

# TRACKS



Inter City Railway Society

November 2015



# Inter City Railway Society

founded 1973

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

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## Contents:

Officials Contact List.....	2
Society Notice Board.....	3-6
Events.....	6
ICRS Sales .....	64
Current News / Sightings:	
Franchise / NR News .....	19
Freight Matters.....	58
Gloucester & Stirling Sightings .....	32-34
Infrastructure News .....	7
Light Rail & Metro News .....	48-49
Liveries.....	60-63
Out & About Sightings .....	20-22
Stock Changes.....	59
Traffic & Traction News .....	11-20

## Feature Articles:

Days Out.....	37-38
Eastleigh Works Report.....	9-10
Long Marston Stock List.....	8
Open Day Report .....	48
Preservation:	
Galas .....	39-47
News.....	7-8
Photo Spot - Steam .....	9
Photo Spot - Narrow Gauge.....	36
Photo Spot - Diesel .....	57
Railway Globetrotters.....	51-57
Railway Vehicles – Scammell Mechanical Horse....	22
RHTT Gallery.....	23-31
Signal Box Survey.....	35

## Front Cover Photo:

Ex-Lancashire & Yorkshire Aspinall 3F 0-6-0 12322 + ex-LMS Hughes Crab 2-6-0 13065 power up the 1 in 136 gradient through the woods north of Springside Farm between Burrs and Summerseats on the 11.02 Ramsbottom to Bury service during the East Lancs Railway Autumn Steam Gala, 17<sup>th</sup> October 2015 (Mike Brook).

**£2.50 where sold separately**

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# SOCIETY NOTICE BOARD

## **Chairman's Address:**

In a follow up to the ad in the last issue, the need for a new Membership Secretary has been created by the simple fact that we've grown so much over the last 2-3 years that Trevor can no longer carry out the two key roles of Editor and Membership Secretary without something suffering! In reality I think it's Trevor's sanity that has suffered most as he's fought to keep everything spinning and not let our Members down. A valiant effort but there is only so much that one person can do!

Having put out an urgent plea for someone to take over the Membership Secretary role from Trevor, we were pleased this was quickly answered by three members, who all offered their services. Any one of the three candidates would have been capable of carrying out the role, but we had to choose between them. A 90 minute conference call with all the Officials on the evening of Tuesday 3<sup>rd</sup> November included much discussion and revealed little real difference between each of the candidates...bringing to mind the old cliché about London buses, you wait ages for one and three come along at once! We eventually settled on Colin Pottle as the most suitable candidate and Colin has graciously agreed to take on the Membership Secretary role with immediate effect. I personally spoke with all three candidates to inform them of the decision and both Chris Hatch and Alan Knox were very understanding and happy that we'd been able to find a suitable candidate. I would like to thank both Chris and Alan for volunteering their services and for accepting our decision - there were always going to be two unsuccessful candidates!

I would also like to thank Colin for taking on the role of Membership Secretary and wish him all the best in carrying out the role. With another person now on the committee we all look forward to Colin making a valuable contribution to ICRS as a whole.

Last, but not least, I would like to thank Trevor for his years of carrying out the role and his dedication to always doing the best for ICRS and our Membership.

## **Editor's / Membership Secretary's Comments:**

Once again apologies for the late arrival of the October issue, though only a week it seemed like ages. Clearly my emailing out to advise of the problem worked, though I did have a few phone calls from those without email. It did also highlight the need to have up to date email addresses, so if you think yours has changed recently please inform us. This is even more important for those who don't complete renewal forms each year ie. 5 year members or those who pay by BACS / SO.

Many thanks to the 3 members who put their names in the hat to be Membership Secretary, sadly only one could be chosen. As stated above, Colin Pottle has the honour of taking on an important role in the Society. Hopefully you will all give him a hard...oops, smooth time !! Can everyone with email please amend you contacts asap from me to Colin. You can still email me at the editor or website addresses. This month's Renewal notices will feature Colin's home address so please try not to write to me in Scotland anymore on Membership matters, however if you do, I will pass on to Colin. One interesting aspect of the hand over was I had to write down what the Membership Secretary does and the day to day operation...a Manual aka 'idiots guide'. That was harder than I envisaged as I had constantly developed the role with multiple letters and email templates to deal with the various membership options. As many of you will know I tried to personalise every contact with members during application and renewal. As for the membership database it wouldn't look out of place at NASA! Thankfully the process of writing the guide has enabled me to streamline a few things so Colin shouldn't be too overwhelmed. To save some admin, we will no longer email those members renewing by Renewal form to acknowledge receipt, but everyone will get a acknowledgement compliment slip with their new membership card, previously only sent to those without email. Thankfully trying to find a successor has not dragged on and Colin can get his feet under the table before Christmas, good luck Colin.

This issue sees me complete 9 years as Editor having started with the November 2006 issue. Looking back it has been quite a journey. The desire to increase pages has seen me edit 4044 out of a total of 11192 pages, 36% of the total compared to 21% of the issues. That 'first' issue started a step change in the way the Society magazine was produced but even then it only featured 8 photos, with just one other contributor to my own photos. With 24 pages back then, that was a ratio of 1 photo per 3 pages,



it is now reversed with just over 3 photos per page from approx 25-30 photo contributors !! In the 407 issues prior to my taking over just 653 photos appeared (ignoring covers) whereas 7346 have appeared in my 108 issues. When you realise membership was £14.00 or £70.00 for 5 years at that time, the rates today are ridiculously cheap for what you receive. It is worth comparing what **TRACKS** has to offer in terms of content and photos with similar proprietary monthly magazines (fortnightly in the case of Rail), all of which contain advertising pages, which have been omitted. The figures were taken from the October issues:

Title	Pages (content)	Photos	Price per Annum (print)	
			RRP	Best Offer (not DD)
Rail Express	49	87	£51.60	£45.00
Today's Railways	75	137	£52.20	£46.80
Railways Illustrated	79	113	£51.60	£43.00
Modern Railways	85	125	£51.60	£43.00
Railway Magazine	103	212	£51.60	£42.00
Rail (2)	151 (82 + 69)	157 (80 + 77)	£98.80	£83.00

They are all A4 in size so the number of pages should be doubled to be a fair comparison, but it is still interesting, with only one magazine featuring more photos than we do. The big difference is what you pay. Though this can be further reduced with subscription offers via direct debit or for 2 years, it still substantially more than our rate. Which again brings me on to my last plea as Membership Secretary...**PLEASE** renew asap when asked to and at the very least by the expiry date shown. You wouldn't get the next issue of those magazines above once your subscription had ended or if you didn't pay up front over the counter.

**Errata – September 2015:** 67003 on p.58, bottom of Misc News, should have been 67013.

## Membership Matters:

### Subscriptions:

**Standard Membership: Annual - £17.50, 5 year - £80.00** (saving £7.50 against annual rate)

**eMembership: Annual - £16.00, 5 year - £75.00** (saving £5.00 against annual rate)

**NB.** Please note there is still a deficit gap between income from the **Standard Membership** annual rate and production / distribution costs of £0.98. The cost of sending membership cards and general admin raise this much higher. So for the foreseeable future, membership will still be subsidised by the sale of our books.

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 (6 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)

Robert Boak (Leeds), Ammon (Darius) Cheskin (Glasgow), Glen Denny (Bungay), Steve Gillam (Edgware), Edward Hearn (Newcastle-under-Lyme), John Kemneys (Gloucester), David Long (Woking), Shaun Massey (Sheffield), Christopher Nelves (Salisbury), Malcolm Ruff (Castle Douglas), Ashley Turner (Walsall) - a warm welcome to you all.

**Obituary:** Sadly Nigel Stockley from Northampton and Clive Collins from Bristol died in October. Our condolences go to their families. Clifton Collins has taken over his twin brother's membership so welcome, albeit in sad circumstances.

**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 above your name. **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 Reminder form

and one month after your expiry date then your membership will be deemed to have lapsed. **Please make sure you provide a telephone contact number.** If you are ex-directory, don't worry as it will not be revealed to any third parties but it is important that we have a contact number other than by post, which is a costly way to communicate and not covered by the membership fee. 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 preferably by 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, by its very nature, 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: Colin Pottle (Membership Secretary) ICRS Membership Renewal, 166 Midland Road, Wellingborough, Northants NN8 1NG

**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 international **eMembers**.

## **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. With this member benefit comes responsibility, please do not share **TRACKS** with non-members unless you are attempting to get them to join.

## **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 **December 2015** issue is **Friday 27<sup>th</sup> November 2015**  
with delivery to members after **Wednesday 9<sup>th</sup> December 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, John Brace, Mike Brook, Andrew Buckley, Paul Clifton\*, Harold Cooper, Peter Davis\*, Dennis Dey, Neil Dix, Martin Eden, Martin Evans, Derek Everson, Jonathon Ford\*, Iain Gardiner, Michael Hayman, James Holloway, Geoff Hope, Nigel Hoskins, Colin James, Stuart Moore, Stuart Nye, Keith Partlow, Gareth Patterson, Colin Pidgeon, Colin Pottle, Mike Rumens, Norman Smith, Ray Smith, Derek Sneddon, Paul Sumpter, Chris Tarrant, John Teasdale, Roger Thomas, Len Turner, Andrew Turnidge, Darren Twelves, Malcolm Wallace, David Walters, 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 17<sup>th</sup> May 2014. **Login details are no longer required** to access previous issues of **TRACKS** (Dec 2006 to date) and new pages have been added listing articles appearing in these issues. However the last 12 months issues (on a rolling basis) are available and can be emailed as pdfs to members on request from the editor (see **Magazine** above). Email Trevor Roots at [website@intercityrailwaysociety.org](mailto:website@intercityrailwaysociety.org) if you have any queries or suggestions.

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

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

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

# FORTHCOMING EVENTS

## MEMBER ONLY VISITS

### **DRS Crewe Gresty Bridge Depot, 14.00-15.00, 28<sup>th</sup> Nov 2015:**

We have secured another visit around Gresty Bridge on the 28<sup>th</sup> November 2015 starting at 14.00 (tour is approx 1 hour), however as before, it is limited to just 25 places. Everyone who applied should by now have been notified. If you have heard nothing please contact Louise Watson.

### **Crewe Basford Hall Yard, 13.00, 12<sup>th</sup> Dec 2015:**

We have arranged a tour of Basford Hall Yard through Freightliner for Saturday 12<sup>th</sup> December 2015 starting at 13.00. Can all members please either email or write to Lou Watson (Events Co-ordinator) asap but at the latest by the 30<sup>th</sup> November and provide either an email or telephone contact to receive confirmation of your application. Written applications must be accompanied by a stamped addressed envelope. The cost will be £7 (donated to Charity) payable on the day **SO PLEASE DO NOT SEND MONEY** with your application. Details of where to meet will be notified to you by Lou. There is no limit, unless we receive an unprecedented response.

## OPEN DAYS

### **Longsight Traincare Centre, 2017 (TBC):**

It may be a long way off but Longsight Traincare Centre will be celebrating its 175<sup>th</sup> Anniversary in 2017. Provisionally planned for the weekend 14-16<sup>th</sup> July. Hopefully it will be similar to Derby...watch this space.

# INFRASTRUCTURE NEWS

## Miscellaneous:

Objections to Ordsall Chord in Manchester were thrown out at a planning hearing in London meaning that work can get under way to provide additional direct and faster services.

The refurbishment of the former Allerton diesel depot has been completed by Northern Rail as a home for its fleet of CI319 EMUs.

The new Siemens Three Bridges Depot was officially opened on the 15<sup>th</sup> October 2015. It is the southern base for the CI.700 EMUs to be operated by Govia Thameslink. The northern base is at Hornsey which is due to open in July 2016.

The upgrade of my local line, Aberdeen – Inverness is finally to get under way in spring 2016 with BAM Nuttall the contractor, following on from its work on the Borders Railway. The 16 miles of single line between Aberdeen and Inverurie will be double tracked allowing a half hourly service. Two new stations are to be built at Dalcross and Kintore. Forres is to be rebuilt and platforms extended at Inverness and Elgin to allow longer trains. Not so far to go to record the work over the next four years which will also see signaling systems upgraded, meaning the end of semaphores sadly.

The go ahead has been given to electrify the 13 mile Gospel Oak – Barking line with work starting in 2016. Go get those CI.172s while you can. The work is expected to take one year.

Colas officially took control of NRs infrastructure and monitoring test trains from the 6<sup>th</sup> September 2015.

# PRESERVATION NEWS

## New Railways:

**Vale of Berkeley Railway (VOB):** A new preserved railway has been born and is currently based in the old diesel shed at Sharpness Docks, Gloucester. It plans to restore Sharpness station and run services between there and Berkeley. Its first loco is ex-LMS 0-6-0 7069 moved from the Gloucestershire Warwickshire Railway (GWR) from where two other shunters are to be moved, 03069 and D9553. For further information visit <http://www.valeofberkeleyrailway.co.uk/>

**Mountsorrel Railway part of the Great Central Railway (GCR):** The GCR opened the ¼ mile Mountsorrel Railway on the 24<sup>th</sup> October 2015 with services running between Swithland and the new Mountsorrel station at Bond Lane over the weekend. Services in 2016 will be determined from the success of the trial opening. Further facilities under construction on part of the former mineral line include a heritage centre and station at Nunckley Hill. Rolling stock currently stored or under restoration on the GCR are to be displayed in the new heritage centre. Though no original wagons have survived, similar examples have been painted in the livery of the Mountsorrel Granite Co. An original steam loco, rescued in 1970, however has survived, 1928 built Peckett 0-4-0ST [1759] 'Elizabeth' currently under restoration at Rocks by Rail, Cottesmore as seen below there on the 16<sup>th</sup> August 2012. For further information visit <http://www.mountsorrelrailway.blogspot.co.uk/>



## Miscellaneous:

The 8 ½ mile track operated under lease by Ecclesbourne Valley Railway has now been sold to them during October. The line formerly owned by NR includes the Lafarge siding at Wirksworth.

The North Norfolk Railway (NNR) railway has acquired the former Hull Botanic Gardens 60ft turntable from the South Devon Railway (SDR). The SDR has let it go as its own plans will not allow a sensible installation that will be practicable for larger tender locos. The NNR intend to install it at Holt. The photo below shows the turntable at Buckfastleigh on the 6<sup>th</sup> May 2015.



Make the most of the next 6 months as from May 2016 Barrow Hill Roundhouse is to close for a year to improve visitor facilities with a new extension. As part of its 'Moving Forward' project Barrow Hill has secured Heritage Lottery Funding to help improve, preserve and maintain the Roundhouse.

## LONG MARSTON STOCK LIST

Neil Dix was able to visit Long Marston on the 27<sup>th</sup> June 2015 as part of a private party. It was a perfect summer's day and he was able to go around the complex at his leisure. As well as the usual wagons, coaches and locomotives there were plenty of D78 Underground stock under trial DMU conversion by Vivarail and various stored trams. The following is a complete stock list for those who haven't been to drool over...one day I'll get there, when it's all cleared out no doubt !!

**LOCOS:** 01547/52, 20016/81/88/92, 86229/31/34/51, EMMA, RACHAEL, NCB503, 870/1/3, HO14, 5, No.7 (31), RRM22, 28, **Shunters stored under tarpaulin:** WD70047, D1171, two un-numbered.

**DMUs:** 51352, 51376, 59505, 59506, 158999 (gutted body, 977987/988

**EMUs:** 70292, 70531. 74406/07/26/36

**TRAMS:** Metrolink: 1016/22/24/26, **Midland Metro:** 01/02/07/13-15

**COACHES:** **Mk1:** 3746/49, 6392/97, 25735, 34531, 96181 (frame & bogies only), **Mk2:** 6722, 17031

**Mk3:** 10201/02/15/22/26/33/35/37/42/46/50/57, 10682, 11005/21/33/79/97, 12008/29/36/58/95, 12101

12104/44/56/60/63/65, 40402/19, 44065/88/89 **DVTs:** 82110/13/16/20/22/23/25/37/38/41/48/50

**Generator Cars:** 96372/73/75 **Other:** 3943, 4777, 1696 (under tarpaulin)

**D78 STOCK:** (red - not seen, in locked workshop)

7023/25/45/52/54-56/58/59/62/65-67/69/76/81/82/87/90/96, 7116/17/20/28/29, 7510/11/22/23, 17023

17025/45/52/54-56/58/59/62/65-67/69/76/82/87/90/96, 17114/16/17/20/28/29, 17510/22

**WAGONS:** (yellow – not in **UK WAGONS**, red - not seen, in locked workshop)

3005, 3206, 3759/60/64/68/72/77/83/85, 4020/21/23/25-30/32-37/39-47/49-59/61-63/65-67/69/71/73

4075/76/95-100/102/103/105-110/112/115-117/119/122/123/125-129/131-134/136-139, 4408

27003/13/14, 53722/24/26/30/31/35/40/42/62, 57501/03, 60662/771, 70114/16, 78215/18/49/68/73

78276, 80163/67, 80562/65/66, 82208/13, 82773, 86928-46/47/48-63/66/68/69, 87105/16/18/63/66/67

86971/80, 87187/219/222/261/325/333/478/485/563/565/572/575/576/579/580/583/669/799, 92690,

93290, 93316/23/35/44/60/76/78/84/87/90/98, 93430/36/62/67/77/88, 95381/84/86/87/88/90, 613001

613004/15/21/33/35/41/43, 643001-10/13/14/17-24, 23.80.2398.541-5, 33.68.4943.094-5

33.70.6790.037-9, 33.70.7899.022-9/023-7/024-5/029-4/031-0036-9037-7/038-5/039-3043-5/045-0

33.70.7899.052-6/060-9, 33.709292.200-0/206-7/209-1/212-5/213-3/214-1, 33.80.4736.015-5/037-9

33.80.2693.025-9, 63776 GWR brake van, un-numbered 4w flat **Crane:** 34358



# EASTLEIGH WORKS REPORT

by **Norman Smith**  
for the period up to 31<sup>st</sup> October 2015

**Locos:** 59003 and 73119 left for Tonbridge West Yard on the 1<sup>st</sup>.

57309 arrived from Willesden Brent DRS and returned there with 47790, repainted 66427 (see photo right), KUA 95770 and KXA-C BNFL 96901 on the 6<sup>th</sup>.

66420 arrived on site for a re-paint into new Freightliner livery on the 6<sup>th</sup>.

73963 arrived on the 8<sup>th</sup> with RailVac 99.70.9515.001-4 for repairs (see photo below) and then left light engine to stable up adjacent to Platform 3 at Eastleigh Station.

59003 entered the Works on the 7<sup>th</sup> and left for Gloucester on the 11<sup>th</sup>.

37605 arrived with 73951 from Derby RTC on the 12<sup>th</sup> for 3<sup>rd</sup> rail testing (see photo below taken on the 13<sup>th</sup>).

37605 returned light engine to Derby RTC on the 13<sup>th</sup>.

66541 brought in wagons 608099/100/257/258 on the 14<sup>th</sup>. It then left the same day with 608099/100.



08934 left by road, bound for Dagenham, on the 14<sup>th</sup> (see photo right).

57309 entered the Works on the 15<sup>th</sup>.

70810 took RailVac 99.70.9515.001-4 out to Eastleigh Yard on the 16<sup>th</sup>.

08696 arrived by road from Polmadie on the 19<sup>th</sup> (see photo opposite top left).

08721 moved into the paint shop on the 19<sup>th</sup>.

73138 t&t 73212 was on and off site with a Network Rail Test Train 19<sup>th</sup> - 22<sup>nd</sup>.

66708 came on site to re-fuel on the 20<sup>th</sup> then returned to Eastleigh Yard.



47830 arrived with Barriers 6376/77 from Ilford Depot on the 23<sup>rd</sup> (see photo bottom) and left light engine to Derby North Dock Sidings on the 26<sup>th</sup>.



31452 arrived from Washwood Heath on the 26<sup>th</sup> (see photo below) and then took Barriers 6376/77 to Ilford Depot on the 27<sup>th</sup>.



66420 in new FL Powerhaul livery complete with additional branding 'a Genesee & Wyoming Company' under Freightliner on the bodysides, left for Southampton MCT on the 27<sup>th</sup> (see photo below taken on the 23<sup>rd</sup>).

08721 was outshopped from the paint shop in BR Blue livery on 29<sup>th</sup>. It is still to receive cab side numbers and black chevrons on the ends (see photo top right).

Various Colas locos have been on and off site during the month including 66846, 66848, 70804, 70807 & 70810. 07007 has a broken spring so one wheelset with traction motor has been removed so new springs can be installed (see photo opposite top taken on the 19<sup>th</sup>).



**Units:** Siemens Units receiving modifications were: 444012/019, 450569/570.

**OTP:** With preparation work completed NR MPVs DR 98914 + 98964, 98922 + 98972, 98924 + 98974 & 98927 + 98977 started Autumn RHTT duties.



**Wagons:** Wagon Trips in/out during October were:

1/10	FL out	93322/454	
6/10	FL in	607136/138, 608522/528	
	FL out	607085, 608452/453/ 455/531	
	DBS in	874333027-8	
	DBS out	802693026-7, 23.87.4384.033-8	
9/10	FL in	608389/390	
	FL out	608293/468/488/515	
13/10	FL in	608055/056/221/222/ 431/451	
	FL out	93404, 607066/118, 608525/527	
	DBS in	802398622-3, 804647004-7/034-4, 874375005-7/023-0	
14/10	FL in	608099/100/257/258	FL out 608099/100
15/10	FL in	92561/651, 93303/363/411/443/461	FL out 607098/127, 608476/477
20/10	FL in	92617, 93459/484, 97700, 608181/320/357/394/441/442	
	FL out	93303/363/411/461, 608257/258	
	DBS in	97773, 802398563-9, 874375024-8/026-3	
	DBS out	804647004-7, 81704842009-2/020-9	
22/10	FL in	608108/128	FL out 92561/651, 93443, 97773, 607136/138, 608522/528
27/10	FL in	608241/242/331/443/444/553	FL out 608055/056/389/390/431/451
	DBS out	89019/020, 802398563-9/622-3, 804647034-4, 874375023-0	
29/10	57301 arrived with PFA92723/856 from Crewe on the 29 <sup>th</sup> and then ran light to Stowmarket.		



photos by Carl Watson

## PRESERVATION PHOTO SPOT - STEAM

**Scolton Manor Museum by Martin Eden:** Before I travelled to the Gwili Autumn Gala I travelled a little further west to Scolton Manor Museum north of Haverfordwest to see the only remaining North Pembrokeshire & Fishguard Railway 0-6-0ST. Built by Fox, Walker and Co as works number 410 in 1878, it was re-numbered to GW 1378 when the NP&FR was absorbed by the GWR in 1898 then subsequently sold in 1910 to Gwendraeth Valleys Railway, which itself became part of the GWR in 1923 and re-numbered No.2. Without entering GWR service it was sold on again to the Kidwelly Tinplate Co. Ltd where it worked until 1941. It is now preserved on a short piece of track adjacent to the rescued Sarnau signal box where it is currently being cosmetically restored. It is next to the visitor's car park. The Museum is on the B4329 and open daily 11.00 – 17.00.



# TRAFFIC & TRACTION NEWS

**October 1**

68010 passed Bescot on Crewe – Toton North Yard engineers at 13.25 (photo below by David Williams).



66739 passed Walsall at 13.42 on Cliffe Hill – Bescot engineers (photo below by David Williams).



70801 was seen passing Swindon with a light load, one wagon, at 08.51 on 6M50 Westbury Up TC - Bescot Up Engineers Sidings (photo below by Colin Pidgeon).



59202 on 7C77 Acton Yard – Merehead, including HTAs, was seen being overtaken by 43010 on 1C15 Paddington - Bristol Temple Meads at 13.24 (photo opposite top by Colin Pottle).



68014 t&t DVT 82309 on 1K57 Marylebone - Kidderminster passed Kings Sutton at 18.07 (photo below by Colin Pottle).



**October 3**

47773 was seen on 1Z95 Tyseley Steam Trust - Oxford at 10.42 (photo below by Colin Pidgeon).



**October 5**

66017 was seen loading sand at Griffin Wharf at 08.27 2015 having arrived as 4Z56 04.29 from Wembley (photo opposite top by Keith Partlow).





### October 6

A yard full of locos opposite Eastleigh station held 59003, 66722, 66748, 66849 & 73963 (photo below by Paul Sumpter).



### October 8

DR 73117 passed through Stratford at 12.25 (photo below by John Brace).



90006 t&t 90034 in place of the usual DVT was seen climbing Belstead Bank, Ipswich leading 5P30 12.15 Norwich Crown Point - Colchester ecs. The set was due to work 1P30 13.00 Liverpool Street - Norwich from Colchester as the inward working 1P29 was cancelled due to OHL problems at Diss, however the set was cancelled after developing a fault (photo at end by Keith Partlow).

66622 passed Coleshill Parkway at 15.20 under threatening skies on Immingham - Rugeley PS (photo opposite top by Martin Evans).



### October 9

60092 was seen at 10.18 at Swindon running round 6B49 Llanwern Exchange Sidings - Swindon Stores (photo below by Colin Pidgeon).



37057 + 37421 were seen on IQ15 Derby RTC - Cheltenham test train at Swindon at 13.06 (see photos in **LIVERIES**).

66713 was seen arriving at Tonbridge at 15.07 on 6O55 13.34 from Acton Lane before reversing into the West Yard at 15.12 (photo below by Colin James).



### October 10

66148 t&t 66131 were seen briefly stopping at Clapham Jct platform 3 at 13.48 on 6Y56 12.39 Woking Down - Cliffe Brett Marine empty sand (photo at end by Colin James).

66085 was seen at Hampstead Heath at 12.27 on 6V62 11.30 Tilbury - Llanwern Yard empty steel (photo overleaf top by Colin James).



### October 16

37405 + 57010 + 57310 passed through Ipswich on 11:37 Willesden Brent - Norwich Crown Point at 14.26. The 57's were for the RHTTs based at Stowmarket (photo below by Keith Partlow).



90044 was seen at Euston at the head of the Caledonian Sleeper at 08.25 (photo below by Colin James).



### October 17

47580 + 47802 were seen at Derby at 10.00 (photo below by Andrew Turnidge).



43064 t&t 43083 on hire to VTEC were seen at King's Cross at 17.00 (photo below of 43064 by Colin James).



37667 on a NR test train passed Derby at 10.10 (photo below by Andrew Turnidge)



### October 19

73138 + 6261 + 999550 + 1256 + 72612 + 73212 were seen passing Eastleigh at 09.35 with 1Q07 05.32 Hither Green - Eastleigh Works test train (photo at end by Malcolm Wallace).

### October 21

66732 passed Spittal LX, Berwick-Upon-Tweed at 12.54 working 6S48 Tyne SS - Mossend Down Yard (photo at end by Gareth Patterson). 66545 was seen at Eastleigh at 12.57 with 13.28 6V27 Eastleigh Yard - Hinksey Departmental, surrounded by Engineer activity (photo below by Norman Smith).

### October 13

37605 + 73951 were seen arriving into Eastleigh on 0Z73 Derby RTC - Eastleigh Works (photo below by Chris Addoo).





### October 23

97301 was seen waiting for the road at Gobowen at 10.00 with a Shrewsbury (Coleham) - Crewe NR maintenance train via Wrexham, Bidston and Chester on October (photo below by Martin Evans).



A wave from the driver of 90014 leading 1P47 15:30 Norwich - Liverpool Street through the centre road at Ipswich at 16.21. The train was missing its stop at Ipswich as the preceding train 1P45 had arrived at Ipswich 20 minutes late and passengers were told to board it as 1P47 was cancelled !! (photo below by Keith Partlow).



66612 passed through Coleshill Parkway at 13.20 with Hope Earles Sidings - Walsall cement tanks (photo below by Martin Evans).



### October 25

60020 was seen approaching Barnetby at 15.46 on 6K25 15.17 Santon FOT - Immingham BSS

ore terminal with empty ore wagons (photo at end by Colin James).

Engineering work in the Lime Road area of Falkirk saw the following trains operating:

66603 on 6K12 20.56 Mossend - Polmont Jct with 2 JNA, 1 MLA, 5 JNA, 1 MLA, 2 JNA, 1 MLA, 1 IEA, 2 JNA.

66622 on 6K13 21.27 Mossend - Polmont Jct with 1 JNA, 1 MLA, 5 JNA, 15 Coalfish.

66429 on 6K14 21.49 Mossend - Polmont Jct with 2 JNA, 2 MLA, 3 JNA, 23 Coalfish.

Trains entered the possession at Polmont and exited at Cowlares East on the Falkirk High line (photos below by Derek Sneddon).



Though home produced coal is at its all time low you can still see coal being moved in the same location by all the 3 main freight companies with contracts to move imported coal, DBS, FL & GBRf, Knabbs crossing, New Barnetby (photos overleaf by Colin James):

10.30 66738 on 4R82 Doncaster Decoy Yd - Immingham (empty HHAs)



11.32 66519 on 4R14 Barrow Hill Goods - Immingham HIT (empty HXAs)



13.35 66037 on 6C76 Immingham Bulk Terminal – Scunthorpe BSC (loaded HTAs)



60065 passed Knabbs Crossing, New Barnetby at 13.14 on the late running 6M00 12.18 Lindsey – Kingsbury oil tanks (photo below by Colin James).



#### October 28

60047 + 60095 passed through Walsall at 14.41 light engine (photo below by Peter Davis).



37612 + 37602 passed through Walsall at 15.22 with the early running Berkeley CEGB - Crewe Coal Sidings flasks (photo below by Peter Davis).



#### October 29

66197 looking like it has been employed on RHTT duties was seen heading to the fuelling point at Bescot having arrived on a liner at 12.55 and was swapped with 66100. It later left at 15.05 on 6V35 cement tanks (photo below by Paul Clifton).



#### October 30

66569 passed through Romford at 14.24 on 4L93 10.08 Lawley Street – Felixstowe North intermodal (photo opposite top by Colin James).



66761 passed through Shenfield at 12.40 on 4M23 10.46 Felixstowe North – Hams Hall intermodal (photo opposite top by Colin James).





### News from Norfolk:

October began with 47818 visiting Norwich with 975025 'Caroline'. It was seen on the morning of the 1<sup>st</sup> with 57008 for company (see photo below).



57008 left during my visit to collect the failed 37422 from Market Harborough and bring it back to Norwich. The month started with 37405 and 37419 on the short set which changed to 37425 and 37405. A brief visit to Norwich station on the 2<sup>nd</sup> produced 37405/419/422/425, 57008 and 90008. A visit to Reedham for the engineering work recorded 66702/719/755. Stone movements to Norwich from the Peak District have seen 66097 employed on the 7<sup>th</sup>, 66192 on the 12<sup>th</sup>, 66250 on the 14<sup>th</sup> and 66020 on the 21<sup>st</sup>.

90015 was seen on the 14<sup>th</sup> in AGA white livery on Norwich - London Liverpool St. services with NC64, the old Virgin Trains set. The 16<sup>th</sup> saw DRS 47s back in Norwich with 47805 and 47828 noted in the Royal Dock with 37405. On the 17<sup>th</sup> 47818 and 57310 had also arrived giving 3 x Cl. 37/4's 3 x Cl.47/8's and a Cl.57/3 in Norwich.

October saw the start of the RHTT operation around Norfolk with Cl.47s & 57s. A quick stop in Acle to see 37425 and 37419 on the short set running from Gt. Yarmouth to Norwich and 10 minutes later 57004 + 57008 ran through in the same direction on a driver refresher ahead of the RHTT season. The sets are being serviced at Dereham on the Mid Norfolk Railway this year rather than Crown Point. There is a trip between Stowmarket and Dereham Monday to Thursday

for servicing and inspections. The run on the 20<sup>th</sup> with 57002 t&t 57009 unfortunately came to grief as on the return 57009, leading, came off the track at Wymondham Jct on NR tracks. This closed the line for the rest of the day while 57009 was re-railed. The set stayed in Wymondham until the 23<sup>rd</sup> when 57002 took it to Norwich Yard (see photo below taken at 11.39 in Norwich Yard on the 24<sup>th</sup>) for onward movement to Stowmarket.



57009 went under its own power to Dereham for inspection. RHTTs noted have been:

20 <sup>th</sup> 57004 + 57010	21 <sup>st</sup> 57004 + 57010
22 <sup>nd</sup> 57011 + 57012	23 <sup>rd</sup> 57004 + 57010
26 <sup>th</sup> 57011 + 57310	30 <sup>th</sup> 47818 + 47828

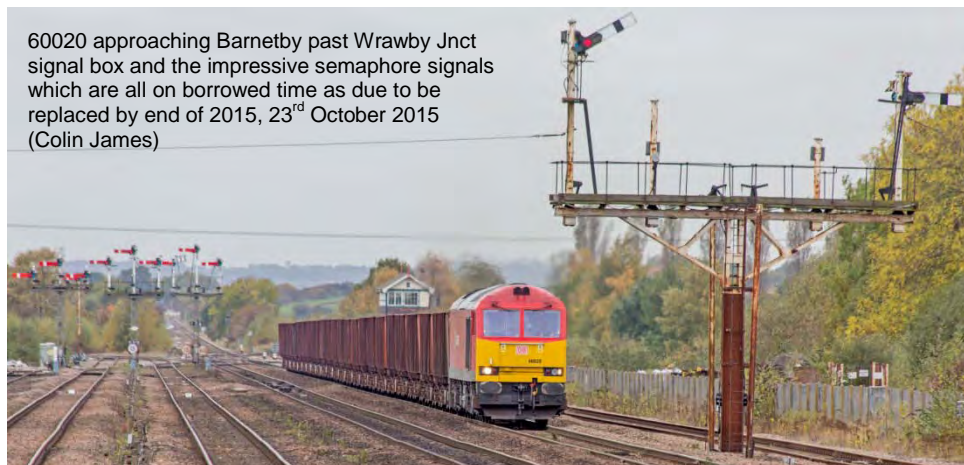
A trip out on the 31<sup>st</sup> produced 37405 t&t 37425 on the short set, 37419 and 57306 in the Royal Dock in Norwich, 08754 shunting 90012 + 90014 + two Mk3 coaches on Crown Point and 08847 and 90006 stabled on the depot.

Preserved PMV 132, from the Kent & East Sussex Railway, used to carry the bodies of Edith Cavell and the Unknown Soldier was displayed outside the Forum in Norwich City Centre for 10 days in October. This was to highlight the 100<sup>th</sup> anniversary of Edith Cavell's death (see report on the restoration p.8 January 2011 issue).









## FRANCHISE / NR NEWS

Due to end in October 2015, the EMT franchise has been extended until 4<sup>th</sup> March 2018.

# 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*

## Colin Tarrant:

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

**Didcot 01.00-04.00:**

60044, 66051/055/075/079/110/206/524/587/759

**Doncaster 19.00-19.45:**

56113/302, 60065, 66735/736, 67030

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

**Bescot:**

08580/709/907, 60019/035, 66056, 70802/809

**Rugby:** 92043/44

**Daventry:** 08823, 66023, 66423/425

**Lawley Street:** 66505/517/541

**Basford Hall, Crewe:**

37059/609, 66149/172/518/555/607/715, 70007

**Gresty Bridge, Crewe:**

37607, 47810, 57010/301, 68012

**12<sup>th</sup> September:**

**Water Orton 10.00-13.00:**

66060/097/133/139/232/416/516/567/762

**Nuneaton 13.20-15.50:**

66122/139/184/188/570/589/710/716/745/952

67022, 70013/802/808, 90029/37/48

**Stafford 16.40-17.50:**

37059/609, 66092/519/526/540/596/730, 70017

86609/628, 90043

## Michael Hayman:

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

**Paddington:** 57305, 67005/06/08/13/16/23

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

**Paddington:** 57305/312, 67006/21

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

**Paddington:** 61306, 37706, 57603, 67006

## Stuart Nye:

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

**Birmingham Snow Hill 12.10-12.50:**

68011, 168108, 172213/214/219/220/222/331/334

172336/339/341/343

**15<sup>th</sup> October:**

**Birmingham New Street 12.10-12.45:**

153371, 158818/826/829/833, 170103/109/115

170504/517/637, 220014/28/34, 221112, 323201

323202/204/212/214-216/222/241/242, 390021

390039/049

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

**Birmingham New Street 12.10-12.50:**

158826/830/832/837, 170101/102/107/117/507

220022/33/34, 221111/41, 323202/05/07/09/12/19

323220/22/40/41, 350102/241/246/253/256

390047/107/130

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

**Birmingham New Street 12.10-12.45:**

158826/828/839, 170101/105/398/517/523

220009/10/16/29, 221112, 323202/06/08/09/12-14

323220/22/40-42, 350114/235/242/243/253

390046/047/130

## Dennis Dey:

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

**St Pancras 13.00-15.00:** 374007/08/17/18

## Mike Rumens:

**15<sup>th</sup> September:**

**Nuneaton 10.00-10.22:**

66532, 68015, 153365, 170113, 221102/43

390001/006/104/112/132, DR73114/77905

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

**Nuneaton 10.00-10.30:**

66588, 68012, 70016, 153354, 170108/519

221103/06, 390001/009/135/148, DR73114/929

DR77905

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

**Nuneaton 13.50-14.45:**

66119/592, 70002/803, 90018/39/43, 153364

170109/111/116/638, 221105/09, 350374/377

390013/016/040/050/125/132/136/154, DR73116

DR77906/79262/79272

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

**Nuneaton:** 170103/107

**Leicester:** 66206, 222010

**Peterborough 08.16-16.50:**

37422, 43060/076/206/238/239/257/277/296/299

43302/305-307/309-314/317/319/320/357/423/467

43480/484, 57002/012, 66006/024/174/181/534

66567/587/598/703/706/707/713/721/735/738/745

66746/756/765, 91102/03/05-07/09-14/16-20/22/24

91126/28-32, 153314/17/21/26/57/76/84, 158770

158771/780/785/806/810/813/847/852/854/856

158857/862, 170102/103/107/109/111/112/117

170271/397/522/636-638, 180101/05/07/13/14

321401-403/407, 365504/07/08/11/18/19/24/41

DVTs 82200/02/05/09-11/13-16/19/23-27-29-31

## Harold Cooper:

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

**Loughborough:**

07.04 66154/66522 6Y77

Manton Jct-TO

07.14 66230 0B56

TO-MT

07.18 66512 6Z90

TS-MT

07.50 66616 6M88

West Thurrock-TU

07.55 66006 6X49

TO-BN

08.01 66061 6L75

PF-Ely Papworth

08.38 66197 6M82

Drax-Hotchley Hill



09.01 66715 6D46 SF-Sandiacre  
09.34 66093 0Y77 TO-MT  
09.34 43062/013 1Q52 Derby & return

**Geoff Hope:**

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

**Stafford 08.45-15.20:**

47786, 57305/312/315, 66066/070/080/092/165  
66181/195/201/304/414/424/425/529/592/706  
66712/715/717, 86259, 70001, 90046, 220011/13  
220014/16/25/27-29/32, 221101-04/07/10/12/15/16  
221118/24/27/28/30/36/38/39/41-43, 350102/103  
350105/112/113/120/121/125/127/129/233/234  
350236/239/374, 390001/002/005/008-011/016  
390039/040/042/045/049/050/103/112/114/115  
390123/125-130/134/135/137/138/141/148  
390151-154/156/157

**David Walters:**

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

**Margam:** 66053

**Cardiff Canton:** 08499, 70802

**Cardiff:**

43015/016/021/022/025/030/037/042/063/069/070  
43078/087/122/126/129/147/148/152-154/159/160  
43161/169/170/174/180/190/197/198, 57306/310  
66002/023/077/100/125/140/142/147, 67001/13/29  
142002/06/10/69/72-77/81-83/85, 143601/02/04/05  
143607-09/16/23-25, 150102/120/122/208/213/227  
150229/236/237/240-242/248/250-253/255-260  
150263/264/278/279-285/925/926, 153312/23/53  
153370, 158766/825/831/834/838/950-952/956  
158958, 170104/105/111/112/116/397/523/637  
175001-004/009/010/108/109/112-115, 220009  
221135/40

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

**Margam Yard:** 66081/120

**Cardiff Canton:**

08499, 70802, 43002/003/004/016/017/021/023  
43031/034/056/069/091/092/098/129/135/138/141  
43142/144/145/156/161/162/165/171/177/182  
43186-188/197, 60092/096, 66002/024/025/027  
66037/055/093/100/125/134/140/147, 67022  
142002/06/10/69/72/73/75-77/80/81/83/85, 143601  
143602/04/05/07-10/14/16/23/25, 150102/131/208  
150213/227/230/231/234/237/238/240-243/250  
150252/253/255/257/258/262/264/278-284  
153303/23/53/67/69/82, 158766/798/832/836/950  
158951/955/957-961, 170101/103/108/111/115  
170397/398/637, 175001/003-005/007-010/105  
175106/108/110/113/115/116

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

**Swansea:**

43040/042/071/088/146/170/180/190, 150231/278  
158831, 175006/101/106/107/112

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

**Cardiff Canton:** 08499

**Cardiff:**

43002/004/016/023/033/037/079/092/130/135/155  
43161/165/168/186/193/194/196/197, 57306/310  
60024, 666002/051/057/082/085/113/119/125/133  
66176/183/200/232/710, 67008/13/22, 142002/06

142010/69/72-77/80-83/85, 143601/02/04-10/14/16  
143622-25, 150101/102/130/202/208/221/227/229  
150230/231/233/235/237/238/241/242/245/250  
150251/253/255/256/259/261/264/267/279/280  
150283/285, 153312/20/23/25/53, 158824/828/831  
158834/838/952-955/957/960/961, 170101/102  
170109/115/520/521/638, 175001/002/005/007  
175009-011/105-110/112-115, 220018/21, 221126

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

**Swansea:**

43004/032/127/158/174/191/197/198, 150242/245  
150280/284, 153353, 158831, 175002/003/010  
175101/102/109/115

**15<sup>th</sup> October:**

**Margam Yard:** 66110/200

**Cardiff Canton:** 08499

**Cardiff:**

43003/004/009/020-022/026/028/029/036/056/078  
43086/087/124/125/129/132/138/139/141/146/148  
43155/156/159/160/168/175/181/183/190/194/198  
60001/10/44, 66024/031/085/112/743, 67029  
142002/06/10/69/72-77/80/82/83/85, 143601/02  
143604-10/14/16/23-25, 150208/213/216/227  
150229-231/234/235/237/241/242/246/248/250  
150256-260/267/278-283/285, 153305/12/20/23/62  
153367/69, 158798/821/834/950-956/959/960  
170105/108-110/112/113, 175002/003/005/008  
175011/101/102/104/105/107/108/110-113/115/116

**Nigel Hoskins:**

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

**Carlisle:**

16.02 66089 6V71 CL-MG  
17.00 86622/609 4M74 CB-CE  
17.32 37612/402 2C41 Barrow-CL  
17.37 37402/612 2C42 CL-Barrow  
17.40 66303/423 4S44 DV-CB

**Wallyford:**

10.03 66737 6S45 North Blyth-FW  
10.49 67010 6B46 Powderhall-OX  
12.37 66564 6S15 YK-OX  
14.42 66760 0S99 Tees Dock-MN

**Kilwinning:**

16.03 66550 4J07 LT-Barassie Yard  
16.55 66185 6G07 HU-LT  
17.04 66585 4S41 FF-HU  
17.33 56302 6N47 PW-GM  
18.02 66060 6G09 LT-HU

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

**Carstairs Junction:**

13.30 66305/434 4S43 DV-MN  
14.00 66108 6E30 Dalzell-TS  
14.30 57004/009 6M22 HU-Sellafield  
14.37 66093/102 6S36 Dalston-GM  
14.45 92010 6S51 CL-MN  
15.24 86605/632 4M74 CB-CE  
15.32 66554 4S41 FF-HU  
15.59 66169 4E99 MN-Tees Dock

**Drem:**

17.55 66737 6E45 FW-North Blyth  
18.56 66108 6E30 Dalzell-TS  
19.03 66169 4E99 MN-Tees Dock

**24<sup>th</sup> September:****Coatbridge Central:**

12.07 66550 6G06  
 12.08 66144 4D51  
 12.24 66183 4J06  
 13.42 66737 6S45  
 14.07 66165 6G07  
 14.15 66144 4N30  
 14.30 86637/622 4M74  
 14.35 66102 6S36  
 14.46 66060 4J07  
 15.55 67018 6Z96  
 16.06 66431 4M82  
 16.43 66550 4J08  
 17.37 86627/610 4M11  
 17.50 66423 4D47

**Greenfaulds:**

18.35 66107 6D17

**Cumbernauld:**

19.00 66165 4J09  
 19.01 66183 6G09

HU-LT  
 GM-MN  
 LT-HU  
 North Blyth-FW  
 HU-LT  
 MN-GM  
 CB-CE  
 Dalston-GM  
 LT-HU  
 PH-MN  
 CB-DV  
 LT-HU  
 CB-CE  
 IS-MN

GM-MN

LT-HU  
 HU-LT

**25<sup>th</sup> September:****Coatbridge Central:**

12.09 66105 4D51  
 12.09 66165 6G06

**Holytown:**

15.03 92010 6S51  
 15.04 68003 5G13  
 15.08 86622/637 4M74  
 15.25 66737 6E45  
 15.36 66110 4E99  
 16.05 68006 5L69  
 17.03 37218/425 1Z32  
 17.06 66716 6S48  
 17.39 90020/29 6V15  
 18.52 68004 0Z67  
 18.59 86613/614 4M11

**Leyland:**

12.06 66188 6M90  
 13.02 66421 4S55  
 14.09 66105 4S49  
 14.18 37606/57301/20305/  
 20308 6K74

GM-MN  
 HU-LT

CL-MN  
 ML-ED  
 CB-CE  
 FW-North Blyth  
 MN-Tees Dock  
 ML-ED  
 CL-IS  
 Tyne Yard-MN  
 MN-DT  
 CL-GM  
 CB-CE

AV-CI  
 DV-CB  
 DV-GM

Sellafeld-CE

## RAILWAY VEHICLES

*This is an occasional series featuring the many dedicated motor vehicles used by the Railways. If you have similar photos of buses or commercial vehicles please contact the editor.*

**Scammell Mechanical Horse:**

The 3 wheeled Scammell Mechanical Horse was a development by Scammell Lorries in 1933 of an original design by Napier Co at the LNERs behest to solve the problem of replacing horses, primarily for the railways. The original design is illustrated right.



above Townsman JDN 379E  
 Bury Museum of Transport  
 24<sup>th</sup> June 2010 (David Spencer)

right original  
 Mechanical Horse  
 LMS JFO 392,  
 Dorset Steam Fair,  
 2<sup>nd</sup> September 2010  
 (David Spencer)



right  
 Scarab NDN 759 (HN 6154 N)  
 Sheffield Park, Bluebell Railway  
 20<sup>th</sup> April 2011



This design was further developed in the late 1940s with the Scammell Scarab as illustrated above centre. The Scarab was replaced in 1967 by the Townsman as illustrated above left. However new legislation halted production in 1968. Out of a total of 30,000 vehicles produced, only around 30 original Mechanical Horses, 60 Scarabs and 30 Townsman are known to survive.

# RHTT GALLERY

With the RHTT season starting in October members have surpassed themselves this year with a comprehensive survey of workings recorded from most of the areas of the UK over NR, London Underground and Tyne & Wear Metro tracks and operated by DBS, DRS, GBRf & NR. Only the West Country, Colas 47s and Kingmoor workings are missing. In total 43 locos are featured: 4 x Cl.20, 3 x Cl.47, 6 x Cl.57, 12 x Cl.66, 5 x Cl.67, 11 x Cl.73, 2 x Cl.97/3 & 1 x 97/9 plus 3 x MPVs. Additionally 66197 is shown in **TRAFFIC & TRACTION NEWS**. Missing ones anyone...?

**SCOTLAND:** The only RHTT in Scotland is the 3S95 Inverness to Inverness circuit via Aberdeen and Perth which was only viewable in daylight for a short period at the start of its mammoth journey and only then before the clocks went back. It leaves Inverness heading south to Moy, not spraying, where it runs round to work back to Inverness. It then lays over before heading east to Aberdeen. The 2015 season has 67018 in charge with the first two FEAs 642001/002.



*above* 67018 'Keith Heller' heading northbound at 16.57 having just run round at Moy and *below* at 20.00 during a 10 min wait for the road eastwards, Elgin, 16<sup>th</sup> October 2015



*above left* FEA 642001 & *above right* 642002 Elgin, 16<sup>th</sup> October 2015



**NORTH, WALES & MIDLANDS:**  
*right* 20302 + 20303 on 3S14 11.17  
 Grimsby Town – Bridlington RHTT,  
 Knabbs crossing, New Barnetby  
 (12.56) 23<sup>rd</sup> October 2015  
 (Colin James)



*below* 66083 t&t 66188 on 3J01  
 RHTT, Tame Bridge Parkway,  
 (12.45) 25<sup>th</sup> October 2015  
 (Paul Clifton)



*below* MPV DR 98902 + DR 98952,  
 Wigan – Wigan RHTT,  
 Chester, (09.28) 7<sup>th</sup> October 2015  
 (Roger Thomas)

*bottom* 97303 t&t 97302,  
 Crewe – Holyhead RHTT,  
 Chester, (09.26) 7<sup>th</sup> October 2015  
 (Roger Thomas)





**EAST ANGLIA:**

*right 57011 t&t 47805 +  
57012 on 3S60 Stowmarket –  
Stowmarket RHTT, about to  
reverse towards Colchester,  
Shenfield,  
(12.23) 30<sup>th</sup> October 2015  
(Colin James)*

*below 57010 t&t 57004 on  
3S60 RHTT, Brundall,  
(13.27) 23<sup>rd</sup> October 2015  
(Stuart Moore)*



*below 57004 t&t 57010 on 3S60  
Stowmarket - Stowmarket RHTT,  
departing Ipswich back to Stowmarket  
(11.34) 24<sup>th</sup> October 2015  
(Keith Partlow)*



*below 57011 t&t 57012 on 3S60  
Stowmarket - Stowmarket RHTT,  
through Ipswich on the  
Colchester – Stowmarket leg  
(15.50) 23<sup>rd</sup> October 2015  
(Keith Partlow)*





47828 t&t 47818 on 3S60 Stowmarket –  
Stowmarket RHTT, Ipswich on the Colchester –  
Stowmarket leg, (15.53) 22<sup>nd</sup> October 2015 (Keith Partlow)

*right* on the first day  
of operations 57009  
t&t 57002 on 3S60  
Stowmarket -  
Stowmarket RHTT,  
through Ipswich  
on the  
Colchester –  
Stowmarket leg  
(15.50) 15<sup>th</sup> October  
2015  
(Keith Partlow)



*left* 67021 t&t 67023 on  
3J92 Toton – West  
Hampstead RHTT  
approaching  
Wellingborough  
(10.13) 26<sup>th</sup> October 2015  
(Colin Pottle)

#### **EAST MIDLANDS / NORTH LONDON:**

*right* 67021 t&t 67023 on  
3J92 Toton – West Hampstead RHTT,  
Elstree & Borehamwood,  
(11.25) 22<sup>nd</sup> October 2015 (David Berg)







*left*  
67015 t&t 67028  
on 3J92 Toton – West  
Hampstead RHTT  
approaching  
Wellingborough  
(09.29) 14<sup>th</sup> October 2015  
(Colin Pottle)

**SOUTH WEST:**

*right*

66170 t&t 66119 with  
FEAs 642012 + 642032  
on 3S31 RHTT,  
Gloucester (11.30)  
27<sup>th</sup> October 2015  
(Len Turner)



*left* 66138 t&t 66061 Westbury,  
(08.35) 31<sup>st</sup> October 2015  
(Andrew Buckley)

*below* 66206 t&t 66075 on 3J43  
Didcot – Didcot RHTT, Swindon  
(09.54) 12<sup>th</sup> October 2015  
(Darren Twelves)





### **SOUTH EAST:**

*right* 20901 & 20905 on 3W02 Tonbridge  
West Yard - Tonbridge West Yard  
RHTT, Ashford International  
(15.20) 16<sup>th</sup> October 2015  
(Colin Pottle)

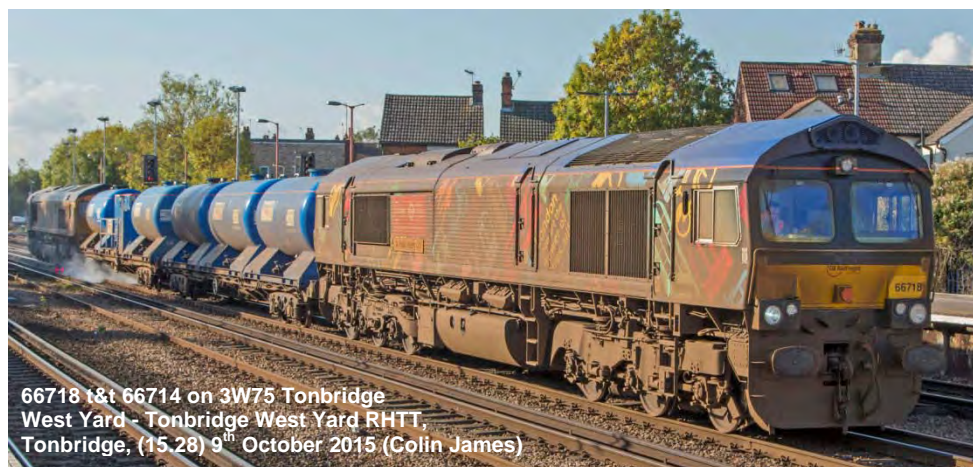
*below* 73201 t&t 73107 on 3W90  
Tonbridge West Yard - Tonbridge West  
Yard RHTT, Clapham Junction,  
(14.27) 10<sup>th</sup> October 2015 (Colin James)

*inset* 73128 light engine, Tonbridge  
(11.32) 9<sup>th</sup> October 2015 (Colin James)



73136 t&t 73141 on 3W74 Tonbridge  
West Yard - Tonbridge West Yard RHTT,  
Tonbridge, (13.01) 9<sup>th</sup> October 2015 (Colin James)







*above* 66713 t&t 66725 on 3W74  
Tonbridge West Yard - Tonbridge West  
Yard RHTT, Tonbridge  
(13.13) 16<sup>th</sup> October 2015 (Colin Pottle)  
*left* 73961 & 73962 on 3W01 Tonbridge  
West Yard - Tonbridge West Yard,  
Tonbridge  
(12.36) 16<sup>th</sup> October 2015 (Colin Pottle)

*right* MPV DR 98978 + DR 98928  
on 3S93 Horsham – Horsham RHTT  
between Berwick and Polegate,  
(10.30) 30<sup>th</sup> October 2015 (Colin Pottle)

*below* MPV DR 98929 + DR 98979  
on 3S93 Horsham – Horsham RHTT  
Glyne Gap heading for Hastings,  
(10.09) 31<sup>st</sup> October 2015 (Colin Pottle)





### **LONDON UNDERGROUND:**

A60 5111 RAT (Rail Adhesion Train) was seen at Watford Met at 23.52 on the 19<sup>th</sup> October 2015 (see photo right by Colin Pottle)



### **TYNE & WEAR METRO:**

The autumn leaf fall has caused disruption and delays to the system with announcements stating "low rail adhesion", but nothing serious. Ray Smith went to South Shields on Friday 23<sup>rd</sup> October and the departure was wrong line. An announcement told all passengers to remain seated in case wheel slip caused an automatic brake application which could throw people forward. The journey from South Shields to Chichester (next station) was at almost walking pace. The following day, the 24<sup>th</sup> October, on a visit to Tynemouth he witnessed the systems own RHTT with 4088 t&t BL2 (97902) providing traction for bogie bolster wagon 94157 in between.



# STIRLINGSHIRE SIGHTINGS

by Derek Sneddon

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

<b>16<sup>th</sup> September</b>			<b>26<sup>th</sup> September (cont)</b>			<b>6<sup>th</sup> October (cont)</b>		
05.45 66421 4H47	MN-IS		11.10 66599 6K04	MN-DW		14.10 60087 6S36	DS-GM	
06.30 66110 6A32	MN-AB		11.20 66144 4M30	GM-DV		<b>7<sup>th</sup> October</b>		
<b>17<sup>th</sup> September</b>			11.43 47802/854 1Z26			05.10 66603 6H51	OX-IS	
05.45 66421 4H47	MN-IS		Whitehaven-PH			06.30 66105 6A32	MN-AB	
08.30 66603 6A65	OX-AB		13.00 68004 4A13	GM-AB		13.00 68004 4A13	GM-AB	
13.00 68002 4A13	GM-AB		13.30 66106 6S36	DS-GM		13.30 60087 6S36	DS-GM	
<b>18<sup>th</sup> September</b>			14.40 66544 6K05	MN-DW		<b>8<sup>th</sup> October</b>		
05.10 66603 6H51	OX-IS		16.36 66413 6K06	MN-DW		05.45 66423 4H47	MN-IS	
05.45 66421 4H47	MN-IS		18.10 66431 6K03	MN-DW		08.30 66603 6A65	OX-AB	
06.30 66110 6A32	MN-AB		<b>27<sup>th</sup> September</b>			13.00 68004 4A13	GM-AB	
13.00 68002 4A13	GM-AB		13.00 68004 4A13	GM-AB		14.00 60087 6S36	DS-GM	
<b>19<sup>th</sup> September</b>			22.59 56078 6K31	MN-DU		<b>9<sup>th</sup> October</b>		
05.45 66426 4H47	MN-IS		<b>28<sup>th</sup> September</b>			00.30 66100 6H44	MN-IS	
11.05 66413/515 6K04	MN-DW		05.45 66431 4H47	MN-IS		05.45 66415 4H47	MN-IS	
11.20 66102 4M30	GM-DV		<b>29<sup>th</sup> September</b>			06.30 66106 6A32	MN-AB	
13.00 68002 4A13	GM-AB		05.45 66301 4H47	MN-IS		06.55 56078 6R46	GM-PW	
13.30 66080 6S36	DS-GM		06.55 60056 6R46	GM-PW		12.40 60087 6S36	DS-GM	
15.05 66544 6K06	MN-DW		12.15 66106/37259 6K40			13.00 68004 4A13	GM-AB	
15.15 66599 6K05	MN-DW		MN-Forsnard			<b>10<sup>th</sup> October</b>		
18.02 66301 6K03	MN-DW		13.30 66027 6S36	DS-GM		05.45 66415 4H47	MN-IS	
21.05 66716 6K25	MN-Carmont		<b>30<sup>th</sup> September</b>			11.20 66086 4M30	GM-DV	
<b>20<sup>th</sup> September</b>			05.10 66621 6H51	OX-IS		13.00 68004 4A13	GM-AB	
11.05 66729 6K26			05.45 66301 4H47	MN-IS		14.00 60087 6S36	DS-GM	
Cowdenbeath-MN			13.00 68004 4A13	GM-AB		20.55 66301/305 6K09 MN-		
<b>21<sup>st</sup> September</b>			<b>1<sup>st</sup> October</b>			Greenhill		
05.45 66426 4H47	MN-IS		05.45 66301 4H47	MN-IS		<b>12<sup>th</sup> October</b>		
13.00 68002 4A13	GM-AB		13.00 68004 4A13	GM-AB		05.45 66421 4H47	MN-IS	
13.25 66107 6D61	RI-GM		13.30 60087 6S36	DS-GM		07.30 60087 6B01	GM-RI	
<b>22<sup>nd</sup> September</b>			<b>2<sup>nd</sup> October</b>			08.30 66603 6A65	OX-AB	
05.45 66423 4H47	MN-IS		05.45 68003 4H47	MN-IS		21.27 60056 6Z65	GM-LM	
06.55 56302 6R46	GM-PW		08.30 66621 6A65	OX-AB		<b>13<sup>th</sup> October</b>		
12.06 66106/37423 6K40			13.00 68004 4A13	GM-AB		05.45 66425 4H47	MN-IS	
MN-Forsnard			14.30 57601/47851 0Z91	CN-BO		14.00 60056 6S36	DS-GM	
13.00 68002 4A13	GM-AB		<b>3<sup>rd</sup> October</b>			14.06 66106/37259 6K40		
<b>23<sup>rd</sup> September</b>			05.45 66303 4H47	MN-IS		MN-Forsnard		
05.45 66431 4H47	MN-IS		13.49 60065 6S36	DS-GM		<b>14<sup>th</sup> October</b>		
06.30 66426 6A32	MN-AB		14.10 66506/551 6K04			05.45 66423 4H47	MN-IS	
08.30 66603 6A65	OX-AB		MN-Milburn Jnct			06.30 66086 6A32	MN-AB	
13.30 66102 6S36	DS-GM		14.40 66953 6K05	MN-Milburn Jnct		06.55 56078 6R46	GM-PW	
21.30 56302 6M65	GM-SI		17.40 66430 6K03	MN-Culloden		08.30 66603 6A65	OX-AB	
<b>24<sup>th</sup> September</b>			18.50 66515 6K06	MN-Milburn Jnct		14.00 60056 6S36	DS-GM	
05.10 66603 6H51	OX-IS		22.40 66725 6K25	MN-Lochgelly		14.45 66165 4N30	MN-GM	
05.45 66431 4H47	MN-IS		<b>5<sup>th</sup> October</b>			20.10 66165 4M30	GM-DV	
<b>25<sup>th</sup> September</b>			05.45 66302 4H47	MN-IS		21.30 56078/60056 6M65	GM-SI	
00.30 66107/67018 6H44	MN-IS		13.00 68004 4A13	GM-AB		<b>15<sup>th</sup> October</b>		
05.45 66431 4H47	MN-IS		21.27 66060 6Z65	GM-LM		05.10 66603 6H51	OX-IS	
06.30 66053 6A32	MN-AB		<b>6<sup>th</sup> October</b>			05.45 66303 4H47	MN-IS	
13.00 68002 4A13	GM-AB		05.45 66303 4H47	MN-IS		13.00 68001 4A13	GM-AB	
17.36 37425/218 1Z32	CL-IS		06.55 56078 6R46	GM-PW		14.45 66100 4N30	MN-GM	
<b>26<sup>th</sup> September</b>			08.30 66603 6A65	OX-AB		14.55 60087 6S36	DS-GM	
05.45 66421 4H47	MN-IS		13.00 68004 4A13	GM-AB				

## Location Codes:

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

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

# 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).

27 <sup>th</sup> September		29 <sup>th</sup> September		30 <sup>th</sup> September	
11.42 66429 4V38	DV-WG	02.45 66077 4V01	IM-ON	03.47 66213 6M03	RN-BD
17.11 66011 6E47	MG-MD	08.28 66125 6M81	MG-RO	08.58 66183 6M81	MG-RO
18.07 66429 4M36	WG-DV	09.13 66761 6V80	DR-PY	09.07 66761 6V80	CO-PY
28 <sup>th</sup> September		11.04 60024 6B13	RN-WH	10.58 66430 4V38	DV-WG
03.30 66095 4V01	EA-CW	12.57 66431 4V38	DV-WG	11.01 66182 6V05	RO-MG
04.03 66059 6M03	RN-BD	13.55 70005 4V06	RG-SG	11.10 60092 6B13	RN-WH
06.20 60100 6V98	LY-NT	14.41 150127 5Z50	BL-DR	12.17 60076/085/095 0Z98	WY-BS
11.20 66421 4V38	DV-WG	16.34 66082 6V05	RO-MG	12.32 70003 4V06	RG-SG
12.33 70005 4V06	RG-SG	18.23 60001 6E41	WH-LY	12.52 57004/011 6M56	BE-CE
12.53 60100 6E41	NT-LY	19.20 66107 6V69	BS-AD	13.21 60100 6E41	WH-LY
13.49 37602/57011 6M56	BE-CE	20.04 66085 6V65	SA-CT	20.02 60076/095 6C23	BS-CD
15.04 66082 6V92	CY-MG	20.20 66431 4M36	WG-DV	21.42 60085 6C22	BS-CD
17.09 66199 6V35	BS-AV				



<b>1<sup>st</sup> October</b>			<b>7<sup>th</sup> October</b>			<b>13<sup>th</sup> October (cont)</b>		
08.30 66115 6M81	MG-RO		18.45 66098 6V35	BS-AV		23.34 66037 6E20	LL-IM	
09.09 66702 6V80	DR-PY		<b>8<sup>th</sup> October</b>			<b>14<sup>th</sup> October</b>		
10.18 66094 0W97	EH-BG		10.50 66303 4V38	DV-WG		01.03 66024 6M74	CT-BN	
10.51 66429 4V38	DV-WG		11.02 60002 6B13	RN-WH		03.50 47727/729 3S32	WS-SW	
11.09 60024 6B13	RN-WH		20.08 66093 6E30	MG-HL		03.57 66080 6M94	MG-CY	
11.57 66147 6V37	TO-MO		<b>9<sup>th</sup> October</b>			04.18 60001 6V49	TY-RO	
12.22 60001 6E41	WH-LY		03.29 66728 6V00	PC-CF		04.46 66070 6M03	RN-BD	
12.45 70003 4V06	RG-SG		15.00 66125 6V92	CY-MG		07.30 37607/218 6V73	CE-BE	
12.55 37608/609 6M63	BR-CE		15.50 37421/059 1Q15	CS-DY		08.38 66110 6M81	MG-RO	
13.37 66126 6M23	AD-BU		16.03 66155 6V07	RO-MG		09.02 66762 6V80	WE-PY	
14.58 66125 6V92	CY-MG		20.02 66161 6V55	BD-RN		16.04 66539 4Z06	RG-SG	
16.12 66957 4Z47	YK-SG		21.27 66728 6E35	CF-PC		17.04 66051 6V35	BS-AV	
18.19 66047 6V06	HD-CT		21.29 66113 6V52	WV-MG		20.04 66421 4M36	WG-DV	
22.31 66002/082 6E47	MG-TS		<b>10<sup>th</sup> October</b>			<b>15<sup>th</sup> October</b>		
<b>2<sup>nd</sup> October</b>			01.37 66031 6Z19	AK-GR		04.05 66182 4V32	Drax-ON	
00.04 66126 6V23	BU-AD		04.09 66058 6D98	CT-HD		04.35 37402/059 6V74	CE-BR	
00.08 DR73907 6J89 Port Talbot-GL			05.42 66181 6M90	AV-CI		08.29 66080 6M81	MG-RO	
00.17 66147 6M39	MO-Elstow		06.12 66762 6E89	PY-CO		12.02 66425 4V38	DV-WG	
00.59 66111 6E80	CT-RM		14.57 66183/087/074/093 0Z98	MG-BS		12.24 60054 6B13	RN-WH	
01.31 60054 6V19	IM-AD		17.06 70003 0V09	YK-SG		12.27 37175 0Z37	CF-DY	
01.45 66133 6M94	MG-CY		18.28 66158 6V06	HD-CT		12.32 60010 6V05	RO-MG	
02.49 66747 6V00	PC-CF		<b>11<sup>th</sup> October</b>			12.52 60092 6E41	WH-LY	
03.52 66087 6M59	MG-WV		11.30 66423 4V38	DV-WG		13.05 66194 6V37	TO-MO	
05.38 66160 6M11	MG-RO		15.25 59003 0V59	EH-GL		13.12 66529 4V06	RG-SG	
08.05 37059/602 6V73	CE-BE		17.13 66030 6E47	MG-MD		13.50 37402/059 6M63	BR-CE	
08.35 66232 6M81	MG-RO		<b>12<sup>th</sup> October</b>			<b>16<sup>th</sup> October</b>		
17.11 66170 6V35	BS-AV		00.47 66193 6M74	CT-BN		03.30 66182 6M59	MG-WV	
20.16 66423 4M36	WG-DV		03.05 66250 4V01	EA-CW		08.02 60001 6M81	MG-RO	
22.34 66730 6V80	CO-PY		03.15 60044 6M76	MG-Dee Marsh		09.10 66093 6M96	MG-CY	
<b>3<sup>rd</sup> October</b>			03.27 47727/739 3S32	WS-SW		10.52 66423 4V38	DV-WG	
00.15 66053 6E20	LL-IM		07.08 37059/609 6V73	CE-BE		10.59 60054 6B13	RN-WH	
04.15 66111 6D98	CT-HD		07.40 59003 0M59			11.52 37602/612 6M56	BE-CE	
04.16 66002 6V49	TS-MG		GL-Tuebrook Sdgs			12.13 66529 4V06	RG-SG	
06.28 60054 6B13	RN-WH		10.55 66303 4V38	DV-WG		12.28 66085 6V05	RO-MG	
09.56 47773 1Z95	TY-Oxford		11.09 60063 6B13	RN-WH		12.30 60092 6E41	WH-LY	
11.14 DR80206 6U26	SW-KN		15.58 66093 6M41	MG-RO		17.50 66114 6V35	BS-AV	
13.38 66076 5Z43	BS-LA		<b>13<sup>th</sup> October</b>			<b>17<sup>th</sup> October</b>		
17.03 66111 6V06	HD-CT		02.28 66155 6M94	MG-CY		01.11 66027 6V49	TY-MG	
<b>4<sup>th</sup> October</b>			03.51 66200 4V32	Drax-ON		01.16 66175 6Z19	AK-GR	
17.14 60024 6E47	MG-MD		03.55 47727/739 3S32	WS-SW		03.29 47727/739 3S32	WS-SW	
17.55 66423 4M36	WG-DV		04.42 66112 6M11	MG-RO		04.13 66207 6D98	CT-HD	
20.09 66213 6E30	MG-HL		04.46 57010/301 6V74	CE-BR		06.30 47786/57315 1Z28	DT-Blaenau	
21.41 66730 6V80	CO-PY		08.57 60063 6M81	MG-RO		07.07 66082/182 0X02	MG-BS	
<b>6<sup>th</sup> October</b>			09.10 66762 6V80	WE-PY		07.29 66119/170 3S59	BT-return	
11.04 60054 6B13	RN-WH		10.55 66301 4V38	DV-WG		15.07 66847/70802/805 0Z75	BS-WY	
18.57 66126 6B72	GR-AK		11.15 60044 6B13	RN-WH		15.53 66303 4V38	DV-WG	
19.40 66060/108 6V69	BS-AD		12.23 60092 6E41	WH-LY		18.28 66207 6V06	HD-CT	
19.51 66113 6V65	SA-CT		12.32 70003 4V09	RG-SG		<b>18<sup>th</sup> October</b>		
20.02 66704 6V83	PB-MO		12.43 66053 6V37	TO-MO		13.22 97301 3Z18	BL-DY	
21.30 66213 6E09	ON-IM		23.26 66175 6E47	MG-MD				

## ADVERTISEMENT – GB Bus Group (GBBG)

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# SIGNAL BOX SURVEY

Two further signal boxes in the southeast have been consigned to history. Pevensey & Westham, a Type 5 Saxby & Farmer design built in 1876 with 14 levers, was demolished during the September 2015 and is the result of the recent re-signalling. In the photos below the signal box is seen just after it closed (2<sup>nd</sup> February 2015) on the 18<sup>th</sup> March 2015 (*left*) and during demolition on the 7<sup>th</sup> September 2015 (*right*).



Eridge, a Type 5 Saxby & Farmer design built 1880 with 32 levers, was finally demolished on the 17<sup>th</sup> October, the culmination of 25 years attempting to preserve it having closed in 1990 when the line was singled. With Eridge a four platform station the signal box used to control 4 different lines, hence the number of levers. One of those lines to Tunbridge Wells was finally reconnected when Eridge became the southern terminus of the Spa Valley Railway (SPA) in 2011 using the former down island platforms. Sadly with the signal box separated from DPA tracks by the NR track it was unusable. A sad looking Eridge signal box is seen right on the 14<sup>th</sup> December 2014.



# DAYS OUT

## An Afternoon in the Fens, 18<sup>th</sup> September 2015 by Colin Pottle:

The Fens, or Fenland is an area of marshy land around The Wash taking in Lincolnshire, Cambridgeshire, Norfolk and Suffolk. The area is predominantly flat and agricultural in nature making it perfect for spotting trains from miles away. From a photographic point of view you have plenty of time to line up that perfect picture (something I haven't achieved as yet!). The main railway through this area stretches from Peterborough in the East to Ely and beyond as far as Felixstowe and Norwich. Almost all of the container traffic from Felixstowe passes through this area on its way to the Midlands and Northern England. Also on this stretch of railway is situated Whitemoor Yard, March, which processes most of the ballast for the surrounding areas and so sees a lot of departmental traffic. From my experience, the amounts of freight traffic you are likely to see are extremely hit and miss, this afternoon proving exactly that.



I arrived at around 12.15 at the level crossing on Ramsey Road, near Whittlesea (Whittlesea station is confusingly in Whittlesey), then realised the first freight would not be for an hour and a half! Fast forward 95 minutes then 4 trains passed within 20 minutes – 66164, 66199, 66031 and 66730.

There are plenty of viewing points between Peterborough

and March, lots of foot and level crossings to choose from. One such foot crossing is Brickyard Drove and I arrived there at 14.30, in time to see 66761 on a Felixstowe – Doncaster intermodal. Within 2 minutes Freightliner 66503 was heading towards Felixstowe then soon after this came a West Coast Railways stock move from Carnforth Steamtown - Norwich with 47854 t&t 47826 (see photo above).



Time for another change of place, this time I headed for one of the many dykes around the area, this one just before March station itself. You can quite often get good reflections of locos here as the water is calm a lot of the time, but not today as it was dull. I spent just over an hour here and saw another 4 Class 66s, including 66414 on 4L87 Leeds – Felixstowe at 15.42 (see photo opposite top) and 66718 + 66702 heading for Whitemoor Yard from Peterborough at 15.48 (see photo above).





Another good place is Turves, and here you can find Three Horse Shoes signal box, nestled between two level crossings. 66756 passed here with the Middleton Towers – Goole loaded sand hoppers at 16.25 (see photo above). The sun made an appearance for 66082 twenty two minutes later (see inset photo top) and then I headed back to Eastrea near Whittlesea where 66956 passed at 18.05 with an Aldwarke – Whitemoor departmental. The next train wasn't due for over an hour, long after the final descent of the sun so I called it a day. Just under six hours of spotting, producing no less than 15 locos, plus numerous DMUs, not bad in my book!

## PRESERVATION PHOTO SPOT NARROW GAUGE



*right* Alan Keef 2010 built 2-6-0T+T [85R]  
'Bunty' on her final service day of the 2015  
season at the 1'-3" Heatherslaw Light Railway  
1<sup>st</sup> November 2015 (Gareth Patterson)  
with nameplate and worksplate by Trevor Roots



# PRESERVATION GALAS

## Severn Valley Rly Autumn Steam Gala, 18-20<sup>th</sup> September by Mike Brook:

Although I'm a SVR member, it was 2 years since my last visit, but the thought of seeing 4-6-0 46100 'Royal Scot' recently returned to traffic after a 5 year overhaul and BR std 4-6-2 70000 'Britannia' taking part in the 2015 Autumn Steam Gala was a sufficient catalyst to arrange a 2 day trip for Friday and Saturday.

**Fri 18<sup>th</sup> Sep:** Having purchased the working timetable, I spent the best part of a day re-configuring it in Excel so that the locos working each diagram were clear, as well as identifying which were facing north and south, to provide the best chance of decent photographic opportunities.

Locos in use were, resident: Bulleid BoB 4-6-2 34053 'Sir Keith Park', Bulleid WC 34027 'Taw Valley' (its first Gala outing since completing a 9 year overhaul), 2-8-0 2857, Churchward 2-6-2T 4566 and Collett 0-4-2T 1450 with visiting: 4-6-0 46100 'Royal Scot', BR Std 7MT 4-6-2 No. 70000 'Britannia' and Ivatt 2-6-0 46521.

I decided my first shot would be of 46100 crossing Oldbury viaduct and identified that parking at Daniels Mill would be an ideal access point. Having arrived at 08.10, I was greeted by the Mill's owner (an SVR founder member) to whom I explained my intentions but was advised that since my last



visit, the SVR had introduced 'lineside passes' valid for 3 years. Provided you passed a PTS exam linesiders were required to wear numbered high-viz jackets (although subsequently I did see quite a lot of 'unauthorised lineside photographers'). My lineside plans were therefore immediately scuppered requiring a major re-hash of the visit !

I stayed at Oldbury viaduct and shot 46100 crossing it in profile and then decided that Eardington Bank would be a good spot. There is a bridge and also access directly adjacent to the track, enabling a variety of shots to be taken, especially of those services heading north, when the loco has to work hard up the 1.5 mile, 1 in 100 gradient. You can get to both sides of the track to

accommodate the sun's movement and I managed to get shots of 34027 (see photo left), 2857 and 70000 going north and 34053 (see photo above) and 4566/46521 going south (see photo left).



Having seen 46100 run down the Bank with the 14.27 from Bridgnorth (see photo opposite top), there was now a gap of above an hour for the next train facing boiler first, so I decided that Bewdley Station would be my final location for the day. The same thought had occurred to dozens of other photographers, so securing a decent photo spot wasn't easy, and indeed was



made more difficult selfish people who don't give a jot about protocol, they arrive late, move in front of you to get their shots, and ignore all shouts and other attempts to get them to move back.



Nevertheless, I managed to get some decent spots and got 34027 and 2857 going north, 1450 + autococh 178 working the Kidderminster – Bewdley Autotrain (see photo right) and 34053 and 4566 + 46521 going south. One of the highlights of the day was 70000 manoeuvring round Bewdley Station to couple with the demonstration goods wagons and then departing at 18.32 for Bridgnorth (see photo below).



Daylight now faded and I decided to attempt some night shots, but was thwarted by even more photographers deciding to do the same and a plethora of more selfish souls butting in, so I decided to call it a draw and went to the £53 Hartlebury Travelodge for a good night's sleep.

**Sat 19<sup>th</sup> Sep:** My revised Saturday plan now featured Arley Station for the morning and then the 200 foot span of the Victoria bridge over the River Severn for the rest of the day.

What a magical station Arley proved to be! It was bathed in glorious sunlight combined with a slowly receding mist, the pale salmon coloured railings and matching beautiful hydrangeas provided by one of the volunteers' garden centres plus the obvious care and attention given to the immaculate station by its volunteers made it a truly stunning location.

Successful shots of 46100, 34053, 4566 + 46521 going south and 34027, 70000 and 2857 going north were taken and then the 1.5 mile trek to the Victoria Bridge was made during the 2 hour gap before the next 'boiler first' train ran.



The sun 's location was now perfect and a decent location amongst the foliage of the northern bank of the River Severn was created, such that successful shots of 2857 (see photo below), 34027 and 70000 going north and 46100 and 34053 going south were captured.



For the final shot of the trip, I decided to take 4566 + 46521 coming down the 1 in 180 incline from Arley Station – just really for something a little different, and it worked out okay.

Overall the trip was a great success – perfect weather on both days proved to be a major plus point, the locos were immaculate, all services ran just about on-time (huge credit to everyone at SVR for that) and evidently a record 7,100 paying passengers generated a most acceptable level of income for the SVR.

As regards my next trip to the SVR (probably to see The Flying Scotsman at the 2016 Autumn Gala), I shall ensure I take the PTS exam and buy the £95 3 year lineside pass before I set off, I just wish I had been aware of it before this superb Steam Gala.

photos by Mike Brook

## Swanage Railway Autumn Steam Gala, 16-18<sup>th</sup> Oct 2015 by Andrew Buckley:

The Swanage Railway Autumn Steam Gala took place over the weekend of Friday 16<sup>th</sup> – Sunday 18<sup>th</sup> October 2015. I attended on the Saturday and arrived in Swanage before the first move of the day at 09.00, the demonstration freight train hauled by 30120 + 30053 t&t 80104 passing 34070 over the inspection pit (see photo right). Locomotives in operation on the day were resident Drummond M7 0-4-4T 30053, Maunsell U 2-6-0 31806, Bulleid BoB 4-6-2 34070 'Manston', BR Std 4MT 2-6-4T 80104 and long term loan Drummond T9 4-4-0 30120 with special guest N15 King Arthur 4-6-0 777 'Sir Lamiel'. This was making one of its last appearances before regaining its BR identity of 30777, pencilled in for November.

As usual the weather forecast was not promising and indeed the Friday in nearby Dorchester had been a washout. Arriving in Swanage the signs were mixed with evidence of recent rain although the cloud cover was breaking.



As the day progressed these early breaks in the cloud that had allowed for some very atmospheric shots were replaced by that curiously flat 'northern light' that for much of the day cast no shadows. This proved to be 'lucky' though as all locomotives apart from the 4MT were facing boiler first from Swanage which, should there have been sunlight, would have proved great conditions for perfectly lit studies of tender first trains heading to HQ. This was a detail not lost on any of the enthusiasts and photographers I encountered during the day and seemed a curious decision by the railway.

Therefore all things being considered I decided that this was to be a day of

gambolling along the line, getting some miles under my belt and bailing to try different spots under the prevailing lighting conditions. This also allowed me the opportunity to see how much the development of the stations has progressed in the last few years and it is interesting to see that work is as advanced as to allow for finessing to be taking place now. What I mean by this is that period '40s and '50s posters of the working railway are now in evidence everywhere and provide that finishing touch



80104 approaching Harmans Cross with the fast 11.50 Norden - Swanage



along with the longer standing enamel signs and suitcases on the platforms. Deep in the countryside one does feel transported back to those times and it is to the very great credit of the railway that this has been achieved.

left 777 + 31806 Corfe Castle NT CP at 14.42 on 15.15 Swanage - Norden

My travels on the day however did not see me make it as far as Norden

by rail but I did see Corfe Castle and Harmans Cross with the latter being a choice spot for some photos of passing action. As with the last Steam Gala I attended, demonstration freight workings were in operation and semi fast services that did not call at Harmans Cross made for interesting vignettes in the timetable with both using the down line through there as the made their way to Norden. My final calling point for the day was above the National Trust centre close to the viaduct between Corfe and Norden where a hardcore of enthusiasts were in evidence and my final shots of the day taken there were of the last freight working heading north which proved to be a suitable swansong to an excellent day out.

photos by Andrew Buckley

## East Lancs Railway Steam Gala, 17-18<sup>th</sup> Oct 2015 by Mike Brook:

The 40 odd miles between home and Bury meant that attending the East Lancashire Railway's 2015 Autumn Gala on Saturday and Sunday 17<sup>th</sup> & 18<sup>th</sup> October was really a no-brainer, even though there



was only really one new guest loco, Collett 0-6-0PT 6430 (from LLR) together with its two Autocoaches 167 and 163, which I'd already seen at the SVR Gala in September. Bulleid WC 4-6-2 34092 '*City of Wells*' was also making a welcome return visit from the KWV. The resident locos were: Hudswell Clark 0-6-0T 32 '*Gothenburg*', WD Austerity 0-6-0ST 132 '*Sapper*', WD Austerity 0-6-0ST 75008 '*Swiftsure*', Hughes Crab 2-6-0 13065 and BR Std 2-6-4T 80080 and ex-L&Y 0-6-0 12322 (on loan from RSR).

I enjoy visiting the ELR and its Galas as the continuous gradient from Bury to Rawtenstall makes for some great smokestacks, which I really adore and lineside access is no problem, providing a high-viz vest is worn. In addition, there are almost always some double-header services and trains usually run on time or thereabouts, and there's one approx. every hour between Bury and Rawtenstall, with additional services between Bury and Ramsbottom, so you can reasonably expect a dozen or so 'boiler first' shots each day.

**Sat 17<sup>th</sup> Oct 2015:** The first day was spent around the northern end of Burrs Country Park, the clear ½ mile or so embankment stretch plus its 1 in 136 gradient makes for some good shots during the morning and proved fruitful yet again as 4 shots were obtained: 132 + 75008 banked by 34092 (see photo below), 32 + 12322 (see photo bottom); and 2 shots of 6430 + autocoches.



I decided that I needed to try and find a suitable alternative location, preferably one I'd never shot from before, so I walked approx. 1 mile north along line towards Summerseat and found a great spot at Springside Farm, where I took 6430 + autocoches 163 (leading) & 167 (see inset photo above), 12322 + 13065 (see front cover) and 34092 on its own.





The sun began to appear intermittently and so I decided to move to the southern end of Burrs Country Park and chose one of the viaducts over the River Irwell at Little Burrs as my final spot for the day. Successful shots of 80080 + 3409, 13065 (see photo left), 132 + 75008, 80080, 6430 + autococoaches and 12322 + 34092 were obtained.

**Sun 18<sup>th</sup> Oct 2015:** Sunday was spent at Ramsbottom sidings where I've been before and you get some great shots of locos powering away from Ramsbottom Station, around a left-hand bend. Ramsbottom sidings

are often used creating the possibility of some different shots of locos on positioning manoeuvres. It turned out to be just that with a total of 6 shots of locos travelling to Rawtenstall. The driver of 12322 is worthy of a very special mention as he obviously understands what turns many photographers on - his two passes both delivering absolutely incredible smokestacks. In addition, 6430 + autococoaches ran only between Bury and Ramsbottom, so it moved to the sidings prior to making its return journey providing the opportunity for a static wide-angle shot to show it off to best advantage. The final bonus of the day were shots of 34092 uncoupling from piloting 13065, moving into the sidings and then shunting to the water bowser wagon to take on water, using a mobile generator.



2-6-4T 80080 Ramsbottom Sidings heading to Rawtenstall, 19<sup>th</sup> October 2015)

As previously mentioned, all trains on the Saturday ran just about on time, but Sunday running was approx. 25 minutes late from mid-morning onwards. There were far fewer lineside photographers than on previous visits although the all services appeared to be reasonably well patronised.

Overall some 26 shots were secured, a very good result for two days of most enjoyable steam train photography, even though there was 100% cloud cover (but no rain) for the majority of the time.



photos by Mike Brook

## Mid Hants Rly Autumn Steam Gala, 23<sup>rd</sup>-25<sup>th</sup> Oct 2015 by Andrew Buckley:

The MHR Autumn Steam Gala took place over the weekend of Friday 23<sup>rd</sup> – Sunday 25<sup>th</sup> October 2015. I attended on the Saturday. In use on the day were resident locos Stanier Black 5 4-6-0 45379,



Maunsell 4-6-0 850 'Lord Nelson', and BR Std 9F 2-10-0 92212 Gresley A4 4-6-2 4464 'Bittern'. In addition Bulleid WC 4-6-2 34007 'Wadebridge' and Maunsell Schools 925 'Cheltenham' were in light steam on Ropley depot although not rostered on the WTT. Guest locomotives were Hughes Crab 2-6-0 13065 (from ELR), Ivatt 2MT 2-6-0 46521 (from GCR) and Drummond T9 4-4-0 30120 (from SWR).

*left* 92212 runs light to the stabling point to await its next turn after arriving at Alresford with the 10.55 from Alton

so sleep came easily until close to my change at Woking and the direct service to Alton. This was only my second visit to the line and previous experience suggested that Ropley would be the most suitable base for the day. Sections of the line are set in deep cuttings and the Railway stresses that, unlike say at Swanage where line side access in the adjoining fields is a given because of all the footpaths and bridleways, their neighbours, the local landowners, will remove vehicles and treat any unauthorised access as trespass. Also Ropley is the main depot and maintenance shed for the line and now boasts the old Iron girder bridge that used to span platforms 1-8 of King's Cross station, albeit without the iconic clock. So there is plenty of interest there.

*right* 4-6-2 4464 pulls into Ropley at 13.12 working the 13.00 Alresford – Alton, this was the last Gala appearance at MHR before stopping and moving to Crewe for overhaul at the end of October



Arriving at Alton I had plenty of time to take in the scene with the 45379 already in the vicinity but not due to depart for another twenty minutes. Frustratingly the weather had taken a turn for the worst and the low cloud and universal greyness was now merely a backdrop to the rain. However by the time I arrived at Ropley the conditions had improved somewhat and the light was a little better. This remained the case until around 15.30.



*left* 2-6-0 13065 departs Ropley at 13.49 with the 13.17 demonstration freight from Alton - Alresford

An intensive timetable was in operation for the day with express passenger, local passenger and freight / van trains working throughout. The freight / van trains were working Alresford – Ropley return journeys and on arrival at Ropley would swiftly be moved into the sidings adjoining the depot after the loco in charge had been detached. One of the resident CI.08 shunters would then arrive to move the formation and the loco would then run round from there. Its departure would



follow the arrival of the next down working to Alresford. As with Swanage the week before, a disproportionate number of locos (five of the seven) were facing London which meant that much of the afternoon down traffic for Alresford arrived at Ropley tender first which proved to be frustrating at times. All the workings I saw close at hand were extremely well patronised and there was a reasonable crowd always milling around at Ropley, whether at the station or on the depot inspecting the ongoing maintenance and restoration work taking place to some of the line's other locomotives.

My final working of the day was the 16.10 from Ropley heading for Alton, again with the 45379 in charge. By this time the light was fading badly and it was proving problematic to get a working shutter speed with my cameras, thus bringing to a close a very enjoyable day.

photos by Andrew Buckley

### **Llangollen Railway (LLR), Along Branch Lines Gala by Martin Evans:**

The LLR held its 'Along Branch Lines Gala' over the 11-13<sup>th</sup> September 2015 and I visited on the Friday. Locomotives in use were resident 0-6-0PT 6430, recently returned to service, 2-6-2T 5199 and 2-8-0 3802, with visiting 0-6-0T 47406 from the GCR and 2-6-2T 5542 from the GWR.

*right* 0-6-0PT 6430 departs from  
Llangollen with the 12.35  
departure to Carrog,  
11<sup>th</sup> September (Martin Evans)



### **Nene Valley Railway (NVR) Mixed Traffic Gala, 10-11<sup>th</sup> Oct 2015 by Colin Pottle:**

The NVR had a mixed traffic week-end on the 10<sup>th</sup>-11<sup>th</sup> October and I popped in on the Saturday. The home fleet was bolstered by visiting Stanier Black Five 4-6-0 45337 (from LLR) and Gresley N2 0-6-2T 1744 (from GCR). Sadly it seemed poorly attended and I only saw maybe a dozen people there at most, the trains were mostly empty and I can't see them doing this one again next year !



CL.14 D9520 and  
4-6-0 45337 pass at Wansford, NVR  
10<sup>th</sup> October 2015 (Colin Pottle)



## Gwili Railway (GWI) Autumn Gala, 10<sup>th</sup> Oct 2015 by Martin Eden:

The Gwili Railway held a one day Autumn Gala on Saturday 10<sup>th</sup> October and as this was somewhere I had not previously visited, due to its location in West Wales just north of Carmarthen, I decided to visit the event which was aided by a forecast for dry weather.



I arrived at Bronwydd Arms, the main Station and operating base including a Café based in two grounded ex-Taff Vale coaches, a small museum in the old Fairfach signal box and running shed. From here the Gwili Railway heads 2.5 miles north to Danycoed with a further 2 mile section heading south towards Carmarthen (see article in July 2015 issue). The Gala featured two of the resident Austerity 0-6-0STs, 7170 'Welsh Guardsman' and 3879 'Haulwen' which between them worked five full return trips on the day. A round trip on the line takes just under an hour allowing for running round at Danycoed and a 10 minute stop over at Llwyfan Cerrig, the intermediate station, on the return as back up against lost time. There were also shuttles from Bronwydd Arms to Llwyfan Cerrig using Cl.117 DMU 51347 + 51401 (see photo above top) and from Llwyfan Cerrig to Danycoed using ex-BR Cl.03 D2178 plus two coaches (see photo above). At Llwyfan Cerrig there are various items awaiting restoration, including 0-6-0ST 3829 (see photo above), a mail train exhibition in TPO 80371 and a covered shed where Cl.117 centre car 59508 is currently being restored plus a short miniature railway. The afternoon also included a short freight train hauled by 3879 and brake van rides at

Bronwydd Arms between services, if timings allowed. The weather was dry throughout albeit slightly overcast, with a good attendance from both enthusiasts and day trippers and most trains ran with good loadings. For those interested in buses there was also a Routemaster double-decker at Bronwydd Arms that ran 20 minute trips around the local area and the shuttle to an overspill car park a couple of minutes away. A well organised event and an enjoyable day out at the end of the main Gala Season on a railway that will be growing in the near future.

photos by Martin Eden

## Bo'ness Rly (BKR) Steam Gala, 24-25<sup>th</sup> Oct by Derek Sneddon:

I attended the BKR Steam Gala on the Sunday which seemed really popular with the five coach rake well filled and plenty of lineside photographers. Locos in use were resident 2-6-0 62712 'Morayshire', 0-6-0ST 6, 0-6-0ST 19, WD 0-6-0ST 75254. Visiting locos were: Stanier Black 5 4-6-0s 45407 & 44871 and Furness 0-4-0 20. The latter was working two Caledonian coaches 464 & 1375 from the bay platform (see photo right) at no more than 15mph at any time with two of the crew wearing top hats. Services seen during the day were:



08.45	62712	Bo'ness – Birkhill freight
09.55	75254 + 19	Bo'ness - Manuel
11.06	20	Bo'ness - Birkhill
12.05	62712 + 44871	Bo'ness - Manuel
13.08	20	Bo'ness - Birkhill
14.07	19 + 75254 t&t 44871	Bo'ness - Manuel
15.05	20	Bo'ness - Birkhill
16.04	44871	Bo'ness - Birkhill
16.58	62712 t&t 44871	Bo'ness - Manuel

above 0-4-0 20 built in 1863 is the oldest working steam standard gauge loco in the UK,  
Bo'ness, 25<sup>th</sup> October 2015



4-6-0s 44871 above  
& left 45407  
Bo'ness, 25<sup>th</sup> October 2015



photos by Derek Sneddon



# OPEN DAY REPORT

## LT Museum Acton Depot (LTA) Open Weekend by Derek Everson:

The LTA held its bi-annual open weekend over the 26-27<sup>th</sup> September 2015 which included, Saturday only, shuttle buses to the Heathrow Express Depot at Old Oak Common. EMUs on display were 332001, 332003 and 360205 were on show inside the shed with 332006 parked outside.

Items on display at LTA included London Underground battery car L35 (see photo below) and the ghostly (very appropriate for Halloween) ex-BR Waterloo & City underground car 61 (see photo right).



*inset below 332001,  
bottom 360205,  
Heathrow Express Depot,  
Old Oak Common  
25<sup>th</sup> September 2015*



photos by Derek Everson



# LIGHT RAIL & METRO NEWS

**Metrolink:** *the following information & photos are kindly provided by Geoff Hope.*

Transport for Greater Manchester is now hoping that the ticketing system will be up and running for Christmas 2015. Only time will tell if they are successful in achieving this timescale.

Metrolink was a major winner at the Light Rail Awards for Project of the Year. The 9.1 mile extension to Manchester Airport from Cornbrook running through built up areas, delivered twelve months early and on budget has also seen a 20% increase in passenger usage against targets. Best Customer Initiative was the introduction of free Wi-Fi on all trams. They also won The British Construction Industry Award for the Major Civil Engineering Project for the Airport line. Unfortunately there have been several incidents of tram v car on this line since it opened.

Bidders for the contract to operate and maintain the Metrolink network from July 2017 for a 10 year contract period are the current incumbent RATP Dev, Keolis Amey, National Express and Transdev. 2017 will see the 25<sup>th</sup> anniversary of the opening of Metrolink, completion of the Second City Crossing (SCC) and a possible start date on the Trafford Park extension.

Yet again collisions between car and tram occurred on the Airport line on the 9<sup>th</sup> & 15<sup>th</sup> October. In the latter incident, it was reported a number of people were described as walking wounded.

The overhead wires were energised on the spur from Victoria to Exchange Square on the 26<sup>th</sup> October allowing tram testing in preparation for the opening before Christmas.

Tram 3104+3092 were reported on the Ashton – Rochdale service on the 9<sup>th</sup> October. Tram 3105 arrived at Queens Road depot on the 10<sup>th</sup> October for commissioning and made ready for service.

**Observations for 22<sup>nd</sup> October 2015 were as follows:**

**Cornbrook 12.00-13.25:**

**Bury - East Didsbury:** 3002+3053, 3003+3007, 3012+3023, 3014+3028, 3019+3046, 3030+3057, 3031+3032, 3036+3058, 3038+3044 & 3042+3048

**Altrincham - Etihad Campus:**

3004+3055, 3006+3021, 3008+3017, 3009+3056, 3024+3026, 3025+3040, 3033+3052 & 3041+3049

**Altrincham-Deansgate/Castlefield:** 3005/3013/3018/3029 & 3045.

**Eccles/Media City - Piccadilly:**

3034+3051, 3061+3065, 3067+3091, 3068+3069, 3076+3078, 3080+3096 & 3086+3097

**Manchester Airport – Cornbrook:** 3062/3063/3081/3084/3089/3095/3098 & 3100

**Manchester Victoria 13.45-15.30:** tram on test 3037

**Bury - Piccadilly:** 3001/3011/3015/3039/3043/3050 & 3059

**Rochdale - Ashton:** 3070+3085, 3079+3087 & 3090+3093.

3064/3072/3073/3082/3083/3088/3092/3093/3094/3099/3102 & 3104

**Trams not seen:**

3010/3016/3020/3022/3027/3035/3047/3054/3060/3066/3071/3074/3075/3077/3101/3103 & 3105

**Midland Metro:** Birmingham Snow Hill terminus was closed on the 25<sup>th</sup> October 2015 along with the section of track from St Pauls. This is to allow the MM to connect to the new city centre extension which should take 6 weeks. Trams will then run through a new Snow Hill stop to the north of the existing station (see photo overleaf top) to a temporary terminus at Bull Street until the complete line is progressively opened through to Stephenson Street and access to New Street station. The original platform 4 at Snow Hill will be returned to the network to increase capacity at the station. In the photo above taken on the 16<sup>th</sup> May

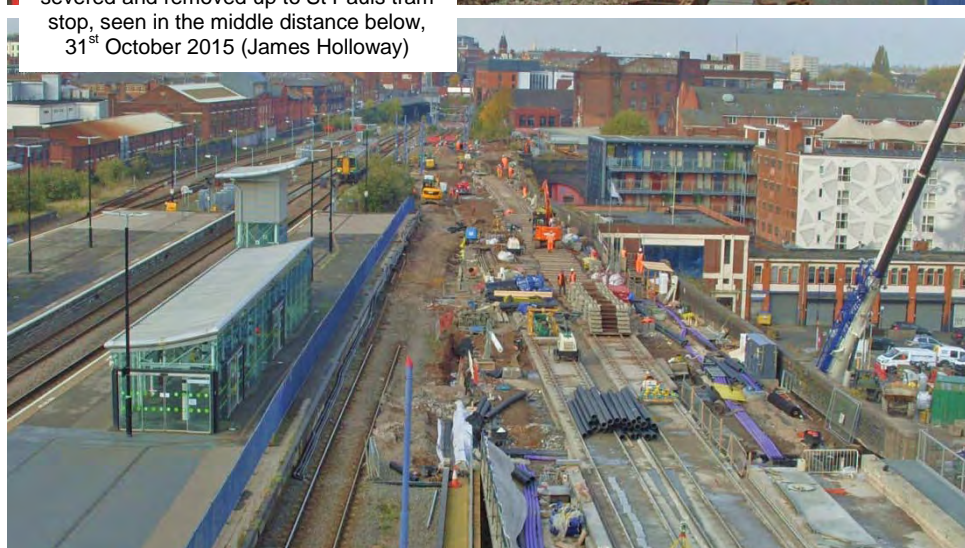




2008 MM tram 12 is seen departing Snow Hill at the point where the new extension swings away with MM tram 2 at the St Pauls stop beyond.



these two photos show the new double tram track alignment being carried on a new viaduct bypassing platform 4 at B'ham Snow Hill station with the original track severed and removed up to St Pauls tram stop, seen in the middle distance below, 31<sup>st</sup> October 2015 (James Holloway)



**Blackpool Tramway:** Bombardier Flexity tram 007 has been named *Alan Whitbread*.

### **Nottingham Express Transit:**

Two of the new Alstom Citadis trams have been named: 236 *Sat Bains* and 237 *Stuart Broad*.

### **Tyne & Wear Metro:**

As requested, Ray Smith has kindly been out and photographed views of refurbished Tyne & Wear Metro cars together with the other liveries carried. A feature will appear later.

# RAILWAY GLOBETROTTERS

## Mediterranean Tour, October, Oct 18-25<sup>th</sup> 2014 by John Teasdale:

Having enjoyed a successful trip to the southern part of France in 2013, our small band of tourists approached our next tour in 2014 with some concern over what we would be able to see. France has become increasingly more difficult for rail enthusiasts with well-publicised hostility toward the taking of photographs, much greater security surrounding rail locations and a definite trend toward preventing visits to depots or stabling points. We were to experience all this yet at the same time enjoy moments at the completely opposite end of the spectrum. It was a good start when, on arrival at Nice airport, we walked out into temperatures in the high 20's. The only problem was, anticipating colder weather we all had brought heavy long sleeve shirts!

**19<sup>th</sup> Oct 2014:** Sunday morning and a gentle drive along the coast via Antibes and Cannes brought us to Carnoules where there was a few preserved items including a "Picasso" railcar (a single car unit with the driver's cab projecting out from the roof) along with one of the newly rebuilt class



Y9000 shunters. Despite falling freight volumes and a surplus of locomotives (recently 10 of these brand new rebuilds were put into store!), SNCF has embarked upon a programme of rebuilding 200 older shunters at Sotteville and these are now appearing around the network. Y9026 (see photo above) is a rebuild based upon the former Y7133.

Continuing on via Toulon and the Colas depot at Cassis, we arrived at Marseilles for our first overnight stop. However a call was first made at Blancarde depot where, after a little



persuasion, we were allowed to walk around on our own. A good start. One of the resident Locma's (small shunter no longer authorised for main line use but used internally to location) is a little idiosyncratic (see photo above). Labelled Y2247, it is in fact Y2447 but also carries the number 5711 and an amusing caricature on its cab side doors (see photo right). Also present was one of the brand new Régio 2N double deck units being built by Bombardier, still with the manufacturer's stickers sealing the doors.



67488 Marseille Blancarde, 19<sup>th</sup> October 2014



25644 Marseille Blancarde, 19<sup>th</sup> October 2014

**20<sup>th</sup> Oct 2014:** The following morning, after two short stops, the first major location for the day was the RDT13 depot at Marignane. Régie Départementale des Transports des Bouches du Rhône operates a number of freight only branches in the Marseille / Avignon area and has two locomotive depots, the





smaller being at Arles. An eclectic mix of second hand locomotives is used, with a significant number being ex CFL (Luxembourg Railways) as with ex-CFL 905 left. Many of these are now stored out of use but several of the larger locos, used on tank trains to and from the nearby refineries, were present (see photos below) We were allowed free access with helpful staff even calling ahead to their other depot to clear our intended visit there.



56, 1965 built Poyaud  
Marignane, 20<sup>th</sup> October 2014



1401, 1978 built Moyse,  
Marignane, 20<sup>th</sup> October 2014



Miramas was our next big calling point and it was here that we had our first setback with a very firm refusal. Fortunately most of the locos present could be identified from the car park. A preservation organisation is also based here in the former depot with stock arranged around the turntable. However, nothing at all seemed to have moved or changed appearance since our last visit, the larger locomotives gently rusting amongst the weeds. All withdrawn in the late 90's, CC 7121 (see photo left) was built in 1953 whilst BB 327 and BB 346 date from 1940's (see photo left).



Following the earlier phone call, we were allowed full access at the second RDT13 depot in Arles then it was on to Nîmes. Here we experienced a complete contrast to that at Miramas with the depot chief, a former driver, more than happy to walk around with us. There are a few preserved items in the roundhouse (one being a loco the chief used to drive, perhaps explaining his enthusiasm) along with a fascinating museum of smaller artefacts. TGV rescue locos are also based at this depot as with 67215 right. An excellent visit.

Travelling on via Sète, where two ex-German V100's, now used by track maintenance company Genifer were present as with 182585, ex-DB 212282 right we arrived at Béziers for our next overnight stop. We did try obtaining access to the works where several Y's are stored and some stock from the Ligne de Cerdagne (the little yellow train) was visible, but it was a no go.

**21<sup>st</sup> Oct 2014:** Tuesday was to be a series of short stops before a long drive back to Avignon. After another unsuccessful attempt to visit the works, we called at the Ligne de Cerdagne depot, but were only allowed to look through the door then asked to leave. This metre gauge line is operated by SNCF and runs through some superb scenery, still using power cars over 100 years old although more modern, Stadler built units are now present.



above 1908 built Z113, below Z152, Villefranche de Conflent, 21<sup>st</sup> October 2014



A late call at Avignon depot was similarly turned away at the gate but in a much more peremptory fashion!

**22<sup>nd</sup> Oct 2014:** No travel was planned for the today so we walked back to the depot to try our luck again.





No joy but at least some locos were seen during the walk to and from the office, as with Y8283, fitted with special exhaust for tunnel working (see photo overleaf bottom left) and more were obtained from nearby roadsides. 7213 was seen at Avignon (see photo overleaf bottom right). A short train journey to the next station down the Marseille line (it goes past the depot) obtained most of the rest "on shed". Some time was then spent on the station where, despite sitting quietly on a bench with no cameras being present, we were challenged by security staff and given an unnecessary lecture. Not a pleasant experience. A short walk to the nearby container terminal was also undertaken.

**23<sup>rd</sup> Oct 2014:** Thursday was to be a drive via Lyon to Chambéry and turned out to be another day of quite contrasting experiences. On the way we saw Y8105 and Y8140 at Porte de Valence (see photo right). Lyon Vaise, the unit depot, produced a polite but hostile response and an escort off the premises whilst



Vénissieux, a few miles away, was the complete opposite. A guide was quickly arranged and we had full access to the locomotive area and no difficulties in taking photographs. Many stored locomotives were present as well as several of the latest Y class rebuilds and one 37042 (see photo below) of the two locomotives used in a recent "long freight train" trial. In January 2014, SNCF ran a trial freight train measuring 1476 metres long and weighing over 3300 tonnes from Sibelin yard in Lyon to Nîmes with a "master" loco 37002 on the front and a radio controlled "slave" 37042 mid train.



25250 Vénissieux Depot, 23<sup>rd</sup> October 2014



75095 Vénissieux Depot, 23<sup>rd</sup> October 2014

It was then time to move on to Chambéry via Grenoble where we had no difficulty in obtaining a look around the refuelling area and stabling point where railcar X73801 was seen (see photo opposite top).

In the past we have always been made very welcome at Chambéry but this time it was another non-negotiable refusal. However, it was clear that there was much less stock than usual present and most were visible from the car park so we left for our overnight halt at St Jean de Maurienne. Despite the noticeably lower temperatures (the heavier shirts now proving their value) a friendly welcome at the hotel and the small nearby restaurant soon brought back the smiles.



**24<sup>th</sup> Oct 2014:** Last year's calls at the SNCF and FS depots in Modane were made during a heavy snowfall, but the sun was shining this morning on the freights present. Several of the multi voltage BB36000 class were here along with EuroCargoRail TRAXX 186

164 and 186 326 plus a lone class DBS 66205 (see photo below).



Before passing through the Frejus Road Tunnel (for an eye watering fee) we went to the original Rail Tunnel portal where 100 year old 640 021 is plinthed (see photo right). It was then on through the tunnel to Italy where we saw an example of the once standard FS passenger loco, 655 226 at Bussoleno en route to Turin (see photo opposite top). The depot at Orbassano produced another refusal, although much was obtained from the roadways, but we were made most welcome at Smistamento. We had to wait a few minutes for our intended guide to finish





his lunch, but were then given a full tour of this large depot and repair facility where several of the FS historic fleet are maintained.

*below* CI.214 is a small tractor found all over Italy. 214 4122, Turin Smistamento Depot  
24<sup>th</sup> October 2014



Not having visited Italy much before this time, I was surprised at the graffiti levels on the stock. I had thought Belgium was the worst country for this but not anymore.

Also, some renumbering of stock, especially the diesel fleet, is taking place and it was confusing to say the least, with some locos carrying two numbers. Not helping is that the renumbering, even within a class, does not seem to follow a set pattern!

*above right* 345 009, Turin Smistamento Depot, 24<sup>th</sup> October 2014



*above* 464 096 being turned at Smistamento Depot, 24<sup>th</sup> October 2014, since 1999, FS have taken 700 of these single ended locos

A brief stop was made at the old depot in Asti where some Nordcargo CI.483 (TRAXX) were present then it was on to Alessandria. Although reluctant at first, the capo called our guide at Smistamento then happily escorted us around the lines of locos. Many had clearly not been in traffic for some time and displayed signs of being cannibalised for spares yet several newer locos and units were present as with 445 1012 right. All



however, had received attention from the graffiti "artists". A subsequent drive along the outside of the extensive yard found the entrance to the ArFer track maintenance base where several items of stock were present. The Italian system of numbering for privately owned locos is incomprehensible to me, some being numbered, some lettered and some a mixture of both. Of interest to us all was a very worse for wear looking loco number T898 (see photo right), a former SNCB 6xxx class diesel. With dusk falling it was then time to head for our hotel in Novi Ligure and find somewhere for dinner.



**25<sup>th</sup> Oct 2014:** Saturday, our last day, started with bright sunshine for our trip past the nearby small yard where little was present so we headed straight for Genoa. Rivarolo depot seemed, initially, to be deserted but eventually we found an occupied office and were given a guided tour. Savona was next and the station and yard here were slightly more active with several of the shunters displaying both old and new numbers! Ventimiglia was our last call in Italy but little was present in the three yards, with the largest, a newish looking container terminal, seemingly no longer used. At Nice St Roch we met another Gallic refusal although little was on shed. A few, long withdrawn class BB63000 were parked alongside the road with a team stripping them of reusable parts so it was clearly not long before they were heading for the scrapyard. Our final call was to Nice Lingostiere to view what we could at the metre gauge Chemins de Fer de Provence depot. Along with a few units, T62, a Brissonneau & Lotz loco built for the line in 1950 was present here along as was BB1200, an ex-Portuguese loco. This is basically a metre gauge version of the DB V160 design. It was then time to return the hire vehicle and head back to our hotel. Another tour was over.

photos by John Teasdale

## PRESERVATION PHOTO SPOT - DIESEL



a loco not previously illustrated is 33110 (D6527) based on the Bodmin & Wenford Railway,  
26<sup>th</sup> September 2015 (Jonathon Ford)



# 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.*

## **New / Added to TOPS:**

**IFA Bogie Cement Tanks** (Hanson & Hope Construction) 81.70.9316.001 – 067 are now showing on TOPS with 001 - 024 en-route to Fréthun.

**IFA Intermodal Flat** for use on GBRF EMU deliveries 83.87.9980.004-3/005-0

## **Re-numbered: EMU Match Wagon Single Flat to Megafret Intermodal Twin Container Flat**

83.70.4913 005-2/022-7 to 31.70.4938 210-2, 83.70.4913 011-0/019-3 to 31.70.4938 200-3

**Converted / Recoded:** 950058/0107/0185/0680/0703/0858/0882/0932/1105/1129/1142/1186/1227 are now coded **MXA Bogie Open Box**

**Reformed / Recoded: FCA Bogie Twin Container Flat** 610342 + 610088 + 610341 have been coupled together as a triple sets and recoded **FQA**

**Removed from TOPS For Scrap / Scrapped: HHA** 370326/349/357 the first of many it would appear **CDA** 375004/13/26-28/31/34/47/53/56/65/70/73/79/80/81/86/89/92/96/100/101/111/115/123

**Converted / Re-numbered: JMA Bogie Coal Hopper** to **HKA** all have now been reported 19611 (82.70.6723.611-3)/19624 to 300624 (82.70.6723.624-1)

## **FREIGHT NEWS**

With the scrapping of many the once 139 strong fleet of CDA china clay wagons from St Blazey, there are just 11 left in store: 375021/24/29/36/42/62/88/109/119/122 and prototype 353224.

Over 100 MXA conversions have been ordered by DBS from Axiom Rail at Stoke on Trent using new box bodies on redundant BDA / BEA / BMA / BNA underframes. Sixteen have now been converted with the following donors awaiting their turn: 950016/0069/0073/0103/0131/0140/0151/0160/0176/0178/0395/0599/0606/0613/0673/0679/0699/0846/0901/0910/0921/1055/1063/1068/1158, 965032/33/35/36/43/49/50/56/57/59-61/69/72/73/75/77/79.

Two quarries owned by Tarmac have been reconnected to the network on the 23<sup>rd</sup> October 2015 at Horton- in-Ribblesdale on the Settle – Carlisle line. Flows from Arcow and Dry Rigg quarries will commence operation either late 2015 or early 2016 and take 16,000 lorries off the local roads.

United asphalt has signed a 5 year contract with DBS to transport hard stone from Avonmouth and Ipswich Docks to Theale. The first service ran from the former on the 12<sup>th</sup> October. There will be three services per week.

DBS has also won a 10 year contract from Brett Aggregates to move sand & gravel from Cliffe, Kent to their new Neasden terminal. This will allow direct access into London without using road transport. The first of the twice weekly flow was on the 14<sup>th</sup> October.

Flyash is to be transported from West Burton PS to the reinstated East Peckham railhead under a 6 year contract won by DBS for J.Chubb. Instead of dumping, the flyash is to be made into concrete blocks. The first of the twice weekly flows was on the 14<sup>th</sup> October and marked the first regular such trip into the site in the last 10 years.

*right* stored OCA 100027  
Westbury, 19<sup>th</sup> October 2015  
(Malcolm Wallace)



# 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:

Ex-LMT 321413/414 are on hire to TfL Overground for use on the Romford - Upminster branch (see **LIVERIES**).

It looks like the ex-D stock underground cars developed by Vivarail as Cl.230 have impressed and trial tests will be conducted probably on GWR branches.

LMT is hiring 4 x Cl.319s 319013/216/429/460 to cover for the loss of the 7 x Cl.421s.

A second Cl.47 47765 has been repainted in blue ScotRail livery at Ruddington, GCN.

All 17 Cl.323s leased to NR are to move to LMT on 1<sup>st</sup> April 2016 making a complete fleet operating around Birmingham.

The Colas Cl.60 refurbishment programme has been completed with 60026 entering traffic, the 10<sup>th</sup>. The complete fleet is:

60002/21/26/47/56/76/85/87/95/96.

It appears 458518 had a 'cuddle' with 455750 in Clapham Yard on the 28<sup>th</sup> October 2015 !!

The 10 Cl.08s put up for sale by DBS have found new homes with TTLS and HNRS building up their substantial fleets by acquiring them all.

A start has been made on constructing the first of 30 5 car Cl.707 Desiro EMUs by Siemens in Germany. The first is due for testing in February 2016 by SWT

Porterbrook has ordered 80 additional Cl.387 EMUs which are likely to be used by several operators.

## New:

### Locos:

68016 68017

### EMUs: (\* on test)

387201\* 387202\* 700107\*

**Locos Sent Abroad:** (to France) 66029

### Re-formed & Re-Numbered:

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

378231 incl 38431

8008 to 458508 incl 74433 from 460003

8015 to 458515 incl 74404 from 460004

### Refurbished & Re-numbered:

### DMUs:

170302 to 168322

### EMUs:

357221 to 357321 357224 to 357324

### Transferred:

**Locos:** (\* into preservation, # from preservation)

08500 TE to BO 7069 GWR to VBR  
25279 GCN to EVR 33103 EVR to BO  
37188# PEA to BH 37254# SPA to BH  
08567 sold to Arlington Fleet Services  
08578/653/701/714/824/865/877 sold to HNRC  
08580/593/709 sold to TTLS

## Names:

### New:

08499 *Redlight*  
68016 *Fearless*  
68017 *Hornet*  
91101 *Flying Scotsman*  
357007 *Sir Andrew Foster*  
3CEP 1198 *Linda the Lymington Flyer*



86401 as reported last month (Colin James)

## Recent But Not Previously Illustrated:



66753 as reported in January 2015 issue  
(Colin James)



220011 as reported in December 2014 issue  
(Andrew Turnidge)

## Removed:

DR 73111 *Reading Panel 1965-2005*  
DR 77903 *Frank Jones*  
DR 73905 *Eddie King*  
DR 73924 *Atlas*

## For Scrap:

EMR Kingsbury

**Loco:** 08646

**EMU:** (Cl.508 car) 64710

## New Depot Codes for ICRS Books:

VBR Vale of Berkeley Railway, Sharpness



# 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 66420, 66427 & 73951 in **EASTLEIGH WORKS REPORT**.*



above 91101 and below 91114, two existing Cl.91 special liveries have been 'retained' but tweaked to suit the VTEC corporate scheme, Doncaster, 31<sup>st</sup> October 2015 (Andrew Turnidge)



above a better view of the revised all over blue SET livery on 375305, Tonbridge, 9<sup>th</sup> October 2015 (Colin James)



above another view of 57603, this time in the sun at Long Rock, Penzance, 2<sup>nd</sup> October 2015 (Jonathon Ford)



*right & below*  
'the Big Hoot Birmingham 2015'  
advertising vinyl on 221138,  
Edinburgh Waverley  
20<sup>th</sup> October 2015  
(Iain Gardiner)  
220005 was also adorned



above 08641 Long Rock,  
Penzance, 29<sup>th</sup> September  
2015 (Jonathon Ford)

*right* 50042 'Triumph' repainted  
into large logo livery during  
2015, 26<sup>th</sup> September 2015  
(Jonathon Ford)







*below*  
a close-up of the  
Richard Branson  
image and design  
on all coaches

*above*  
68951 highlighting Fourx,  
money exchange  
specialists winner of the  
New Things category



three coaches from Pendolino 390151  
have had different coloured vinyl's  
applied showing the winners of the  
Virgin Media 'Pitch to Rich' business  
competition (#VOOM)  
with images of Richard Branson  
Glasgow Central  
17<sup>th</sup> September 2015 (Iain Gardiner)



*above*  
68851 highlighting Kino-Mo  
bringing holograms to the high  
street, the winner of the  
Start-Up category

*right* 69351 highlighting  
Just Park, the parking app  
winner of the Grow category



*right* 317708 Hackney Downs,  
8<sup>th</sup> October 2015 (John Brace)



*below* as mentioned in **STOCK CHANGES** on hire ex-LMS 321414 working the Upminster – Romford branch has been quickly re-liveried, Upminster,  
30<sup>th</sup> October 2015 (Colin James)



more classes in TfL  
Overground livery  
above and left,

*below* a slightly revised D6757  
now sporting 37057 on opposite  
cab sides, Swindon 9<sup>th</sup> October  
2015 (Colin Pidgeon)



Colas Cl.37 review  
*above* a close-up view of 37421

*right* refurbished 73967 (ex-73006)  
in Caledonian Sleeper livery was seen  
leaving Brush Traction, Loughborough  
on OZ73 test run at 14.36,  
3<sup>rd</sup> November 2015 (Harold Cooper)





# ICRS SALES

We have now published 10 books since 2009, 7 of which are in print. The current availability is shown below. The latest to be released will be **UKRS09 Irish Railways 2015**.

Books can be ordered either:

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

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

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

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



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

**Titles:**

**Current:**

			Member	Non Member
UKRS01	UK Pocket Book 2015	(1 <sup>st</sup> Jan15)	£7.50	£10.50
UKRS02B	UK Combine Summer Ed 2015	(1 <sup>st</sup> Jul15)	£12.00	£16.50
UKRS03	UK Wagons 2015	(23 <sup>rd</sup> Feb15)	£9.50	£13.50
UKRS04	UK Name Directory	(1 <sup>st</sup> Dec14)	£10.50	£14.50
UKRS09	Irish Railways 2015	(1 <sup>st</sup> May15)	£7.00	£9.50
UKRS10	Ultimate Sighting File Vol.1 – Mainline Diesel Locos	(27 <sup>th</sup> Sep13)	£10.00	£13.99
UKRS11	Ultimate Sighting File Vol.2 – Shunters, Mainline Electric & Prototype Locos	(27 <sup>th</sup> Sep13)	£8.00	£10.99

**SUNDRIES:**

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