

TRACKS



Inter City Railway Society - February 2016



Inter City Railway Society

founded 1973

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February 2016

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Front Cover Photo:

4-6-2 60103 (4472 / 502) 'Flying Scotsman' (currently nameless but sporting a headboard instead) in NE wartime black is seen approaching Irwell Vale on the East Lancs Railway paired with Black 5 4-6-0 45407 during its second day in public service on the 10th January 2016 after a 10 year overhaul, (Brian Cowell).

£2.50 where sold separately

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SOCIETY NOTICE BOARD

Editor's Comments:

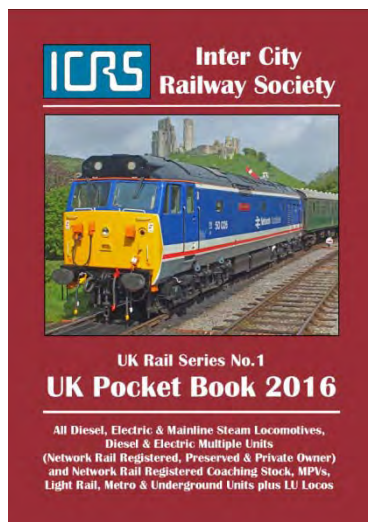
I am not sure if anyone will be naming any babies Desmond or Frank as they have wreaked havoc on parts of the UK either side of the New Year. Certainly the latest storms Gertrude and Henry are not popular in Scotland with high winds continuing the travel chaos. Coupled with the earlier storms the incessant rain in the northeast of England, north Wales and particularly in the east of Scotland caused much damage, see **NARROW GAUGE MATTERS**, with railways and roads severely damaged. On top of the issues reported in the January issue, the WCML has been closed since the 31st December 2015 due to severe damage to Lamington Viaduct, 10 miles south of Carstairs and 4 miles north of Abington in South Lanarkshire where the WCML crosses the River Clyde near the B7055 / A702 junction. The alignment has been affected with the central pier suffering severe scouring with stone blocks washed away resulting in near collapse as the track started to sag. The River Clyde has had to be partially dammed to prevent further erosion and allow dry access but this has been hampered by further high river levels. Elsewhere the route between Prudhoe - Hexham is closed until further notice following a landslip on the 6th January at Farnley near Corbridge. The Conwy Valley line is also closed until February with damage around North Llanrwst and most recently the Cumbrian coast sea wall between Workington and Whitehaven has been breached by storm Jonas causing a closure. All the main lines in Scotland, Edinburgh to Aberdeen, Glasgow to Inverness and Aberdeen to Inverness were blocked or damaged at various times throughout late December / January with several closures at different times and services constantly suspended...a nightmare. On a personal note, having had hardly any rain up to the New Year we finally got it and it didn't stop for a week. I may have mentioned it before but we have 500m of burns on our property so incessant rain is not good news. Thankfully the worst was that the pump house for our private water supply required bailing out. In a previous deluge in 2014 the pump was flooded...costly! It is not the most reassuring sound listening to a raging torrent only 10 metres from your house. However no sooner had it stopped raining than it started freezing with a week of severe frosts and guess what...the pump froze so no water for a couple of days. Thankfully this didn't damage the pump either...oh the joys of country living. Thankfully we are protected from the worst of the winds courtesy of Storm Henry...but we have got snow blizzards !!

A few significant anniversaries will be celebrated this year. It is 50 years since the Somerset & Dorset Joint Railway closed in March 1966, 50 years since standard BR rail blue first adorned locos in June 1966, 30 years since Network SouthEast was launched in June 1986 and 40 years since InterCity 125 HSTs entered revenue earning service in Oct 1976. This last anniversary will see an Open Day at Bristol St Philips Marsh Depot.

Closures due to storm damage and engineering works have certainly caused some headaches for the Caledonian Sleeper with services to Fort William, Aberdeen and Inverness starting from King's Cross, the first time in 28 years and being diverted through Sunderland on the east coast in England. Meanwhile services to Glasgow and Edinburgh are being diverted via Dumfries and the GSW route in Scotland.

Considering the popularity of Barnetby I was surprised that I didn't receive any photos of the demise of its semaphore signalling and the final services using them...maybe no-one went? However I have recorded their passing as best I can as has Mark Richards on another section of mechanical signalling that will soon be history. As stated in the article please get out and record what is left as it will soon all be gone.

Can I issue another plea for photos of damaged and scrapped locos / units as I intend to start another occasional series featuring the victims of accidents or their demise. I have recorded a few over the years and I suspect so have many of you. It is an interesting topic and clearly lends itself to a pictorial study.



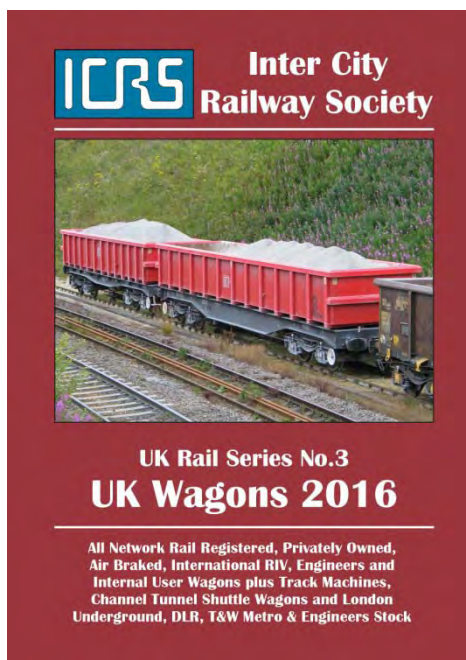
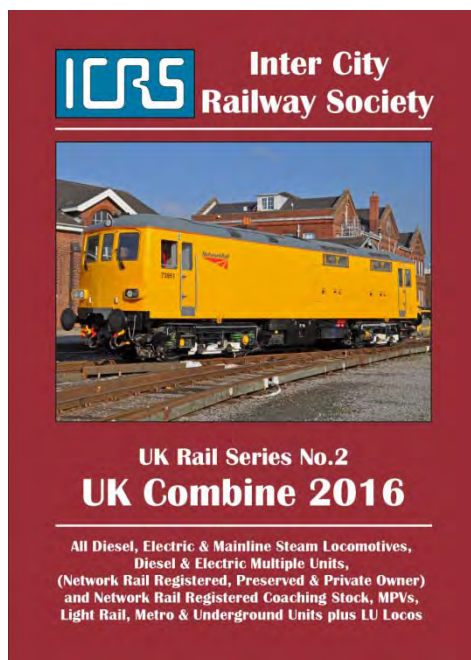
Another first for the CI.68 fleet has seen them used on NR test trains (see **TRAFFIC & TRACTION NEWS**).

This month sees the start of Ray Smiths epic tour **Around the World in 40 Days**.

Publication News:

As you will have spotted on the rear cover in the January issue and on our website, we have announced the next three updated books for 2016, **UK Combine 2016** (due by the time you read this – printed version that is !!), **UK Pocket Book** (due March) and **UK Wagons** (due April). All the books have been updated and as ever and we hope they are the best on the market. In particular the **Wagon** book has been overhauled again as numerous changes have occurred including scrappings, conversions and new wagons. Many RIV wagons no longer seen in the UK have been removed. The **UK Combine 2016** has been updated to the 21st January 2016.

If you wonder why the cover photo on the Pocket Book was used, as it will be the 30th Anniversary of Network Southeast in 2016, we thought a photo of 50026 was apt.



It is highly likely that these will be the only books updated in 2016, though there will be a **Combine Summer Edition**.

TRACKS Binders:

With 768 pages of valuable information now contained within a years issues of **TRACKS** it is worth keeping your copies protected. In case you have not thought of buying any yet, our excellent A5 cordex binders are still available to keep your copies of **TRACKS** in pristine condition. It might stop the odd accident which I know has happened with spillages !!

These are blue in two width sizes, both holding 12 issues. The larger takes the current 64 or previous 48 pages for 2014 onwards, whilst the slightly narrower size (medium) takes the previous 40 page issues of 2012 and 2013 and will also hold the mixed 32 pages and 40 pages of 2011. The photo below shows a full complement of 2015 issues in the larger binder laying flat with a full 2014 large binder standing alongside full 2011-13 medium binders. For those who haven't encountered this type

of binder, each magazine slips under a plastic 'string' which is permanently attached. I have found that if you use a piece of thin stiff plastic (I use laminated card) you can slip the magazines in easier over those already in, particularly when you are putting the last few in. The binders have the ICRS logo embossed on the spine and each binder comes with labels covering the years 2011-17 which you can affix accordingly. Both sizes of binder cost £7.50 for members and £9.99 for non-members.



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)

Timothy Allison (Stokesley), Robert Austin (Mansfield), David Browne (Crawley), Philip Dawkins (Farnham), Richard Eccles (Blackpool), Christopher Emary (Towcester), Andrew Curtis (Warminster), Paul Curtis (Warminster), Michael Hibbert (Mablethorpe), Mark McEwan (Nuneaton), David Mills (Eccles), John Mills (Salford), Michael Sadler (Belper) - a warm welcome to you all.

Obituary: Sadly we lost Mick Gregory in January from Morden, Surrey. Our condolences go to his partner and family.

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 **March 2016** issue is **Friday 26th February 2016**
with delivery to members after **Wednesday 9th March 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 **David Berg, Peter Britcliffe, Alan Brooks, Paul Clifton, Peter Davis, Dennis Dey, David Doulton, Martin Evans, Derek Everson, Paul Forrest*, Iain Gardiner, James Holloway, Geoff Hope, Nigel Hoskins, Colin James, Keith Partlow, Gareth Patterson, Colin Pidgeon, Colin Pottle, Mark Richards, Mike Rumens, Norman Smith, Derek Sneddon, David Spencer, Graham Stockton, Paul Sumpter, Roger Thomas, Alan Turnidge, Malcolm Wallace, Albert Ward, David Williams, 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**.

Website / Social Media:

The new re-designed website was launched on the 17th May 2014 allowing access to previous issues of **TRACKS** from Dec 2006 to date with new pages added listing articles appearing in these issues. However the last 12 months issues (on a rolling basis) are only available to members as pdfs on request from the Editor (see **TRACKS Magazine** above). If you have any queries or suggestions please email Trevor Roots at website@intercityrailwaysociety.org

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

AGM

AGM, Shildon, Saturday 9th April 2016

The AGM is on Saturday 9th April at Locomotion, Shildon. The AGM will start at 11.00 (though this may be slightly varied depending on how many are to arrive by train) and go through to 13.00. Buffet lunch will follow for those that attend. This will be followed by a guided tour. There is direct rail access from Shildon Station into Locomotion but requires a short 10 min walk. The services to and from Shildon to Darlington and access to the ECML are as follows:

Darlington	dep	08.52	10.54	Shildon	dep	13.30	15.30	16.28	18.10
Shildon	arr	09.11	11.13	Darlington	arr	13.51	15.51	16.50	18.31

Please contact Louise Watson stating whether you will be attending the AGM (including buffet lunch) and whether you will be travelling by train.

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 email or post no later than the 26th February 2016. If you apply by post, please include a stamped addressed envelope and telephone number. All successful applicants will be advised as soon as possible after the 26th. For those successful applicants you must meet at Gate 2 by 10.00. All money raised goes directly to Arlington's nominated charity.

Eastleigh Works, Saturday 4th June 2016:

Following our previous three successful visits in 2013, 2014 and 2015 we have organised another Members Only visit to Eastleigh Works on the 4th June which is expected to start at 13.00. There will be a 100 tickets It will however be necessary to make a charge of £20 to cover the normal visit fee (which Arlington donate to charity) and organising stewards, but for that you will get access to all areas for about 3 hours, cab rides and there will be that hog roast again. The cost of food is subsidised by the Society. Please reserve your place by sending an A5 SAE (normal second class stamp will suffice) with a cheque / PO (made payable to ICRS) to Louise Watson (Events Co-ordinator). Please provide either an email or tel. contact to receive confirmation of your application. Tickets will be posted out at the end of May.

OPEN DAYS

DRS Crewe Open Day, Saturday 23rd July 2016:

Advance notice of this years event. Tickets will be on sale through the DRS website <http://www.directrailservices.com> though you can buy them on the day at the gate. We will be there with our sales stand.

Bristol St. Philips Marsh Open Day, Monday 2nd May 2016:

In conjunction with the 40th Anniversary of InterCity 125 HSTs into service. Details TBC.

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. Details TBC.

PRESERVATION GALAS

Swanage Railway Diesel Gala, 6-9th May 2016:

We will be there with our sales stand for the four days.

MEET THE OFFICIALS

With the addition of new blood onto the Committee this is the second 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.

Gareth Patterson – Social Media:

I have been a lifelong enthusiast, which started like many in this hobby when my parents bought me a train set at a very young age, a HST from what I recall. This progressed some time later to heading out spotting from the lineside with my late father who was also a big enthusiast from the days of steam. It was in 1988 at the age of 10 that I first started jotting down numbers, which I still enjoy doing to this very day...where has the last 28 years gone!

I have lived in the town of Berwick-upon-Tweed all of my life and been lucky enough to only live a few hundred yards from Spittal Railway Crossing which happens to be still manned by a Network Rail Crossing Keeper, which is pretty rare in this day and age. I also only live about 900 yards from Tweedmouth Yard, once home to 52D but all that remains is a goods loop along with the shell of the former locomotive roundhouse.

I also enjoy photography of which 99% of my pictures are always of locomotives and can be found on my Flickr Page. I am an active volunteer at the 15" narrow gauge Heatherslaw Light Railway on which I am involved with P'way work in the winter, and wagon restoration in the summer. I am also a keen follower and member of FoSCL (Friends of The Settle & Carlisle Line).

In the winter with lineside photography curtailed by early dark winter nights and harsh weather, I tend to turn my attention to my other hobby which is amateur radio. I have been licensed now for 10 years and have spoken to some interesting people over the airwaves from all around the world. There is even a dedicated group, of which I am a member, for railway employees and enthusiasts called 'British Railways Amateur Radio Society'.

I also enjoy social media and run seven railway groups on Facebook. I'm really enjoying my role as the Social Media guru for ICRS and delighted at how much support the pages have received since they were set up. I look forward to meeting many members at galas and events or when I'm often on my travels, so if you should see me do say hello.



PRESERVATION NEWS

4-6-2 60103 'Flying Scotsman' (albeit currently nameless) finally ran under its own steam on the ELR on the 6th January 2016 after a protracted and costly 10 year overhaul. It was presented to the media on the 8th but unfortunately its air pump failed prior to starting the test runs so was paired with 31466 or 4-6-0 45407 to provide braking. See cover photo and the ELR Gala report.

The proposed Norden to Wareham passenger service planned to start operating in June on the Swanage Railway has been put back until early 2017. This is due the intended traction, Cl.121 and Cl.117 DMUs requiring additional upgrades. They are undergoing refurbishment at Eastleigh Works. However works on the extension north from Norden has been completed with a new level crossing at Norden.

EASTLEIGH WORKS REPORT

by **Norman Smith**

for the period up to 31st January 2016

Locos: 66708 entered the Works for body repairs and a re-paint on the 4th.



37057 and DBSO 9708 arrived from Derby RTC with a Network Rail Test Train on the 7th and returned back to Derby on the night of the 8th.

73138 + 73141 arrived from Tonbridge West Yard with a Network Rail Test Train on the 11th and returned back to Tonbridge on the 14th.

57306 brought in Pullman Kitchen First coach 17096 from Stewarts Lane on the 12th (see also Coach Trips for the 12/1).

08611 arrived by road from Longsight Depot on the 13th (see photo below).



57309 arrived from Crewe Coal Sidings for an F Exam on the 13th. With it was 66422 for a re-paint (see photo bottom left) and a Mk2A Corridor Brake First coach (see also Coach Trips for 13/1). 57306 took away a Mk2D Open Brake Standard coach and 2 x PFA 92 wagons to Willesden Brent on the 13th (see also Coach and Wagon Trips for the 13/1). 66706 + 66732 arrived on site on the 15th and left the following day to stable up at Eastleigh Station. 66701 + 66752 took Barrier Set T5, 975974/978, to Tonbridge West Yard on the 15th, and 66701 returned with them on the 18th. The 66 then left to stable up at Eastleigh Station. 08696 is still awaiting refitting of side rods and air tanks as well as decals (see photo right taken on the 20th). 66738 took a SITT wagon to Tonbridge West Yard on the 21st (see also Wagon Trips for the 21st).



66750 took Barrier Set T5, 975974/978, to Tonbridge West Yard on the 29th (see photo above).



66422 was in DRS blue by the end of the month but awaiting decals. 66708 was in primer by the end of the month 59004 was still undergoing repainting on the 29th (see photo above right).

Various Colas locos have been on and off site during the month including: 70802/803/808/809.

Units: Siemens Units receiving modifications were: 444014/043, 450550/554.

Wagons: Wagon Trips in/out during January were:

5/1	FL in	608095/225/226/377		
	FL out	92650, 93444, 97716/749/767, 607010/139, 608080/081/099/100/503/556		
	DBS out	87.4375.021-4, 87.4384.026-2		
12/1	DBS in	80.4647.040-1	DBS out	87.4375.015-6
13/1	57306 took out	92724/766		
14/1	FL in	93366/410, 608360/400/402/517	FL out	97733
15/1	Arrived by road were JNA GERS 4414/20 for derailment repairs (see photo below of 4414)			



19/1	DBS in	89003, 80.2398.601-7, 87.4375.016-4/038-8		
	DBS out	80.4647.040-1		
21/1	66738 took out	70.9594.016-6		
26/1	FL out	93292/366/410, 608060/341/352/533		
	DBS in	87.4375.001-6	DBS out	87.4384.038-7
28/1	FL in	93319/349, 97723/751/760/761	FL out	93350

Coaches:



6313 has been repainted and now carries 'Belmond British Pullman' rather than VSOE as VSOE is no longer licensed to them. It also carries 'CAR No. 6313' on the sides.



Coach Trips in/out during January were:

12/1	57306 brought in	281 'GWEN'	
13/1	57309 brought in	17096 'MERCATOR'	57306 took out 9488.

photos by Carl Watson

INFRASTRUCTURE NEWS

New Stations by James Holloway:

Further to the report in the October 2015 issue, both Bermuda Park & Coventry Arena stations opened on Monday 18th January 2016, providing an hourly service to Coventry and Nuneaton. Both stations have an underpass but no footbridge. The only other station on the line between Coventry and Nuneaton is Bedworth which opened in 1988. London Midland is the TOC and provides a single Cl.153 (75 seats) as shown with 153354 featuring in the photos.



above & below Bermuda Park



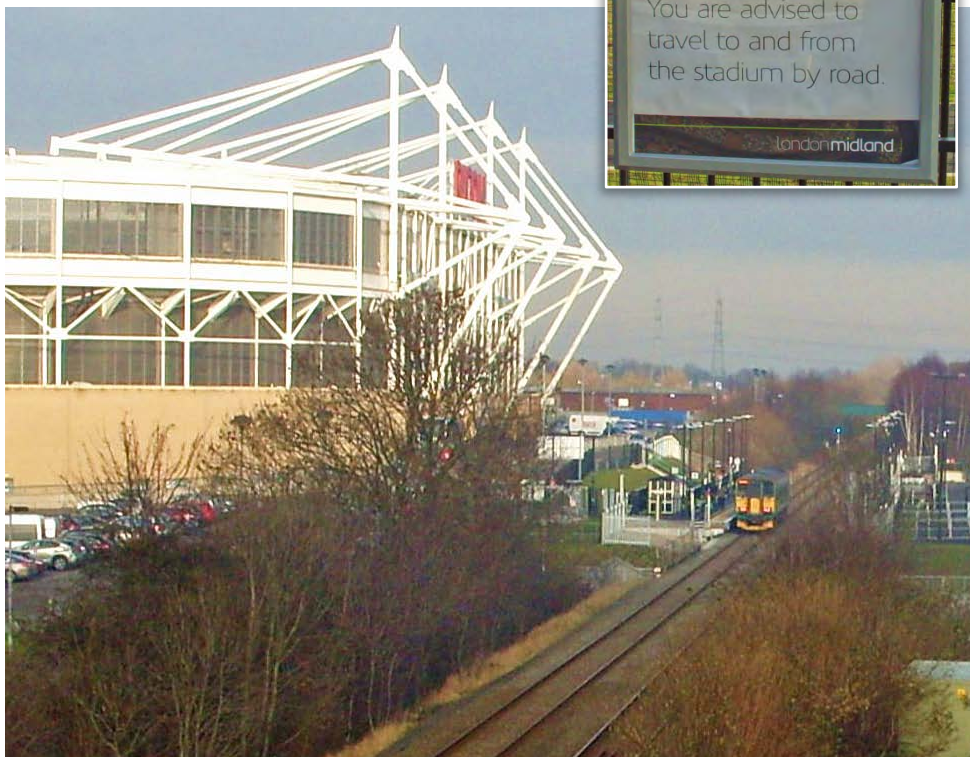
The photos were taken on the 20th January 2016. You will notice that the platform on the Ricoh Arena side of Coventry Arena station is considerable shorter than its partner opposite and the platform notice confirms LMTs inability to provide a service at the end of major events. Wasps RFC and Coventry City FC as well as other event organisers have been asked to look into the possibility of hiring charter trains to move the larger numbers that can be expected on match days !!

The farcical situation continues with many TOCs not listing the stations so you cannot buy tickets on line or through machines !! This also occurred to a lesser extent when the Borders Railway opened. One consequence of fragmentation of the railway, but still a ridiculous own goal in trying to prevent calls for nationalisation again.

left & bottom
Coventry Arena, adjacent
the Ricoh Arena

photos
by James Holloway

below
the absurd sign at
Coventry Arena



TRAFFIC & TRACTION NEWS

January 6

66177 was seen at 09.11 at Griffin Wharf, Ipswich loading hardstone aggregate imported from Norway. 66177 had arrived as 6L07 04.25 from Acton Yard and departed as 6V07 12.00 to Theale (United Asphalt) (photo below by Keith Partlow).



January 7

66761 was seen passing Stafford (photo below by Martin Evans).



January 9

153322 + 153335 were seen at 11.01 at Ipswich with 2R12 10.58 to Felixstowe. 153322 was added to 153335 to strengthen the Felixstowe services due to the Ipswich Town - Portsmouth FA Cup tie (photo below by Keith Partlow).



January 11

57305 + DVT 82127 was seen passing Walsall at 14.30 on a Norwich Crown Point – Brush, Loughborough move (photo opposite top by David Williams).



January 12

66720 + 67009 was seen at 09.20 at Glasgow Central on the diverted CS sleeper. The train arrived at 09.10 with 16 coaches on including the Highlander portion. The same two locos were used the previous day. Passengers were being advised to make their way to Queen St for trains to Edinburgh (photo below by Iain Gardiner).



59102 was seen at Chelmsford on 6V12 11.04 Chelmsford – Acton Yard empty stone through at 11.02 (photo below by Colin James).



66770 passed through Stratford on 4M23 10.46 Felixstowe North – Hams Hall intermodal heading towards the North London line at 13.06 (photo below by Colin James).



66848 + 66565 were seen departing Hoo Junction Up Yard for Eastleigh East Yard at 13.57 (photo below by David Berg).



57305 passed through Ipswich at 15.33 on 11.55 Wolverton - Norwich Crown Point hauling two Mk3 TSOs (photo below by Keith Partlow).



90034 passed through Highbury & Islington at 14.15 on 0227 13.35 Ilford EMUD – Wembley Yard light engine move for an onward move to Crewe IEMD (photo below by Colin James).



92018 on 09.30 6X43 passed Stafford at 13.37 on Dagenham - Garston (photo below by Roger Thomas).



37603 t&t DBSO 9702 with stock 9523, 6262, 5981 passed southbound through Hornsey at 14.41 working the late running 1Z50 09.34 Derby RTC – Ferme Park Reception Siding test train (photo below by Colin James).



66133 t&t 66055 on 05.15 7R51 Kidsgrove - Bescot Yard was seen passing Stafford at 10.03 (photo below by Roger Thomas).



January 13

68004 t&t 68016 passed Spittal, Berwick-upon-Tweed on 1Q18 Heaton T&RSM - Heaton T&RSM via Carstairs test train running some 115mins early at 1.39 (see photo at end).

January 14

37422 t&t 37425 was seen at Norwich at 12.00 with the inbound 11.17 Great Yarmouth – Norwich (photo below by Alan Brooks).



70801 passed Swindon at 12.14 running 201 mins late on 6M50 Westbury Up TC - Bescot Up Engineers Sidings (photo opposite top by Colin Pidgeon).



January 15

Due to high winds at Felixstowe the previous evening preventing loading, two double headed Cl.86 trains 86607 + 86604 on 4M63 09.12 Felixstowe North – Ditton and 86638 + 86605 4M88 09.32 Felixstowe North - Crewe Basford Hall passed Ipswich at 11.03 and 11.20 respectively totally empty (see photos below by Keith Partlow).



Highlighting how busy Swindon can get, four tracks were occupied with the following services at 11.40: (see photo at end).

43187 1B25 10.45 Paddington - Swansea
66589 4O70 09.58 Wentloog – S'ton MCT
43198 1A14 11.00 Bristol TM - Paddington
43037 1L50 10.36 Cheltenham Spa - Paddington

January 16

66301 + 67008 were seen stabled adjacent York ROC at 16.00 (photo below by Martin Evans).



66230 was seen awaiting the road opposite Polmadie Depot at 14.54 in heavy snow (photo below by Iain Gardiner).



156463 was seen heading past Spittal, Berwick-upon-Tweed at 10.25 working the 5E00 movement from Springburn - Heaton T&RSMD (see photo at end).

January 17

66005 passed Tame Bridge Parkway at 10.19 with 6R01 Rugeley North Jct – Bescot (photo below by Paul Clifton).



60063 passed Tame Bridge Parkway at 13.13 with 6R02 Weedon – Bescot autoballasters (photo below by Paul Clifton).



66067 t&t 66059 Hendon - Toton North Yard was seen approaching Wellingborough at 11.57 (see photo at end).

January 18

37601 + 37218 departed Woodbridge platform 2 at 08.39, after acquiring the single line token, on 6L70 01.27 Crewe Coal Sidings – Sizewell CEGB flasks (photo overleaf top by Colin James).



January 19

70001 passed Stratford with Trafford Park - Felixstowe North at 12.40 (photo below by David Berg).



66149 passed Stratford at 12.47 with Broxbourne Redland Aggregates - Mountsorrel Sidings (photo below by David Berg).



Three freights were seen in the space of 25 mins, 66012 at 12.20, 66206 at 12.23 and 66199 at 12.49 at Water Orton (photos below and opposite top by Paul Sumpter).



37419 was seen approaching Ipswich at 08.05 on Norwich Crown Point - Norwich Crown Point via London Gateway DRS route learner (photo below by Keith Partlow).



57311 was seen living up to its name as standby Thunderbird loco at Crewe at 13.15 (photo below by Martin Evans).



66596 was seen passing at Basingstoke on the Up Slow, an unusual movement, at 11.22 (photo below by Derek Everson).



70802 was seen at Hook at 09.39 (photo below by Derek Everson).



January 20

CI.201 DEMU 1001 was seen entering Tonbridge West Yard at 11.50 (see photo at end). 68001 was seen approaching Stafford at 12.52 on 12.21 6Z96 Crewe VQ - Toton Yard Departmental (photo below by Norman Smith).



January 21

66559 + 60024 dead in tow passed Reading West at 11.24 on 6O26 Hinksey Sidings - Eastleigh East Yard (photo below by Colin Pidgeon).



60074 passed Reading West at 13.48 on 6B33 Theale Murco - Robeston Sidings (photo below by Colin Pidgeon).



January 22

319363 was seen passing Manchester Piccadilly at 13.02 (photo below by Andrew Turnidge).



66554 passed Ipswich on 12.50 Parkeston - Whitemoor at 13.22 with 10 Autoballasters (photo below by Keith Partlow).



350408 was seen passing Manchester Piccadilly at 11.27 (photo below by Andrew Turnidge).



January 23

156402 was seen at Ipswich without AGA branding on 2R12 10.58 to Felixstowe (photo below by Keith Partlow).



319458 passed southbound through Kensington Olympia at 09.33 on 5M81 08.22 Wolverton Works Centre Siding – Bedford C.S. Thameslink Trains ECS off repaint (at least, if not an overhaul) (photo below by Colin James).



DBSO 9701 t&t 37057 continued northbound after a crew change from Kensington Olympia at 13.00 on 3M05 11.12 Dollands Moor Sidings – Derby RTC NR test train (photo below by Colin James).



37884 + overhauled / repainted 375607 passed southbound through Kensington Olympia at 09.43 on 5Q58 03.09 Derby Litchurch Lane Works – Ramsgate EMUD SET EMU move (see photos at end and in **LIVERIES**)

66020 passed southbound through Kensington Olympia at 12.59 on 6O10 11.47 West Drayton ARC – Cliffe Brett Marine empty sand (see photo at end).

66754 passed southbound through Kensington Olympia at 13.44 on 6O60 12.32 Colnbrook LaFarge – Tonbridge West Yard empty sand wagons (see photo at end).

With the daylight failing fast 97301 was seen heading over the Royal Border Bridge, Berwick-upon-Tweed at 15.20 on 0Z97 Derby RTC - Slateford Depot as HST 43319 t&t 43272 headed south on 1E19 from Edinburgh Waverley - London King's Cross (photo below by Gareth Patterson).



444042 on 1T26 Portsmouth - Waterloo via Basingstoke was seen in Platform 20, Waterloo one of the old International platforms due to main platforms being closed (photo below by David Doulton).



379027 and 379021 on 2S24 and 2S25 were seen at Stratford due to engineering works on the Stansted line. A shuttle service only was running between Cheshunt and Liverpool Street alternating via Stratford and Hackney Downs (photo opposite top by David Doulton).



86401 was seen at King's Cross platform 1 at 10.15 after working 1M16 20.44 Inverness – London Kings Cross CS service having arrived late at 09.40 due to reported brake issues near to Peterborough (photo below by Colin James).



Whilst visiting France Pete Britcliffe recorded the following ex-pat UK locos:

ECRs Alizay depot, the depot gate was locked but we managed to see all the locos that were outside the main building: 66203/223/247, 58001/04/05/06/07/09/10/11/13/18/21/26/32/33/34/35/36/38/39/40/42/46/49.

Mouquet Yard, Sotteville: 66235

January 24

66123 and 66222 were seen at Caffiers Yard, France. Also present were 66226 and 66234. 66033, 66073 and 92032 were present at Fréthun Yard (photos below and opposite top by Peter Britcliffe).



January 25

70014 + 90047 dead in tow which had failed in the Stafford area, passed eastbound through Ingatestone at 14.10 120 mins late on 4L89 07.18 Crewe Basford Hall Yard – Felixstowe North intermodal, later terminating in Ipswich Yard (photo below by Colin James).



66508 a FLHH locomotive based at Harwich Parkeston Yard for the HOBC train returned eastbound through Ingatestone at 11.53, after working an early morning stock move to West Ealing, on the late starting 0Y10 08.33 West Ealing Plasser Sidings – Harwich Parkeston Yard light engine move. (photo below by Colin James).



66084 passed westbound through Ingatestone at 14.06 on 6M57 12.07 Ipswich Griffin Wharf – Wembley EFOC (Watford London Concrete) loaded dredged sand train (photo overleaf top by Colin James).



31233 was seen heading north at 11.57 past Spittal Crossing, Berwick-upon-Tweed on 3Z05 NR test train from Heaton T&RSMD - Aberdeen Clayhills Car MD (photo below by Gareth Patterson).



43122 + 43124 were seen approaching Swindon at 13.00 on 0Z86 Old Oak Common HSTD - Landore TMD (photo below by Colin Pidgeon).



Tamper DR 75406 was seen passing Swindon en route from Bristol Kingsland Road to Plasser at West Ealing (photo below by Colin Pidgeon).



January 26

37259 + 37607 were seen passing Spittal, Berwick-upon-Tweed at 11.25 on 6Z44 Carlisle Kingmoor Depot - Seaton British Energy (see photo at end).

January 27

37606 t&t 37608 was seen passing through Ruabon at 10.12 on a Llandrindod Wells - Longsight NR test train via Bidston and Chester. It was later seen departing Croesnewydd loop at 13.00 and travelling through Wrexham station, having travelled to Bidston and back (photos below by Martin Evans - 37606 leading then 37608 trailing).



66172 was seen climbing Belstead Bank, Ipswich on 6V07 12.00 Griffin Wharf - Theale (United Asphalt) carrying hardstone imported from Norway with 16 wagons in the train and all but two (National Power) in DBS red. The train arrived as 4L07 04.15 from Wembley (see photo at end).

January 28

150232 + 143611 + 143618 on the 'school kids special' 2F45 16.12 Paignton - Exmouth was seen at Paignton at 16.00. This is the only train made up of 3 DMUs in Devon to cater for all the school children boarding at Torre. The Cl.150 is detached at Exeter St David's (see **LIVERIES**).

37025 now on hire to Colas was seen passing Swindon at 13.16 on 4B20 Barry - Barry via Swindon (photo below by Colin Pidgeon).



January 29

Ballast Regulator DR 77907 + Tamper DR 73117 were seen descending Belstead Bank, Ipswich at 11.35 running as 11.00 Parkeston - Diss Reception (see photo at end).

January 30

56098 + 56301 hauling 6330, 41089, 40810, 42310, 42504, 42221, 42062, 42068, 44022 & 6338 on 5V56 0229 Kilmarnock to Laira stock move was seen passing Exeter St. David's at 11.53 (see **LIVERIES**) and then later at Totnes at 12.31 (see photo below by Chris Hatch).



66847 passed Totnes at 11.37 on 6C23 Par - Westbury (see photo below by Chris Hatch).



70804 passed Totnes at 12.04 on 7C21 Par - Westbury (see photo opposite top by Chris Hatch).



66528 t&t 66529 passed Ipswich at 10.52 on 6Y71 08:45 Whitemoor - Broxbourne (photo below by Keith Partlow).



60056 was seen passing Dumfries at 13.20 diverted along the G&SWR on the Dalston tanks (photo below by Iain Gardiner).



January 31

37608 + 73136 t&t 73138 + stock 6261, 1256, 999550, 6262, 62384, 72630 & 99666 passed Wellingborough at 13.42 on Cricklewood - Derby RTC (photo below by Colin Pottle).



February 1

37175 t&t DBSO 9714 on 1Q05 05:35 Derby - Norwich via Stratford test train headed down Belstead Bank, Ipswich at 13.07 (see photo at end).



37884 + 375607 Kensington Olympia
23rd January 2016 (Colin James)



37259 + 37607 Spittal, Berwick-upon-Tweed
26th January 2016 (Gareth Patterson)



66754 Kensington Olympia
23rd January 2016 (Colin James)



DR 77907 + DR 73117
Belstead Bank, Ipswich, 29th January 2016 (Keith Partlow)



66020 Kensington Olympia
23rd January 2016 (Colin James)



66172 Belstead Bank, Ipswich
27th January 2016 (Keith Partlow)



68004 t&t 68016 heading south
Spittal, Berwick-upon-Tweed, 13th January 2016 (Gareth Patterson)



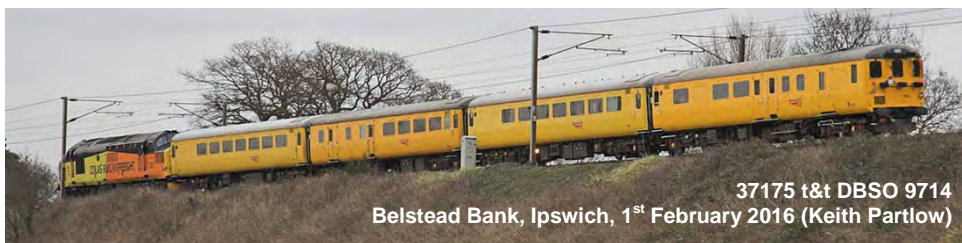
Hastings CI.201 DEMU 1001
Tonbridge West Yard 20th January 2016 (David Berg)



above with the Royal Border Bridge in the background, 156463 passes southbound, Spittal, Berwick-upon-Tweed 16th January 2016 (Gareth Patterson)



above 43187, 66589, 43198 & 43037 Swindon, (11.40) 15th January 2016 (Colin Pidgeon)



37175 t&t DBSO 9714
Belstead Bank, Ipswich, 1st February 2016 (Keith Partlow)



66067 t&t 66059 Wellingborough
17th January 2016 (Colin Pottle)

OUT & ABOUT

by James Holloway

*For clarity, steam locos are now shown in red. To be more helpful for those interested in where stock was exactly, can I ask all contributors who list trip sightings over long distances, to please add all locations when submitting to James. Please also ensure your sightings reach James a few days before the press deadline, see **SOCIETY NOTICE BOARD**...ed*

Dennis Dey:

18th December:

Crawley Yard: 66018

Clapham Junction: 66718/760

Purley: 66063

Three Bridges: 700106

8th January:

Three Bridges: 700106/107

Crawley Yard: 59205

15th January:

Three Bridges: 700108/110

Purley: 66098/232

London Bridge: 66070/160

East Croydon 15.30: 387201

Crawley: 59104

Albert Ward:

2nd January:

Sheffield 12.30-15.00:

142013/18/24/25/31/44/64/65/78/87/89/93

144002-05/11/17/18/20, 153331, 158770/773/783

158785/787/794/810/812/843/845/847/850/851

158853/854/860/862-864/866/902/908/909

170303/307, 220001/02/06/14/17/22/30/32/33

221120/31/40, 222001/002/004/010/012/015/104

5th January:

Doncaster 11.45-15.45:

08669, D4157, 43054/081/206/238/239/251/274

43277/290/295/296/299/302/305/312/315/317/319

43320/367, 60020, 66105/109/128/250/589/703

66723/724/739/744/745/750/763/769, 67016/21

68001, 73968, 91102-05/08-10/12-15/18/19/21/24

91129/30/32, 142018/19/26/67/87/91/93/95

144001/06/10/21, 153326/76, 158780/784/793/794

158799/842/845/857/859/861/864/906/907

170307/308, 180105/07/09-11/13/14, 185112/16

185123/40/42, 220019-21/31/32/34, 221130/39

321321/903, 322481, DVT's 82201/03/05/07/08

82212-20/23/25/26/28/31, TMV 75403, 965576/77

Mike Rumens:

4th January:

Nuneaton 14.45-15.10:

90046, 221109, 350119, 387203/209, 390001/006

390050/107

Nuneaton 14.40-15.50:

90041, 350107/129, 387208/209, 390006/123/135

14th January:

Nuneaton 14.35-14.48:

86605/638, 350103, 387205/206

James Holloway:

25th January:

Stafford 14.25-16.16:

66063/074/120/305/502/743, 86632/639, 90041

220008/11/13/20/21/26, 221107/13/15/23/39/43

350103/126/128/129/231/240-242/259/375/377

390005/011/043-045/047/107/125/128/135-138

390152, DR73923/929, DR98009/14

Ian McAlpine:

28th December:

Peterborough: 317342

Huntingdon: DR73924

Welwyn Garden City: DR73114/73115/77905

Bounds Green: 08596

King's Cross: 67016, 321406/408

31st December:

Whittlesea: 66740, 170271/272

Ely: 170207, DR80216

Cambridge:

170204, 317506/649/666/670, DR73925

2nd January:

Whittlesea: 66848/850, 170272

Ely: 66704/761, 170207/273, DR80216

Cambridge:

317507/515/664/883, 365506/08, DR73925

8th January:

Peterborough:

66055/727/745/758/763, 91131, DVT 82211

DR75402/77113/77904

Grantham: 66085

Retford: 66119

Doncaster: 08724, 47848, 66076/206/716/766

York: 47798, 66431/526

Darlington: DR80217/97801

10th January:

Darlington: 91119, DVT 82207

Peterborough: 66150/516/706/744/752, 158854

Nottingham: 43082/089, 158770, Tram 210

Beeston: 170101

23rd January:

Peterborough: 317341

Hitchin: 365518/28/33/40

Cambridge: 365519, 379001/05

Paul Forrest:

28th January:

Tonbridge West Yard 12.00:

20901/905, 66738/754, 73107/109/119/128/136

73201/212/961-965

Guildford: 66133

NARROW GAUGE MATTERS

Heatherslaw Light Railway:

Following the report in last month's issue further flooding occurred in early January with the River Till overtopping its bank even higher. By the 6th January the river had crept up the tracks and into the station lapping at the base of the ticket office and completely flooding the car park. A couple of carriages were affected so will require work to rectify the damage. Thankfully that is as far as it got so the workshops / engine sheds were spared.

right looking north from
Heatherslaw station

below looking south from the
platform

All photos taken lunchtime on
the 6th January 2016 by
Gareth Patterson.



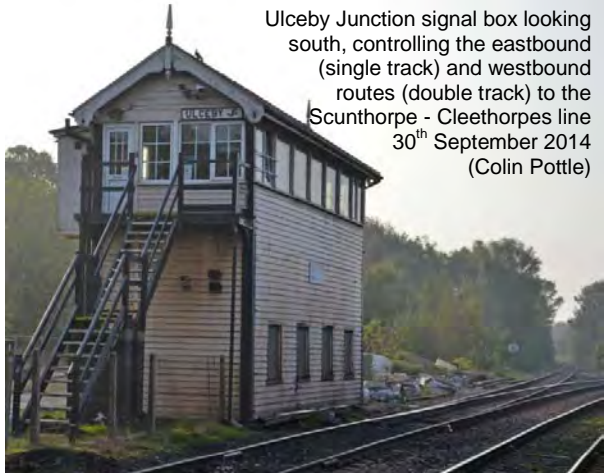
above looking across the flooded car park to Heatherslaw station and ticket office (the 'shed')

SIGNAL BOX SURVEY

It is only a matter of time before there will be no more semaphore signalling on the main railway lines in the UK with the result that hundreds of signal & level crossing boxes are living on borrowed time. Though some will remain 'stuffed' as listed structures they will be silent. Another area has succumbed to new signalling recently as reported below. Get out there and record what is still around before it is too late as many lines are due for re-signalling in 2016 as with the Newark to Nottingham line recorded by Mark Richards. If you have photos of affected signal boxes please send them in.

Immingham to Cleethorpes: Over the Christmas 2015 period the lines from Scunthorpe to Immingham and Cleethorpes were re-signalled and the control switched to the York ROC. A dozen signal and level crossing gate boxes have been closed and 16 level crossings replaced.

The first boxes demolished were Pasture Street, Grimsby on the 26th December 2015 and Ulceby Junction on the 28th December 2015. Pasture Street opened on the 29th April 1962 had its levers replaced by a panel in 1985 whereas Ulceby Junction was a GCR type 5 built in 1910 with 30 levers. The other boxes closed are Barnetby East (to be demolished at Easter), Roxton Sidings (bought by a local farmer), Stallingborough (to remain as a store), Marsh Junction and Thornton Abbey cabin. In addition Immingham East Junction has been renamed Token Exchange Point and will only be opened as required. However four boxes have been listed so will not suffer demolition, Wrawby Junction, Appleby, Elsham and Brocklesby Junction (see below).



Ulceby Junction signal box looking south, controlling the eastbound (single track) and westbound routes (double track) to the Scunthorpe - Cleethorpes line
30th September 2014
(Colin Pottle)



above Brocklesby Junction signal box sitting on the island platform of the closed Brocklesbury station with 60019 passing on 6M57 Lindsey Oil Refinery - Kingsbury Oil Sidings having come off the line from Ulceby Junction to the north and heading for Barnetby on the Cleethorpes to Scunthorpe line (seen curving off to the right to Cleethorpes)

The much loved semaphores at Barnetby are no more, so removing another photographic opportunity and probably the busiest section of line controlled by mechanical signalling. The photo on p.19 of the November 2015 issue showed the 4 large gantries and Wrawby Junction signal box to the west of Barnetby. The photos below taken on the 15th October 2007 shows the 6 signals (5 single plus 1 gantry) and Barnetby East signal box to the east of the station and the four signals to the south and west of the station...all now gone, RIP. TPE 185107 is seen approaching platform 3 on a service from Cleethorpes.



*above BE7 (platform 1) & BE20 (platform 2)
left BE39 and BE45 / 46, below BE70 and BE49*



In the four photos above, the first two show signals on the bi-directional Down Goods to the south of platform 4: BE39 for eastbound traffic and BE 45 / 46 for westbound traffic. The second two show BE70 at the western end of platform 4 and BE49 at the western end of platform 3.

Newark to Nottingham by Mark Richards:

In early December 2015 I had an opportunity to visit the signal boxes on the line from Newark Castle to Nottingham, accompanied by a fellow signalling enthusiast. The date chosen for the visits was Saturday 5th December, which coincided with the Lincoln Christmas Market and thus there were the

additional specials run by East Midlands Trains as well as a steam charter from Tyseley (see **RAILTOUR PHOTO SPOT**) ensuring that there would be much to see!

My personal interest in signal boxes dates back probably to my youngest days as a spotter in my hometown of Portsmouth. Initially these often strange looking buildings (to my eyes anyway) were a source of curiosity and fascination as to what happened beyond their blank facades. The first signal box that I was aware of as being such was the redundant box at Portsmouth Harbour, that I later came to know had originally closed even before I was born! This box and the other similar designs built by the Southern Railway during the 1930s and 1940s have always been personal favourites and I think the most eye-catching and stylish of pre-nationalisation designs.

Despite these initial interests, like most railway enthusiasts, my real attention was always drawn by what was running on the rails, whether it be locomotives, units (more often the case) or if I went further afield, freight. When I joined the railways in 2009 my interest in signalling and signal boxes was reignited as I had the opportunity as part of my job to visit a number of boxes and I became interested in learning about their history and design. That curiosity continues as does the opportunity to visit boxes on fairly regular basis.

This desire to visit and photograph signal boxes has become more urgent with the increasing pace of change and the rapid reduction in numbers of signal boxes across the network, such that there are now only about 800 signalling locations remaining. However, what is often overlooked is that this upheaval in signalling is nothing new and it is a stark fact that more signal boxes were closed under BR than remained open at the end of the nationalised era. Ironically, it is now many of the BR built power boxes that are reaching obsolescence and are likely to be replaced sooner than mechanical signal boxes that are perhaps 50 to 100 years older.

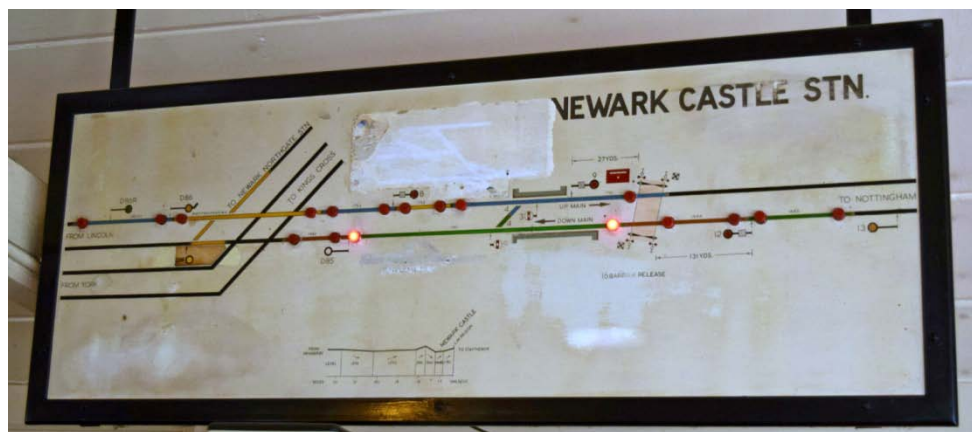
Whatever the personal opinions about the move to Railway Operating Centres as the future of signalling control, the fact is that the history of railway signalling has been one of ongoing technological change and continuous improvement and consolidation. In many ways I feel that the current period of railway signalling is one of the most interesting in its history. The juxtaposition of Victorian era signalling with physical force needed to operate levers to move points and signals and 1960s push-button route setting panels or state-of-the-art control centres with VDU workstations highlights the interest that there remains today in signalling practices and procedures. One area unfortunately where modern signalling has not improved is in the design of signalling centres which have generally taken on the look of uniform boxes or warehouse like structures, anonymous and blank faced buildings that deliberately disguise their purpose.

The line between Nottingham and Newark is due to be re-signalled in November 2016 with control passing to the East Midlands Control Centre at Derby. The following is a brief look in order at each of the signal boxes currently in situ on the railway between Newark Castle and Nottingham.

Newark Castle Signal Box:

This is a Midland Railway Type 4a box dating from 1912 and situated between the ramp of Platform 1 and the level crossing, which carries the main road into Newark. The unusual feature of Midland frames is that they are elevated rather than being flush with the floor. This does have its advantages in allowing the signaller a good foothold if pulling a particularly stiff lever. At Newark this is no longer an issue as all the signals are now colour lights rather than semaphores apart from two Ground Position Disc Signals – 3 and 5 – which are for trains using the crossover to the east of the platforms.





above

Newark Castle signal box signalling diagram,
note areas blanked out are former sidings

left

Newark Castle signal box
16 lever tappet locked frame



Despite the signals being colour lights, absolute block regulations apply and standard BR block instruments are provided. Newark Castle fringes with Doncaster PSB in the Lincoln direction and Staythorpe Crossing Signal Box in the Nottingham direction.

below

Staythorpe Crossing signal box 35 lever frame



Staythorpe Crossing Signal Box:

The actual date of opening of this signal box is not known but it is believed to be around October 1950. A later extension, clearly visible from the outside is another mystery. The box was extended by 5ft in 1960 when the current 35 lever frame was installed however the frame, which has not been reduced in size, does not occupy the full length of the extension as would be expected.

Staythorpe Crossing, which is an LMS Type 11c box, was initially provided to serve the new power station built here with its sidings and reception roads.

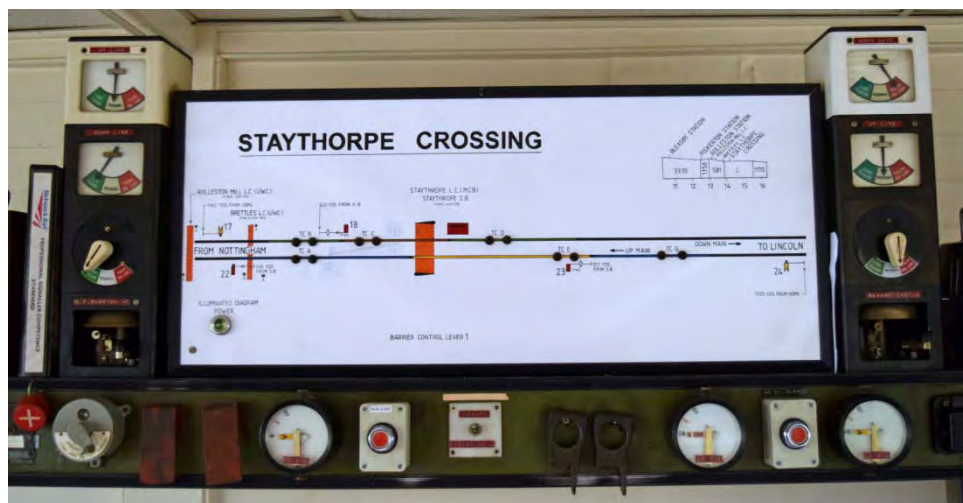
Absolute block applies in both directions fringing with Newark Castle towards Lincoln (Down direction) and Fiskerton Junction towards Nottingham (Up direction).

Unlike Newark, all signals controlled from Staythorpe Crossing are semaphores with 17 (distant), 1182 yards from the home signal on the Down being the furthest pull.



below

Staythorpe Crossing signal box.
signalling diagram and BR Block
instruments on the block shelf

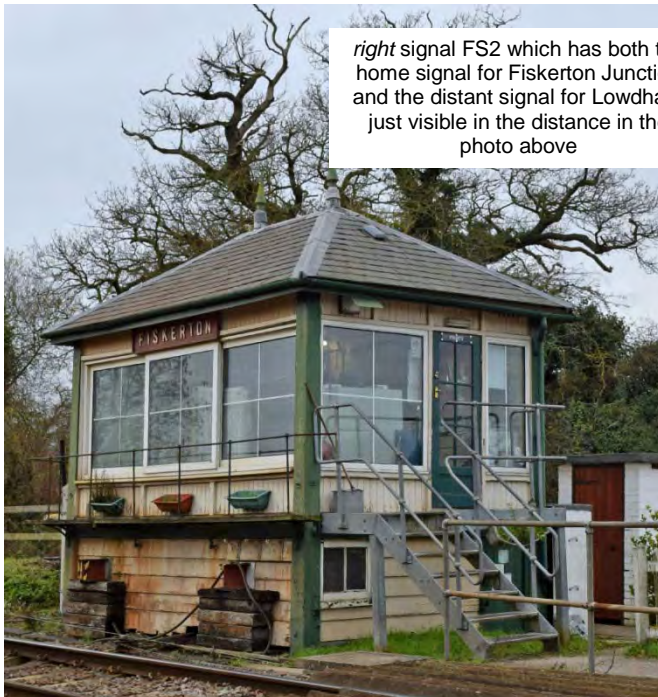


Rolleston Gate Box (adjacent Rolleston Station):

The most uninspiring of the signalling locations on the line, Rolleston is a simple portakabin (see inset overleaf top) housing the crossing keeper for the adjacent level crossing. The station is remote although the road across the railway here provides access to Southwell Race Course so must be extremely busy when meetings are taking place (see photo overleaf top also showing the Up distant FS1 signal).

Fiskerton Station Ground Frame:

This Midland Railway Type 3a box was built in 1902 and whilst originally a signal box was downgraded to a gate box from 2nd December 1934 which it has remained since. In the original frame of 16 levers only 5 are understood to now be in use. Unfortunately, access to this location was refused by the signaller perhaps understandably as they were being kept very busy with opening and closing the wooden crossing gates due to the additional Lincoln Market traffic. The box is notably subsiding with it leaning away at a marked angle from the railway.



right signal FS2 which has both the home signal for Fiskerton Junction and the distant signal for Lowdham just visible in the distance in the photo above



Fiskerton Junction Signal Box:

Built 1929 to a Midland Railway Type 3c design and equipped with a 39 lever REC frame, the box was built to serve Rolleston West Curve, allowing a direct route for Nottingham to Southwell coal trains serving the newly opened Blidworth and Bilsthorpe collieries. The curve closed on 1st March 1965 and the junction was abolished.

Unusually the level crossing gates are still operated by means of a wheel within the box (see right). When Fiskerton Junction was switched out, a disengaging clutch (still insitu) allowed the control of the crossing gates to be disengaged from the signal interlocking. This permitted the crossing gates to be operated independently by the adjacent Morton Ground Frame.



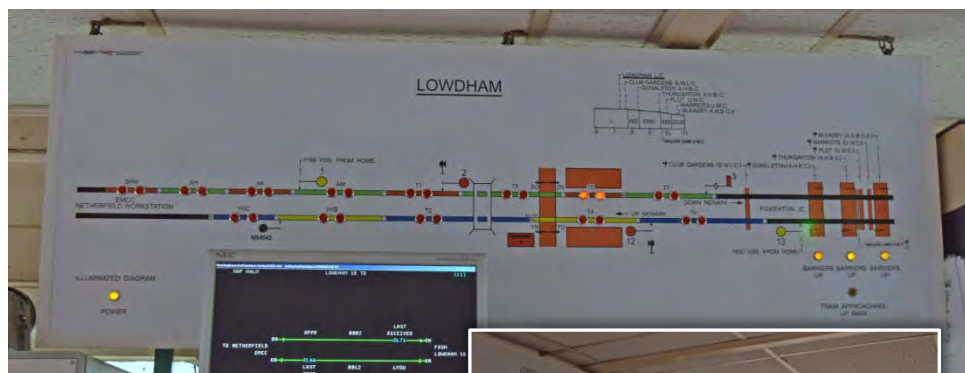
Morton Ground Frame:

This diminutive Ground Frame hut is located on the opposite side of the level crossing to Fiskerton Junction on the Down Lincoln. It is built to a Midland Railway design but date of construction is unknown. It has an 8 lever frame and although disused for many years the frame remains in place. See photo below which also shows the modern signal post holding Fiskerton Jncts Down home and distant for Staythorpe Crossing.



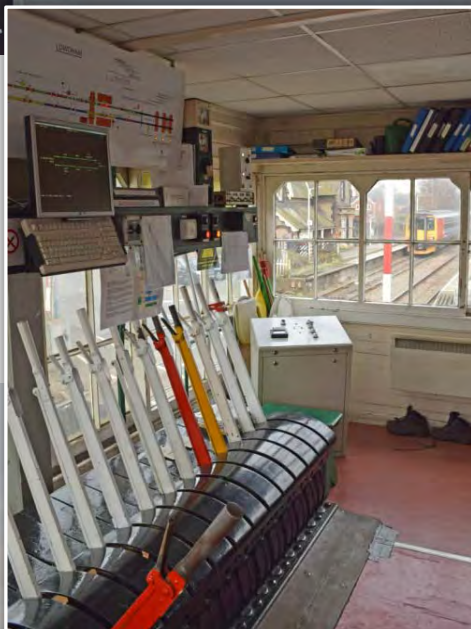
Lowdham Signal Box:

The final box on the line is Lowdham, which is also the oldest, built in 1896 to a Midland Railway Type 2b design and due to be abolished along with the other signal boxes on this line in November 2016.



There is the possibility of this box being preserved and if it is, it will be moved from its current location adjacent to the running line to the Down platform of Lowdham station. Hopefully this will permit it being opened to the public for viewing.

The signalling diagram (see above) has been recently replaced and this now reflects that in the Up direction, Lowdham works to the East Midlands Control Centre at Derby. The Down direction remains absolute block, albeit with some track circuiting to Fiskerton Junction.



above
Lowdham signal box interior
and part of the lever frame
with an EMT Cl.156 seen
through the window
calling at the station

Only five levers in the box remained in use at the time of my visit and there is only one semaphore signal still under Lowdham's control – No. 3 on the Down Newark. Standard BR block instruments are installed.

photos by Mark Richards



PRESERVATION GALAS

Bo'ness & Kinneil Rly Winter Diesel Gala, 2nd-3rd Jan 2016:

Three members as far as I know visited the annual Winter Diesel Gala on the BKR (all Sunday), Gareth Patterson (Saturday), Iain Gardiner (Sunday) and Derek Sneddon (Sunday) whose words are used here. Photos are by all three as shown and are all at Bo'ness.

The timetables were as follows with all services from Bo'ness to Manuel with 47643 on the rear for ETH:

Saturday (as recorded by Gareth)	Sunday (as recorded by Derek)
09.30 56113	26038
10.30 26038	37025
11.30 73966 & 26038	20020
12.30 37025	73966
13.30 73966 & 73967	
14.30 56113	73966 + 73967 *
15.30 73966	
16.30 20020	
17.30 73966 & 73967	56113*
18.30 37025 incl 56113 on rear	

below
56113 manoeuvring out
of the yard for the
14.30 service
2nd January 2016
(Gareth Patterson)

I paid a visit on the Sunday morning. The home fleet of 20020, 26038 'Tom Clift', 37025 'Inverness TMD' (its last Gala before going on hire to Colas Rail) & 47643 were bolstered by visiting locos Colas Rail 56113, CS 73966 & 73967. 37403 was being finished off in the diesel shed (see photo last month). There was a cold wind from the North sea with one shower that just happened as 20020 was coming from the yard. There was a pretty good turnout of people on the trains and in the station.



left 26038 on the
09.30 service,
3rd January 2016
(Derek Sneddon)



right 73966 on the 12.30 service,
3rd January 2016
(Derek Sneddon)



37025 manoeuvring out of the yard
for the 10.30 service, 3rd January 2016 (Derek Sneddon)

right
20020 on the
11.30 service,
3rd January 2016
(Derek Sneddon)



73967 + 73966 manoeuvring back onto
the 13.30 service, 2nd January 2016
(Iain Gardiner)

East Lancs Railway Gala, 16-17th Jan 2016 by Colin James:

A trip was made to the East Lancs Railway, after an absence of 10 years, to view the return to traffic of 'Flying Scotsman' numbered 60103, 103 or 502, depending on the viewing angle! An early start on Saturday meant being at the Bury Bolton St station by 08.20 on a crisp clear and frosty morning. The station was already busy, with an air of anticipation, waiting for the first view of 'Flying Scotsman' moving up from the Barron St works. 31466 was in the station engine running (see photo right), attached to the south end of a mixed rake of Maroon Mk1s and blue/grey Mk2s in platform 4, acting as a carriage heater. It was to stay attached to the stock for the whole weekend.



09024 made the first moves at 08.25 (see photo left), working into the station to attach to the Pullman liveried dining set that was stabled in platform 2. It would take the stock to the carriage sidings to the south of the station.

'Flying Scotsman' duly appeared and ran through the station to then drop onto its coaching stock at the north end of platform 4. There was no time to turn 'Flying Scotsman' during the week after attention was needed for its air braking system, so it still faced south, the same as the previous week. This meant that the southbound boiler first runs would have 31466 immediately behind the loco. All Flying Scotsman hauled trains were for pre-booked ticket holders only with an 8 coach mixed

Mk1 & Mk2 rake. The northbound services were non-stop Bury to Rawtenstall, the southbound non-stop Rawtenstall to Heywood, before returning the Bury.



left 60103 (showing its 103 side) southbound through platform 3 at 10.23, working 2J52 09.50 Rawtenstall – Heywood non-stop service, 16th January 2016

There were 2 other steam engines in service on each day for the general public, both with 5 coach rakes of Mk1 coaches. On Saturday 16th public services were worked by West Country 4-6-2 34092 'City of Wells' (with Golden Arrow paraphernalia) in BR Green and 5MT 2-6-0 Crab 13065 in LMS Maroon. Both engines were facing north. On Sunday 17th public

services were worked by 34092 and Stanier Black 5 4-6-0 45407 in BR Black. The West Country still faced north, the Black 5 faced south.



Once the services had started and breakfast had been taken in the excellent station buffet, a walk was made over to the Bury Transport Museum yard to the small diesel shed and the viewing area for northbound departures exiting the tunnel. CI.01 D2956 was running and soon moved a short rake of wagons out of the yard at 10.35 to create room (see photo left). 08164 'Prudence' was then started, so that it could shunt a de-bodied class 14 D9502 out of the shed to the yard (see photos below). This was to allow the seized engine to be craned out. The body and frames are to be shot blasted whilst the engine is out, and a replacement engine has been sourced. Hymek D7076 was stabled inside the diesel shed.



From there a move was made to the Burrs Country Park on the northern outskirts of Bury, a busy location for the passing trains. The nice sunny start to the day lasted until around lunch time when the cloud built up and the forecast snow arrived, though somewhat earlier than anticipated. A few hardy souls stayed out in the snow to photograph the mid afternoon services, but the day finished early.



above 45407 Bury Bolton St platform 2 at 09.27, on 2H50
09.30 Bury – Heywood
17th January 2016



left 13065 passes Burrs Country Park at 13.24
working the delayed 13.10
2J61 12.35 Heywood – Rawtenstall
16th January 2016

After an overnight stay in the area, Sunday started with about an inch of snow covering the ground. At Bury Bolton St station 09024 was in platform 2 again attached to the Pullman liveried dining stock, to work the ECS out of the station. Services were the same as Saturday, with the exception of the loco change. Burrs Country Park was visited again, for a set of pictures in the snow, before leaving for home.



34092 passes Burrs Country Park at 10.05
working the delayed 09.50 2G53
Bury – Rawtenstall,
17th January 2016

60103 (showing its 502 side) + 31466 passes Burrs Country Park southbound at 10.28 on 2J52 09.50 Rawtenstall – Heywood non-stop service, 17th January 2016



by **Derek Sneddon**

2015			24th December (cont)		8th January	
16th December			13.30 60002 6S36	DS-GM	13.30 60002 6S36	DS-GM
05.45 66424 4H47	MN-IS		27th December		9th January	
06.30 66075 6A32	MN-AB		13.00 68017 4A13	GM-AB	05.45 66430 4Z47	MN-IS
08.30 66545 6A65	OX-AB		28th December		06.30 66003 6A32	MN-AB
13.00 68005 4A13	GM-AB		05.45 66303 4H47	MN-IS	13.30 60002 6S36	DS-GM
17th December			13.00 68017 4A13	GM-AB	17.36 66519 6K04	MN-Carmont
00.30 66102 6H66	MN-IS		29th December		17.54 66607 6K05	MN-Carmont
05.10 66618 6H51	OX-IS		06.55 56113 6R46	GM-PW	20.05 66722 6K06	MN-Carmont
05.45 66432 4H47	MN-IS		13.00 68017 4A13	GM-AB	21.07 66230 6K03	MN-LN
18th December			13.30 60002 6S36	DS-GM	22.41 66111 6K02	MN-LN
06.30 66100 6A32	MN-AB		30th December		22.56 66007/150 6K01	MN-LN
08.30 66545 6A65	OX-AB		05.45 66430 4H47	MN-IS	23.36 66596/552 6K10	MN-Barry Links
13.30 60002 6S36	DS-GM		06.30 66150 6A32	MN-AB		
19th December			13.30 60002 6S36	DS-GM	11th January	
11.20 68002 4M30	GM-DV		31st December		05.45 66430 4H47	MN-IS
13.00 68005 4A13	GM-AB		05.45 66303 4H47	MN-IS	08.30 60002 6B01	GM-RI
20th December			13.00 68017 4A13	GM-AB	12th January	
05.45 66421 4H47	MN-IS		2016		05.45 66303 4H47	MN-IS
21st December			2nd January		13.00 68003 4A13	GM-AB
05.45 66421 4H47	MN-IS		05.45 66430 4Z47	MN-IS	13th January	
13.00 68005 4A13	GM-AB		06.30 66100 6A32	MN-AB	05.45 66303 4H47	MN-IS
22nd December			4th January		06.30 60002 6S36	DS-GM
05.45 66430 4H47	MN-IS		05.45 66427 4Z47	MN-IS	06.30 60074 6A32	MN-AB
06.55 56113 6R46	GM-PW		5th January		08.30 60076 6A65	OX-AB
13.00 68005 4A13	GM-AB		05.45 66427 4Z47	MN-IS	13.00 68003 4A13	GM-AB
13.30 60002 6S36	DS-GM		06.55 56113 6R46	GM-PW	14th January	
23rd December			13.30 60002 6S36	DS-GM	05.10 60021 6H51	OX-IS
05.10 66603 6H51	OX-IS		13.30 68017 4A13	GM-AB	05.45 66430 4H47	MN-IS
05.45 66303 4H47	MN-IS		6th January		13.00 66303 4A13	GM-AB
06.30 66100 6A32	MN-AB		05.45 66427 4Z47	MN-IS	15th January	
08.30 66607 6A65	OX-AB		06.30 66100 6A32	MN-AB	05.45 66430 4H47	MN-IS
13.00 68005 4A13	GM-AB		13.00 68017 4A13	GM-AB	06.30 66165 6A32	MN-AB
13.30 60002 6S36	DS-GM		13.30 60002 6S36	DS-GM	06.30 60002 6S36	DS-GM
24th December			7th January		13.00 66303 4A13	GM-AB
05.45 66424 4H47	MN-IS		05.45 66430 4Z47	MN-IS		
13.00 68017 4A13	GM-AB		13.00 68003 4A13	GM-AB		

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

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

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).

2015		21.50 66025/115/120/019/213/035/ 107/110/139/065 0X98	BS-AD	4th January (cont)	
22nd December		28th December		11.10 60017 6B13	RN-WH
08.28 66221 6M81	MG-RO	11.01 4425 4V38	DV-WG	15.02 66117 6V92	CY-MG
10.41 66415 4V38	DV-WG	11.03 60063 6B13	RN-WH	16.06 66169 6V07	RO-MG
11.12 60017 6B13	RN-WH	12.32 70005 4V09	RG-SG	16.07 66221 6M41	MG-RO
12.19 60054 6E41	WH-LY	29th December		16.25 66849 0F84	WW-CF
13.15 37611/57003 6M56	BE-CE	10.51 66424 4V38	DV-WG	5th January	
16.11 66221 6V07	RO-MG	11.08 60017 6B13	RN-WH	08.35 60063 6M81	MG-RO
18.22 66115 6V06	HD-NT	14.32 37259/610 6M63	BR-CE	10.39 66304 4V38	DV-WG
19.00 66066 6Z44	AW-LY	30th December		11.13 60017 6B13	RN-WH
19.24 60017 6B47	WH-RN	11.08 60017 6B13	RN-WH	12.00 66161 6V05	RO-MG
19.53 66149 6V69	BS-AD	14.02 56302/087 0Z56	BL-WVV	12.34 60054 6E41	WH-LY
20.07 66415 4M36	WG-DV	14.11 57312/304 6M56	BE-CE	13.20 37425/611 6M56	BE-CE
23rd December		18.54 66766 6E81	PY-Hexthorpe	15.00 66019 6V92	CY-MG
09.09 66730 6V80	WE-PY	31st December		16.06 60063 6V07	RO-MG
10.40 70005 4V09	RG-SG	12.17 60054 6E41	WH-LY	19.32 66199 6V69	BS-AD
11.14 60063 6B13	RN-WH	12.55 DR75407 6J84	RY-CF	6th January	
12.00 66421 4V38	DV-WG	2016		11.20 66423 4V38	DV-WG
12.53 37259/610 6M63	BR-CE	2nd January		11.25 60100 6B13	RN-WH
19.00 60063 6B47	WH-RN	05.55 60020 0Z60	TO-WS	12.02 66133 6V05	RO-MG
20.05 66421 4M36	WG-DV	09.59 70004 4V09	RG-SG	12.19 66088/60054 6E41	WH-LY
21.03 66037 6V55	BD-RN	3rd January		12.52 66849 0Z66	CF-WVV
21.09 66747 6E35	CF-PC	11.50 66304 4V38	DV-WG	13.49 37059/610 6M63	BR-CE
22.54 66102 6V04	KY-CT	17.15 66069 6E47	MG-MD	17.06 66156 6V35	BS-AV
24th December		4th January		19.57 66523 4V18	WW-FR
10.47 70005 4V09	RG-SG	08.13 66169 6M81	MG-RO	20.48 66165 6V55	BD-RN
11.53 60054 6E41	WH-LY	10.50 66304 4V38	DV-WG	22.31 66078 6V04	KY-CT
27th December		11.01 66154 6V35	RM-CT	7th January	
11.23 66430 4V38	DV-WG			13.15 57305/312 6M56	BE-CE

7th January (cont)			11th January (cont)			15th January (cont)		
17.56 66769 6Z81	PY-Hexthorpe		17.20 66148 6V35	BS-AV		14.59 66060 6V92	CY-MG	
20.07 66019 6E30	MG-HL		20.00 66221 6V55	BD-RN		15.57 60100 6V05	RO-MG	
20.12 66421 4M36	WG-DV		20.24 66424 4M36	WG-DV		16.06 66429 4Z38	DV-WG	
20.17 66006 6V65	SA-CT		20.45 66016 6Z44	East Usk-LY		16.34 66136 6V07	RO-MG	
21.38 66747 6E35	CF-PC		12th January			21.00 66015 6V55	BD-RN	
22.30 66020 6V35	RM-CT		08.30 66201 6M81	MG-RO		22.36 66769 6V80		
22.30 66016 6E47	MG-MD		09.08 66769 6V80	WE-PY		Gascoigne Wood-PY		
22.53 66120 6V61	RO-MF		12.28 66136 6V05	RO-MG		22.39 66162 6V81	RM-CT	
23.41 66078 6V93	CY-MG		13.00 57003/37602 6M56	BE-CE		22.59 66429 4Z36	WG-DV	
8th January			13.54 66021 4E66	MG-RA		16th January		
11.02 60063 6B13	RN-WH		14.55 66110 6V92	CY-MG		10.59 60059 6E41	WH-LY	
12.13 66006 6Z45	LD-AD		18.59 66060 6V06	HD-CT		12.53 66155 6E66	MG-SC	
12.52 66423 4V38	DV-WG		19.33 66156 6V69	BS-AD		18.58 66040 6M60	HF-BS	
14.46 56303 0Z31	WW-BT		20.14 66131 6E30	MG-HL		21.42 66090 6V29	LC-CT	
17.07 66176 6V35	BS-AV		13th January			17th January		
19.59 66563 4V18	WW-FR		08.29 66069 6M81	MG-RO		11.33 66426 4V38	DV-WG	
9th January			11.02 66424 4V38	DV-WG		17.22 66060 6E47	MG-MD	
06.35 66020/090/110/120 0L40			11.11 60100 6B13	RN-WH		20.23 60015 6E30	MG-HL	
	MG-BS		11.50 60059 6E41	WH-LY		19th January		
12.17 66424/423 4Z36	WG-DV		12.29 66110 6V05	RO-MG		08.37 66100 6M81	MG-RO	
14.08 70803 0F75	WW-WY		12.55 66021 6V67	RA-MG		10.52 66429 4V38	DV-WG	
10th January			13.47 37602/57003 6M63	BR-CE		11.00 66077 6V35	RM-CT	
11.47 66427 4V38	DV-WG		14.55 66136 6V92	CY-MG		11.14 60019 6B13	RN-WH	
17.32 66165 6E47	MG-MD		17.08 66120 6V35	BS-AV		12.20 60059 6E41	WH-LY	
19.32 66090/011/100/086/020			18.58 66769 6Z81	PY-Hexthorpe		13.44 37609/57003 6M56	BE-CE	
	0L40		20.04 66553 4V18	WW-FR		14.57 66139 6V92	CY-MG	
19.48 60063 6E30	MG-HL		20.09 66161 6E30	MG-HL		16.03 66100 6V07	RO-MG	
11th January			21.20 66722 6E35	CF-PC		20.00 66058 6V55	BD-RN	
10.50 66432 4V38	DV-WG		14th January			20.09 66507 4V18	WW-FR	
11.02 60019 6B13	RM-CT		08.28 66110 6M81	MG-RO		20th January		
11.15 60017 6B13	RN-WH		11.48 60100 6B13	RN-WH		10.00 66721 6V80		
12.00 DR80206 6U26	WY-WS		12.04 66155 4E66	MG-RA		Gascoigne Wood-PY		
12.01 66116 0V67	IM-GL		12.19 60059 6E41	WH-LY		11.01 60019 6B13	RN-WH	
12.59 DR73805 6J44	WY-GL		12.27 66201 6V05	RO-MG		12.28 66199 6V05	RO-MG	
13.49 66116/60044 6E41	WH-LY		15th January			14.20 37601/059 6M63	BR-CE	
15.04 66158 6V92	CY-MG		08.28 66136	MG-RO		14.47 60059 6E41	WH-LY	
15.19 DR77906 6U44	KS-LR		09.09 66115	MG-CY		15.02 66158 6V92	CY-MG	
16.00 66021 6M41	MG-RO		11.11 60019 6B13	RN-WH		17.09 66207 6V35	BS-AV	
16.19 66090 6V07	RO-MG		12.24 60059 6E41	WH-LY		2028 66093 6V55	BD-RN	
			12.59 66155 6V67	RA-MG				

RAILTOUR NEWS

by David Spencer

After an eight month break I booked on two Pathfinder trips around Christmas. Sadly due to some extraordinary bad behaviour which included 'mooning' out of an open window by a few drunken louts, DRS pulled the plug on the Yuletide East Yorkshireman to preserve their operating license and I lost an opportunity to travel a on a very rare (for me) line from Hull to Scarborough, which I had never done going north. Thus three weeks later on Saturday 2nd January 2016 I drove over to Stourbridge Junction to join the 1Z60 'Mini Tug' tour covering two freight branches in a circular route. It arrived on time with 66001 t&t 60020, both in DBS red for the short distance to Round Oak where we touched the buffers on the headshunt. Reversing we returned through Stourbridge to Worcester where we used the through siding behind Shrub Hill station then along the Cotswold line to Oxford as 1Z61 keeping more or less to time. Due to alleged pathing problems we travelled through Oxford station at 12.13 and into the up and down loop and waited over half an hour to reverse back into the station during which time only one southbound Cross Country train passed us, the 12.16, so why they did not hold us in the loop north of Oxford and let us follow the Voyager in just beggars belief. Here we had just over one and a half hours in the pouring rain to go into town or do some spotting, I did the latter and saw three green Cl.166s, which look much better with the GWR markings than the plain green I had seen previously.

After servicing the coaches we set off to Kennington Junction as 1Z62 and down the Morris Cowley branch where we went well beyond the Network Rail boundary to the points at the far end of the fan sidings. Whilst on BMW property we all had to remain in our seats and they closed all the food and retail outlets until we were back on Network Rail track. They also specified no photographs but as far as I could see there was precious little to photograph! We then reversed again to the junction and across into Hinksey yard up to the north end. From Hinksey north to south we had 08742 as haulage then waited and waited until dusk. Of interest to most of us was three Colas 70805/06/08 but as we waited for the darkness to descend it was virtually too dark to photograph them.

At this point I should mention the ramifications following the bout of bad behaviour. All the drop windows had a sign 'must remain closed whilst the train was in motion' and in addition we were told even when not moving do not stick our heads out or even cameras, as we were being watched which made photography even harder. It remains to be seen if DRS come back or if any other bad behaviour on Pathfinder or any other operators train will cause all specials to be cancelled. It was a rather subdued cential on board. It was 16.23 when we left Hinksey so were in the Oxford area for over four hours which in January to me was a tragic waste of good daylight hours and I struggle to believe it was that hard to find us a path, but of course we must do as NR allow. It was pitch black before we reached Didcot and suffered a rather boring 5½ hours in the dark not knowing what loops we did or did not do, travelling from Didcot via Swindon and Bath and the Temple Meads avoider to Bristol Parkway and up the Midland main line turning off to Worcester and ending up at B'ham New Street.

The new rules certainly reduced our enjoyment and the weather was abysmal throughout, but we did do both branches to their full extent and most of the loops though we missed Stevenon. However we were held at Challow which was not advertised and there may have been others but we made the best of it helped by good company in our block of four seats and I hope that they will still be running trips when I am next tempted to book.

RAILTOUR PHOTO SPOT - I



4-6-0 Castle 5043
'Earl of Mount Edgcumbe'
on 1Z50 07.42 Tyseley Warwick
Road - Lincoln, Nottingham,
5th December 2015 (Mark Richards)

RAILWAYS & MUSEUMS

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

National Mining Museum Scotland, Newtongrange:

The National Mining Museum Scotland is based at Lady Victoria Colliery, Newtongrange in Midlothian south of Edinburgh. The entrance is on the A7 and now has access from the recently re-opened Borders Railway and the new station at Newtongrange. All the following photos were taken on a visit on the 4th June 2015 unless shown otherwise.



above with the undercroft and rolling stock on the left below the winding gear, the main visitor entrance is to the right, as seen from the car park (the A7 is to the right), 30th September 2011



above the undercroft with loco + wagons

Lady Victoria Colliery was Scotland's first super pit opened in 1895 by the Lothian Coal Co. and closed in 1981. First opened as a Museum in 1984, the 4 acre Grade A listed site is the best preserved Victorian colliery in Europe and is almost complete. It is progressively being refurbished / stabilised to allow further public access as most of the buildings are still internally in a derelict condition though all have been weatherproofed. The open air undercroft which contains railway sidings was stabilised in 2009-11 and contains Andrew Barclay 0-4-0ST 21 [2284] built 1950, still in the livery of West Ayr Area plus three wooden 7pl standard gauge open coal wagons, NCB 22, Newbattle 41 and Arniston 515. Two of the wagons came from Prestongrange Mining Museum (subject of a future article). All these items can be seen from the car park and the approach to the museum entrance though visits to the undercroft are only possible with a guide.



above wagons 515 + 41 + 22 + loco 21 [2284] below wagon NCB 22



wagon 41



There are another three narrow gauge diesel mining locos inside the museum:

2'-6" gauge 4wBE flameproof
B3325A built 1987 by Clayton

2'-6" gauge 4wBE B5871A
built 1971 by Clayton

3'-6" gauge 0-6-0DM flameproof
built 1955 by Hunslet
(training loco)

right & below
0-4-0ST 21 [2284]



The Museum is open 7 days a week:
10.00 – 16.00 with guided tours of the pithead
throughout the day (last entry 14.30).
Ticket prices are:
Adult £8.50, Child FREE (up to 3 children with 1
full paying adult), Concession £6.50

For further info view the website
<http://nationalminingmuseum.com/>

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.

Not the best start for Metrolink in 2016 with 5 cars in 6 days finding their way onto the tracks. Three of the cars took to the tracks at Holt Town tram stop on the Ashton line close to the Ethiad Campus on the 9th / 12th / 13th with another on the Airport line on the 15th followed by a further wandering at Droylsden on the Ashton line on the 16th. There was a collision between a car and tram 3011 at Oldham on the Rochdale line on the 20th. The usual delays were incurred while removing the vehicles involved. On Friday 22nd a pedestrian was hit by a tram near the Harbour City stop on the Media City/Eccles line but received only slight injuries.

A teenage fare dodger was arrested at Victoria tram stop and given many opportunities to provide information – name and address. After spending six hours in the custody cells he finally agreed to give his name and address and was sent on his way.

Transport for Greater Manchester tender documents contain recommendations for more trams on most lines to operate until 20.00 and 18.00 hours on weekdays and Saturdays respectively. Apart from Bury, Altrincham and Shaw & Crompton services which run every six minutes, due to doubling of routes it would suggest East Didsbury, Manchester Airport, Ashton and possibly Eccles/Media City could have increased frequency of services from twelve to six minutes. With the current fleet plus outstanding trams to be delivered it would seem the additional frequent services would require the possibility of less double trams to create the additional capacity or will more trams be required. Only time will tell.

Tram 3110 was the first delivery of 2016 arriving at Queens Road depot on the 23rd January.

Tram 3058 is the first to carry full vinyl livery for **KAYAK.co.uk** for a commercial company.

Observations for the 16th January 2016 were as follows: (92 trams in service)

Cornbrook 08.50-10.20:

Bury - East Didsbury: 3001, 3002+3041, 3014+3028, 3015+3031, 3016+3048, 3024+3039, 3025+3047, 3032+3058, 3034+3037, 3045+3052

Altrincham - Ethiad Campus:

3044,3003+3012, 3004+3008, 3006+3029, 3027+3030, 3040+3060, 3046+3051, 3055+3056

Altrincham-Deansgate/Castlefield: 3005/033/035/053/057

Eccles/Media City - Piccadilly:

3062+3074, 3063+3068, 3067+3084, 3069+3078, 3071+3096, 3076+3097 & 3086+3091

Manchester Airport - Cornbrook: 3013/049/066/077/081/089/095/100

Old Trafford Depot 10.25-10.35: 1020/1023, 2001, 3017/3019/3023/3054/3061 & 3080

Queens Road Depot 11.10-11.30: 3018/109

Victoria 11.35-13.15:

Bury - Piccadilly: 3010/3020/3026/3038/3043/3050/059

Shaw & Crompton - Exchange Square: 3064/075/083/101/103/106/108

Rochdale - Ashton:

3011/036/042/073/079/082/085/087/092/098/104/105/107, 3070+3072, 3088+3094

Trams not seen: 3007/009/021/022/065/090/093/099/102

ADVERTISEMENT – GB Bus Group (GBBG)

Belonging to ICRS tells us you have an interest in vehicles involved in travel, whether it is to do with their design or simply number-crunching. That being the case, have you also got an interest in **buses** in the UK ? **GBBG** may already be known to you from its link with ICRS in the past, but if you haven't thought about joining us before, why not reconsider? Our annual membership subscription is **£15.60**, so why not write to our Secretary, Hazel Roberts, at 37 Abbey Place, Crewe CW1 4JR for further information? It could well be of benefit to you as a fellow transport enthusiast.

RAILWAY GLOBETROTTERS

Around the World in 40 Days by Ray Smith - Part 1:

Ffestiniog Travel celebrated their 40th anniversary as a tour operator in 2014. They decided to run a special tour to commemorate this. This tour circumnavigated the world in the Northern Hemisphere. The idea was to do it all by rail (apart from the Atlantic and Pacific oceans). There were many interesting places visited at the many locations we passed through. I will mention these although this article will concentrate on the railway side of the tour.

Day 1 – Saturday, 3rd May, 2014:

We all met at the St. Pancras Renaissance Hotel late afternoon prior to departing London the next day.

right 2755 arrives at Brussels Midi with a rake of double deck, push pull stock, 4th May 2014

Day 2 – Sunday, 4th May, 2014.

So off we go, departing St Pancras on Eurostar 373209 + 373210 to Brussels. Despite being a Sunday, Brussels Midi was quite busy. Most of the services were dominated by new build electric locomotives from Cl.1800 and 1900. The units were also new build Cl.080xx and 085xx.

We continued to Frankfurt on ICE set 406011, arriving in Frankfurt late afternoon. Typically of Germany the station was still busy with some of the new ICE Cl.407s seen.



Vias/RMV Frankfurt unit 413, with DB computer number vehicle 428147 nearest the camera awaits departure from Frankfurt Main, 4th May 2014



still being delivered class 080 No 08120, already with side damage, arrives at Brussels Midi, 4th May 2014

Day 3 – Monday, 5th May, 2014:

The morning was spent on a sightseeing tour of Frankfurt. Many trams were seen before going to the station to catch an ICE (411062) to Vienna. Vienna and Prague have the largest tram networks in Western Europe.

Day 4 – Tuesday, 6th May, 2014:

We had a free morning, so I spent it looking at the trams. Pages of numbers wrote down before an afternoon visit to the Schönbrunn Palace. This was followed by a concert in the Baroque Orangery featuring Strauss compositions.

right Vienna tram 4026, one of the hundreds of trams operating in the Austrian capital, 6th May 2014





Wiener Lokalbahn also run trams into Vienna, as with 407, 6th May 2014



the 40xx class of trams normally have a 14xx trailer that normally has the same last two digits. as with 1459 being pulled by 4059, 6th May 2014



above Vienna also has a large metro / Underground system, here 3257 leads a train to the capital arriving at Schönbrunn, 6th May 2014

Day 5 – Wednesday, 7th May, 2014:

A morning visit to the Spanish Riding School before taking a taxi to the railway museum. The only problem was the driver did not know where it was. Eventually, after phone calls he got us there on the outskirts at Fusti. This was a wonderful museum with an open roundhouse full of steam locomotives and inside, another half roundhouse with an assortment of units and carriages. The yards outside displayed an assortment of diesel and electric locomotives. As we stood there, a shunter M32 2040 brought 4-6-0 109 109 into the museum. I have been hauled by this locomotive in the past from Budapest to Estergom (the former capital).

Day 6 – Thursday, 8th May, 2014:

the last of this recently delivered new class of trams, 2040 is seen running between Buda and Pest, 8th May 2014

This was designated as a free day. We got city day tickets and caught a taxi to the railway museum. The only problem was the driver did not know where it was. Eventually, after phone calls he got us there on the outskirts at Fusti. This was a wonderful museum with an open roundhouse full of steam locomotives and inside, another half roundhouse with an assortment of units and carriages. The yards outside displayed an assortment of diesel and electric locomotives. As we stood there, a shunter M32 2040 brought 4-6-0 109 109 into the museum. I have been hauled by this locomotive in the past from Budapest to Estergom (the former capital).





Budapest has a small transport museum in Statue Park and standing outside in a position difficult to photograph is 4-8-0 424 001, 8th May 2014



2-6-2T No 375 1032, 8th May 2014



2-6-2T No 342 006, 8th May 2014



4-6-0 No 328 054, 8th May 2014



4-8-0 424 365, 8th May 2014

0-6-0 1026, 8th May 2014



B shunter A26 040, 8th May 2014



B shunter A21 064, 8th May 2014



Bo-Bo M43 1001, 8th May 2014



B M28 1001, 8th May 2014



4-6-0 No. 109 109 being propelled into the museum by M32 2040 (see below left)



right will this unidentified 4-6-0 ever work again ?, 8th May 2014



Bo-Bo M47 2070, 8th May 2014



Bo-Bo V41 523, 8th May 2014



Centre cab electric No. 11, 8th May 2014



Bo-Bo V55 004, 8th May 2014



above Nohabs, A1A A1A M61 001, behind it is sister M61 020 below Railcar 20, 8th May 2014



Budapest tram 4169, 8th May 2014



above
panoramic view of
Cl.5341s. (left to right)
036/050/005/031 and 027,
Budapest Deli station,
8th May 2014



right
Bo-Bo 460 001 shunting at
Budapest Deli station,
8th May 2014



431 006 on one of the narrow platforms,
Budapest Deli station, 8th May 2014



Private operator GYSEVs 430 327 arriving
Budapest Deli station, 8th May 2014



left
VF10 and VF11
stand side by side,
formerly CI.V42 5xx
locomotives
converted to electric
heating units.
NB the tracks they
stand on are
severed from the
platform lines
Budapest Deli
station,
8th May 2014

The rest of the day was spent riding the trams to and from the terminuses before spending time on Kelenfold, a station on the outskirts which sees many passenger trains as well as passing freights.



431 124, Budapest Nyugati station, 8th May 2014



470 010, Budapest Nyugati station, 8th May 2014



Czech Republic 350 018
Budapest Keleti station, 8th May 2014



480 017,
Budapest Kelenfold station, 8th May 2014

photos by Ray Smith (to be cont)

RAILTOUR PHOTO SPOT - 2



4-6-2 46233 'Duchess of Sutherland' plus Mk1 support coach
99041 (35476) moving from MRB to Carnforth for its duties on the Winter Cumbrian Mountain
Express, Lichfield Trent Valley, (11.52) 29th January 2016 (Peter Davis)

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

Converted / Re-coded:

9500047/0371/0492/0560/0665/0679, 965036/5049 are now coded **MXA Bogie Open Box**

These converted wagons are also receiving RIV numbers.

HTA Bogie Coal Hoppers to **Stone Hoppers** 310686/726/791

HYA Bogie Coal Hopper to **Stone Hopper** 375071

Reformed / Recoded: **FCA Bogie Twin Container Flat** 610157 + 610086 + 610158 have been coupled together as a triple sets and recoded **FQA**

Removed from TOPS / For Scrap / Scrapped: 370307/311/323/328/337/343

OTP News:

New:

The third **Robel 69.70/4UK Mobile Maintenance System** comprising 3 vehicles has been delivered:

DR 97503 (99.70.9481.003-0) + DR 97603 (99.7.9559.003-7) + DR 97803 (99.70.9580.003-0)

Network Rail has acquired **ZOA – 12t KRC1200UK Heavy Duty Diesel Hydraulic Crane** 99.70.9319.013-7 DRK 81614 from Kirow and three **FCA** wagons have been converted to run with it support/tool vehicle, counterweight/beam and extension and they may possibly be re-numbered as with the other crane match wagons in the range 97401-418

As reported last month the two new Tampers for London Underground are numbered

775 (99.70.9128.003-9) and 776 (99.70.9128.004-7) with the RIV numbers required to move on NR tracks.

FREIGHT NEWS

DBS moved the first aggregates train of a five year contract with HCM from Dowlow Quarry into the new HCM materials plant at Bevois Park, Southampton on the 14th December 2015.

RAILWAY VEHICLES



Network Rail Komatsu PC360 Loader,
Crewe Basford Hall, 21st January 2016
(Graham Stockton)

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:

UKRL locos are having branding applied to the cabs (see 56098 in **LIVERIES**).

DRS has put the following locos up for sale: 20312, 37503/510/521/608/611/670, 47810/813/818/828/853 and two Mk2 coaches 1254/3374 58022 has been acquired by the Ivatt Diesel Recreation Group to use the frame as a basis for a LMS 'Twin' (10000/10001).

The last SWT Cl.458/0s 8016/21 have moved to Wabtec, Doncaster for conversion to 5 cars joining 485507/516/521/528 under conversion.

All the Cl.378s have been lengthened to 5 cars.

At least 10 Cl.58s based in Spain are back at work building the TGV line to Murcia.

Arriva Rail North is procuring 281 DMU & EMU vehicles from Construcciones y Auxillar de Ferrocarriles (CAF) in Spain which will be leased through Eversholt Rail. The mix of units is 31 x 3 car & 12 x 4 car EMUs and 25 x 2 car & 30 x 3 car DMUs due to enter service by late 2018.

50050/D400 undertook its mainline test on the 25th January 2016.

73969 the 4th to be re-engineered is out on test.

The 3rd DRS DBSO 9710 has been released.

HNRC have put 20016/056*/066*/081/110* up for sale from LM and Scunthorpe Steelworks*.

New:

EMUs: (* on test) 387209* 387210*
387211* 700108* 700109* 700110*

Locos Repatriated: (from France) 66033

Re-formed & Re-Numbered:

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

378228 incl 38428 378229 incl 38429

378230 incl 38430 378232 incl 38432

378233 incl 38433 378234 incl 38434

378255 incl 38455 378256 incl 38456

378257 incl 38457

8006 to 458506 incls 74436 from 460006

8013 to 458513 incls 74437 from 460007

8014 to 458514 incls 74407 from 460007

8017 to 458517 incls 74426 from 460006

Refurbished & Re-numbered:

EMUs:

357212 to 357312 357220 to 357320

Transferred:

Locos: (* into preservation, # from preservation)

01525 PY to BC 08737 CE to CD

08578/659/701 TO – LM 86701 IL to WN

31414 EVR to BH 37255 GCR to BO

37611, 47805/813/818 to (LT)

47501/790/805/841 to CD DRS – LSL

EMU:

4COR 11201 BBR to RSS

Coach: (Mk3 Nightstar) 96371 WB - LR

Names:

New: (* re-applied)

56098 *Lost Boys 68-88*

60020 *The Willows*

Re-applied:

507009* *Dixie Dean*

507026* *Councillor George Howard*



56098 (David Williams)

Recent But Not Previously Illustrated:



43274 as reported last month (Colin James)



66750 as reported in October 2015
(Carl Watson)



378204 as reported in October 2015
(Colin James)



66761 as reported in September 2015
(David Williams)

Removed:

319449 *King's Cross Thameslink*

365530 *The Intalink Partnership*

365536 *Rufus Barnes*

Scrapped:

Mk 3 Coach 41043

NEW STOCK



387208 + 387209
on test, Crewe
(13.50) 11th January 2016
(Martin Evans)



REFURBISHED / RE-NUMBERED STOCK

left
168329 (ex-170309)
now in Chiltern Railways
silver livery on 13.45 to B'ham
Moor Street, Solihull,
5th January 2016
(James Holloway)

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.

right
43192, the 4th GWR
HST power car turned
out with 'Bristol 2015
European Green Capital'
vinyls, Swindon (09.40)
21st December 2015
(Colin Pidgeon)





left
newly named
56098
with UKRL
branding
on the cabside,
Exeter St David's,
30th January 2016
(Malcolm Wallace)



above & below newly named VTEC 43274 'Spirit of Sunderland' with corresponding vinyls, platform 5,
16.36 King's Cross to work the 1D24 17.33 service to Harrogate, 12th January 2016 (Colin James)





above & below 317722 the refurbishment and traction package test EMU in its hybrid livery with two cars white and two in the ex-NEx grey/white livery, Stratford platform 12 at 12.05 to work the 2S26 12.30 Stratford – Bishop's Stortford service, 12th January 2016 (Colin James)



above 375607 hauled by 37884 Kensington Olympia, 23rd January 2016 (Colin James)



above GWR green 57602, the last CI.57 to be repainted but yet to receive GWR branding, running from Derby to OOC (12.41) Harrowden Jct, 21st January 2016 (Colin Pottle)



above 37716 in DRS livery, Crewe (16.28) 22nd January 2016 (Andrew Turnidge)



above the first CI.150, 150232 in GWR green livery (with 143611 + 143618) Paignton, 28th January 2016 (Malcolm Wallace)

ICRS SALES

We have now published 10 books since 2009, 6 of which are in print, 1 is currently unavailable and 3 now longer produced. Those due to be released as new editions will be shown at the relevant time (see below).

Books can be ordered either:

online via PayPal at www.intercityrailwaysociety.org

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

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

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



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

Titles:			Updated to	Prices	
				Member	Non Member
New:					
UKRS02A	UK Combine 2016	IMMINENT	(21 st Jan16)	£12.00	£16.50
Forthcoming:					
UKRS01	UK Pocket Book 2016	MARCH 2016	(21 st Jan16)	£7.50	£10.50
UKRS03	UK Wagons 2016	APRIL 2016	(1 st Mar16)	£9.50	£13.50
Current:					
UKRS01	UK Pocket Book 2015		(1 st Jan15)	£7.50	£10.50
UKRS03	UK Wagons 2015		(23 rd Feb15)	£9.50	£13.50
UKRS04	UK Name Directory		(1 st Dec14)	£10.50	£14.50
UKRS09	Irish Railways 2015		(1 st May15)	£7.00	£9.50
UKRS10	Ultimate Sighting File Vol.1 – Mainline Diesel Locos	SOLD OUT	(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