

# TRACKS



**Inter City Railway Society**  
February 2015



# Inter City Railway Society

founded 1973

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

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<b>President:</b>	<b>Simon Mutton</b>	(01603 715701)
	Coppercoin, 12 Blofield Corner Rd, Blofield, Norwich, Norfolk NR13 4RT	
<b>Chairman:</b>	<b>Carl Watson</b> - <a href="mailto:chairman@intercityrailwaysociety.org">chairman@intercityrailwaysociety.org</a>	Mob (07403 040533)
	14, Partridge Gardens, Waterlooville, Hampshire PO8 9XG	
<b>Treasurer:</b>	<b>Peter Britcliffe</b> - <a href="mailto:treasurer@intercityrailwaysociety.org">treasurer@intercityrailwaysociety.org</a>	(01429 234180)
	9 Voltigeur Drive, Hart, Hartlepool TS27 3BS	
<b>Membership Sec:</b>	<b>Trevor Roots</b> - <a href="mailto:membership@intercityrailwaysociety.org">membership@intercityrailwaysociety.org</a>	(01466 760724)
	Mill of Botary, Cairnie, Huntly, Aberdeenshire AB54 4UD	Mob (07765 337700)
<b>Assistant:</b>	<b>Christine Field</b>	
<b>Secretary:</b>	<b>Stuart Moore</b> - <a href="mailto:secretary@intercityrailwaysociety.org">secretary@intercityrailwaysociety.org</a>	(01603 714735)
	64 Blofield Corner Rd, Blofield, Norwich, Norfolk NR13 4SA	
<b>Events:</b>	<b>Louise Watson</b> - <a href="mailto:events@intercityrailwaysociety.org">events@intercityrailwaysociety.org</a>	Mob (07921 587271)
	14, Partridge Gardens, Waterlooville, Hampshire PO8 9XG	
<b>Magazine:</b>		
<b>Editor:</b>	<b>Trevor Roots</b> - <a href="mailto:editor@intercityrailwaysociety.org">editor@intercityrailwaysociety.org</a>	
<b>Sightings:</b>	<b>James Holloway</b> - <a href="mailto:sightings@intercityrailwaysociety.org">sightings@intercityrailwaysociety.org</a>	(0121 744 2351)
	246 Longmore Road, Shirley, Solihull B90 3ES	
<b>Photo Database:</b>	<b>John Barton</b>	(0121 770 2205)
<b>Website:</b>		
<b>Manager:</b>	<b>Trevor Roots</b> - <a href="mailto:website@intercityrailwaysociety.org">website@intercityrailwaysociety.org</a>	(01466 760724)
	Mill of Botary, Cairnie, Huntly, Aberdeenshire AB54 4UD	Mob (07765 337700)
<b>Yahoo Administrator:</b>	<b>Steve Revill</b>	
<b>Books:</b>		
<b>Publications Manager:</b>	<b>Carl Watson</b> - <a href="mailto:publications@intercityrailwaysociety.org">publications@intercityrailwaysociety.org</a>	
<b>Publications Team:</b>	<b>Trevor Roots / Carl Watson / Eddie Rathmill / Lee Mason</b>	

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## Front Cover Photo:

NR DBSO 9701 (interestingly the first time this DBSO has featured in **TRACKS** and my last one to photograph) leading a test train away from Keith at 11.20 on an Inverness – Aberdeen – Inverness working with 37425 'Sir Robert McAlpine / Concrete Bob' on the rear and passing a store of empty Chivas whiskey barrels, 29<sup>th</sup> January 2015.

**£2.50 where sold separately**

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# SOCIETY NOTICE BOARD

## Editor's Comments:

Hopefully you all enjoyed the first regular 64 page issue of **TRACKS** and apologies that it seemed a little tardy in reaching you, but as you will appreciate the New Year break coinciding closely with the following weekend meant the printing ran over beyond the next weekend. Remember to check our website for news of when **TRACKS** was posted out, it's quicker than emailing me. As soon as I am told by the printers, I update the **TRACKS** page on the website.

Right it's all go this month with news of the AGM (see details below), which is a month earlier than in recent years, though we used to hold it in March. The AGM is accompanied by the first of our visits to Eastleigh Works. After the release of the **UK Name Directory**, the **UK Combine 2015** is now out and **UK Wagons 2015** and **UK Pocket Book 2015** are due out imminently...a busy time. We have hopefully made both the **UK Combine** and **UK Pocket Book** more desirable with the inclusion of all preserved mainline steam locomotives (see details below).

Thanks to all those members who renew and are sending in SAEs for their membership card. This is a big help in cutting down costs especially as I have more or less run out of the 'cheap' stock of stamps bought 2 years ago when the 2<sup>nd</sup> class price was only 36p and though I have bought some more it looks like stamp prices are to rise yet again in April. If you are able to include an SAE then that is much appreciated, remember to make the envelope big enough so you don't fold up everything (form, cheque and return envelope) too small that you fall foul of the 5mm thickness Royal Mail rule. To also save the not inconsequential costs of posting out books we have also hired a franking machine which Carl & Lou will be using from now on. We are therefore also going to try saving costs on sending out membership cards by me sending cards en block each month to Carl to take advantage of the franking machine. This will mean a slight delay in you receiving them, but as happens now if you have email I will continue to immediately acknowledge your renewal in that way.

As I have mentioned before it is proposed that the subs will rise following the AGM so there is still a few months, up to the end of April, in which if you are renewing your membership you should think of taking out the 5 year option, now enjoyed by 141 members. Not only will it save you money, it saves on admin.

Through sheer lack on any remaining sane brain cells left, after compiling three books and two 64 page issues of **TRACKS** in the last 2 months I still haven't had time to identify the locations and caption my Borders Railway photos, so with so much to include I have again postponed the article. I should get it done for the March issue just before they lay the final track into Tweedmouth !!!...more updates on AGM trip me thinks. As I said with so much to cram in, including an outstanding article from James Holloway on the Vale of Rheidol Railway, which neatly fitted in with articles on the Preserved Steam Locos now included in the **Combine** and **Pocket Book**, I have had to delay the start of the next **RAILWAY GLOBETROTTERS**. This hopefully will be the Epic Austrian Tour 2013 by Ray Smith...sorry it's taken a while, Ray !!

## AGM:

The AGM has been arranged for Saturday 21<sup>st</sup> March at Eastleigh Works. The provisional plan is for the AGM to start at 11.00 and go through to 13.00. Buffet lunch will follow for those that attend. This will be followed by a guided tour of the Works, approx 13.30 - 15.00. The room is booked for the whole day. There is another visit going on in the morning, hence ours is after the AGM in the afternoon. The cost of the tour is normally £10, which goes to charity, but you will only pay £5, payable on the day with the other £5 subsidised by the Society.

Please contact Louise Watson by email or letter only asap, stating whether you are attending the AGM (including buffet lunch) and tour or just the tour only.

## 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 May 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)

Shaun Dobson\* (Stockport), Alan Emanuel (Coventry), Thomas Graham\* (Cumbernauld), Graham Harris (Wolverhampton), Kevin Passant (Kingswinford), John Rudd (Peterborough), Glyn Stroud (Gloucester), Kenneth Williams (Gloucester), Boyd Williams\* (Luton), Neil Williams (Cambridge), Paul Wood (York) - a warm welcome to you all.

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

**Methods of Payment:**

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

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

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

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

Please provide your first name and a landline telephone number, whether joining or renewing and your email. If you renew in the first week of the month, 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 and e-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 **March 2015** issue is **Friday 27<sup>th</sup> February 2015**  
with delivery to members after **Friday 13<sup>th</sup> March 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 **Ken Bull, Malcolm Clements, David Doulton, Bob Eastwood, Martin Evans, Derek Everson, Ian Feather, Jim Fitch, James Holloway, Michael Hayman, Geoff Hope, Nigel Hoskins, Gordon Kirkby, Colin James\*, Nigel Mathews, Ian McAlpine, Martin Newsome, Colin Pottle, Mike Rumens, Simon Sims, Norman Smith, Derek Sneddon, David Spencer, John Squire, Roger Thomas, Peter Trowbridge, 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)

### Members Comments:

We regularly receive many kind comments on **TRACKS** and our books which we really appreciate and we thought it appropriate to show some of the most recent...we all need a pat on the back some times:

Joining ICRS was one of the best things I ever did, I always look forward to the magazine.

*Mike Pinder*

The Magazine is absolutely brilliant I do not know how you manage to get so much assorted updated information every month. On so many different railway interests well done to the "Team" you must be tired out. *Tony Stubbings*

Well done with the magazine, excellent. *Peter Doxey*

A grand job on the 64 page **TRACKS**, many thanks for using my photos through the year.

*Roger Thomas*

I have purchased the UK Name Directory, which for me is a work of art and I know how much work is put into compiling such books. *Mike Pinder*

Thank you for an excellent year of **TRACKS**. *Keith Gomm*

Magazine gets better every month, great work. *John Woods*

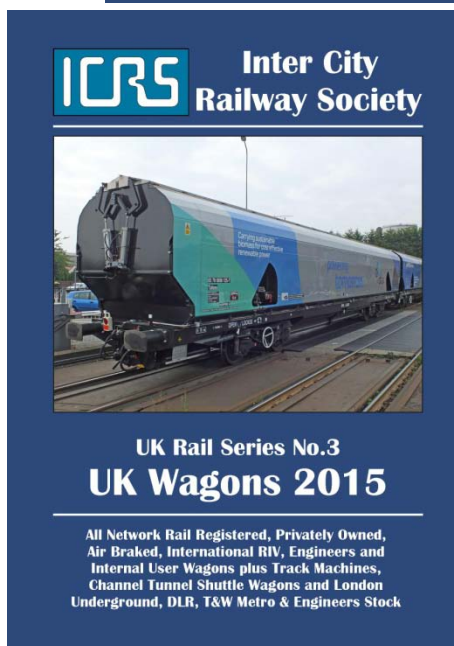
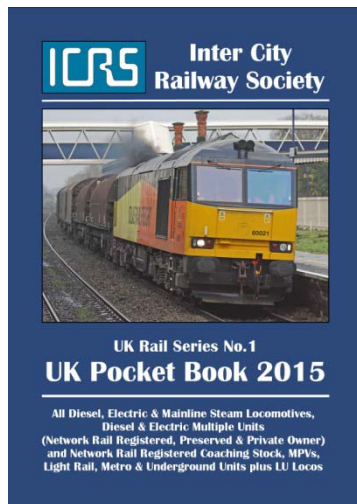
## Publication News:

The **UK Combine 2015** has followed on from the **UK Name Directory** and is now in stock. Due imminently are also **UK Wagons 2015** and **UK Pocket Book 2015**. Following his success in compiling the **Irish Railways 2014** Lee Mason has taken some of the workload from Carl by compiling the **UK Combine**, so thanks to Lee.

A new innovation to the **UK Combine** and the **UK Pocket Book** is the inclusion of all preserved mainline steam locomotives used or operated by the big four railway companies / constituents and BR, not just the NR registered ones. This means we are the only ones to feature all preserved mainline traction in one book. Hopefully this will be well received, though with the increase in EMUs it has meant more pages in both books...we just can't help growing !!!

The **UK Pocket Book** is most definitely the best ever with the addition of the steam locos and all the annoying gremlins / typos eliminated that crept into the last edition. **UK WAGONS** is also the best we can achieve with hundreds of amendments made.

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, though the member price for the **UK Combine** will remain the same....a good buy.



## Errata – January 2015 Issue:

A few typos crept past the proof reading, though with 64 pages it is not surprising, p.36 - 25485 should be 25845, p.37 - 5666 should be 5866, 3554 should be 3354. Thanks to Tony Stubbings for picking these up. Also the caption for photo of 66527 etc on p18 should be dated 22<sup>nd</sup> December not the 26<sup>th</sup>.

# 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 0-4-0DM 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> July 2015:

A date has been set for this as above. We will be there with our sales stand. For further information keep an eye on the DRS website <http://www.directrailservices.com/>

## MEMBER ONLY VISITS

**AGM & Eastleigh Works, 21<sup>st</sup> March 2015:** For details see above.

**DRS Crewe Gresty Bridge, 2<sup>nd</sup> May:** Details to follow.

**Eastleigh Works, 6<sup>th</sup> June 2015:** Our annual unlimited bash with hog roast. Further details nearer the time.

**Eastleigh Works, 25<sup>th</sup> July 2015:** Guided tour. Further details nearer the time.

**Eastleigh Works, 12<sup>th</sup> September 2015:** Guided tour. Further details nearer the time.

## PRESERVATION GALAS

**Swanage Diesel Gala, 7-10<sup>th</sup> May 2015:** Further details nearer the time but we will be there with our sales stand.

## 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.

# EASTLEIGH WORKS REPORT

by **Carl Watson**

for the period up to 31<sup>st</sup> January 2015

As promised, a bumper Report.

## **Locos:**

73109 and 73213 arrived on the 3<sup>rd</sup> December for bogie overhauls (see photo below taken on the 22<sup>nd</sup>).



57312 arrived on the 8<sup>th</sup> December for a bogie swap, departing on the 12<sup>th</sup> January.

31233 stabled with a Test Train on the 9<sup>th</sup> December (31233, 9523, 999602, 9714).

66709 arrived on the 11<sup>th</sup> December for repainting and re-vinyling with the Sorrento ship wrap, it departed on the 10<sup>th</sup> January (see photo below).



66701 was released from the Paintshop on the 11<sup>th</sup> December in original GBRf livery. It returned on the 15<sup>th</sup> December to have GBRf Europorte decals added to the cab sides and fronts.





37402 arrived with a Test Train on the 11<sup>th</sup> December and received AWS repairs before departing on the 12<sup>th</sup> (37402, 9523, 999602, 9714) (see photo above taken on the 12<sup>th</sup>).



37688 arrived on the 15<sup>th</sup> December (see photo above left) and departed behind 57301 later the same day.

56087 arrived in early January and stabled for several days before being used on RILA surveys over a few days in mid January (see photo above right taken on the 14<sup>th</sup> and **TRAFFIC & TRACTION NEWS**). The easily removable box measures absolute track geometry and interspatial co-ordinates.

Crash repairs to 57010 have been completed. The new DRS wrap was applied on the 19<sup>th</sup> January and the repaired front was painted and remaining decals were applied by the end of the month (see photo below right taken on the 29<sup>th</sup>).





59101, 59102 and 59103 arrived for stabling over the Christmas period (see photo above taken on the 30<sup>th</sup> Dec).

57306 and 57003 (see photo overleaf bottom left taken on the 9<sup>th</sup>) received the new DRS wrap between 6<sup>th</sup> and 9<sup>th</sup> January.

47739 arrived on the 9<sup>th</sup> January for a bogie swap. It was completed and ready to leave by the end of the month.

66706 arrived on the 12<sup>th</sup> January for repainting.

57011, 57310 and 57301 arrived for repairs on the 12<sup>th</sup> January.

50035 received roof repairs in mid January and had a replacement ETH generator installed (see photo below taken on the 23<sup>rd</sup>).



73138 suffered a bearing problem whilst on a Test Train and was deposited on the 15<sup>th</sup> January for repairs. By the end of the month it was repaired and ready to leave.

31285 was stabled with a Test Train on the 23<sup>rd</sup> January.

Brand new 66766 was stabled on the 23<sup>rd</sup> January (see photo in **NEW STOCK** and was back for repairs to a coolant leak on the 27<sup>th</sup>).

57306 departed on the 19<sup>th</sup> January following a repaint and maintenance, the last Cl.57/3 to be lose NR yellow livery (see photo opposite top).





A Colas 'lash-up' departed on the 19<sup>th</sup> for Hinksey late in the afternoon with 70809, 70804, 70803 and two IWA timber wagons.

66421 arrived for repainting, the first DRS 66 to be painted here, on the 19<sup>th</sup> January (see photo below taken on the 28<sup>th</sup> in the new paint shop).



08947 has received combination buckeye couplers at each end (see photo right).

**Units:** 66755 arrived on the 16<sup>th</sup> December with Translators 975974 and 975978 for the CI.317 move the following day conveying 317708 and 317729 to Ilford. It returned with the Translators later on the 17<sup>th</sup> and they were formed up with 317714 which departed to Ilford on the 5<sup>th</sup> January behind 66732. Siemens have attended to 450104, 040, 016, 037, 086, 102, 002 and 090.



### **Wagons:**

PFA 92716 and 92781 departed behind 57301 and 37688 on the 15<sup>th</sup> December.

LWRT wagon YEA 979509 (accompanied by YXA DR89007) received repairs in early January.

PFA 92730 and 92798 arrived for repairs on the 12<sup>th</sup> January.

66095 was on the Eastleigh East Yard trip on the 13<sup>th</sup> January which brought in IFA 4376 008-0 for repairs. It also brought in FKA 4908 087-9 for brake force as the IFA had faulty brakes. The 66 departed with the IGA 4647 019-5, IPA 4375 003-2 and the FKA.

PFA 92777 arrived on the 19<sup>th</sup> January behind 66421.

Converted IWAs 3523 025-8 and 039-9 departed in the Colas convoy on the 19<sup>th</sup> January (see above).

### **Coaches:**

Escort Coaches 9419 and 9428 arrived back behind 57312 on the 8<sup>th</sup> December.

Ex-Gatwick Express Mk2 coaches 72509 and 72635 were brought from Marchwood MOD to Eastleigh Yard on the 15<sup>th</sup> December behind 66127, tripping into the Works the following day behind 66109 (see photo below taken on the 16<sup>th</sup> with 07007).



Three vintage coach bodies arrived for storage on the 8<sup>th</sup> January. These came from Hayling Island and are now owned by the Mid Hants Railway. They are all ex-LBSC vehicles built in the 19<sup>th</sup> Century. Two of them are numbered, 174 and 1646, the other carries no identity.



Overnight Friday 16<sup>th</sup> and Saturday 17<sup>th</sup> January, 57011 and 57306 collected three Mk2 coaches, FO 3366, TSO 5700 and BSO 9488, from Southampton Docks. They had arrived by road from Barrow Hill. The BSO is for overhaul and the other two are spares donors.





Mk2 coaches

*above* FO 3366  
(taken on the 22<sup>nd</sup> Jan)

*left* TSO 5700  
(taken on the 23<sup>rd</sup> Jan)

*below* BSO 9488  
(taken on the 19<sup>th</sup> Jan)

**OTP:**

The Speno SRR16M-1 arrived by lorry on the 13<sup>th</sup> December for repairs and was still on site at the end of January. This is used on LU tube lines and carries no other numbers (see photo below taken on the 15<sup>th</sup>).



Multi-Purpose Stoneblower DR80302 arrived for repainting on the 5<sup>th</sup> January and departed on the 23<sup>rd</sup> (see photo below).



photos by Carl Watson



# RAILTOUR PHOTO SPOT



above 4-6-2 46233 passing Calthwaite at 12.30 on 1Z86 Euston - Carlisle charter,  
31<sup>st</sup> January 2015 (Doug Welch)



*left & below*  
4-6-0 45407 t&t 47760  
departing from Appleby  
at 14.50 on Saturday  
24<sup>th</sup> January 2015  
with 1Z56 Manchester  
Victoria - Carlisle -  
Manchester Charter  
(Doug Welch)



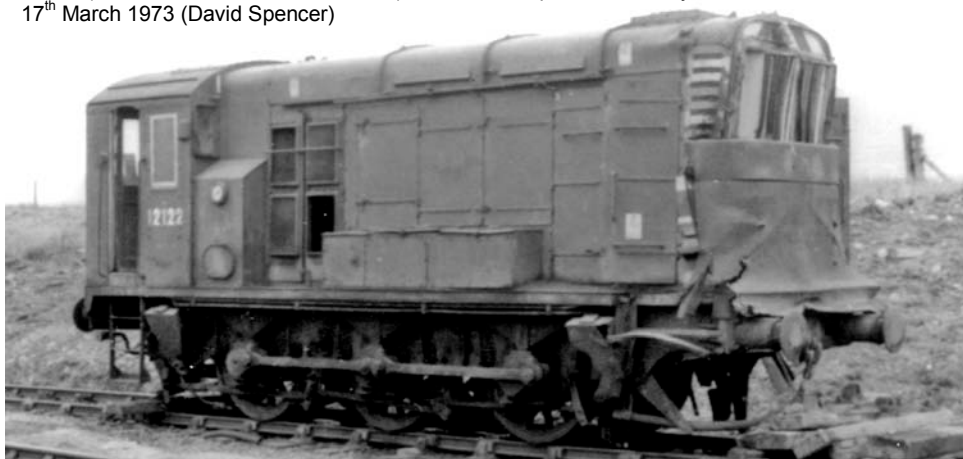
# RAMBLINGS OF A RAIL ENTHUSIAST

by David Spencer - 1973

*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.*

On the 17<sup>th</sup> March Roger and I took a day trip in the car to South Wales photographing the stations. We started with Monmouth Troy to Usk, then Pantegand Griffithstown to Blaenavon, including the iron works before they became a tourist attraction then the MT&A from Golivan to Brynmawr and down the western valley to Aberbeeg. We then went up to Victoria on the Ebbw Vale line and finally the Rhymney (B&M). Roger was far more knowledgeable and widely travelled than me and knew almost every inch of the B&M but although it was my third visit it was the first time he had seen Rhymney (Pwll Uchaf)... I had completed his education! The MT&A was the highlight and whilst lush growth in the lowlands meant Golivan was hard to see, up in the hills it was obviously a railway sixteen years after closure. I am not a great LNWR fan but this line was amazing with ferocious gradients and it was known for going mountaineering with coal trains. The 6F 0-8-2T and 7F 0-8-4T were based at Abergavenny, Blaenavon and Tredegar to work this traffic but when the Great Western took it over the freights disappeared and Merthyr Tydfil shed provided class 64XX panniers and auto trains until closure in 1957, all before my time in South Wales.

12122 (w/d 06/71, cut 07/85 British Oak), Waenavon Opencast Colliery  
17<sup>th</sup> March 1973 (David Spencer)



The Whit weekend (Spring Bank Holiday had yet to be invented) saw us make visits to the Dowty Railway Centre at Ashchurch and Bulmers at Hereford and a holiday in West Wales allowed me to visit many more closed sites on lines to Cardigan, Neyland, Fishguard, the Carmarthen to Aberystwyth line and its branches. We returned home via mid Wales and after a brief visit to the Ffestiniog Railway, covered every station from Barmouth Junction to Llangower halt, the Bala and Llanberis Lake Railways, the Snowdon Mountain line and stations from Afon Wen to Caernarvon and on to the Amlwch branch. My wife was never anti-railway so I got away with quite a lot but as I've said before I was always careful not to let it interrupt family life. There was an interesting collection of locos at Dinorwic but they disappeared as the site was tidied up and it was converted into the National Slate Museum.

There was another Welsh special on the 23<sup>rd</sup> June. I do not have the record of it, only photographs to go on. It was a 'Gwent' rail tour and started off with two new lines for me. First was the remaining stub of the Wye Valley line to Tintern Quarry then down to the short but very rare Sudbrook branch where the Seven Tunnel pumps are and at that time the emergency train was stabled. Back on familiar territory we went up to Furnace Sidings then back through Newport and up the western valley and



another bit of new track. After Lime Kilns Junction we branched off up Halls Road tramway to Penar Junction and Markham Colliery. This line was an attempt by the GWR to break into the LNWR territory off the Sirhowy valley and the line went up the other (east side) of the valley and one of the very few lines I hadn't either travelled on or walked. We finished off by returning to Bassaleg Junction and going up the remnant of the B&M. to Bedwas Colliery and back to Newport. It was a brilliant trip and great to get several new bits in so late in the day. In July my wife's bridesmaid knowing my interest in railways took us to Shackerstone which was then just a steam centre with no running line, just ambition and I was so dim and didn't realise our tickets entitled us to a brake van ride so we all missed out.../ remember toodling over on my moped from Tamworth around 1972/73 to an event at Shackerstone, no notes and no photos, ed !!!

In the summer we moved to my present home in Redditch and deep in ex-Midland railway territory. In the early years we had an appalling train service of one six car DMU from Birmingham which split into two three car trains back into Birmingham in the morning and the reverse in the evening. The only other traffic was stone trains for the new town growth. Eventually we were offered an hourly service and then in a deal to save money, by getting rid of the signal box and the line becoming a long siding, the half hourly service we enjoy today. I had never done this line and my wife did it before I did!

November came round and we had a Shropshire Canals day but on the way back came across 0-6-2T 6695 at Horsehay and Dawley and also took photos of Lawley Bank and Ketley Town stations.

*left* Collett 0-6-2T 6695 (w/d 07/64)  
Horsehay, 10<sup>th</sup> September 1973  
(David Spencer)

*...this is now the Telford Steam  
Railway (TSR) which was  
formed in 1976, ed*

*Built in 1928 by Armstrong  
Whitworth in Newcastle, 6695 was  
rescued for preservation from  
Woodham Bros Scrapyard, Barry  
eventually moving in August 1979 to  
the Swanage Railway (for a recent  
see the photo on p33 in the  
November issue...saves repeating it  
again !!). It only returned to service  
after a £200,000 rebuild in February  
2006, ed*



*right*

Ivatt 2-6-0 46521 built 1953 at Swindon Works  
(w/d 10/66, to Woodham Bros Scrapyard,  
Barry 03/67), Bewdley, SVR  
11<sup>th</sup> September 1973  
(David Spencer)

*46521 was preserved by the  
Severn Valley Railway (SVR)  
in 1971 and returned to  
service from 1974-84, then  
1991-2000. It was then moved  
to the Great Central Railway  
(GCR), where it is now based,  
for a complete overhaul  
costing £170,000, returning to  
service in early 2012, ed.*

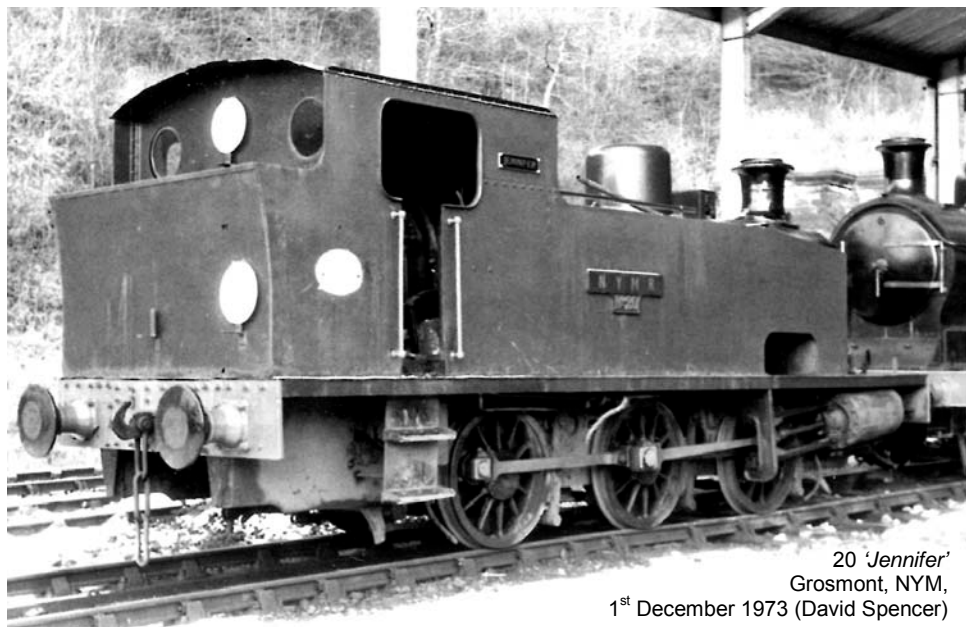




*above 46521 under overhaul, Loughborough shed, GCR 1<sup>st</sup> May 2011  
below departing south from Loughborough Central, GCR 12<sup>th</sup> May 2012*



My final railway involvement of the year was in a cold and snowy North Yorkshire Moors. My trade union was being swallowed up into a huge one and the farewell to the old and welcome the new party was at Scarborough. It was a belting do and everybody was a bit worse for wear and it snowed heavily, the first time I ever saw snow at the seaside. Quite by chance I went out late at night and cleared my car which was lucky, as it froze hard and everyone else had to chip off several inches of frozen snow off their cars whilst I just drove off. With hindsight no way was I fit to drive but it was a more acceptable than it is today, so I set off at one stage going down a hill sideways, clearly too drunk to know what to do. Later on the Moors I got stuck on a 1 in 3 hill and grit didn't work and even though it was freezing I took my woolly off put that under the wheels and managed to drive off leaving a huge hole in the garment. Anyway I got to Grosmont and photographed their stock and got the rest of the way home via main roads and in one piece.



20 'Jennifer'  
Grosmont, NYM,  
1<sup>st</sup> December 1973 (David Spencer)

*Samuel Fox & Co. Ltd. 0-6-0T 20 [1731] 'Jennifer' built by Hudswell Clarke in 1942. It spent its life working at a steelworks before entering preservation and undergoing a very thorough rebuild. Based on the Llangollen Railway, it has moved around various preservation sites on loan as shown in the photo below taken on the 17<sup>th</sup> July 2014 at Embsay on the Embsay & Bolton Abbey Railway, ed.*



(to be cont.)



# TRAFFIC & TRACTION NEWS

**December 31 2014**

37218 and 68007 were seen in the Royal dock at Norwich at 13.15 whilst 66050 was on the Peak Forest - Norwich Yard stone working.

**January 3 2015**

Observations at Northenden Jct, Stockport by John Squire saw the following: 37259 t&t 37612 on a NR test train came off the New Mills line, used the junction crossover (see photo below), stopped a few hundred yards away, where the driver changed ends and reversed over the crossover again to depart on the Stockport line at 14.17.



Shortly afterwards 6H35 13.30 Runcorn Folly Lane - Northenden RTS household waste empties arrived behind 66604 at 14.24. It then reversed across the crossover (see photo below), stopped a few hundred yards away and then changed direction to enter the RTS sidings. 66604 ran round the train, waited for a Chester train to pass then entered the main line again at 14.38 (see photo top right), stopping a few hundred yards later. The driver changed ends and the loco returned to the sidings to couple up to the train. The loco was then powered down.



**January 6**

57302 arrived at Nuneaton at 14.27 (see photo below by Mike Rumens) to rescue 66424 which had failed on the Daventry - Coatbridge container service blocking platform 2. In the second photo by James Holloway, both are coupled up at 14.45.



66301 passed arrived at Bescot with a Crewe Basford Hall - Toton North Yard engineers at 13.50 (photo below by David Williams).





43094 + 43030 + 57604 on 1C99 Paddington - Penzance sleeper stock arrived at Paddington at 23.25.

37706 + 37668 passed Sytch Lane at 14.11 on Southall - Carnforth ECS working (photo at end by Roger Thomas).

68005 was seen passing Wichnor Junction on 6U77 Mountsorrel - Crewe at 16.42 (photo at end by Ken Bull).

### January 7

66118 was used on the first Norwich Yard - Peak Forest stone working of 2015 (photo below by Stuart Moore).



47790 t&t 47818 was seen arriving with the Great Yarmouth - Norwich short set at 14.07 (photo below by Stuart Moore).



### January 8

66738 was seen passing Highworth Jct, Swindon at 12.56 on 11.50 Westbury - Stud Farm (photo below by Peter Trowbridge).



### January 9

47790 t&t 17818 was seen at Lowestoft at 15.36 on the 15.48 service to Norwich (photo opposite top by Peter Trowbridge).



70015 was seen leaving Ipswich Yard at 10.01 (photo below by Peter Trowbridge).



153322 in white was seen arriving at Lowestoft at 12.46 past a fine array of semaphore signals (photo below by Peter Trowbridge).



37218 was seen stabled alongside 153314 in Norwich yard at 13.49 (photo below by Peter Trowbridge).



### January 12

66952 + 387101 passed Wellingborough on a Bletchley TMD - Derby Litchurch Lane move at 13.54 (photo at end by Colin Pottle)  
66192 passed Wellingborough at 13.27 on 6F93 St. Pancras - Ketterton empty cement tanks (photo below by Colin Pottle).



### January 15

67026 t&t 67005 on the Royal Train passed through Nuneaton at 14.08 (photo below by Mike Rumens).



### January 14

66055 was in charge of the Peak Forest – Norwich Yard stone working.  
66422 was seen passing Tamworth Low Level on 6U76 Crewe – Mountsorrel at 11.05 (photo at end by Ken Bull).  
66114 was seen passing Eastleigh at 14.55 on 14.47 6V41 Eastleigh - Westbury Yard Departmental (photo below by Norman Smith).



66749 still the in grey livery of its former Dutch operator passes Sytch Lane with Liverpool bulk Terminal - Ironbridge Power Station biomass train at 11.23 (photo opposite top by Roger Thomas).

### January 16

66623 + 387102 was seen passing Isham, near Kettering on a Bletchley TMD - Derby Litchurch Lane working (see **LIVERIES**).  
66154 was seen passing Wellingborough on 6H10 Bletchley - Peak Forest empty hoppers at 11.26 (photo below by Colin Pottle).



66605 passed Isham near Kettering on 6M91 Theale - Earles empty cement tanks at 4.45 (photo at end by Colin Pottle).  
90034 was seen near Rugeley Trent Valley at 14.45 on 4M25 Mossend – Daventry (photo at end by Ken Bull).



### January 17

66762 was seen passing Eastleigh at 16.05 on 12.19 4Y19 Mountfield - Southampton Western Docks empty gypsum (photo below by Norman Smith).



37059 replaced by 37218 at Norwich, which has been used on a number of coaching stock moves to Wolverton, Doncaster and Loughborough as seen in the Royal Dock siding (photo below by Stuart Moore).



### January 19

87002 passed through Penrith at 12.50 working light engine from Mossend Yard - Willesden.

47760 + 57315 headed north light engine at 15.05 on 0Z47 Carnforth - Perth to take up snow duties.

68006 ran through Penrith at 15.10 with the Shap Quarry - Carlisle ballast train.

66766 was seen in Eastleigh East yard at 14.26 and was due out that night on the RailVac (see **NEW STOCK**).

66616 + 387104 was seen passing Wellingborough on a Bletchley TMD - Derby Litchurch Lane move at 14.32 (photo at end by Colin Pottle).

### January 20

Two freights were caught passing Werrington near Peterborough in the early morning sun within 7 mins of each other:

08.28 66002 on 6L75 Peak Forest - Ely (photo below by Colin Pottle).



08.35 66951 t&t 66585 on a departmental train for Whitemoor Yard (photo below by Colin Pottle).



66130 was seen passing Werrington near Peterborough on Sharnbrook Junction - Whitemoor Yard at 10.39 (photo below by Colin Pottle).





60001 was seen passing through Walsall with Hope Earle's Sidings – Walsall Freight Terminal cement at 14.10 (see photo below by David Williams).



### January 21

57308 and 92029 were seen stabled at Carlisle at 16.00 (photos below by Gordon Kirkby).



The Peak Forest – Norwich Yard stone working was in the hands of 66154.

### January 22

20305 + 37609 were seen passing through Walsall on Berkeley CEBG – Crewe flasks at 14.47 (see photo below by David Williams).



70807 was seen passing through Winchfield at 09.40 on Eastleigh - Hoo Jnct (photo below by Derek Everson).



66705 complete with 'graffiti tagging' passed through Walsall on Cliffe Hill Stud Farm – Bescot engineers at 13.43 (see photo below by David Williams).



### January 25

66425 passed Wilsons Crossing, Northampton on 4L48 Daventry - Purfleet at 12.30 (photo below by Colin Pottle).



Three t&t engineers trains were seen passing Wilsons Crossing, Northampton in the space of 20 mins (see photos at end by Colin Pottle):

13.31 66019 t&t 66037 on Willesden - Bescot Engineers Siding.

13.35 66091 t&t 66075 on Willesden - Bescot Engineers Sidings.

13.10 66589 t&t 66566 on Harrow & Wealdstone - Crewe Basford Hall.

### January 26

68007 passed through Bescot with Crewe Basford Hall - Toton North Yard engineers at 14.43 (see photo below by David Williams).



### January 27

319362 departed Crewe on a training run at 14.15, repainted into Northern Rail colours but devoid of any branding (see **LIVERIES**).

57304 was seen stabled at Crewe (photo below by Martin Evans).



47790 hauling Abellio Greater Anglia Trains Mk3s 12105 + 12062 on 5Z55 08.36 Stowmarket Down Goods Loop - Wolverton Works for refurbishment passed southbound through Ingatestone at 10.05. The move originated at Norwich Crown Point on Monday behind 47853 which was declared a failure and the whole ensemble was left at Stowmarket overnight, for 47790 to continue the move.

66434 passed through Crewe at 14.05 on a Daventry - Coatbridge freightliner working (photo below by Martin Evans).



### January 28

The Peak Forest - Norwich Yard stone working was in the hands of 66002.

47813 t&t 47818 hauled ecs to Norwich Crown Point at 14.18 for 47813 to be swapped with 47790 which was on the Royal dock powered up waiting to be taken to NC as well (photo below by Stuart Moore).



### January 30

47760 + 57316 passed through Penrith at 15.55 with 5Z01 Kilmarnock Barclays Sidings - Old Oak Common made up of refurbished HST coaches: 6338, 44039, 42297, 42295, 42350, 42296, 40733, 41144, 42183 & 6330.

### January 31

57316 + 47760 passed through Penrith at 18.03 on 5Z01 Old Oak Common - Kilmarnock Barclays Sidings with HST coaches: 6338, 41132, 42272, 42184, 42073, 42271, 42273, 44002, 44033 & 6330 for refurbishment.

### February 1

66512 was seen approaching Wellingborough on Wellingborough - Toton North Yard via Bedford St. Johns at 11.51 (photo below by Colin Pottle).





### News from Norfolk (Stuart Moore):

Short set news:

There has been some changes to this over January. Locos used on the set have been 47790/805/810/813/818/853. 47805 and 47810 went to Gresty Bridge during the month and were replaced by 47818 and 47790. These also went back to Crewe for a while and were replaced by 47813 and 47853. 47818 and 47790 have since returned and 47790 has taken up the duty on the short set again replacing 47813 (see photos 7<sup>th</sup> and 28<sup>th</sup> January).



86610, 90043 & 66593 Ipswich stabling point  
9<sup>th</sup> January 2015 (Peter Trowbridge)



66605 showing off its new  
re-furbished cab and LED  
headlights, Isham near Kettering  
16<sup>th</sup> January 2015 (Colin Pottle)





*above 37706 + 37688 passing Sytch Lane, 6<sup>th</sup> January 2015 (Roger Thomas)*



*above 13.10 66589 t&t 66566 on Harrow & Wealdstone - Crewe Basford Hall,  
below 13.31 66019 t&t 66037 on Willesden - Bescot Engineers Siding,  
bottom 13.35 66091 t&t 66075 on Willesden - Bescot Engineers Siding,  
busy times at Wilsons Crossing, Northampton 25<sup>th</sup> January 2015 (Colin Pottle)*









*above* 68012 t&t 82302 on a test run with the spare CR blue liveried rake 12054, 11031, 11029, 12119, 12017 & 12043 arrives alongside 67014 t&t 82303 on a Marylebone service at 15.07 and *below* departing at 15.12, Birmingham Moor Street, 15<sup>th</sup> January 2015 (James Holloway)



*above* 90034 on 4M25 Mossend – Daventry, near Rugeley Trent Valley, 16<sup>th</sup> January 2015 (Ken Bull)





*above with coupling snow cover in place ScotRail 158727 approaches Keith at 11.19 on an Aberdeen to Inverness service, note the relative lack of snow compared to what had fallen on the rest of Scotland and the northeast of England around this date, 29<sup>th</sup> January 2015*



*above 66422 on 6U76 Crewe - Mountsorrel, Tamworth Low Level, 14<sup>th</sup> January 2015 (Ken Bull)*  
*below 68005 on 6U77 Mountsorrel – Crewe, Wichnor Junction, 6<sup>th</sup> January 2015 (Ken Bull)*



# 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*

## **Martin Newsome:**

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

#### **Brentwood:**

66736 Felixstowe-Trafford Park

86610/627 Crewe-Felixstowe

90001 Liverpool St-Norwich

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

66541 Felixstowe-Lawley Street

86605/638 Crewe-Felixstowe

66589/720, 90003/13, 92044

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

66501/504

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

66502 Tilbury-Felixstowe

66723 Felixstowe-Hams Hall

70018 Lawley Street-Felixstowe

90043 Crewe-Felixstowe

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

**Barking:** 20227, 66161/301, 92041

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

**Billericay:** 66710/717

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

**Grays:** 66590, 70009

**Purfleet:** 66434

## **Bob Eastwood:**

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

#### **Skelton Junction:**

09.39 66169 Scunthorpe-Lackenby steel

10.33 66068 Eggborough-Redcar coal

10.34 DR77801 Northallerton-Holbeck

10.55 66751 Tyne Dock-West Burton coal

11.29 66955 Stourton-Tees Dock F/L

11.50 66112 Redcar-Eggborough coal

12.03 66525 York-Potland Burn coal

12.11 66712 Tyne-Drax coal

12.16 66006 Redcar-Rylstone coal

12.35 66183 Eggborough-Redcar coal

12.37 66620 Tyne-Drax coal

12.57 66070 Cottam-North Blyth coal

13.30 66122 Doncaster-Tyne Yard steel

13.34 66100 Tees Yard-Aldwarke coal

14.28 66717 Ferrybridge-Tyne coal

14.32 66065 Redcar-Eggborough coal

14.50 66085 Redcar-Margam

14.55 66599 southbound light engine

15.15 66748 Tyne-Doncaster coal

15.49 66507 York-Oxwellmains coal

15.55 66522 northbound light engine

43207/238/239/274/290/302/307/309-311/313/315

43318/320/367/465/468/480/484, 91103/05/07/11

91113/14/16/22/26/30/32, 180102/07, 185104/11

185112/15/16/18/23/24/28/33/34/37/40/47/50

220002/07/09/14/17/20/26/27, 221119/22/24/27/28

221130/39

## **Mike Rumens:**

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

#### **Nuneaton:**

66542, 90041, 350121, DR77002/80201

**Atherstone:** 92041

### **Tamworth 14.10-17.20:**

37405, 60015/91, 66074/084/116/187/198/515/554

66555/706/727/766-772, 67015, 68014, 70008

86614/637, 90049, 170102/107/112/117/397/398

170519/638, 350103/105/106/112/118/377

390045/104/119/125/138/157

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

#### **Nuneaton 14.00-14.45:**

90018/35/48, 153375, 170108/398, 221102/42

350103, 390002/016/046/112/132/134/136

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

#### **Nuneaton 14.07-14.45:**

66716, 70809, 92036, 153356, 170105/117

221103/18, 350129, 390044/047/103/152

DR75407/77002

### **12<sup>th</sup> December:**

#### **Nuneaton 13.40-15.05:**

66503/516/559/566/590, 90047, 92041, 153375

170109/111/397/519/521, 221118, 390013/039

390042/043/107/125/134/138

### **15<sup>th</sup> December:**

#### **Nuneaton 16.35-14.40:**

70809, 92041, 153314/34, 170115/522, 221110

350113/375, 390005/009/040/137/157

### **17<sup>th</sup> December:**

#### **Nuneaton 14.10-15.45:**

66008/067/514/724, 70808, 86605/627, 90020/26

90041/49, 153334, 170105/117/397/398, 221105

350124/369/373, 387113/14

### **20<sup>th</sup> December:**

#### **Rye:**

171724-726

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

#### **Nuneaton 14.00-14.40:**

66120/125/426, 70808, 153356, 170106/522

221115, 350119/126, 390013/115/119/154

DR73929

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

#### **Nuneaton 13.57-14.40:**

66188, 70809, 90045, 153356, 170397/523

221107/17, 390010/049/118/126/136/148/152

DR80208

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

**Nuneaton 14.00-14.53:**

66138/187/601, 70809, 90049, 153354, 170101  
170638, 221101, 390121/138/141, DR80208

**30<sup>th</sup> December:****Nuneaton 14.02-14.35:**

66230, 70808, 153364, 170397/398, 221101  
390122/128

**31<sup>st</sup> December:****Nuneaton 14.09-14.35:**

70803/805/808, 153356/64, 170520, 350105  
390001/123/134, DR80208

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

66523/538, 90044, 92005, 153371, 170112/397  
170521, 350111/112/122, 390005/045/117/129  
390141, DR80208

**Tamworth:**

47739, 60079, 66056/119/164/508/562, 67015/27  
70015, 86612/628, 90039, 92041, 170105-107/117  
170523, 220026, 221104/05/15/42, 350124/127  
350377, 390005/008/016/042/050/103/115/123  
390127-129/135/148/151/153/156

**5<sup>th</sup> January:****Nuneaton 13.45-15.20:**

66508, 70808, 86612/628, 90016/18/21/49, 92005  
92024/39, 153375, 170106/117/397/521/523  
221107/12, 350102/368/376, 387117/18, 390006  
390011/013/016/040/043/047/103/123/128-130  
390151, DR80208

**7<sup>th</sup> January:****Nuneaton 14.08-14.45:**

70808, 86612/628, 90048, 153365, 170107/109  
221104, 350370, 390011/020/044/124

**9<sup>th</sup> January:****Nuneaton 14.45-15.40:**

66034/158/750, 67005/08, 86612/628, 90034/37  
92005, 153364, 170105/111/636, 350126/375  
387117/18, 390013/046/103/104/107/112/134/138

**13<sup>th</sup> January:****Nuneaton 14.08-14.34:**

70808, 153366, 170521/636, 221142, 390122/123  
390125/128

**14<sup>th</sup> January:****Nuneaton 13.20-14.40:**

60021, 66151/416/755, 70801, 90016/43, 92042  
153356, 170110/112/115/518/519, 221104  
350115/121/377, 390011/013/039/047/050/103  
390123/157, DR73947

**15<sup>th</sup> January:****Nuneaton 14.06-14.55:**

66149, 68003, 70801, 90044, 153366, 170106  
170115/116/520, 221111, 350373/377, 390043  
390112/117/125/128/130/141

**Nigel Matthews:****15<sup>th</sup> January:****Leamington Spa 11.30-17.30:**

66051/076/115/134/181/420/532/537/588/591/736  
66755, 67010/13/20, 68010/12, 70014, 165006  
168001-005/106/108-110/113/215/217/218  
172101/103, 220005/07/08/11-14/21-23/25/26/28  
220031/34, 221119/20/23/25/28/29

**James Holloway:****6<sup>th</sup> January:****Nuneaton 13.00-15.56:**

37668/706, 57302, 66035/057/424/589/706/723  
66750, 70808, 90016/45, 92005, 153364, 170102  
170108/110/112/522/523, 221105/10, 350108/117  
350370/375/376

**8<sup>th</sup> January:****Nuneaton 13.15-15.56:**

43014/062, 66057/080/083/150/414/419/543/706  
66723/750, 70808, 90043/44, 153364, 170105/106  
170111/397/519/521, 221108/18, 350101/104/107  
350368/375/377, 390016/045/114/117/118/125  
390128/130/138/152

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

**Paddington:** 43030/094, 57603

**Nigel Hoskins:****12<sup>th</sup> January:****Burton on Trent:**

11.40 66055 6M11	WW-PF
11.51 66620 4E42	RG-HS
12.18 60092 6E54	KY-Humber
12.44 66137/66024/66177 6D44	BS-TO
12.49 66100 4D76	BS-BU
13.05 66144 6X01	SC-EH
13.06 66747 6E81	PY-Hexthorpe
14.42 66529 0M46	Aldwarke-CE
15.37 66127 4E66	MG-RA
15.42 68003 6U77	MT-CE
15.43 60079 6E08	WV-IM
16.00 66147 0G45	TO-BS
16.06 66606 4E82	RG-YK
16.08 66428 6K50	TO-CE
16.34 66100 4O76	BU-SO

**Ian McAlpine:****27<sup>th</sup> December:****Hooton:** 508117**Lime Street, Liverpool:**

142045, 150205, 185124, 350251

**Edge Hill:** DR73922**Allerton:** 08527

**Leeds:** 91108, 150215, DVT 82209

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

**Peterborough:** 66081/538, 365508/19/20/27

**Hadley Wood:** 67024

**Bounds Green:** 08847

**Hornsey:** 01529, 08892

**King's Cross:** 321407/409

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

**Whittlesea:** 158864

**Peterborough:** 365527/32

**Welwyn Garden City:** DR79241-47

**Hornsey:** 01529, 08892

**Euston:** 350101/255/372, 378207, 390047/148

**Willesden:** 86702, 378226/227

**Gunnersbury:** 378214

**Richmond:** 450553/558

**Waterloo:** 444012/13



**King's Cross:** 365535/38

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

**Peterborough:** 158846

**March:** 66725

**Norwich:** 156418

**Ely:** 170272, DR73925

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

**Peterborough:** 365505/09

**Huntingdon:** DR80209

**Bounds Green:** 08847

**King's Cross:** 67021, 365503/06

**Liverpool Street:**

315855, 357009/028/201/211

**Stratford:** 378231, 379007, DLR 47/58

**Hackney Wick:** 378218/233

**Hackney Central:** 378255

**Hampstead Heath:** 378214

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

**Peterborough:**

43239/313, 66030/070/084/727/740/743, 91131

180101, DR75401

**Grantham:** DR77802

**Doncaster:**

20312/318, 47727, 60087, 66136, 67030

**Northallerton:** 185124, DR77801

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

**Darlington:** 43257/296, 220015

**York:**

43301/303, 150273/275, 185108, DR75301/302

**Starbeck:** 150274

**Harrogate:** 142012/64, 150210

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

**Darlington:** 142015/26/67, 185110, DVT 82219

**York:** 150205

**Newark Northgate:** 153319/81

**Peterborough:** 91126, DR75401

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

**Peterborough:** 365517

**Huntingdon:** DR73913

**Hornsey:** 05129, 08892

**King's Cross:** 67016, 321405/419

**Highbury & Islington:** 378206/224/225/230

**Canonbury:** 378141

**Dalston Kingsland:** 378230/256

**Hackney Central:** 378255

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

**Whittlesea:** 43251/299, 158770, 170272

**Ely:** 170206/272

**Cambridge:** 317659/661/671, 365527

**Colin James:**

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

**Marks Tey:**

66119 In the sidings at 08.50, to work the 6Z79  
09.10 Marks Tey – Brentford loaded sand.

**Colchester:**

08.55 66568 4M94 07.50 Felixstowe North –  
Lawley St intermodal.

**Ipswich 09.40-15.40**

66542/543/594/954/955, 70009, 86610/13

90044-47 all stabled in and around Ipswich at 09.40

09.48 90001 t&t 82105 5Z55 Norwich Crown Point  
– Colchester NC64 coaching stock test run.

10.05 66540 4R97 09.12 Felixstowe North – Tilbury  
RCT intermodal.

10.33 90001 t&t 82105 5P64 10.20 Colchester –  
Norwich Crown Point NC64 coaching stock test run.

10.49 90045 4M81 08.01 Felixstowe North – Crewe  
Basford Hall intermodal.

11.14 90046 4M88 09.32 Felixstowe North – Crewe  
Basford Hall intermodal.

11.25 66753 4M23 10.36 Felixstowe North – Hams  
Hall intermodal.

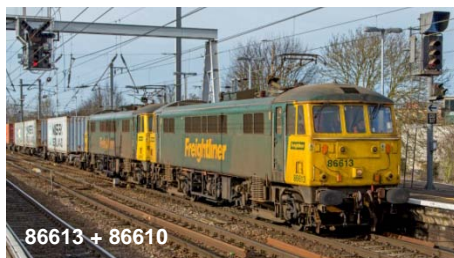


11.34 66756 6P41 09.57 Harwich Parkeston yard –  
North Walsham empty tanks.

11.48 66758 4B03 11.02 Harwich Parkeston Yard –  
Felixstowe North intermodal.

12.29 66534 4L37 06.24 Lawley St – Felixstowe  
North intermodal.

12.49 86613 +, 86610 4M87 11.14 Felixstowe North  
– Trafford Park intermodal.



12.59 90042 4L89 07.18 Crewe Basford Hall yard –  
Felixstowe North intermodal.



13.34 66714 6L85 02.03 Moreton-on-Lugg – Bury St Edmunds yard loaded stone.

14.26 66592 Working the 4L31 09.03 Bristol FLT – Felixstowe North intermodal.



15.13 70018 4M93 14.32 Felixstowe North – Lawley St intermodal.



15.36 66558 4L93 10.08 Lawley St – Felixstowe North intermodal passing 70009 light engine in the centre road.



above 66558 passing 70009, note the large front cab numbers, the different light clusters, positioning of Freightliner branding and bufferbeam livery compared with 66592 above left

## PRESERVATION GALAS

**Llangollen Railway Winter Warmer Gala, 2<sup>nd</sup>-3<sup>rd</sup> Jan 2015 by Martin Evans:**

On the 2<sup>nd</sup> / 3<sup>rd</sup> January 2015 the Llangollen Railway ran a Winter Warmer Gala and I visited on the 3<sup>rd</sup> January and found the following locos / units in service.



left  
D5310 arriving at  
Glyndyfydwy with  
a special parcels  
working from  
Llangollen  
3<sup>rd</sup> January 2015



Black 5 4-6-0 45337 'Ayrshire Yeomanry', GWR prairie 2-6-T 5199, GWR 2-8-0 3802, D5310 and Class 104 DMU 50528 + 50454. 03162 was also noted stabled at Carrog. During the morning the weather was overcast with heavy rain but cleared to sunshine in the afternoon.



50454 + 50528 in the rain, Llangollen  
3<sup>rd</sup> January 2015



45337 on a service to Corwen with 50454 + 50528 departing east to Llangollen and 03162 and 3802 (behind signal box) on the extreme left, Carrog 3<sup>rd</sup> January 2015



# NR TEST TRAINS

With Network Rail (NR) test trains regularly featured in **TRACKS** most months I thought they should have their own section and the following photos feature the usual DRS traction plus various NR coaches and DBSOs. Note that three different Cl.37 nose designs are shown.



*above* 37602 t&t 37259 including 975091 (next to 37259) passing Wellingborough on Derby RTC - Hither Green at 12.22, 22<sup>nd</sup> January 2015 (Colin Pottle)

*left* 37608 t&t 37605 heading through the snow at Ruabon on Longsight - Derby Etches Park at 12.12, 29<sup>th</sup> January 2015 (Martin Evans)

*below* 37604 + 72630 Ipswich stabling point, 9<sup>th</sup> January 2015 (Peter Trowbridge)





*above* DBSO 9701 leading 72631 + 99666 + 9xxxxx + 37425 'Sir Robert McAlpine / Concrete Bob' on Inverness – Aberdeen – Inverness approaching Keith at 11.00, 29<sup>th</sup> January 2015 (also see cover photo)

*below* 37405 + OHLE assessment coach 975091 + UTU coach 999606 + DBSO 9703, Norwich, 27<sup>th</sup> January 2015 (Stuart Moore)







above 37605 t&t 37608 with possibly DBSO 9710 behind 37605  
on Hither Green - Derby RTC passing Sharnbrook Souldrop  
running approximately 75 minutes late at 10.18, 31<sup>st</sup> January 2015 (Colin Pottle)

## MEMBERS QUERY SPOT

This is a plea from member Jim Fitch who sent me several photos.

*" I wonder if any of our members can help me. I have recently found some slides of locos my father took. Unfortunately there is no information on the slides except in some cases the loco and the location on a couple of others. Can anyone recognise either the date or the location. My father died in 1989 so I am assuming these photos were taken in the 70s or 80s, maybe even the late 60s. I must add **TRACKS** gets better every issue, how do you manage it. My hat off to you, Jim"*

Some of his photos I have identified partially and the one shown below I think I have almost cracked....am I right and if so, what was the exact date ? I will include others in future issues, a good page filler for you to try your luck.



a suitably topical wintry scene, MR 4-4-0 4P 1000 + Jubilee 4-6-0 5690 'Leander'  
on a Cumbrian Mountain Pullman, February 1983 stopped at Appleby



# INFRASTRUCTURE NEWS

## Bescot Depot:

A new lightweight depot has been constructed at Bescot Depot similar to that at Decoy Yard, Doncaster. The photos below show it under construction and finished



*above* seen during construction, 12<sup>th</sup> January (Simon Sims)



*above* nearly finished (James Holloway) and *below* with 08907 (Simon Sims), 26<sup>th</sup> January 2015



## Miscellaneous:

At about 15.00 on Saturday 31<sup>st</sup> January 2015 a landslide blocked the Chiltern line between Banbury and Leamington Spa, the line is expected to remain closed until Monday the 9<sup>th</sup> February.

As seen by Roger Thomas on the 10<sup>th</sup> January 2015, work is progressing on the new Coventry Arena Station on the Coventry - Nuneaton Line (see below). The Station is due to be completed in the summer of 2015.



As picked up in his local paper Hugh Guilford has reported that planning permission has been refused for an application to build 22 houses between Bourne End and Wooburn Green. The proposed site would have obliterated some of the trackbed, long-since lifted of the former GWR line from High Wycombe to Bourne End. That line is truncated as the Marlow and Bourne End branch from Maidenhead, with connections to Paddington. This is a victory for the group who have been fighting for years to protect the trackbed. Their aim is to keep open the possibility of reconnecting the link between the Chiltern line and GWML via the branch, which will soon connect with Crossrail so enabling westbound travellers to avoid London.

Improvements to Ipswich Yard have finally been completed including the lengthening of the three reception sidings, new OHL equipment and signalling. Due to finish in 2014 this is part of the Felixstowe to Nuneaton enhancement programme.

The new enlarged Northampton station officially opened on the 12<sup>th</sup> January 2015.

Work is to start later in 2015 to extend the LU Northern Line to Battersea and Nine Elms.

Hitachi have completed the external shell of their new CL.800/801 EMU maintenance facility at Stoke Gifford.

The first passenger train used the new Reading flyover on the 8<sup>th</sup> January 2015.

Severe weather in Scotland in early January saw lines closed due to fallen trees, OHL damage and washed out track, the latter on the West Highland line



# DAYS OUT

## Visit to the Vale of Rheidol Railway 1<sup>st</sup>/2<sup>nd</sup> Sep 2014 by James Holloway:

This visit was part of my effort to see all former existing GWR locos. I travelled from Birmingham New Street to Aberystwyth and the Vale of Rheidol Railway (VOR) using an Arriva Wales direct service on DMU 158835. An excellent 3 hour journey took me through beautiful countryside and from rain into sunny weather which lasted for the whole of my stay. On arrival I found the VOR station adjacent to the main line platform which has good facilities and viewing area.

The VOR was opened on the 22<sup>nd</sup> December 1902, passing to Cambrian Railways in 1912 and the GWR in 1923. It and was closed at the start of WWII but passed to BR in 1948 and became the last steam railway under BR until privatisation in 1989. The track, stations and facilities have been vastly improved over the years with many new structures built in recent years and it is interesting to compare my visit with that by Trevor Roots made almost exactly 5 years previously on the 12<sup>th</sup> September 2009. The locos and stock were all built by the GWR between 1923 and 1938.



*above view of Aberystwyth, VOR platform from the mainline platform, with 10 shunting stock, showing the walkway from the mainline station beyond to the new station facilities (above the last carriage) and the old carriage shed to the left and the new loco shed behind to the right (both extreme left), 2<sup>nd</sup> September 2014*

compare with the basic facilities in the views below and overleaf top taken on the 12<sup>th</sup> September 2009 where the entrance ticket office was adjacent the mainline station which then led to an island platform, as the platform, now in use after refurbishment, was fenced off



Aberystwyth mainline station right with 158836 waiting to depart and the VOR entrance left via the ramp to the right of the ticket office



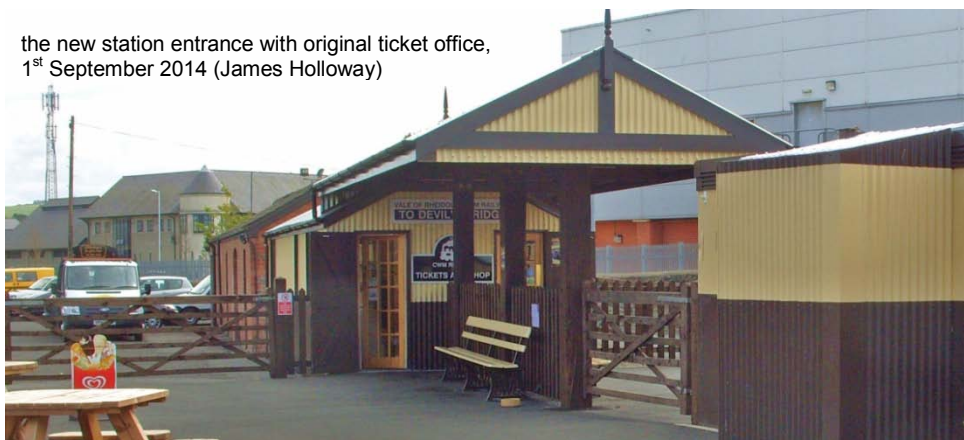
the original entrance ticket office has been moved about 100 yds east to near the sheds and incorporated in the new station, as seen in the photos below



the original entrance ticket office is beyond the toilets and waiting shelter, which leads to the platform behind the photographer, 1<sup>st</sup> September 2014  
(James Holloway)



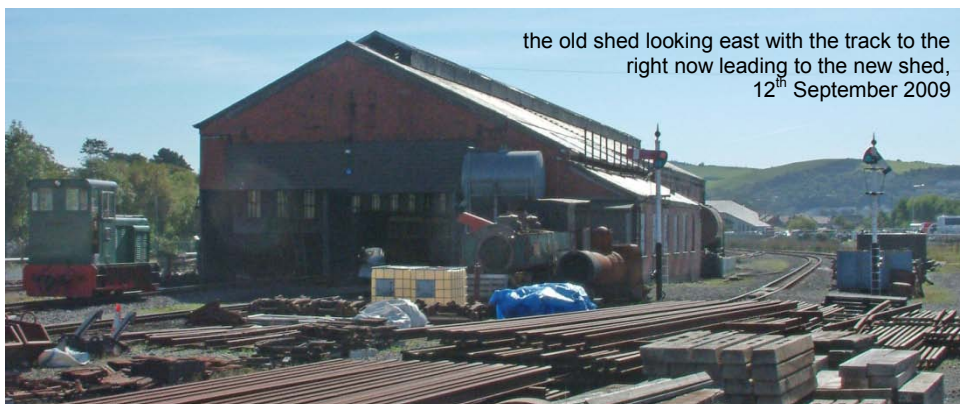
the new station entrance with original ticket office, 1<sup>st</sup> September 2014 (James Holloway)



A new shed has been built for rolling stock to be stabled, maintained and restored. It is currently being fitted out and has 3 lines entering from the station end (see photo below left) with one of the lines passing through to the outside at the other end and connecting to the sidings (see photo below right). An overhead crane and machine shop are fitted which now means that rolling stock can all be overhauled there and not sent away from the line for outside work. It is intended to use the new shed to stable locomotives while the existing GWR 1938 built shed will house the coaching stock.



*above left new shed looking east and above right looking west (James Holloway)*



the old shed looking east with the track to the right now leading to the new shed,  
12<sup>th</sup> September 2009

During the afternoon 0-4-0ST + T No.4 'Palmerston' on loan from the Ffestiniog Railway, worked a service in to Aberystwyth from Devil's Bridge. It is 150 years old and is the first visiting loco on the line for 25 years. It is a poignant reminder of the 100<sup>th</sup> anniversary of WW1, when it worked on the line to cater for the extra traffic created by a large TA camp at Capel Bangor and increased goods traffic, consisting mostly of pit props. In the view below taken on the 1<sup>st</sup> September 2014 (James Holloway), it is seen backing carriages in to the old shed with full brake 19 (137) behind the loco.





The VORs own locos are 2-6-2T's Nos. 7, 8 and 9 (for photos and details see **PRESERVED STEAM LOCOMOTIVES**). The latter two provided the services since No. 7 is dismantled, mostly on wagons to the rear of the new shed and has not worked for over 20 years. However restoration has started, since the new shed can now provide the facilities. Used on maintenance trains and for shunting is No.10 (for photo and details see **MISCELLANEOUS LOCOMOTIVES**). Another diesel loco, a 0-4-0 is used by the CCE Department, but carries no identity.

I spent the whole of the second day on this spectacular scenic line and found all stations and halts in excellent condition, the terminus at Devil's Bridge being particularly attractive. 0-4-0T works no. 3114 built by Kerr Stuart in 1918 was providing opportunities to drive a steam loco in a separate siding (see photo right by James Holloway).

I returned back to Aberystwyth behind No.9 '*Prince of Wales*' in an open coach, without glass windows, thus providing excellent position for photography.



## PRESERVATION GALA PHOTO SPOT

The Mid Norfolk Christmas Diesel Gala over the weekend of the 27-28<sup>th</sup> December 2014 saw the first use of a DRS Cl.68 on a preserved railway, 68007. It was supported by resident locos 45133, 47367, 47596 and 73210. In the photo below, taken at 15.45 hence the gloom, 68007 is being prepared for use on its final train on the 28<sup>th</sup> alongside 45133.





# PRESERVED STEAM LOCOMOTIVES - NARROW GAUGE

With the inclusion of all preserved mainline steam locomotives in the **2015 UK Combine** and **Pocket Book** this article features the seven narrow gauge locos included in the list, all Welsh locos as operated by the GWR and former constituents and latterly BR in the case of VOR. The seven locos can be found on the following railways: two at Talyllyn Railway (TLY) though one is currently on loan to the Severn Valley Railway (SVR), two at Welshpool & Llanfair Railway (WLR) and three at the Vale of Rheidol Railway (VOR). All but the first two are original to their lines. As you will see I said seven and those who have got the new **UK Combine** will spot we have inadvertently shown No.3 'Sir Haydn' in the standard list just below the narrow gauge list. Apologies, this minor hiccup will be fixed in the next edition. It will be correct in the **UK Pocket Book** due out in March.

## Talyllyn Railway (TLY):

0-4-2STs 3 [323] 'Sir Haydn' & 4 [4047]

Both locos were built for use on the Corris Railway which was incorporated into the GWR in 1923. No.3 was built by Hughes Loco & Tramway Co in 1878 and rebuilt in 1901 by Falcon (see photo right and p24 in the October 2013 issue). Currently on display in the Highley Engine House, SVR,

No.4 was built in 1921 by Kerr, Stuart & Co. Ltd (see photo below). Both moved to TLY in 1951 entering service in 1952. No.4 had a Giesl ejector fitted from 1958-69 instead of a conventional chimney, the first such installation in the UK.



worksplates  
above No.3 below No.4



Until 2000 No.4 was running in red livery and named 'Peter Sam' but was then repainted into BR black, the colour scheme it might have acquired had the Corris line survived a little longer. After an extensive overhaul including the fitting of a new boiler the loco returned to public service on Sunday 30<sup>th</sup> May 2004 as 'Edward Thomas', in unlined green livery. Lining was later added as can be seen in the photo taken above on the 12<sup>th</sup> September 2009 at Tywyn shed. The loco is now running in the standard TLY livery of deep bronze lined with black borders and yellow lining.

## Vale of Rheidol Railway (VOR):

2-6-2Ts No.7 'Owain Glyndwr', No.8 'Llywelyn' and No.9 'Prince of Wales'

The VOR originally wanted to build three new 2-6-2Ts to replace the aging No.1 'Edward VII' and No.2 'Prince of Wales'. However the GWR board only sanctioned two, No.7 and No.8 which were built at Swindon Works in 1923. Upon delivery Nos.1 & 2, by now renumbered No.1212 and No.1213 respectively were withdrawn, ostensibly for heavy overhauls. To fool the board No.1213 was quietly scrapped and an all new engine, almost identical to Nos.7 & 8 returned to Aberystwyth, masquerading as a heavily overhauled No.1213. After nationalisation BR renumbered No.1213 as No.9. Having carried BR black, in 1955 all three were named and repainted in unlined green which then became standard lined green in 1957 when they gained the corporate totem as can be seen in the photo below taken of Nos 7 & 9 on the 5<sup>th</sup> August 1962 by David Spencer. In the 1970s they were allocated TOPS nos 98007-009, but never carried and gained the BR arrow and repainted blue...*something I never got to see, a pity, ed.* Since then various liveries have been applied.



Having passed to the charitable trust that now runs the line post privatisation of BR, both Nos 8 and 9 were rebuilt in 1990 at Pant Works on the Brecon Mountain Railway. However No.7 was dismantled in 1998 and remained in that state until recently and is now under overhaul in the new shed. In the photo right taken on the 12<sup>th</sup> September 2009, it is seen loaded on wagons in the old shed.





Both Nos 8 & 9 were converted to oil firing in the late 1970s but returned to steam firing in 2012 when the oil price soared....*maybe they should have waited, ed !!*



above No 9 in red livery on the 12<sup>th</sup> September 2009  
inside the old shed  
below recently re-liveried into Cambrian Railways black  
on the 1<sup>st</sup> September 2014 (James Holloway)







unnamed GWR green No 9 at Devil's Bridge on the 1<sup>st</sup> September 2014 (James Holloway)

### Welshpool & Llanfair Railway (WLR):

0-6-0T 822 [3496] *'The Earl'* & 823 [3497] *'Countess'*

Both locos were built in 1902 by Beyer Peacock to a gauge of 2'-6" an unusual gauge for the UK for a line built from Welshpool to Llanfair Caereinion opened in 1903. Operated by the Cambrian Railway the line was absorbed into the GWR in 1923 and then BR in 1948 by which time passenger services had long been stopped followed by complete closure in 1956. In 1963 the line re-opened as a preservation line and both original locos were returned to their former stamping ground.



0-6-0T 822 [3496] *'The Earl'* & 823 [3497] *'Countess'*, Llanfair Caereinion, 8<sup>th</sup> June 2014



0-6-OT 822 [3496] 'The Earl' & 823 [3497] 'Countess', Llanfair Caereinion, 8<sup>th</sup> June 2014





# MISCELLANEOUS LOCOS

Whilst compiling the list of preserved mainline steam locomotives to be included in the **2015 UK Combine** and **Pocket Book** it was found we had omitted a narrow gauge diesel operated by BR on the Vale of Rheidol Railway (VOR). So to complement the previous article on the narrow gauge steam here is the missing VOR loco which is now included in the **MISCELLANEOUS LOCOMOTIVE** section of both books.



*left*

1'-11 3/4" gauge 10 [002] an 0-6-0DH with 165hp Caterpillar engine constructed at the Brecon Mountain Railway workshop at Pant in 1987 from a kit of parts obtained when Baguley Drewry closed down, 12<sup>th</sup> September 2009

for a more recent but almost identical view see **DAYS OUT**

# PRESERVATION PHOTO SPOT

*right*

English Electric 0-6-0DE 1951 built Class 08/10 look alike works number 1901 is rarely seen away from the carriage sidings at the Llangollen Railway (LLR), but on the 29<sup>th</sup> January 2015 it was spotted doing some shunting in Llangollen station by Martin Evans. It was originally built for ICI and it was from the Northwich works that it entered preservation at LLR in about 2001....I've not yet seen this one, ed.







# Network SouthEast

Continuing the NSE livery story, there were just two CI.33s to receive NSE livery, 33035 and 33114 one of each sub class. Both were painted in 1992, 33035 at Selhurst in May and 33114 at Eastleigh Works in September. 33035 is now preserved and based at Barrow Hill Roundhouse in BR blue (see photo on p12 in the October issue when 33035 visited the Nene Valley Railway).



*above* by now preserved 33035 'Spitfire' Crewe Electric Open Day, 3<sup>rd</sup> May 1997 (Malcolm Clements)

*below* 33114 'Ashford 150' named on the 30<sup>th</sup> May 1992, working a special with a 4-VEP on the Hastings to Ashford line to celebrate 150 years of railways in Ashford, Ham Street, 6<sup>th</sup> June 1992 (Ian Feather) (w/d 02/93, cut 08/96 Eastleigh)



# 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).

## 11<sup>th</sup> December

05.50 66087 6M90 AV-CI  
09.35 66060 4V70 RC-AV  
11.00 60011 6B13 RN-WH  
11.03 66429 4V38 DV-WG  
11.50 60091 6E41 WH-LY  
12.00 60044 6V05 RO-MG  
15.02 66040 6V92 CY-MG  
18.19 66069 6M69 AV-RC

## 12<sup>th</sup> December

04.11 60100 6M03 RN-BD  
04.43 60044 6M11 MG-RO  
07.12 37059/611 6V73 CE-BE  
08.11 66060 4V83 TO-PY  
08.30 66012 6M81 MG-RO  
10.14 66060 4V70 RC-AV  
12.07 66426 4V38 DV-WG  
12.18 60091 6E41 WH-LY  
12.30 37059/611 6M56 BE-CE  
14.30 66207 6M39 PY-RC  
14.35 66848 4V30 RC-PY  
14.53 70011 4V47 RG-SG  
15.07 31465 0Z31 AD-DY  
15.08 66136 6V92 CY-MG  
18.15 66128 6V35 BS-AV  
19.13 60011 6B47 WH-RN

## 13<sup>th</sup> December

06.18 66726 6E89 PY-WE  
09.32 37423 3Z48 CF-DY  
10.56 60040 6B13 RN-WH  
18.27 66040 6V06 HD-CT  
19.00 60040 6B47 WH-MG

## 14<sup>th</sup> December

13.34 66302 4V38 DV-WG

## 15<sup>th</sup> December

06.25 70006 4V04 CE-PY  
07.58 37425/612 6V73 CE-BE  
10.47 66305 4V38 DV-WG  
11.14 60059 6B13 RN-WH  
12.25 66848 4C40 AW-GL  
12.25 60015 6E41 WH-LY  
13.20 37425/612 6M56 BE-CE  
14.59 66091 6V92 CY-MG

## 16<sup>th</sup> December

10.48 66422 4V38 DV-WG  
10.55 66726 6V80 WE-PY  
13.48 37667/57011 6M56 BE-CE  
14.50 70010 4V47 RG-SG  
18.27 66726 6E81 PY-WE  
19.11 66100 6V69 BS-AD  
21.27 66063 6E09 ON-IM

## 17<sup>th</sup> December

10.05 66726 6V80 WE-PY  
10.55 66545 4V09 RG-SG

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

11.00 66545 4V09 RG-SG

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

11.14 60011 6B13 RN-WH  
12.13 66301/428 6M56 BE-CE  
13.49 66434 4V38 DV-WG  
14.55 70010 4V47 RG-SG  
18.22 66060 6M69 PY-RC  
21.16 66122 6E09 ON-IM  
21.50 66129 6E47 MG-MD  
23.00 66199 6V04 KY-CT

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

08.16 66039 4V83 TO-PY  
08.27 66017 6M81 MG-RO  
10.05 66250 4V70 RC-AV  
14.45 70010 4V47 RG-SG  
15.00 66171 6V92 CY-MG  
15.10 70803 4V30 GL-PY  
15.52 66017 6V07 RO-MG  
18.10 66008 6V35 BS-AV  
20.16 66302 4M36 WG-DV  
20.34 60044 6V52 WV-MG  
22.35 66715 6V80 WE-PY  
23.17 70006 4V05 RG-SG  
70803 0F80 WY-GL  
66848 0F75 GL-WY

## 20<sup>th</sup> December

10.15 70010 4V09 RG-SG  
10.47 56301 0Z34 BT-DY  
18.34 66060 6V06 HD-CT  
19.00 60059 6B47 WH-MG  
21.40 66091 6V29 LC-CT

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

11.30 66427 4V38 DV-WG  
16.53 66606/620 6X04 FR-CE  
17.10 60024 6E47 MG-MD  
18.00 66427 4M36 WG-DV  
18.58 66615 6V82 TU-WY  
19.56 66025 6E30 MG-TS  
22.30 66715 6V80 WE-PY

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

12.20 70803 4C30 AW-GL  
14.57 66040 6V92 CY-MG  
15.16 66027 6M39 PY-RC  
19.03 60019 6B47 WH-RN  
20.10 60062 6V55 BD-RN  
20.15 60059 6E30 MG-SC  
20.28 66710 6V83 PB-MO  
22.34 66140 6V97 BN-CF  
23.08 66136 6E47 MG-MD

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

08.30 66207 4V83 TO-PY  
10.00 66715 6V80 WE-PY  
11.12 60044 6B13 RN-WH  
12.22 60017 6E41 WH-LY  
13.22 77904/73114 6U12 Woking-RY

13.55 20304/308 6M63 BR-CE

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

15.25 66207 6M39 PY-RC  
15.55 70010 4V47 RG-SG  
19.17 66715 6E81 PY-Hexthorpe  
20.28 66013 6V52 WV-MG  
23.18 66539 4V05 RG-SG  
23.54 66006 6E20 LL-IM

## 24<sup>th</sup> December

08.50 66207 4V83 TO-PY  
08.55 66539/66618 6M55 PY-RG  
12.00 70003 4V09 RG-SG  
12.00 60015 6E41 WH-LY  
13.30 70803 0A23 GL-HY  
14.45 70010 4V47 RG-SG  
15.15 66207 6M39 PY-TO  
66063/66002/66054 0Z86 MG-CE  
70803 4V30 RC-GL

## 27<sup>th</sup> December

11.19 60019 6B13 RN-WH  
19.09 60019 6B47 WH-MG

## 28<sup>th</sup> December

11.32 70804 0Z70 HY-GL  
13.32 66432 4V38 DV-WG  
16.55 66140 6E47 MG-MD  
18.50 66758 0Z66 PB-GL  
18.57 66432 4M36 WG-DV  
19.45 66596 6V82 TUWY  
20.03 60019/66139 6E30 MG-SC  
20.09 66764 6E11 CF-LY  
20.19 66034 6M75 MG-CL

## 29<sup>th</sup> December

00.30 70804 4V87 GL-PY  
06.45 66595 4V07 CE-PY  
09.28 66539/70010 6M55 PY-RG  
10.09 66187 6W50 PG-TO  
11.03 60040 6B13 RN-WH  
12.53 66595 6M04 PY-RG  
14.10 70003 4V06 RG-SG  
14.17 37609/688 6M63 BR-CE  
15.17 70804 4C30 AW-GL  
16.47 66758 0Z46 TH-CT  
60059 6V55 BD-RN  
66177 6V97 BN-CT  
66089 6V35 BS-AV  
66758 0Z45 GL-TH

## 30<sup>th</sup> December

13.22 20305/304 6M56 BE-CE  
18.15 66118 6M69 PY-RC

## 31<sup>st</sup> December

09.10 66118 4V70 RC-AV  
12.17 60091 6E41 WH-LY  
12.50 70003 4V09 RG-SG  
14.45 66539 4V47 RG-SG

## 1<sup>st</sup> January

23.55 60011/60044 6E20 MG-SC



<b>2<sup>nd</sup> January</b>			<b>6<sup>th</sup> January (cont)</b>			<b>12<sup>th</sup> January (cont)</b>		
00.49 66043 6M74	CT-BN		16.47 66174 6V07	RO-MG		20.23 60062 6E30	MG-HL	
08.57 66079 4V70	TO-AV		20.15 66197 6E30	MG-HL		<b>13<sup>th</sup> January</b>		
11.12 60054 6B13	RN-WH		<b>8<sup>th</sup> January</b>			07.28 37606/612 6V73	CE-BE	
11.18 70006 4V09	RG-SG		08.28 66100 6M81	MG-RO		08.27 66164 6M81	MG-RO	
12.05 66426 4V38	DV-WG		10.48 66431 4V38	DV-WG		10.48 66431 4V38	DV-WG	
14.34 70804 4V13	GL-PY		11.13 60054 6B13	RN-WH		11.16 60054 6B13	RN-WH	
14.47 66539 4V47	RG-SG		12.05 66122 4E66	MG-RA		12.48 66232 6V05	RO-MG	
15.19 66118 6M39	PY-RC		12.22 60091 6E41	WH-LY		12.53 66127 6V67	RA-MG	
16.37 66758 0F47	CT-GL		12.46 66149 6V05	RO-MG		14.45 70020 4V47	RG-SG	
18.05 66079 6M69	PY-RC		12.51 60076 0Z60	GL-DY		15.17 66030 6M39	AV-RC	
18.05 66187 6V35	BS-AV		12.56 57002/57302 6M56	BE-CE		18.23 66172 6M69	AV-RC	
18.35 60054 6B47	WH-RN		15.02 66063 6V92	CY-MG		19.22 66100 6V69	BS-AD	
20.18 66426 4M36	WG-DV		15.58 66100 6V07	RO-MG		21.29 66167 6E09	ON-IM	
21.14 66754 6E12	CF-LY		20.21 66065 6E30	MG-HL		<b>14<sup>th</sup> January</b>		
<b>3<sup>rd</sup> January</b>			20.27 66431 4M36	WG-DV		09.13 66063 6M96	MG-CY	
04.35 66187 6M90	AV-CI		21.52 66198 6V04	KY-CT		09.30 66747 6V80	WE-PY	
06.10 70803 6C21			<b>9<sup>th</sup> January</b>			10.53 66432 4V38	DV-WG	
	BS-Parson Street		04.00 66100 6M11	MG-CY		13.54 37610/609 6M63	BR-CE	
08.10 66118 4V83	TO-AV		08.28 66013 6M81	MG-RO		14.50 70011 4V47	RG-SG	
10.59 60054 6B13	RN-WH		08.58 66198 6M96	MG-CY		16.02 66139 6M41	MG-RO	
70804 4V14	RC-GL		11.00 70011 4V09	RG-SG		18.09 66117 6V35	BS-AV	
<b>4<sup>th</sup> January</b>			11.05 66305 4V38	DV-WG		<b>15<sup>th</sup> January</b>		
11.25 66424 4V38	DV-WG		11.17 60040 6B13	RN-WH		03.03 66756 6V00	PC-CF	
16.09 66047/66135/66149/			12.19 60091 6E41	WH-LY		12.03 60015 6E41	WH-LY	
66063/60049 0F85	BS-MG		12.28 66100 6V05	RO-MG		13.05 66186 6V37	TO-MO	
17.06 66129 6E47	MG-MD		12.51 66129 6V67	RA-MG		21.37 66756 6E35	CF-PC	
18.00 66424 4M36	WG-DV		14.15 37612/059 6M63	BR-CE		<b>16<sup>th</sup> January</b>		
20.01 66006/66013 6E30	MG-HL		15.54 66013 6V07	RO-MG		04.13 66199 6M03	RN-BD	
<b>5<sup>th</sup> January</b>			17.59 66150 6V35	BS-AV		08.34 66207 6M81	MG-RO	
00.58 60059 6M74	CT-BN		20.03 66076 6V55	BD-RN		09.16 66063 6M96	MG-CY	
01.13 66754 6V01	LY-CF		20.26 66199 6E30	MG-HL		10.48 66427 4V38	DV-WG	
01.45 66174 6M94	MG-CY		20.41 66305 4M36	WG-DV		12.54 66074 6V67	RA-MG	
04.17 60054 6M03	RN-BD		21.20 66063 6V52	VW-MG		16.00 67027/12 1Q17	CS-DY	
06.20 66762 6E81	PY-Hexthorpe		21.27 66754 6E35	CF-PC		18.13 66194 6V35	BS-AV	
08.08 37606/059 6V73	CE-BE		22.30 66747 6V80	WE-PY		18.18 66172 6M69	AV-RC	
10.25 66021 4V70	TO-AV		<b>10<sup>th</sup> January</b>			20.16 97301/2	DY-AD	
11.14 60062 6B13	RN-WH		12.12 66047/66095 0W16	MG-BS		20.24 66125 6E30	MG-HL	
11.47 66303 4V38	DV-WG		21.45 66174 6V29	LC-CT		20.29 66427 4M36	WG-DV	
11.50 70804 4C30	AW-GL		<b>11<sup>th</sup> January</b>			20.59 66199 6V55	BD-RN	
12.53 37059/606 6M56	BE-CE		13.32 66302 4V38	DV-WG		21.26 67027/12 1Q17	CS-DT	
13.45 70011 4V06	RG-SG		17.13 66056 6E47	MG-MD		21.51 66747 6V80	WE-PY	
15.02 66174 6V92	CY-MG		19.00 66727 6V83	PB-MO		<b>17<sup>th</sup> January</b>		
16.02 66001 6M41	MG-RO		19.01 66302 4M36	WG-DV		00.45 66006 4E67	MG-TS	
18.10 66150 6V35	BS-AV		19.05 66603/66621 6V82	TU-WY		10.34 60054 6B13	RN-WH	
19.00 60062 6B47	WH-RN		19.40 66150/66171 0F05	BS-AD		17.05 70005 4V22	CE-SG	
19.59 60054 6V55	BD-RN		19.54 66082 6E30	MG-HL		20.58 66137 6V02	HL-LL	
20.20 66047 6E30	MG-HL		21.48 66069 6V66	RA-MG		70808 4V14	RC-GL	
22.30 66004 6V97	BN-CT		22.17 66747 6V80	WE-PY		<b>18<sup>th</sup> January</b>		
<b>6<sup>th</sup> January</b>			<b>12<sup>th</sup> January</b>			11.29 66430 4V38	DV-WG	
07.55 37609/610 6V73	CE-BE		06.22 66747 6E81	PY-Hexthorpe		17.14 66183 6E47	MG-MD	
08.10 66118 4V83	TO-AV		08.58 66232 6M81	MG-RO		18.02 66430 4M36	WG-DV	
09.58 66060 4V70	RC-AV		09.17 66030/172 4V70	TO-AV		19.04 66720 6V83		
11.12 60040 6B13	RN-WH		12.30 60054 6B13	RN-WH		Wellingborough-MO		
12.25 60091 6E41	WH-LY		12.50 66434 4V38	DV-WG		19.42 70808 6V87	GL-AV	
12.48 66135 6V05	RO-MG		13.17 37609/610 6M56	BE-CE		19.56 66050 6E30	MG-HL	
12.51 66122 6V67	RA-MG		14.52 66065 6V92	CY-MG		21.45 66192/66053 0Z15	BS-DT	
14.35 70804 4V14	GL-AV		15.59 66006 6M41	MG-RO		22.37 66021 6V66	RA-MG	
14.45 70006 4V47	RG-SG		16.00 66232 6V07	RO-MG				
15.07 66063 6V92	CY-MG		18.16 66117 6V35	BS-AV				

## Location Codes:

AB Aberdeen	Jnct	AH Ashchurch	AN Acton	AT Abbotswood Jnct
AC Achnasheen	AE Attercliffe	AJ Awre Junction	AP Appleford	AV Avonmouth
AD Alexander Dock	AF Ashford	AL Alston	AR Abercynon	AW Aberthaw

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

# STIRLINGSHIRE SIGHTINGS

by Derek Sneddon

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

<b>16<sup>th</sup> December</b>		<b>19<sup>th</sup> December</b>		<b>23<sup>rd</sup> December</b>	
05.45 66303 4H47	MN-IS	00.30 66101 6H44	MN-IS	05.45 66429 4H47	MN-IS
06.55 56105 6R46	GM-PW	05.45 68008 4H47	MN-IS	06.55 56105 6R46	GM-PW
13.00 68006 4A13	GM-AB	<b>20<sup>th</sup> December</b>		13.00 68002 4A13	GM-AB
<b>17<sup>th</sup> December</b>		05.45 66303 4H47	MN-IS	<b>24<sup>th</sup> December</b>	
05.45 66303 4H47	MN-IS	10.05 66101 6A32	MN-AB	05.45 68008 4H47	MN-IS
08.30 66619 6A65	OX-AB	13.00 68002 4A13	GM-AB	13.00 68002 4A13	GM-AB
10.05 66113 6G25	MN-ES	<b>21<sup>st</sup> December</b>		<b>27<sup>th</sup> December</b>	
13.00 68006 4A13	GM-AB	05.45 66303 4H47	MN-IS	10.05 66101 6A32	MN-AB
20.20 56105 6M65	GM-SF	13.00 68002 4A13	GM-AB	13.30 66098 6S36	DS-GM
<b>18<sup>th</sup> December</b>		<b>22<sup>nd</sup> December</b>		<b>28<sup>th</sup> December</b>	
05.10 66619 6H51	OX-IS	05.45 66429 4H47	MN-IS	13.00 68002 4A13	GM-AB
05.45 66305 4H47	MN-IS	13.30 66098 6S36	DS-GM	<b>29<sup>th</sup> December</b>	
06.30 66111 6A32	MN-AB	14.20 66023 6D61	RI-GM	05.45 68009 4H47	MN-IS
13.00 68002 4A13	GM-AB			06.30 66107 0A32	MN-AB



<b>29<sup>th</sup> December (cont)</b>		<b>6<sup>th</sup> January</b>		<b>12<sup>th</sup> January</b>	
08.30 66619 6A65	OX-AB	05.45 68009 4H47	MN-IS	06.55 56105 6R46	GM-PW
13.00 68002 4A13	GM-AB	13.00 68008 4A13	GM-AB	08.30 66619 6A65	OX-AB
13.30 66069 6S36	DS-GM	<b>7<sup>th</sup> January</b>		13.00 66429 4A13	GM-AB
<b>30<sup>th</sup> December</b>		10.05 66023 6G25	MN-ES	<b>13<sup>th</sup> January</b>	
05.45 68009 4H47	MN-IS	20.20 56105 6M65	GM-SF	05.45 66305 4H47	MN-IS
13.00 68002 4A13	GM-AB	<b>8<sup>th</sup> January</b>		13.00 66429 4A13	GM-AB
<b>2<sup>nd</sup> January</b>		05.45 66429 4H47	MN-IS	13.30 66011 6S36	GM-AB
13.00 66434 4A13	GM-AB	06.30 66111 6A32	MN-AB	<b>14<sup>th</sup> January</b>	
<b>3<sup>rd</sup> January</b>		13.00 68008 4A13	GM-AB	05.45 66305 4H47	MN-IS
05.45 66305 4H47	MN-IS	13.30 66078 6S36	DS-GM	08.30 66619 6A65	OX-AB
10.05 66101 6A32	MN-AB	<b>9<sup>th</sup> January</b>		10.05 66161 6G25	MN-ES
11.20 66098 4M30	GM-DV	13.00 68008 4A13	GM-AB	13.00 68002 4A13	GM-AB
13.00 66434 4A13	GM-AB	<b>10<sup>th</sup> January</b>		13.30 66078 6S36	DS-GM
<b>4<sup>th</sup> January</b>		10.05 66078 6A32	MN-AB	<b>15<sup>th</sup> January</b>	
13.00 66305 4A13	GM-AB	13.00 66429 4A13	GM-AB	13.00 68002 4A13	GM-AB
<b>5<sup>th</sup> January</b>		<b>11<sup>th</sup> January</b>			
05.45 66431 4H47	MN-IS	13.00 66429 4A13	GM-AB		
13.00 66305 4A13	GM-AB				

## LIGHT RAIL & METRO NEWS

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

In early January three trams were attacked in as many days with bricks being hurled through windows on the Airport line. An interior on another tram was sprayed with paint between Market Street and Shudehill stops. On the 27<sup>th</sup> January a collision occurred at the junction of Moseley Street and Nicholas Street, a hot spot in the City Centre, between a taxi and double tram 3022 leading on a service to Altrincham. Services returned to normal after 1 hour.

Since the opening of the Airport line in November 2014 more than 265,000 passengers have been carried.

Between the 14<sup>th</sup> and 17<sup>th</sup> February Victoria will be closed. No through services will operate allowing work between Victoria and Shudehill to be completed. The tram stop is expected to reopen on Wednesday 18<sup>th</sup> February where the Bury and Rochdale services will terminate. From the 21<sup>st</sup> February it is planned to have services travelling through Victoria to Shudehill/Market Street and beyond including restoring the route between Victoria and Piccadilly. The Victoria tram stop rebuild is being funded by Greater Manchester Transport Fund and the European Regional Development Fund Programme 2007-13.

Proposals have been put forward to connect Stockport to the Metrolink network using "tram trains" technology allowing use of the Stockport-Altrincham line for much of the route. Costs would be reduced by the amount of new track needed to connect to the East Didsbury line.

1007 is presently stored inside Old Trafford depot before it is moved to Heaton Park. 3087 is currently out of service having been involved in a collision on the Airport line in December 2014.

The latest tram to be delivered was 3094 which arrived at Queens Road depot on Saturday 17<sup>th</sup> January and will undergo commissioning and mileage accumulation.

### Observations – 8<sup>th</sup> January:

**Queens Road Depot (10.20-11.00):** 1003/027/028 + 3 unidentified trams

**Abraham Moss shuttle:** 3022/036/055/059

**Cornbrook (11.20-12.50):** 3001/004/010/012/014/018/019/022/028/032/036/040/044/051/055/058/059/062-065/067-076/078-086/088-090/093

**Double trams on the Altrincham-Bury service:** 3002+3043, 3005+3029, 3006+3026, 3011+3024, 3023+3049, 3027+3052, 3031+3039, 3034+3035, 3042+3056, 3045+3057

**Double trams on the East Didsbury-Rochdale service:**

3009+3047, 3015+3053, 3030+3038, 3033+3037, 3041+3061, 3046+3054

**Old Trafford Depot (13.00-13.20):** 3008/017/050/091

**Trams not seen or identified:** 3007/013/016/020/021/025/048/060/066/077/087/092



difficult to photograph but Geoff Hope caught maintenance vehicle 1027 + 4w wagon 1028 at Manchester Metrolink Queens Road Depot on the 8<sup>th</sup> January 2015



## 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.*

With **UK Wagons 2015** due out by the end of February and much work gone into bringing it up to date I have not reproduced the changes to the 2014 edition here, mainly because there are far too many and I don't want to introduce potential conflicts, suffice to say best to buy the new book. All the new wagons should be listed, including the new Robel Mobile Maintenance Trains due later in the year. Hundreds of wagons have been scrapped compared with the 2014 edition including the elimination of entire batches.

**Preserved:** HMA 355798 has been preserved and was moved to Barrow Hill from Immingham on the 6<sup>th</sup> January 2015.

### FREIGHT NEWS

GBRF have taken over the Barden Hill Quarry contract from Freightliner as from the 5<sup>th</sup> January 2015. Hence 66623 has had its branding removed.

GBRF started a new 5 year contract moving sand and stone for Aggregates Industries on the 5<sup>th</sup> January with a Croft – Neasden Freight Terminal working hauled by 66714.

Eurotunnel has ordered 3 more freight shuttle sets to be built by Waggonbau Niesky, delivery is due 2016/17 comprising 32 carrying wagons, 3 loader wagons and a passenger carriage.

**OTP:**

The following photos continue the illustration of the GWML Electrification Factory train vehicles from the December 2014 and January 2015 issues, as seen by Peter Trowbridge at the HOOB at Swindon on the 4<sup>th</sup> November 2014.



KFA 99.70.9131.004-2 which is identical to 99.70.9131.002-6 therefore the latter is not shown



KFA 99.70.9131.012-5



YXA 99.70.9131.015-8



# 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:

A training vehicle arrived in the UK on the 18<sup>th</sup> January to be used by trainees at the Hitachi facility, Newton Aycliffe.

Still awaiting acceptance to be used, 56081 is still stabled in Crewe Basford Hall as seen on the 17<sup>th</sup> December 2014.



**Locos sent abroad:** (to France) 66242

## New:

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

387119\* 387120\* 387121\* 387122\*

## Re-formed & Re-Numbered:

**EMUs:** (Cl.378 & 458 lengthened to 5 cars)

378136 includes 38436

378137 includes 38437

378140 includes 38440

378141 includes 38441

378142 includes 38442

378146 includes 38446

378147 includes 38447

378148 includes 38448

8030 to 458030 includes 74411 from 460001

## Re-Numbered:

### Locos:

73117 to 73968

73105 to 73969

73103 to 73970

73207 to 73971

### Coaches: (Mk3s)

11044 to 12184

11089 to 12185

## Transferred: (\* yet to happen)

### Locos:

33035 EVR to BH

33201 WH to SWR

37198 GCR – BO

D400 YJ – WH\*

73103 BO – LB

87002 MS – WN

31601 DMR to BO

47701 DMR to BO

2-6-2T 5539 LLR to BIR



2-6-2T 5539, Llangollen, 8<sup>th</sup> June 2014  
being re-built from Barry scrapyard condition

## EMUs:

Cl.488 72509 + 72635 (set 8210) MW – (ZG)

(see photo in **EASTLEIGH REPORT**)

**Coaches:** (\* into preservation)

3366/5700/9488 BH – ZG

(see photos in **EASTLEIGH REPORT**)

99317 (3766)\* CS to MHR

99351 the last non NR registered of the nine 1961 Met-Cam built Mk1 Pullman coaches has moved from the MHR to WCR and back into use on the mainline. The others are 99335/49/53 at TM and 99335/47/48/50-52/54 at WCR



Car 351 Alresford, 15<sup>th</sup> March 2012

## Names:

**New:** Amendment to January issue, not 221143

222117

*The Wrekin Giant*

## De-named:

60085

*Mini Pride of Oxford*

92033

*Berlioz*

## For Scrap:

### Coach:

CF Booths, Rotherham

10709

# NEW STOCK / CONVERSIONS



to further complete  
illustrating the 10 x 350/3s  
now in regular service  
with London Midland  
Trains, here are views of  
another 3 of the remaining  
9 not previously shown  
(350371 appeared in the  
July 2014 issue)

*above* 350370  
*right* 370375, *below* 350376  
Nuneaton 6<sup>th</sup> January 2015  
(James Holloway)



*below*  
now in service 387118 + 387110  
departing East Croydon,  
27<sup>th</sup> January 2015  
(James Holloway)







387121 + 387120 on test,  
Nuneaton, 21<sup>st</sup> January 2015 (Mike Rumens)



379013 converted to run on battery power (as the branding says shown below) as part of a NR /  
Bombardier project to trial battery technology is seen conducting testing on the Harwich branch,  
Manningtree, 6<sup>th</sup> January 2015 (Colin James)



5 car 378141 with LO 'advert' to  
announce the fact, Clapham Junction,  
27<sup>th</sup> January 2015 (James Holloway)





three further GBRf Cl.66/7s to knock of the list of those not yet illustrated  
above 66756 and below 66758, Ipswich, 26th January 2015 (Colin James)



above 66766 Eastleigh, 19<sup>th</sup> January 2015 (David Doulton)

# 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.*

*below 66623 + 387102 on a Bletchley TMD - Derby Litchurch Lane working, Isham, near Kettering, 16<sup>th</sup> January 2015 (Colin Pottle)  
having lost the Bardon contract 66623 has lost the dedicated Bardon Aggregates branding in favour of Freightliner branding, which has also been changed on the cab front (compare with the photo on p.17 in the November issue)*



*right though 60002 is now the latest re-furbished CI.60 for Colas Rail, here is the previous one, 60085, Acton Main Line Yard, 21<sup>st</sup> January 2015 (Derek Everson)*



*below 319362 repainted into Northern Rail colours but devoid of any branding on a training run departing Crewe at 14.15, 27<sup>th</sup> January 2015 (Martin Evans)*







*above not featured since repainting and naming, 90001 'Crown Point' is seen with ex-'pretendolino' NC64 coaching stock test run t&t 82105 on 5P64 10.20 Colchester – Norwich Crown Point at 10.33, Ipswich, 26<sup>th</sup> January 2015 (Colin James)*

some are now calling the stock 'pretendabelilo' as it now carries abelilogreateranglia branding as on 11048 (see below), note the ex-NEx liveried RFM in the set behind





# 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**.

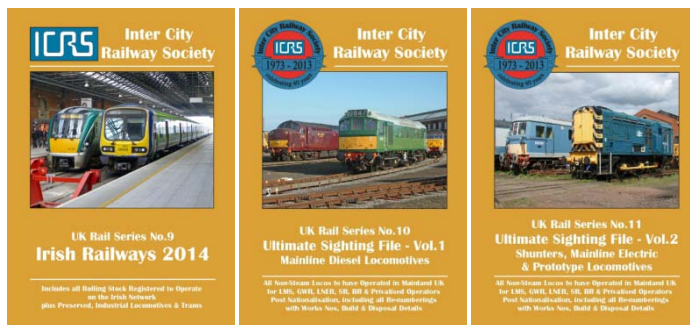
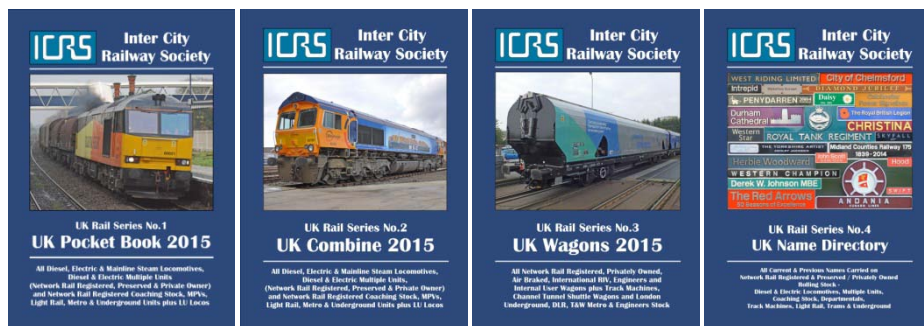
Books can be ordered either:

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

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

BOOKS: (all Members receive up to 30% discount on ICRS books)				Prices	
Titles:		Proposed Release Date	updated to	Member	Non Member
New & Forthcoming:					
UKRS01	UK Pocket Book 2015	MID MARCH	(1 <sup>st</sup> Jan15)	£7.50	£10.50
UKRS02A	UK Combine 2015	IN STOCK	(1 <sup>st</sup> Jan15)	£12.00	£16.50
UKRS03	UK Wagons 2015	LATE FEBRUARY	(1 <sup>st</sup> Feb15)	£9.50	£13.50
UKRS04	UK Name Directory	IN STOCK	(1 <sup>st</sup> Dec14)	£10.50	£14.50
Others:					
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
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