

TRACKS



Inter City Railway Society - January 2016



Inter City Railway Society

founded 1973

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Front Cover Photo:

Thameslink 700106 on test on arrival at Bedford at 00.24 before returning on 5X02 to Brighton, 17th December 2015 (Colin Pottle).

£2.50 where sold separately

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SOCIETY NOTICE BOARD

Editor's Comments:

Well I hope you all got what you wanted for Christmas and had an enjoyable festive season. Certainly that won't be the case if anyone has been affected by the floods. The end of 2015 broke new records in terms of rainfall and storm damage with many areas affected. The railways have also been challenged with the WCML and Cumbrian coast taking a battering with several closures followed by the news that aka Dawlish, the Folkestone to Dover seawall has now been damaged requiring closure until March 2016. Preserved railways did not go unscathed as can be seen in the article on the Heatherslaw Light Railway in Northumberland. Away from railways, the roads have also been badly hit in the north and Scotland with several bridges damaged or destroyed splitting communities or nearly isolating them as has happened with Ballater and Braemar over the New Year. 2015 is not a year Ballater will wish to remember after losing the station in the fire, the golf course is damaged and the caravan site destroyed, all their tourist assets. To cap it all the A93 was completely washed away west of Ballater then the only bridge on the A93 into Braemar from the east was damaged and is currently closed to traffic requiring a 120 mile detour !! If it snows heavily then the snow gates will be closed to the west over Glen Shee meaning Braemar is cut off. Added to that, the electric and telephone lines temporarily went and there is no mobile signal anyway ! To top it all the Forth Road Bridge was closed for a fortnight prior to Christmas with structural failure but partially re-opened for all but HGVs. Backs up our decision this year not to travel south as getting through the 'war zone' of weather and road closures would have been a nightmare. As it was we did have a quick trip down to Berwick upon Tweed as, remember I mentioned the Norham Station in **RAMBLINGS...** last month and it had been sold, well it hadn't, so a few phone calls and off we went to view including a 30 mile diversion to get out of Scotland !! A fantastic opportunity to own a railway station complete with various buildings and a signal box but the restoration / maintenance work involved was too much and the main house was far inferior to and the land less than our current property and all for £50,000 more than ours is worth. You can get an awful lot for your money up here but it makes it difficult to move especially as the gap keeps widening with prices hardly moving. So if anyone wants a station it will be probably be back on the market in the Spring. The original agents details and a Daily Mail article are on the web, just type in Norham Station. I will most likely do an article on it in the future as I at least I took loads of photos.

Errata – December 2015: The photo at the bottom of the first column on p.20 is incorrect. I picked the wrong 37603 when inserting. I had already included that train the day earlier on p.19 with the photo by Keith Partlow the other way round on p.28 with 9703 leading. 37603 was popular last month as I had several which clearly led to my error !! Here is the correct photo by Colin James, right.

I also missed out the photo of 37423 by Iain Gardiner at Workington on the 21st November mentioned on p.22, so again here it is, below.



378203 should have read 387203 on p.59. Lastly but not least on p.37 I somehow said it was Dave's daughter, but it was in fact his first wife's best friend, about 5 years older than Dave...oops !

As pointed out by Ray Smith the photo of 40167 in **RAMBLINGS...** cannot be, as that had a centre headcode panel...over to you Dave, what was it ?

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)

Bill Allen (Sale), Paul Draper (Shrewsbury) - a warm welcome to you all.

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 are able to contact you 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 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 **February 2016** issue is **Friday 29th January 2016** with delivery to members after **Wednesday 10th February 2016** 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, David Berg, John Brace, Andrew Buckley, Paul Clifton, Peter Davis, Martin Evans, Derek Everson, Iain Gardiner, Michael Hayman, Robert Hawker, James Holloway, Geoff Hope, Terry Leggett, Nigel Hoskins, Colin James, Stuart Moore, Keith Partlow, Gareth Patterson, Colin Pidgeon, Colin Pottle, Mike Rumens, Norman Smith, Derek Sneddon, David Spencer, Paul Sumpter, Graham Stockton, John Teasdale, Roger Thomas, Paul Tisserant, Andrew Turnidge, Malcolm Wallace, Carl Watson & Trevor Roots**. We are sorry if anyone has been missed. Photos not credited in the caption or within the article are by **Trevor Roots**.

Forthcoming Articles: **PRESERVATION GALAS** – Bo'ness Winter Diesel Gala, **RAILWAYS & MUSEUMS** – National Mining Museum Scotland, Dales Countryside Museum, Grampian Transport Museum, **RAILWAY GLOBETROTTERS** – see at end of this month's article, **NSE** – continuing the lively story as 2016 is the 30th anniversary.

Website / Social Media:

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

Facebook: <https://www.facebook.com/Inter-City-Railway-Society-647885468685313/?fref=ts>

Twitter: <https://twitter.com/InterCityRlySoc>

Flickr Photo Gallery: www.flickr.com/photos/intercity-railway-society/

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

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

FORTHCOMING EVENTS

MEMBER ONLY VISITS

Eastleigh Works, 10.00-11.00, Saturday 5th March 2016: This visit is an organised tour of the Works by two Arlington Fleet Services guides and limited to 20 places, so a lottery draw will be conducted. The cost is £10 per person payable in advance. Applications with remittance must be made to Louise Watson, Events Co-ordinator by post no later than the 26th February 2016. Cheques / POs must be made payable to ICRS. If you apply by post, please include a telephone number and either your email or a stamped addressed envelope (SAE) and. All successful applicants will be advised as soon as possible after the 26th by email or SAE. For those successful applicants you must meet at Gate 2 by 10.00. All money raised goes directly to Arlington's nominated charity.

OPEN DAYS

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

MEET THE OFFICIALS

With the addition of new blood onto the Committee this is the first in a series introducing the ICRS officials to members. Though many members will have seen various officials at either AGMs or visits / sales stands you may not be aware of their lives beyond ICRS. Hopefully this will add to your membership experience and help you appreciate the volunteering work done on your behalf.

Colin Pottle – Membership Secretary:

I just managed to enter the world before steam was eliminated in 1966 so will celebrate my half century in 2016. Born in Essex, I now live in Wellingborough with my wife and two kids. I have worked in the rail industry for over 32 years and I am currently a shunter in London Undergrounds Neasden Depot.

I have been interested in trains since early childhood when I was given a Hornby clockwork train set. This soon progressed to an electric one when the clockwork one wore out!

I was lucky enough to live near London as a schoolboy, and myself and a few friends spent almost every Sunday bunking round the many depots dotted around the Capital. My first official visit to Stratford Depot was the open day on 14th July 1979 of which I still have the photographs....*/ see an article, ed.* Photographing and travelling continued until 1984 when other interests took precedence, mainly because I wasn't impressed by all the new Pacers and Sprinters taking the place of loco hauled trains.



Always one to attempt a new challenge, I am currently teaching myself to play the flute (I learnt to read basic music in junior school and found that I still remembered it!), and have been playing since March 2015.

I returned to photographing trains in 2012 and discovered ICRS through a friend in 2013. Since then I have bombarded Trevor with photographs from all over the country, but mainly the many varied workings through my local station, Wellingborough. I will continue to take photographs when the opportunity arises and look forward to meeting many of you at Diesel Galas and ICRS events around the country.

As the newest member of the team I have realised how much work goes into being the Membership Secretary, how Trevor managed both this and the editing of **TRACKS** is beyond me!

EASTLEIGH WORKS REPORT

by **Norman Smith**

for the period up to 31st December 2015

Locos: The boiler of 35005 'Canadian Pacific' was moved by road to the Mid Hants Railway on the 1st.

73212 arrived and took away 2 x RHTT tanks to Tonbridge West Yard on the 1st (see also Wagon Trips for 1/12).

66176 brought in a Matisa D75 Ballast Cleaner and 6 x IFA wagons from Eastleigh East Yard on the 1st and then returned light engine to the Yard. These had previously arrived at Eastleigh from Taunton Fairwater Yard (see also Wagon Trips for 1/12).

08567 arrived on site from Crewe by road on the 3rd. This is another addition to the Arlington Fleet (see photo above).



66717 arrived and took Barrier Set T5, ADB975974/978, to Tonbridge West Yard on the 4th.

73136 arrived from Tonbridge West Yard with 2 x RHTT wagons on the 4th (see also Wagon Trips for 4/12).

66563 took the Track Renewal Train to Taunton Fairwater Yard on the 4th (see photos left and below and also Wagon Trips for 4/12).



73141 + 73201 were on and off site with a Network Rail Test Train 8th - 10th.
 20901 + 20905 arrived from Tonbridge West Yard with 2 x RHTT wagons on the 8th (see photo right). They then returned the same day taking with them 73136 (see also Wagon Trips for 8/12).
 66758 took 2 x RHTT wagons to Tonbridge West Yard on the 9th (see also Wagon Trips for 9/12).
 73963 arrived from Tonbridge West Yard and took 2 x RHTT back there on the 12th (see also Wagon Trips for 12/12).



37219 arrived from Derby RTC on the 15th and returned there the following day with 73951 (see photo below taken on the 16th).



58008 arrived on site on a low loader from the nearby Eastleigh Depot on the 17th.



73128 came out of the paint shop in its new GBRf livery on the 16th.

20901 + 20905 arrived from Tonbridge West Yard and took 6 x SITT wagons back there on the 18th (see also Wagon Trips for 18/12).



66742 came in and took away 73128 to Tonbridge West Yard on the 21st (see photo above). It returned with Barrier Set T5, ADB975974/978, the same day before stabling up at Eastleigh Station. 59004 came in from Eastleigh Depot for repairs/repaint on the 22nd. 08947 left by road for Whatley on the 23rd carrying Mendip Rail livery (see photo right prior to departing).



57304 arrived with 1 x PFA from Crewe and took out 2 x PFA's to Willesden Brent on the 23rd (see also Wagon Trips for 23/12).

37688 arrived with a Test Train on 24th (see photo above) and stayed until late evening on the 29th. 50021 had its power unit lifted out between Christmas and the New Year (see photo overleaf top taken on the 23rd)

66742 + 66758 + 66752 arrived on 24th for maintenance and departed an hour later.

Various Colas locos have been on and off site during the month including: 66847/49/50, 70801/02 70804/06/09/10.

08696 has been repainted from green to BR blue (see photo below taken on the 16th, rubbed down and below right on the 23rd, in the paintshop)



UNITS: Siemens Units receiving modifications were: 444006, 450545

Wagons: Wagon Trips in/out during December were:

1/12 73212 took out 99.70.9310.009-4 /010-2 to Tonbridge West Yard



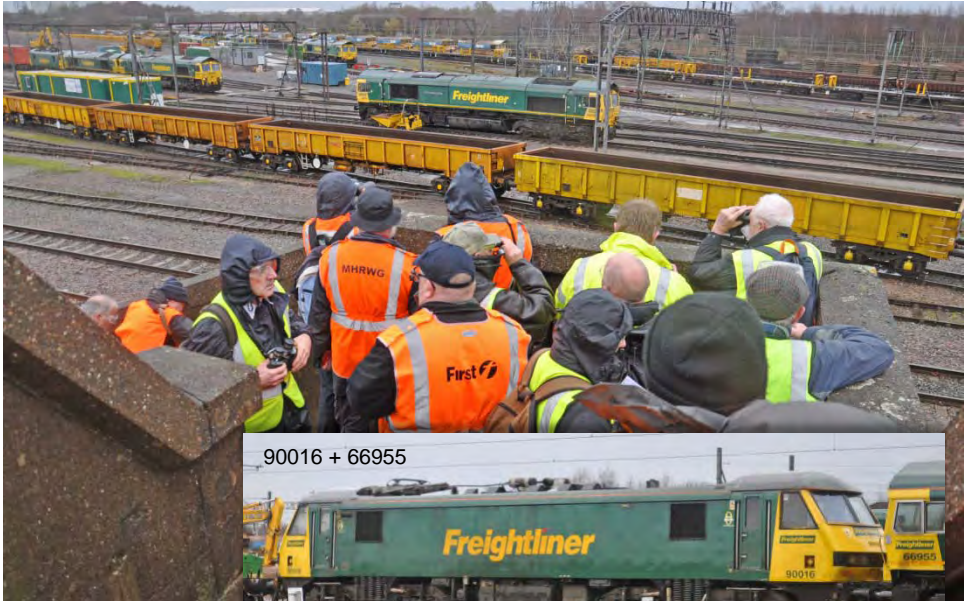
- 1/12 66176 brought in DR76750, 31.70.9301.002-1, 31.70.4629.001-9/005-0 /007-6/019-1/034-0
DBS in 43.87.4333.033-6, 23.87.4375.020-6/021-4
DBS out 23.80.2398.572-0, 23.87.4384.004-9
- 3/12 FL in 93292, 607010/139, 608080/081 /273/316/341/352/358/415/416 /496/503/556
FL out 93375, 97708, 607034/075, 608097/098/108/128/241/242/470/508
- 4/12 73136 brought in 99.70.9310.001-1/007-8
66563 took out 641018, DR76750, DR78802/12/22/32, 31.70.4629.001-9/005-0/007-6 /019-1/034-0, 31.70.9301.002-1
- 8/12 20901/905 brought in 99.70.9310.002-9/004-5
FL in 607042/082, 608099/100/363/364
FL out 93447, 97727, 607059, 608398/454
DBS out 43.87.4333.033-6, 23.87.4384.003-1
- 9/12 66758 took out 99.70.9310.001-1/007-8
- 10/12 FL in 92650, 93444, 607026/058, 608060/139/140/170/281/533
FL out 608269/271/369/436
- 12/12 73963 took out 99.70.9310.002-9/004-5
- 15/12 DBS in 23.87.4375.015-6 DBS out 23.87.4375.020-6
- 17/12 FL in 607043/091, 608365/366
FL out 92628, 97759, 608006/019/273/313/316/403
- 18/12 20901/905 took out 99.70.9594.003-4/005-9/006-7/007-5/008-3/011-7
- 23/12 57304 brought in 92724 and took out 92715/31

photos by Carl Watson

CREWE BASFORD HALL VISIT

by **Carl Watson**

Our members only visit to Crewe Basford Hall took place on Saturday 12th December 2015. Unfortunately quite a few people dropped out before the visit and there were plenty of no shows on the day. We still managed 35 on the day, not a bad showing considering the awful weather and the travel disruption it caused.



The weather was cold, wet and windy, making photographs challenging to say the least. There was no group shot as trying to get everyone together in the rain proved impossible! I did get one of the group on the footbridge (see above) trying to see the locos across the other side of



the yard which we couldn't get to because a train had pulled across the walkway preventing access. We waited 20 minutes but just after we left, so did the train!

Plenty of locos were there, but not all were able to be recorded as we couldn't get close enough to them due to the ballast train that blocked the way. What I did record was as follows:

47811, 47816, 66135, 66149, 66419, 66505, 66522, 66526, 66532, 66540, 66547, 66548, 66549, 66565, 66587, 66952, 66953, 66955, 70002, 70003, 70018, 86501, 90016, 90050

Interestingly, 90050 (withdrawn) and 90016, which replaced it in the FL fleet, were both present.



photos by Carl Watson

PRESERVATION PHOTO SPOT - I

Martin Evans ventured out to Oswestry on Saturday 13th December on what turned out to be an extremely wet and damp morning with very heavy rain, with his grandson for the Cambrian Railways Santa Specials. They consisted of brake van rides in the confines of the station and out to Middleton Road with Santa's Grotto in the station building. The loco in use was Drewry 0-4-0DM [D295 'Telemon'].



INFRASTRUCTURE NEWS

Yeovil's Stations:

A direct rail service started operating between Yeovil Pen Mill managed by Great Western Railway (GWR) and Yeovil Junction managed by South West Trains (SWT) from Monday the 14th December, a distance of just under 2 miles. "Amazingly, there hasn't been a direct rail service between these two stations for 47 years" said Nigel Bray from the campaign group Railfuture. "More connections means more options for travellers which will hopefully make rail travel more attractive. It makes it increasingly possible to make rail journeys between Devon and South Dorset. And it will be much more convenient for people with luggage or pushchairs than using buses or taxis".

SWT who operate through both Yeovil stations are operating 10 trains per day, Monday to Friday, although the service will initially be afternoons and evenings only. "We hope that in due course this will be extended to a regular all-day week-round service. Rail use is booming, so we're confident it will be a success" said Nigel.

Yeovil Pen Mill is on the line from Castle Cary, the junction with the GWML and Weymouth whilst Yeovil Junction is on the London Waterloo to Exeter line.

New Stations:

Apperley Bridge in West Yorkshire opened on the 13th December 2015.

Cranbrook in East Devon between Pinhoe and Whimple on the Waterloo to Exeter opened on 13th December 2015.

A new station in Rochester, Kent nearer the town centre was opened on 13th December 2015.

Miscellaneous:

After 8 months work widening the 276 metre long twin bore Farnworth Tunnel in Lancashire, it re-opened as a single bore double track tunnel on the 14th December 2015. It has been upgraded to 100mph running with extra height to install the forthcoming Manchester – Preston electrification.

FRANCHISE / NR NEWS

Once again the Office of Rail and Road (ORR) has suspended WCR for another incident on the 2nd October 2015 where the TPWS was disabled yet again. All steam operations were suspended on the 24th November 2015 except locos where the TPWS has been rendered tamper proof. A further notice was issued on the 9th December 2015 formally notifying WCR that its safety certificate is under threat and that criminal proceedings have started against both the company and one of its drivers in relation to the Wootton Bassett incident on the 7th March 2015. The first hearing is to take place on the 11th January 2016 in the Swindon Magistrates Court.

The situation regarding GWML depots is now clearer with a net gain of one more facility opening in the next 3 years, the plans are as follows:

- Old Oak Common will close to be replaced by North Pole on the opposite side of the GWML
- Landore will close but Maliphant will open just down the line
- Long Rock, Penzance and Reading will be enlarged
- Philips Marsh and Laira will be reduced in capacity
- Stoke Gifford will be opened

The Virgin West Coast franchise has been extended until 2018 under the previous option agreement.

The London Midland franchise has been extended until October 2017.

Arriva has regained the Northern franchise it previously ran from 1997-2004. The new 9 year franchise starts in April 2016. It is planned to eliminate the entire Pacer fleet by 2019 with the introduction of 281 carriages, the equivalent of 98 trains in a mix of 2 and 3 cars.

First has retained its TransPennine franchise which will run for another 7 years starting in April 2016.

ADVERTISEMENT

Project Commuter - Inter City Nameplates:

In order to raise much needed funds to continue the restoration of the Southern / Network SouthEast 2HAP 4308 (see p.58 October 2015 issue) owned by the National Railway Museum, the President of the Network SouthEast Railway Society (NSRS), Chris Green, has kindly donated three nameplates to sell / auction. One of the two nameplates was carried by Pendolino 390010 between 2007-10. The headboard was carried by Stanier 4-6-2 46203 'Princess Margaret Rose' on the 26th March 1994 on a railtour to mark 25 years of InterCity.



The Society has been working, in partnership with the NRM to restore 4308, which was withdrawn in March 1995 and stored in the open until September 2015, when a team of twelve volunteers started work on the restoration to museum condition. In November 2015 Chris Green launched the

restoration and an appeal to raise the £50,000 plus needed to complete the work. Since then work steadily progressed until the summer when it was moved by road to Locomotion, Shildon. The replacement of corroded panels started to take place but unfortunately asbestos was discovered in both cars. The sealing of this has added a substantial on cost to the project.

Chris, very kindly donated three nameplates to help close the funding gap. All three plates relate to his time with InterCity. Before pursuing the sale with auction houses and by agreement with Chris, NSRS thought it would be a good idea to offer these plates to ICRS members. All the plates come with a letter of provenance signed by Chris Green. NSRS still need around £50,000 to finish the restoration despite the NRM funding in excess of £35,000 so far, so they are looking to raise at least £500 per plate. If any member is interested in buying any of the plates please contact our Chairman, Carl Watson asap. For more information about this project, please visit their website or Facebook page:

www.projectcommuter.org.uk and www.facebook.com/projectcommuter



RAMBLINGS OF A RAIL ENTHUSIAST

by **David Spencer – 1985**

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

I used my union work when I could to enjoy railway opportunities without effecting home life, so in the Spring I ran off almost a full film at Clapham Junction whilst in London then another film at a later regional meeting at Leicester and Nuneaton.



73122 (ex E6029) still extant, latterly 73207
and now 73971, Clapham Jnct, 20th March 1985

I don't get the chance to mention Redditch very often but they had a series of local rail days and ours brought 40013, 40122 (D200) and 58020. Also in April some Saltley drivers ran an excursion from Redditch to Carlisle with 47609 for haulage on which we went with a work friend of Betty's and her son. So in the words of Blackadder, I had a cunning plan, where I got to stay on the station with the boy whilst Betty went off with her mate to do the shops! I cannot verify this but I am fairly sure that this train was the last ever to use the central island platform at Northfield which was the original platform but rendered redundant when new platforms were constructed on the relief lines for the cross city service. As we pulled off the branch at Barnt Green there was an express held up at signals, which had to follow as we hogged the main line, but managed to overtake us on the relief whilst picking up at Northfield. Quite what the box thought it was doing I don't know but it certainly was not good practice. It was a good day and included a photo stop at Dent.



I have told you my marriage came first, but I did start to give myself some days away as long as I got back not too late to disrupt family life. So on 1st May I went to see Crewe before it was remodelled and spent almost four hours train watching and was delighted to see the APT come through on a Glasgow Central to Euston train (see photo above). Cl.81s and 85s were still pottering about on the less important trains and Cl.33s on the North West route.

85005 (ex E3060) (wd 05/90 cut 01/93)
Crewe 1st May 1985



I negotiated another day at Stafford during the blockade at Crewe on the 10th July and whilst much of the stuff was normal, there were trains diverted into Stafford that normally would never be seen there, so it wasn't without interest. Highlights were departmental CI.40 97405 + 33009 on the 10.48 to Bangor.

right 86319 (ex E3120) then 86419
(wd 01/03 cut 03/03) on 18.10 to
Wolverhampton
Euston 21st May 1985

The union conference again took us to Brighton and as well as a trip to Isfield, now the preserved Lavender Line, it was the last full year of the Hastings DEMUs and I managed to fit in trip to Wadhurst on the 10th May to get a few photos, including 1035 seen below heading south to Hastings.



Also whilst visiting my parents on holiday in Weston-super-Mare I had the chance to see the closed Yieldingtree Railway Museum at Bleadon and Uphill station before its collection was dispersed, which included 0-4-0STs 1338 & 1864 and an AC Railbus W79976 (see photo left).



79976 (wd 1968) one of two survivors, was first moved to Bodmin General (BWR), then County School (MNR), Colne Valley Rly and finally to Loughborough (GCR) where it is

awaiting major restoration as it is in a sorry state minus most of its running gear. The photo below taken by Trevor Roots shows it at Loughborough on the 1st May 2011 behind the shed / works on what will be the connection to the Great Central North.



I also had my first visit to what was then called the Bitton to Bristol Suburban Railway not a name that trips easily off the tongue and changing it to the Avon Valley Railway was a good choice.

Tyseley Museum had another open day in June but I took almost as many photos of preserved buses and lorries as I did the engines.

Collett 0-6-0PT 7752 conducting rides, Tyseley Museum, 9th June 1985, it was wd 1959 and sold to LT where it ran until 1971 as L94, the guise it currently carries as seen on the 28th June 2015 doing the same task at Tyseley (Andrew Buckley)



Don't know why now but in July I had a few days in London, where among the things chased were CI.501 EMUs between Watford Junction and Euston, and at Broad Street, where despite the demolition trains they still ran off a remnant of the platform. I also saw Hastings units at Charing Cross and time was spent at Clapham Junction and Victoria.



33119 Kensington Olympia,
16th July 1985

right 1316
on Victoria – East
Grinstead,
Battersea Park
16th July 1985



above
302295 Stratford, on
Liverpool St – Gidea
Park,
15th July 1985

right 309611 on
Liverpool St – Clacton
& 307117 on Liverpool
Street – Southend,
Stratford
15th July 1985





above CI.501 51148 arriving at Euston from Watford Jnct, 15th July 1985,
note the CI.87s stabled on the left

This was the best railway year for a while and a Somerset holiday in September allowed the obligatory visit to the West Somerset Railway.



brand new
58031 hauling HAAs
on a ubiquitous MGR coal train,
Leamington Spa, 23rd October 1985
exported to Spain in 2011 it is still extant but stored

Other outings were usually short, like popping off the motorway to see Bescot holding sidings in those days when they were next to the station. On the 1st December it was pioneers day when I saw 20001, 45001 and 86001 all together and the year finished with a mince pie ride on the Seven Valley Railway.

photos by Dave Spencer unless shown otherwise (to be cont)

PRESERVATION PHOTO SPOT - 2

During the Bo'ness & Kinneil Railway's (BKR) Winter Diesel Gala, the diesel shed was open to the public allowing a view of the work being carried out on 37403 which is almost ready to return to service. It is primed ready to receive BR large logo blue. See the front cover of the May 2009 issue to see how it looked on arrival at BKR.

right 37403 Bo'ness, BKR
2nd January 2016
(Iain Gardiner)



TRAFFIC & TRACTION NEWS

November 29

92010 was seen awaiting the road at Carstairs at 14.32 (photo below by Iain Gardiner).



37706 was seen departing Carlisle en route from Carnforth - Perth for snow plough duty (photo below by Iain Gardiner).



December 1

66054 was seen approaching Basingstoke coming off the Reading line at 10.29 (photo at end by Derek Everson).

With just a fortnight left, Northern Belle liveried 47790, the last operational DRS Cl.47, was seen passing Ipswich light engine at 14.39 on 0247 12.00 Willesden Brent - Norwich Crown Point running 16 minutes late (photo below by Keith Partlow).



December 2

EMT liveried 43081 t&t 43066 were seen in King's Cross at 16.29 on hire to VTEC service to Hull (photo below by Colin James).



December 3

90047 passed Ipswich at 09.44 on 4L91 02.10 Trafford Park - Felixstowe North (photo at end by Colin James).

Two ex-DRS Cl.66s 66418 & 66420 in revised FL Powerhaul livery were seen together on Ipswich fuelling point at 08.00 (photo at end by Colin James).

37405 passed Gordon Hill at 13.22 on Bounds Green Depot - Norwich Crown Point (photo below by David Berg).



December 4

37423 was seen awaiting departure to Barrow in Furness at Preston at 10.04 (photo below by Martin Evans).



66505 was seen passing Leamington Spa (photo below by Andrew Turnidge).



December 5

59203 was seen at Sevenoaks on the 14.20 Margate - Hoo Jnt Up Yard running 142mins early (photo below by John Brace).



67006 was seen calling at Cheltenham Spa at 07.29 with 'The York & Durham Explorer' from Taunton travelling to Newcastle On Tyne (photo below by Robert Hawker).



34067 'Tangmere' passed Bradford on Avon at 13.44 with 'The Bath Christmas Market charter' from Three Bridges (photo below by Robert Hawker).



December 7

37606 t&t 37612 was seen approaching Wellingborough at 10.40 on Derby RTC - East Ham EMU Depot (photo below by Colin Pottle).



December 8

66420 + 66591 were seen passing Stafford at 12.28 on Crewe - Southampton (photo below by Roger Thomas).



60021 passed Spittal, Berwick upon Tweed at 11:56 running 63mins late on OS35 Tyne SS - Millerhill SS route learner (photo below by Gareth Patterson).



66602 was seen approaching Wellingborough at 10.57 on 6V94 Hope Earles Sidings - Theale (photo overleaf top by Colin Pottle).



68017 was seen passing Stafford at 12.44 (photo below by Roger Thomas).



December 9

92038 was seen at 07.22 at Euston with the overnight CS (photo below by Derek Everson)



73967 was seen stabled at Edinburgh Waverley at 08.23 (photo below by Iain Gardiner).



82209 t&t 91128 passed Abbots Ripton at 11.48 on 1Y82 York - King's Cross (photo at end by Colin Pottle).

December 10

66184 passed Whittlesey at 08.53 on 6L75 Peak Forest - Ely (photo at end by Colin Pottle).

73967 + two Mk2 ex-Virgin coaches were seen at Edinburgh Waverley being used for driver training (photo below by Gareth Patterson).



December 11

66846 was seen standing at platform 1 at Exeter St David's at 11.03 with camera equipment on rear of train working the 0Q00 0810 Westbury - Westbury via Plymouth (photo below by Malcolm Wallace).



70801 passed Gordon Hill at 12.23 hauling a single converted MXA wagon on Hoo Junction - Whitemoor Yard (photo below by David Berg).



66092 passed Gordon Hill at 12.02 on Bow - Heck Plasmor (photo below by David Berg).



66039 passed Cossington at 13.02 on 6B30 Mountsorrel - Northampton (photo below by Colin Pottle).



66709 passed Cossington at 13.19 on 6M60 Whitemoor - Mountsorrel (photo below by Colin Pottle).



37884 passed Cossington at 13.17 on Barrow Hill - Leicester (photo below by Colin Pottle).



56301 + 56098 operating for the Rail Operations Group were seen heading south at 11.31 at Sytch Lane (photo at end by Roger Thomas).

December 12

66305 + 66429 were seen working the 4Z43 Tesco Express passed Spittal, Berwick-upon-Tweed at 10.56 running 53mins late with the Daventry - Mossend Euroterminal which was diverted as the WCML was shut due to the damage caused by Storm Desmond (photo below by Gareth Patterson).



73966 + 47847 were seen passing Spittal Crossing, Berwick-upon-Tweed at 13.48 running 45 late with the 5Z73 Tyne Coal Terminal - Polmadie (photo below by Gareth Patterson).



46233 'Duchess of Sutherland' t&t 47802 was seen at Peterborough on 'The Christmas White Rose' (photo at end by Graham Stockton).

December 13

66129 passed Swindon at 12.00 on 6W24 Wotton Bassett Jnt - Westbury Down TC via Reading West (photo below by Colin Pidgeon).



33207 + 34067 'Tangmere' passed Swindon at 12.28 on 5Z67 St Phillips Marsh HST Depot to Southall WCR (photo below by Colin Pidgeon).



56301 + 56098 were seen passing Totnes at 11.20 on 5S56 1045 Laira to Kilmarnock stock move for GWR with stock: 6330, 42310, 44022, 42062, 42221, 42504, 40810, 41089, 6338

December 14

66509 + 66508 + 66547 passed Swindon at 13.44 on OY43 Bescot Up Engineers Sidings to Stoke Gifford (photo below by Colin Pidgeon).



December 15

66121 passed Nuneaton at 12.36 on Corby - Margam steel (photo opposite top by Martin Evans).



47854 t&t 37518 was seen at Basingstoke at 10.52 replacing 34067 'Tangmere' on the Victoria - Yeovil special (photo below by Derek Everson).



December 16

47851 t&t 47826 passed Kensington Olympia at 12.00 on 1Z25 The Festive Capitals Express from Barrow - Victoria (photo at end by Derek Everson).

December 17

66522 was seen south of Long Buckby at 11.14 on Crewe - Willesden Euroterminal (photo below by Colin Pottle).



December 18

66534 was seen at Wilsons Farm Crossing, Northampton on 4L93 Lawley Street - Felixstowe (photo below by Colin Pottle).



DR77906 + DR73116 passed Wilsons Farm Crossing, Northampton at 11.32 on Hemel Hempstead Boxmoor Siding - Coventry CE Siding (photo below by Colin Pottle).



46233 'Duchess of Sutherland' t&t 47854 was seen approaching Wellingborough at 09.22 on 1Z29 London Victoria - York (photo below by Colin Pottle).



December 19

57313 t&t 47760 on 1Z51 Cambridge - Edinburgh Statesman was seen arriving at Edinburgh Waverley at 13.18 and was getting ready to head out to Craightinny at 13.33 (photo below by Derek Sneddon).



57601 t&t 47786 was seen arriving back into Edinburgh Waverley from Craightinny before heading south as 15.36 1Z60 Edinburgh - Stevenage 'Spirit of the Lakes' (photos opposite top by Derek Sneddon).

66096 6C31 passed Wellingborough at 09.09 on Mountsorrel - Radlett loaded hoppers (photo below by Colin Pottle).



45407 'The Lancashire Fusilier' t&t 47580 passed Fleet at 12.52 on 'The Cathedrals Express' to Salisbury (photo at end by Derek Everson).

December 21

86638 + 86607 + 66532 passed Ipswich at 12.57 on 4M87 1113 Felixstowe North - Trafford Park (photo below by Keith Partlow).



December 22

66846 + 66849 were seen stabled opposite Eastleigh Station (photo below by Paul Sumpter).



66507 passed Swindon at 11.46 on 0M18 Fairwater Yard to Washwood Heath RMC (photo below by Colin Pidgeon).



70810 + 70801 + 70804 + 70807 + 70802 departed Eastleigh Yard at 12.50 for Westbury (photo at end by Paul Sumpter).

December 23

66076 + 66129 + 66004 passed Eastleigh at 14.31 with 66849 + 66742 stabled in the yard (photo at end by Derek Everson).

70807 was seen running round at Swindon at 13.19 on 0F75 Hinksey Yard - Westbury Down TC (photo below by Colin Pidgeon).



47580 t&t 45407 'The Lancashire Fusilier' passed through Lichfield Trent Valley at 13.49 with a Southall - Carnforth Steamtown working (photo at end by Peter Davis).

37419 passed Stratford light engine at 12.29 running from Norwich - Willesden Brent DRS (photo below by David Berg).



December 24

60087 was seen in Bescot Yard (photo below by Paul Clifton).



66849 on hire to FL was seen at Swindon at 11.45 on 4070 Wentloog - Southampton MCT (photo below by Colin Pidgeon).



December 29

68001 passed through Bescot Stadium station on 6296 Crewe Basford Hall to Toton (photo below by Paul Clifton).



December 30

66504 passed Ipswich at 10.55 on 4M63 09.12 Felixstowe North - Ditton replacing the normal Cl.90 on this train (photo below by Keith Partlow).



70001 passed Ipswich at 11.28 on 4L89 22.01 Coatbridge - Felixstowe North replacing the normal pair of Cl.86/6's on this train (photo opposite top by Keith Partlow).



90041 leads a dead 66537 out of Ipswich Yard at 11.49 running 35 minutes late with 4M88 09.32 Felixstowe North - Crewe Basford Hall, the Cl.66 required attention having been parked out of use over Christmas (photo below by Keith Partlow).



70010 passed Ipswich on 4M87 11.13 Felixstowe North - Trafford Park at 13.14 running 26 minutes late replacing the normal pair of Cl.86/6's on this train (photo below by Keith Partlow).



December 31

66571 passed Swindon at 11.21 on 4070 Wentloog Freightliners - Southampton MCT (photo opposite top by Colin Pidgeon).



66701 was seen heading towards Spittal, Berwick-upon-Tweed at 12.56 on 6S48 Tyne SS - Mossend Down Yard departmental (photo below by Gareth Patterson).



News from Norfolk by Stuart Moore:

The RHTT stopped in early December. Noted on the RHTT were 57008/009 and 57306/310.

The short set has been in the care of 37405/419/422/425. The latter two were operating the set until the end of the year. 37405 has been withdrawn apparently with severe flats and was due to go the Dereham on the MNR for road movement. This was due to take place on two occasions in December 2015 but both were cancelled and at the end of the month the loco was still on Crown Point Depot.



47790 was also in Norwich for a while for stock movements but later moved back to Crewe and into store (see photo above with 57310 and 37422 in the Royal Dock on the 9th).

The final event for the month was a Christmas railtour on the 9th from Norwich to York hauled by 46233 'Duchess of Sutherland' t&t 47854. The tour was unusual in that in previous years the steam loco only returned the tour as far as Ely where it was removed to run back to Southall but this year 46233 returned to Norwich then back to Southall with 47854 leading.



46233 departing Norwich at 08.05
9th December 2015



56301 + 56098 Sytch Lane
11th December 2015 (Roger Thomas)



82209 t&t 91128 Abbots Ripton
9th December 2015 (Colin Pottle)



66420 & 66418 Ipswich, 3rd December 2015 (Colin James)



90047 Ipswich, 3rd December 2015
(Colin James) note the green door



above a view not shown before, 66054 approaching Basingstoke from the Reading line
with CI.450 & 159 stabled beyond, 1st December 2015 (Derek Everson)





70802 + 70807 + 70804 + 70801 + 70810
Eastleigh 2015 (Paul Sumpter)



46233 Peterborough, 12th December 2015
(Graham Stockton)



45407 t&t 47580 Fleet
19th December 2015 (Derek Everson)

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*

Paul Tisserant:

Using a 3 day Southwest Rover:

2nd December:

Liskeard 06.30-07.30:

43026/135/163/174, 153372, 220014

Plymouth Tavistock Jnct Yard 08.00:

DR75406

Exeter Riverside 08.50: 31285

Exeter St David's and Depot:

143608, 150002/101/120, 159011/012, DR77901

Taunton Fairwater Yard & Station 09.14-09.20:

66523, 220030

Westbury 10.00-11.11:

43056/189, 59205, 66101/183/523/846, 70807

150104/221, 153369/73, 158950/956/959

Salisbury 11.41: 159006/009

Eastleigh 12.20-15.50:

08904, 66078/093/097/414/534/539/758/766/770

70009/018/020/802/805/806, 158832/880/882/886

220009/13/21/27, 221125/28/41, 444002-06/09/13

444022/24/26/30/32/33/36/41/42, 450014/098/104

450121/127/555, DR98914/24/27/64/74/77

Westbury 17.08-18.05:

43127/155, 59203-206, 66183/555, 150248

158951/955

Exeter St David's: 43002/180, 158888, 159014

3rd December:

Liskeard 06.50-07.11: 43035/165, 150243, 220009

Newton Abbot 08.50: DR80206

Exeter St David's 08.45-08.51: 150263, 159006/08

Taunton Fairwater Yard 09.17: 66523/552/555

Westbury 10.00-11.11:

08799, 43002/180, 59004, 66067/097/107/183/555

66846, 70007/010/802/806, 150121/202/247

153382, 158954/957/958

Salisbury 11.45: 158890, 159010/016

Eastleigh 12.20-14.50:

66090/097/106/168/176/213/534/563/566/758/766

66770, 70007/020/801/805, 158832/884/890

220004/05/19/21, 221137/38, 377134, 444001/02

444004/09/17/19/24/28/32-34/40-42, 450003/543

450545/563, DR98914/24/27/64/74/77

Salisbury 15.40: 158885, 159008

Westbury 16.10-16.23: 43079/168, 66101, 153329

Exeter St David's 18.00: 66145

4th December:

Liskeard 06.50-07.11: 43088/091, 153333, 220004

Plymouth Tavistock Jnct Yard 08.00: DR73805

Exeter Riverside Yard 09.20: 31285

Exeter St David's and Depot 08.49-09.40:

43160, 143618/21, 150108/130/131/221, 159010

159012, 221119/20, DR73805

Taunton Fairwater Yard & Station 09.58-10.00:

66552/555, 150120, 153368, DR77327

Bristol Temple Meads 10.35:

43122, 150261, 158766, 221127

Lawrence Hill Depot 10.55: 31601, 66053/070

Bristol Parkway 10.45-11.10:

43009/056/140/196, 70001/016, 150243/266

220011

Newport East Usk Liswerry Yard 11.38: 66562

Newport 14.39-15.42:

43079/093/132/151/156/168/170/175/185/198

66058/303, 150104/127/130/235/251, 158819/828

158951/954/960, 170113/638, 175001/003/112/116

Cardiff Central 13.12-16.00:

43016/053/056/079/087/122/127/128/135/144/152

43153/155/163/168/180/196, 60017/024, 66021

66150/158/165, 142002/06/10/69/72-77/80-83/85

143602/04/06/07/09/10/14/16/22-25, 150123/124

150127/208/213/230/235/236/240/241/244

150251-253/259/264/267/269/278/279/281/282

150285, 153305/27/53/62/69/73, 158824/828/833

158957/958/960/961, 170101/106/397, 175004

175007/009-011/102/108/112

Bristol Temple Meads 16.50-17.13:

43125/147, 158953, 220017/32

Taunton 17.47: 43162/191

Michael Hayman:

1st December:

Euston: 37175/219, 90044

13th December:

King's Cross:

46233 'Duchess of Sutherland', 43467, 47832

67005

Euston: 57304, 86401, 90041/46

John Brace:

5th December:

Sevenoaks:

59203, 319219/421/435/456, 375601/603/604/607

375612-614/617/619/621/622/625/628/629/701

375704/708/801/804/805/808/809/814/815/819

375822/823/827/901/917/927, 376025/30, 465010

465016/019/029/192/196/905/909/915/918/921

465924/928/933, DR98919/20

Tonbridge:

20901/905, 66707/731/744, 73107/109/138/201

73212/961/965, 377149, 166202/05/14, 319428

319434/439/440/450/453/454, 377102/112/122

377129/132/147/153/167/207/211/414/428/439

377445/461/473/518/520/605, 387117/127

Horley: 387118/124

Gatwick: 377133/413/606, 442408

Three Bridges: 319432, 377509

Crawley: 377104/451/624

Mike Rumens:

18th November:

Nuneaton: 66955, 153366, 390044

20th November:

Nuneaton 10.05-10.22:

68017, 153354, 170519, 221110, 390121/129/130
DR80208

23rd November:

Nuneaton 14.09-14.57:

60076, 66137/518, 90041/48, 153366, 170111/521
170639, 387201-203, 390008/107/121/122/127

390134, DR73118

24th November:

Nuneaton 14.04-14.35:

60076, 170397/637, 221105, 390016/049/050/112
DR73118

25th November:

Nuneaton 14.05-14.25:

70810, 153366, 170636, DR73118

26th November:

Nuneaton: 221107, 350249

Tamworth High Level: 170397

Derby: 156403, 221124

Chesterfield: 70011, 222006

Sheffield: 144011/21, 158855, 185127, 220025

Barnsley: 158817

Horbury: 142025

Wakefield Kirkgate: 158843

Leeds FLT: 70018

Leeds Midland Road: 66544

Leeds Station 09.15-09.47/15.50-16.40:

144016/22, 158757/853, 185101/11/24/34/36/46

153359, 150112/203/263, 220005, 321901

333001/03/07/10/13, DVT 82218

Neville Hill: 08908, 66596

Holgate Junction: 66602

York Station:

43465/467, 66304, 142078, 150138, 158757/847

185107/21/41/46, DR965206

York Museum: 08911, 47798

Thirsk: 66704/733

Northallerton:

60081, 91107, DVT 82226

Thornaby: 66418, 142023

Middlesbrough:

142020/21/24, 156475/481, 185129/31

Redcar East: 66514/952

Leicester: 43052, 66088, 222001/002/022/101/104

1st December:

Nuneaton 13.55-14.45:

66087/113, 70804, 90036/37, 153366, 170108/110
221118, 350104, 390040/050/103/128/131/141

DR73109

4th December:

Nuneaton: 350115

Hams Hall: 66742

Lawley Street: 66503

Washwood Heath: 66554

Birmingham New Street:

170105/506/636, 221112, 323221, 350125/242
390128

Walsall 14.25-15.21:

66116/534/605, 170631/504/510/511, 350248

Bescot: 60035

7th December:

Nuneaton 13.58-14.12:

66039/957, 70807/808, 153365, 170102, 390103
390134

8th December:

Nuneaton 14.00-14.35:

66063, 70807, 153365, 170639, 221107, 390045
390115/122, DR73925

9th December:

Nuneaton 14.10-14.25:

66079, 70807, 153365, 221115, 350371, 387203
387205, 390129/135/148, DR80205

11th December:

Nuneaton Marston Lane:

90035/36, 350371, 387206/207, 390123/124/137

Geoff Hope:

28th November:

Stafford 09.10-13.10:

66114/131/206/421/532/533/742, 70004/005

220002/04-06/16/22/23/29, 221101/03-08/11/14/25

221133/35/36, 350105/108/117/118/123/125/245

350249/257/263, 390009/011/016/020/039/040

390045/046/050/107/112/117/119/122/124

390128-130/135/141/153/154/156/157

5th December:

Stafford 09.00-13.00:

47786/826, 66099/116/250/301/434/502/535/741

70010, 86259, 220004/12-14/21/30/31/33/34

221102-06/10/12/13/15/22/34/35/40/42, 350103

350106/110/116/120/128/238/242/248/252/257

350373/376/377, 390001/005/006/008/020/045

390103/107/115/117/121/122/126/127/129/130

390136/138/141/148/152/153/155, cs 506+1666+

3093+3326+3350+3352+3392+5216+5222+5236

+5237+6012+6022+6115=6724+9104+9391+

13440+99352+99371

19th December:

Stafford 09.00-13.00:

60011, 66133/149/150/162/204/303/421/516/559

66572/741, 220004/12/15/17/21, 221103-05/07/09

221110/13/16/17/21/23/25/26/29/36/41-43, 350103

350109/113/117-119/127/129/231/240/252/256

350368, 390002/008/009/011/020/042/046/047

390049/103/104/114/118/122/125/128/130/134

390151-154/157

22nd December:

Barnetby 09.00-16.00:

60011/024/056/059/074/085, 66007/030/099/104

66105/113/118/134/155/175/539/621/709/710/714

153313/57/76, 170306-308, 185114/115/129/136

185143, DR75403

NARROW GAUGE MATTERS

Heatherslaw Light Railway:

The floods of December 2015 caused problems for the Heatherslaw Light Railway in Northumberland when the adjacent River Till burst its banks on the 27th December. The two photos below, taken looking north from the footbridge to Heatherslaw Cornmill off the B6354 just north of the southern terminus, show the same spot from slightly different angles with 'Bunty' heading north to Etal on the 23rd September 2015 and the same track under water. Over 80% of the track was flooded.



The railway hugs the bank of the River for its entire length of 2¼ miles. Fortunately the damage was not as severe as the devastating floods in August 2008 which completely submerged the station area and workshops causing substantial damage to locos and rolling stock. The photo below looking south

from the footbridge shows the track rising up to the station out of the floodwater with the stone wall to the car park on the left.



The photo below taken on the 22nd April 2013 by Trevor Roots shows the track above looking north from the station showing the adjacent River Till on the left and the stone wall to the car park.



Heatherslaw Light Railway is a 15" narrow gauge railway and is the most northerly 'tourist railway in England running from Heatherslaw Cornmill, the main station and workshops to Etal by the castle where there is a turntable and platform. It is normally idyllic running alongside the River. The railway has two steam locos 0-4-2 *'The Lady Augusta'* and 2-6-0T *'Bunty'* and two diesel hydraulics 4w-4w *'Clive'* and 0-6-0 *'Binky'* newly launched in 2015 (see photo right). The railway was the brainchild of the late Neville Smith and was in response to ideas to promote tourism on the Ford and Etal estates. The Station at Heatherslaw is built on the site of the old Ford and Etal sawmill which suffered a fire in the mid 1980s, before it was moved to a new site at Letham Hill. The site was cleared and buildings, track and a turntable allowing access to the sidings and sheds was laid. The Railway started running in the summer of 1989. The original track was 1¼ miles long and cut directly across the Letham Haugh to Etal village. The track was lengthened by a mile in the winter of 2003-04 and now follows the loop of the River Till around the outside of the Letham Haugh. The 2013 season will run between 20th March and the 31st October with hourly trains from 11.00 until 15.00 extended until 16.00 mid July / August. There are refreshments at both ends and it is well worth a visit. For further info view the website or contact Gareth who volunteers on the line.





*'left 2-6-0T 'Bunty' after turning
on the Etal turntable at the northern terminus
of the line with Etal Castle behind,
22nd April 2013 (Trevor Roots)
below 'The Lady Augusta' in front of the workshop*



*right Heatherslaw Station with
below workshop / loco sheds,
22nd April 2013 (Trevor Roots)*



*above 4w-4w
'Clive'*



*left beyond the
station and
workshop area*

photos by
Gareth
Patterson
unless shown
otherwise

DAYS OUT

London, 2nd December 2015 by Colin James:

I took a trip to London to catch B1 4-6-0 61306 'Mayflower' on the Cathedrals Express and cross London freight through what turned out to be a busy Kensington Olympia, where pretty much everything scheduled to run actually did. I had also hoped to see the HST 43172 'Harry Patch' and the revised 91101 'Flying Scotsman', but, again failed miserably, though I did bag the Scotsman liveried DVT 82205 and Xmas liveried 91128 & 82209, no doubt like a few others...yep, ed !! (see **LIVERIES**). I also witnessed 67016, the ECML southern thunderbird in action. The photos show locos operating from most of the freight companies with DBS livery variations and a comparison of CI.59 lights.



above 66143 on 4E26 08.13 Dollands Moor Sidings – Scunthorpe Redbourne Sidings empty steel northbound through the Kensington Olympia centre road at 10.16

below 61306 t&t 47746 on 1Z82 08.20 Horsham – Oxford 'The Cathedrals Express' railtour northbound through the Kensington Olympia centre road at 10.36





*above 66075 on 6B22 08.43 Dollands Moor Sidings – Wembley EFOC bottled water in cargowagons
below 66850 on 6L37 09.58 Hoo Junction Up Yard – March Whitemoor Yard L.D.C. engineers train
both northbound through the Kensington Olympia centre road at 10.54 & 11.30 respectively*



*above 66001 still in RHTT 'livery' after recently coming off the Chiltern RHTT circuit on 4B41 11.43
Wembley European Freight Operation Centre – Dollands Moor Sidings intermodal
southbound through Kensington Olympia platform 3 at 12.15*



above 66044 on 6O98 12.05 Park Royal Marcon – Angerstein Wharf (Tarmac) empty sand southbound through Kensington Olympia platform 3 at 12.58



*above 59004 on 6V18 11.20 Allington ARC Siding – Whatley Quarry empty stone northbound through Kensington Olympia centre road at 13.14, passing 59103 on 7O68 12.50 Acton Yard – Purley Foster Yeoman Yard stone southbound through Kensington Olympia platform 3 at 13.14
NB 59004 is now at Eastleigh Works, arriving on the 22nd December, for repair / repainting*



*below 66016 Working the 7O02 13.10 Acton Yard – Tolworth Sidings loaded stone southbound through Kensington Olympia platform 3 at 13.30
note the repaired maroon painted mid section which stands proud with misaligned ribs*



above 66722 on its second appearance of the day, now working the 6O55 13.34 Acton Lane Reception Sidings – Tonbridge West Yard empty box wagons southbound through Kensington Olympia platform 3 at 13.43 and passing a LO Cl.378 EMU



above 66128 on 6Z79 09.10 Marks Tey Tarmac – Crawley New Yard loaded sand southbound through Kensington Olympia platform 3 at 13.47



above 67016 attached to 82200 at Kings Cross platform 1 at 16.32 with the set in reverse formation, which had worked the 1E10 10.00 Edinburgh Waverley – London Kings Cross VTEC service, arriving some 90 minutes late after TDM issues with DVT 82200 requiring the set to be turned at Newcastle by thunderbird loco 67020 to allow 91104 to lead towards London from there, the set was dragged to Bounds Green T&RSMD at 16.55 by 67016

RHTT GALLERY

A final round up of RHTT services.



above 66427 t&t 66425 approaching Colchester platform 1 at 13.56 on the Shenfield – Clacton-on-Sea leg of 3S60 04.54 Stowmarket Down Goods Loop – Stowmarket Down Goods Loop RHTT, 3rd December 2015 (Colin James)

above 57310 t&t 57306 departing Norwich Yard, for an unusual daylight trip down the Cromer branch, at 12.43 having reversed on the 3S01 09.20 Stowmarket Down Goods Loop – Stowmarket Down Goods Loop RHTT the passenger service due out the same time did not run, 3rd December 2015 (Stuart Moore)



above 73212 t&t 73136 on the 10.25 Willesden South West Sidings – Tulse Hill leg of the 3W90 05.00 Tonbridge West Yard – Tonbridge West Yard RHTT southbound through Kensington Olympia platform 3 at 10.30, 2nd December 2015 (Colin James)

STIRLINGSHIRE SIGHTINGS

by Derek Sneddon

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

16th November			27th November			7th December		
05.45 66426 4H47	MN-IS		05.45 66301 4H47	MN-IS		05.45 66431 4H47	MN-IS	
08.30 66603 6A65	OX-AB		06.30 66102 6A32	MN-AB		07.00 37608/059 6K25	MN-GE	
13.00 68002 4A13	GM-AB		13.00 68002 4A13	GM-AB		08.30 66610 6A65	OX-AB	
17th November			28th November			8th December		
05.45 66430 4H47	MN-IS		05.45 66595 4H47	MN-IS		13.00 66421 4A13	GM-AB	
06.55 56078 6R46	GM-PW		11.20 66014 4M30	GM-DV		13.30 60076 6S36	DS-GM	
13.30 60085 6S36	DS-GM		13.00 68002 4A13	GM-AB		9th December		
18th November			13.00 60002 6S36	DS-GM		05.45 66431 4H47	MN-IS	
05.45 66302 4H47	MN-IS		30th November			13.00 66421 4A13	GM-AB	
15.15 37059/218 6K40			05.45 66424 4H47	MN-IS		13.13 57305/301 1Z76	GC-DU	
	MN-Forsinard		08.30 66618 6A65	OX-AB		16.37 57305/301 1Z77	DU-GC	
			14.20 60002 6D61	RI-GM		10th December		
19th November			1st December			05.45 66427 4H47	MN-IS	
05.45 66595 4H47	MN-IS		05.10 66618 6H51	OX-IS		06.30 66100 6A32	MN-AB	
20th November			05.45 66425 4H47	MN-IS		08.30 66427 4H47	MN-IS	
06.30 66169 6A32	MN-AB		06.55 56078 6R46	GM-PW		13.00 66421 4A13	GM-AB	
13.30 60087 6S36	DS-GM		13.00 68002 4A13	GM-AB		11th December		
21st November			13.30 60002 6S36	DS-GM		05.10 66610 6H51	OX-IS	
05.45 66595 4H47	MN-IS		2nd December			05.45 66303 4H47	MN-IS	
13.00 68002 4A13	GM-AB		05.45 66302 4H47	MN-IS		13.00 66421 4A13	GM-AB	
13.30 60085 6S36	DS-GM		08.30 66618 6A65	OX-AB		12th December		
22nd November			13.00 68002 4A13	GM-AB		05.45 66434 4H47	MN-IS	
17.30 60087 6K15	MN-Aviemore		3rd December			06.30 66111 6A32	MN-AB	
23rd November			05.10 66618 6H51	OX-IS		13.00 66421 4A13	GM-AB	
05.45 66595 4H47	MN-IS		05.45 66430 4H47	MN-IS		13th December		
08.30 66603 6A65	OX-AB		13.00 68002 4A13	GM-AB		11.20 66133 4M30	GM-DV	
13.00 68002 4A13	GM-AB		4th December			13.00 68005 4A13	GM-AB	
24th November			00.30 66102 6H44	MN-IS		18.38 66610 6K01	MN-Carmont	
05.45 66302 4H47	MN-IS		05.45 66421 4H47	MN-IS		14th December		
13.30 60087 6S36	DS-GM		06.30 66111 6A32	MN-AB		05.45 66303 4H47	MN-IS	
25th November			06.55 56078 6R46	GM-PW		07.30 60002 6D61	GM-RI	
05.45 66426 4H47	MN-IS		13.00 68002 4A13	GM-AB		08.30 66545 6A65	OX-AB	
06.30 66122 6A32	MN-AB		13.30 60002 6S36	DS-GM		13.00 68005 4A13	GM-AB	
08.30 66603 6A65	OX-AB		5th December			15th December		
13.00 68001 4A13	GM-AB		13.00 68002 4A13	GM-AB		05.45 66427 4H47	MN-IS	
26th November			6th December			06.55 56113 6R46	GM-PW	
05.45 66421 4H47	MN-IS		13.00 66421 4A13	GM-AB		13.00 68005 4A13	GM-AB	
13.00 68001 4A13	GM-AB							

Location Codes:

AB Aberdeen	BE Berkeley	CH Chaddesden	DR Doncaster	FO Forres
AC Achnasheen	BH Brierley Hill	CI Clitheroe	DS Dalston	FR Fairwater
AD Alexander Dock Jnct	BI Burntisland	CK Chirk	DT Didcot	FW Fort William
AE Attercliffe	BL Bristol	CL Carlisle	DV Dundee	FY Falkland Yard
AF Ashford	BN Beeston	CM Chalmerston	DU Davenport	GC Glasgow Central
AH Ashchurch	BO Bo'ness	CN Carnforth	DW Dalwhinnie	GE Georgemas Jnct
AJ Awre Junction	BP Bath	CO Cottam	DY Derby	GL Gloucester
AK Aldwarke	BR Bridgwater	CP Chepstow	EA Earles Sidings	GM Grangemouth
AL Alston	BS Bescot	CQ Croft Quarry	ED Edinburgh	GR Grange Sidings
AN Acton	BT Barton Hill	CR Cadder	EE Elderslie	GS Gleneagles
AP Appleford	BUR Burton	CS Cheltenham	EH Eastleigh	GY Grimsby
AR Abercynon	BW Barrow Hill	CT Cardiff Tidal	EL Elgin	HA Hayes
AT Abbotswood Jnct	BZ St Blazey	CU Cumbernauld	EU Euston	HD Handsworth
AV Avonmouth	BY Barry	CV Cliff Vale	ES Earlsate	HF Hereford
AW Aberthaw	CA Calvert	CW Cwmbargoed	EV Evesham	HH Holyhead
AY Ayr	CB Coatbridge	CY Corby	EX Exeter	HL Hartlepool
BA Blair Atholl	CD Charfield	DC Dyce	FB Ferrybridge	HO Halewood
BD Bedworth	CE Crewe	DL Dalmeny	FF Fiddlers Ferry	HR Harwich
	CF Cardiff	DM Dollands Moor	FG Fishguard	HS Hunslet

HT Hastings	LN Laurecekirk	NW Nantwich	RN Robeston	TH Theale
HU Hunterston	LO Longsight	OB Oban	RO Round Oak	TJ Tuffley Jct
HV Haverfordwest	LR Leicester	ON Onllwyn	RR Rowley Regis	TK Tavistock Jct
HW Heywood Jct	LS Leeds	OO Old Oak Common	RV Ravenstruther	TL Tilbury
HY Hinksey	LT Longannet	OX Oxwellmains	RY Rugby	TN Taunton
IB Ironbridge	LV Linkswood	OY Oxley	SA Saltley	TO Toton
IM Immingham	LY Lindsey	PA Paisley	SB Stourbridge	TR Trishington
IS Inverness	MC Machen	PB Peterborough	SC Scunthorpe	TS Tees Yard
JM Jersey Marine	MD Middlesbrough	PC Port Clarence	SD Standish Jct	TU Tunstead
KB Kittybrewster	ME Montrose	PF Peak Forest	SF Stok Farm	TY Tyseley
KC Kirkcaldy	MF Milford	PG Pengham	SG Stude Gifford	VA Victoria
KK Kilmarnock	MG Margam	PH Perth	SH Slough	WB Wembley
KL Kyle of Lochalsh	MH Millerhill	PL Polmont	SI Sinfen	WE West Burton
KM Kemble	ML Motherwell	PM St Philips Marsh	SJ Severn Tun. Jct	WG Wentloog
KN King's Norton	MN Mossend	PN Paddington	SK Shirebrook	WH Westerleigh
KS Kingsland Road	MO Moreton	PO Polmadie	SN Stockton	WI Whitemoor
KT Kennthmont	MS Maesteg	PR Preston	SO Southampton	WM Wemyss
KY Kingsbury	MT Mountsorrel	PT Paignton	SP Spetchley	WN Willesden
LA Laura	MV Manchester Vic	PW Prestwick	SR Stourton	WP Workop
LB Ladybank	MW Moorswater	PY Portbury	SS Swansea	WR Warrington
LC Lincoln	NA Nairn	PZ Penzance	ST Stirling	WS Worcester
LD Lydney	NE Neath	RA Redcar	SV Stevenage	WV Wolverhampton
LG Lairg	NG Nottingham	RD Ratcliffe	SW Swindon	WW Washwood Heath
LH Leith	NH Newton Heath	RC Reading	SY Shipley	WY Westbury
LI Linlithgow	NJ Norton Jct	RE Redmire	TD Tyne Dock	YK York
LK Lackenby	NL Newtonhill	RG Rugeley	TE Trostre	YT Yate
LL Llanwrn	NT Newport	RI Riccarton	TF Tremorfa	
LM Long Marston	NV Neville Hill	RM Rotherham	TG Teigngrace	

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).

28th November

03.53 60063 6A11 RN-TH
04.08 66031 6D98 NT-HD
08.11 47832 1Z45 BL-Shrewsbury
10.32 66119/170 3S59 BT and ret
10.55 66127/150/238/250

OZ98 MG-BS

12.53 66149/051/097 0O12 MG-WY
14.24 60063 6B33 TH-MG
17.28 66031 6V06 HD-CT
17.42 60024 6V62 TL-MG
18.57 70807 6C97 EH-CF
20.40 66149 6W01 WY-CF

29th November

09.57 66149 6W01 NT-WY
10.50 DR73907 6J89 EX-Maindee
11.29 66302 4V38 DV-WG
13.43 70001 0V70 LS-SG
17.07 66055 6E47 MG-MD
18.08 66302 4M36 WG-DV
18.35 66119/170 3S59 BT and ret
18.49 66607 6V82 TU-WY
21.16 66053 6M75 MG-CL
21.30 66168 6V85 MF-AP

30th November

02.42 66020 6M76 MG-Dee Marsh
05.17 60091 6V98 LY-WH
06.12 66607 6M72 WY-TU
08.00 37611/059 6V73 CE-BE

30th November (cont)

11.08 66421 4V38 DV-WG
11.09 60024 6B13 RN-WH
11.25 37175/219 1Q07 DY-BL
12.19 60091 6E41 WH-LY
12.40 70010 4V06 RG-SG
14.22 37611/059 6M56 BE-CE
14.45 70004 4V47 RG-SG
15.02 66037 6V92 CY-MG
16.03 66182 6M41 MG-RO
18.58 66174 6V35 BS-AV
19.08 60024 6B47 WH-RN
20.08 60039 6V55 BD-RN
20.12 66421 4M36 WG-DV
22.31 66031 6V81 RM-CT

1st December

02.06 66184 6M77 CW-EA
02.30 66230 4V32 IM-ON
04.23 66020 6M11 MG-RO
06.50 66131 6V51 WR-PY
08.29 66037 6M81 MG-RO
09.05 66740 6V80
Gascoigne Wood-PY
10.55 66301 4V38 DV-WG
12.00 66020 6V05 RO-MG
12.51 60091 6E41 WH-LY
15.58 66037 6V07 RO-MG
17.02 70001 4V57 RG-SG

2nd December

02.55 66746 6V00 PC-CF
04.22 66053 6M11 MG-RO
04.29 66031 6M98 CT-KY
06.01 56087/113 3S33 SW-KN
06.53 37059/611 6V73 CE-BE
08.28 66020 6M81 MG-RO
08.59 66718 6V80

PY-Gascoigne Wood

10.54 66424 4V38 DV-WG
10.55 70010 4V06 RG-SG
11.04 60024 6B13 RN-WH
12.02 66053 6V05 RO-MG
12.17 60091 6E41 WH-LY
13.42 37059/611 6M56 BE-CE
14.29 66057 6V92 CY-MG
15.15 57301/305 1Z67 CF-GL
15.17 57301/305 1Z68 GL-SW

3rd December

03.40 56087/113 3S32 WS-SW
03.55 66230 4V32 MF-ON
04.27 66057 6M11 MG-RO
07.04 66021 6V51 WR-PY
08.33 66031 6M81 MG-RO
10.55 66426 4V38 DV-WG
11.04 70010 4V09 RG-SG
11.49 66200 6V37 TO-MO
12.04 66057 6V05 RO-MG
12.23 60091 6E41 WH-LY

3rd December (cont)

14.47 70005 4V47 RG-SG

4th December

08.09 37611/059 6V73 CE-BE
 08.36 66117 6M81 MG-RO
 10.50 66303 4V38 DV-WG
 10.59 60015 6B13 RN-WH
 11.54 31233/37219 1Q15 DY-SW
 12.17 60091 6E41 WH-LY
 12.28 66165 6V05 RO-MG
 13.53 37259/611 6M56 BE-CE
 17.53 66116 6V35 BS-RN
 19.05 60015 6B47 WH-RN
 20.13 66303 4M36 WG-DV
 20.25 66121 6V55 BD-RN

5th December

01.35 66087 6V71 CL-MG
 01.40 66160 6M77 CW-EA
 03.45 60100 6A11 RN-TH
 03.55 56087/113 3S32 WS-SW
 04.01 66078 6D98 NT-HD
 05.51 66116 6M90 AV-CI
 06.32 70005 6M55 AV-RG
 07.07 67006 1Z41 TN-Newcastle
 07.34 66066 6V51 WR-PY
 13.41 66076/165/158/031/151

OX12 MG-EH

14.40 60100 6B33 TH-MG
 17.30 66078 6V06 HD-NT
 21.19 66101/112 6W04 WY-Porth

6th December

13.20 66552/555 0E25 SG-LS
 16.08 66506 0V66 LS-SG
 16.58 66168 6E47 MG-MD
 18.08 66058 6M60 AD-BS

7th December

00.09 66020 6M30 MO-Radlett
 04.45 66169 6M03 RN-BD
 10.58 60015 6B13 RN-WH
 11.53 66303 4V38 DV-WG
 11.59 70005 4V06 RG-SG
 12.22 60020 6E41 WH-LY
 15.04 66087 6V92 CY-MG
 15.58 66012 6M41 MG-RO
 17.02 66151 6V35 BS-AV

8th December

10.55 66434 4V38 DV-WG
 11.06 70005 4V09 RG-SG
 11.12 60063 6B13 RN-WH
 11.27 66756 6V80
 Gascoigne Wood-PY
 11.54 66086 6V37 TO-MO
 12.20 60020 6E41 WH-LY
 12.28 66011 6V05 RO-MG
 13.00 70808 6C98 BS-MG
 16.03 66087 6V07 RO-MG

8th December (cont)

19.35 66151 6V69 BS-AD
 19.50 66131 6Z44 AW-LY
 20.15 66117 6E30 MG-HL
 20.44 66706 6V83 PB-MO

9th December

08.36 60015 6M81 MG-RO
 09.08 66716 6V80
 Gascoigne Wood-PY
 11.02 66432 4V38 DV-WG
 11.04 70005 4V09 RG-SG
 11.06 60017 6B13 RN-WH
 12.20 60020 6E41 WH-LY
 12.29 60063 6V05 RO-MG
 13.50 37259/611 6M56 BE-CE
 15.02 66144 6V92 CY-MG

10th December

05.15 66183 6M90 AV-CI
 11.03 70005 4V09 RG-SG
 11.40 60017 6B13 RN-WH
 11.53 66095 6V37 TO-East Usk Yd
 11.59 60020 6E41 WH-LY
 12.03 66168 6V05 RO-MG
 13.15 66423/37609 6M63 BR-CE
 14.59 66078 6V07 RO-MG
 20.15 66020 6V65 SA-CT
 21.40 66035 6E09 ON-IM

11th December

11.12 60100 6B13 RN-WH
 12.00 66129 6V05 RO-MG
 13.43 37259/611 6M56 BE-CE
 15.05 66012 6V92 CY-MG
 15.53 60020 6E41 WH-LY

12th December

10.08 66527 6Y40 BE-WY
 12.09 66614 6Y41 BE-WY
 14.32 60063 6B33 TH-MG

13th December

11.42 66424 4V38 DV-WG
 17.05 66200 6E47 MG-MD
 18.04 66424 4M36 WG-DV
 20.07 66193 6E30 MG-HL
 21.32 66739 6V80 WE-PY

14th December

00.51 66108 6M74 NT-BN
 04.08 60017 6M03 RN-BD
 07.43 66739 6E81 PY-Hexthorpe
 11.00 66057 6V35 RM-CT
 11.02 60063 6B13 RN-WH
 12.00 60059 6E41 WH-LY
 13.52 37602/609 6M56 BE-CE

15th December

04.29 66164 4V32 IM-ON
 11.13 60063 6B13 RN-WH
 11.56 66176 6V37 TO-MO
 13.22 60020 6E41 WH-LY

15th December (cont)

14.56 66121 6V92 CY-MG
 16.01 66037 6V07 RO-MG
 19.10 66169 6V06 HD-CT
 19.15 66730 6V83 PB-MO
 19.40 66035 6Z44 AW-LY

16th December

10.58 66434 4V38 DV-WG
 11.06 60063 6B13 RN-WH
 12.20 60020 6E41 WH-LY
 12.37 66121 6V05 RO-MG
 13.19 66425/303 6M63 BR-CE
 16.00 66164 6V07 RO-MG
 17.14 66088 6V35 BS-AV
 20.17 66557 4V18 WW-FR
 22.45 66089 6V04 KY-CT

17th December

08.27 37606/688 1Q05 Whitland-DY
 11.11 60063 6B13 RN-WH
 11.54 66427 4V38 DV-WG
 11.58 66171 6V37 TO-MO
 12.20 60020 6E41 WH-LY
 12.31 66016 6V05 RO-MG
 13.50 66302/415 6M56 BE-CE
 15.02 57305/312 1Z40

SW-Coventry

15.03 66086 6V92 CY-MG

18th December

10.54 66424 4V38 DV-WG
 10.59 60063 6B13 RN-WH
 12.04 66121 6V05 RO-MG
 12.21 60020 6E41 WH-LY
 13.17 37611/425 6M56 BE-CE
 18.57 66041 6Z34 MO-Trowse Yd
 21.03 66232 6V55 BD-RN
 21.29 66742 6E35 CF-PC

19th December

18.39 66007 6V06 HD-NT
 21.30 66004/087 6W97 WY-WS
 21.49 66158 6V30 LC-CT

20th December

09.36 66004/087 6W97 WS-WY
 11.19 66303 4V38 DV-WG
 18.56 66605 6V82 TU-WY
 21.38 66730 6V80 WE-PY

21st December

06.18 66730 6E81 PY-Hexthorpe
 08.18 37605/610 6V73 CE-BE
 08.30 66136 6M81 MG-RO
 10.49 66424 4V38 DV-WG
 11.14 60017 6B13 RN-WH
 11.50 60054 6E41 WH-LY
 11.53 56087/302 0Z60 WW-BL
 11.55 66232 6E66 MG-SC
 12.43 37605/610 6M56 BE-CE
 16.04 66221 6M41 MG-RO

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LIGHT RAIL & METRO NEWS

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

Starting on Friday 4th December a three month trial began allowing overnight parking at fifteen park and ride tram stops (2500 spaces) on Friday/Saturday nights on the understanding vehicles are collected by noon the following day.

A cyclist who was refused boarding a tram at the Ladywell tram stop on the Eccles line retaliated by hurling a brick aimed at the driver damaging the glass partition in the tram. Fortunately no injuries were reported to the driver or passengers.

On the 1st December lorry v tram caused disruption on the Airport line. No reports of injuries on this incident. On the 12th December a car wandered onto the Ashton line at Holt Town tram stop causing temporary suspension of services while the car was removed. Thursday 17th December a car again wandered onto the Airport line causing temporary disruptions to services whilst the car was removed.

The new Exchange Square tram stop opened on the 6th December (see photo right of 3083 taken on the 17th December 2015). An additional service will run between Shaw & Crompton on the Rochdale/Oldham line to Exchange Square giving a six minute interval to Victoria. The Sunday service Rochdale – Ashton will change between 09.00-18.00 hours will operate between Rochdale – Exchange Square and Ashton – Victoria. Inbound services will still use Platform A at Victoria, The D Platform will be brought into use for outbound services.

Trams 3107/3108 arrived at Queen's Road depot on the 14th & 28th

November respectively and were observed in service after commissioning on the Ashton – Rochdale line on the 2nd & 12th December respectively. Tram 3109 arrived at Queen's Road depot on 12th December the last tram to be delivered in 2015.

Observations for the 12th December 2015 were as follows: (94 trams in service)

Cornbrook 08.50-10.10

Bury-East Didsbury: 3001+3042, 3014+3028, 3017+3060, 3019+3030, 3021+3023, 3024+3043, 3026+3036, 3034+3049, 3039+3059, 3046+3047

Altrincham - Etihad Campus:

3002+3006, 3003+3025, 3005+3045, 3008+3052, 3013+3041, 3029+3044, 3037+3040 & 3051+3056

Altrincham - Deansgate/Castlefield:

3009/3022/3033/3054 & 3057

Eccles/Media City – Piccadilly:

3061+3081, 3062+3065, 3067+3077, 3071+3076, 3074+3084, 3078+3099 & 3080+3096

Manchester Airport – Cornbrook: 3063/3066/3069/3086/3089/3091/3095 & 3100

Old Trafford Depot 10.15-10.30: 1020/1023, 2001, 3012/3055 & 3068

Queen's Road Depot 11.00-12.05: 1027/1028, 3016/3020/3038/3048/3072 & 3109 just arrived

Victoria 12.10-13.50:

Bury - Piccadilly: 3010/3015/3031/3032/3035/3050 & 3058

Shaw & Crompton-Exchange Square: 3011/3064/3088/3090/3094/3103 & 3105

Rochdale – Ashton:

3070/3073/3075/3079/3082/3083/3085/3087/3092/3093/3098/3104 & 3107, 3101+3108 & 3102+3106

Trams not seen: 3004/3007/3018/3027/3053 & 3097



Midland Metro: On the 6th December 2015 Bull Street Station in Birmingham opened for public service, the first trams on the city streets for 62 years. The photos below, taken by James Holloway on the 7th December show progress at Birmingham Snow Hill and Bull Street.



above view alongside Snow Hill station showing construction of the new tram stop
below from the car park above showing tram 29 passing by with CI.172s and 68008 just arrived from Marylebone in Snow Hill station





*above tram 29 passing through the eco section alongside Snow Hill,
it feels like you are going through someone's back garden, note the living wall
below the current terminus at Bull Street showing tram 27*



The first MM tram, 35 was named 'Angus Adams' on 19th November 2015 by HM The Queen.

Sheffield Supertram: The first Vossloh tram-train 399201 arrived in the UK at the end of November 2015.

Nottingham Express Transit: To bring the naming of the new Alstom Citadis trams up to date, the following are in addition to 216-219 in **UK Combine Summer Ed 2015** and 222/229/230/233/236/237 recorded in **TRACKS** since:

220 Kim Helm, 221 Stephen Lowe, 223 Colin Slater MBE, 224 Vicky McClure, 227 Sir Peter Mansfield, 228 Local Armed Forces Heroes, 232 William Ivory, 234 George Africanus, 235 David Clarke leaving 225/226 & 231 yet to be named.

RAILWAY GLOBETROTTERS

Japan by John Teasdale:

Cherry blossom time was the excuse for participation in a holiday tour of Japan (all on Honshu Island) in March / April of 2015 but it also provided the opportunity to see and use Japanese railway services close up. Railway privatisation arrived in Japan in 1987 when the former Japanese National Railway was split into six passenger operating companies and one freight company. To complicate operational issues, Honshu is split into two for electrical traction supply purposes with the Tokyo side being at 50 hertz and the western half at 60 hertz.

Tokyo is a huge city with a population of over 13 million, increasing to over 35 million if the neighbouring prefectures are included. Transport numbers are equally impressive with Shinjuku station having some 1.3 million passengers per day! Initially, we were based in Shinagawa, just south of Tokyo Central. The station here has fifteen 3'-6" gauge platforms used by JR East, three standard gauge platforms used by the Keiko Railway and four Shinkansen platforms that opened in 2003. I had been advised of the standard of timekeeping of rail services before departure but was still amazed at the precision being regularly achieved with high passenger numbers. During peak times, the Shinkansen services were running at 3 minute intervals, this being achieved by some, at least for a former London commuter, astonishingly short dwell times at platforms. These are marked, not only with door points for different length units, but also with queuing lanes for boarding passengers. These give clear egress / access space for passengers, who have to be prepared!



I had noticed several trains with scheduled arrival and departure times shown as the same minute. Simple timing showed this being achieved with trains at a standstill for only 45 seconds, during which time doors opened, passengers got off, new ones boarded and the doors shut. I would love to see that happening at London Bridge or Waterloo East!

Our first move to Nagoya on the 28th March was to incorporate a ride on the Oigawa Railway, and as western style luggage is not really compatible with Japanese steam trains, a courier service took these direct. The initial journey was via a N700A Shinkansen then a JR Central class E313 unit. There were two more pleasant surprises here. The first was that seating is reversible, so all faced the direction of travel, with seating matching windows. No such joys as

facing the rear and being stuck against a wall in a Pendolino! The second was that the design of most units allows forward views through the driving cab. A feature of driver training became apparent when standing in the area behind the driver (all staff seen, even on more minor lines, were always immaculately dressed in uniform). All regularly "acknowledged" signals, checking of instruments, timetables etc by pointing at the appropriate feature. Our seven coach train on the Oigawa line was hauled by C10 8, a 2-6-4T engine (see photo above right) built by Kawasaki in 1930, as far as Senzu where we were to overnight in a traditional Japanese hotel. Another experience in itself! The upper part of the line was initially built as a 2'-6" gauge line for dam construction and forestry purposes. Altered to 1067mm in 1936, the loading gauge remained the same so trains are purpose built narrow diesel loco powered push-pull sets. Further dam construction forced a diversion, opened in 1990, which incorporates a long 9% gradient, so all trains are taken over this section by electric Abt rack locos as with ED 902 seen coupling up in the photo above left on the 29th March. Unlike the norm in Europe, the rack here has triple rows of teeth.

Nagoya is Japan's fourth largest city and home to the excellent SCMagLEV and Railway Park museum. To reach this needed a journey on the 3rd sector Aonami line. 3rd sector companies are those that belong neither to the former JNR companies or the major private companies. The museum is owned by JR Central, (who are also the promoters of the proposed Maglev live between Tokyo and Nagoya. In April 2015, a test train exceeded 600kph, or 375mph) and includes many interesting exhibits and other features. The evolution of the Shinkansen trains is clearly show by the exhibits in the entrance hall, Series 700, 300, 100 and O Shinkansen displayed alongside a forerunner, the CI.381 tilting unit which looks similar to the Dutch Koplopers (see photo below).



above right also on display in the Museum was 4-6-2 C57 139 built 1940, 30th March 2015



The following explains the different Shinkansen types. The O series trains were first introduced in 1964 and remained in service for many years with the last sets (JR West) being withdrawn in 2008. The 100 series entered service in 1985, originally with some double deck cars, and the last sets were withdrawn in 2012. The 300 series had a relatively short service life, being introduced in March 1992 but all were withdrawn by 2012. The 500 series was introduced in 1999 and remain in service, albeit not on frontline duties. The 700 series entered service in 1999 with some now being withdrawn. The 700 series Hikari Rail Star was introduced by JR West in 2000 to try to counter competition from cheaper airline fares. They now only operate Kodama services. The N700 entered service in 2007 and has tilt capability. The N700A is a newer version.



right EMU 161 Hinaga, 30th March 2015

After visiting the museum, the opportunity was taken to ride the 762mm Yokkaichi City line. Whilst en route at Kuwana, two diesel hydraulic loco designs with unusual wheel arrangements were seen. Class DD51 is a twin (1100hp) engine B-2-B design introduced in 1962 for freight and passenger use (see photo above of DD51 899, B-2-B). Class D10 is a 1350hp C-B design that was introduced in 1969 for freight use only (see photo overleaf top of DE10 1562).





Yokkaichi is a major location for petro chemical industries and was well known in the past for its pollution levels. The line is a 14km long, Y shaped system using power cars with 1+1 seating and trailers with mismatched longitudinal seating. This is a very suburban location with frequent level crossings. The next part of the tour on the 31st March was on the scenic Kii Peninsular where a very comfortable CI.85 DMU took us most of the way. The panoramic views from the front car were superb.

Unfortunately we had to break our journey at Kii Katsuma where an old CI.117 EMU was in the sidings (see photo right) and continue on an ancient 1963 built CI.113 EMU whose public notices included one with instructions on what to do in case of tsunami! Panic did not seem to be included.



During our following journey to Hiroshima on the 2nd April, the opportunity was taken to visit the Wakayama Electric Railway. A branch of the former Nankai Railway, it became a separate operation in 2006. To counter falling revenues, the railway began to promote itself as a 'Tamaden' or cat railway with a resident station master cat (Tama) and special interiors to the old units being used (see photo of EMU 2275 right with interior above) (exterior branding is shown opposite top). Tama was promoted through the ranks to become a board member but has now retired back to station master in her office above right.



The promotion has been commercially very successful with passenger numbers increased by some 300,000 per annum.

Whilst waiting at Wakayama, many services were seen being handled by CI.223 units (see photo below).



hauled by JR freight Bo-Bo-Bo EF210 114 (see photo below right).

Our train for the first part of our onward journey on the 4th April from Hiroshima was via a downgraded JR West Hikari Railstar series 700 Shinkansen, which still managed 285kph on this all stations stopping service! Whilst awaiting the arrival of our train, a series 500 drew up at the opposite platform (see photo below showing boarding barriers and gates on platform edges). Introduced in 1996, only 9 of these 16 car sets were built. Designed by German Alexander Neumeister, who also designed the DB ICE3 series as well as the Talent and Desiro units, the family resemblance was quite clear. They have been withdrawn from primary service and are only now used on fast stopping services.



A brief visit to Hiroshima station on the 3rd April to get out of the rain saw several freight trains passing through including one



A call was made en route at Shin Yamaguchi to take in the regular weekend SL Yamaguchi Go steam train to Tsuwano. Our 5 coach train was hauled by well cared for Pacific 4-6-2 C5 71, built by Kawasaki in 1937 (see photo overleaf top). The cherry blossom along the route was quite beautiful and lineside photographers were out in force.



left KuMoHa electric railcar 123, converted from former postal car, Shin Yamaguchi



below Kiha 47 diesel railcar, seen en route to Tsuwano



below plinthed outside Tsuwano Station was D51 194, a 2-8-2 freight loco with a somewhat unsightly cowl designed to dissipate the exhaust in the many tunnels in this area



The last part of the journey to Matsue was by a 3 car CI.187 tilting DMU. Comfortable enough but sitting over the engine made it a bit hot....*sounds like the long ride I had in a CI.142 Pacer in the Summer with the heating stuck on, ed !!*

A few days were passed in Matsue and Kanazawa taking in the sights, including the stunning Kenrokuen Garden. I am no gardener but this is something very special. Railways were not forgotten, however, and during an early call at Matsue station on the 5th April, one of the 5 CI.285 double deck EMU sleeping car units was seen (see photo right). Peering in an unoccupied compartment window made me feel they would not be comfortable to western size frames!



Our last steam trains were to be on the Joetsu and Shinetsu lines. The original line from Tokyo to the Sea of Japan coast was the Shinetsu, which ran via a rack section over the Usui Pass. The later Joetsu line was more direct, saving some 100km, and avoided the rack section. In turn, this lost its through services when the Shinkansen line opened in 1982. Currently an EMU service is run to Minakami where there are some not very good connections with other EMU services onward to the coast.



above CI.115 EMU, Takasaki, 11th April

right CI.661, last of Japanese National Rlys pre-privatisation designs, Takasaki, 11th April

The first ride was to be from Takasaki to Minakami on the 11th April. On the way to our starting point other EMU types were seen including CI.115, CI.661 and the six car CI.485 Resort Yamadori luxury unit (see photo below at Shin Maebashi).



Our train locomotive on both lines was 4-6-4 number C6 120, rebuilt in 1949 by Mitsubishi from 2-8-2 number D51 1094. Withdrawn in 1973, it was first plinthed in a park in Iseaki but restored to running order in 2011 (see photo overleaf top at Minakami). The following day, DD51 842 topped our train to Yokokawa, tailed by C6120 which hauled us back. Yokokawa is the terminus of the former Usui Pass route and is located at the base of the Pass. On the site of the former motive power depot is now the Usui Pass Railway Cultural Village, also known as Poppo Town. It is, in effect, a large museum and railway theme park.



Opened in 1873, the line over the pass originally included a long Abt rack section. This changed in 1963 when a steeply graded alignment with 11 tunnels was opened. 25 class EF63 locomotives, equipped with a variety of couplers to cater for all loco and EMU classes, were built to work this section of line and piloted all trains. The opening of the Shinkansen line to Nagano for the Winter Olympic Games brought about the closure of the Usui Pass line in late 1997. The initial part of the route still survives complete with overhead (see photo left) and a section is used for scenic ride purposes.

There are a large variety of well cared for locomotives at the museum, including former rack section locomotives and CI.EF63, two of which are in working order and used for driver experience purposes (see photo below right). Once back at Takasaki, our

return to Narita Airport began with an E4 MAX double deck shinkansen (817 passengers per eight car set, definitely not very good when travelling with luggage, especially given the short station dwell times) to Ueno then continued with a Keisei Skyliner to the airport terminal. An interesting trip and I would love to return to Japan to see more.



above EF62 54
right EF63 24 on driver experience
Poppo Town, 12th April



EF59 1 converted in 1963 from 1932 built class EF53, Poppo Town, 12th April

photos by John Teasdale

Forthcoming Articles: The following are pending articles under **RAILWAY GLOBETROTTERS**
Around the World in 40 Days by Ray Smith and Poland by John Teasdale

THEN & ...

With many **NOW** images of resident ZG Cl.07 shunter 07007 (ex D2991) published in **TRACKS** over the last few years here is a **THEN** photo by James Holloway of it in BR days as 2991 at Eastleigh Works on the 23rd September 1978.



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.*

Thanks to the following for information: Alex Ford

New / Added to TOPS:

IFA Bogie Cement Tanks (Hope Construction & Hanson) 81.70.9316.049 to 097 are in the UK
YDA Hoppers DR92908-943

IFA Bogie Intermodal Container Flats used as EMU translator vehicles by GBRf for Cl.700 EMU deliveries 33.87.4906.042-6/046-7/114-3/132-5/146-5

German **IPAs** added for CT traffic (HS1 only) 25.80.4371 657-4 up to 813-3

Re-numbered:

33.70.4908.664-6 back to 33.87.4908.664-5

Converted / Re-coded: 950107/185/238/273/680/777/882 are now coded **MXA Bogie Open Box**

These converted wagons are also receiving RIV numbers.

HHa Bogie Coal Hoppers 370033 to brake force runner, 370029/035 to EMU translator vehicles

Preserved: **TEA 100T Bogie Tanker** 87867 from Coryton

Removed from TOPS / For Scrap / Scrapped:

The two 4wh PNA wagons used at Didcot by the Didcot Railway Centre have reportedly been scrapped 5267/68

3005, 3759/60/64/68/72/77/83/85, 11200-22/32-43, 16000-07/100/200, 17951, 26600, 26833/837

53722/24/26/30/31/35/40/42, 55548/51/57/58, 57501/03, 10197/348/380/450/466/556/781

80163/167/562/565/566, 82208/13, 87105/116/118/166/167/171/180/187/219/222/261/325/333

87478/485/563/565/572/575/579/580/583/669/799, 112088/249/277, 200397, 370316/324/328

460506, 900416, 910007/051, 996253/838, 33.70.4739.053-5, 33.70.9382.031-0

OTP News:

New:

Robel 69.70/4UK Mobile Maintenance System (TSU + IC + MMU): DR 97503 (99.70.9481.003-0) + DR 97603 (99.7.9559.003-7) + DR 97803 (99.70.9580.003-0) the third to arrive in the UK to be operated by Colas Rail though owned by NR.

RailVac RAUK5 99.70.9515.005-5 has arrived in the UK, the fifth built by Railcare, Sweden.

Not previously reported is the refurbished Italian built seven vehicle electrification train to be operated by ABC Electrification (consortium of Alstom / Babcock / Costain) which was exhibited at Long Marston in September 2015 **APV250** 99.70.9231.007-4 + **RSM9** 99.70.9231.006-6 + 99.70.9231.005-8 + **PT500** 99.70.9231.004-1 + **CTF28** 99.70.9231.002-5 + 99.70.9231.003-3 + **RT250** 99.70.9231.001-7.

Two **B45 Matisa Tampers** have been delivered to London Underground which will mean two of its three Plasser units will be retired.

FREIGHT NEWS

Only 50 years since opening, Kellingley Colliery the last deep coal mine in the UK ceased operation on the 18th December...RIP.

Lynemouth Power Station is to be converted to Biomass within the next 18 months.

With the upsurge in moving stone / aggregate, VTG is to build 130 box and hopper wagons for Mendip Rail.

Hope Construction Materials has been bought by Breedon Aggregates just as the latest wagons are delivered probably requiring re-branding of new wagons !!

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:

The last batch of extra cars for Cl.378s has been delivered to Wembley.

The last operational DRS CL.47 47790 was stored on the 15th December and with 47810/828/853 has been taken to MoD Smailholm, Longtown.

319366/379 are the last of the batch to be transferred to Northern Rail.

Crossrail has taken delivery of a Newag 0-6-0 diesel loco based at Plumstead Depot, the first of four.

Colas Rail has ordered a further seven Cl.70s 70811-17

New:

EMUs: (* on test)

387205* 387206* 387207* 387208*

Locos Sent Abroad: (to France) 66123

Re-formed & Re-Numbered:

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

378224 incl 38424 378225 incl 38425

378226 incl 38426 378227 incl 38427

8012 to 458512 incls 74427 from 460007

8023 to 458523 incls 74434 from 460004



458512 Eastleigh 30th November 2015
(Chris Addoo)

Re-formed:

DMUs: (due to fire damage to 50333 & 56338)

172333 formed 50338+56333+79333

Refurbished & Re-numbered:

EMUs:

357225 to 357325 357226 to 357326

357227 to 357327 357228 to 357328

Transferred:

Locos: (* into preservation, # from preservation)

08567 CE to ZG 33202 EOR to SPA

58008 EH to ZG 58016 BH to LR

58048 CE to LR D9553 GWR to Wishaw

20305/08/09 to BH

Preserved Coaches:

9010 SCR to MNR 17060 PEA to BAT

DMUs:

51937 + 54484 MRB to Poulton & Wyre Rly

Names:

New: (* re-applied)

43274 *Spirit of Sunderland*

73202 *Graham Stenning*

90018 *Pride of Bellshill*

395015 *Live On to the memory of the fallen and the future of the living*

507016* *Merseyrail – celebrating the first 10 years 2003-2013*

Recent But Not Previously Illustrated:



91101 as reported in November 2015
(Iain Gardiner)



43140 as reported in December 2013
(Colin James)



57305 as reported in November 2014
(Colin James)

Removed:

90009 *Diamond Jubilee*

395014 *The Victoria Cross MMVIX*

Scrapped:

Loco: Crewe Basford Hall 86247

Coach: Dean Forest Rly 5777

NEW STOCK

right 387207 + 387206
on test, Sytch Lane
(13.05) 11th December 2015
(Roger Thomas)

below 387206 + 387207
on test, Northampton
(10.13) 12th December 2015
(Graham Stockton)



REFURBISHED / RE-NUMBERED STOCK



above now in Chiltern Railways silver livery, 168321 (ex-170301) Birmingham Moor Street, 18th December 2015 (James Holloway), as part of the December 2015 timetable changes CR service 12.10 Marylebone-B'ham Moor St returning at 14.55 is now formed of a 2 car set due to lighter loadings, meaning that 168/3s now work regularly north of Bicester as with 168321 above



left demonstrator 144012 is now in regular service, Doncaster 12th December 2015 (Andrew Turnidge)

below ex-GWR Motorail van 96609 with 96608 in NR yellow with Colas Rail branding, awaiting an overnight test run hauled by 37057, Colchester Goods Loop, (13.35) 3rd December 2015 (Colin James)



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 08947 & 73128 in **EASTLEIGH WORKS REPORT**.*



though shown elsewhere in previous issues this is a better view of 37422 in DRS livery, still without decals, Norwich 3rd December 2015 (Colin James)



though previously shown from the front in the November 2014 & April 2015 issues, here is a 'rear' view of 91111 which also shows the Virgin branding, Peterborough, 11th December 2015 (Terry Leggett)



with the revised Flying Scotsman VTEC liveried 91101 shown last month here is the revised DVT 82205, King's Cross, (20.07) 2nd December 2015 (Colin James)



the righthand side of 91114 'Durham Cathedral' was illustrated in the November issue so here is lefthand side showing the subtle and probably un-noticed different design in the grey sweep, which is zigzag double lines as opposed to crossed double lines on the righthand side, Peterborough, 11th December 2015 (Terry Leggett)



to compliment 390013 on the WCML, VTEC 91128 & 82209 were given Christmas liveries featuring Santa, his sleigh and parcels

above 91128 King's Cross, 2nd December 2015 (Derek Everson), *below* 91128 Peterborough, 11th December 2015 (Terry Leggett) with inset above showing the designer (Iain Gardiner), *bottom* 82209 Edinburgh Waverley, 1st December 2015 (Iain Gardiner)





VTWC has produced another Christmas livery, this year adorning 390013 and nicknamed Pengulino due to the penguin illustrations, the designer was Amber Maxfield aged 9

left Stafford (14.20)
8th December 2015
(Roger Thomas)

below
69213
Birmingham New Street
4th December 2015
(Andrew Turnidge)



right
yet another GWR HST
43148 turned out with
'Bristol 2015 European
Green Capital' vinyls
Swindon
8th December 2015
(Colin Pidgeon)





above AGA 90009 on the first day in service since overhaul and repaint and losing its 'Golden Jubilee' nameplates on the rear of 1P36 14.30 Liverpool Street – Norwich, Ipswich, 18th December 2015 (Keith Partlow)

below 90009 in its previous unique livery...RIP, Doncaster, 12th May 2015



above 90043 in Powerhaul livery, Ipswich 4th December 2015 (Keith Partlow)

ICRS SALES

We have now published 10 books since 2009, 6 of which are in print and available. The 2016 editions of UKRS01, 02 & 03 can now be pre-ordered.

Books can be ordered either:

online via PayPal at www.intercityrailwaysociety.org
or by post from (please make cheque / PO payable to ICRS)

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

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



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

BOOKS: (all Members receive up to 30% discount on ICRS books)				Prices	
				Member	Non Member
Titles:			Updated to		
Forthcoming:					
UKRS01	UK Pocket Book 2016	MID MARCH 2016	1 st Jan 2016 TBC	£7.50	£10.50
UKRS02A	UK Combine 2016	EARLY FEB 2016	1 st Jan 2016 TBC	£12.00	£16.50
UKRS03	UK Wagons 2016	MID APRIL 2016	1 st Mar 2016 TBC	£9.50	£13.50
Current:					
UKRS01	UK Pocket Book 2015		(1 st Jan15)	£7.50	£10.50
UKRS02B	UK Combine Summer Ed 2015		(1 st Jul15)	£12.00	£16.50
UKRS03	UK Wagons 2015		(23 rd Feb15)	£9.50	£13.50
UKRS04	UK Name Directory		(1 st Dec14)	£10.50	£14.50
UKRS09	Irish Railways 2015		(1 st May15)	£7.00	£9.50
UKRS10	Ultimate Sighting File Vol.1	SOLD OUT			
	– Mainline Diesel Locos		(27 th Sep13)	£10.00	£13.99
UKRS11	Ultimate Sighting File Vol.2 – Shunters, Mainline Electric & Prototype Locos		(27 th Sep13)	£8.00	£10.99

SUNDRIES:

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