

# TRACKS



**Inter City Railway Society**  
January 2015



# Inter City Railway Society

founded 1973

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

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## Front Cover Photo:

Following a Christmas card competition Virgin Trains adorned the two driving cars of 390112 with the winning design and branded it #Traindeer. Sporting a red nose, DMRFO 69112 at the rear is seen departing London Euston at 12.30 on the 13<sup>th</sup> December 2014 in unseasonably mild weather. See **LIVERIES** for other views of the design.

**£1.70 where sold separately**

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# SOCIETY NOTICE BOARD

## Editor's Comments:

Hopefully Santa brought you what you wanted and some of you managed a white Christmas. We certainly had one, as temperatures hovered around freezing and below all day from Christmas Eve for 4 days, which produced a heavy frost and then some snow on Boxing Day. Anyway no sooner were the festivities over than I was plunged into editing the first regular 64 page bumper issue of **TRACKS**, so no rest for the wicked...though I desperately did not need to be stuck in front of a computer for six days solid right through New Year, scoffing all sorts of totally unhealthy nibbles / chocolate unnecessarily bought or given as presents!! Mind you it's still snowing on and off but this editing lark is bad for my waistline and my eyesight, so I hope you at least get pleasure from the contents.

You know the old adage that the more roads you build that they soon fill up, well there's me thinking I would have had plenty of room to do the promised Borders Railway update...guess what. oh well next month. Anyway with a grand total of roughly 700 pages (covers and regular notices aside) to play with in 2015 there should be room for all manner of interesting articles, so keep them coming along with photos, be they current or historical. It is worth noting that with so much infrastructure works being undertaken, familiar scenes will alter dramatically so get out there and record before it's radically altered or lost. This applies to re-signalling and in particular the GWML which will be blighted photographically by electrification though it will bring other changes in rolling stock. This applies to other lines promised electrification. Sadly I cannot even keep up with the amazing railway scene stuck out on a limb as we are, so I need your help on the current scene. So once again it is great to welcome yet more new contributors. Please remember to include as much info with photos as possible, dates, times etc and to include write ups on Gala events attended. With much to edit and consequently research, 64 pages will be taxing so the more you can help save me have to look things up the better.

The next 3 months will also see our main 3 books roll off the production line, following the **UK Name Directory** which is now available. It is going to be busy and before you know it, our AGM will be upon us. Remember when renewing to think about taking out the 5 year option to save you money (see fee increase proposal below in **Membership Matters**). As stated below you are now getting a 64 page full colour magazine for the same membership rate that gave you 28 pages in black & white...good management, but b\*\*\*\*y hard work. Happy New Year to you all.

## Membership Matters:

**Subscriptions:** **Annual - £16.00, Five year - £75.00** (currently saving £5.00 but will save £12.50 against proposed increase...must be worth considering before May 2015.)

**NB.** Having been held for 6 years, the rates are proposed to rise modestly from April 2015 (AGM) to £17.50 (annual) and £80.00 (5 year – saving £7.50), to help cover increased costs of production / delivery of **TRACKS** and the 33% increase in size to 64 pages. **TRACKS** has actually increased 228% since the rate was originally set in 2009 as it was 28 pages printed in black & white !! Both paper and postal costs have risen considerably since the last increase and though the books have subsidised **TRACKS** since 2011 and will continue to do so, the deficit gap between income from the standard member annual rate and production costs from January 2015 will be £2.84.....not only the government with a rising deficit !!

ICRS Membership gives you:

- **TRACKS** a high quality full colour 64 page monthly magazine - covering all aspects of railways.
- up to 30% discount on all ICRS books (7 currently available).
- occasional members only visits to railway facilities.
- the latest issue of **TRACKS** emailed (on request) 10 days prior to receiving printed version.
- an informative website, with access and indexes to previous issues of the magazine.
- 10% discount on Ian Allan books (direct sales from IA only).

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

Stephen Baldwin (Warrington), Darren Clark (Birmingham), Michael Clarke (Winsford), Roger Deakin (Sheffield), Rob Dyer (Chandler's Ford), Stuart Eccles (Blackpool), Philip Ogden\* (Cheltenham), David Williams (West Bromwich), Paul Young (Wallington) - a warm welcome to you all.

**Obituary:** Sadly we have been made aware that Anthony Daniel from Walsall has died. We send our sincere condolences to his wife and family.

**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, whilst **TRACKS** is at the printers, you may receive a Renewal / Reminder form but do not worry as the admin process will naturally see things cross in the post. Please also note that cheques are not presented to the bank until the first week of the following month. As well as receiving a new card, renewals will be acknowledged where possible by email.

**NB. When using PayPal, please read and follow the instructions on the relevant web page.**

**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.

## **TRACKS Magazine:**

If you so request, the very latest issue of **TRACKS** will be emailed as a pdf when it goes off to the printers so you will get it 'hot off the press' 10 days before you receive the printed version. That means you have the latest news, some within days of the event occurring. Please email the editor, Trevor Roots at [editor@intercityrailwaysociety.org](mailto:editor@intercityrailwaysociety.org) to receive the latest issue by email in addition to the printed version. Similarly the last 11 months are also available by email, but only to members.

**Submissions:**

**Articles:** 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.

**Photos:** Good quality photographs are always welcome, preferably high res jpeg digital photographs via email (**not compressed please**), but prints are acceptable. Please send an SAE if you wish them returned. Please include full contact details with any submissions, including your first name.

The latest date for articles / info for the **February 2015** issue is **Friday 30<sup>th</sup> January 2015**  
with delivery to members after **Friday 13<sup>th</sup> February 2015**  
please check the **TRACKS** page on the website for date of posting from the printers



**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:** (\* new this month) Thanks to **John Brace, Joshua Brown, Andrew Buckley, David Doulton\*, Neil Dix, Martin Evans, Derek Everson, Michael Hayman, James Holloway, Geoff Hope, Nigel Hoskins, Gordon Kirkby, Colin Pottle, Mike & Alex Raybould\*, Mike Rumens, Norman Smith, Derek Sneddon, David Spencer, Paul Sumpter, Graham Stockton, John Teasdale, Roger Thomas, Peter Trowbridge, Len Turner, Carl Watson, David Williams\* & Trevor Roots**. We are sorry if anyone has been missed. All photos by **Trevor Roots** unless shown otherwise.

## Website:

The new re-designed website was launched on the 17<sup>th</sup> May 2014. **Login details are no longer required** to access previous issues of **TRACKS** (Dec 2006 to date) and new pages have been added listing articles appearing in these issues. However the last 12 months issues (on a rolling basis) are available and can be emailed as pdfs to members on request from the editor (see **Magazine** above). Email Trevor Roots at [website@intercityrailwaysociety.org](mailto:website@intercityrailwaysociety.org) if you have any queries or suggestions.

**Flickr Photo Gallery:** [www.flickr.com/photos/intercity-railway-society/](http://www.flickr.com/photos/intercity-railway-society/).

We have a photo gallery on **Flickr** and all photos submitted for inclusion in **TRACKS** will, time permitting, be added to the gallery. Please send all photos to [editor@intercityrailwaysociety.org](mailto:editor@intercityrailwaysociety.org)

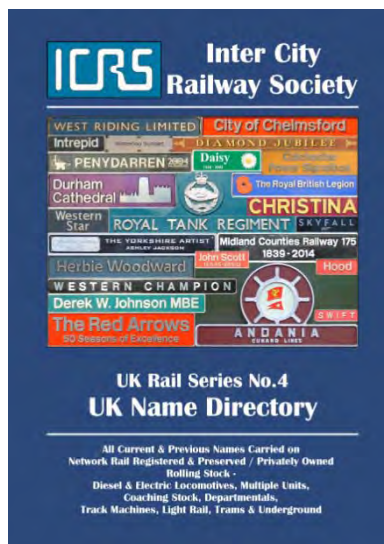
**ICRS Yahoo News Group:** We have our own Yahoo News Group, established in March 2004, open to members and non-members alike to post sightings and observations, share comments and debate the current railway scene. To join visit [finance.groups.yahoo.com/group/intercityrailwaysociety/](http://finance.groups.yahoo.com/group/intercityrailwaysociety/)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

## Publication News:

The first of our new editions for 2015 has been released and it is the **UK Name Directory**, the 3<sup>rd</sup> edition since 2009 under the UKRS banner and last released in November 2011. Not released annually, the **UK Name Directory** features many new additions and that have occurred over the last 4 years and incorporates several amendments and changes in what is included. Updated to the 1<sup>st</sup> December 2014 this an essential reference book and one you should consider purchasing.

Prices are on the rear cover but as with all of the 2015 new editions we have had to increase the price slightly to allow for increased paper, printing and postal costs.

The forthcoming new 2015 titles due out in the New Year are shown on the rear cover with the revised standard and member discounted prices, though the member price for the **UK Combine** will remain the same.



# FORTHCOMING EVENTS

## OPEN DAYS

### Long Marston Military Railway Railfest, 6-10<sup>th</sup> May 2015:

A new railway museum, the Long Marston Military Railway (LMMR) is a new project which will be operated at the former MoD depot by volunteers. The aim is to keep alive military railway skills, such as re-railing of trains, as well as locomotive driving and tracklaying. The army's last railway unit, the Royal Logistic Corps 275 Railway Squadron, was disbanded in March 2014 as a result of government defence cuts with the 79 Railway Squadron disbanded in 2012.

A 'Military Railfest' is planned for 2015 and is expected to include about 20 ex-army locomotives. Barclay 0-4-ODM 70047 'Mulberry' was already at Long Marston and was joined by USATC S160 2-8-0 3278 previously based at the Isle of Portland, on the 22<sup>nd</sup> April 2014. The project is using the shed vacated by the Stratford on Avon and Broadway Railway. More details to follow but keep an eye on this website <http://www.trainofevents.co.uk/>.

## **DRS Carlisle Kingmoor Open Day, 18<sup>th</sup> Jul 2015:**

A date has been set for this as above. Further details nearer the time.

# FRANCHISE NEWS

Transport for London (TfL) is growing with the London Overground network due to expand even further as West Anglia services will be integrated by 31<sup>st</sup> May 2015. On the same date Liverpool Street to Shenfield services will become the first part of the Crossrail empire, so meaning TfL will control ¾ of all services into Liverpool Street.

KeolisAmey took over the Docklands Light Railway on the 8<sup>th</sup> December 2014.

## **REVISED TIMETABLE NEWS:**

ATW introduced a second cl.67 loco hauled service from the 15<sup>th</sup> December 2014 t&t a DVT from Crewe to Holyhead. Starting at Crewe it departs for Chester at 07.11, then to Manchester at 07.38 and onto Holyhead at 09.50. It returns at 13.01 from Holyhead to Manchester then to Llandudno at 16.50 from where it heads for Crewe at 19.34

Virgin Trains introduced two new direct services to London Euston from the 15<sup>th</sup> December 2014. A daily service from Shrewsbury, the first since Wrexham & Shropshire ceased in 2011 and a weekdays only service from Blackpool North.

# EASTLEIGH WORKS REPORT

Due to the fact that Carl was ill and not at work in the run up to and then on leave over the festive period there is no full Report this month...hopefully a bumper one next month. He was however able to record the repainting of 66701 back into original GBRf Bluebird livery instead on the corporate Europorte livery. However though it was sent out on the 11<sup>th</sup> December without GBRf cabside branding and was recalled 4 days later on the 15<sup>th</sup> for the branding to be added..



*above*  
66701 15<sup>th</sup> December 2014  
showing No.1 end (the longer cab)

*left*  
66701 11<sup>th</sup> December 2014  
showing No.2 end

# RHTT GALLERY

With the 2014 RHTT season finishing mid December here are a few final photos of southern workings plus the first converted FKA 99.70.9310.001-1 in work stained condition (see Jan 2014 for clean view of the then new 006-0).



73128 t&t 73212, 20901 + 20905 & 73141 t&t 73201, the latter pair in the new sidings, Tonbridge West Yard, 17<sup>th</sup> December 2014

*below*  
MPV DR98920 + 98970  
passing Tonbridge West Yard  
eastbound on the Redhill line,  
at 13.20, 11<sup>th</sup> December 2014



*above*  
66717 t&t 66746 departing  
Tonbridge West Yard at  
15.15  
with *right* a side view of  
66746  
11<sup>th</sup> December 2014







Various locos have returned to normal service without a clean as witnessed by the photos in **TRAFFIC & TRACTION NEWS** particularly around Eastleigh.



# RAMBLINGS OF A RAIL ENTHUSIAST

by **David Spencer - 1972**

*I try to provide extra detail or follow up photos on the items of traction shown in photos, other than number, date and location as provided by Dave, including what became of them particularly with regards to preservation, ed.*

Another sad year for Great Western fans in the Midlands as the remnant service from Birmingham Snow Hill to Wolverhampton succumbed to the great reaper on the 4<sup>th</sup> March and the biggest unstaffed halt on BR was finally closed. The weather was abysmal and I travelled only as far as Handsworth and Smethwick, and spent the rest of the afternoon in the dry doing battles with huge crowd of onlookers at Snow Hill. The photo below of a Cl.101 DMU shows the last scheduled train out to Wolverhampton Low Level. I also witnessed the Farewell Special with 1543 and the last scheduled arrival.



In May I had a run out on my bike to the Bearley to Alcester line. In the mid 1950s when still a little schoolboy we used to go each year with my uncles company Bakerlite, usually to London but occasionally elsewhere. It was always a late night and one year whilst returning from Paddington we passed Henley in Arden which I thought was impossible until I asked. Part of the branch, the loop from Bearley to the Stratford upon Avon branch was still insitu and for a few weeks the Sunday trains were being diverted that way from the direct line to Snow Hill via Solihull. I was too young to understand it but that was seriously rare track!

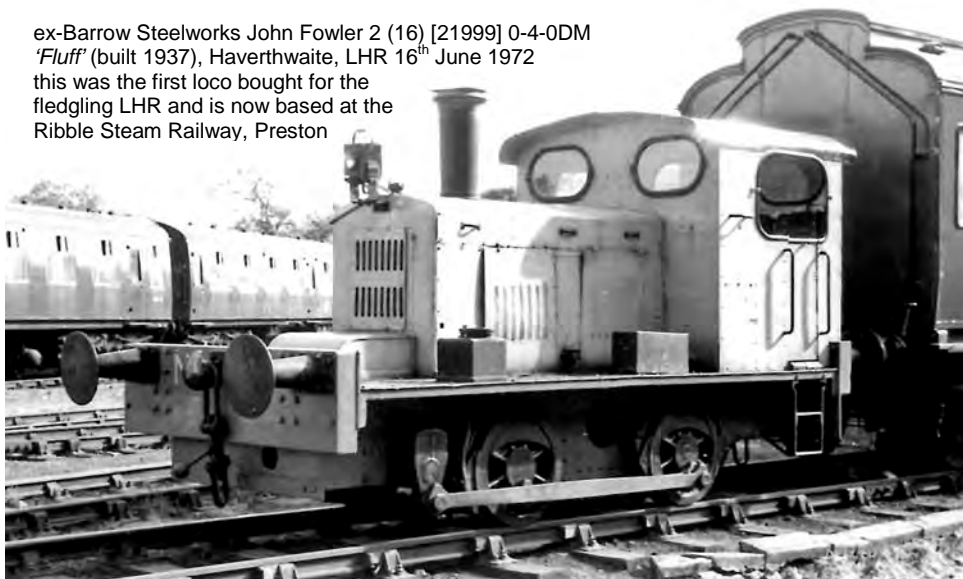
Tyseley Open Day only merited three photos this year, 'Kolhapur' and 'Eric Treacy' plus a preserved bus. I passed my driving test earlier in the year and that enabled me to plan odd railway visits on journeys elsewhere. So on my way up to the Lake District on the 14<sup>th</sup> June our route involved a diversion to the Keighley and Worth Valley Railway (KWV) for both a ride and shed visit then on to Embsay which was just a station, a few industrial engines and a few trolley buses. Later in the week on the 16<sup>th</sup> I visited the Lakeside & Hatherthwaite Railway (LHR).

On a trip along Hadrian's Wall I just managed to get 'Sir Nigel Gresley' working a special between Carlisle and Newcastle at the weekend. I say just managed, actually we found a lovely pub overlooking the railway with a delightful dog to play with, good beer and good company and it didn't matter to me or my wife how long it took we would have waited!



Johnson 1F 0-6-0T 1708 (built 1880) now based at Barrow Hill Roundhouse as 41708  
& USA 0-6-0T 72 (1973, 30072) [4446] (built 1943 Vulcan Iron Works, Pennsylvania)  
on static display in Oxenhope Museum, Haworth Depot, KWV, 14<sup>th</sup> June 1972

ex-Barrow Steelworks John Fowler 2 (16) [21999] 0-4-0DM  
'Fluff' (built 1937), Haverthwaite, LHR 16<sup>th</sup> June 1972  
this was the first loco bought for the  
fledgling LHR and is now based at the  
Ribble Steam Railway, Preston



On the 30<sup>th</sup> September I was working in the garden when I heard a steam whistle on Camp Hill, not far from home. A quick check told me 6201 'Princess Elizabeth' was due to come up from Ashchurch to Tyseley so I leapt into the car and just got to Tyseley in time, it was in light steam hauled by 5273.

photos by David Spencer (to be cont.)

# TRAFFIC & TRACTION NEWS

## December 1

66514 + 66620 + 66513 on Stoke Gifford - Crewe Basford Hall light engine move passed Tilstock at 11.50 (photo below by Roger Thomas).



66755 passed through Bescot with the Cliffe Hill (Stud Farm) – Bescot ballast at 13.57.

67003 hauling 325002 daubed with graffiti on a Toton – Bescot trip passed through Bescot at 14.43 (photo below by David Williams).



## December 2

44871 + 45407 were seen at 10.30 passing Blackwater on a London - Bath / Bristol 'Cathedrals Express' charter via Redhill and Guildford (photo below by Derek Everson).



70806 + 66847 were seen passing through Eastleigh on way to the East Yard at 13.41 (photo below by Joshua Brown).



66147 passed Winchester leading a short 6X37 Eastleigh East Yard - Didcot TC working at 14.06 (photo below by Joshua Brown).



## December 3

47790 t&t 47818 on a Northern Belle return from Coventry via Shrewsbury, Chester & Crewe passed through Bescot at 12.54 (photo below by David Williams).





### December 4

57315 + 47786 'Roy Castle OBE' were seen in the parcel sidings, Carlisle working 0Z37 Carnforth - Bo'ness light engines. They had arrived at 10.38 but due to what appeared to be technical problems on one of the locos didn't depart until 15.38 (239 minutes late) (photo below by Gordon Kirkby). Also in the sidings at the same time was DRS Thunderbird loco 57311 'Thunderbird' which had worked down from Polmadie.



66719 (in RHTT livery) was seen departing Eastleigh at 08.50 on 0V40 Eastleigh Works - Westbury light engine move (photo below by Norman Smith).



390112 with both driving cars in promotional #Traindeer livery was seen on a Euston service at Birmingham New Street at 13.30. 66105 powered through Gobowen at 10.20 with 6V75 empty steel working from Dee Marsh - Margam on a damp and dismal day.

### December 5

47580 + 47804 on Carnforth - Norwich ECS passed Sytch Lane at 11.49 (photo below by Roger Thomas).



97304 + 97301 passed through Walsall on Crewe - Derby RTC at 14.05.

47790 t&t 47305 headed south past Sytch Lane at 10.50.

### December 6

31233 t&t 9708 on a Hither Green - Derby RTC test train was seen approaching Wellingborough at 15.09 (photo below by Colin Pottle).



66088 on 6D31 Radlett - Mountsorrel empty 4wh hoppers was seen approaching Wellingborough at 14.51 (photo below by Colin Pottle).



47760 t&t 47854 passed through Ashford International at 11.40 on 1Z22 Doncaster - Canterbury West 'Spirit of the Lakes' railtour Ashford Int (photo below by Joshua Brown).



A 1½ hour session at Tilehurst saw the following four freights pass through though it was a frustrating day where engineering works between Reading General and Reading West lead to some holdups with infrequent rail replacement buses. This was more than compounded by a signalling problem at Langley leading to delays of some 65 minutes east west (photos below and opposite top by Andrew Buckley).

12.38 66414 on 4O54 Leeds - Southampton Maritime



12.45 66021 on 6W23 Hinksey Yard - Slough West with loaded MRAs



13.55 70008 working unusually on the up main on 4O59 Wentloog - Southampton Maritime



14.10 56078 + 56096 on 6V62 Tilbury Riverside - Llanwern



### December 8

66750 + 66758 + 66765 + 66715 were seen at about 12.00 at Peterborough on a Whitemoor Yard – GBRf Peterborough Maintenance shed light engine convoy.

### December 9

66230 on Derby Litchurch Lane - Wembley with brand new CI.378 centre cars 38439, 38441 & 38442 was seen passing Road (south of Northampton) at 10.38 (photo at end by Colin Pottle).

### December 10

66607 on 6V94 Earles - Theale loaded cement passed Sharnbrook at 11.09 (photo below by Colin Pottle).





37402 + 37605 on a Derby RTC - Hither Green passed Wellingborough at 12.29 (photo at end by Colin Pottle).

66194 (in RHTT livery) passed Eastleigh at 09.10 on 06.05 7035 Westbury - Fareham Stone (photo below by Norman Smith).



66149 (in RHTT livery) on late running 09.14 passed Eastleigh at 11.15 on 6B45 Eastleigh Yard - Marchwood MOD stores (photo below by Norman Smith).



#### December 11

60009 'Union of South Africa' t&t 57313 was seen on 1Z40 'York Yule Tide Express' Norwich - York passing Whittlesea at 10.29 (photo below by Colin Pottle).



66710 on 6E84 Middleton Towers - Monk Bretton loaded sand passed Whittlesea at 11.54 (photo at end by Colin Pottle).

66716 (in RHTT livery) on the late running 08.50 6M26 Eastleigh to Stud Farm empty ballast was seen awaiting departure at 09.40 (photo below by Norman Smith).



66731 + 66721 on Whitmoor Yard - GBRf Peterborough Maintenance Shed passed Whittlesea at 11.23 (photo below by Colin Pottle).



#### December 12

67015 t&t 67027 on a Worcester Shrub Hill - Derby RTC test train passed through Walsall at 12.39 (photo below by David Williams).



66117 (in RHTT Livery) was seen approaching Eastleigh at 11.52 (photo below by Norman Smith).





66952 + 66563 + 66514 were seen approaching Eastleigh at 09.38 (photo below by Norman Smith).



### December 13

97301 t&t 97304 on 1Q20 08.02 Derby RTC - Longsight Car MD test train de-railed at Hindlaw when the first coach split the points with bogies heading off down two tracks !!

A visit by Neil Dix to Crewe Gresty Bridge Depot saw the following locos:

20303, 37405/601/604/688, 47813/841, 57002 57004/008/009/303, 66425, 68004/05/10/14/15. 37425 + 37612 formed the 6K73 Sellafeld - Crewe with flask wagon 550058 + 92731 as seen at Crewe at 15.47 whilst 92044 was seen stabled at 16.17 having arrived about 15.00 (photos below and at end by Neil Dix).



59005 passed through Bearsted at 12.18 on 6Z19 12.05 Hothfield - Acton freight (photo below by Joshua Brown).



66765 passed Redbridge at 15.32, 30 minutes ahead of schedule, on 6G11 from Wool - Eastleigh East Yard (photo below by David Doulton).



66728 was seen passing Eastleigh at 16.05 on 12.19 4Y19 Mountfield - Southampton Western Docks empty gypsum.

47237 + 47804 on 5Z00 Old Oak Common - Kilmarnock Wabtec passed Sytch Lane at 14.25 with FGW coaches for refurbishment (see photo at end by Roger Thomas).

D1015 'Western Champion' masquerading as D1041 'Western Prince' finally passed Kensington Olympia on 1Z23 Tame Bridge Parkway - Canterbury 'Canterbury Champion' railtour at 13.14 some 162 minutes late. The delay was caused by dragging brakes on Mk2 3386 which were reported as having been isolated to allow the forward departure from Leamington Spa (see photo below by Andrew Buckley...who patiently waited !!).



Later D1015 clearly showing its alter ego as D1041 was seen passing through Ashford International at 14.36 (photo opposite top by Joshua Brown).



### December 15

92019 on 6B20 Dollands Moor - Wembley passed Kensington Olympia at 15.12 (photo below by Colin Pottle).



153314 was seen passing through Nuneaton at 14.15 on its way back to Norwich from refurbishment at Wolverton (see **LIVERIES**)  
 90036 'Driver Jack Mills' headed north through Penrith at 15.10 working the Warrington - Shieldmuir postal made up a rake of VGA wagons. It's worthy of note that the loco named after the driver of the loco involved in the Great Train Robbery in 1963 should find work back on postal trains fifty one years later.  
 68005 on Crewe - Mountsorrel passed Sytch Lane at 09.15 (photo below by Roger Thomas).



Chiltern have started running test trains using the Banbury - Marylebone set not normally seen north of Banbury. In the photo below by James Holloway, 68012 is seen passing through Solihull at 14.37 working 5H68 Stourbridge Junction - Marylebone, the first public service for a CI.68 on Chiltern Railways. It was later

photographed at 17.34 at Marylebone by Colin Pottle (see photos below).



67008 and 67017 on separate services were also seen at Marylebone at 16.25 (photos below by Colin Pottle).



66080, 66012, 66055, 66185 & 66001 were all seen in at Acton Main Line Yard at 13.55 (photo at end by Colin Pottle)



Having been in the area for a few days on driver training, 68013 was seen stabled at Stourbridge Jnct sidings (photo below by James Holloway).



The following were seen at Acton Main Line by Colin Pottle:

13.40 66116 6V18 Hither Green - Whatley  
14.25 66622 6V60 Angerstein - Stoke Gifford



14.50 44871 + 45407 5Z30 Southall WCRC -  
Sittingbourne Down Goods Loop



### December 16

37607 t&t 37602 on Derby RTC - East Ham EMU Depot passed Wellingborough at 10.38 (photo below by Colin Pottle).



### December 17

20901 + 20905 were seen ticking over in Tonbridge West Yard at 10.40.



66755 was seen at 14.50 on 10.45 5008 Ilford EMD - Eastleigh Works Barrier Move approaching Eastleigh (photo below by Norman Smith).



### December 18

66706 on the late running 08.50 6M26 Eastleigh - Stud Farm empty ballast was seen awaiting departure at 09.10. Note the repaired windows prior to its imminent repainting (photo below by Norman Smith).



### December 19

57316 + 47760 passed through Penrith at 12.05 working 1Z68 Hereford - Edinburgh special.



RailVac 99.70.9515.001-4 was seen stabled opposite Eastleigh Station at 13.00.

#### **December 22**

37668 + 37706 on 08.00 0Z50 Southall - Eastleigh Depot move were seen approaching their destination at 09.23 (photo below by Norman Smith).



#### **December 23**

66718 was seen at Bescot with Cliffe Hill (Stud Farm) – Bescot engineers at 13.57

#### **December 26**

92020, 73963, 73105, 56018 and 92006 (inside shed) were seen at Brush Works, Loughborough (photos opposite to & below by Colin Pottle).



66527 was seen passing Wellingborough at 10.58 hauling brand new 387115 from Old Dalby - Bletchley Carriage Sidings, (photo below by Colin Pottle).



66527 + 387115 protected by an eclectic mix of barrier wagons, Wellingborough 26<sup>th</sup> December 2014 (Colin Pottle)



66080, 66012, 66055 & 66185 + 66001  
Acton Main Line Yard. 15<sup>th</sup> December 2014 (Colin Pottle)



92006 (inside shed), 92020, 73963 & 73105  
Brush, Loughborough, 26<sup>th</sup> December 2014 (Colin Pottle)



above 66109 & thunderbird 67024 stabled in King's Cross, 13<sup>th</sup> December 2014



66230 with brand new Cl.378 centre cars  
38439, 38441 & 38442 and six VGA barrier vans  
passing Road (south of Northampton)  
9<sup>th</sup> December 2014 (Colin Pottle)





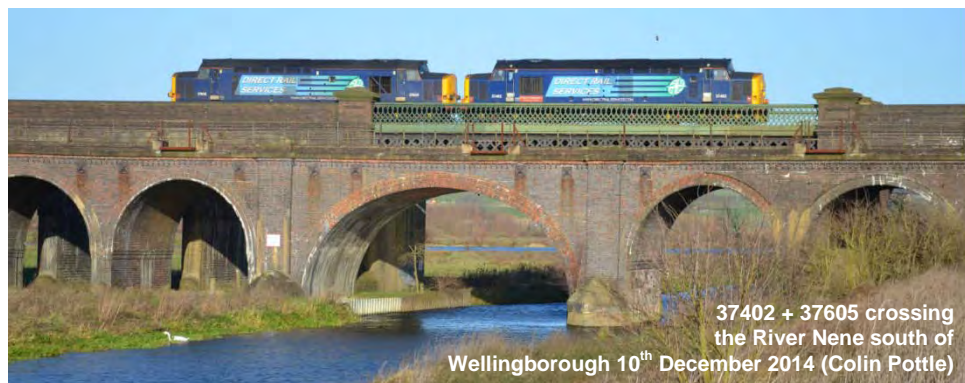
37425 + 37607  
with wagons 550058 + 92731  
from Sellafield, Crewe, 13<sup>th</sup> December (Neil Dix)



66710 on 6E84 Middleton Towers - Monk Bretton loaded sand  
passing Whittlesea, 11<sup>th</sup> December 2014 (Colin Pottle)



47237 + 47804 Sytch Lane, with FGW coaches, 13<sup>th</sup> December 2014 (Roger Thomas)



37402 + 37605 crossing  
the River Nene south of  
Wellingborough 10<sup>th</sup> December 2014 (Colin Pottle)



# OUT & ABOUT

by James Holloway

*For clarity, steam locos are now shown in red. 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. Please also ensure your sightings reach James a few days before the press deadline, see **SOCIETY NOTICE BOARD**...ed*

**John Brace:**

**5<sup>th</sup> December:**

**Gatwick:**

166202, 319425/427/429/446/450/453, 377105  
377106/114/142/148/153/410/411/418/420/422  
377429/435/445/449/453, 442405/06/08/10/17/18  
442421/23

**London Bridge:**

319010/219, 375604/807/826/901/902/914/919  
376020/27, 377508, 465005/014/022/033/045/169  
465178/243

**Stratford:**

59202, 66004/502/567/738/747/761, 70015/20  
86632/637, 90002-04/08/10/13/14/41/48/49  
315803/06/07/09-11/14/16/17/23/25/27/29/31-33  
315837/40/48/52/54/61, 317513/650/889, 321302  
321304/307/309/311/314/315/317/324-327/331  
321336/342/345/347/354/356/359/361/363/366  
321423/424/427/428/430/435/437/438/440/441  
321443/447, 357029, 360101/103/104/107/109  
360112/115/119, 378211-215/218/221/222/227  
378228/230/232-234/250/255

**East Ham Depot:**

357027/039/046/207/212/213/216/219/225

**Barking:**

172002/004/006, 357003/004/007/015-017/022  
357023/028/036/204/205/224

**Geoff Hope:**

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

**Nottingham Station 10.30-14.30:**

60093, 66014/037/056/137/144/152/185/524/527  
66712/733/753, 142020, 144012/20, 180107/12

**11<sup>th</sup> December:**

**Nottingham England Ln L/Crossing 10.15-15.30**

66020/057/078/082/091/102/147/172/192/509/566  
66702/704/707/708/763, 144004/16, 150201

**18<sup>th</sup> December:**

**Crews:** 08868, 67029, 86607, 90019, cs 12179

**Stafford 08.50-14.35:**

47790, 57305, 66024/037/422/427/501/543/610  
66713/725/736/749/753, 67013/14, 68005, 70010  
70019, 90044/47/49, 92015/16/38, 220003/04/07  
220010/13/15/20/29/34, 221102/03/05-07/09-11  
221112-15/17-19/26/27/32-34/37/42/43  
325014-16, 350101/102/105/109/112/113/130/231  
350233/239/246/250/255/369/373/374, 390001  
390009/010/013/016/040/044-047/050/103/104  
390107/112/115/118/121/122/124-128/130-132  
390135/138/141/148/153/154/157, cs 3174+3273+  
1566+3267+3182+3275+3247+325+17167+10734  
+10729

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

**Crews:**

57308, 66125, 90042, 150259, 153376, 175004  
175114, 221114/16, 390044/125/130

**Stafford 08.55-14.35:**

66090/120/118/422/427/502/532/533/572/594/606  
66713/749/750/753, 67012, 68004/05, 70010  
90049, 220008/18/20/21/23/24/26, 221101/05-07  
221109-11/13/14/17-19/22-25/28/30/38/40/42  
325002/07/14, 350101/107/108/122/127/128/231  
350243/245/250/251/253/262/266/369/374/375  
390005/006/008/010/020/039/040/042/043/047  
390049/050/103/104/112/117-119/126/129/132  
390134/137/138/141/148/151/152

**Mike Rumens:**

**17<sup>th</sup> November:**

**Nuneaton 14.00-14.50:**

70810, 90047, 92005, 153356, 170102/105/114  
170518, 221108/43, 350122, 390001/010/103/112  
390122/127/135/152, DR77002

**18<sup>th</sup> November:**

**Nuneaton 14.10-14.30:**

66167, 70805, 155354, 170398, 390009/020/040  
390121/128

**19<sup>th</sup> November:**

**Nuneaton 13.00-14.40:**

66004/431/543/703, 90049, 92003/05, 153354  
170105/116/117/519/636, 221104/16/18, 350104  
350120/127, 390002/009/040/045/118/127/130  
390134/136/141/148/152

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

**Nuneaton 13.55-14.50:**

66532, 86501/607/614, 90041, 92003, 153371  
170106/521/522, 221142, 350107/117, 390013  
390103/123/125/126/138/152/155

**25<sup>th</sup> November:**

**Nuneaton 14.00-15.15:**

57004/306, 70808, 86605/639, 92003/05, 153365  
170398, 221105, 350113/123, 387109/110  
390010/107/128/130, DR77002

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

**Nuneaton 14.05-14.30:**

66238/429/431, 70806, 153365, 170103, 390103  
390122/137/148/157

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

**Nuneaton 14.20-14.45:**

90044, 221105, 350107, 378110/111, DR73936

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

**Nuneaton 13.57-14.50:**

66302, 86613/638, 153375, 170520, 221104/13  
350115/129, 390042/043/107/112/132/138

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

**Nuneaton 14.04-15.15:**

66133/725/731, 86632/637, 92024, 153375  
170107/115/521/637/638, 221103/15, 350109/129  
390008/011/040/047/050/121/127/134/152/153

**4<sup>th</sup> December:**

**Nuneaton 13.55-14.30/15.32-16.40:**

66015/063/126/171/198/501/761/955, 90041  
92037, 153365, 170102/103/107, 221105, 350116  
350124/129/375, 390008/040/043/103/104/128  
390131/138

**James Holloway:**

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

**Water Orton 14.08-15.50:**

56302, 60015/91, 66058/084/109/136/515/554/555  
66561/706/766-772, 68004, 70807

**Michael Hayman:**

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

**Willesden:**

37405/409, 47739/746, 66415/512/532/539/561  
86612/614, 90043

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

**Paddington:**

60009 'Union of South Africa', 08836, 37706,  
43017/036/135/147/156/174, 47237/746, 57604,  
Acton: 66001/008/181

Reading: 66517/540

Didcot: 66067/122/143/168

Stonehouse: 37218/688

Gloucester: 66066/083/109, 5MT 44871/45407

Kings Norton: 37175/219

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

**Kensington Olympia: 44871/45407, 66118**

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

**East Croydon: 34067 'Tangmere'**

**Seven Sisters: 45407**

**Finsbury Park:**

60009 'Union of South Africa', 47760/854

**Paul Sumpter:**

**4<sup>th</sup> December**

**Acton Main Line Yard: 66079/088/097/118**

Old Oak Common: 57310

King' cross: 37668

Peterborough: 66731/751/754, 67025

Doncaster Decoy Yd: 47739, 66538/739/762

Doncaster 11.00-17.00: **4464 'Bittern'**

47815/727, 66056/057/089/092/093/119/170/594

66707/710/737/745/762/737



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

**Water Orton 12.50-15.00:**

57002, 60054/065, 66061/171/165/549/197/546  
66716, 70805



**Nigel Hoskins:**

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

**Didcot Parkway:**

11.58 66207 6Z47

12.52 66095 6M48

13.00 43058 0Z74

WB-CF

SO-HO

BL-OO

13.03 66016 6V47	TL-TE	20.15 70804 6V31	EH-WY
13.09 66547 4O49	CE-SO	20.27 66504 4O17	Lawley Street-SO
13.10 66085 0V38	EH-DT	20.37 56301 0Z56	WW-Totton
13.30 66955 4L32	BL-TL	21.10 66567 4O55	Leeds-SO
13.35 66221 4M52	SO-Castle Bromwich	21.18 70004 4M40	SO-Trafford Park
13.50 60079 6B33	TH-RN	21.50 66011 4O76	BU-SO
14.25 66558 4O27	Garston-SO	22.30 66593 4O29	Trafford Park-SO
14.37 66540 4M61	SO-Trafford Park	23.01 66084 4M78	SO-Trafford Park
14.43 66084 4O21	Trafford Park-SO	<b>Southampton Central:</b>	
15.06 66044/168 3J41	DT & return	23.45 70016	4E48 SO-Leeds
15.06 66595 6V27	EH-HY	<b>22<sup>nd</sup> November:</b>	
15.12 66143/60015 6X38	EH-DT	<b>Southampton Central:</b>	
<b>Eastleigh:</b>		08.38 66537 4B06	SO-EH
19.35 66592 4M04	SO-Lawley Street	<b>Waller's Ash:</b>	
19.52 66097 6O42	HO-SO	66543 4O18	Lawley Street-SO
20.05 66198 4V42	SO-Cowley	<b>Basingstoke:</b>	
20.27 66594 4O17	Lawley Street-SO	66956 0O26	HY-EH
20.54 66589 4M40	SO-Trafford Park	<b>Reading:</b>	
21.09 66566 4O55	Leeds-SO	10.05 66001 6A69	TH-AN
21.51 66034 4O76	BU-SO	<b>Reading West:</b>	
22.33 66572 4O29	Trafford Park-SO	10.22 66080 4O43	Birch Coppice-EH
22.54 59001 7O44	WY-Botley	<b>Scours Lane:</b>	
22.56 66567 4E48	SO-Leeds	66517 4O14	Hams Hall-SO
23.01 66084 4M78	SO-Trafford Park	<b>Tilehurst:</b>	
23.25 66594 4M79	SO-Lawley Street	11.13 66594 4O27	Garston-SO
<b>Southampton Central:</b>		12.12 66571/70017	4O54 Leeds-SO
23.46 70016 4E48	SO-Leeds	12.19 60024 6B33	TH-MG
<b>21<sup>st</sup> November:</b>		12.33 66185 6V13	DM-MG
<b>Basingstoke:</b>		13.04 70007 4O29	CE-SO
09.45 66850 6Y41	EH-Hoo Junction	13.55 66957 6V33	Neasden-PG
<b>Reading West:</b>		14.02 66593 4O70	WG-SO
10.30 66592 4M55	SO-Lawley Street	14.35 66589 4M61	SO-Hams Hall
10.44 59201 7A17	Merehead-AN	14.40 60021 6V62	TL-LL
11.01 66001 6A62	Acton-TH	15.51 66542 4O17	Lawley Street-SO
11.23 66414 4M28	SO-Ditton		
11.30 70010 6M91	TH-EA		
11.44 66199 6M66	SO-Garston		
11.53 66085 4O40	Cowley-SO		
12.21 70016 4O54	Leeds-SO		
12.37 66051 6M20	Whatley-Churchyard Sidings		
12.47 66095 6M48	SO-HO		
12.56 70004 4O70	WG-SO		
13.01 66001 4A68	TH-AN		
13.35 59001 7A17	Merehead-Colnbrook		
13.37 59101 7C77	AN-Merehead		
13.48 60024 6B33	TH-RN		
14.35 66543 4O27	Garston-SO		
14.41 59202 6V18	Hither Green-Whatley		
14.51 66956 6V27	EH-HY		
14.55 66084 4O21	Trafford Park-SO		
15.06 66540 4M61	SO-Trafford Park		
15.19 66168/143 3J41	DT & return		
16.11 66501 4M62	SO-Hams Hall		
16.33 66589 4O09	Trafford Park-SO		
16.34 59203 6L21	Whatley-Dagenham Dock		
16.40 66047 6L64	AN-Merehead		
<b>Eastleigh:</b>			
18.52 70804 6Z30	WY-EH		
19.15 70017 4E76	SO-Leeds		
19.37 70015 4M04	SO-Lawley Street		
19.58 66221 6O42	HO-SO		
20.08 66085 4V42	SO-Cowley		
		<b>Trevor Roots:</b>	
		<b>11<sup>th</sup> November:</b>	
		<b>Tonbridge West Yard:</b>	
		66717/744/746, 377404, 465917 DR 98920+98970	
		<b>Euston 11.00-12.35:</b>	
		57307, 221101/107, 350103/104/114-116/121/126	
		350127/128/231/234/251/256-258, 378226-228	
		378234, 390009/112/117/119/123/126/127/131/138	
		390141/151/153	
		<b>St Pancras Int:</b> 373002/020/208	
		<b>King's Cross 12.50-14.35:</b>	
		43206/239/300/311/313/314/465/484, 66109,	
		67024, 82208-10/16/26, 91107/15/20/24/31,	
		180107/09, 313018/26/32/38/39/44/49/50/52/58/62	
		313062/64, 313123, 317346/48, 365501/02/04/07	
		36510/11/13/20/22/23/25/29/31/32/35/40/41	
		<b>Blackfriars 15.00-15.45:</b>	
		319005/006/010/219/374/375/377/385/423/426/449	
		319457, 465180/196	
		<b>17<sup>th</sup> November:</b>	
		<b>Tonbridge West Yard:</b>	
		20901/05, 7328/136/141/201/212	
		<b>Bescot:</b>	
		08580/709/907, 66076/139/218, 153375, 170513	
		<b>Crewe Basford Hall:</b> 56081	
		<b>18<sup>th</sup> November:</b>	
		<b>Warrington Arpley:</b> 09106, 66132/186, 90019	



# PRESERVATION GALAS

## Bo'ness & Kinneil Railway (BKR) Winter Diesel Gala by Derek Sneddon:

BKR held its annual Winter Diesel Gala over the weekend of the 27<sup>th</sup> and 28<sup>th</sup> December and I went along on the Sunday the 28<sup>th</sup>. There were several visiting locos, 31601, 37518 'Fort William / An Gearasdan', 55022 'Royal Scots Grey', 56105, 66721 'Harry Beck' (from Millerhill where it was involved with Borders Rail trains) and 66849 'Wylam Dilly'. 31601 and 66849 only stayed for the Saturday, 66849 came up from Carlisle as that was the timber loco and 31601 came up the East Coast and left early on the Sunday morning to go up to Inverness via Aberdeen for route learner/refresher....*drat I missed that, ed.* 31601 came back down South on Monday 29<sup>th</sup> December. 37518 only arrived on the Sunday. Resident locos used were 20020, 26038 and 37703 (on loan from DRS).

47643, Bo'ness, 28<sup>th</sup> December 2014



The event was fairly busy on the trains both days and the Sunday weather was -2° when I left the house at 09.20. I arrived on the outskirts of Bo'ness to see the double loco combination of 20020 + 37703. The weather did manage to climb up to 2°. All the trains were t&t with 47643 for heating purposes (see photo above).

37518 Bo'ness,  
28<sup>th</sup> December 2014





*above* 55022

*right* 56105

*below* 66721

all Bo'ness,  
28<sup>th</sup> December 2014

photos by Derek Sneddon





## Gloucestershire Warwickshire Railway (GWR) Mixed Traction Christmas Cracker Gala by Andrew Buckley & Mike Raybould:

*The Gala took place on Monday and Tuesday 29-30<sup>th</sup> December 2014 and was attended by two members (that I know of). The report is an amalgamation of both their visits, ed.*

Mike and his son attended both days whilst Andrew attended on Monday 29<sup>th</sup> amidst the bright winter sunshine and frosty conditions that resulted in early announcements on the trains that all toilets were frozen and therefore out of service!

The event was in the hands of resident traction with both days seeing steam locomotives Churchward 2-8-0 2807 and Manor 4-6-0 7820 'Dinmore Manor' in action whilst diesel power on Monday was provided by class 37215, 45149 and 47376 'Freightliner 1995'. Tuesday saw the substitution of the 37 and 47 with 5081 (24081) and D5343 (26043). The railway's DMU class 117 Pressed Steel suburban three car unit 51363 + 59515 + 51405 was also in action over both days. All operational motive power looked very smart in near ex-works condition.





An intensive timetable was in operation between Laverton and Cheltenham Racecourse with top and tail and double headed operation with locomotives swapped around at Toddington, the headquarters of the railway. This provided a rare opportunity to photograph both steam and diesel locos together.

Departures averaged at forty minute intervals with a one hour twenty 'lull' over the lunchtime period which afforded an opportunity to explore the sidings and shed at Toddington.

On shed at Toddington were D6948 (37248) and 1693 (47105) both undergoing restoration whilst operational locomotives including the aforementioned class 24 and 26 along with class 04 lookalike Drewry 0-6-0DM 11230 [7860 DC2574] and E6036 (73129) stabled outside along with D8137, albeit not in plain view.



47376 + 4-6-0 7820  
Cheltenham Racecourse  
29<sup>th</sup> December 2014  
(Andrew Buckley)

45149 was in service on both days which proves how popular this locomotive has become after its recent restoration was successfully completed in 2014. Mike ascertained from a member of the Cotswold Mainline Diesel Group that it ran faultlessly during the Gala after initially blowing a battery. After D5343 had not been very reliable at the previous Summer Diesel Gala it was great to see it working on the Tuesday without any problems.

*below*

37215 + 2-8-0 2807,  
Gotherington, 29<sup>th</sup> December  
2014, (Alex Raybould)



*above*

DMU 51363 + 59515 + 51405  
Toddington, 29<sup>th</sup> December 2014  
(Andrew Buckley)



Both days were extremely well attended with all scheduled services busy. Whilst extremely cold, it's doubtful the temperature made more than freezing both days. But as Andrew said, being well wrapped up he was able to enjoy the lovely winter sunshine and sample another new heritage line.

As Mike found out, the only problem with Galas at this time of year can be bright low sunlight, meaning photography is challenging. In conclusion this proved to be an excellent Gala and as Andrew said, a perfect antidote to the usual seasonal excesses.



*left* D5343, Cheltenham Racecourse,  
30<sup>th</sup> December 2014, (Alex Raybould)



*right*  
Churchward 4-6-0 7820  
'Dinmore Manor'  
Cheltenham Racecourse,  
29<sup>th</sup> December 2014  
(Andrew Buckley)



*below*  
5081 & 1693 (47105) Toddington Shed  
29<sup>th</sup> December 2014 (Andrew Buckley)



*Above*  
CI.04 lookalike 11230  
[7860 DC2574]  
Drewry 0-6-0DM  
which worked at  
Willington Power Station  
for most of its career,  
Toddington Shed,  
29<sup>th</sup> December 2014  
(Andrew Buckley)



# INFRASTRUCTURE NEWS

## **Tonbridge West Yard by Trevor Roots:**

Four new sidings (red buffers) have been laid in Tonbridge West Yard to the north as seen from the footbridge on the 12<sup>th</sup> September 2014 (didn't have space previously to report this at the time). They were finished in June 2014. Note the absence of stock as compared to the recent photo in **RHTT GALLERY** elsewhere in this issue.



## **West Midlands Miscellany by James Holloway:**

As reported by James Holloway, the former line from Pleck Junction to Dudley (closed 1993) has, several months ago, had a stub relayed from Pleck Junction. It's located between Walsall and Bescot stations. It accommodates a coal train with enough room for the train locomotive to be released. It then attaches itself to the other end of the train. This means that there is now no need for coal trains serving Rugeley P.S. to go to Bescot sidings to perform the change of ends. 66551 was on this working at 13.40 on the 4<sup>th</sup> December, the first time I have seen the new siding being used.

The diesel shed at Bescot has now been completely demolished, apart from the yellow overhead crane (see photo below by Trevor Roots). It appears that a small maintenance shed will be constructed similar to the one recently erected in Decoy Yard, Doncaster. In the recent past the former steam shed and the signal box controlling hump shunting along with some smaller buildings have also been knocked down. This leaves that side of the main line bereft of its main buildings. So along with the loss of some work with the siding at Pleck now being used, I wonder if some of the land is going to be sold for development.



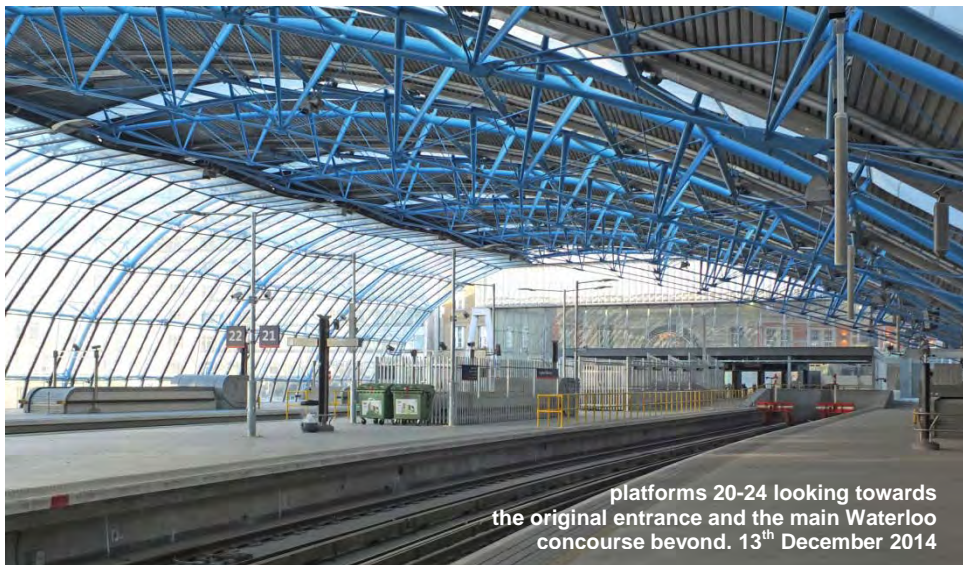


## Ex-Eurostar Platforms, London Waterloo by Trevor Roots:

Not previously reported is that platform 20, one of the five ex-Eurostar platforms 20-24, is now being used by domestic SWT services as with 455741 seen below on the 13<sup>th</sup> December 2014. The original



Eurostar Terminal platforms were self contained and subject to border controls so no easy access is possible from the main Waterloo concourse. To enable access to platform 20 which is adjacent platform 19, holes were created in the intervening wall to create access. The original front entrance is currently boarded off from the concourse and will require around £5 million to bring the platforms into full use, which is ultimately what SWTs wants to do to relieve congestion and increase capacity.



## Preservation Projects:

**Great Central Railway (GCR):** The NR donated bridge spans from Reading are no longer to be used to span the Midland Main Line in the quest to reunite the two remaining halves of the GCR. Instead a new 30m bridge is to be constructed which will be easier to maintain and negate the need for a central pier. The project is due to be realised by 2020.

**West Somerset Railway:** A new loop is being constructed at Williton to improve operations and enable longer trains. It should be in use for the 2016 season.

## Miscellaneous:

The Oxenholme to Windermere branch line is to be electrified by 2017.

Reston, Berwickshire and East Linton, East Lothian stations are to be re-built in time to be served by the two hourly Edinburgh – Berwick service due to start in 2016 under the new ScotRail franchise.

# THEN & NOW

*This is an occasional series aimed at showing the differences over time between locations or items of rolling stock, over to you to find an interesting photo from the past and then to take a photo from the same spot or of the same item.*

Spread over 42 years the three photos below show CI.09 shunter D4105 in its pre TOPS guise as 4105, post TOPS departmental guise as 97806 and 09017 in preservation. New to stock in December 1961, it was built at BR Horwich Works. It was re-numbered in January 1974 then entered departmental service in October 1987 as 97806 for use as the Severn Tunnel emergency rescue loco based at Sudbrook Pumping Station before returning to 09017 in July 1997. It was withdrawn in April 2011 when it entered preservation at the NRM.



4105 as station pilot with a MK1 BG,  
London Waterloo, 27<sup>th</sup> February 1971 (David Spencer)



97806 Newport, 22<sup>nd</sup> June 1989 (David Spencer)



09017 (D4105)  
National Railway  
Museum, York  
12<sup>th</sup> April 2013



## 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 is **£15.60**, 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.

## PRESERVATION RESTORATION PROJECTS - DIESEL LOCOS



Cl.03 D2118 moved from the Heritage Shunters Trust, Rowsley South to Ruddington, Great Central Railway (North) on the 28<sup>th</sup> February 2011.

As can be seen from the view taken at Ruddington on the 7<sup>th</sup> December 2014, it is nearing the end of its restoration and has gained fresh BR blue paint and the allocated TOPS number of 03118 which it actually never carried in BR service, being withdrawn in 1972 prior to TOPS re-numbering.





Based at Toddington on the Gloucestershire Warwickshire Railway, 37248 above is being restored to original 1964 as built condition as D6948 including the re-fitting of a steam heat boiler by the Growler Group. It was withdrawn by BR in 2003 but entered service with West Coast Railways between 2006-09, mostly in Scotland after which it formally entered preservation. 29<sup>th</sup> December 2014 (Andrew Buckley)



Two other locos based at Ruddington on the Great Central Railway (North) are 47765 (D1643) not seen outside since mid 2012 and 37009 (37340, D6709) not seen since early 2010. Both are nearing completion with 47765 receiving an overhaul and a re-paint from tatty RES livery into Intercity ScotRail livery (blue stripe) as can be seen from the view left taken on the 7<sup>th</sup> December 2014. 37009, re-numbered from 37340 has been returned to mid 80s condition with buffer beam cowl restored, domino headcodes and BR rail blue livery as above.

# POLAR EXPRESS & SANTA SPECIALS

*The following photos are of a few Polar Expresses and Santa Specials at various preserved railways around the country seen during my pre Christmas north – south trek...only 2122 miles, ed !!*



2 [2859] 'Sir Cecil A. Cochrane' R&WH Leslie 1911 built 0-4-0ST + [7409] RS&H 1948 built 0-4-0ST arriving at 14.11 at North Pole temporarily re-named from Andrews House, Tanfield Railway where the leading loco will re-fuel before running round to t&t (which was the normal running mode for most services) the next North Pole Express to East Tanfield, 6<sup>th</sup> December 2014



right & above heading south D5401 (27056)  
t&t 4-6-0 King Arthur 777 'Sir Lamiel'  
runs non-stop at 14.29 on a Santa Special through  
Quorn & Woodhouse, Great Central Railway  
7<sup>th</sup> December 2014







Based at the Gloucestershire Warwickshire Railway (GWR) NBL built 2-8-0 8F 8274 [24648] visiting from the Great Central Railway (North). This 8F is one of 9 preserved and one of two repatriated from Turkey. Built in 1940 as WD 348 it was planned to go abroad immediately but initially worked in the UK as LMS 8274, then in 1941 it was sent to neutral Turkey where it ran as 45160 as part of the TCDD 45151 class until the 1980s. It was rescued in 1989 initially heading to the Swanage Railway where it was steamed before being stopped for what turned out to be a 20 year overhaul which was finished at the GWR re-entering service in 2010 at the GWR 175<sup>th</sup> Anniversary. It is seen above having arrived at 14.11 on the 7<sup>th</sup> December 2014 at Ruddington on a Santa Special and is being watered ready for its next service south t&t E6016 (73110).



E6016 (73110) t&t 8274 departs Ruddington 19 mins late at 12.49 heading south on a Santa Special with an eclectic mix of six ex-BR GUV, MK1 & Mk2 coaches, Great Central Railway (North), 7<sup>th</sup> December 2014





Based at the Ribble Steam Railway (RSR), Preston Hunslet WD 75105 [3155] 'Walkden' 0-6-OST is on loan to the Spa Valley Railway until June 2015. Built in 1944 it is another WD loco that was built for the war effort and was despatched to France during WWII but was then sold the Netherlands State Railway after the war where it stayed until repatriated in about 1988. It was originally put on display at the Southport Steam Museum which closed in 1999 at which point it moved to the new RSR to be restored using various parts from the NCB Walkden Colliery, hence the honorary name. It returned to steam prior to Christmas 2008. Seen above on the 7<sup>th</sup> December 2014 it is ready to depart Eridge for Tunbridge Wells West at 14.08 on a Santa Special t&t 33063 'R.J. Mitchell Designer of the Spitfire'. Note 171726 departing on a Southern Railways service to Uckfield.



33063 complete with a Rudolph headboard t&t WD 75105 [3155] with 4 ex-BR Mk1 & Mk2 coaches in 3 different liveries, 25485 (maroon), 4999 (blue / grey), 9414 & 4828 (green) is seen approaching High Rocks at 13.43, 7<sup>th</sup> December 2014



As per the last two years DCR again ran its Polar Express trains on the Weardale Railway from Stanhope to the 'North Pole' east of Wolsingham with DCR 31452 (standby 56311) and 47712 hired in from Crewe Heritage Centre. The latter looked very shabby, patch painted with peeling paint on one side and grey cabs (admittedly it is part way through a re-paint). A motley collection of 7 Mk2 coaches in 5 different liveries was supplied by Eastern Rail Services to join the 4 resident\* green coaches (in order from east to west): 6168, 5666, 9497, 3521, 3425\*, 3402\*, 3554\*, 9492\*, 6059, 5906 & 5960. With 31452 leading and 47712 on the rear, the ensemble is seen above at Stanhope at 15.42, 6<sup>th</sup> December 2014 prior to departing on the late running 15.30 service delayed by faulty coach lighting.



Continuing the NSE livery story, the only CI.87 and only the second 25kv AC electric to receive NSE livery, 87012 'The Olympian' is seen at Milton Keynes Central on the 19<sup>th</sup> March 2005 with Back the Bid London 2012 branding in NSE style text. Turned out in NSE livery in 2004 by Virgin Trains it was previously named 'Coeur de Lion' but re-named on the 25<sup>th</sup> February 2005. Photo below by Graham Stockton. Withdrawn in June 2006 it was exported to Bulgaria in 2011.





# OFF THE BEATEN TRACK

*An occasional series on odd items of rolling stock found around the UK, not dumped or formally preserved, but in use as part of a leisure facility or in private use as part of a pub or guest house.*

**Stratford Greenway:** A 5 mile section of the old Great Western Railway line from Stratford-upon-Avon to Long Marston is now a footpath / cycleway / bridleway called the Stratford Greenway. Part of the National Cycle Network Route 5, this section of former railway is the northern part of the Stratford-upon-Avon to Cheltenham route known as the Honeybourne line, closed in 1976. The southern section has been reinstated as the preserved Gloucestershire and Warwickshire Railway (GWR), which is aiming to eventually reach Honeybourne by way of Broadway, the first target. Beyond where the Honeybourne line formerly joined / crossed the Oxford to Worcester line (SP 127 443) 1 mile east of Honeybourne Station, the track is still in use as a freight only access to the former MoD Long Marston depot. Now used as a secure storage facility for railway stock and a retail park (Birds Group), there is a proposal to develop the majority of the site as an eco town by the owners St. Modwen Properties. The Stratford-upon-Avon and Broadway Railway Society, formed in 1999 still owns stock based on the site but with no prospect of turning the freight section into a preserved railway has now dissolved and the stock is being moved or sold. However there is a rail future for part of the site as a new museum is planned, the Long Marston Military Railway (LMMR) (see **EVENTS** for more details).



BG 92347 (81326) (RES) and BSK 34644 (chocolate & cream)  
above looking towards Stratford, the Greenway leads up to the car park to the right of the coaches, whilst another footpath diverges to the right down to the River Avon



**Honeybourne Line Mileage Stats (south to north):** Cheltenham to Cheltenham Racecourse (disused) – ½ mile, Cheltenham Racecourse (southern end of GWR) to Laverton (northern end of



GWR) – 23 miles, Laverton to Broadway – 2 miles, Broadway to Honeybourne (Oxford to Worcester line) – 4 ½ miles, Honeybourne (Oxford to Worcester line) – Long Marston (Station Road) – 3 miles, Long Marston (Station Road) to Milcote – 2 ¼ miles, Milcote to Ferry Meadows Car Park – 2 ¼ miles, Ferry Meadows Car Park to Stratford-upon Avon Station (road / footpath) – ½ mile.



*below:* BG 92347 (81326) used for cycle hire

*above:* BSK 34644 used as a cafe



At the northern end of the Greenway, on the southwestern edge of Stratford-upon-Avon are two Mk1 coaches, BG 92347 (81326) and BSK 34644. They are located on the north-western side of the Greenway and provide cycle hire and refreshments respectively. They can be accessed from a car park off the A4390 Seven Meadows Road (SP 195 540). Alternatively the Greenway can be followed

from Stratford-upon-Avon station which first uses other roads then drops back onto the former trackbed before this becomes the A4390 for a short section. After the coaches, the Greenway then passes the racecourse and crosses the River Avon before reaching the midpoint at Milcote Road, a minor road between Clifford Chambers 1½ miles to the west and Welford on Avon 1½ miles to the east. There was a station at this point northeast of the road, the only such one before Honeybourne which was closed to passengers in 1966. The remains of the up platform are still insitu. Between the station site and the road is a small car park. On the opposite side of the road and on the south-eastern side of the former trackbed is the Carriages Cafe housed in Mk2a TSO 5344 (SP 170 514). The Greenway has been diverted here so that it doesn't conflict with the car park entrance which means it goes around the south-eastern side of the coach alongside The Greenway continues to Station Road, Long Marston (SP 155 479).



Mk2a TSO 5344 with the Greenway to the left (*above*)  
and the former trackbed to the right of the coach beyond the trees (*below*)



I was alerted to the northern pair of carriages by James Holloway back in August 2013, but in researching for an article I discovered Carriages Cafe, hence the photos were all taken on the 11<sup>th</sup> May 2014 when I was able to visit the area. If you walk 200 yards east down Station Road at Long Marston you can see into the former MoD site and as I did, possibly view railway vehicles.





Cl.117 DMU trailer 59505, 86246 and an unidentified yellow Cl.117 DMU driving car...possibly 51352 or 51376 does anyone know its exact identity ? Long Marston, 11<sup>th</sup> May 2014

## EUROPEAN PHOTO SPOT

Two unidentified class 3150 3 car EMUs are seen arriving at Estoril at 10.30 by Martin Evans on the 18<sup>th</sup> October 2014 whilst on a coach tour from his cruise ship. These EMUs are used by Portuguese Railways (CP) on the line between Cascais, Estoril and Cais do Sodre station in Lisbon. The line is 1500V DC, unique in Portugal, where the railways are mostly 25kV 50Hz. The units were built by Cravens of Sheffield in 1950 as class 3100, but extensively modernised in 1998 to become class 3150. Note the massive air conditioning units on the roofs.





# 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).

## 24<sup>th</sup> November

08.55 66003 4V70	TO-AV
09.50 66536 4V09	RG-SG
11.06 60024 6B13	RN-WH
12.22 66848 4L30	AW-GL
13.39 66722 0Z12	Hams Hall-CF
15.03 66083 6V92	CY-MG
16.05 31601/33103 0Z47	BU-TN
16.11 66170 6M41	MG-RO

## 25<sup>th</sup> November

10.50 66709 6V80	WE-PY
14.20 37602/66428 6M63	BR-CE
15.39 66083 6V92	CY-MG
16.20 66003 6M39	AV-RC
18.20 66128 6M69	AV-RC
19.49 60071 6V69	BS-AD
20.21 66024 6E30	MG-HL
20.28 66434 4M36	WG-DV
22.43 66059 6E47	MG-MD

## 26<sup>th</sup> November

00.05 66185 6E09	LL-IM
19.15 66709 6E81	PY-WE
20.02 66068 6V55	BD-RN
20.27 66133 6E30	MG-HL
20.34 66432 4M36	WG-DV
20.54 66100 6V52	WV-MG

## 27<sup>th</sup> November

11.55 66302 4Z38	DV-WG
12.03 60054 6E41	WH-LY
14.40 66848 4V30	RC-PY
14.50 66116 6V92	CY-MG
14.57 66187 6M39	PY-RC
15.15 70003 4V47	RG-SG
15.35 67016 6A36	AH-DT
15.50 66100 6V07	RO-MG
16.03 66059 6M41	MG-RO
19.47 66128 6M69	AV-RC
20.19 66005 6E30	MG-HL
20.46 66302 4M36	WG-DV
21.33 66104 6E09	ON-IM
22.31 66066 6V35	RM-CT
22.38 66127 6V04	KY-CT

## 29<sup>th</sup> November

03.35 37175/219 3S32	WS-SW
06.20 66762 6E89	PY-WE
07.19 66006/149 3S59	BT & return
08.57 44871/45407 5Z44	BL-GL

## 29<sup>th</sup> November (cont)

09.30 37218/688 1Z36	Stafford-EH
09.56 47749 1Z36	PN-Shrewsbury
10.00 47749 0Z46	GL-BL
10.05 70010 4V09	RG-SG
18.37 66112 6V06	HD-CT
20.35 175102 2G70	Maesteg-GL

## 30<sup>th</sup> November

11.05 66952/953 6Y07	AH-FR
11.40 66302 4V38	DV-WG
11.48 66501 6Y08	AT-WY
17.30 66127 6E47	MG-MD
18.30 66006/147 3S59	BT & return
18.55 66621 6V82	TU-WY
20.02 66557 0Z80	SG-Panteg
20.16 66039 6E30	MG-HL
22.17 66116 6E93	LL-SC

## 1<sup>st</sup> December

14.55 66121 6V92	CY-MG
16.08 66050 6M41	MG-RO
18.18 66003 6V35	BS-AV
18.54 66060 6M69	AV-RC
19.02 60011 6B47	WH-RN
19.11 66431 4M36	WG-DV
19.12 66702 6V83	PB-MO
22.40 31465 3Q01	DY-EX
23.56 66025 6V81	RM-CT

## 2<sup>nd</sup> December

02.20 66213 6V19	IM-LL
09.12 66726 6V80	WE-PY
12.20 60100 6E41	WH-LY
12.48 60011 6V05	RO-MG
13.47 66305/302 6M63	BR-CE
13.58 37706/47237 0Z47	WS-Southall

14.47 70003 4V47	RG-SG
15.14 66187 6M39	PY-RC

## 3<sup>rd</sup> December

08.33 66121 6M81	MG-RO
10.40 56078 0Z56	WW-CF
11.10 66431 4V38	DV-WG
11.16 60059 6B13	RN-WH
12.00 66150 6V05	RO-MG
14.48 66167 6V92	CY-MG

## 6<sup>th</sup> December

03.53 37219/175 3S32	WS-SW
05.15 66128 6M90	AV-CI

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

06.06 66727 6E89	PY-WE
07.02 68014 1Z68	NT-Leeds
08.25 66149/006 3S59	BT & return
10.45 70003 4V09	RG-SG
11.00 60100 6B13	RN-WH
18.38 66127 6V06	HD-CT
22.02 66024 6V02	HL-LL
22.38 66039 6V29	LC-CT

## 7<sup>th</sup> December

09.05 66620/952 6Y07	AH-FR
10.30 66557 6Y08	AT-WY
11.35 66303 4V38	DV-WG
15.05 66127 6Z60	AD-BS
16.57 66303 4M36	WG-DV
17.19 66051 6E47	MG-MD
18.35 66149/006 3S59	BT & return
18.58 66601 6V82	TU-WY
19.58 66722 6E11	CF-LY
23.20 56078/096 0F80	CF-GL
23.30 66730 6V80	WE-PY

## 8<sup>th</sup> December

00.30 56078/096 4V87	GL-AV
04.40 60024 6M03	RN-BD
05.472 56078/096 6F80	AV-GL
13.55 37425/612 6M56	BE-CE
15.58 66199 6M41	MG-RO

## 9<sup>th</sup> December

08.27 66021 6M81	MG-RO
11.20 60044 6B13	RN-WH
11.25 66035 6M98	CT-SA
12.07 66706/766-772 0X66NT-DR	
12.17 60091 6E41	WH-LY
14.13 37609/259 6M63	BR-CE
14.50 70011 4V47	RG-SG
15.02 66040 6V92	CY-MG
15.59 66221 6V07	RO-MG

## 10<sup>th</sup> December

08.18 60071 6M81	MG-RO
09.23 DR75407 6J84	Maindee-WS
10.48 66301 4V38	DV-WG
11.15 60011 6B13	RN-WH
12.17 60091 6E41	WH-LY
12.47 66040 6V05	RO-MG
13.45 37612/425 6M56	BE-CE
14.47 70011 4V47	RG-SG
18.22 66060 6M69	AV-RC

## Location Codes:

AB Aberdeen	AJ Awre Junction	AW Aberthaw	BL Bristol	BU Burton
AC Achnasheen	AL Alston	AY Ayr	BN Beeston	BW Barrow Hill
AD Alexander Dock	AN Acton	BA Blair Atholl	BO Bo'ness	BZ St Blazey
	AP Appleford	BD Bedworth	BP Bath	BY Barry
AE Attercliffe	AR Abercynon	BE Berkeley	BR Bridgwater	CA Calvert
AF Ashford	AT Abbotswood Jnct	BH Brierley Hill	BS Bescot	CB Coatbridge
AH Ashchurch	AV Avonmouth	BI Burntisland	BT Barton Hill	CD Charfield

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

# 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> November</b>		<b>20<sup>th</sup> November</b>		<b>25<sup>th</sup> November</b>	
13.00 68009 4A13	GM-AB	05.45 66305 4H47	MN-IS	05.45 68006 4H47	MN-IS
<b>17<sup>th</sup> November</b>		06.00 67005 1Z60	BS-IS	06.55 56105 6R46	GM-PW
05.45 68006 4H47	MN-IS	06.30 66069 6A32	MN-AB	13.00 68008 4A13	GM-AB
08.00 37608/612 6S99	CL-GE	13.00 68009 4A13	GM-AB	<b>26<sup>th</sup> November</b>	
08.30 66613 6A65	OX-AB	13.30 66111 6S36	DS-GM	05.45 68006 4H47	MN-IS
13.00 68009 4A13	GM-AB	<b>21<sup>st</sup> November</b>		08.30 66616 6A65	OX-AB
14.20 66040 6D61	RI-GM	05.45 66429 4H47	MN-IS	13.00 68008 4A13	GM-AB
<b>18<sup>th</sup> November</b>		68009 4A13	GM-AB	13.30 66085 6S36	DS-GM
05.45 68006 4H47	MN-IS	<b>22<sup>nd</sup> November</b>		20.40 67007 6Z95	IS-MN
06.55 56105 6R46	GM-PW	05.45 68008 4H47	MN-IS	<b>27<sup>th</sup> November</b>	
13.00 68005 4A13	GM-AB	13.00 68009 4A13	GM-AB	05.45 68006 4H47	MN-IS
<b>19<sup>th</sup> November</b>		23.50 66429 6K70	CR-LI	06.30 66085 6A32	MN-AB
05.45 66305 4H47	MN-IS	<b>23<sup>rd</sup> November</b>		13.00 68008 4A13	GM-AB
08.30 66613 6A65	OX-AB	13.00 68009 4A13	GM-AB	13.30 66040 6S36	DS-GM
10.05 66101 6G25	MN-ES	<b>24<sup>th</sup> November</b>		<b>28<sup>th</sup> November</b>	
13.00 68005 4A13	GM-AB	05.45 68006 4H47	MN-IS	00.55 66114 6H44	MN-IS
13.30 66111 6S36	DS-GM	08.30 66616 6A65	OX-AB	05.10 66616 6H51	OX-IS
		13.00 66429 4A13	GM-AB	05.45 68006 4H47	MN-IS

<b>28<sup>th</sup> November (cont)</b>		<b>4<sup>th</sup> December</b>		<b>10<sup>th</sup> December</b>	
13.00 68008 4A13	GM-AB	05.10 66616 6H51	OX-IS	05.45 66432 4H47	MN-IS
<b>29<sup>th</sup> November</b>		05.45 66424 4H47	MN-IS	08.30 66619 6A65	OX-AB
05.45 68006 4H47	MN-IS	06.30 66120 6A32	MN-AB	<b>11<sup>th</sup> December</b>	
10.05 66085 6A32	MN-AB	08.55 37688/602 6S99	CL-GE	05.45 66432 4H47	MN-IS
11.20 66069 4M30	GM-DV	13.00 68006 4A13	GM-AB	06.30 66101 6A32	MN-AB
13.00 68008 4A13	GM-AB	13.30 66206 6S36	DS-GM	13.00 68006 4A13	GM-AB
<b>30<sup>th</sup> November</b>		<b>5<sup>th</sup> December</b>		<b>12<sup>th</sup> December</b>	
13.00 68008 4A13	GM-AB	05.45 66424 4H47	MN-IS	05.45 66432 4H47	MN-IS
<b>1<sup>st</sup> December</b>		13.00 68006 4A13	GM-AB	12.05 57305/47790 1Z60	ED-DU
05.45 68006 4H47	MN-IS	<b>6<sup>th</sup> December</b>		13.00 68006 4A13	GM-AB
08.30 66613 6A65	OX-AB	05.45 66431 4H47	MN-IS	<b>13<sup>th</sup> December</b>	
<b>2<sup>nd</sup> December</b>		10.05 66120 6A32	MN-AB	05.45 66432 4H47	MN-IS
05.45 68006 4H47	MN-IS	13.00 68006 4A13	GM-AB	06.30 66111 6A32	MN-AB
13.00 68008 4A13	GM-AB	13.30 66101 6S36	DS-GM	68006 4A13	GM-AB
13.30 66206 6S36	DS-GM	<b>8<sup>th</sup> December</b>		<b>14<sup>th</sup> December</b>	
<b>3<sup>rd</sup> December</b>		05.45 66432 4H47	MN-IS	13.00 68006 4A13	GM-AB
05.45 68006 4H47	MN-IS	13.00 68006 4A13	GM-AB	<b>15<sup>th</sup> December</b>	
08.30 66616 6A65	OX-AB	<b>9<sup>th</sup> December</b>		05.45 66432 4H47	MN-IS
10.05 66111 6G25	MN-ES	05.10 66619 6H51	OX-IS	13.00 68006 4A13	GM-AB
13.00 68008 4A13	GM-AB	05.45 66432 4H47	MN-IS		
		06.55 56105 6R46	GM-PW		
		13.30 66188 6S36	DS-GM		

## PRESERVATION PHOTO SPOT

Railway Vehicle Preservations based on the Great Central Railway is constructing a diesel brake tender from scratch. Used as additional brake force with early BR diesel locomotives on unfitted freights, the last one was withdrawn from service in the 1980s and none were preserved so it was decided to build a new one utilising redundant Mk1 coach 15208, from which panelling and roof sections and the bogies are being used. It is to be numbered B964122 and to lot number 1/559, both next in sequence. Known as Project X it is seen outside Rothley carriage shed on the 7<sup>th</sup> December 2014.





# LIGHT RAIL & METRO NEWS

**Metrolink:** *the following information is kindly provided by Geoff Hope.*

T68 1003 is expected to move from Queens Road depot to the East Lancs Railway for further storage ahead of its move to Greater Manchester Fire Service Training College. A passing visit on the 16<sup>th</sup> December revealed only 1020/1023 & 2001 at Old Trafford depot. 1007 was missing, presumably being prepared / moved to Heaton Park Tramway.

Having been out of service since February 2013 after a collision with a low loader in Weaste on the Eccles line, 3013 commenced testing during December 2014.

3045 the first M5000 received a full side advertising livery for Selfridges Manchester for a Christmas promotion.

3093 arrived at Queens Road depot on the 6<sup>th</sup> December.

Starting in January 2015 all trams are to be fitted out with free wi-fi for passengers at a cost of £1.7m, which will be completed by the spring.

The first tracks were laid on the 28<sup>th</sup> November on the Corporation Street section between Victoria and Exchange Square. This will form part of the Second City Crossing (SCC) to the island platform tram stop at Exchange Square and is expected to be opened by winter 2015/16.

Services started using the outer platform of the new island platform at Deansgate-Castlefield, recently installed with OHL, travelling to the city centre from the 17<sup>th</sup> December. Outbound services travelling from the city centre will use the former city bound platform of the island platform leaving the original outbound platform and footbridge to Deansgate Railway Station to be closed, to complete the refurbishment of the tram stop.

During the first three weeks since the Airport line was opened there have been six incidents involving cars driven onto the tracks.

Nearly 30million passengers journeys were made last year with revenues up by more than £9m to £51.8m on the previous year.

The usual increase in fares at the beginning of the year has been delayed until August 2015 in recognition of passengers patience during the disruptive works on the network at Victoria / Deansgate-Castlefield stops and the SCC. There will be no increase through to 2016 for customers who use the new "get me there" smart ticketing system when it becomes available.

Up to November 2014 fines and costs had reached £1.5m, an increase of £650k on 2013. The Magistrates Court at Bury has been booked every Monday for 26 full & half days in 2015 to cope with the expected 9,000 prosecutions. Over the previous 6 months an average of 1,450 fines were issued, two months before the airport line was opened the monthly average increased to 2,285. Prosecutions started in the Youth Courts in May 2014. Fare dodgers under 16 receive a warning on the first offence and a £100 fine for a second offence.

**Croydon Tramlink:** At the start of December 2014 trams began using the recently doubled section of track between Beddington Lane and the NR Mitcham Jnct flyover.

**Sheffield:** The tram-train project has been put back again until at least early 2017 as there are problems adapting the existing rail network to accept the new dual voltage 3 section trams, seven of which are currently under construction at Vossloh, Valencia, Spain.

**Nottingham Express Transit:** The last new Alstom Citadis tram, 237 has been delivered. The whole fleet should be in use in 2015 once the 17.5 km extensions to Clifton and Chilwell have been completed, on which the last piece of track was installed in December 2014. The Chilwell extension will be interesting for rail enthusiasts as the terminus is Toton Lane Park & Ride on Stapleford Road only a short walk from Toton Yard. I can see a trip into Nottingham being added to a visit to the bank in the future.

# RAILWAY GLOBETROTTERS

## Northern Germany Tour, June 2014 by John Teasdale – Part 2 (final):

**Monday 17<sup>th</sup> June:** This morning saw us heading up the peninsula toward Denmark, where a quick call in at the AKN depot at Kaltenkirchen was followed by a tour of the NOB depot at Husum.



MRCE Dispolok ER 20 013, Husum NOB Depot, 17<sup>th</sup> June 2014

The works manager himself took us around and, at one point, explained the reason for the several new walls nearby. Apparently the engine in the Mak's is based upon a marine design and gives rise to low frequency noises that upset the nearby residents!



335143, now Northrail, Husum  
17<sup>th</sup> June 2014



Battery shunter ASF 16, Kiel depot  
17<sup>th</sup> June 2014

Niebull is an interesting location. It is a place where regular double headed trains (class 218 diesels with the nickname of Rabbits, because of their projecting, folded over exhausts) can be seen on services to Westerland. It is also the terminus of the short line to Dagebüll Mole for ferry services to some of the islands. The line is run by a subsidiary company of CFL, the Luxembourg national rail carrier, and it uses old ex DB railcars, not only for passengers but also to pull the odd freight car. Heavier freight is hauled by CFL locos.

We then headed East and a guided tour of Kiel depot was followed by a short call at the private depot in Hagenow Land before we went to our hotel in Schwerin for the evening.





Northrail 322520, ex Köf 6382, Kiel Wik  
17<sup>th</sup> June 2014



Press 363028, ex DB V60 363043, Wismar  
17<sup>th</sup> June 2014

**Tuesday 18<sup>th</sup> June:** A brief visit was made to the local museum before we set off in more sunshine for Kühlungsborn and Bad Doberan. The Molli is a 10 mile long 900mm gauge, steam operated line that passes through the main streets of Bad Doberan, close enough to the pavement cafes to be almost able to hand a coffee cup to passengers from your seat! Well worth a visit if you are in the area.



2-8-2T 99 2321 entering Bad Doberan  
18<sup>th</sup> June 2014

We were refused entry to the Regio depot in Rostock but the Lokleiter at Seehaven was happy to accompany us around the depot, then allow us to go into the storage area on our own. There were fewer than normal on shed but the werkloks and ASF shunters were as well turned out as ever, a pleasure to see such pride being shown. Class 151 and 155 locos made up the bulk of the stored fleet. Another ice cream stop followed before our arrival in Stralsund then it was on to Putbus to see Rasender Roland (Rushing Roland).

99 4011, O&K no 12348 of 1931,  
nearing Binz, 18<sup>th</sup> June 2014



This is the local nickname for the 750mm gauge Rügenische Kleinbahn, a steam operated line from Putbus to the seaside resorts of Binz and Göhren. It is the only remnant of the once extensive (104km) Rügenische Kleinbahn network on the island of Rügen and is another where much more time than we had available can be spent. Here 52 8079, a privately owned standard gauge 2-10-0, was also present alongside the narrow gauge depot. Our final call for the day was to see the stored locos at Sassnitz Mukrun. A huge and once busy freight terminal with broad and standard gauge lines, built for ferry services between the former East Germany and Russia, it is now an extensive, weed strewn and crumbling area that is home to little but stored locomotives mainly of classes 232 and 233 – appropriately Russian built large diesels – with a short line of classes 139 and 140.



750mm gauge 251901 (Gmeinder of 1964) shunting at Putbus, 18<sup>th</sup> June 2014

**Wednesday 19<sup>th</sup> June:** The morning was again bright and sunny. We had intended to travel the length of the island of Usedom (of Peenemünde and wartime V2 rocket fame) to visit the Usedomer Baderbahn depot at Seebad Heringsdorf but a huge traffic jam forced us to abandon our attempt at Zinnowitz although we were able to see the ex DB railbusses that were used on services before the arrival of new class 646 units. These units have an unusual form of articulation with a centre diesel “power pack” flanked by two passenger coaches, each with one bogie.

The main target for the day was Neustrelitz and the large works not far from the station. Taken over from DB by Arriva it is now owned by Netinera, a subsidiary of FS (Italian State Railways). We were given a tour of the interior then allowed to look around outside on our own.



MaK 1001377, ex SNCF 461013, Neustrelitz, 19<sup>th</sup> June 2014



CFL Nohab no 1604 and ex DR 229181 Neustrelitz awaiting attention, 19<sup>th</sup> June 2014

The ex DB “Warships” repatriated from Greece were brought back here for rebuilding / refurbishment and some were present along with several other interesting items, including the three class 403 units commissioned by DB in 1972. These high speed (200kph) units had an unusual “squashed” frontal design that led to their nickname of Donald Ducks, and featured both tilting bogies and distributed



power, advanced for the time. Now privately owned, much work was being carried out on one unit with the two others stored outside.

**Thursday 20<sup>th</sup> June:** We had planned a rest day in Berlin and I headed first for Wustermark yard. Security is strong here and I have never been allowed around but it is possible to see in from the train on arrival and from the public road around one side. Some new class 442 units were still here being commissioned (many were stored here after being built as approval for their use took two years to achieve) as were some new units for Meridian services between Munich and Salzburg, CFL (Luxemburg) and two very new Swiss built units for DB. Interestingly in view of the embarrassment over the class 442 introduction, these were not painted into DB livery as yet.



BUG 03, ex DR V100 202520,  
Berlin Nöldnerplatz, 20<sup>th</sup> June 2014

Later in the day I took S bahn line 3 out to Erkner, passing Rummelsburg depot on the way. On the return I stopped off for a ride on the Woltersdorfer Strassenbahn, a short tram / light railway line that features woodland and genuine street travel. I also called at Friedrichshagen to take a look at the Schöneiche Rüdersdorfer Strassenbahn, a metre gauge and longer version of the earlier line, very enjoyable.



Woltersdorfer Strassenbahn 32  
Rahnsdorf, 20<sup>th</sup> June 2014



Schöneiche Rüdersdorfer Strassenbahn 47  
Friedrichshagen, 20<sup>th</sup> June 2014



displaying several numbers on the front,  
PKP Cargo 189804 passes through  
Berlin Friedrichshagen,  
20<sup>th</sup> June 2014



**Friday 21<sup>st</sup> June:** First call on Friday morning was at Seddin where we were allowed around on our own, but took care to keep well clear of the wagon works area where staff can be difficult.



a grubby Russian built 232045 belonging to a  
Polish company in Seddin, 21<sup>st</sup> June 2014



Class 185 362, Seddin, 21<sup>st</sup> June 2014



Alstom hybrid number 203701, rebuilt from DR  
V100 202490, Stendal, 21<sup>st</sup> June 2014



Magdeburger Hafen 2, another hybrid rebuilt  
from ex DR 298046, Stendal, 21<sup>st</sup> June 2014

Midday found us at the gates of the Alstom works in Stendal for our pre arranged visit. Several years ago, when work volumes were being reduced, an enterprising works manager saw an opportunity in acquiring former class V100 locos, then being withdrawn. They were refurbished with new engines for the emerging private market. There were once lines of these withdrawn locos, drawn from Germany and other countries that had bought them, but there are few left now and the remnants are being cleared by a scrap metal team after recovery of some components. Later withdrawn class 298 locos are now present and appear to be the basis for the hybrid locos currently being produced. We saw two of these being built for the Volkswagen internal network and it was odd to see such a large loco with a smallish engine pack mounted near the front and a huge space in the centre for a battery pack. Conventional repairs are also carried out with locomotives from many private owners present. Another very enjoyable visit.



MaK G2000 1001325 with the odd looking asymmetrical cabs, Stendal, 21<sup>st</sup> June 2014



RBH 825 (Vossloh 5001569), Stendal, 21<sup>st</sup> June 2014

Later in the afternoon we called at Hallesleben where three ex Danish Railways Nohab locomotives were present, then it was on to Magdeburg for a walk around the Rothensee depot, down to the Hafen where an Altmark Rail Nohab was present and finally the Regio depot.



Voith 261066 at Magdeburg Rothensee, 21<sup>st</sup> June 2014



Enercon 223156 passing Magdeburg Regio Depot, 21<sup>st</sup> June 2014



1968 built ex DR 228721, Magdeburg Hafen, 21<sup>st</sup> June 2014

**Saturday 22<sup>nd</sup> June:** After an overnight stay in Celle, our first call was at the old depot, now used by OHE. Much of the work carried out by this company has recently been taken over by DB and this seemed evident, with the roundhouse full of locos but little appearing to be taking place.



Lehrte was our next call but few trains were present in the yard so we quickly moved on to Hannover and the busy Seelze depot. This was, as ever, full and permission for a walk around given. Several of the RBH, ex DB class 143, locos were present here as was 265003, one of the new and more powerful Voith built medium freight locos. Despite only starting loco production in 2008, Voith recently announced they would cease manufacture and revert to their previous role as supplier of items such as hydraulic transmissions to other manufacturers.



RBH 124, displaying its ex DB number, with RBH 109 behind, Seelze, 22<sup>nd</sup> June 2014

Then it was a visit to Minden and the Mindener Eisenbahnmuseum followed, a first, for me. Three of the steam locos used were outside looking very smart in a greenish livery.



*left*  
Museumseisenbahn Minden  
ex DR 2-6-0T 74 231

*below*  
MEM Mevissen 4,  
Krupp 0-6-0T 2491 of 1952,  
22<sup>nd</sup> June 2014

Osnabruck now only sees small numbers of locomotives present although the Hafen Depot contained several NWB units and all 4 of the hafenbahn fleet. The Eisenbahn Tradition depot at Lengerich was another first for me and had a number of interesting present in both usable and part restored state.



It was then on to Essen and our last overnight stop before returning home on Sunday 23<sup>rd</sup> June. Another enjoyable and successful tour was over.

photos by John Teasdale



# RAIL TOUR PHOTO SPOT



Stanier 4-6-0 Black 5s 44871 + 45407 pull away from Gloucester on the 29<sup>th</sup> November 2014 on 1Z45 London Paddington – Shrewsbury 'Cathedrals Express'. The stock consisted of: 35517, 35508, 5222, 5771, 9104, 13440, 5237, 5249, 5236, 1666, 99350, 351 & 99371. The train had been hauled in at 09.55 by 47746 from London to Gloucester where the Black 5s took over to take the train forward at 10.32. 47746 then worked 0Z46 Gloucester – Bristol. (photo by Michael Hayman).

## FREIGHT MATTERS

*To allow members to keep their copy **UK Wagons** as up to date as possible, changes are provided via this spot every month. Please let Trevor Roots know if you have any amendments or wish pass on any other helpful wagon information, contact details on page 2.*

**Out of Store:** Thanks to Mike Rumens for reporting seeing the following wagons out and about: 12895/938/945, 92616/3332/3405, 112203, 370040/250, 460988, 501051/271-273, 967529/519, DR 92632, 33.68.4943.092-9

**New: FWA Bogie Ecofret Triple Container Flat** the first 6 production triple wagon sets have been delivered, there being 17 in total on order

83.70.4520.134-5 + 4521.003-1 + 4520.135-2 / 4520.136-0 + 4521.004-9 + 4520.137-8 / 4520.138-6 + 4521.005-6 + 4520.139-4 / 4520.140-2 + 4521.006-4 + 4520.141-0 / 4520.142-8 + 4521.007-2 + 4520.143-6 / 4520.144-4 + 4521.008-0 + 4520.145-1

**IFA Bogie Switch & Crossing Carriers** the 12 remaining wagons have been delivered 37.70.9228.031-4/032-2/033-0/034-8/041-3/042-1/043-9/044-7/051-2/052-0/053-8/054-6

**Conversions: Refurbished, Re-coded & Re-numbered: JMA to HKA Bogie Coal Hopper**

196xx to 300620/45/49/53/54/59/62/69/71/76/82/83 with RIV nos. 82.70.6723.620-4/645-1/649-3/ 653-5/654-3/659-2/662-6/665-9/669-1/671-7/676-6/682-4/683/2. See photo below of 300682 in Warrington Arpley Yard, 18<sup>th</sup> December 2014. There were a couple of typos last month as the RIV 649-6 should have been 629-6 and 684-10 should be 684-0



**Scrapped:** (from Healey Mills Yard)

210423/426/479/542/555/585/630/643, 360105/0634/1807/1944, 980045/66/69/72/89/94

**To be Scrapped:** (at Healey Mills Yard)

391219322/390/441, 601332/672, 621447/528, 980013/2565/2753/2918

## FREIGHT NEWS

Colas Rail is taking over the regular Lindsey Oil Refinery to Preston Docks bitumen tanks.

**OTP News:** The following photos continue the illustration of the GWML Electrification Factory train vehicles from the December 2014 issue, as seen by Peter Trowbridge at the HOOB at Swindon on the 4<sup>th</sup> November 2014.



vehicles on this page are MPVs  
whilst intermediate trailers will  
be covered next month

*left* MPV DR 76918  
(99.70.9131.018-2)

*below* seen with MPV DR 76911  
out on the line last month, here  
is a better view of  
MPV DR 76913  
(99.70.9131.013-3)



*below*  
MPV DR 76905 (99.70.9131.005-9)  
with piling jig



# TICKET TO ROVE

*Any articles featuring trips undertaken on Rover tickets will now come under this new heading as with the first on an All Line Rover. So if any members have done trips to relate please get writing. Must find time to write up mine from June 1976, two weeks in that heat !!*

## **RATS on Tour – 7 Day All Line Rover by Len Turner:**

The Railway Aficionados' Travel Society (RATS) is a Gloucester based rail enthusiasts club made up of predominantly OAPs who, it is alleged have a 'disposable' income and nothing better to do. Most mornings members can be found in the station buffet discussing such heady subjects as Britain's fiscal policy within the EU or the physical attributes of the female judges on X-Factor. So it was that three members of the society, myself, Paul Thompson and John Kemeys decided to undertake a 7 day, first-class All Line Rover in July 2014. This venture had been the subject of much discussion over a number of years; two members reminiscing about previous rovers during the age of classes 24, 25, Deltics and Peaks etc., whilst one member admitted that it had always been a long-time ambition to have the freedom to go anywhere and at any time as the mood fancied.

This article is designed to follow in the theme of more recent articles in **TRACKS** magazine entitled **Railway Globetrotters** and **Ramblings of a Rail Enthusiast**.

As the trip was designed to be more of a 'track-bash' over long forgotten or never done lines rather than a hunt for specific stock, I will not bore any reader who has managed to get this far with long lists of stock sighted. Suffice to say that stock seen was the usual fare based on region and TOC. However, any notable or unusual workings/sightings are noted.

**Mon 14<sup>th</sup> July:** The party departed Gloucester for London and then on to Norwich where it was hoped to bash the Class 47s (47805/853 were the duty locos) on the Great Yarmouth and Lowestoft routes. Unfortunately, a fault with one of engines saw them hors-de-combat in the sidings so DMUs were the order of the day. A return to London, via a 2-hour stop-over at Ipswich, in time to catch the ScotRail Caledonian sleeper to Inverness with class 90 (90036) as far as Edinburgh and then onwards with class 67 (67022). 27106/D5394 was copped passing Aviemore, Strathspey Railway.

**Tue 15<sup>th</sup> July:** After a hearty breakfast in Morrisons and the sighting of 08788 (a cop), we made our way back south via Aberdeen, Dundee, Perth and Glasgow to our base for the next 6 days at Carlisle where, passing Kingmoor depot we got our first sighting of a class 68 (68005).

**Wed 16<sup>th</sup> July:** Was a wet and rainy day on departure from Carlisle so we took the scenic coastal route to Barrow-in-Furness passing Sellafield, BNF where 20304/312 and 37688 were lined up ready for a run-out. From Barrow, via Lancaster, it was out to Heysham Harbour and return to Preston and then on to Blackpool North. It was still raining when we arrived at Blackpool so we sampled their new trams by way of a run to Fleetwood and back. Fortunately, by then, the weather had taken pity on us and, following an evening meal, we walked to Blackpool South. To misuse a quote "Of all the railway stations in all the world", Blackpool South has got to rate as one of the worst in the country (I'm sure some of you will probably know of worse), so it was with relief that we left and made a return to Preston to await the arrival of the "The Fellsman" charter. Owing to the Fire Brigade Union's strike action over pensions, this charter was diesel hauled by 37516 'Loch Laidon' as the booked steam loco, 48151, had been taken off at Carlisle on the outward leg. Also sighted at Preston was E3137/86259.

**Thu 17<sup>th</sup> July:** Dawned a bright sunny day for a run over the Settle and Carlisle to Leeds, thence to Newcastle and on to Edinburgh. A trip out and back to North Berwick before sampling Edinburgh's new tram system.

**Fri 18<sup>th</sup> July:** Back into Scotland and this time to Glasgow for a spin on the Clockwork Orange. A bash out to Hyndland and from there to Glasgow Queen Street to return to Edinburgh again with the express purpose of diesel haulage around the Fife Circle, which we were unable to fit in yesterday. Haulage was provided by 67016.

**Sat 19<sup>th</sup> July:** Another wet day saw us go south for the DRS Crewe Gresty Bridge Depot Open Day. Anybody who attended will know just how wet it was for most part of the day. On leaving Crewe we made our way to Chester in time to see the Pathfinder Railtour ecs move back to Crewe which was t&t with 57008/009. Use of the Merseyrail system took us to Southport via Moorfields. Departing



Southport we travelled to Wigan Wallgate, a quick walk to Wigan North Western, and then to Preston for the line out to Colne and return.

**Sun 20<sup>th</sup> July:** All too soon the week is over and a return to London beckoned, but this time using East Midlands trains into London St. Pancras International. One welcome final surprise was the cop of 66750 at Cricklewood before on to London Paddington and return, safe and sound to Gloucester.

All in all a most enjoyable week spent bashing the countries network with various TOCs. It is calculated that we covered some 3,300 miles. Service and comfort in first class and use of First Class lounges where provided at stations is certainly to be recommended with Virgin trains coming out top for catering, but EMT a bad last - they couldn't even provide a packet of biscuits on the journey from Sheffield to London. Talking of food, we estimate we consumed 60 cups of tea, 13 cups of coffee, 30 packets of biscuits, 1 bottle of red wine, 1/2 pound of cheese, plus copious amounts of cake, fruit, peanuts, bottles of water and other assortments too numerous to mention.

Would we do it again - you bet, in fact this year's trip is already on the drawing board. First stop Mallaga!!!

## 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**. Where possible photos of new nameplates will be included as and when a suitable photo is sourced from members.*

### Misc. News:

As illustrated in **TRAFFIC & TRACTION NEWS** the first Cl.68 hauled Chiltern Railways service was run on the 15<sup>th</sup> December 2014 with 68012, the 07.44 Banbury – Marylebone. There are two diagrams per day on this route with the 17.50 return and an intermediate driver training run to Stourbridge.

Cl.387/1s entered service on 8<sup>th</sup> December 2014 running between Bedford – Brighton when 387105/106 debuted.

**Locos sent abroad:** (to France) 66218

### Locos:

**EMUS:** (\* on test)

387115\* 387116\* 387117\* 387118\*

**Converted EMU:** (ex-Cl.460) 458536

### Re-Numbered: Mk3 Coaches:

41009 to 42553 41011 to 42554

41015 to 42555 41027 to 42560

41085 to 42565 41145 to 42579

41155 to 42580 41157 to 42581

### Names:

#### New:

66753	EMD Roberts Road
90036	Driver Jack Mills
156448	Bram Stoker Creator of Dracula
221143	The Wrekin Giant
DR 73113	Dai Evans
DR 75302	Gary Wright

### De-named:

465903 Remembrance

### Transfers:

#### Locos:

86213 BH – WN 86702 BH - WN

D9502 HST to ELR



sorry looking D9502 HST, Rowsley South  
which has not worked in preservation  
9<sup>th</sup> September 2010

### DMUs:

59137 CHV to ELR

# NEW STOCK



to further complete illustrating the 8 x 377/7s here are views of 3 of the remaining 6 not previously shown (377703 & 377704 appeared in the July 2014 issue)

*left* 377701  
Kensington Olympia  
13<sup>th</sup> December 2014  
(Andrew Buckley)

*below*  
377705 & 377702  
both Clapham Jct  
6<sup>th</sup> December 2014



*above* 68003 with two wagons  
heads for Toton through Bescot  
at 13.52, 2<sup>nd</sup> December 2014  
(David Williams)



*above*  
66765 Eastleigh, 13<sup>th</sup> November 2014  
(Norman Smith)

continuing the illustration of the new  
GBRf Cl.66/7s

*right*  
66762 Doncaster, 4<sup>th</sup> December 2014  
(Paul Sumpter)







## TRANSFERS

37703 as reported in August 2014 issue, is now at Bo'ness on the Bo'ness & Kinneil Railway  
as seen at the Diesel Gala, 28<sup>th</sup> December 2014  
(Derek Sneddon)







09025 (D4113) at Isfield, Lavender Line on the 14<sup>th</sup> December 2014 having unexpectedly moved from the East Kent Railway earlier in the month



D3690 at Loughborough Central, Great Central Railway on the 7<sup>th</sup> December 2014 having arrived from the Battlefield Line on the 22<sup>nd</sup> July

*right*  
CI.411 EMU 1198  
(61736+70573+61736)  
from Pontypool &  
Blaenavon Railway

*below*  
55024 (977858, 960010)  
from Tyseley



previously reported  
as having moved in  
the October (1198)  
and December  
(55024) 2013 issues,  
the units above and  
left are now based at  
Chinnor on the  
Chinnor & Princes  
Risborough Railway,  
17<sup>th</sup> December 2014

# LIVERIES

*This section will endeavour to show all new liveries / variations or those existing ones where not carried on the stock before. Liveries that become 'extinct' will also be covered. As with names, it may take a while after the livery application before a photo is sourced from members.*



*above 158798 has been adorned with Christmas promotional livery for Gunwharf Quays, a shopping complex in Portsmouth, seen at Southampton Central, 3<sup>rd</sup> December 2014 (Joshua Brown)*

*right as with Cl.66s, DBS are also applying DB stickers and painting out EWS branding on Cl.60s as with 60065 at Water Orton, 16<sup>th</sup> December, (Paul Sumpter)*



*below 150270 with promotional advertising for Yorkshire, Lancaster, 26<sup>th</sup> November 2014 (Martin Evans)*



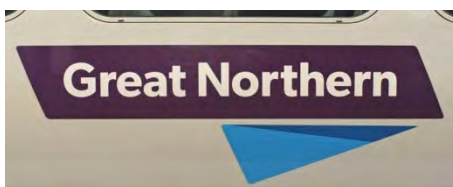
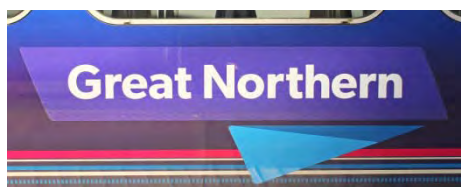




I answered my own question from last month by being able to

photograph the GCT moustaches at King's Cross on the 13<sup>th</sup> December 2014 with *above* 43465 (compare with standard logo on 43484 at the other end, inset) and *right* 50907 (180107)

Completing the rebranding story of TS&GN stock here are close ups of the various logos applied to CI.313/317/319/377/2 & 365s.



Great Northern branding as applied to CI.313/317 & 365s, King's Cross 13<sup>th</sup> December 2014  
*above left* ex-FCC livery on a CI.365 and *above right* interim white livery on 365522  
 Thameslink branding as applied to CI.319s & 377/2s, *below left* ex-FCC livery on 319374 and  
*below right* ex-SR livery on 319217, the logo on the interim white 319/0s is actually bigger







A competition for children to design a Christmas card for Virgin Trains produced such a good idea that VT applied the design to the driving cars of Pendolino 390112 (see cover as well) on the 29<sup>th</sup> November 2014. Sporting reindeer fur, antlers and a red nose it was branded #Traindeer and also carried streamers under the windows and a *Merry Christmas* slogan. The photos above (69212) and below (69112) show the detail at London Euston on the 13<sup>th</sup> December 2014. The livery is due to be removed on the 9<sup>th</sup> January 2015.





above having been transferred from the Pontypool & Blaenavon Railway to GBRf, 73128 O.V.S. *Bulleid CBE* has been re-liveried into two-tone grey (though here it has added RHTT dirt), Tonbridge West Yard, 17<sup>th</sup> December 2014



*left* completing the illustration of Abellio Greater Anglia rolling stock (see June 2014 issue) here is 153314 in white livery passing through Nuneaton at 14.15 on its way back to Norwich from Wolverton 15<sup>th</sup> December 2014 (Mike Rumens)



# ICRS SALES

We have now published 10 books since 2009, 7 of which are in print and available or due for imminent release (see below). The latest to be released is **UKRS04 UK Name Directory**.

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.



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

Titles:	Proposed Release Date	Updated to	Prices	
			Member	Non Member
<b>New:</b>				
UKRS04 UK Name Directory		1 <sup>st</sup> Dec14	£10.50	£14.50
<b>Forthcoming:</b>				
UKRS01 UK Pocket Book 2015	MID MAR 2015	(TBC)	£7.50	£10.50
UKRS02A UK Combine 2015	EARLY FEB 2015	(TBC)	£12.00	£16.50
UKRS03 UK Wagons 2015	LATE FEB 2015	(TBC)	£9.50	£13.50
<b>Existing Titles:</b>				
UKRS01 UK Pocket Book 2014		(6 <sup>th</sup> Jan14)	£7.00	£9.99
UKRS02B UK Combine Summer Edition 2014	<b>SOLD OUT</b>	(1 <sup>st</sup> Jun14)	£12.00	£15.99
UKRS03 UK Wagons 2014		(1 <sup>st</sup> Feb14)	£9.50	£12.99
UKRS09 Irish Railways 2014		(1 <sup>st</sup> Apr14)	£6.50	£8.99
UKRS10 Ultimate Sighting File Vol.1 – Mainline Diesel Locos		(27 <sup>th</sup> Sep13)	£10.00	£13.99
UKRS11 Ultimate Sighting File Vol.2 – Shunters, Mainline Electric & Prototype Locos		(27 <sup>th</sup> Sep13)	£8.00	£10.99

## SUNDRIES:

Pocket Book cover		£1.50	£2.50
TRACKS A5 Cordex binder (takes 12 issues @ 48 or 64 pages – 2014 onwards) LARGE		£7.50	£9.99
TRACKS A5 Cordex binder (takes 12 issues @ 32 or 40 pages – 2011-13) MEDIUM		£7.50	£9.99
White Polo Shirts SMALL / MEDIUM / LARGE / XL / XXL		£18.00	£25.00