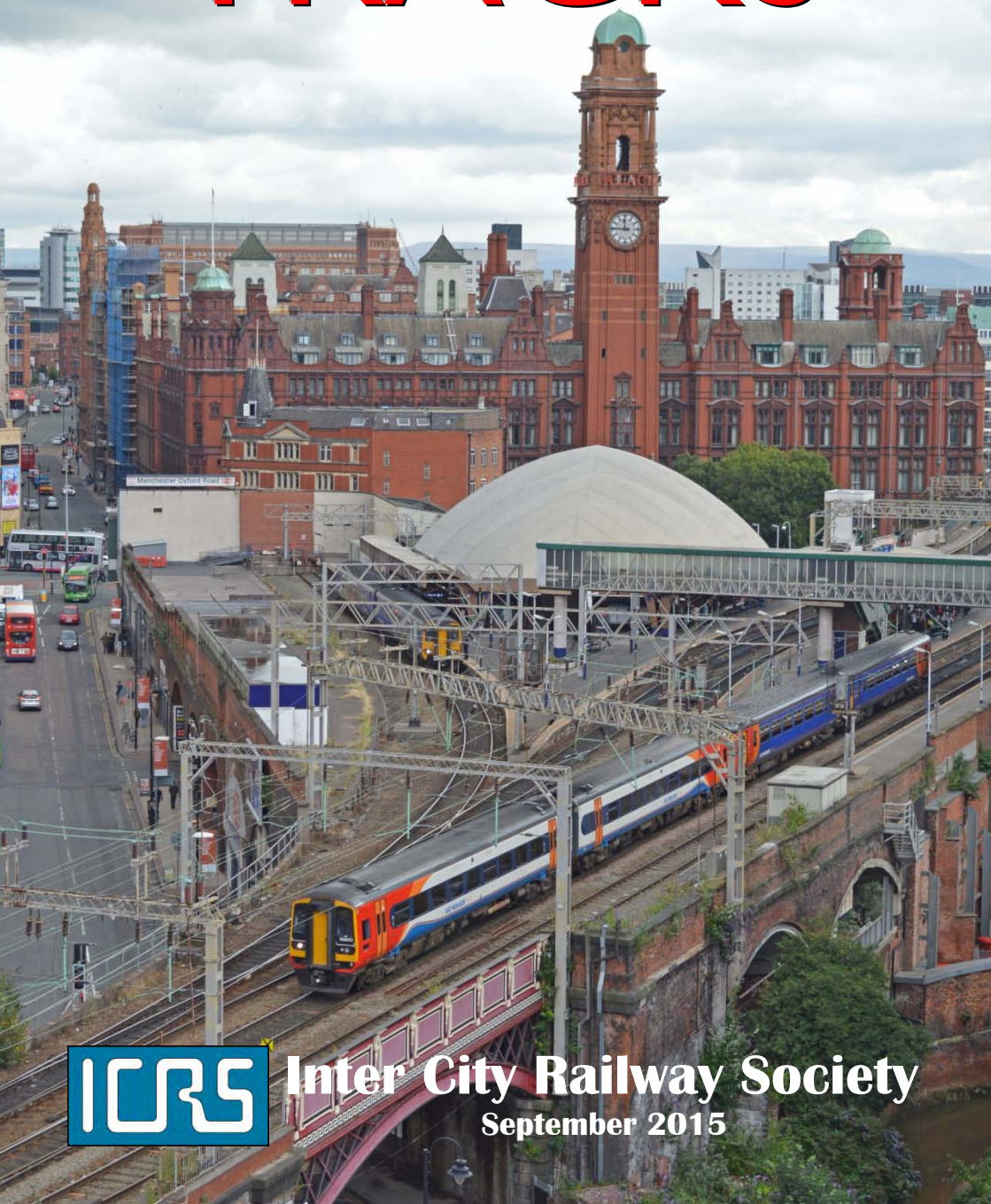


TRACKS



Inter City Railway Society
September 2015



Inter City Railway Society

founded 1973

www.intercityrailwaysociety.org

Volume 43 No.9

Issue 513

September 2015

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

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

Contents:

Officials Contact List.....	2
Society Notice Board.....	3-5
Events.....	5
ICRS Sales	64
Current News / Sightings:	
Franchise / NR News	5
Freight Matters	56-57
Gloucester / Stirling Sightings.....	34-37
Infrastructure News	37
Light Rail & Metro News	42-45
Liveries	59-63
Out & About Sightings	26-31
Stock Changes.....	58
Transfers / Converted Stock	59, 63
Traffic & Traction News	12-23
Underground News	42

Feature Articles:

Days Out.....	46-48
Eastleigh Works Report.....	6-8
European Photo Spot.....	45
Miscellaneous Locos.....	41
Preserved Railway Profile - MNR	38-40
Preservation:	
Galas	33
News.....	11
Photo Spot -1	31-32
Photo Spot -2	45
Railways & Museums.....	24
Railway Globetrotters.....	49-55
Ramblings of a Rail Enthusiast.....	9-11
Signal Box Survey.....	40
Then & Now.....	25

Front Cover Photo:

With the grand Palace Hotel behind looking like it should be connected to the station, this is a new view of the elevated Manchester Oxford Road Station taken from the West One multi-storey car park, showing EMT 158852 + 156797 heading west from platform 2 and NR 156461 in bay platform 5, 15th August 2015 (Phil Quantock).

£2.50 where sold separately

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

SOCIETY NOTICE BOARD

Editor's Comments:

By the time you read this in print the newest railway line will have re-opened for business. The Borders Railway will begin public services on the 6th September 2015 with an official opening by the Queen on the 9th September on the same day she becomes our longest serving monarch, double celebration. She will travel behind 60009 'Union of South Africa' which is also to be used for 6 weeks of steam hauled services starting on Thursday 10th September through to Sunday 18th October. They will run on Wednesdays, Thursdays and Sundays, departing Edinburgh Waverley at 10.52 and returning from Tweedbank at 14.28.

Good news as another new open access operator looks set to enter the passenger market fray with the ORR approving the bid by Great North Western Railway (GNWR) to operate 6 return trains daily between Blackpool and London from May 2018. Initially they will terminate at Queen's Park instead of Euston but this may change once details on HS2 become clearer and capacity constraints are known. GNWR intends to acquire 6 new mini 6 car Pendolinos for the service.

It seems several companies have stepped up their pace in repainting their stock and several liveries are 'dying' out rapidly in favour of corporate liveries ie GBRf Cl.73s – 73107/109/119, WCR – 37518/57316 plus VTEC, AGA and TfL removing the former NEx and One identities. All the more important to record the mundane, particularly on the EMU fleet as you never know when it will be gone. Heritage traction is fighting back with both Colas and HNRC acquiring more locos, several leaving preservation for a new life on the mainline.

PLEASE remember to renew your membership when notified with **TRACKS** asap and by the due date to help administration and keep costs down.

Membership Matters:

Subscriptions:

Standard Membership: Annual - £17.50, Five year - £80.00 (saving £7.50 against annual rate)

eMembership: Annual - £16.00, Five year - £75.00

NB. Having been held for 6 years, the **Standard Membership** rates rose modestly from 1st May 2015 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 over recent years. Though the books have subsidised **TRACKS** since 2011 and will continue to do so, the deficit gap between income from the **Standard Membership** annual rate and production / distribution costs will still be £0.98. The cost of sending membership cards and general admin raise this much higher.

ICRS Membership gives you:

- **TRACKS** a high quality full colour 64 page monthly magazine - covering all aspects of railways, posted with Standard Membership or emailed as a pdf with eMembership.
- 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: (* ex-members re-joined)

Lewis Allin (Rowley Regis), Bruce Bayliss (Wells), David Brunger (Ashford), David Chandler (Stevenage), Michael Durrant (Stowmarket), David Everitt (Shaftesbury), Alan Hodge (Exmouth) - a warm welcome to you all.

Obituaries: Sadly we lost two members in August, Tony Walton from Market Harborough and at only 47, Shawn Pankhurst from Chertsey. Sincere condolences go to their families.

Membership Renewal: When your membership is due for renewal this will be indicated along the bottom of 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 Renewal Reminder form, your

membership will be deemed to have lapsed. Please make sure you 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. As a helpful 'reminder', members who have set up a bank standing order will have a note to that effect on the front of the carrier sheet but no renewal form on the reverse. Hopefully then no one will renew twice, as has happened !! **PLEASE RENEW asap before the due date, unless you state a reason for the delay. Standard Members are given a short period of grace to allow post to arrive but if paying by BACS there is no reason to delay as the membership for eMembers lapses on the end of month due date. If you are not renewing please have the courtesy to say so.**

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 £0.80 for £17.50, £0.74 for £16, £2.92 for £80.00 and £2.75 for £75.00). You do not need to have your own account, especially if underage but **PLEASE** read instructions on providing information on yourself if the applicant is not the PayPal account holder.

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 **eMembers**, although one can be provided if needed at events.

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 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 **October 2015** issue is **Monday 28th September 2015**
with delivery to members after **Friday 9th October 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 **Chris Addoo, Geoff Arnold, Mike Brook, Chris Brown, Andrew Buckley, Kieth Carr, Peter Cole, Brian Derricote, Dennis Dey, Neil Dix, Martin Evans, Derek Everson, Mike French, Iain Gardiner, Keith Gomm*, Michael Hayman, James Holloway, Geoff Hope, Nigel Hoskins, Colin James, Tony Lowther, Keith Morey, Keith Partlow, Malcolm Patrick, Gareth Patterson*, Colin Pidgeon, Colin Pottle, Phil Quantock, Mike Rumens, Ray Smith, Derek Sneddon, David Spencer, Les Steenton*, Darren Stewart, Paul Sumpter, Colin Tarrant, Roger Thomas, Paul Tisserant, Andrew Turnidge, Malcolm Wallace, Mike Waudby, Carl Watson, David Williams & Trevor Roots.** We are sorry if anyone has been missed. Photos not credited in the caption or within the article are by **Trevor Roots**.

Website:

The new re-designed website was launched on the 17th 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 if you have any queries or suggestions.

Flickr Photo Gallery: 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

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 groups.yahoo.com/group/intercityrailwaysociety/ or email Steve Revill at intercityrailwaysociety-subscribe@yahoogroups.com

FORTHCOMING EVENTS

MEMBER ONLY VISITS

Nothing planned but if any members have ideas as to facilities we can visit, however small please contact Louise Watson. If anyone has contacts that will guarantee to answer our requests then let Lou know or can act as a go between, then we desperately need your help. We can't arrange anything if no-one will respond.

PRESERVATION GALAS

Mid Norfolk Diesel Gala, 11-13th September 2015:

We will be attending this Gala with our sales stand on the Sat and Sun only, in the hope we can gain some coverage in the east of the country and being on our President's and Secretary's doorstep give them a very short distance to travel.

FRANCHISE / NR NEWS

FGW have agreed with Eversholt Leasing a contract to order 29 bi-mode Hitachi AT300 trains comprised of 22 x 5 and 7 x 9 car sets which will enter service by December 2018 between London and Penzance. Similar to the IEP Cl.800 series they will have more power to cope with the west country gradients.

With the continuing problems of unreliability with the Caledonian Sleeper (CS) Cl.92s a lease has been agreed between GBRf and CS and FL to use their Cl.90s whilst the Cl.92s are sorted out.

EASTLEIGH WORKS REPORT

by **Carl Watson**

for the period up to 28th August 2015

General: A week in the Lake District for the first week of August and covering for my boss for the last two weeks of the month means there was little time to record wagon movements during the month, however, there was plenty going on!

Locos: 57007 was wrapped in the latest DRS livery on the 28th July and, at the end of August, awaits final finishing once the F Exam is completed.

66715 departed in early August, having been repainted in the latest GBRf livery.

57305 arrived for a bogie swap on the 17th and departed on the 24th (see photo right taken on the 18th).

66429 departed on the 17th having been repainted in the latest DRS livery, it was replaced by 66430.

Colas Rail's latest Class 60, 60056 visited on the 18th and departed in a convoy of Colas locos the following day (see **LIVERIES**).

A DRS charter visited the Bournemouth Air Show on Saturday the 22nd with 37401, 37405 and 57307 providing the power. The train visited the Works for servicing after dropping off its passengers at Bournemouth. In addition to servicing of the 11 Mk2 coaches, the locos were reformed so that 37401 would lead the train away from Bournemouth on the return leg. 37401 now sports Eastfield Scottie dog emblems and black headcode panels (see below).



37401 in revised livery



left
though featured in the last issue on Carlisle Kingmoor Depot at the Open Day, here is a better view in the sunlight of 57307 in its DRS 20th Anniversary livery

73107 and 73136 visited briefly on the 24th before departing for the depot next door and the charter to Victoria the next day where they were named 'Tracy' and 'Mhairi'. They returned on the 28th to collect 66743 and 66711.



73109 was released from repaint in GBRf livery on the 24th and departed with repaired 73212 on the 25th (see photo right).

73962 and 73964 made an appearance on the 26th, departing for Tonbridge the following day.

07007 suffered a broken spring at the end of the month and was moved inside for repairs. As a result, repairs to 01508 were completed with a new starter motor fitted so that it could take over shunting from 07007.

66750 arrived on the 26th for repainting into GBRf livery.

Colas 47739 was a regular visitor during the month.

73119, the last but one blue CI.73, was in GBRf livery by the 28th with final finishing still to be done.



above left 73119 rubbed down on the 21st and above right in the Paintshop on the 27th

Coaches: DRS Mk2 BSO 9488 was completed in ScotRail livery on the 28th July, minus numbers (see photo below). There is still plenty of work to do to complete the coach before release to traffic. Repairs to VSOE Generator 6313 are nearing completion with it moving to the Paintshop to be prepared for repainting after having had new wheels.



Wagons: DRS KUA 95770 arrived for overhaul in early August (see photo below taken on the 10th).



Units: Siemens have completed work on 444020, 450561, 444025 and 450544 with 444018 and 450568 on site on 28th.

Underground: A big shunt occurred on the 30th July to sort out the next batch of ex-Victoria Line 1967/72 TS vehicles for stripping and scrapping.



This time they were not complete sets resulting in splitting of sets to extract the vehicles for disposal. 3049, 3085, 4085, 4003, 3105, 4105, 3141 and 4141 were moved into Bay 1 for component recovery (see photo above right with 3141 leading). By the end of August 4085 and 4105 had been scrapped by Raxstar.



OTP: Matisa Tamper trailer (part of DR75501) arrived for repairs in early August and departed on the 18th by road. (see photo above left taken on the 17th)

photos by Carl Watson

RAMBLINGS OF A RAIL ENTHUSIAST

by **David Spencer - 1981**

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. Continuing from the July 2015 issue, the next few years saw Dave still concentrating on preserved railways in association with holidays with again little to photograph of particular interest (then) hence not many accompanying photographs. He also recorded the growing scrapping of locos particularly at Swindon. Of note is that these b&w photos will be the last in this series as 1980 sees Dave move to colour photography.

On the 3rd March I had another local closed stations day, starting on the Midland route from Ryecroft Junction to Wolverhampton then along the GW main line from Dunstall Park to Wednesbury Central. In April whilst waiting at Lapworth for 2-6-0 43106 on a special, I saw two Cl.56s on Didcot coal trains, which in my experience they were comparatively rare around where I lived. In the same week I went into the old Birmingham Science Museum to photograph the locos therein and another visit to Snow Hill. The Northumberland holiday involved a visit to the North Yorkshire Moors on the way up and with

the Woodhead line doomed we called in at Wath shed on the way home. I think my wife thought me a one off wanting to visit such a place so she was gobsmacked at how many others went into the shed whilst she waited for me outside!

I did some lineside photographing at Water Orton (twice) and Bromsgrove and had a visit to the Seven Valley although that was as much a riverside walk as well as a



railway trip, a cunning plan to give a good time to the wife and sneak in a few railway photographs.





In September we had a holiday in South Wales and I managed to incorporate station photos between Monmouth Troy and Raglan and on the B&M between Talylyn Junction and Dolygaer. I also included a visit Woodhams Brothers Scrapyard at Barry. *Not so remarkably this time, the two GWR 2-8-0T steam locos in Dave's photo both still survive, as did nearly all those sent to the Barry scrapyard.*

*left 4253s boiler, Rolvenden, KES,
10th February 2012*

*below 2-8-0T 4253 at the PON,
9th September 2009*



*right 4253s boiler now painted but minus
smokebox, Rolvenden, KES, 11th
December 2013*

105 Cl.4200 2-8-0Ts were built between 1910-23 of which 4253 was one. Built in 1917 for the GWR under Churchward it originally had straight frames, 18½" cylinders and inside steam pipes. Most of the class were altered to the similar later Collett built Cl.5205 design with 19" cylinders and outside steam pipes but 4253 was altered to the Cl.5275 design with a step in the frame over the cylinders and a curved front frame. It is the only one of the 5 Cl.4200 survivors in this configuration. The others are 4247 (BWR), 4248 (SMS), 4270 (GWR) & 4277 (DSR). It was based at Newport in South Wales for its entire career. Withdrawn in 1963, it was rescued in 1987 exactly 70 years after being built and moved to the Pontypool & Blaenavon Railway (PON) where it languished unrestored for another 24 years before moving to the Kent & East Sussex Railway (KES) in June 2011 where finally it is being restored. By the time it is finished around 2020 it will be over 100 years old and nearly 60 years since it last steamed (see photos above at PON and KES).



70 of the similarly designed Cl.5205 2-8-0Ts were built from 1923 of which 5227, built 1924, was one showing the straight frames that 4253 would have once had. 5227 was one of the 'Barry 10' the remaining scrap steam locos taken on by Vale of Glamorgan Council from Woodham Bros Scrapyard when Dai Woodham retired in 1990. Stored at various locations they are 2-8-0 2861 (D), 2-6-2Ts 4115 (D), 5538* (DFR), 5539* (BIR), 0-6-2T 6686* (BIR), 4-6-0s 7927



(D), 44901* (WA), 48518 (D), 2-6-4T 80150* (MHR), 2-10-0 92245 (BIR). Those with an * are to be restored, those shown with (D) have been dismantled to create new build locos (more on that in a future article). You will note there are actually 11 locos as 5538 was donated to Barry town but joined the others. 5227 moved to Didcot Railway Centre (DRC) in August 2013, after being used as a source of parts for the project to build 2-8-0 4709. It is displayed as a reminder of what things were like in Barry scrapyard and the challenges faced by the preservation movement.



above soon after arriving 2-8-0T 5227 is on static display around the turntable at Didcot Railway Centre, 6th September 2013 left

2-8-0T 5227 now reunited with buffers and sporting GWR lettering and bufferbeam numbers, DRC, 12th March 2015

to be cont

PRESERVATION NEWS

Miscellaneous News: Snibston Discovery Centre closed on the 31st July 2015. Leicestershire CC could not only meet the huge running and repair costs of maintaining the centre but it is hoped a smaller mining museum will be established around the historic pithead buildings of Snibston Colliery. The Centre is to be demolished and the land sold for housing to raise much needed funds. The exhibits will be placed in store.

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** or write to our Secretary, Hazel Roberts, at 37 Abbey Place, Crewe CW1 4JR for further information? It could well be of benefit to you as a fellow transport enthusiast.

TRAFFIC & TRACTION NEWS

July 31

37607 + 37259 were seen passing Walsall at 13.49 with Berkeley CEBG – Crewe flasks (photo below by David Williams).



Speno Rail Grinder DR 79221-226 spent ½ hour mid afternoon in Walsall having arrived from Northampton Castle Yard (photo below by David Williams).



July 31

66100 was seen passing Walsall at 12.41 on Burton – Felixstowe (photo below by David Williams).



66420 + 66955 were seen passing Swindon at 13.13 running 165 minutes late due to the failure of 66955 on 4L31 Bristol Freightliner Terminal - Felixstowe North FLT (photo opposite top by Colin Pidgeon).



66101 was seen reversing towards Swindon Stores taken at 10.15 on 6B49 from Llanwern Exchange Sidings (photo below by Colin Pidgeon).



August 1

60002 was seen at Cardiff Central running light engine, passing 150255, at 17.10 from Bristol Barton Hill - Canton Depot (photo below by Darren Stewart).



August 2

34067 'Tangmere' appeared at Par on the first steam train run of 2015, the 09.00 1Z37 Bristol Temple Meads - Par, 'The Royal Duchy' It was turned on the St. Blazey depot turntable ready for a 17.45 return to Bristol. Unfortunately it stalled on Hemerdon Bank and failed to reach the top. The train was rescued by 08645 who hauled the train back to Plymouth where passengers were decanted onto the delayed 1L36 HST which had

extra stops added in the Bristol area. The train was later hauled back to Bristol by 47746 (photo below by Malcolm Patrick).



August 3

66512 was seen passing Mexborough on Toton – Doncaster Wood Yard departmental carrying old wooden sleepers at 09.04 (photo below by Mike Brook).



66606 with an increasingly rare sight of a loaded coal train, albeit imported, was seen at Talbot Road bridge, Swinton running alongside the Sheffield & South Yorkshire Navigation from Immingham – Rugeley PS at 10.40 (photo opposite top by Mike Brook).



47746 hauling 34067 'Tangmere' were seen at Swindon on 5240 Bristol Kingsland Road - Southall WCR at 13.58 (photo below by Colin Pidgeon).



August 4

4-6-0 45699 'Galatea' was seen at Carlisle at 14.26 (photo below by Michael Hayman).



70001 was seen passing Swindon on 4070 Wentloog - Southampton MCT at 11.22 (photo below by Colin Pidgeon).



A rare working of a CI.143 was seen at Totnes on 2P93 15.50 Exeter St David's - Plymouth formed of 143620 + 153318. With the 143s normally working trains to Paignton / Exmouth and Barnstaple it's unusual for them to venture in this direction (photo below by Malcolm Wallace).



August 5

61306 'Mayflower' passed through Eastleigh at 11.41 on 1Z67 Dorset Coast Express London Victoria - Weymouth (photo below by Chris Addoo).



56105 t&t 56087 on 6C15 Southerham Jct - Eastleigh East yard seen arriving into Eastleigh at 07.24 28 min early (photo below by Chris Addoo).



60095 passed through Eastleigh at 10.53 on 7V31 Eastleigh East Yard - Westbury Yard (photo below by Chris Addoo)



August 6

59205 was seen passing Swindon at 14.19 on 7B12 Merehead - Wotton Bassett (photo below by Colin Pidgeon).



66604 was seen at Swindon at 13.50 on the diverted 6M36 Westbury LaFarge - Tunstead Sidings (photo below by Colin Pidgeon).



August 7

66011 was seen at 10.12 at Swindon whilst shunting 6B49 Llanwern Exchange Sidings - Swindon Stores (photo below by Colin Pidgeon).



August 8

90034 attached to the rear of 1P57 17:30 Norwich - Liverpool Street was seen at Ipswich at 18.21 due to problems with ex-works DVT 82139 (see photo at end by Keith Partlow). The 90 was attached to the formation all day. The problem must have fixed as 82139 was seen unaided the following day (see **(NEW STOCK)**).

47843 was seen passing Uddingston at 06.59 with a GBRf railtour, the 06.46 1Z67 Glasgow

Central - Scarborough (photo below by Iain Gardiner).



60163 'Tornado' passed Egham at 13.24 with the Belmond British Pullman 15 mins after 66175 passed in the opposite direction (photos below by Derek Everson).



August 9

47812 + 47843 were seen at Glasgow Central at 09.30 awaiting departure on a GBRF charity railtour, 09.42 1Z69 'The Noah's Ark' to Crewe via Carlisle and Newcastle (photo opposite top by Iain Gardiner).



August 10

59002 was seen arriving at Acton Mainline Yard at 11.40 on 7A09 from Merehead (photo below by Malcolm Wallace).



August 11

59103 was seen passing eastbound through Ealing Broadway on 7A09 07.12 Merehead Quarry – Acton Yard loaded stone at 11.26 (photo below by Colin James).



57602 t&t 57303 passed westbound through Acton Mainline at 08.39 on 5A40 07.26 London Paddington – Old Oak Common CS FGW sleeper ecs (photo below by Colin James).



37219 was seen in London Liverpool St platform 7 at 06.35, on the 3Q60 19.14 Derby RTC –

Ferne Park test train (photo below by Colin James).



86101 was seen at Euston at 06.40 having arrived with the sleeper from Edinburgh & Glasgow (photo below by Colin Pottle).



66043 + 66057 + 66172 passed Swindon on 0032 Margam TC - Dollands Moor Sidings. at 14.15 (photo below by Colin Pidgeon).



66568 was seen passing Swindon on 09.28 Bristol FLT - Felixstowe North FLT.



37611 t&t 37604 (with 977969, 9481, 977974, 72639) passed through Wembley Stadium platform 2 at 14.09, working the 1Q16 09.31 Derby RTC - Derby RTC test train (photo at end by Colin James).

70017 was seen passing Didcot on Wentloog - Southampton liner at 12.19 with plenty of clag!! (photo below by Martin Evans).



66047 was seen stabled at Didcot on at 12 15 (photo below by Martin Evans).



66099 was seen passing light engine through Newport at 15.40 (photo below by Martin Evans).



67016 + 5981 + 975091 + 82111 passed southbound through South Kenton at 17.10 on 1Q28 14.33 Derby RTC - Derby RTC test train (photo at end by Colin James).

66181 was seen departing Acton yard at 09.38, on 6L54 09.31 Acton T.C. - Broxbourne Redland Aggregate Sidings loaded stone. passing 66120,

which will work the 7M62 10.44 Acton Yard – London St Pancras Churchyard Sidings loaded sand (photo at end by Colin James).
60085 t&t 60096 was seen passing Craven Arms at 17.56 on 6C21 Bridgend - Crewe Basford Hall (photo below by Les Steenton)



August 12

67014 was seen arriving at Manchester Oxford Road at 15.58 on the ATW 16.54 service to Llandudno Jnct (photo below by Phil Quantock).



68004 passed Chorlton at 09.02 on Crewe - Mountsorrel (photo below by Roger Thomas).



August 13

37219 was seen stabled with a Test Train at Ipswich at 14.01 with stock 6262, 977983, 999602 and DBSO 9702 (photo at end by Keith Partlow).

70016 was seen receiving attention on the rear of Ipswich fuel point at 13.39 and carries the Zero Injuries decals (see **LIVERIES**) seen on several freightliner Cl.66's (photo opposite top by Keith Partlow).



47812 passed Spittal, Berwick Upon Tweed on 0247 Barrow Hill – Edinburgh light engine move at 17:03 running 122 minutes late after being held at Heaton Depot due to a fatality at Cramlington involving a passenger train (photo below by Gareth Patterson).



August 15

47739 was seen arriving at Eastleigh at 09.14 on 5Z47 Wimbledon EMU Depot - Eastleigh Works (photo below by Chris Addoo).



66200 was seen arriving at Westbury at 16.26 on the 14.25 Acton - Westbury TC (photo below by Darren Stewart).



66566 + 66541 were passing Eastleigh at 09.52 on 4018 Lawley Street - Southampton Maritime (photo below by Chris Addoo).



08799 was seen shunting at 13.37 at Westbury (photo below by Darren Stewart).



43014 t&t 43013 on 1Q23 Derby RTC - Heaton T&RSMD via Craightinny NMT was seen passing Lamberton on the Berwickshire coast at 13.15, 23 mins early (photo below by Gareth Patterson).



Taken from the 10th floor of the new West One multi-storey car park this different view is now possible showing 70014 + 66502 heading towards Manchester Oxford Road at 11.30 from Trafford Park with 2 pairs of 30xx Metrolink trams passing at Deansgate-Castlefield Metrolink station beyond. Compare this view with those taken 10 days later of the work completed on Deansgate-Castlefield in **LIGHT RAIL & METRO NEWS** (photo opposite top by Phil Quantock).



159102 on Salisbury TMD - Loughborough Brush passed Harrowden Junction at 14.24 (photo below by Colin Pottle).



20205 + 20227 on 0Z20 Ripple Lane - Butterley, was seen approaching Wellingborough at 12.27 (photo below by Colin Pottle).



August 17

68005 on 4D47 Inverness – Mossend was seen passing Gain Road, Greenfoot at 17.42 (photo below by Colin Pottle).



60009 'Union of South Africa' was seen being shunted by 0-6-0PT 6412 towards the running shed and workshop at Buckfastleigh having failed at Newton Abbot the previous day while working the Bristol - Par 'Royal Duchy'. It was moved to the South Devon Railway that evening for repair (photo below by Chris Brown).



August 18

70014 + 90016 passed Chorlton at 09.40 on 4M45 Felixstowe – Ditton (photo at end by Roger Thomas).

August 19

43196 was seen heading eastbound solo at Didcot at 14.42 (photo below by Keith Gomm).



August 20

47815 worked the 24.40 CS ecs into Edinburgh then having run round the train it then worked to Carstairs to join up with the 23.40 CS from Glasgow (photo below by Iain Gardiner).



August 21

66544 + 66525 + 66505 were seen after reversal at Swindon on 0Y80 Stoke Gifford - Eastleigh Yard at 10.47 (photo below by Colin Pidgeon).



86612 + 86614 were seen heading up Belstead Bank, Ipswich on 4M87 11.13 Felixstowe North - Trafford Park at 17.01 running 249 minutes late due to Felixstowe Branch problems (photo at end by Keith Partlow).

August 22

66066 on 6Z69 Stud Farm - Hither Green was seen approaching Wellingborough at 18.02 (photo below by Colin Pottle).



37401 + 37405 t&t 57307 were seen passing Tilehurst at 10.55 on the Chester – Bournemouth Flyer, a railtour for the Bournemouth Air Festival with 4-6-0 61306 'Mayflower' passing 10 mins later in the opposite direction with the Southend-on-Sea – Stratford-upon-Avon 'Cathedrals Express' railtour (photos at end by Paul Sumpter).

August 25

90018 + 90019 passed Stafford at 13.16 on 4M25 Mossend – Daventry (photo below by Malcolm Wallace)



August 26

57301 + 57310 passed through Walsall with Bridgwater – Crewe flasks at 15.49 (photo below by David Williams).



66114 passed through Carstairs at 12.39 on the 6S36 Dalston – Grangemouth tanks (photo below by Iain Gardiner).



August 27

73962 + 73964, away from Tonbridge for a change, were seen at Eastleigh at 09.42 (photo opposite top by Chris Addoo).



August 28

325009 + 325012 + 325008 on 1F00 Willesden - Warrington passed Old Linslade at 07.17 (photo below by Colin Pottle).



66414 was seen passing Swindon on 4L31 Bristol Freightliner Terminal - Felixstowe North FLT at 10.26 (photo below by Colin Pidgeon).



66599 + 66413 were seen passing Swindon on 0Y80 Stoke Gifford - Eastleigh East Yard at 14.22 (photo below by Colin Pidgeon).



68013 + 68015 passed Willington at 14.32 on 6U77 Mountsorrel – Crewe Basford Hall (photo at end by Tony Lowther).

August 29

57310 + 375303 was seen approaching Wellingborough on Ramsgate EMU Depot – Derby at 18.44 (photo below by Colin Pottle).







86612 + 86614, Belstead Bank,
Ipswich 21st August 2015 (Keith Partlow)



37611 t&t 37604 Wembley,
11th August 2015 (Colin James)



70014 + 90016 Chorlton
18th August 2015 (Roger Thomas)



66181 & 66120 Acton Mainline,
11th August 2015 (Colin James)



RAILWAYS & MUSEUMS

*This is an occasional series aimed at featuring those museums around the UK that contain railway traction / rolling stock. Whilst there are several railway based museums and many preserved sites with collections housed in museums there are a myriad of various industrial, transport and country life museums that have the odd railway item, some of which are featured in the **UK Combine**. If you come across an obscure museum please let me know or better still write an article accompanied by photos.*

Devil's Porridge Museum, Eastriggs:

At Eastriggs in Dumfries & Galloway on the B721 between Gretna and Annan is a museum dedicated to the role the area played in WWI. Both the mainline railway and A75 from Carlisle to Dumfries are just north of Eastriggs. Prior to November 1915, Gretna and Eastriggs were tiny hamlets but then the Ministry of Munitions arrived and with the help of 30,000 Irish navvies started HM Factory Gretna, for the manufacture of cordite, colloquially known as 'Devil's Porridge'. Eventually opened in April 1916 it stretched from Dornoch to Longtown a distance of 9 miles and employed 20,000 workers, of which 12,000 were women. Whole new communities complete with facilities were built at Gretna and Eastriggs to house the workers. By 1917 it was producing 1100 tons of cordite, more than the combined total of all other plants in the UK making it the greatest factory on earth at the time.



There has been a museum in the village for some years based in the local church but a new museum was opened in 2014 on the eastern outskirts. The railway system was extensive with 125 miles of track and 34 engines connected to the mainline west of Eastriggs via transfer sidings. It is not known how many standard gauge locos were used but one, a 1917 built 0-6-0 Fireless steam loco built by Andrew Barclay for the MoD returned to the new museum in 2011. It was previously employed at Fleetwood PS where it went after the war, then into preservation on the Lakeside & Haverthwaite

Railway in 1982. The photo left shows it there on the 13th May 2008.



The loco is clearly visible adjacent the road but details for the Museum are:

Opening Times:

Mon – Sat 10.00 – 17.00

Sun 10.00 – 16.00

Closed 14th Dec – 10th Jan

Ticket Prices:

Adults- £5.00

Concessions: £4.00

(Over 60s, children aged 5-16)

Family Ticket: £12.50

(2 adults and up to 3 children)

HM Factory Gretna was demolished after the war but the site was used by two new

Munitions Depots, Eastriggs and Longtown. Both are still in MoD ownership for munition storage and a study of aerial photos will show the numerous individual bunkers (63 Eastriggs and 252 Longtown) and the railway network. Eastriggs was mothballed in 2011 and a decision on Longtown is pending.

THEN & NOW

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

Separated by 29 years the two photos below show the location from Bridge Street, Tupton, south of Chesterfield. The top photo shows 20097 + 20182 with a rake of 16t mineral wagons on the 20th April 1986 and the bottom shows 66613 passing the same spot with a rake of cement tanks on the 2nd June 2015. The signals are now located a short distance further south. Thanks to Geoff Arnold.



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*

Dennis Day:

31st July:

Three Bridges 09.30: 700106 [part complete]

Crawley Yard: 66107/758

Three Bridges 15.45: 66769

Aidan Turner:

15th August:

Stafford 10.15-17.30:

66007/031/079/089/109/182/232/420/425/433/528
66566/720/726/730/742, 70011, 220003/04/08/10
220016/20/21/24/31, 221101/02/07/09-12/14/16/18
221119/21/23/24/42/43, 350108/111/112/116/117
350121/123/231/233/244/245/251/263/266/376
390002/008/010/011/013/016/040/042/043/045/046
390049/050/103/112/114/115/117/122-126/128-132
390135/136/141/148/151/153/157

Brian Derricote:

27th July:

Clapham Junction 13.30-16.00:

59201, 66043/063/139/745, DR80214

East Croydon 11.00-12.45:

171726/804, 319426/449/460, 377102/103/110/113
377114/118/121/126-128/130/137/143-145/147/149
377151/153-156/159/160/162/201/205/213-215/303
377308/311/317-319/404/406-410/413/416/419/421
377427/432-434/438/442/452/453/460-463/465/466
377469/473-475/502/503/506/508/518-520/522/601
377609/614/616/622/623/704/705, 378106/07/11
378112-16/18/20-22/24-29, 442405/06/08/11-13
442415/19-21, 455807/813/822/827/830/845

Peter Cole:

10th August:

Derby 15.00-17.55:

31601, 43301/321/357/385, 60017, 153308/11/19
153379, 156498, 158852, 170106/107/114/117
170397/521, 220006/14/15/17/21/26/32, 221122
221127, 222001/002/004/005/008/009/020/101/104

11th August:

Doncaster 10.30-16.45:

43073/075/206/251/257/277/296/299/300/302/307
43311-314/318/319/423/465/467/468/480/484
66069/093/116/161/207/505/553/566/701/725/747
67012/28, 90036, 91102-07/09-11/14-18/20/24-26
91129/30, 142002/20/23/26/40/71/87, 144002/04
144011/13, 153304/10, 158792/815/848/849/851
158853/859/860/872/902/906, 170303/307/308
180109/18/20, 185106/18/20, 220007/08/10/17/18
220023/24/31

12th August:

Burton on Trent 09.30-10.45:

43378/384, 170104/106/107/117/521/639, 220002
220008/16, 221135

Nottingham 11.30-12.30:

43081, 153302/11/16/83, 156401/408/413/415/498
158788/808/812/813/856/862/907, 170520/638
222007/102

Leicester 13.15-17.30:

43046/058/059/066/081/082, 66040/168/610/738
66761, 73964/965, 156470, 158863, 170106/108
170110/114/115/398/519/636, 222001/002/004
222005/007/008/010-014/020/022/102/104

13th August:

Doncaster 10.35-16.45:

08669, 37604, 43073/075/206/251/272/277/295
43296/305-307/310/312-314/316/318/320/423/465
43467/468/480/486, 66118/151/160/161/171/723
66743/756, 67012, 70008, 91101/02/04-11/18/21
91122/24/25/28-32, 142004/18/25/26/39/68/71
144001/02/05/13/15, 153306/08, 158784/793/797
158815/849/851/860/902/903/908, 170303/306
170308, 180105/07/09/10/13, 185118-20/29
220003/05/17/18/25/28, 321901

14th August:

Leicester 10.15-17.30:

37422, 43045-047/049/054/058/059/061/066/076
43081/082, 66023/083/086/088/168/506/621/732
66738/755/761, 156405/470, 158854/862, 170106
170107/108/114/116/397/398/520/521/523/639
222001/003-005/009/010/012/014-017/020-023
222101/102

Michael Hayman:

4th August:

Euston: 87002

Wembley:

08887, 57301/310, 66044/100/506, 90044, 92014
92043

Crews:

46233 'Duchess of Sutherland', 37601, 57010
66726/772, 86501

Chester: 45231

Warrington: 67003/16/22, 90036/37

Preston: 57307

Carlisle:

45699 'Galatea', 37423, 60087, 66426/536

Newcastle: 67024

Tyne Yard: 66053

York: 47237/818, D9009, 66301/551/708/728

Doncaster: 66230/531/708/739

Peterborough: 66710/721/725/751

8th August:

King's Cross: 43467/480, 57305, 91106/18/20/22
11th August:
Victoria: 61306 '*Mayflower*', 47746
Willesden: 70805
15th August:
Acton: 66144
Southall:
60009 '*Union of South Africa*': 47746, 66083/139
66158
Didcot: 66213/532/558, 70014
25th August:
Victoria:
73107/136, cs 3120+3069+1691+3068+3123
+21245

Mike Rumens:

22nd July:
B'ham International:
158818/822, 350111/116/368/374, 390152
B'ham New Street:
220002/21, 323218, 350104/114/126, 390125
25th July:
Marston Lane, Whetstone 13.27-13.39:
68009/14, 221112, 390104/157
28th July:
Nuneaton 10.18/15.35-16.35:
66063/185/534/566/590/716/733, 68004, 153375
170107/117/520/523/636, 221104/15, 350373/374
390011/137/141/156/157, DR73961/963
29th July:
Nuneaton 10.05-10.20:
68004, 153375, 390118/121
30th July:
Nuneaton:
390147, DR73111/73118/77905
Rugby: 92023
Milton Keynes: 377201/206
Bletchley: 350242/265
Kings Langley: 377208
Bushey: 350243/265
Willesden: 66548, DR77906
Euston: 87002, 92038, 350111, 390141/148
Old Oak Common:
332010, 360201/205
Acton Mainline/Ealing Broadway 08.25-14.44:
43010/017/018/022/028/036/056/069/070/078/079
43091-094/098/122/124/126-128/130/134/136
43139-142/144/147/148/150-152/156/161/162/171
43172/181-183/186/188/189/193/196, 59102/201
66018/107/112/148/171/175/181/213/538/623/749
67016, 70011, 165101/103-106/108-111/113/114
165116/119/121/124/125/128/130/131/137
166201/202/204/206-208/213/214/216/220/221
180102/03/06/08, 332001-08/14, 360202-204
Marylebone 15.10-15.24/15.55-17.30:
68011/13, 165002/004/007/008/010-012/014/015
165017/018/020/024/028/031/033, 168005/106
168111/214/219, DVT's 82301/309
Wembley Depot 15.30:
68009/15, 165006/019/033/037/038, 168214/219
172102
Euston 17.50-18.12:

92033, 221103/04, 350105/107/108/113/118/129
350232-234/252-256/263, 378222/228
Wembley Yard: 60043/063, 67016/29, 92016
3rd August:
B'ham International: 158822/824
B'ham New Street:
170111/117/504/509/515, 220023, 221141
323205, 350235, 390008
5th August:
Nuneaton 10.00-10.15:
68009, 153371, 170107/113, 221112/13, 390049
390104/122/127/135
B'ham International: 350117/119/374, 390002
B'ham New Street:
158823, 170505, 221132, 323206
7th August:
Nuneaton 10.00-10.20:
66064, 68009, 90029, 153364, 170523, 221103/42
350117, 390107
12th August:
Nuneaton 14.10-15.45:
66037/040/116/183/749/761, 70806, 86607/609
90016, 153365, 170108/109/115/398/518, 221111
221117, 350110/248/373, 390006/013/045/103
390121/122/124/125/129/131/138/153
13th August:
Nuneaton 09.57-10.15/15.40-16.15:
47832, 66005/007/164/587/738/748/749, 68010
153375, 170111/518/638, 221108/15, 350120
390047/121/122/125/130/134/148
18th August:
Nuneaton:
70018, 153365, 170110, 350103/116, 390112
Rugby: 57311
Northampton: 350101/110/119/127/248/259/263
Willesden Yard: 66107, 67018
Euston 08.09/17.20-18.10:
90043, 221106/08, 350103/114/117/120/125/126
350129/130/233/238/240/242/258/369/376
378233/234/239
Waterloo:
159105, 450012/021/042/075/077/080/089/120
455713/736/739
East Croydon:
59103, 66175, 171722/723/806, 319219/451
377101/103/104/106/111-114/116/118/119/125
377126/135/137-139/145/147/157/161-163/201
377205/206/213/312/314/322/324-326/328/401
377404/405/407/409/412/415/416/426/428
377434-437/446/450/451/455-458/462/466/469
377472/501/505/506/508/512/513/515-517/521
377602/616/626/701, 387101/114/21/22/24/125
442405-08/17/19/21-24, 455803/806/812/824/829
Trams 2530-33/36-50/52/53/55/58
Purley: 377604
Redhill: 377164/245
Tonbridge Yard:
66735/768/769, 73128/965
Tonbridge Station 10.50/11.20-12.19:
375301/309/601/607/702/707/709/714/805/810
375811/813/821/823/827/828/919/924/927
377305/410/466, 465908/930, 466004

Clapham Junction 09.10-09.20/15.20-17.00:

66848, 159001/002/008/010/019/022/109, 377103
377115/118-120/125/132/137/138/144/147/150/154
377159/164/166/209/215/301/307/308/314/317/318
377323-325/406/412/415/418/425/426/428/433/436
377440/445/447/450/451/454/459/462/468/502/509
377518/604/605/610/613/618-620/625-627/705
378145/201/202/207/212/217/218/227/231
387112/17/19/25, 444001/02/05/07/09/10/12/13/20
444025/26/28/30/31/35/38/40, 442404/07/08/17/19
442424, 450003/004/006/009/011/019/028/031/033
450036/052/073/074/076/078/083/095/098/101/102
450107/115/117/121/123/127/545/554/557/569/571
455702/703/705/708/710/713-717/719-722/724
455725/729/730/734/736/738/803/812/717/829
455835/840/844/847/849/856/855/856/858/
455860-862/864/866/872-874/906-908/910
455912-914/917-919, 456002/05-07/15/16/18
458014/015/021/026/028/502/504/518/520/524
458527/530/532/533/535/536

20th August:

Nuneaton 09.54-10.17:

66503, 67026, 68004, 153364, 170519, 221106
350129, 390010/104/118

Mike Waudby:

11th August:

Barnetby 08.35-09.38:

60015, 66076/158/613/620/729, 153385, 185129

Lincoln 10.15-10.23: 155302/08/26/81

Barnetby 11.02-17.20:

60001/10/47/76, 66068/090/097/140/154/185/204
66207/505/514/549, 153304/57, 170303/307/308
185106/18/20/48

Mike Brook:

3rd August:

Swinton and Mexborough Stations 06.43-13.28:

56087/105, 60017, 66135/144/193/418/512/514
66606/622/726, 70002, 142005/18/21/52/66/95
144004/07/13/21, 153324, 158790/843/849/851
158901/903, 170306, 185118/29/30/36/45, 220003
220007/19/22/33, 221125/26



60017 + 66135 Mexborough



43050 Swinton in the early morning sun



66418 Swinton

7th August:

Loughborough Station 05.45-11.04:

43043-050/059/061/064/066/076/082/83, 66193
66511/554/618, 156405/473/497/498, 158773/788
158799, 170106, 222001/003-008/010/011
222013-018/020-023/101/103/104, DR73114
DR77904



66511 passing Brush, Loughborough

11th August:

Hellifield Station 07.15-11.30:

46115 'Scots Guardsman', 47760, 57314, 66021
 66089/136/529, 144006, 150150/272, 153316
 158754/905, DR73942/80213



4-6-0 46115 Hellfield



66021 Hellfield

Kieth Carr:

29th July:

Stafford:

12.33 70011 4O09	CE-SO
13.07 90016 4L90	CE-Felixstowe
13.14 90018/20 4M25	MN-DV
13.30 68014/66952 6Z96	CE-TO
13.47 DR79221-DR79226 7Z08	to Northampton
13.48 66433 4S44	DV-CB
14.14 92016/030 0A06	CE-WB
14.14 66742 4F62	IB-Tuebrook
14.56 66094 4L56	Trafford Park-London Gateway
15.15 90049 4M81	Felixstowe-CE
15.20 68004 6U77	MT-CE
15.34 70004 4M28	SO-Ditton
15.47 66419 4M54	TL-CE
15.53 86612/614 4L92	Ditton-Felixstowe
16.06 66714 4L18	Trafford Park-Felixstowe
16.20 66041 6M48	SO-HO
16.31 66017 6G78	Arpley Sidings-BS
16.45 66059 6M66	SO-Garston
16.56 66086 6M34	AN-PF
17.06 66701 6K50	TO-CE
17.15 70009 4M61	SO-Trafford Park
17.19 66155 5Z44	LA-CE
17.25 66414 4O29	Trafford Park-SO
17.46 90045 4M87	Felixstowe-Trafford Park
17.49 70003 0G24	BS-CE
17.58 66744 6L48	Garston-Dagenham

30th July:

10.26 66593 4M36	Felixstowe-Trafford Park
10.57 66426 4M34	CB-DV
11.06 66009 4O21	Trafford Park-SO

11.20 66542 4O27	Garston-SO
11.29 66742 6G24	Liverpool- IB
12.16 67010 0Z23	BS-CE
12.52 70001 4O09	CE-SO
12.57 68014 6Z96	CE-TO
13.06 90048 4L90	CE-Felixstowe
13.18 66303 4S44	DV-CB
13.18 90018/20 4M25	MN-DV
13.38 66595 4C03	WW-CE
14.15 66730 4F61	IB-Tuebrook
14.18 37259/607 6M56	BE-CE
15.16 90045 4M81	Felixstowe-CE
15.38 68004 6U77	MT-CE
15.43 66532 4M28	SO-Ditton
15.54 66571 4M54	TL-CE
16.09 66714 4L18	Trafford Park-Felixstowe
16.29 86612/614 4L92	Ditton-Felixstowe
16.42 66041 6M48	SO-HO
17.13 66739/750 6K50	TO-CE
17.16 66414 4O29	Trafford Park-SO
17.17 66534 4M61	SO-Trafford Park
17.22 90043/49 4M88	Felixstowe-CE
17.44 325003/04/06 1A92	Warrington-WN
17.45 86605/628 4M87	Felixstowe-Trafford Park
18.02 66744 6L48	Garston-Dagenham
18.14 66547/70002 0G24	BS-CE

Malcolm Wallace:

10th August:

Totnes: 43183/185

Dawlish Warren: 150123

Exeter St Thomas: 153329

Exeter St David's: 150104, 153372, 159002/005

Exeter Yards: 31285, 159006/104

Tiverton Parkway: 150221

Taunton: 66415/506

Westbury: 70802/803/807-809, 150246, 158956

Pewsey: 43122/124

Hungerford: 166217

Newbury: 165136

Reading 08.50-09.10:

43031/079/086/144/147/155/175/177/186/198

150002, 165112/113/124/127/129, 166206/18/20

220017/31, 450103/111

Twyford: 165120

Slough:

43086/144/147/186, 165101, 166201/05/15/17
 180102

Southall: 66204

Ealing Broadway:

43005/033/036/086/141/142/147/150, 66204

165104/112/127/130, 166217, 360202/203

Acton Main Line 10.35-15.00:

43004/007/009/010/015/017/021/023/024/027-030

43034-036/040-042/053/056/070/078/086/087/091

43093/094/097/125/127/129-131/133/134/136/141

43142/146/147/150-154/158/162/164/165/171/172

43176/179/181/183/185/187/189/190/195/197

59001 6V28 66085 6V47 66181 6Z36

59002 7A09 66106 6A25 66572 4O13

59004 7V00 66111 6X17 66587 4L31

59103 7V53 66120 7M62 66605 6M91

66061 6M22 66139 7O98 66721 6V29
 66080 6V18
 165104-108/111-114/116/117/119/127/129/130
 165134-137, 166201-06-08/15-17/19/20, 180102
 180103/06/08, 332001-03/05/06/08/09/11/12/14
Old Oak Common: 08483, 332007/13
Paddington 15.10-16.05:
 43029/031/035/069/071/078/079/086/088/094/127
 43139/141/142/147/155/162/177/179/194/196/198
 165112, 180102, 332001/06/09
Old Oak Common: 43125/165
Acton Main Line: 59201, 66018/204
Slough: 43025/063, 165128, 166211
Maidenhead: 43056/091, 166209
Twyford: 166208/15
Reading:
 43028/041/069/136/158/196, 165102/104/122
 166207/19, 180103, 8012/16
Theale: 165136
Nr Newbury: 43016/159
Newbury: 43053/190, 165131
Cogload Junction: 43129/164
Taunton: DR73911
Fairwater Yard: 66515, DR76324
Exeter St David's: 43022/179, 150123, 159019
Starcross: 150102
Dawlish: 153318
Newton Abbot: 43005/033

Paul Tisserant:

1st August:

Liskeard 11.30-11.55: 43040/132/137/170, 57602

Plymouth 12.25-13.35:

43056/078/091/125/127/136/143/158, 57602

150101, 221121/32/39

Exeter Riverside Yard 15.00: 31285

Exeter Depot 15.05: 143603, 153333/61

Exeter St David's 14.53-17.50:

43004/016/029/040/069/137-139/146/148/152/172

43188/194/196/321/357/378/384, 57602, 143611

143612/17-19/21, 150120/121/131/143, 153318/29

153368/70/72, 159008/009/011/016/018/022

220005/18/28, 221130/39/40

Plymouth 19.00: 43037/185

15th August:

Liskeard 11.20-11.55:

43027/029/042/143/153/162, 57602

Plymouth 12.31-13.35:

43002/024/078/087/161/181/182/191, 57602

150243, 221128/37/41

Tavistock Junction Yard: DR73911/77901

Exeter Riverside Yard 15.00: 31285

Exeter Depot 15.05: 143612, 150130, 153361/80

Exeter St David's 14.50-17.50:

43018/025/031/034/063/098/143/150/151/153/175

43177/192/207/303/304/366, 57602, 143603/11

143617-21, 150102/131/233/249, 153318/33/70/73

159001/005/014/020/101/105/107, 220006/13

221133/34/38/41

Plymouth 19.10: 153368

22nd August:

Liskeard 06.40-06.58: 150263, 153329, 220033

Plymouth 07.38-07.47: 43005/029/033/156

Newton Abbot 08.30:

43185, 143617, 150123, 153382

Exeter Riverside Yard 09.20: 31285

Exeter Depot 08.49-09.20:

143608, 150002/120, DR77901

Exeter St David's 08.49-09.20:

143612/21, 150123/130, 153370/77/82, 159019

159021, 221127

Taunton Fairwater Yard 09.49: 66413/561

Taunton 09.50: 43078/087

Parson St Junction 10.26: 66416/588

Bristol Temple Meads 10.30-10.54:

43030/159/174/195, 150221/925, 153380, 158951

158957

Lawrence Hill Depot 10.55:

70000 'Britannia': 08516

Pengham Junction 11.40:

66759

Cardiff Central 11.44-14.25:

43024/028/034/053/075/079/092/098/138/151/155

43181/190, 66034/053/094, 142002/06/10/62/69

142073/74/76/77/81/82/85, 143601-09/14/16/22-25

150127/128/208/230/235/241/242/248/251-257

150259/264/278/279/281/282/284/285, 153320/21

153323/62/67/86, 158763/831/832/835/952/959

170107/111/520, 175001/003/010/101/104/105

175113

Newport 14.39-15.42:

43079/165/171/190, 66087, 142075, 150124/127

150232/241/248, 153305, 158831/832/956/957

158959, 170107/635, 175002/105/106/112

Bristol Temple Meads 16.23-16.44:

43088, 150101/234, 153380, 220009, 221122

Taunton Fairwater Yard 17.28:

66413/415/420/561

Nigel Hoskins:

25th July:

Tilehurst:

11.16 66502 4O27

Garston-HO

11.33 66053 6M48

SO-HO

11.35 66507 6O26

HY-EH

11.57 66002 6V13

AN-MG

12.18 66420 4O54

Leeds-SO

12.40 66017 4O40

Cowley-SO

13.57 56103 5Z35

WB-BT

14.03 60096 6V62

TL-LL

14.19 70004 4M61

SO-Hams Hall

14.30 34067 5Z80

Southall-BL

27th July:

Reading West:

11.56 66035 4O40

Cowley-SO

12.25 66591/556 4O54

Leeds-SO

12.33 59103 6M20 Whatley-Churchyard Sidings

12.52 66041 6M48

SO-Garston

12.53 70014 4O70

WG-SO

13.37 59002 7C77

AN-Merehead

14.20 66589 4O48

Hams Hall-SO

14.23 70015 4M61

SO-Trafford Park

14.42 59205 6V18

Allington-Whatley

14.49 66507 6V27

EH-HY

14.59 66115 0V38 EH-DT
 15.17 43131 0Z77 OO-LA
 15.31 66503 4O13 DV-SO
 15.42 66066 4M52 SO-BS
 15.49 59101/001 7C76 AN-Whitley
 16.12 66069 4M68 SO-Garston
 16.19 59201 6C64 AN-Merehead
 16.25 70008 4O09 CE-SO
 16.37 59102 6L21 Whitley-Dagenham Dock

Mick French:

29th July:

Rugby 06.25-06.45: 57311, 66094/305/426

Carlisle 09.20: 37402, 66002/105/110/430/510

Glasgow Central 10.36-12.38:

156431-433/439/456/495/503/504/507/508/510

158739/741, 221125/37, 314202-06/09/12-16

318253/258, 320314/21, 350405, 380001-003/005

380007-012/015-020/101/105/111-114/116

Partick 12.48-15.00:

318250/52/54/55/59-61/63/65-69, 320301/02/06-13

320315/17/19/22, 334001/02/05-08/10/11/13-22/25

334027-29/32/34/38-40

Partick- Glasgow Subway 15.00-15.40:

101-104/107/108/110/111/113/115/117-119/121

123/124/126/127/129-131/133/203/204/206-208

Glasgow Central 15.55-17.30:

156436/446/449/465/492/499/500/505/506/509

156512/514, 221110/27, 314201/07/11, 350408

380004/021/022/102/106/107

5th August:

Nuneaton 09.50-17.05:

66007/025/047/126/131/144/421/423/504/509/558

66572/601/714/721/735/738/740/755, 67003/16

68009, 70014/809, 86622/637, 90024/35/37/39/41

90043/44/49, DR73916/79221-226

12th August:

Leicester 10.00- 14.50:

56032/038/065/301, 66037/060/083/168. 68004

86235, DR79267/277

19th August:

Nuneaton 08.30-08.55:

66302, 90016, DR73115/77905

Stafford 09.35-10.05: 66505, 68004/15

Liverpool Lime Street 11.10-11.40:

156421/428/488, 185105/43, 319362/365/374

Liverpool Lime Street-Chester 11.43-12.25:

507005/06/24/26, 508122/23/36/37

Chester 12.25-13.01:

142003, 150139/280, 175010/011/102, 221103

DR80213

Chester-Southport 13.01-14.45:

175115, 507001/03/09/29/30, 508114/30/38-40

Southport 14.45-15.13:

142027/52/60, 150119, 507021/25, 508103/08/26

508143

Sandhills 15.55-17.10:

507004/08/13/15/23/27/32/33, 508111/12/15/17/34

508141

Liverpool Central 17.25-18.40:

507007/14/16/20/28/31, 508104/17/25/31

Liverpool Lime Street 19.15-19.45:

142088, 156421/428/471, 185106/09/43, 319380

Geoff Hope:

Stafford 09.05-14.55:

66040/063/148/151/172/176/429/434/590/717/720

66730/742, 68013, 90041/49, 220009-11/17/22-25

220029, 221101/03-05/10-15/17-20/25/26/28/31

221133/34/42, 350105/112/114/119/123/124/129

350231/237/242/243/255/256/259/263/374

390002/006/008/009/011/013/016/042/043/045

390049/112/114/117/118/121-123/126/129/130

390132/134-138/141/148/153-155/157

PRESERVATION PHOTO SPOT - I





above Hunslet 0-6-0ST 7 [2705] 'Beatrice' built 1945 running round its train, Embsay, EMB, 9th August 2015 (Mike Brook)

previous page bottom
visiting Collett 0-6-2T 5643
runs round its train
passing D5600, D1524
and a bit of 31119 in
the sidings to the right
Bolton Abbey
9th August 2015
(Mike Brook)



left 0-6-0ST 'Lord Phil'
[3833] t&t 31270
approaches Matlock with
the 11.15 service from
Rowsley South and above
the same train departs at
13.06, Peak Rail, 4th August
2015 (Martin Evans)

PRESERVATION GALAS

Bo'ness & Kinneil Rly Summer Diesel Gala, 24-26th July 2015

by **Derek Sneddon:**

The Bo'ness & Kinneil Diesel Gala was held over the weekend of the 24th-26th July 2015 was billed as the best ever with several visiting locos, 31601, 40106, 50007, 50017 & 55022 supported by the extensive home fleet of D2767, D3558, 20020, 26038, 37025, 37703 & 47643. The convoy of 31601, 50007, 40106 & 50017 worked north on the Friday as 0250 departing Washwood Heath at 17.03 and ran via Springburn and Falkirk High, due to weight restrictions over a couple of bridges on original route. The visiting locos were used from the Fri evening onwards.



above D2767 on the shuttle, Bo'ness



left 50007, Bo'ness'

I went along on the Sunday and only saw the trains up until the 12.30 departure but trains were well filled with enthusiasts. The t&t shunter trips consisting of 3 coaches just ran from the bay platform at Bo'ness to Kinneil, so as not to overtax the locos. But all the other trains consisted of 6 coaches and were t&t.

Recent arrival from Barrow Hill, 37261 (see **TRANSFERRED STOCK**) was seen in the yard, but that will be a seven year project to replace the missing parts and get it back to working order as there are other diesels to restore first. 40106 is to remain on the railway until 2016.



above 55022 masquerading as 55007 'Pinza', Bo'ness



left 40106 Bo'ness

below 50017,
on the depot, Bo'ness



photos by Derek
Sneddon

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).

6th July

10.55 66423 4V38 DV-WG
11.55 60001 6E41 WH-LY
12.08 56103 6Z34 CT-TS
14.56 66076 6V92 CY-MG
16.33 66145 6Z71 PY-MF
17.13 66176 6V35 BS-AV
20.09 66423 4M36 WG-DV
21.27 66750 6E35 CF-PC
22.54 66090 6V81 RM-CT
23.29 66075 6V97 BN-CT

7th July

12.19 60001 6E41 WH-LY
15.06 66025 6V92 CY-MG
16.06 66150 6V07 RO-MG
19.34 66053 6V69 BS-AD
20.05 66115 6B72 MG-Aldwarke
20.11 66430 4M36 WG-DV
20.15 66120 6V52 WV-MG
22.32 66112 6E47 MG-MD

8th July

06.50 37607/612 1Z40
08.37 66024 6M81 BL-Dereham MG-RO
09.14 66720 6V80 WE-PY
09.31 66076 6M96 MG-CY
10.53 66433 4V38 DV-WG
11.11 60020 6B13 RN-WH
12.22 60001 6E41 WH-LY
13.15 57002/310 6M56 BE-CE
15.03 66051 6V92 CY-MG
15.50 66024 6V07 RO-MG
18.58 60020 6B47 WH-RN
19.28 66506 6V11 WI-MG
19.56 66433 4M36 WG-DV

9th July

08.28 66080 6M81 MG-RO
10.59 66433 4V38 DV-WG
12.02 66025 6V05 RO-MG
12.42 57309/002 6M63 BR-CE
16.00 66117 6M41 MG-RO

10th July

07.47 37607/612 6V73 CE-BE
08.29 60092 6M81 MG-RO
11.12 60100 6B13 RN-WH
12.08 60020 6V05 RO-MG

11th July

07.25 66075/152/116/117/
083 0Z98 MG-TO

12th July

10.05 66848 6W98 WY-BS
11.41 66427 4V38 DV-WG
14.00 66848 6V97 BS-WY
17.11 66051 6E47 MG-MD
17.33 66094/117/119/238 0Z98
TO-MG

12th July (cont)

18.39 66427 4M36 WY-DV
18.57 66606 6V82 TU-WY
19.16 66080 6M75 MG-CL
19.58 66086 6E30 MG-HL
21.18 66040 6V85 MF-AP
21.38 66720 6V80 WE-PY

13th July

00.40 66156 6M74 CT-BN
01.53 66082 6M94 MG-CY
06.16 66720 6E81 PY-Hexthorpe
08.35 66119 6M81 MG-RO
10.55 66430 4V38 DV-WG
13.23 60059 6E41 WH-LY
15.02 66081 6V92 CY-MG
16.01 60100 6M41 LL-RO
16.05 66119 6V07 RO-LL
21.28 66752 6E35 CF-PC

14th July

05.07 47854/57315 1Z68 GL-BP
08.30 66070 6M81 MG-RO
09.21 66720 6V80 WE-PY
10.50 66434 4V38 DV-WG
11.14 60024 6B13 RN-WH
12.01 66090 6V05 RO-MG
12.22 60059 6E41 WH-LY
15.04 66094 6V92 CY-MG
16.12 56103 6Z35 CH-CT
18.12 37175 3Z18 DY-BT
19.35 66199 6V69 BS-AD
19.50 66086 6B72 MG-Aldwarke
19.57 66434 4M36 WG-DV
20.09 66160 6E30 MG-HL
21.55 66082 6F75 SA-CT

15th July

06.11 66051 6V49 TS-MG
08.28 66070 6M81 MG-RO
10.56 66423 4V38 DV-WG
11.17 60024 6B13 RN-WH
13.52 20305/37612 6M56 BE-CE

16th July

13.42 37607/259 6M63 BR-CE
16.04 66194 6V07 RO-MG

17th July

11.14 60100 6B13 RN-WH
12.22 60066 6E41 WH-LY
12.43 66043 6V05 RO-MG
19.08 66121 6V35 BS-AV

18th July

06.26 60024 6B13 RN-WH
18.16 66027 6V06 HD-CT

19th July

11.38 66426 4V38 DV-WG
18.06 66091 6E47 MG-TS
20.00 66128 6E30 MG-HL

20th July

00.50 66172 6M74 CT-BN
01.37 66130 6M94 MG-CY
01.48 66094 6E80 CT-RM
03.57 66108 6M98 CT-KY
06.42 66720 6E81 PY-Hexthorpe
08.17 57306/37612 6V73 CE-BE
10.56 66302 4V38 DV-WG
12.52 60059 6E41 WH-LY
14.11 66130 6V92 CY-MG
15.55 66154 6M41 MG-RO
18.14 66598 6V35 BS-AV
19.55 66081 6Z34 CT-SR
21.36 66070 6E35 CF-PC

21st July

06.02 66598 6M90 AV-CI
09.01 66720 6V80 WE-PY
10.02 DR73911 6J45 GL-SJ
10.58 66421 4V38 DV-WG
11.12 60100 6B13 RN-WH
12.09 66162 6V05 RO-MG
14.20 57002/004 6M56 BE-CE
15.01 66125 6V92 CY-MG

22nd July

08.28 66113 6M81 MG-RO
09.12 66011 6M96 MG-CY
10.51 66434 4V38 DV-WG
11.13 60024 6B13 RN-WH
12.01 66023 6V05 RO-MG
12.23 60059 6E41 WH-LY
12.55 37612/610 6M63 BR-CE
15.05 56103 0Z56 CH-BT
19.15 66221 6V35 BS-AV
20.16 66720 6E81 PY-Hexthorpe

23rd July

08.29 66130 6M81 MG-RO
10.56 66427 4V38 DV-WG
12.30 66154 6V05 RO-MG
12.47 57002/004 6M56 BE-CE
12.55 66139 6V37 TO-MO
13.02 60059 6E41 WH-LY
14.56 66162 6V92 CY-MG
20.01 66134 6V94 Hendon Rd-MG
20.21 66427 4M36 WG-DV

24th July

08.27 66162 6M81 MG-RO
10.51 66302 4V38 DV-WG
11.16 60020 6B13 RN-WH
14.37 60095/70802 0F84 WW-CF
15.03 66063 6V92 CY-MG
20.52 56081 6Z34 SN-CT

26th July

11.39 66421 4V38 DV-WG
18.19 56081 6Z35 CT-CH
66125/136/122 0F85 BS-MG

28th July			5th August (cont)			12th August (cont)		
10.54 66303 4V38	DV-WG		18.12 66117 6V35	BS-AV		17.21 66108 6V35	BS-AV	
11.12 60066 6B13	RN-WH		19.19 70802/806 6V38	BS-Bath		20.00 60062 6V55	BD-RN	
16.00 66024 6V07	RO-MG		20.02 66020 6V55	BD-RN		13th August		
29th July			6th August			04.49 66053 6M11	MG-RO	
08.08 66162 6M81	MG-RO		06.32 66023 6M81	MG-RO		04.59 66059 6M98	CT-SA	
09.00 66720 6V80	WE-PY		10.48 66433 4V38	DV-WG		08.26 66132 6M81	MG-RO	
10.56 66302 4V38	DV-WG		12.22 60059 6E41	WH-LY		09.08 66731 6V80	WE-PY	
11.12 60066 6B13	RN-WH		12.26 66057 6V05	RO-MG		10.56 66425 4V38	DV-WG	
13.19 60092 6E41	WH-LY		13.05 66018 6V37	TO-MO		11.13 60040 6B13	RN-WH	
13.45 66155 5Z44	LA-CE		13.43 20305/308 6M56	BE-CE		12.02 66053 6V05	RO-MG	
18.07 66161 6V35	BS-AV		17.42 66559/567 0Z53	SG-Leeds		12.21 60001 6E41	WH-LY	
18.46 66072 6W04	BS-WY		20.54 66011 6F75	SA-CT		12.35 70005 4V06	RG-SG	
19.57 56081 6Z34	CT-SN		7th August			14.15 37610/612 6M56	BE-CE	
20.22 66172 6E30	MG-HL		10.50 66434 4V38	DV-WG		15.49 70010 0E70	SG-Leeds	
20.27 66302 4M36	WG-DV		11.06 60040 6B13	RN-WH		19.26 66747 6V83	PB-MO	
22.17 66091 6V04	KY-CT		12.22 60059 6E41	WH-LY		14th August		
22.38 66174 6V81	RM-CT		12.31 60020 6V05	RO-MG		11.58 70005/003 4V06	RG-SG	
30th July			17.56 66047 6V35	BS-AV		12.21 60001 6E41	WH-LY	
03.49 66722 6V00	PC-CF		20.28 66002 6V55	BD-RN		13.49 67003/16 1Q15	DY-GL	
08.21 66162 6M81	MG-RO		21.24 66132 6V96	WI-GR		17.02 66005 6V35	BS-AV	
12.12 37607/259 6M56	BE-CE		22.10 66707 6E35	CF-PC		22.34 66731 6V80	Cottam-PY	
12.22 60059 6E41	WH-LY		8th August			15th August		
12.55 66079 6V37	TO-MO		06.19 60063 6B13	RN-WH		01.26 66171 6Z19	Aldwarke-GR	
31st July			13.59 66174/182/023 0O12	MG-EH		04.09 66187 6D98	CT-HD	
12.22 60059 6E41	WH-LY		17.23 66021 6V06	HD-NT		04.09 66034 6V49	TS-MG	
13.21 57002/004 6M63	BR-CE		20.56 56303/103 6Z35	CH-CT		04.24 56103 6Z35	TD-CT	
17.09 66100 6V35	BS-AV		9th August			10.00 70005 4V09	RG-SG	
18.15 56081 6Z35	CH-CT		11.42 66423 4V38	DV-WG		10.52 60001 6E41	WH-LY	
20.27 66134 6V55	BD-RN		17.10 66034/002 6E47	MG-MD		13.56 66132/152/085/035/124		
21.24 66722 6E35	CF-PC		17.57 66423 4M36	WG-DV			0X12	MG-EH
21.26 60066 6V52	WV-MG		18.10 66047/091/117/063/			15.09 70807/60096 6X38	Bath-BS	
21.35 66161 6V96	WI-GR		059/087/039 0X41	BS-AD		17.26 66187 6V06	HD-NT	
1st August			19.47 66747 6V83	PB-MO		16th August		
05.56 60020 6B13	RN-WH		19.56 66110/043 6E30	MG-HL		11.18 66421 4V38	DV-WG	
13.30 66174/065/150 0O12	MG-EH		10th August			16.53 66034/60040 6E47	MG-MD	
20.44 60056/66847 6C34	BS-Bath		06.19 66731 6E81	PY-Cottam		18.26 66421 4Z36	WG-DV	
21.04 70802/806 6C33	Bath-BS		07.59 37610/612 6V73	CE-BE		19.56 66053 6E30	MG-HL	
2nd August			10.51 66305 4V38	DV-WG		17th August		
11.40 66303 4V38	DV-WG		12.27 60011 6E41	WH-LY		10.57 66425 4V38	DV-WG	
17.22 66162 6E47	MG-MD		12.38 70010 4V06	RG-SG		12.20 66528 6Z59		
17.58 66303 4M36	WG-DV		14.59 66148 6V92	CY-MG			BS-Bradford Jnct	
21.33 66731 6V80	WE-PY		15.56 66057 6M41	MG-RO		12.39 70005 4V06	RG-SG	
3rd August			18.15 66054 6V35	BS-AV		12.58 70809 6Z60		
05.23 66722 6V00	PC-CF		19.52 66305 4M36	WG-DV			BS-Bradford Jnct	
10.55 66421 4V38	DV-WG		20.02 66133 6V55	BD-RN		13.15 37610/612 6M56	BE-CE	
12.22 60010 6E41	WH-LY		11th August			15.03 66098 6V92	CY-MG	
13.47 20308/305 6M56	BE-CE		07.55 60096 6X38	BS-Bath		18.16 66232 6V35	BS-AV	
18.12 66117 6V35	BS-AV		08.00 37259/57002 6V73	CE-BE		18th August		
19.03 66761 6V83	PB-MO		08.35 66087 6M81	MG-RO		08.26 66087 6M81	MG-RO	
20.00 70802/806 6C35	BS-Bath		09.06 66731 6V80	WE-PY		09.07 66731 6V80	Hexthorpe-PY	
4th August			10.55 66438 4V38	DV-WG		10.55 66305 4V38	DV-WG	
09.08 66731 6V80	WE-BT		11.03 66145 6B13	RN-WH		11.06 60066 6B13	RN-WH	
10.51 66424 4V38	DV-WG		12.22 60011 6E41	WH-LY		12.22 60059 6E41	WH-LY	
12.25 60010 6E41	WH-LY		12.31 70003/66597 4V06	RG-SG		14.17 57004/012 6M56	BE-CE	
13.43 37259/422 6M56	BE-CE		15.00 66059 6V92	CY-MG		14.57 66134 6V92	CY-MG	
19.18 66847/60056 6C36	BS-Bath		16.02 66087 6V07	RO-MG		19.29 66023 6V69	BS-AD	
5th August			19.11 66145 6B47	WH-RN		19.54 66002 6B72	GR-Aldwarke	
08.31 60040 6M81	MG-RO		19.40 66017 6V69	BS-AD		20.12 66165 6E30	MG-HL	
10.55 66430 4V38	DV-WG		12th August			20.18 66305 4M36	WG-DV	
11.06 60020 6B13	RN-WH		10.12 66731 6V80	Cottam-PY		21.13 66171 6E69	ON-IM	
11.52 66736 0V66	BW-BL		10.54 66434 4V38	DV-WG		20th August		
12.03 66128 6V05	RO-MG		11.12 60040 6B13	RN-WH		03.39 66087 6M59	MG-WV	
12.22 60059 6E41	WH-LY		12.14 70005 4V06	RG-SG		04.27 66075 6M11	MG-RO	
12.52 37612/610 6M63	BR-CE		12.29 60011 6E41	WH-LY		08.27 66139 6M81	MG-RO	
14.48 66736 5M66	BL-CE		12.30 66145 6V05	RO-MG		09.01 66703 6V80	Hexthorpe-PY	

20th August (cont)		17.07 70808 6C23	BS-Bath	08.35 37601 3Z63	AD-DY
10.52 66434 4V38	DV-WG	17.59 66772 5V66	CE-BL	10.54 60010 6E41	WH-LY
11.11 60092 6B13	RN-WH	18.03 66172 6V35	BS-AV	11.57 70010 4V06	RG-SG
11.43 57004/012 6M56	BE-CE	20.00 66772 0M77	BL-CE	13.29 66034 0O12	MG-EH
12.25 60010 6E41	WH-LY	20.11 66433 4M36	WG-DV	15.55 66427 4V38	DV-WG
12.33 70010 4V06	RG-SG	20.59 60063 6V55	BD-RN	18.40 66070 6V06	HD-NT
19.06 66074 6V65	SA-CT	21.09 66728 6E35	CF-PC	23rd August	
20.28 66087 6V52	WV-MG	21.40 66075 6V52	WV-MG	17.22 66002 6E47	MG-MD
21st August		22nd August		17.44 66427 4M36	WG-DV
01.05 56312 6Z35	SN-CT	01.10 66076 6Z19	Aldwarke-GR	18.57 66134 6E30	MG-HL
04.09 60063 6M03	RN-BD	08.12 37175 3Q01	Whitland-DY		

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)

16th July		27th July (cont)		6th August (cont)	
05.10 66607 6H51	OX-IS	13.00 68006 4A13	GM-AB	13.00 68001 4A13	GM-AB
05.45 68001 4H47	MN-IS	28th July		7th August	
06.30 66155 6A32	MN-AB	05.10 66607 6H51	OX-IS	05.45 66425 4H47	MN-IS
13.00 68005 4A13	GM-AB	05.45 66432 4H47	MN-IS	06.55 56078 6R46	GM-PW
13.30 66009 6S36	DS-GM	29th July		13.00 68001 4A13	GM-AB
17th July		06.30 66097 6A32	MN-AB	13.30 66118 6S36	DS-GM
05.45 68001 4H47	MN-IS	08.30 66607 6A65	OX-AB	8th August	
13.00 68005 4A13	GM-AB	13.00 68006 4A13	GM-AB	10.05 66105 6A32	MN-AB
18th July		13.30 66110 6S36	DS-GM	13.00 68001 4A13	GM-AB
05.45 68001 4H47	MN-IS	30th July		13.30 66118 6S36	DS-GM
10.05 66111 6A32	MN-AB	05.10 66619 6H51	OX-IS	21.05 66014 6K30	MH-Carmont
13.30 66009 6S36	DS-GM	05.45 68003 4H47	MN-IS	10th August	
20th July		06.30 66105 6A32	MN-AB	05.45 66425 4H47	MN-IS
05.45 68001 4H47	MN-IS	13.00 68006 4A13	GM-AB	08.25 47854/804 1H88	KK-ED
08.30 66607 6A65	OX-AB	31st July		13.00 68001 4A13	GM-AB
21st July		06.55 56078 6R46	GM-PW	13.25 66172 6D61	RI-GM
05.45 66432 4H47	MN-IS	13.00 68001 4A13	GM-AB	11th August	
06.55 56078 6R46	GM-PW	13.30 66110 6S36	DS-GM	05.45 68005 4H47	MN-IS
13.00 68005 4A13	GM-AB	1st August		12th August	
22nd July		05.45 68003 4H47	MN-IS	05.45 68005 4H47	MN-IS
05.45 66432 4H47	MN-IS	10.05 66187 6A32	MN-AB	06.30 66014 6A32	MN-AB
08.30 66607 6A65	OX-AB	13.00 68001 4A13	GM-AB	08.30 66607 6A65	OX-AB
23rd July		21.09 66619 6K20	MH-ME	13.00 68001 4A13	GM-AB
05.10 66607 6H51	OX-IS	3rd August		13th August	
05.45 66432 4H47	MN-IS	05.45 66302 4H47	MN-IS	05.45 68005 4H47	MN-IS
06.30 66110 6A32	MN-AB	08.30 66619 6A65	OX-AB	13.00 68001 4A13	GM-AB
13.00 68006 4A13	GM-AB	13.00 68001 4A13	GM-AB	13.30 66102 6S36	DS-GM
13.30 66111 6S36	DS-GM	4th August		14th August	
24th July		05.45 66425 4H47	MN-IS	05.45 68005 4H47	MN-IS
05.45 66432 4H47	MN-IS	06.55 56078 6R46	GM-PW	06.30 66117 6A32	MN-AB
13.00 68006 4A13	GM-AB	13.00 68001 4A13	GM-AB	06.55 56302 6R46	GM-PW
25th July		13.30 66110 6S36	DS-GM	13.00 68001 4A13	GM-AB
05.45 66432 4H47	MN-IS	5th August		13.30 66305 6S36	DS-GM
10.05 66187 6A32	MN-AB	05.45 66425 4H47	MN-IS	15th August	
26th July		08.30 66607 6A65	OX-AB	05.45 68005 4H47	MN-IS
13.00 68006 4A13	GM-AB	13.00 68001 4A13	GM-AB	11.30 66102 6K40	MH-Forsinard
27th July		6th August		13.00 68001 4A13	GM-AB
05.45 66432 4H47	MN-IS	05.45 66425 4H47	MN-IS	13.30 66305 6S36	DS-GM
08.30 66607 6A65	OX-AB	06.30 66054 6A32	MN-AB		

Location Codes:

AB Aberdeen	AF Attercliffe	AL Alston	AT Abbotswood Jct	BA Blair Atholl
AC Achnasheen	AM Ashford	AN Acton	AV Avonmouth	BD Bedworth
AD Alexander Dock Jct	AH Ashchurch	AP Appleford	AW Aberthaw	BE Berkeley
	AJ Awre Junction	AR Abercynon	AY Ayr	BH Brierley Hill

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

INFRASTRUCTURE NEWS

Miscellaneous News: As part of the works to electrify the line between Barnt Green and Bromsgrove the existing twin footbridge has been replaced with a new higher one to allow OHL to pass beneath. In the view taken below by Colin Pottle on the 27th August 2015, both bridges can be seen with the new one to the fore. The old one is to be taken down.



PRESERVED RAILWAY PROFILE

The Mid Norfolk Railway by Stuart Moore:

The Mid Norfolk Railway lies to the west of Norfolk and runs passenger services over an 11 mile line between Dereham (A47), its main base of operations and Wymondham (A11). There are currently six stations (from north to south) Dereham, Yaxham, Thuxton, Hardingham, Kimberley Park and Wymondham Abbey Halt. Originally single line throughout, a loop was installed at Thuxton Station in 2009, approximately half way between Wymondham and Dereham. The line is now able to run one train in each direction every hour. This has made a great difference to operations with passengers only having to wait an hour between services rather than two hours. But there are several plans for the railway.

The railway is working to extend the operational route northwards towards the end of the line at County School approximately 6 miles north of Dereham. Eventually the line will be about 17 miles long making it one of the longest preserved lines in the UK. At the moment the operational line has recently been extended as far as Hoe, 2 miles north of Dereham. Work is progressing on reaching the next milestone of North Elmham and it is hoped to have reached a temporary station south of the level crossing next year. The original station is north of the crossing. The railway also plans to re-open the bay platform at Dereham for the DMU services to Wymondham and to eventually re-use the second through platform for trains to County School. However, before that can be done the track for the through platform, platform 1, will need to be replaced as it currently 'light weight' MoD rail that was laid for the MoD tank trains. The other key aspect for this to work is the signalling, but more on that later.



One of the major obstacles the railway has had to work through since beginning has been the lack of covered working and storage areas. Recently the MNR has been running a shed appeal to raise funds to buy and built a three road shed. The shed has been bought and is currently stored dismantled in Dereham station yard. The area for the shed has been cleared of equipment and spoil that has been stored there for years. The railway hopes to have at least the concrete base laid during 2015. Having a three track shed with each track able to hold three vehicles will make a huge difference to the operation, repair and restoration of vehicles on the railway. At the moment it is difficult to carry out repairs and restoration when the work has to be carried out in the open air. The shed will make a huge difference and it is hoped it will attract other locomotive and stock owners and operators to the railway. Credit must be given to the volunteers for managing to restore and operate the locomotives, units and stock without anywhere to carry out work undercover.

One of the railways biggest assets is its link to the national network at Wymondham. In the early years of the MNR it was used by EWS to operate MoD trains for the nearby Swanton Morley Barracks. In more recent years it has allowed mainline operators to use the railway for training and testing as well as for servicing. The line has been used by DRS for servicing the RHTT fleet, by Anglia Railways and subsequent TOC's for staff training as well as training for infrastructure companies.

During my visit I saw two of Network Rail stoneblowers that have been stored at the line for several years. The link has also meant that visiting locomotives have been able to arrive under their own steam including three West Coast Railway Locomotives for the West Coast steam event in 2014. The event saw three mainline registered steam locomotives and a set of Mk1 stock arrive from Carnforth for a weekend event and return the following Monday. It was a very successful event with the rare site of triple headed steam to and from the event. See photo right by Stuart Moore of 46115 'Scots Guardsman' at Wymondham on the 31st May 2014 with the mainline connection behind the loco. The link has seen many visitors for galas that have attracted lots of visitors. The link has also enabled the railway to be a destination for railtours and several operators have brought steam and diesel to the line, including HSTs.



The Mid Norfolk Railway also benefits from very good working relationships with a number of the mainline operators. This has seen several main line locos visit the line for galas. The recent diesel gala was due to have a Colas locomotive but due to issues it was not possible to make one available. However, DRS were able to step in and provide 37419 to fill the gap. The railway has also benefited from the loan of Network Rail ballast wagons which had been used to deliver recycled ballast to the line to allow the railway to move the spoil from the area where the new shed is going to be reused elsewhere.

Maintenance of the operational line between Dereham and Wymondham is being worked on by group of dedicated volunteers. The line is blessed with a good team of volunteers who are willing to turn their hands to anything.



55022 at Crownthorpe Bridge, a popular spot for photography on a Wymondham – Dereham service during the April 2012 Diesel Gala, 1st April 2012 (Stuart Moore)

The railway is also currently working on the signalling system along the line. A new signal box was constructed at Thuxton to control the loop and the level crossing. There are two further signal boxes in Dereham station area. There is the main signal box located south of the station while to the north beside is a small box that covers the level crossing. This is a sub box to the southern box and could only operate with 'permission' of the main box. Another new signal box is being built at Wymondham which again will cover the level crossing but also operates the signalling in the area.

Away from the running lines the railway is also planning a museum. There is a small museum in the platform at Dereham station but there are plans to have a larger museum in the sidings area. The railway has the last intact Great Eastern Railway shunting horse stable block. The MNR hope to renovate these and have a museum in there looking at the history of the line and how railways used to

work. It is hoped to be able to have working horses carrying out shunting on a demonstration track. The plan is to have an educational resource for local schools and something for the non-enthusiast visitors to the area to visit as well as something else for rail enthusiasts to see while at the line.

*right 97301, 37706 & 37423 during the Cl.37
Celebration Event in 2010,
Dereham 25th September 2010
(Stuart Moore)*

As you may have heard the MNR has also recently acquired the old Hitchin turntable and plan to install this at Dereham. This will help with steam tours, steam operations on the railway and also to turn stock and loco's to even out tyre wear.

The Mid Norfolk Railway is a very young railway having started life in 1979 as the Fakenham & Dereham Railway Society, later changed to the MNRS in 1990, but in its short life it has made fantastic progress. It has shown what can be done through good ties with main line operators. Although to some it is a diesel only railway it has seen some excellent and unique steam events. In some ways it has lead the way to the more established railways. The MNR is a railway that is 'going places' but sensibly and not over stretching its funds or volunteers. If you have not been to the railway it is well worth a visit.



SIGNAL BOX SURVEY

Built by Evans, O'Donnell & Co in 1897 Barry (formerly Barry Station) signal box closed on the 26th June 2014. Originally it had 117 levers but was eventually reduced to 77. On the 29th March 2015 it was completely demolished, the day after the photo below of 66061 passing at 11.26 with empty coal hoppers (Keith Morey).



MISCELLANEOUS LOCOS

by Trevor Roots

The first page of Shunting Locomotives and the Miscellaneous Locos section in the UK Combine include some odd non-classified survivors built for pre-nationalisation companies, often for evaluation of which some were eventually ordered in larger numbers or incorporated into the mainline companies fleet. This occasional series features these locos. Previous articles / photo spots featured: 85049 and 97701 - September 2010 p8, 18000 - March 2012 p32, 'Tom' & 'Tiger' September 2014 p32, NG 10 February 2015 p.50 & 21442 'Woodbine' April 2015 p.27.

Based at the Midland Railway Butterley, 1311-G a petrol-mechanical 4wh was built in 1927 by Mercury Truck & Tractor Co for use with the LMS at Wolverton Works, then BR. It worked until 1978 and was saved in 1980 from being scrapped but sadly has never been restored. It has been stored for several years outside in the sidings at Swanwick along with numerous track machines.



1311-G, Swanwick, MRB above 15th August 2011 and
below showing the seat and engine, 15th May 2010



UNDERGROUND NEWS

London Underground:

The 9 stored 1983 Jubilee Line tube cars at South Harrow have been removed to CF Booth, Rotherham for scrapping.

LIGHT RAIL & METRO NEWS

Midland Metro:

The last T69, 16, made its final appearance on Friday 14th August 2015. All services now in the hands of the Urbos's. The photo below shows 16 at Jewellery Quarter on its last revenue earning return trip from Birmingham Snow Hill to Wolverhampton. The photo right shows 16 at Snow Hill just before it made its final trip back to Wednesbury Depot with invited guests and staff members (photos by James Holloway).



Nottingham Express Transit:

A new station opened on the 27th July 2015 named Nottingham Station replacing Station Street, which was a few yards closer to the city centre. The new station is directly above the main line station and was a temporary terminus until the new lines to Clifton South and Toton Lane opened on the 25th August. The photo right show Alstom Citario's 226 and 235 at the new temporary terminus, just beyond the original terminus in the background. The Alstom Citario's seen were 216-233/235-237, all in service apart from 221 which was in the depot yard at Wilkinson Street (photos by James Holloway).



221 has been named 'Stephen Lowe'

Croydon Tramlink:

Further to the report in the July issue, here is the third advertising livery to appear on a Croydon Tramlink tram. Turkish Airlines as seen by James Holloway on tram 2542 at East Croydon station, 29th July 2015.

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



As reported in the August issue, the Customer Smart scheme "Get Me There" system, the answer to the London Oyster Card, to be rolled out on the Metrolink network in the summer, has been cancelled after the supplier failed to set up the system for all tram users. The system is operational for use by the 500,000 concessionary pass holders using the yellow card readers on the platforms at each tram stop, but after a long period of delay it was clear the

supplier of the ticketing system could not deliver as contracted. Surprised how the problem was identified at such short notice, Atos who were contracted in 2012 to design, build and operate the smart ticketing system for all modes of public transport in Greater Manchester is now returning "substantial compensation" to Transport for Greater Manchester.



the completed roof over Manchester Victoria,
11th August 2015 (Geoff Hope)

With the 'pausing' of the Manchester-Leeds electrification scheme, a legal objection made by a former Network Rail consultant (who is also a vocal campaigner against the plan) on the Ordsall Chord Project has filed "a dispute over errors" in the decision making process, a High Court hearing has been scheduled for September - all are important major schemes of the Northern Powerhouse.

A 'BABY ON BOARD' badge scheme for mums-to-be is set to be launched on the Metrolink network. During the first two weeks of school holidays there were 10 vandal attacks (stone throwing) on trams on the Oldham, East Didsbury and Airport line. Due to these attacks between Failsworth and Oldham five trams had to be taken out of service. The incidents are believed to involve eight children as young as 10 years old with an 11 year old reported found piling up stones close to the tracks for use as ammunition. Another incident near Chorlton on the East Didsbury/Airport line involved a double tram being taken out of service after being attacked (brick throwing) this time fortunately no injuries to passengers were reported. A further attack (bricks and rocks) on trams on the 24th August, again between Hollingwood and Failsworth, shattered a window. Though no passengers were injured after being transferred to another tram at Failsworth, this too was attacked but was able to continue its journey uninterrupted.

Another incident involving a car wandering onto the reserved track on the Airport line the 31st July delayed services for up to one and a half hours.

Tram 3102 arrived at Queens Road Depot on the 25th July and after commissioning it was observed on the Rochdale-Ashton service on the 18th August. Tram 3103 is expected shortly at Queens Road Depot.

A visit to the Metrolink Network on Tuesday 11th August following the closure of St Peter's Square to through services on the 28th June observed the following on the temporary services for North & South Manchester.

South Manchester-Cornbrook 11.00-12.20:

Altrincham - Cornbrook single trams: 3003/3013/3023/3029 & 3037

Altrincham - Castlefield double trams:

3007+3054, 3009+3046, 3018+3033, 3027+3052, 3040+3056

East Didsbury-Castlefield double trams:

3047+305, 3061+3095, 3065+3076, 3081+3094, 3090+3097

Eccles/Media City - Castlefield double trams:

3062+3068, 3066+3069, 3067+3099, 3071+3074, 3093+3098

Manchester Airport - Cornbrook single trams: 3064/3073/3077/3082/3084/3085/3089 & 3100

Old Trafford Depot 1225-1235: 1020/1023 & 2001:3045/3049/3079/3086/3092 & 3096

North Manchester - Victoria 1320-1505:

Bury - Piccadilly single trams:

3001/3010/3022/3032/3035/3038 & 3055

Bury - Piccadilly double trams:

3005+3017, 3016+3028, 3031+3039,

3036+3048, 3041+3043, 3051+3059

Rochdale - Ashton single trams:

3015/3044/3053/3058/3060/3063/3070/

072/3075/3080/3087 & 3088

Rochdale - Ashton double trams:

3004+3011, 3012+3034, 3083+3101

Queens Road Depot 1510-1515:

1027/1028:3014/3025/3026 & 3050 + 4

unidentified trams

Trams not seen or unidentified:-

3002/006/008/019/020/021/024/030/042/

078/091 & 102



Due to heavy rainfall causing flooding on the 14th August, services were suspended on the Trafford Bar-Firswood section of the network affecting the East Didsbury/Airport lines to allow water to subside before the lines were reopened to full services.

On the 24th August major works at the Deansgate-Castlefield stop were completed with new look stairs at both ends of the tram stop. In addition the 'green look' includes two new green slate paved platforms, blocks of sedum planted between tracks (see photo above right) and a green wall behind one set of steps (see photo right). The passenger shelters cast shadows on the platform. A new passenger lift is due to open shortly completing the rebuilding of this stop.



above steps up from Trafford Street on the north side of the tram stop, with living wall behind, 25th August 2015



left steps up from Whitworth Street over the canal on the south side of the tram stop, 25th August 2015



Overnight tram testing commenced on the evening of the 25th-26th August in preparation for the resumption of services on single line working through St Peter's Square (see photo below) on Friday 28th August in time for the Bank Holiday weekend and the Manchester Pride celebration. After a 10 month period a further 8 weeks of complete closure of St Peter's Square until September 2016 will be necessary after which a full service will resume. The stop will consist of 2 island platforms, one serving the original city centre crossing the other serving the Second City Crossing (SCC) due to open in 2017.

Deansgate – Castlefield above Deansgate Locks alongside the canal, compare with the photo on the 15th August in **TRAFFIC & TRACTION NEWS** 25th August 2015

The following service pattern will operate over the 10 month single line working through St Peters Square: Altrincham – Etihad Campus/Bury – East Didsbury/Eccles via Media City – Piccadilly each service running at twelve minute intervals. Other services operating will be Altrincham – Castlefield/ Manchester Airport – Cornbrook/Bury – Piccadilly/Rochdale – Ashton.



photos by Geoff Hope

PRESERVATION PHOTO SPOT - 2



not featured before, D5830 in its unique ochre livery is seen approaching Quorn & Woodhouse on the GCR t&t D8098, (14.22) 12th July 2015 (Colin James)

DAYS OUT

Seven Days in Summer, 28th June – 3rd July 2015 by Andrew Buckley:

The end of June is an eagerly anticipated time of year for me. Not only are the airwaves awash with Glastonbury and the Great British Sporting Summer but also it marks the time of year when I head off to the Midlands for seven days on the rails. Armed with a Heart of England rover ticket I was to be based for four nights in Birmingham at the Travelodge some 100 metres from Moor Street station, and then the remaining three nights in Stafford.

My week would be bookended by the Open Day at Tyseley, on Sunday 28th June and the second day of the East Lancs Railway (ELR) Diesel Gala on the following Saturday, 4th June. Armed with a number of familiar online resources and the usual camera kit my plans included some favourite locations such as Water Orton and Rugeley Trent Valley.



However these were not set in stone so that each day would be decided upon the night before or indeed on the day of, should something unusual be scheduled to move.

The joy of the Rover ticket allowed me the ultimate flexibility and meant that I could get around easily without worrying about the usual palaver of advance booking, value for money quotients, although it would be good to break even on the deal.

Having arrived in Birmingham on the Saturday afternoon, the 27th June, the first shots were of Chiltern 68's arriving at Moor Street that evening. During the week I saw 68008-014 inclusive with 68009 seen on the Thursday acting as stand in on an ex-Marylebone service.



Over the week itself I had stints at Water Orton with Monday morning proving slower than hoped for, although the afternoon was significantly better with a couple of class 56 workings (on the Cardiff – Stockton scrap and the Washwood Heath – Boston steels) and 57306 + 66431 passing at 14.33 on 6Z96 Crewe Basford Hall – Toton (see top right). Then following a move up the line to Tamworth a fantastic few early evening minutes at 18.37 saw the Old Darby – West Ruislip move with tube stock with 20905 + 20901 t&t 20096 + 20107 (see photo above left) followed literally as that cleared the platform southbound with a northbound pass of Colas light locos 60076 + 66849 to Toton (see photo above right).

Tuesday the 30th June was spent predominantly at Tamworth but also involved a move up to Rugeley TV for a shot of 4-6-2 35028 'Clan Line' on its final working from Victoria – Chester. The shot however

didn't go quite to plan when, first a crowd of likeminded photographers had beaten me to the spot and then having worked out an angle further back on the northbound platform I was comprehensively bowled by an LMT 'Tin Rocket' 153356 + 1705xx coming into the platform from Rugeley Town (see photo right with 35028 coming round the curve on the left at 12.14). To say the language was more Anglo-Saxon than Modern English would be to understate the chorus of disapproval that announced the incoming stopper but it would give you a sense of the moment and indeed some lucky few did get the shot they were there for.

below 90024 + 90036 on 4M25 Mossend –
Daventry, Rugeley TV (13.41) 30th June 2015



Wednesday the 1st July was move day, so once complete the afternoon and evening involved some time at Stafford and then a quick run to Crewe and back evoking memories of many a Saturday spent on the platform nearest the old Diesel Depot, happy days!

right 20305 + 37605 on 6M56 Berkeley – Crewe
flasks (16.44) Stafford, 1st July 2015

Thursday and Friday the 2nd and 3rd July took a very similar shape with a visit to Derby being pencilled in for the Thursday following some word of mouth information gleaned on the platform at Stafford on Wednesday afternoon. An overnight stop for a convoy from NYMR heading back to Peterborough and the Fens was scheduled for the Wednesday evening with a likely departure later on Thursday although this was unconfirmed. Arriving in the station at Derby was literally a step back in time with a 50, two 56's, a 31 and a 47 in the yard or stabled at the south end of platform one...oh for the 'Peaks' to make that time warp complete!



right 56104 + 47596 + 31271
(10.38) 2nd July 2015

The modern traction scene was represented by Meridian and Voyager DEMUs in significant quantity and this in itself provided an interesting comparison. Friday would also see me venture over to Derby after having spent a very enjoyable couple of hours at Rugeley TV. This is a favourite location of mine with the fantastic fast 'S' curve on the southern approach to the station (see photo overleaf top) of 66416 at 10.00 on 4M36 Felixstowe – Trafford Park) being complemented by the 'race track point to point' heading away north almost to vanishing point. Love them or hate them, this is an ideal spot to observe 'Pendolinos' and 'Voyagers'





at speed and on Saturday evening travelling aboard a 390 on a Manchester – Euston fast service I finally got the opportunity to experience that section of track at some velocity as a passenger - an exhilarating experience with the 'Pendolino' displaying a 'push' or urgency that I hadn't experienced elsewhere in the UK apart from on HS1 when on the Eurostar.

Back to Friday, and another fantastic few hours at Derby which included a light engine move of both current Colas 37's heading from Barrow Hill to the RTC before they take up regular turns on NR duties (see photo right at 14.55).



left Northern Belle liveried 57305 on more mundane duties, Daventry – Crewe, banking round the curves at Rugeley TV (14.28) 2nd July 2015

below 60039 on 6E08 Wolverhampton Steel Terminal – Immingham passing 56303 + 50031, Derby (16.01) 3rd July 2015



I headed over to Crewe again, before my final journey of the 'freeform' week back to Stafford. Saturday would see me head to Bury and the ELR, but that's another story!

The Rover ticket had cost a princely £104 but comparing the journeys undertaken using off-peak walk up single fares I calculated the price would have come in at £235 had I



paid for tickets in that way. In conclusion therefore another hugely enjoyable week in the Midlands with a wide variety of motive power in action and with extremely warm weather conditions thrown in for good measure this proved to be a superb seven days in the Summer.



37667 & 67008 + DVT 82124 Crewe (17.45) 3rd July 2015

photos by Andrew Buckley

RAILWAY GLOBETROTTERS

Epic Austrian Borders 2013 – Part 6 by Ray Smith:

Friday April 12th 2013:

The day started with a visit to Tabor. The depot is adjacent to the station. We found the office but no one was to be seen anywhere! It was a weekday so someone had to be somewhere! We looked all over the depot to find someone, saw everything, and decided to return to the station. Our first ghost depot!

right 4 wheeled shunter 704013 stands outside Tabor station showing the Depot behind 12th April 2013



242 259 seen last night on Ceska Budejovice runs light engine through Tabor station, 12th April 2013



Tabor is a through station with a terminus platform street side where 814 026 is seen, 12th April 2013



snorkel 754 027 waits at Tabor with a train to Benesov, 12th April 2013



100 001 (Skoda built 1956), now carrying its original number E422 001 Tabor Depot, 12th April 2013

Three more Depots including Havlickuv Brod before Nymburk. One of the strangest depots I have ever visited. There was a roundhouse where some work was being undertaken and a series of yards containing withdrawn locomotives. There was a closed workshop which contained four uncompleted

locomotives, covered in dust. It looked like work on them had just stopped. Outside there were body shells with new components fitted and they also looked part of a cancelled project.



742 452
Havlickuv Brod, 12th April 2013



841 014 and 841 010
Havlickuv Brod, 12th April 2013

There were some lines of locomotives in pristine condition, stored. Could this workshop have run out of money or was there not a need for these overhauls?



After leaving and returning to our car we found (to be?) preserved 130 001, hiding on a single line, amongst the trees (see close up photo above right and in background with 122 012 hauling a freight through Nymburk, left).



B shunter 703 717 Nymburk, 12th April 2013



immaculate 742 173, 742 192 and 753 761
Nymburk, 12th April 2013

Now for the city where our overnight stop was in Prague. Our hotel was part of Masarykovo station. Before checking in we did the Depot. 74 on, including 4 of the new class 380. Leaving the Depot PKP 370 007 passed. Now heading for the hotel there were traffic diversions. A simple right turn would have solved it but could not be done. How many times can you go through Wenceslas square in 30

minutes? Eventually arriving at our hotel an empty parking space greeted us right outside the entrance.

A quick look into Masarykovo station then on to the main station, Hlavni Nadrazi. Plenty of trams to be seen on route. This is a good station and visitors included two Austrian 1216s. After a good session and another quick look into Masarykovo, as Zebedee sad, it's time for bed.



151 011 Praha (Prague) Vrsovice Depot,
12th April 2013



380 016 Praha (Prague) Vrsovice Depot,
12th April 2013



371 015 Praha (Prague) Vrsovice Depot,
12th April 2013



854 034 Praha (Prague) Vrsovice Depot,
12th April 2013



above Doyen 111 001 Praha (Prague) Vrsovice Depot, 12th April 2013



362 163 Praha Hlavní Nadraží station,
12th April 2013



151 019 Praha Hlavní Nadraží station,
12th April 2013



City Elephant 971 060
Praha Hlavní Nadraží station, 12th April 2013



750 707 Praha Masarykovo station,
13th April 2013



more room please...!, Ceske Trebova Depot,
13th April 2013



714 201 stands in front of 6 doomed units,
Ceske Trebova Depot, 13th April 2013

Saturday April 13th 2013:

Continuing where we left off we had a last look into Masarykovo before heading to Hradec Kralove, 57 on shed. Ceska Trebova is the next visit. This massive shed has a roundhouse going back to steam days. To allow the modern locomotives not to foul the turntable, bricks have been removed to give the buffers that extra bit of space (see photo above left). This shed and yards were once full of withdrawn locomotives awaiting cutting up. On my last visit over 200 were noted. Now it is cutting up redundant diesel units and trailers. We asked to look around and were told it was up to security. Miss security

arrived and took us around. Suddenly the skies opened, once again we got soaked. Miss security wanted to stop the visit but we suggested she took shelter and only we got drenched, she agreed. We saw 188.



742 065,
Ceske Trebova Depot, 13th April 2013



742 202 with a different body to 065,
Ceske Trebova Depot, 13th April 2013



despite a UIC number and updated livery,
railcar 50 54 24 29 365-0 stands on
one of the scrap lines,
Ceske Trebova Depot, 13th April 2013



771 172,
Ceske Trebova Depot, 13th April 2013



depot shunter 799 001 stands in front of 460 069,
Olomouc Depot, 13th April 2013



460 079 in green livery,
Olomouc Depot, 13th April 2013

We took in two more Czech Depots, Olomouc and Valasske Mecirici, both well stocked.



*left 0-6-0 97-02
plinthed at the entrance
to Olomouc Depot
13th April 2013*

*below left 4-8-4T 464 202,
Valasske Mezirici Shed,
13th April 2013*

*below right 0-6-0T 314 303,
Valasske Mezirici Shed,
13th April 2013*



*above when we arrived at this Depot it was a surprise to see 2-8-2T 433 002 arriving with a special
Valasske Mezirici Depot, 13th April 2013*

There are many locomotives in departmental and industrial use. This included private operator's. To distinguish these they carry the same class numbers but the running number is 500 and above (see opposite top).



740 820,
Valasske Mezirici Depot, 13th April 2013



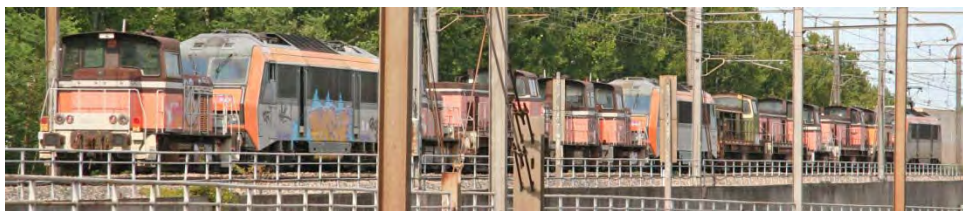
new Regio Shark unit. 844 013,
Valasske Mezirici Depot, 13th April 2013

As it got dark we crossed into Slovakia and found our hotel in Zilina, it was opposite the station which was very quiet, being a Saturday evening.

photos by Ray Smith (to be cont)

EUROPEAN PHOTO SPOT

During a holiday in France Derek Everson witnessed a convoy of 13 locos, presumably stored, passing Avignon at 09.52 on the 13th July 2015. They appear to be of only 3 classes with Sybic Cl.26000 Bo-Bo electric 26080 leading (one of three) with classmate 26124 second from last and 10 shunters, 9 of one class and one other (4th loco in line)...identities anyone ?



On the 17th September he then saw 040A51 a vintage (1878) preserved 0-8-0 steam loco plus goods train consisting of 4 wagons, 3 tanks and an open carrying wine barrels, at the Beaujolais wine museum of Hameau Leboeuf, Romaneche-Thorins in Burgundy. This is a theme park dedicated to the story of everything wine.



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.*

Amendments / Additions: Thanks to Alex Ford for help with amendments.

Errata:

p.10 delete **PGA** 14180/183/185 as these have been scrapped

p.48 – delete **ZSO 4wh Container Flats** as 530199/237/331/478 appear in **Internal User Wagons** where 530051 should also be included.

BEA to **BDA** 951065/1075/1112/1118/1129/1171/1177/1184/1242

Internal User Wagons: The following are additional internal user numbers (shown in brackets) and include two extra wagons not listed denoted #:

4578 (PO1), 5214 (PO4), 5215 (PO2), 5219 (PO3)

470111 (SS2) #, 70159 (SS1), 950052 (BD14), 950071 (BD20), 950317 (BD21), 950422 (BD3)

950442 (BD12), 950539 (BD7), 950542 (BD11), 950552 (BD15), 950578 (BD8), 950635 (BD13)

950656 (BD6), 950681 (BD18), 950692 (BD19), 950721 (BD9), 950722 (BD5), 950725 (BD4)

950740 (BD22), 950752 (BD1), 950753 (BD20), 950762 (BD17), 950764 (BD16) #, 950780 (BD10)

950979 (MB416)

New / Added to TOPS:

IFA Bogie Intermodal Flats 33.87.4906.017-8/046-7/119-2/120-0/121-8/125-9/130-9

Out of Store:

Long Marston to Grangemouth: **TDA** 86928/29/47/63/66/68/69

Donnington RFT to Cardiff Canton: Slinger Wagons DR 92502/07/09/10/12/15 (not shown in **UK Wagons**)

Thanks to Mike Rumens, Darren Stewart and Steve Wakerly for reporting seeing the following wagons out and about: 210416, 391383/1548/1550/1565/1692, 320042, 394606, 501120/298/300 610272/276, 81.70.4908.096-0, 33.70.6790.043-7/067-6

Change of Storage Location: **PCA 4wh Presflo Cement Tanks** to Peak Forest

10025/26/28/33/34/38/40/41/42/43/45/47/48/49 (see photo below)

Re-numbered: **FIA Bogie Megafret Intermodal Twin Container Flat**

33.70.4938.709-1 to 31.70.4938.187-2

Reformed / Recoded:

FCA Bogie Twin Container Flat 610365 + 610271 + 610366 & 610203 + 610399 + 610400 have been coupled together as a triple sets and recoded **FQA**

YEA 979044/092/414 recoded **YRA**

Converted: (Arlington Fleet Services, Eastleigh Works)

IFA Twin Bogie Container Flat to Car Carrier 33.87.4908.6xx – all completed and out working

Removed from TOPS / For Scrap / Scrapped:

13702, 390518/541/560/597/603/620/623/633 have all been deleted, which renders the 390xxx **HGA** 'Gunnells' now extinct.

FREIGHT NEWS

The last but one deep mine in the UK at Thoresby closed on the 10th July, leaving just Kellingley which is due to close in December.

Faulty points at the entrance to the disused Welton Oil Terminal resulted in a derailment on the 30th June 2015. The train split and nine of the 22 TEA oil tanks were derailed with 6 of them leaving the track. The train was the 6E54 10.39 Kingsbury – Humber Oil Refinery hauled by 60054. Substantial damage was caused to infrastructure and the resulting track repairs removed the point and therefore access to Welton. The line re-opened on the 10th July.

Whilst operating in an engineering possession, 66428 on 6K07 ran into the rear of 6K06 hauled by 66305 at New Cumnock, Ayrshire on the 1st August 2015, resulting in severe damage to 66428 and derailling 18 MTA box wagons. 66428 has been moved to Motherwell.

DBS started a new daily Mon-Fri container service on the 3rd August 2015 from Teesport to Mossend and Grangemouth for PD ports. The new flow is via the ECML.



conversions MVA 910164 (as reported in April issue) & MUA 900241 (as reported in August issue), Peak Forest, 16th August 2015 (Neil Dix)



14 stored 4wh PCA cement tanks are now at Peak Forest, 16th August 2015 (Neil Dix)

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:

Four Cl.319s are moving from T&GN to LMT with the first 319429 having moved.

As reported in April 321411 moved on the 6th July to Wabtec, Doncaster the first of 321411-17 moving from LMT to ScotRail which will be shortened to 3 cars at Wabtec, with the TSOs stored.

The first 387/2 for Gatwick Express is on test at Bombardier, Derby.

Two of the four redundant NR yellow Cl.31s, 31285 & 31465 have been sold to HNRC who have also acquired 6 ex-DBS shunters 08500/711/877/904, 09006/201.

Colas Rail has acquired four more Cl.37s from preservation, D6757 (BH), 37146 (WEN), 37188 (PEA) & 37207 (PVR), the latter has moved to BH with 37146 & .37188 to follow, neither of which have worked in preservation.

Some c2c Cl.357/2s are being refurbished with 2+2 seating to create more standing space and re-numbered into a new sub class 357/3.

With the painting of 37518 and 57316 into corporate maroon, two more liveries have now been lost, InterCity from 37518 and the last ATW blue from 57316...RIP.

67003 is now in DBS red.

NEW:

EMUs: (* on test)

374017 374018 700106*

Locos Sent Abroad: (to France) 66233

Locos Repatriated: (from France)

66029 66226



66226 Toton, 16th August 2015 (Neil Dix)

Re-formed & Re-Numbered:

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

378220 incl 38420 378221 incl 38421

378222 incl 38422 378231 incl 38431

8009 to 458509 incls 74452 from 460002

8026 to 458026 incls 74442 from 460002

Refurbished & Re-numbered:

EMUs:

357223 to 357323

Transferred:

Locos: (* into preservation)

D2324 HST to BO 07005 GCR to WH

08944 ELR to HNRC 97651 STP to SCR

08993* ZJ to KWV 08995* CE to NDR

20087 ELR to HNRC 31255 CVR to HNRC

33008 BAT to ESR 40106 WH to BKR

56060 WH - LR

EMU:

373008 GCN to NRM

DMU:

56347 BSM to FXR

Coach: (* into preservation)

NBA 94462* CD to GWR

Names:

(* also see **EASTLEIGH WORKS REPORT**)

New:

08810 *Richard J.Wenham Eastleigh
Depot December 1989 – July 1999*

66058 *Derek Clark*

66761 *Wensleydale Railway Association
25 Years 1990-2015*

73107* *Tracy*

73109* *Mhairi*



66711 (as reported in July 2015 issue)
(Carl Watson)

Removed:

08631 *Eagle CURC*

08442 *Richard J.Wenham Eastleigh
Depot December 1989 – July 1999*

37518 *Fort William / An Gearasdan*

92030 *Ashford*

319013 *The Surrey Hills*

375304 *Medway Valley Line 1856-2006*

For Scrap:

London Underground: (from South Harrow)

CF Booth, Rotherham 3639 4639 3739

3640 4640 3740

3645 4645 3745



CONVERTED STOCK

left

a closer view of 73965 (ex 73208) (see May issue of it at Brush, Loughborough)
Tonbridge West Yard
18th August 2015
(Mike Rumens)

DAMAGED STOCK

more graffiti

....AGA seem to have a real problem with security !!

right 82136 Ipswich, 15th August 2015 (Keith Partlow)



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. New liveries may also be shown in other articles. See 37401, 57307 & 73109 in **EASTLEIGH WORKS REPORT**.*

*right 166204 the first Cl.166 to be treated with the new FGW two-tone green livery
...the jury's out on this !!
Reading,
22nd August 2015*



left 10594 the first Mk3 sleeper to be treated with the new FGW two-tone green livery, Paddington, 11th August 2015 (Colin James)



VTEC & AGA are cracking on with re-liveries

above VTEC 43320 Leeds,
8th August 2015 (Andrew Turnidge)

below AGA DVT
82139 Ipswich. 9th August 2015
(Keith Partlow)



above
previously illustrated without the CS
stag logo here is 92023 'complete'
Polmadie

6th August 2015 (Iain Gardiner)

below the last CI.92 into CS livery
92010 Edinburgh Waverley,
9th August 2015 (Iain Gardiner)



right 60056 the ninth CI. 60 in
Colas Rail livery, Eastleigh,
18th August 2015 (Carl Watson)
note the redesigned Colas hard hat
logo on the cabsides





left another view of the advertising livery on 158798 from the opposite side (see p.63 July issue), Swindon 11th August 2015 (Colin Pidgeon)



below 332001 with the latest advertising livery, Tata Communications, Ealing Broadway, 11th August 2015 (Colin James) this livery replaces the previous Santander livery which has never been illustrated so the photo bottom shows it for completeness



left 332001 in Santander
advertising livery,
Paddington, 20th April 2013



above 159103 sporting the revised SWT livery with go faster orange, blue diagonal stripe on centre car, yellow doors and amended branding
Exeter St. David's, 15th August 2015 (Malcolm Wallace)
below compare with previous livery on 159009, Clapham Jnct, 10th July 2015



right FL 47830 in heritage two-tone green livery, complete with BR totem
Leeds Midland Road Depot
8th August 2015
(Andrew Turnidge)



left 66590 sporting the 'Zero Injuries' logo (see right) applied to several FL locos, Ipswich
28th July 2015
(Keith Partlow)





158784 'Barbara Castle' Hellfield sporting an advertising livery for PTEG (since 2009) not featured before, 11th August 2015 (Mike Brook)

the latest GBRf repaints into corporate livery of their CI.73 fleet leaves just 3 remaining to be treated
 73128 (grey), 73134 (BR Mainline) & 73201 (blue)
 see **EASTLEIGH WORKS REPORT** for photos of repainted 73109 & 73119 (in progress)
below as reported in the August issue here is 73107,
 Eastleigh, 5th August 2015 (Derek Everson), 73107 have been named since this photo was taken



TRANSFERRED STOCK

right
 now in preservation 37261
 has moved from Barrow Hill to
 Bo'ness, BKR,
 26th August 2015
 (Derek Sneddon)



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 will be **UKRS09 Irish Railways 2015**.

Books can be ordered either:

online via PayPal at www.intercityrailwaysociety.org

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

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

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



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

Titles:

Current:

			Member	Non Member
UKRS01	UK Pocket Book 2015	(1 st Jan15)	£7.50	£10.50
UKRS02B	UK Combine Summer Ed 2015	(1 st Jul15)	£12.00	£16.50
UKRS03	UK Wagons 2015	(23 rd Feb15)	£9.50	£13.50
UKRS04	UK Name Directory	(1 st Dec14)	£10.50	£14.50
UKRS09	Irish Railways 2015	(1 st May15)	£7.00	£9.50
UKRS10	Ultimate Sighting File Vol.1 – Mainline Diesel Locos	(27 th Sep13)	£10.00	£13.99
UKRS11	Ultimate Sighting File Vol.2 – Shunters, Mainline Electric & Prototype Locos	(27 th 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
Navy & White Polo Shirts SMALL / MEDIUM / LARGE / XL / XXL	£18.00	£25.00