Railway. This loco has a long history in preservation, having been bought by the late Kenneth Aldcroft and moved to 'Steamtown' at Carnforth at the end of British Rail main line steam in August 1968. It has not always been in working order, however. After working for a few years, a fault was discovered, and it spent time as a static exhibit, first at Steampoint, Southport and when that closed, at the Museum of Science and Industry. In 1993 it was finally moved to Llangollen for repairs, and entered service there in 1995 and has been based there ever since, including another overhaul, completed in 2007.

44806 climbing Berwyn Bank, 4<sup>th</sup> January 2014

**Coaching stock in use:** Chocolate and cream set (with a real ale bar), the BR maroon set, the ex-King's Cross 2 coach suburban set.

photos by Martin Evans

## PRESERVATION OUTPOSTS



ex-industrial Peckett & Sons 0-4-0ST , works number 1611, built 1923, in ex-Beal goods yard (private garden) adjacent Beal Level Crossing, Northumberland, 17<sup>th</sup> December 2013



# OUT & ABOUT

by James Holloway

*To be more helpful for those interested in where stock was exactly, can I ask all contributors who list trip sightings over long distances, to please add all locations when submitting to James....ed*

## **Dennis Dey:**

**10<sup>th</sup> January:**

**Victoria 12.30-15.15:**

377606/607/613/616/618/620/621/624/625

**24<sup>th</sup> January:**

**Clapham Junction 13.25-15.40:**

377601/603/605-610/612-614/616-619/624-626

## **Michael Hayman:**

**2<sup>nd</sup> January:**

**Kensington Olympia:** 47805

**Clapham Junction:** 33029

**Ealing Broadway:** 60091, 20096/118/311/314

**Acton:** 66046

**11th January:**

**Paddington:** 57313

**King's Cross:** 47810/853, 91103/05/13/17/22

**Victoria:** 67005/14

## **Mike Rumens:**

**31<sup>st</sup> December:**

**Nuneaton 13.55-14.40:**

66086/193/543/850, 170106/521/637, 221142

350130, 390010/011/044/103/152

**6<sup>th</sup> January:**

**Nuneaton 14.10-15.10:**

66094/595/728, 86610/14, 90046/47, 92038, 153365

170104/109/111/521, 221108/42, 350118/129, 390001

390006/047/114/135/136/151/157

**7<sup>th</sup> January:**

**Nuneaton 14.05-14.30:**

66051, 153371, 170106, 221101, 390009/040/112/130

390148, DR73110

**8<sup>th</sup> January:**

**Nuneaton 13.40-14.20:**

66089/160/517/847, 90043, 92038/42, 153375, 170112

170115/398, 221107, 350119, 390039/040/046/114

390115/132/135/138/157

**9<sup>th</sup> January:**

**Nuneaton 13.42-14.40:**

66067/088/106/541/847, 90041, 153375, 170113/397

170398, 221106, 350103/111, 390011/016/040/042

390112/125/132

**13<sup>th</sup> January:**

**Nuneaton 14.40-15.15:**

31465, 47802, 66055/119/704/741/848, 86638/38

90043/49, 153375, 170107/108/110/397/520, 221110

221115, 350126/265, 390009/046/112/119/122/126

390128/131/132/152, DR73930/948

**16<sup>th</sup> January:**

**Nuneaton 14.00-14.35:**

57304, 66164/848, 153334, 170105, 221116, 350112

350116, 390045/047/050/117/119/129

**20<sup>th</sup> January:**

**Nuneaton 14.03-14.30:**

66848, 153334, 170104/639, 221106, 350110, 390002

390009/044/124/129/134, DR73929

**21<sup>st</sup> January:**

**Nuneaton 13.57-14.35:**

66024/702/848, 153356, 170106/111/518, 221142

350110, 390001/045/115/121/125/126/137, DR73929

**22<sup>nd</sup> January:**

**Nuneaton 14.15-14.45:**

57304, 90046, 170113/117/518/636, 350121, 390008

390131/151

**23<sup>rd</sup> January:**

**Nuneaton 14.05-15.15:**

66009/145/702/740/848, 86613/22, 90045, 153365

170102/108/518/519/636, 221105/13, 350127, 390008

390044/045/121/126/128/132/134/135/153

**27<sup>th</sup> January:**

**Nuneaton 13.47-14.42:**

37259/612, 66068/143/848, 90043, 153375, 170398

170522/639, 221104/09, 350116/116, 390001/002/006

390115/124/126/130, DR77903/73115

**28<sup>th</sup> January:**

**Nuneaton 14.02-14.40:**

60066, 66848, 90016, 153371, 170107/108, 221107/09

350120, 390104/125/127/128/130

**29<sup>th</sup> January:**

**Nuneaton 14.12-14.45:**

66186/848, 67016/19, 90046, 153375, 221102, 170111

350125, 390010/103/121

## **Ron Sansome:**

**21<sup>st</sup> January:**

**Didcot:** 08888, 66585

**Acton:** 66744

**Royal Oak:** 66739

**Paddington:**

43024/028/033/034/069/102/125/145/154/187/191

165103, 332002/12/13

**Victoria:**

377101/111/128/140/162/403/408/414/451/458/462/602

377605/626, 455818/824

**Clapham Junction:**

66156, 377101/103/105/1407/108/110-112/119-121/123

123/125/130/133/135/137/148/154/155/201/203/204/208

377209/303-305/307/320/324/401/403/405/407/409/411

377412/413/415-417/421/422/432/436/439/440/452-456

377458/461/462/465/470/601/602/604-609/611/612/614

377616/617/620-623/625/626, 442404/407-411/413

442414/415/417/422, 455 5707/711/718/806/810/811

455816/818/821/824/828/834-836/839/854/864/868/908

**East Croydon:**

319441, 377123/130/147/148/407/442/450/454/472

DR75502, Trams 2530-32/35-37/41/44/46/49/51-59

**Selhurst Depot:** 377615

**London Bridge 13.30-14.00:**

171728, 319215/421/445/446/451, 375616/801/808/810

375825/829/914, 376002/24/28/36, 377127/413/450

377501/505/521/522, 465014/029/035/045-047/049/155

465162/164/165/176/250/502/524/913/923/927, 466022

466036

**Ian McAlpine:****22<sup>nd</sup> December:****Little Sutton:** 507002/031**Liverpool Lime Street:**

350258, 390130, 508131/137

**28<sup>th</sup> December:****Hooton-Crewe:**

150250/277, 221109, 350253/257, 390114/153, 508104

**1<sup>st</sup> January:****Whittlesea-Potters Bar:**

153310, 158865, 313025/52/62, 365535/38

**King's Cross:** 67021, 365516/37**Euston:**

172006, 221108/42, 350125, 378223, 390124/156

**Richmond-Waterloo:**

377158/203/316, 378138, 450036/091,

455706/731/817

455828/838/841/859/909, 458017/25

**Balham-Victoria:**

375903,

377125/141/164/204/213/452/608/618/619/621

377624, 442407, 465244

**2<sup>nd</sup> January:****Waterloo-Wimbledon:**

159106, 444007, 450115, 455708/868/901, 458008/09

458025

**Croydon Trams:**

2532/33/35/39/40/42/44/45/48/49/52-59

**Elmers End-Charing Cross:**

375601/818/819, 376001/25/26, 377503, 465011/012

465017/026/031/033/046/168/170/181/196/240/242

466014/29

**Seven Sisters-Stratford:**

315810/15/20/28/34/42, 317511/670, 321308/341

357031, 378213/225/229, 379012/14/17

**3<sup>rd</sup> January:****Whittlesea:** 66952, 158856, 170203**March:** 66143**Ely:** 66143, 170203/206**Ipswich:**

66504/538/565/567/569/710/714/728/954, 86604/28

153322, 156409, 360104

**Saxmunden-Norwich:**

47802, 156407/16/17, 158780, 170204/270/272

**Cambridge:**

170206, 317510/660/891, 379004/05/07/10

**4<sup>th</sup> January:****King's Cross:** 67021, 313030, 366503/27**Waterloo-Wimbledon:**

159015, 377412/434/450, 444021/23, 455704/710

458005/10/11/27

**Croydon Trams:**

2536/38/40/41/47/48/50/53/56-59

**East Croydon-Victoria:**

377105/107/151/153/157/406/411/422/448/454/465

377612/617/620/621, 442405/08/11/18/21/22

455841, 465015/022

**Wandsworth Common-Blackfriars:**

319218/423, 375607/915, 377130/203/214/401/452

377501/514/612, 378143/154/211, 465025/041/045

465159/179/909, 466031

**City Thameslink-St Pancras:**

319365/381, 37 3010, 377505, 395006/20/21

**17<sup>th</sup> January:****Peterborough:** 66094/731, 91129**Doncaster:** 20302/03/05/12, 66193**York:** Steam: 60009, 185146**18<sup>th</sup> January:****Durham:** 66561**Newcastle:** 43308/320, 67026**Morpeth:** 66051**Berwick:** 66603**Edinburgh Waverley:**

67022, 90024, 91122, 156512, 158869, 170407/418

170428/432/478, 185119, 334002/10, DVT 82203

**Haymarket-Glasgow Queen Street:**

158715/789, 170394/402/406/421/429/471/475

**24<sup>th</sup> January:****Hitchin:** 66119**Hornsey:** 66715**King's Cross:** 67028**Victoria-East Croydon:**

159006/012, 319440/455/459, 375811, 377101/109

377124/127/128/156/164/427/430/472, 442401/12/15

455833, 465186/195

**Norwood Junction-Cannon Street:**

171726/806, 375302, 376012/20/25/27/31, 377113/131

377162/407/457/502/521, 378145/148/220

**New Cross-Highbury & Islington:**

66533, 378135/137/143/144/146/150/151/210/213/219

378223/231

**25<sup>th</sup> January:****Whittlesea:** 158799, 170208**Ely:** 170203/207**Cambridge:**

317514/656/658/659/662/666/667/669/889, 365517

**Albert Ward:****15<sup>th</sup> January:****Crewe 12.00-15.00:**

57309, 60015, 66304/589/705, 86247/605, 90028/34

90050, 175008/101/103/106/110/116, 221101/02/03/07

221109/12/14/15/17/42/43, 323224/34-36/39, 350106

350107/116/124/128/130/233/242/253/256, 390001

390009/013/016/039/045/115/123-125/127/129/130/132

390135/136/141/152

coaches: 1203/3232/3277/3295/3334/3336/3379/3417

5921/5950/5964/5998/6006/6042/9520

**Geoff Hope:****14<sup>th</sup> January:****Barnetby 08.50-15.45:**

60017/54/59/62/63/91,

66013/104/110/115/140/144/188

66230/520/552/559/719, 153379/83/85, 170304/06

185108/11/18/42/51, DR73930

**18<sup>th</sup> January:****Doncaster 08.25-15.30:**

08669/724/853, 43206/238/257/274/277/290/295

43306-308/311/315/316/318/320/367/423/467/468/480

66011/115/117/161/194/201/213/548/566/591/711/713

66714/719/720, 67006/21, 91101-04/08/09/11-13/15-17

91119-25/26/28-32, 142039/71/90/93, 144001/03-05/10

144012, 150214, 153352,

158787/792/816/861/905/906

158909, 170305/8, 180101/05/10/11/13, 185111/14/18

185124/31/41/51, 220004/06/12/18/21/24/30, 221120

221135/41, 222009, 322482-84, DVT's 82200-03/06/08

82209/11-17/19/22/23/26-29/31, Charter 90029+3119+

3066+3097+1691+3121+3120+3068+1832+5341+4927

+5366+3110+35469

**23<sup>rd</sup> January:**

**Nottingham 08.30-15.00:**

09201, 66023/027/030/069/113/115/182/201/204/557  
66562/599/952/953/703/710/714/719/736/737/747/748  
142079/87, 144002/03, 150275, 153363, 180101/14

**24<sup>th</sup> January:**

**Doncaster 08.25-14.30:**

20302-305, 43206/238/239/274/299/300/302/306/308  
43311/312/314-316/318-320/367/423/467/480/484  
60074, 66023/065/069/115/185/416/431/514/544/599  
66701/711/725/738/742/955, 67006/24, 91103-05/08  
91111/12/14/16/18/19/21/22/25/26/29-32, 142019/23  
142079/90/96, 144001/02/08/12/13, 153311, 158790  
158792/796/797/849/850/859/861, 170302/6, 180101  
180105/09/11-14, 185109/14/20/27/30/41, 220001/02  
220009/11/22/25/26/33, 221122/29, 222016, 322483-5  
DVT's 82201-03/05/07/08/11-13/16/19/20/24-29/31

**30<sup>th</sup> January:**

**Crewe 08.20-08.50 & 16.30-16.45:**

37038+5787+82101, 56078, 57311, 66588, 92002/36  
158819, 175111, 221106/13, 323230/33, 350108/115  
390002/009

**Stafford 09.10-16.10:**

57002/009, 66061/082/094/102/138/174/422/434/588  
66590/606/707/740/751/957, 70007/11/17, 86605/13  
90045/46/48, 92011, 220004/08-12/17/20/25/28/30/31  
220034, 221101/03-05/07/09/10-12/15/17/18/21/23/30  
221132/38/42/43, 350107-109/113-117/124/125/128  
350129/246/247/257/265,  
390001/002/006/008/009/011  
390013/016/039/042-  
044/046/047/050/104/115/117/118  
390123-125/134-138/141/153-156, DR73906/942

## RAIL TOUR NEWS

### The Old Battleaxe Tour, 18<sup>th</sup> Jan 2014 by Ray Smith:

The UK Railtours (1Z48) 'The Old Battleaxe' ran on Saturday 18<sup>th</sup> January 2014 from Finsbury Park via Newcastle to North Blyth, Forth Banks, Bedlington Junction, Battleship Wharf and Lynemouth coal sidings. The tour started out with 90029 which brought the train to Newcastle where 60039 and 66001 took over at Tyne Yard in top and tail mode for the onward journey. On the return journey 60039 took the train forward to Newcastle via Benton Junction with 66001 on the rear as far as Heaton Depot where it was removed. At Newcastle 90029 took over from 60039 for the run back to London. The weather was horrible.

panoramic view of the full train between Ashington and  
Lynemouth, 18<sup>th</sup> January 2014



66001 at the rear as the train crosses  
the road to enter Battleship Wharf, 18<sup>th</sup> January 2014



60039 passes the junction signals at Freemans level crossing, 18<sup>th</sup> January 2014



photos by Ray Smith

## The Deviationer, 11<sup>th</sup> Jan 2014 by David Spencer

I am not a great fan of rail tours but occasionally one catches my eye starting as it did with The Deviationer from Crewe to Ely Papworth Siding via north London. Thus I found myself up at 05.00 to get the first train of the day to Lichfield Trent Valley. The special went down the WCML from Crewe and standing just north of the high level bridges it loomed out of the dark and shot past us making us wonder if it had forgotten to stop, but with severe braking it finally did. Haulage was 20302 + 20305 on the front and 37419 on the rear. After the Nuneaton pick up we took the Leicester line to Wigston South and down the Midland and across London to the Harringay Curve my first bit of wanted track. Then via the Hertford loop to Hitchin and the new flyover which unexpectedly was a much longer piece of new track than I expected as it curves round the town and rejoins the old line at Hitchin East Junction. For me and many others it was the first sight of the new Cambridge platforms and so to Ely where non track bashers left and we continued on to the Potters complex at Ely North our final destination. The train was too long to do much but we did manage the reception siding and No 3 of the fan of sidings before returning to Ely and a short leg stretch.

The return route was to Peterborough where we saw the new platform in use then to Sleaford via the joint line and the Allington chord into Grantham. The fancy track over, we headed for Nottingham as darkness fell and we had just passed East Midlands parkway when we stopped. Timekeeping had been good up until now but things went badly pear shaped. It was announced 37419 had died and we were return to East Midlands for the 20's to run round and we waited and waited and they changed their mind and we were to go to Toton to run round that decision took 47 minutes and we reversed to Toton were it took another 52 minutes to run round and we went from slightly late to double railtour standard time passing Loughborough 2 hours down. London people had to get off at Leicester and Birmingham folk at Nuneaton to catch their last trains home I had three offers of lifts but chose the Lichfield one although with hindsight getting off at Tamworth would have been better! After our last bit of new track, the new Nuneaton loop, we arrived 134 minutes down and the last Birmingham train had long gone and my car was at Northfield which we reached around midnight. To end an exciting day there was a heavy frost, I had no scraper and had to use my library ticket to clear the ice, eventually arriving home around 00.40 and in bed by 01.00.

The special was great as it took several lines I seldom travel on and enjoyed seeing them again. One passing thought, the last two trips I have had problems with both were DRS 37's, I'm older than them and I keep going...*but they make a far better noise, ed !!*

# INFRASTRUCTURE NEWS

## Gravesend Station by Mark Richards:

Gravesend station was closed from 22<sup>nd</sup> December 2013 to 6<sup>th</sup> January 2014 for a major rebuild which included the extension of the existing platforms to accommodate 12-car trains and the completion of a completely new platform. The £19 million project by Network Rail was successfully delivered on time with rail services resuming as planned on the morning of 6<sup>th</sup> January, the first working day for many after the Christmas and New Year break.



overview from the new footbridge looking east showing  
the original layout with platform 1 (on the right)  
now platform 0, 6<sup>th</sup> December 2013



a platform 2 eye view of the new footbridge looking east,  
6<sup>th</sup> December 2013

Prior to the rebuilding, Gravesend had two through roads – the Up North Kent and the Down North Kent, with platform loop lines serving platform 1 on the Up and platform 2 on the Down. Both platform

loops were bi-directionally signalled allowing terminating trains from London to turnback at the station. The rebuilding has seen significant changes, with platform 1 becoming platform 0 and no longer a through platform. This is now the bay for all terminating services. The platform has also been extended from 10 to 12 car length. A new 12-car length platform, platform 1, was built on the alignment of the Up North Kent with the platform line being the former Down North Kent. As a result the former Down Platform Loop, which still serves platform 2, also extended to 12-cars has been slewed to provide two through platform lines.

395013 calls at Gravesend with a High Speed service from Faversham to St Pancras International, the location of the former footbridge can be discerned just above the leading driving car (note the gap in the canopy)  
6<sup>th</sup> December 2013



overview of the station looking west and the works taking place from the multi-storey car park, note the narrow stairs to the new platform 1 from the footbridge, 4<sup>th</sup> January 2014





view from the multi-storey car park (seen in first photo above) of the eastern country end showing Windmill Street road overbridge, the evidently very narrow platform 1 and end of the bay platform 0 against the bridge abutment, 4<sup>th</sup> January 2014

A new footbridge further towards the London-end of the station was installed on the weekend of 16<sup>th</sup>/17<sup>th</sup> November 2013. This new bridge provides covered access to all three platforms and will have lifts, due to be commissioned for the May 2014 timetable. The old footbridge, which will be donated to a heritage railway, was removed on the 1<sup>st</sup> December 2013.

During the Christmas blockade there were significant changes to Southeastern services to North Kent and the Medway Towns. Southeastern services from Charing Cross were terminated at Northfleet in platform 1 doing so by means of the crossover at Northfleet Junction, which has previously been used by Crossrail spoil trains running from the terminal at Northfleet to and from the Westbourne Park tunnelling site in West London. The High Speed service to Faversham, which would normally run via Gravesend, was significantly altered to run Faversham to St Pancras International via Ramsgate and Canterbury West. This offered the rare use of the country end crossovers at Faversham from platform 1 to the Down Thanet. A High Speed shuttle service was also provided from St Pancras International to Ebbsfleet International (High Level) where bus replacement services provided a link to mainline services from Meopham.

photos by Mark Richards

### **Birmingham New Street Station by James Holloway:**

Re-building work continues apace at Birmingham New Street and the following photos taken on the 16<sup>th</sup> January 2014 illustrate the progress so far.

The top photo is taken in Pinfold Street showing the old Navigation Street entrance to the east of the station.



The photo below, of the western side of the station, shows the old main entrance off Smallbrook Queensway.



(photos by James Holloway)

# STIRLINGSHIRE SIGHTINGS

by Derek Sneddon

The following sightings are from Camelon Station & nearby Carmuir's Junction with an occasional sighting from Falkirk. Only freight and notable loco hauled workings are shown together with the diagram code, time, origin and destination (see location codes)

<b>16<sup>th</sup> December</b>		<b>31<sup>st</sup> December</b>		<b>9<sup>th</sup> January</b>	
05.45 66422 4H47	MN-IS	13.30 66093 6S36	DS-GM	05.45 66302 4H47	MN-IS
08.30 66616 6A65	OX-AB	<b>1<sup>st</sup> January</b>		06.30 66107 6A32	MN-AB
09.00 37602/605 6S99	CL-GE	11.45 66100 6K04	DL-MN	07.00 66433 4R75	GM-EE
13.00 66429 4A13	GM-AB	13.45 66093 6K05	DL-MN	08.40 37602/610 6S99	CL-GE
14.20 66206 6D61	RI-GM	<b>2<sup>nd</sup> January</b>		13.00 66421 4A13	GM-AB
<b>17<sup>th</sup> December</b>		06.30 66068 6A32	MN-AB	<b>10<sup>th</sup> January</b>	
05.45 66422 4H47	MN-IS	<b>3<sup>rd</sup> January</b>		05.45 66423 4H47	MN-IS
06.55 56094 6R46	GM-PW	00.30 66107 6H44	MN-IS	07.00 66421 4R75	GM-EE
07.00 66429 4R75	GM-EE	06.55 56105 6R46	GM-PW	07.40 66093 6G25	FY-ES
13.00 66425 4A13	GM-AB	21.50 66551 6Y80	MN-LB	13.00 66430 4A13	GM-AB
13.30 66077 6S36	DS-GM	22.05 66093 6K05	MN-Thornton	13.30 66250 6S36	DS-GM
<b>18<sup>th</sup> December</b>		22.35 66065 6K01	MN-LB	22.00 66107 6K02	MN-Thornton
05.10 66616 6H51	OX-IS	23.35 66103 6K02	MN-PH	22.30 66148/051 6K01	MN-LB
05.45 66422 4H47	MN-IS	<b>4<sup>th</sup> January</b>		23.00 66174/100 6K04	MN-Thornton
07.40 56094 6L82	GM-LW	00.05 66069 6K06	MN-PH		
13.00 66434 4A13	GM-AB	05.45 66302 4H47	MN-IS	<b>11<sup>th</sup> January</b>	
13.30 66077 6S36	DS-GM	05.47 66206 6K07	MN-PH	00.05 66206 6K03	MN-Thornton
<b>19<sup>th</sup> December</b>		06.50 66051/107 6K08	MN-PH	10.05 66016 6A32	MN-AB
06.30 66107 6A32	MN-AB	10.05 66100 0A32	MN-AB	11.20 66430 4M16	GM-DV
07.00 66434 4R75	GM-EE	11.20 66428 4M16	GM-DV	13.00 66303 4A13	GM-AB
08.30 6668 6A65	OX-AB	13.00 66422 4A13	GM-AB	<b>12<sup>th</sup> January</b>	
<b>22<sup>nd</sup> December</b>		13.30 66115 6S36	DS-GM	13.00 66429 4A13	GM-AB
13.00 66427 4A13	GM-AB	14.05 66175 6K09	MN-PH	<b>13<sup>th</sup> January</b>	
<b>23<sup>rd</sup> December</b>		<b>5<sup>th</sup> January</b>		05.45 66423 4H47	MN-IS
05.45 66430 4H47	MN-IS	13.00 66422 4A13	GM-AB	07.00 66429 4R75	GM-EE
07.00 66427 4R75	GM-EE	<b>6<sup>th</sup> January</b>		08.30 66616 6A65	OX-AB
13.00 66422 4A13	GM-AB	05.45 66302 4H47	MN-IS	13.00 66303 4A13	GM-AB
<b>24<sup>th</sup> December</b>		07.00 66422 4R75	GM-EE	<b>14<sup>th</sup> January</b>	
13.00 66433 4A13	GM-AB	08.30 66616 6A65	OX-AB	05.45 66423 4H47	MN-IS
<b>26<sup>th</sup> December</b>		13.00 66429 4A13	GM-AB	06.30 66023 6A32	MN-AB
08.10 66113 6K02	MN	<b>7<sup>th</sup> January</b>		06.55 56087 6R46	GM-PW
10.10 66107 6K09	MN	05.45 66302 4H47	MN-IS	07.00 66429 4R75	GM-EE
14.40 66181 6K10	MN	06.30 66107 6A32	MN-AB	13.00 66421 4A13	GM-AB
<b>27<sup>th</sup> December</b>		07.00 66429 4R75	GM-EE	13.30 66169 6S36	DS-GM
05.45 66430 4H47	MN-IS	13.00 66432 4A13	GM-AB	15.40 37685/259 0Z37	IS-CL
06.55 56105 6R46	GM-PW	<b>8<sup>th</sup> January</b>		<b>15<sup>th</sup> January</b>	
13.00 66422 4A13	GM-AB	07.40 56087 6L82	GM-LW	05.45 66301 4H47	MN-IS
<b>28<sup>th</sup> December</b>		07.40 66016 6G25	FY-ES	07.00 66421 4R75	GM-EE
10.05 66206 6A32	MN-AB	08.30 66616 6A65	OX-AB	07.40 66093 6G25	FY-ES
11.20 66433 4M16	GM-DV	13.00 66433 4A13	GM-AB	07.40 56087 6L82	GM-LW
13.00 66422 4A13	GM-AB	13.30 66250 6S36	DS-GM	08.30 66616 6A65	OX-AB
13.30 66093/137 6S36	DS-GM	19.25 56087 6M65	GM-Sinfin	13.30 66169 6S36	DS-GM

## Stirlingshire & Gloucestershire Sightings Location Codes:

AB Aberdeen	AT Abbotswood Jnct	BP Bath	CF Cardiff	CU Cumbernauld
AC Achnasheen	AV Avonmouth	BR Bridgwater	CH Chaddesden	CV Cliff Vale
AD Alexander Dock	AW Aberthaw	BS Bescot	CI Clitheroe	CY Corby
	Jnct	BT Barton Hill	CK Chirk	DC Dyce
AE Attercliffe	BA Blair Atholl	BU Burton	CL Carlisle	DL Dalmeny
AF Ashford	BD Bedworth	BW Barrow Hill	CM Chalmersston	DM Dollands Moor
AH Ashchurch	BE Berkeley	BZ St Blazey	CN Carnforth	DR Doncaster
AJ Awre Junction	BH Brierley Hill	BY Barry	CP Chestow	DS Dalston
AL Alston	BI Burntisland	CA Calvert	CQ Croft Quarry	DT Didcot
AN Acton	BL Bristol	CB Coatbridge	CR Cadder	DU Dundee
AP Appleford	BN Beeston	CD Charfield	CS Cheltenham	DV Daventry
AR Abercynon	BO Bo'ness	CE Crewe	CT Cardiff Tidal	DY Derby



EA Earles Sidings	HV Haverfordwest	MD Middlesbrough	PM St Philips Marsh	SS Swansea
ED Edinburgh	HW Heywood Jnct	ME Montrose	PN Paddington	ST Severn Tunnel Jnct
EE Elderslie	HY Hinksey	MF Milford	PO Polmadie	SV Stevenage
EH Eastleigh	IB Ironbridge	MG Margam	PR Preston	SW Swindon
EL Elgin	IM Immingham	MH Millerhill	PT Paignton	SY Shipley
EU Euston	IS Inverness	ML Motherwell	PW Prestwick	TD Tyne Dock
ES Earlsat	JM Jersey Marine	MN Mossend	PY Portbury	TE Trostre
EV Evesham	KB Kittybrewster	MO Moreton	PZ Penzance	TF Tremorfa
EX Exeter	KC Kirkcaldy	MS Maesteg	RA Redcar	TG Teigngrace
FB Ferrybridge	KK Kilmarnock	MT Mountsorrel	RC Ratcliffe	TH Theale
FF Fiddlers Ferry	KL Kyle of Lochalsh	MV Manchester Vic	RD Reading	TJ Tuffley Jnct
FG Fishguard	KM Kemble	MW Moorswater	RE Redmire	TK Tavistock Jnct
FO Forres	KN Kennethmont	NA Nairn	RG Rugeley	TL Tilbury
FR Fairwater	KS Kingsland Road	NE Neath	RI Riccarton	TN Taunton
FY Falkland Yard	KY Kingsbury	NG Nottingham	RM Rotherham	TO Toton
GC Glasgow Central	LA Laira	NH Newton Heath	RN Robeston	TR Trishington
GE Georgemas Jnct	LB Ladybank	NJ Norton Jnct	RO Round Oak	TS Tees Yard
GL Gloucester	LC Lincoln	NL Newtonhill	RR Rowley Regis	TU Tunstead
GM Grangemouth	LD Lydney	NT Newport	RV Ravenstruther	TY Tyseley
GR Grange Sidings	LG Lairg	NV Neville Hill	RY Rugby	VA Victoria
GS Gleneagles	LH Leith	NW Nantwich	SA Saltley	WB Wembley
GY Grimsby	LI Linlithgow	OB Oban	SB Stourbridge	WG Wentloog
HA Hayes	LK Lackenby	ON Onllwyn	SC Scunthorpe	WH Westerleigh
HD Handsworth	LL Llanwern	OO Old Oak Common	SD Standish Jnct	WM Wemyss
HF Hereford	LM Long Marston	OX Oxwellmains	SG Stoke Gifford	WP Worksop
HH Holyhead	LN Laurencekirk	OY Oxley	SH Slough	WR Warrington
HL Hartlepool	LO Longsight	PA Paisley	SI Stirling	WS Worcester
HO Halewood	LS Leeds	PB Peterborough	SK Shirebrook	WV Wolverhampton
HR Harwich	LT Longannet	PC Port Clarence	SN Stockton	WW Washwood Heath
HS Hunslet	LW Linswood	PF Peak Forest	SO Southampton	WY Westbury
HT Hastings	LY Lindsey	PG Pengham	SP Spetchley	YK York
HU Hunterston	MC Machen	PH Perth	SR Stourton	YT Yate

# GLOUCESTERSHIRE SIGHTINGS

by Nigel Hoskins

The following sightings are mostly from Gloucester Station, but also include workings on the avoiding line southeast of the station between Barnwood and Gloucester Yard Junctions. Only freight and notable loco hauled workings are shown with the diagram code, time (if known) plus origin and destination (see location codes).

## 18<sup>th</sup> December

03.13 66144 6M03  
08.10 66221 6M81  
09.13 66060 6M96  
10.53 66429 4V38  
11.44 60062 6B13  
12.34 66506 4V06  
12.45 60017 6E41  
13.50 37604/623 6M56  
14.45 66529 4V47  
15.05 66847 4V30  
15.59 66221 6V07  
16.03 66023 6M41  
19.20 66017 6M69  
20.05 66603 4V18  
20.06 66063 6V52  
20.17 66144 6V55  
21.04 60066 6E30  
22.24 60035 6V19  
66145 6Z35  
66050/152 6W50

## 19<sup>th</sup> December

11.00 66046 6V05  
11.04 60062 6B13  
12.55 60059 6E41

RN-BD  
MG-RO  
MG-CY  
DV-WG  
RN-WH  
RG-SG  
WH-LY  
BE-CE  
RG-SG  
RC-PY  
RO-MG  
MG-RO  
PY-RC  
WW-FR  
WV-MG  
BD-RN  
MG-HL  
SC-LL  
BS-AV  
BS-KM

## 19<sup>th</sup> December (cont)

13.10 60035 6E71  
13.10 66429 4V38  
14.30 66704 4V94  
14.50 66507 4V47  
15.10 66847 4V30  
15.40 66006 6V92  
16.39 66114 6V07  
21.07 66702 6E12  
**20<sup>th</sup> December**  
08.05 66088 4V83  
09.25 66057 4V70  
11.20 60062 6B13  
12.25 60059 6E41  
12.35 66524 4V06  
12.41 66051 6V05  
12.57 66434 4V38  
13.45 37405/194 6M56  
14.04 66704 4V94  
14.45 66506 4V47  
14.55 66847 4V30  
15.10 66121 6V92  
16.55 60039 6V07  
17.05 66171 6O42

LL-SC  
DV-WG  
IB-PY  
RG-SG  
RC-PY  
CY-MG  
RO-MG  
CF-LY  
TO-PY  
RC-AV  
RN-WH  
WH-LY  
RG-SG  
RO-MG  
DV-WG  
BE-CE  
IB-PY  
RG-SG  
RC-PY  
CY-MG  
RO-MG  
HO-SO

## 21<sup>st</sup> December

11.02 60062 6B13  
12.08 66524 4V06  
12.57 60065 6E66  
14.20 66528 4V47  
18.34 66006 6V06

## 22<sup>nd</sup> December

11.55 66426 4V38  
13.37 37604/423/412 5Z40  
18.15 66426 4M36  
20.23 66066 6E30  
21.53 66175 6V19  
66207 6E71

## 23<sup>rd</sup> December

09.10 66143 4V70  
11.16 60040 6B13  
11.55 66304 4V38  
12.03 60062 6B25  
12.35 47727 6Z47  
12.57 66175 6E71  
13.04 66039 6V67  
13.45 57008/002 6M56  
14.18 66598 4V47  
14.50 66143 6M39  
15.10 66847 4V30

RN-WH  
RG-SG  
LL-SC  
RG-SG  
HD-CF  
DV-WG  
PG-CE  
WG-DV  
MG-HL  
SC-LL  
LL-SC  
RC-AV  
RN-WH  
DV-WG  
WH-RN  
FR-BU  
LL-SC  
RA-MG  
BE-CE  
RG-SG  
PY-RC  
GL-PY

**23<sup>rd</sup> December (cont)**

18.10 66068 6Z35 BS-AV  
 18.15 66003 6V97 BN-CT  
 18.45 66547 4V57 RG-SG

**24<sup>th</sup> December**

06.10 66068 6Z94 AV-CI  
 08.30 66088 6V83 TO-PY  
 10.30 66143 4V70 RC-AV  
 20.25 66599 4V61 RG-SG

**27<sup>th</sup> December**

11.12 66429 4V38 DV-WG  
 11.16 60039 6B13 RN-WH  
 12.55 66552 4V22 RG-SG  
 15.15 66701 4V94 IB-PY  
 15.23 66143 6M39 PY-RC

**28<sup>th</sup> December**

05.50 66148 6Z94 AV-CI  
 08.05 66054 4V83 TO-AV  
 11.13 60039 6B13 RN-WH  
 11.25 60054 6E41 WH-LY  
 12.10 66550 4V06 RG-SG  
 13.03 66105 6E71 LL-SC  
 14.55 66524 4V46 RG-SG  
 18.35 66121 6V06 HD-NT

**29<sup>th</sup> December**

11.45 66433 4V38 DV-WG

**30<sup>th</sup> December**

11.54 66304 4V38 DV-WG  
 12.54 66952 0V30 SG-GL  
 13.30 66522/524 6M04 AV-RG  
 13.55 37612/604 6M63 BR-CE  
 14.05 66704 4V94 IB-PY  
 14.15 66952 4V30 GL-PY  
 14.45 66525 4V47 RG-SG  
 15.20 66003 6M39 PY-RC  
 18.05 66067 6Z35 BS-AV  
 20.05 66183 6V55 BD-RN

**31<sup>st</sup> December**

12.48 66014 6V67 RA-MG  
 60091 6E41 WH-LY  
 66525 4V47 RG-SG

**2<sup>nd</sup> January**

10.48 66424 4V38 DV-WG  
 11.09 60099 6B13 RN-WH  
 11.10 66122 6V51 WR-PY  
 13.05 56302/56094 6Z47 BU-FR  
 14.10 66708 4V94 IB-PY  
 14.35 66598 4V30 GL-AV  
 18.24 66101 6M69 PY-RC  
 15.14 66186 6M81 MG-RO  
 18.29 60099 6B47 WH-RN  
 20.20 66424 4M36 WG-DV  
 21.17 60062/60039 6E30 MG-HL  
 21.42 66702 6E12 CF-LY  
 22.39 66186 6V61 RO-MG  
 23.18 66023 6E47 MG-MD

**3<sup>rd</sup> January**

08.00 57003/37194 6V73 CE-BE  
 08.09 66139 4V83 TO-AV  
 08.58 66177 6M81 MG-RO  
 09.47 66126 MG-CY  
 10.07 66111 4V70 RC-PY  
 10.50 66421 4V38 DV-WG  
 12.28 60054 6E41 WH-LY  
 13.46 57003/37194 6M56 BE-CE  
 14.45 66705 4V94 IB-PY

**3<sup>rd</sup> January (cont)**

16.30 66068 6O42 HO-SO  
 16.47 66850 4V30 RC-PY  
 18.05 66058 6Z35 BS-AV

**4<sup>th</sup> January**

01.39 66126 6V93 CY-MG  
 02.06 60039 6V49 TS-MG  
 02.10 66702 6V01 LY-CF  
 11.10 60099 6B13 MG-WH  
 18.30 66186 6V06 HD-CT  
 19.00 60099 6B47 WH-MG  
 21.50 66183 6V02 HL-LL  
 22.53 66850 6V86 RA-PG

**5<sup>th</sup> January**

11.25 66428 4V38 DV-WG  
 13.07 66128/66018 0Z66 CE-MG  
 19.05 66428 4M36 WG-DV  
 20.25 60066 6E30 MG-HL

**6<sup>th</sup> January**

05.42 66622 6M58 WY-TU  
 10.55 66424 4V38 DV-WG  
 14.15 66740 4V94 IB-PY  
 14.48 66129/66136 0V60 RM-AD  
 14.55 66957 4V47 RG-SG  
 15.14 66118 6V92 CY-MG  
 16.07 66128 6M41 MG-RO  
 18.05 66004 6Z35 BS-AV  
 19.02 66007 6V97 BN-CT  
 20.10 66595 4V18 WW-FR

**7<sup>th</sup> January**

15.00 66085 6V92 CY-MG  
 15.59 66030 6V17 RO-MG  
 20.05 66008 6V69 BS-AD  
 20.20 66422 4M36 WG-DV  
 21.20 66124 6E09 ON-IM  
 21.36 66704 6E12 CF-LY

**8<sup>th</sup> January**

10.52 66429 4V38 DV-WG  
 12.01 66177 6V05 RO-MG  
 12.20 60054 6E41 WH-LY  
 14.12 66740 4V94 IB-PY  
 18.08 67010 5V67 DR-BT  
 19.03 66128 6V97 BN-CT  
 20.00 66096 6V52 WV-MG  
 20.35 66429 4M36 WG-DV  
 21.55 66014 6V67 RA-MG

**9<sup>th</sup> January**

05.44 66161 6W44 AD-BS  
 05.48 59202 6W97 CD-WY  
 08.13 66110/66081 4V83 TO-AV  
 10.52 66432 4V38 DV-WG  
 11.45 66063 4E66 MG-RA  
 11.48 66956 4V06 RG-SG  
 12.25 66030 6V05 RO-MG  
 12.58 60054 6E41 WH-LY  
 13.50 37609/37423 6M63 BR-CE  
 14.25 66518 4V47 RG-SG  
 14.30 66740 4V94 IB-PY  
 16.07 66013 6M41 MG-RO  
 21.28 66181 6E09 ON-IM

**10<sup>th</sup> January**

07.05 66004 4V01

EA-Cwmbargoed

08.10 57008/37601 6V73 CE-BE  
 08.33 66141 4V83 TO-AV  
 08.33 60071 6M81 MG-RO

**10<sup>th</sup> January (cont)**

09.00 66110 4V70 RC-PY  
 10.20 66185 6M96 MG-CY  
 11.01 66429 4V38 DV-WG  
 12.27 66018 6V05 RO-MG  
 12.48 66063 6V67 RA-MG  
 13.58 60092 6E41 WH-LY  
 14.30 66705 4V94 IB-PY  
 14.45 66554 4V47 RG-SG  
 15.01 66085 6V92 CY-MG  
 15.10 66847 4V30 GL-PY  
 15.54 60071 6V07 RO-MG  
 16.16 66013 6G03 MG-LY  
 17.58 66067 6Z35 BS-AV  
 21.05 66550 4Z18 WW-EH  
 21.28 66025 6E30 MG-HL

**11<sup>th</sup> January**

05.56 66067 6Z94 AV-CI  
 08.02 66141 4V83 TO-AV  
 12.12 6059 6E41 WH-LY  
 12.28 66957 4V06 RG-SG  
 14.58 66551 4V46 RG-SG  
 14.59 66096/078/165/094/136/065 0X66 AD-BS  
 18.28 66007 6V06 HD-CT

**12<sup>th</sup> January**

13.12 66430 4V38 DV-WG  
 16.14 66847 6V86 WS-MG  
 17.05 66025 6E47 LL-MD  
 18.40 66524 6Z14 BS-SG  
 19.08 66430 4M36 WG-DV  
 20.30 60071/60066 6E30 MG-HL

**13<sup>th</sup> January**

06.35 66419 4V04 CE-PY  
 09.30 66037 6V70 TO-AV  
 12.20 60092 6E41 WH-LY  
 14.25 66705 4V94 IB-PY  
 15.15 66847 4V30 GL-PY  
 15.25 66184 6M39 AV-RC  
 15.45 66527 4V47 RG-SG  
 18.20 56113/56078 0Z75 EX-WW

**14<sup>th</sup> January**

07.55 66037 4V83 TO-AV  
 08.38 66018 6M81 MG-RO  
 10.51 66432 4V38 DV-WG  
 11.45 60092 6E41 WH-LY  
 12.00 66133 6V05 RO-MG  
 12.05 66956 4V06 RG-SG  
 12.50 66131 6V67 RA-MG  
 16.06 66040 6M41 MG-RO  
 20.42 66125 6V69 BS-AD

**15<sup>th</sup> January**

08.34 66133 6M81 MG-RO  
 11.51 66131 6V9V05 RO-MG  
 12.30 60054 6E41 WH-LY  
 12.35 66956 4V06 RG-SG  
 13.15 37194/37423 6M56 BE-CE  
 15.54 66133 6V07 RO-MG  
 16.09 66142 6M41 MG-RO  
 18.00 66039 6Z35 BS-AV  
 19.05 66527 4V57 RG-SG

**16<sup>th</sup> January**

06.22 66039 6Z94 AV-CI  
 07.38 66121 0V98 AD-WS  
 10.05 66121/60054 6V98 LY-WH  
 10.15 66551 0Z66 SG-LM

<b>16<sup>th</sup> January (cont)</b>		09.29 66088 6M96	MG-CY	<b>18<sup>th</sup> January</b>	
10.52 66421 4V38	DV-WG	11.02 66425 4V38	DV-WG	05.55 66194 6Z94	AV-CI
11.20 60001 6B13	RN-WH	12.18 37194/57003 6M56	BE-CE	08.03 66037 4V83	TO-AV
12.05 66018 4E66	MG-RA	12.22 60044 6E41	WH-LY	11.13 60092 6B13	RN-WH
12.45 66133 6V05	RO-MG	13.09 66018 6V67	RA-MG	12.02 66956 4V06	RG-SG
14.07 57003/37194 6M63	BR-CE	14.45 66956 4V47	RG-SG	13.58 66151/021/056/138/	
15.10 66551 6Z66	LM-WY	15.00 66018 6V92	CY-MG	023/080/018 0X98	MG-BS
<b>17<sup>th</sup> January</b>		15.07 66850 4V30	RC-PY	14.05 66527 4V46	RG-SG
08.03 66037 4V83	TO-AV	15.33 66037 6M39	AV-RC	14.55 66605/619 6X33	
08.07 37194/57003 6V73	CE-BE	17.00 66063 6V07	RO-MG		VY-Whitemoor
09.04 66128 4V70	RC-AV	17.03 66174 6O42	HO-SO	17.29 66003 6V06	HD-CT
09.07 66021 6M81	MG-RO	19.03 66014/60100 6V05	RO-MG		

## LIGHT RAIL & METRO NEWS

**Metrolink:** *The following information is kindly supplied by Geoff Hope.*

The recently built Queens Road stop opened for business on Monday 16<sup>th</sup> December, this stop replaces the former depot staff halt and Woodlands Road. This stop was replaced by the new Queens Road and Abrahams Moss stop opened in April 2011. The Queens Road stop is convenient for visiting the Manchester Museum of Transport in Boyle Street at the rear of First Manchester bus depot approx. 200 metres away. On the 31<sup>st</sup> December the latest T68 tram to be withdrawn was 1012 leaving 1007/16/17/22/23 & T68A's 2001/03 in service. On the 2<sup>nd</sup> January Transport for Greater Manchester announced 10 new trams were being ordered, the first due to be delivered in March 2015 increasing the M5000 fleet to 104 with 77 having already been delivered by the end of 2013.

Work started on major utility diversions in Corporation Street on the 6<sup>th</sup> January in preparation for the Second City Crossing, new stops will be built at Exchange Square & St. Peters Square where preparations are in place to dig up and remove the Cenotaph near to the Peace Gardens. It will be placed in storage for cleaning and restoration work before it is reinstated to its new location in time for Remembrance Sunday in the autumn. St. Peters Cross alongside the Cenotaph will be restored and reassembled in its present location. Works will also be carried out at various sections of the route.

On 10<sup>th</sup> January a car ran into the back of 1017 close to Exchange Quays, services were delayed on the Eccles/Media City line for approx. one hour. Construction commenced on the 13<sup>th</sup> January at Whitefield Park & Ride on the Bury line with an extra deck being assembled creating an additional 90 spaces. Work will take approximately five months to complete and then Radcliffe car park will then receive attention. On the 16<sup>th</sup> January unfortunately a pedestrian was hit by tram 3037 and died from his injuries in High Street between Market Street and Shudehill stops. This section was closed for several hours after the incident.

The latest M5000 3078 arrived on the 18<sup>th</sup> January and is undergoing commissioning and mileage accumulation. Tram 3075 onwards (30 in total) will be built with 8 extra seats taking the total number of seats to 60 with improvements to the interior layout based on customer feedback.

On the 21<sup>st</sup> January trams 1017/1023 were withdrawn from service. 1017 had been repaired after its collision on the 10<sup>th</sup> but failed in service and was withdrawn leaving 1007/16/22 & 2001/2003 in service. Of the serviceable trams left 1007, in near original condition, was the first new generation vehicle to operate on the streets of Britain on the 27<sup>th</sup> April 1992. Coincidentally back in January 1949 the identical numbered 1007 was the last tram to operate in Manchester. It also carried the very same headboard as seen over 40 years previously. Food for thought is the possibility of 1007 being the last to be withdrawn and preserved.

The new Oldham line opened for business on the 27<sup>th</sup> January without any hitches. During tram testing/driver training new traffic regulations had been introduced on Union Street the route Metrolink uses through the town centre. Already 150 fines had been issued since December 23<sup>rd</sup> where vehicles have parked on double yellow lines, obstructing pavements and tramlines. The majority of offenders leaving their vehicles to collect food from takeaways.

Tram 1021 withdrawn on the 5<sup>th</sup> November and fitted with a modified ice break pantograph for service on ice breaking duties has again been withdrawn and the modified ice break pantograph now fitted to recently withdrawn 1023.



Continuing the NSE livery story it's the turn of DMUs. In this first part, the heritage sets are dealt with. Second generation sets and DEMUs will be dealt with in future articles. Shows how space has been limited as this is only the fourth article since starting the series, Oct 2011/Mar 2012 & Apr 2013.

## First Generation:

**Class 101:** 51190/207/208/212/220/221/225/226  
53311/314/322/327, 51425/431/432/437/438/  
443-445/498/499/501/504, 53155/207/296/333/  
751, 54068/070/358/362/363/371/372/381/382/  
385/396/402/405, 59105/128/526/530/543/570

**Class 104:** 53429/437/455/470/477/479,  
53539/540, 59163/206

**Class 108:** 51572/909/912/914/916/942, 53599  
53628, 54194/222-224/228/257/271/274/279

**Class 115:** 51651/653-657/659-661/663-669/  
671/674-680/849855/857/863/866/871/873/875/  
878/879/885-889/891/893-896//899, 51900,  
59652/954-657/659/663/667/669/671/676/727-  
729/732/735-737/752/755/759/761-763

**Class 116:** 53083/820

**Class 117:** 51332/333/335-337/340-347/349/-  
351/353-356/358/359/361-363/366/367/374/  
375/377-379/381/383-389/391-393/395-399/  
400/401/404/405/408/409, 59484/485/487-489/  
491/493-499/501-503/506-508/510/511/513-  
515/518/519

**Class 118:** 51319

**Class 119:** 51060/062/065/066/073/074/076/  
079/086/088/090/094/099, 51103/104/107,  
59416/419/421/424/425/430/435/437

**Class 121:** 55020-025/027-031



Cl.121 'bubble' 55025, Doncaster Works  
5<sup>th</sup> November 1989 (Eric Leeke)



Cl.101 51438 Cambridge  
23<sup>th</sup> March 1988 (Gary Mutton)



Cl.104 53417 Oxford  
28<sup>th</sup> January 1989 (Gary Mutton)



Cl.115 51899 'Aylesbury College'  
Bletchley Depot 30<sup>th</sup> Sep 1989 (Gary Mutton)

# RAILWAY GLOBETROTTERS

by Ray Smith

## The Smiths on Tour, 18-30<sup>th</sup> April 2012 – Part 2:

**April 22<sup>nd</sup> 2012:** Woke up, looked out of the window and saw my last Kiel class 143 propelling its train into the station. Not a bad start to the day.

Maschen yard was next with always plenty to see here although in the past I have always been told to keep to the paths and not cross any lines, but this time no restrictions were imposed so we had access all areas. 115 locomotives were there and as a bonus my penultimate class 151 was also there. Adjacent to the yard was a dump of 34 locomotives.



DB Shenker operate in Denmark and have batches of class 185s dedicated for work to and from this country, numbered 185321-337/404-406. Denmark has similar locomotives as with 3106 in Danish livery with 3109 of the same class behind in DB livery Maschen Yard, 22<sup>nd</sup> April 2012



139222 heads a line of otherwise class 140s at the dump adjacent to Maschen Yard 22<sup>nd</sup> April 2012



North Rail 260502, Maschen Yard 22<sup>nd</sup> April 2012



Private operator LDS (Logistik Dienstleitungen & Service GmbH) class 293511, Maschen Yard 22<sup>nd</sup> April 2012

Hamburg docks is also a good area for locomotives. They are scattered about and we saw 42.

We then headed into the former East Germany. Rostock has two depots, Hbf which is the passenger shed and Seehafen for freight locomotives. Seehafen first. (whenever I ask at depots I ask if I can take photographs rather than numbers, this normally is acceptable) I was told it was not permitted to take photographs so I asked if I could get the numbers, this was allowed! 49 on shed and in the yard just south of the shed was another dump of 61, mainly classes 140 and 155 with a few others.

Hbf depot (station shed) had 11 locomotives and 12 units on. Rostock has recently been allocated 5 new class 429 five car EMUs, I needed them all, none on shed although one passed, but I could not identify it! We went to the station and as expected on a Saturday night not much was happening although 5 car EMU 429026 came in (see photo right).



ASF (Akkumulator Schlepp Fahrzeuge)  
battery shunters, 103 and 106, Rostock Hbf  
(passenger depot), 22<sup>nd</sup> April 2012



an unusual visitor to North East Germany  
is Austria's class 1042 520  
Rostock station, 22<sup>nd</sup> April 2012

**April 23<sup>rd</sup> 2012:** Mukran dump was my aim today. 3 of my class 232s are there. First a station visit to Rostock again and 429026 was there again. Where are the other 4?

We drove to Mukran via Stralsund station where 4 locomotives were seen. We had a bonus at Ostseebad Binz, where the barriers were down so out we got to see steam 99 1782 come through. As it disappeared into the distance another steam locomotive was coming from the other direction, 99 4011. The DB station there had another class 429 coming through as we passed.



99 1782 comes into Ostseebad  
23<sup>rd</sup> April 2012



minutes later 99 4011 departs from  
Ostseebad, 23<sup>rd</sup> April 2012

John had included the Rugen Museum at Prora into the itinerary on the resort island of Rugen. Well worth the visit, a good selection of all types of locomotives. The only down side was the positioning of the exhibits made it difficult to photograph some of them.





V200 009 our Warship class  
was based on this class.  
Prora Museum (Rugen), 23<sup>rd</sup> April 2012



such a shame, this wonderful streamlined pacific  
is stuck against a wall and it is impossible to get  
a good photograph of it  
Prora Museum (Rugen), 23<sup>rd</sup> April 2012



2-6-2 23 1021  
Prora Museum (Rugen), 23<sup>rd</sup> April 2012



Russian broad gauge 4-8-4, P36 0123  
Prora Museum (Rugen), 23<sup>rd</sup> April 2012

Mukran is the DB ferry terminal and in the cold war was a very busy freight terminal. Some of the tracks were broad gauge, compatible with the USSR where the trains came from and went to. DR had some class 347s converted to broad gauge for shunting there. A couple still operate there under private ownership. At the harbour was a class 298 and alongside the depot 3 other locomotives. We headed for the dump first. Two of the lines of class 232s had gone but one remained consisting of 13 headed by 232 537 (see photo left). Only one of my 232s was there.



We then headed for the shed, one of the private 347s passed by, another 3 were dumped nearby. The shed only had one Werklok (internal shunter) inside and we were refused entry!

Our next call was the holiday island of Usedom on the north east Baltic coast of Germany. With Poland to the east, it is an island with rail and road bridge connections. It has class 646/1s 3 section DMUs, run by the DB subsidiary company Usedomer Bäder Bahn. These units are basically a 2 car passenger set with the power car in the centre. There is a corridor through this. Prior to 646/1s the line

used surplus 'piglet taxis' from other former East German depots. These were four wheeled single unit railcars. The motor / driving vehicles were numbered 77xxxx and the driving trailers were numbered 97xxxx. (I described the term 'piglet taxi' in an earlier article, in the former East the farmers used to take their piglets to market in these trains). The island also had 2 class 201s, although a few years ago I visited the island but did not find them. Once on the island we headed for Peenemünde (of WW2 V rocket infamy, ed). This is the western end of the line but there nothing to see there, apart from an ex Berlin EMU in the yard of some kind of museum.



201380 is seen with a bit of 201792 to the left  
Zinnowitz station, 23<sup>rd</sup> April 2012

So now to Herringsdorf, the east end terminus and depot. The railway and the road runs parallel quite a bit and at Zinnowitz we saw a unit in the station so we did a quick u-turn. A bit of good luck, because on the other side of the line to the station were 5 preserved piglet taxis and the 2 class 201s (see photo left).

We continued to Herringsdorf picking up another 2 units on route. It was now after 6 and the depot boss had gone home so we did the shed and there were 10 646/1s on. A quick look into the station and another 2 units there as well as another 4 piglets and an ASF (battery shunter. Another long drive to the outskirts of Neustrelitz for our hotel.



Usedomer Bäden Bahn 3-section DMU 646105 on Herringsdorf shed,  
note the small centre section containing the diesel engine, 23<sup>rd</sup> April 2012

in the yard adjacent to Herringsdorf station were 4 piglet taxis including 971605 which stands next to ASF 157, 23<sup>rd</sup> April 2012



**April 24<sup>th</sup> 2012:** Probably the visit I had been looking forward to the most was Neustrelitz works. This large workshop services many private operator's locomotives and units. When we arrived and parked the car (we did not know who he was at the time) the chief boss of everything welcomed us. We went to meet our contact for the tour of the workshops, who turned out to be one of the managers and he had an excellent knowledge of European locomotives.



RTS (Rail Transport Service) owned V60.20  
DB computer number 345223  
Neustrelitz Works, 24<sup>th</sup> April 2012



DB introduced 6 double decker single diesel units, 670002 – 6 are used now by 2 private operators but sadly, 670001 is dumped  
Neustrelitz Works, 24<sup>th</sup> April 2012



GVG (Georg Verkehrsorganisation GmbH)  
Class 109-1 named 'Nocolaas Lessing'  
originally DB 109084  
Neustrelitz Works, 24<sup>th</sup> April 2012



EBW (Eisenbahnbewachungs GmbH) V100.18  
ex DB 201001  
now DB computer number 204900  
Neustrelitz Works, 24<sup>th</sup> April 2012



two different 'warship' classes *left:* V200 007  
*right:* class 221 A421, when withdrawn from service in Germany, 20 class 221s went to Greece and were numbered A411 – A430, eventually they returned home and were taken on by private operators though A421 became a source of spares and is still carrying its Greek number  
Neustrelitz Works, 24<sup>th</sup> April 2012



We toured the main hall which was full of locomotives. Regrettably, photographs were not permitted inside although once we went outside we were told we had about one hour to wander round and photograph anything that was there. Such a choice of locomotives and liveries. In the works yard at Neustriltz were 3 class 223s in plain white livery (see page 40 in January issue for photo of similar loco) with works numbers C/F EBA08L03K 025/026/027. This was a wonderful visit. My thanks to all who allowed us to visit this workshop.



EGP (Eisenbahn Gesellschaft Potsdam GmbH)  
V60.08, DB computer number 345227  
Neustriltz Works, 24<sup>th</sup> April 2012



Warship 221005 in a striking orange livery  
Neustriltz Works, 24<sup>th</sup> April 2012



DB found that the class 219s could not handle main line passenger trains, so 20 were rebuilt for this purpose. Externally they remained the same but in the photo left this is how they looked compared with EVB 420 01, 219001 on Bremervode Depot (see photo on page 42 in January issue).

Class 219s were originally DR 119s as 119158 restored to this condition in the photo right  
Neustriltz Works, 24<sup>th</sup> April 2012



photos by Ray Smith (to be cont)

## GLOBETROTTERS TAKE 2:

In last months issue, page 37, there was a (?) alongside HABA 8 in the caption to the middle right photo. John Teasdale has kindly provided the answer:

“ This loco belongs to a company called Eisenbahn und Hafenbetriebsgesellschaft Region Osnabrück. It used to be known as HafenBahn Osnabrück - hence the HABA bit “

Thanks to John...Ray is a bit wiser now !!

# FREIGHT MATTERS

## WAGON UPDATES by Trevor Roots:

To allow members to keep their copy **UK Wagons** as up to date as possible, changes are provided via this spot every month. The 2013 editions has not only been updated but has been re-organised to be more user friendly and incorporate stored wagons where known. As this latter attempt is anything but exhaustive we rely on member sightings to help. Please let Trevor know, contact details on page 2, if you have any amendments or wish pass on any other helpful wagon information.

**Conversion: CGA Bogie Biomass Hopper** 310604 converted from **HTA Coal Hopper**  
this is another demonstrator by DBS to crack the huge biomass market

**Preserved: HEA Hopper** 361000

**Scrapped / for Scrapping:** various locations

110709/776, 200764, 351077/4295/7833, 460045/142/172/311/325/338/407/453/527/544/588/618  
460624/669/739/819/895/986/996, 461013/018/083, 470020/036/045/057/073/092/100/108  
470109/117/127/131/161/171/180, 601307/617, 602219/2758/2769/3051, 622910/931/956/970  
950001/31/040/086/088/095/114/199/218/225/254/285/295/309/322/378/453/479/481/513/515/559  
950565/597/614/617/627/672/726/735/769/774/779/800/826/838/839/866/868/870/906/948/949/960  
950992/995/998, 951000/006/009/033/035/049/053054/057/064/081/084/101/102/111/161/163/168  
951209/210/223216/236/239/240/247/249, 965040/062  
982442/443/457/464/470/487/489/496/503/504/512/521/535/537/549/553/570/575/589/595/606/608  
982619/626/661/670/671/676/697/699/701/710/740/741/747/752/755/760/770/793/808/815/819/849  
982866/869/870/872/872/884/886/895/897/913/914, 990037  
23.80.2929.159-4, 33.70.0899.078-6/079-4/087-7/088-5/092-7/090-1/095-0/100-8  
33.80.4667.004-2/007-5/010-9/022-4/026-5/029-9/030-7/040-6/042-2/043-0/047-1

## FREIGHT NEWS

In a deal with Sibelco Europe, GBRI is to move silica sand from Middleton Towers, King's Lynn to Guardian Industries plant, Goole and Ardagh Groups glass sites in Doncaster and Barnsley. Previously operated by DBS there will be six trains per day, ie. two to each location. Previously stored in Tees Yard, HEA 361000 has been preserved by the National Railway Museum, seen at Locomotion, Shildon on the 16<sup>th</sup> December 2013 (see photo below).



# STOCK CHANGES

It is hoped that all major changes recorded below will help you keep the **UK Combine, Pocket Book** and **Name Directory** up to date, (numerous pool code changes will not be recorded). In order to compile as accurate and up to date list as possible, can members please pass on their observations, particularly name changes and multiple unit reformations to the editor, **Trevor Roots**.

**Misc News:** 31459 has been sold to DCR

**New Locos:** 68002 70804

**New EMUs:** (377/6s all delivered)  
350404/405/406/407, 377601-603/626

**Names:** 68002 *Intrepid*

**Transfers:**

**Locos:** (\* out of preservation)

37116\* CPR to WH 37219\* PON – WH

37261 to (BH) 37421\* PON to Rugby

37422 ZH to BH

37703 BH to

DAV56032/049/074/090 EMR Kingsbury to WH  
86901/902 RVEL to (LM)

**DVT:** 82101 Gresty Bridge to BH

**Locos for Scrapping:**

CF Booths, Rotherham 31410

**Locos Scrapped:**

Wolsingham, WEA 31144



complimenting the previous photos in the January issue and this months cover photo here is 58002 being dismantled at Eastleigh Depot, 11<sup>th</sup> January 2014 (Derek Everson)

**Stored Mail Vans, Mossend:** During January, the 21 NKA GUV and NBA/NIA/NQA ex-BG bogie mail vans have all been sent south to Carnforth or Bo'ness to use as spares. All bar one was hauled by 37516 & 47245. The odd one out was 94213 which went by road to Southall. The trips were as follows:

18<sup>th</sup> – 94514 + 94432 + 94440

20<sup>th</sup> – 94416 + 94518 + 94543

21<sup>st</sup> – 94192 + 94428 + 94530

22<sup>nd</sup> – 94528 + 94137 + 94147

23<sup>rd</sup> – 94221 + 94497

24<sup>th</sup> – 94413 94536 + 94534

25<sup>th</sup> – 94412 + 94519 + 94541

the line of mail vans headed by 94412 Mossend, 11<sup>th</sup> July 2010





# NEW STOCK



The first 68 is here 68002 'Intrepid' and now on test. The photo left is from Gordon Kirkby who having caught a glimpse of an abnormal load heading up the M6 motorway near Penrith on the 19<sup>th</sup> January, nipped up to Carlisle Kingmoor to find 68002, under wraps, arriving at the DRS Kingmoor Depot at 13.45. However there were problems turning into the depot entrance without the rear end of the 68 coming very close to the trees at the side of the road. Unable to resolve the situation, the hauliers reversed back up Etterby Road where they parked up to think how to overcome the problem.

68002 was eventually unloaded on the 21<sup>st</sup> February and was seen being propelled into the shed by 20301.

On its first test run south to Crewe on the 4<sup>th</sup> February hauled by 90020 'Collingwood', Martin Evans luckily managed to photograph 68002 at Crewe. The full formation was 90022 + 68002 + 6117 + 17159 + 6122 + 5810 + 9507 + 5937 + 9525 + 5995 + 5971 + 6008 + 6001 (as recorded by Gordon Kirkby earlier passing through Penrith as 5Z79 at 13.00. 68002 later returned to Carlisle as 5Z70





As reported in **Traction & Traffic News**, 350406 & 350407 were delivered to Manchester from Dollands Moor behind 92044 on the 1<sup>st</sup> February 2014 as seen above and below by Mark Richards briefly pausing at Northampton. Note the use of the newly re-numbered intermodal flat wagons used as barrier vehicles 83.70.9980.xxx-x (see **Freight Corner** last month).





# LIVERIES



90005 'Vice-Admiral Lord Nelson' on its first day in action wearing the new Abellio greater Anglia livery waiting to depart with the 13.30 Norwich to London in awful conditions, Norwich, 3<sup>rd</sup> January 2014 (Stuart Moore)



60066 in its new Drax 'Powering Tomorrow' livery, Nuneaton 28<sup>th</sup> January 2014 (Mike Rumens)



# ICRS PUBLICATIONS

We have now published 10 books since 2009, 7 of which are in print and available or due for imminent release (see below). The **2014 UK Combine** has just been released. Of our smaller books, **UKRS04 UK Name Directory** will not be updated until 2014. Books can be ordered either:

online via PayPal at [www.intercityrailwaysociety.org](http://www.intercityrailwaysociety.org)

or by post from (please make cheque / PO payable to ICRS)

**Carl Watson, ICRS Publications, 14, Partridge Gardens, Waterlooville, Hampshire PO8 9XG**

All books, except **UKRS01 Pocket Book**, are A5 wire bound printed on 90gm paper with plastic coated covers allowing them to be laid flat.



**Book Titles: (all Members receive up to 30% discount on ICRS books)**

			non-member	member
			Price	Price
<b>New:</b> (orange covers)				
UKRS02A	UK Combine 2014	(updated to 6 <sup>th</sup> Jan14)	£15.99	£12.00
<b>Forthcoming:</b> (due March 2014)				
UKRS01	UK Pocket Book 2013 (256 pages)	(updated to 6 <sup>th</sup> Jan14)	£9.99	£7.00
UKRS03	UK Wagons 2014 (152 pages)	(updated to 1 <sup>st</sup> Feb14)	£12.99	£9.50
<b>Current:</b>				
UKRS04	UK Name Directory 2012 (172 pages)	(updated to 10 <sup>th</sup> Nov11)	£12.99	£9.50
UKRS09	Irish Railways 2013 (53 pages)	(updated to 1 <sup>st</sup> Jun13)	£8.99	£6.50
	Ultimate Sighting Files:			
UKRS10	USF Vol.1 – Mainline Diesel Locos (217 pages)	(updated to 27 <sup>th</sup> Sep13)	£13.99	£10.00
UKRS11	USF Vol.2 – Shunters, Mainline Electric & Prototype Locos (168 pages)	(updated to 27 <sup>th</sup> Sep13)	£10.99	£8.00
<b>Proposed:</b> (publication date to be confirmed)				
UKRS12	Ultimate Sighting Files – Diesel Units		TBC	TBC
UKRS13	Ultimate Sighting Files – Electric Units		TBC	TBC