



# Tracks

the monthly magazine of the

## Inter City Railway Society



Volume 39 No.12  
December 2011

# Inter City Railway Society

founded 1973

[www.icrs.org.uk](http://www.icrs.org.uk)

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## Front Cover Photo:

The Forth Rail Bridge back to its former glory, with northbound ScotRail 158727 just on the bridge having stopped at Dalmeny on the 18<sup>th</sup> November 2011. With some final tidying up still to be done, the cladding has all been removed after years of work to repair and repaint the steelwork, which is now supposed to last 20 years.

**£1.50 where sold separately (post free)**

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



# Society Notice Board



## MERRY CHRISTMAS & A HAPPY NEW YEAR

The Committee of ICRS would like to thank you for your continued support and send best wishes to you and your family for the coming Festive Season

### Editor's Comments:

As promised last month there is definitely more current items in this issue with plenty of news on infrastructure projects, the highlight being the removal of cladding from the iconic Forth Rail Bridge. The seasonal RHTT trains also get a look in with Norfolk workings featured. Birmingham also predominates in articles with our stand at the NEC model show, the ending of the regions long association with CI.150s and the associated farewell tour. I also realised it had been four years since I did **Location 'Spot' Lights** on the three main Birmingham stations so although little had changed until recently I thought it time to provide updates, particularly in relation to what stock can be seen.

The preservation movement suffered two run away accidents only days apart in November, though no public running was involved. On the Pontypool & Blaenavon Railway, 37216+D5627 ran away and hit a Hudswell Clarke shunter and box van on the 13<sup>th</sup> and more seriously a rake of coaches ran away at Grosmont on the North York Moors Railway on the 15<sup>th</sup>. On the PBR D5627 has been left with a droopy nose whilst Gresley designed brake third open 43567 has been badly damaged. Hopefully all will be repaired but more importantly no one was injured.

On the new stock front, the three extra CI.378s are now out & about, the latest 11 car Pendolino 390055 has arrived and most of LMTs 172s are now in use, the latter I have at last now got to see...just the Chiltern ones yet to set eyes on. On the transferred stock front, the ex-DRS CI.66s are now appearing around the network, so it will be interesting to see if they get re-liveried / re-numbered. As Carl reports from Eastleigh most of the ex-Virgin Thunderbird 57s should be in NR yellow by the time you read this, so watch out for them in the southern area. At least one can be seen hanging around Tonbridge Yard now along with 2 of the 3 converted GLVs. With the December timetable change again ringing the changes on stock movements, the remaining CI.142s should also have moved back north from on hire to FGW, by the time you read this. The interesting news is that FGW is to receive the three 'odd' CI.150s, 150001/002/209 and see the return of five CI.180 Adelantes they hurriedly got rid of, including the three hired to Northern Rail which are about to be returned. FGW are also to benefit with 15 stored Mk.3 buffet cars to be converted to standard class. The New Year promises yet again to be fascinating, roll on 2012.

It just remains for me to say Happy Christmas to you all and have a very merry festive season.

### Eastleigh Works Tour, Thurs 15<sup>th</sup> March 2012:

Most of you will know that trips to working railway sites have been limited or downright impossible for many years. It was therefore great to see Bruce Knights embrace the concept of organised tours around Eastleigh Works. These started in Sep. 2011 and our Chairman Carl Watson has been instrumental in the organisation from the start. As ICRS along with other societies based their early existence on tours it is great we can once again offer our members the chance to visit one of the few remaining works sites. The tours are proving extremely popular and are fully booked for the next 4 months. However as promised last month we have secured a tour solely for ICRS members on the 15<sup>th</sup> March 2012. The tour starts at 11.00 from Gate 2 and lasts 2 hours. It costs £10 with all proceeds going to the Mayor of Eastleigh's charities. There is no parking on site so the best way to travel is by rail, the station being a 10 min walk. Alternatively public car parks can be used either at the station or in the town centre. The tour is limited to 20 members and is first come first served (8 places already booked at time of going to press). Anyone wishing to go must fill out an application form, which can be obtained by either emailing Carl or for those without computer access by post from Carl. The forms once completed must be returned to Knights Rail as shown on the form asap or at the latest by the end of February 2012, with the remittance and a sae for the ticket. If as seems likely this trip is fully subscribed, then we will try to organise another later in the year.

Having worked hard to provide this opportunity **PLEASE** make the most of it. Many have asked if we can do trips...here is your chance, support it. Hopefully those going can get to chat before and after on Eastleigh Station.

## New 2012 Books – a message from the Chairman:


You will see below we have announced our first two 2012 publications, the **Wagon** and **Name Directory** books, which will be available by the time you read this. The first **Combine** for 2012 will be available in late January.


Most of you who regularly buy our books will be aware that the prices haven't changed for several years. With increasing costs, particularly postage which we wish to continue doing for free, we have had to take the hard decision to increase prices across the range of books.

"Oh no!" I hear you say, but DON'T despair ! At the same time we've also taken the decision to increase the Member Discount and simplify the Member price. By rounding figures up or down to make it easier to remember Member prices, the current fixed discount of 20% is therefore changing to a variable figure ranging up to a little over 27%. The benefit is that Members will not only **NOT** have to pay the full increased amount but in fact pay less than you do now for 3 books, ie. 19p less for 01 and 9p less for 03 & 04. The increased prices are an *horrendous* 1p more for 02, 11p more for 5, 6 & 19 and in the worst case, 31p more for 07. However non-Members will pay the new retail prices allowing the Society to recoup some of the increased costs without any significant detriment to Members.

We believe that our publications remain the best available and are good value for money and hope that you will continue to support us in buying them in 2012. Remember the beneficial result to all members of book sales has been the increase in size and use of full colour in **Tracks**, which cannot be maintained by membership fees alone.


All that remains is for me to wish you and your Families a happy Christmas and a prosperous and fulfilling New Year.


**Inter City  
Railway Society**



**UK Rail Series No.3  
UK Wagons 2012**

All Network Rail Registered, Privately Owned,  
Air Braked, International RIV, Engineers &  
Internal User Wagons plus Track Machines,  
Channel Tunnel Shuttle Wagons, London  
Underground, DLR, T&W Metro & Engineers Stock

**Inter City  
Railway Society**



**UK Rail Series No.4  
UK Name Directory 2012**

All Current & Previous Names Carried on  
Network Rail Registered Rolling Stock -  
Diesel & Electric Locomotives, Multiple Units,  
Coaching Stock, Departmentals,  
Track Machines, Light Rail, Trams & Underground



The **Wagon Book** above is updated to the 1<sup>st</sup> October 2011 and has one new helpful feature in that wagons known to be stored are shown with the suffix (s). The **Name Directory** last published in 2010 is updated to the 10<sup>th</sup> November and has been reworked to iron out the issues with advertising names and therefore better than ever. Duplicate names v numbers in Part 2 have also been removed. As it is the only such book on the market it is an invaluable reference source and one used regularly by the editor. Full prices etc are shown on the rear cover. Order your copies now via PayPal or from Carl by post.

## Report on Warley National Model Rly Exhibition 2011, NEC Birmingham:

The weekend of the 19<sup>th</sup> & 20<sup>th</sup> November saw us take our improved stand to the National Model Show, NEC run by Warley Model Club. Though we saw little sales we were able to promote the Society and hopefully that will produce new members and book sales in the future. We also had a chance to chat to those members who attended, so thanks to those who introduced themselves. As you can see below we were strategically positioned opposite one of the two real locos present in the hall. I must thank Mark Richards and James Holloway for their help and company and especially my long suffering partner Chris who 18 months ago could not have thought she would be spending the weekend staring at a big green engine. She is getting the hang of the lingo and was able to do some serious people watching. At least we had 85 layouts to look at when we had the chance to wander away from the stand.



the ICRS stand with my long suffering better half Christine



the ICRS stand can be seen to the right of N2 0-6-2T 1744 from the Great Central Railway

## Errata:

In last month's **Railway Globetrotters** page 34, the photo of D51 was actually departmental shunter 057 stabled at Tsuwano on the same day. The caption referred to plinthed loco D51 which is shown opposite.

Some additional info relates to missing stations that Ray did not record, these being, top of page 33, Tenjingawa, the station east of Hiroshima and bottom of page 34, Yonago. Thanks to Gordon Bannister for this additional information.



## Membership Matters:

**Subscriptions: Annual - £16.00, Five year - £75.00** (saving £5.00 & hedging against annual rise)

ICRS Membership gives you:

- a high quality full colour 40 page monthly magazine **Tracks** - covering all aspects of railways.
- an informative website, with access to previous editions of the magazine.
- up to 27% discount on all ICRS publications (8 published).
- 10% discount on Ian Allan books & first time mag subs (not additional to discount for IA Subs Club members).

## New Members:

William Baldwin (Slough), Stephen Bishop (Birmingham) - a warm welcome to you both.

**Payment / Renewal:** If paying by cheque / postal order, please make payable to **ICRS**. Please note we cannot accept credit card payments over the telephone, however you can pay by credit card through our online PayPal facility. In a few clicks you can be signed up for another year, or take advantage of the 5-year subscription, which not only saves you £5 but potentially beats any subscription rises in that time. Select 'Join **ICRS**' from the menu on the homepage at [icrs.org.uk](http://icrs.org.uk)

Please provide your first name whether joining or renewing. If you renew at the very end of or in the first week of the month you may receive a renewal reminder form but do not worry as the admin process will naturally see things cross in the post. Please ignore the reminder if you have renewed. Please also note that cheques are not presented to the bank until usually the first week of the following month. With the change in **Tracks** distribution, please note that reminder / renewal forms will now be sent in a separate envelope so will no longer be in with **Tracks**.

**NB.** When using PayPal, please remember to provide your home address and email via the comments box, but **ONLY** if different from the one used ie you may use your partners account or do it from work. Also use the comments box if buying or renewing a subscription for someone else.

**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. With the change in **Tracks** distribution, please note that cards will now be sent as soon as practicable following your renewal in a separate envelope.

## Website Matters:

**Members Area:** Access requires a username and password. From the start of 2011 the username is now your 6 figure membership number and the password a random word provided by Mark Richards. For new members this will be in the welcome letter. For existing members, email a request to Mark at [website.manager@icrs.org.uk](mailto:website.manager@icrs.org.uk) Please remember to include your ICRS membership number.

**NB.** The username / password is personal to you and should not be given to a non-member.

**Flickr Photo Gallery:** As previously stated, Mark Richards has established our photo gallery on Flickr, so please have a look [www.flickr.com/photos/intercity-railway-society](http://www.flickr.com/photos/intercity-railway-society). However the success of this site relies on your support, so please send Mark your photos.

**ICRS Yahoo Group:** address is: [finance.groups.yahoo.com/group/intercityrailwaysociety/](http://finance.groups.yahoo.com/group/intercityrailwaysociety/)

We have our own Yahoo Group, established in March 2004, open to members and non-members alike to post sightings and observations, share comments and debate about the current railway scene. To join please email Mark Richards at [website.manager@icrs.org.uk](mailto:website.manager@icrs.org.uk)

**Facebook:** For those of you who've become part of the social networking revolution online, ICRS now has a Facebook page. Search for ICRS and request us to be your friend and you'll be connected to what we do. As yet I'm not sure exactly how best to use this new avenue of communication as not all of our members have computers but if you can and want to get in touch then please do so and we'll see where it takes us.

## Magazine:

**Submissions:** Any information / article on any railway related item will always 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. Good quality photographs are always welcome, either prints or preferably high res digital photographs via e-mail (**not compressed please**). Please include full contact details with any submissions, including your first name.

The latest date for articles / info for the next issue is **Friday 30<sup>th</sup> December 2011**  
with delivery to members after **Friday 13<sup>th</sup> January 2012**.

**Magazine Distribution:** **Tracks** is now distributed direct from the printers (as from Sep 2011) to members in a clear plastic wrapping with an address carrier sheet. If any member fails to receive their copy after one week from the above estimated delivery date then please contact the **editor**.

**Magazine Contributors:** Thanks to **Mike Rumens, Brian Derricote, Ian McAlpine, Geoff Hope, Robert Parker, Kevin Bates, Stuart Moores, Roger Francis, Dave Spencer, Mark Richards, Derek Sneddon, Nigel Hoskins, John Barton, James Holloway, Ray Smith, Carl Watson & Trevor Roots**. We are sorry if anyone has been missed. All photos by **Trevor Roots** unless shown otherwise.



# Eastleigh Works Report

by Carl Watson

## Works Tours:

With the public tours of the Works proving to be very popular the new January to April 2012 dates were released on 21<sup>st</sup> November and were fully booked by 24<sup>th</sup> November! However as promised ICRS Members should not despair as Thursday 15<sup>th</sup> March has been set aside for you to visit and there will be 20 places for Members only. Further details are shown on page 2. Please make use of this offer.

## Locos:

57306 was released from repainting and departed for Tonbridge on 11<sup>th</sup> November. The loco is currently minus the Delner couplers at both ends as they are away being modified.

57305 arrived on 10<sup>th</sup> November for repainting and 57310 and 57312 arrived on 11<sup>th</sup> November for A exams, giving the first opportunity to see two yellow 57s (306 and 312) together. By the end of the month both 57303 and 57301 were also repainted and 57305 was being prepared for repainting.



57312 heads 57310 & 57305 whilst 57301 hides  
(in the paint shop) behind 57306 to the right  
11<sup>th</sup> November 2011

66714 departed on 22<sup>nd</sup> November following overhaul by EMSI.

The first of the Kof locos has been returned to working order. 323 674-2 (see photo in Nov. issue) was shunting around the yard on 23<sup>rd</sup> November.

73202 is back on its bogies after wheelset replacement and attention has turned to other repairs.

47853 is being prepared for repainting

## Units:

All twelve CI.508/2 units have now arrived from Telford. 508204 and 508207 arrived behind 66731 on 9<sup>th</sup> November. 508203 and 508205 arrived on 16<sup>th</sup> November, also behind 66731. 66709 arrived on 23<sup>rd</sup> November with the final unit, 508202.

CI.444s visiting for hydrostatic bush replacement have been 444019, 013 and 029.

All three modified and overhauled GLVs have been completed, tested and sent out to work their respective areas. 68504 and 68505 are now at Tonbridge with one possibly destined for Hoo Junction. 68501 remains at Eastleigh Works and is now based here for winter duties.



508209 & 508211, 15<sup>th</sup> November 2011



The fourth GLV, 68508, is looking quite sorry as it's now off its bogies and missing many components and sitting at the back of the storage area.

Ex-LMT prototype 150002 and hybrid 150209 are set to leave for Philips Marsh and service with FGW on 30<sup>th</sup> November.

#### **London Underground / Isle of Wight:**

It was quite a surprise on 9<sup>th</sup> November when two LUL Standard Stock driving motor vehicles (DMBSO) arrived for processing and they turned out to be ex-Isle of Wight CI.485s that had been stored at Acton since being replaced on the Isle of Wight by CI.483 units. Vehicle number 2 (ex LT 3706) from set 485041 and 7 (ex LT 3209) from 485044 are in a very sorry state indeed but still retain their NSE livery with Ryde Rail branding!...*handy as this doubles up as part of my Network SouthEast series (more next month). These two units are the only DMBSOs remaining together with one other driving car, DTSO 27 (ex LT 5279) from set 485043. Two other trailers (TSO) also exist from set 485044, 44 (ex LT 7281) and 49 (ex Lt 7296), all of the latter three are still at Acton, ed.*



#### **Wagons:**

On 29<sup>th</sup> October seven Freightliner HXA coal hoppers arrived for wheelset replacement. These were 370554, 556, 565, 595, 625, 718, 719. All departed on 7<sup>th</sup> November behind 66542.

Repaired KVAs 2795 320-2 and 2795 340-0 departed behind 66127 along with KFAs 92550 and 93446 plus KPA 6905 026-4.

Yard shunter 08735 arrived with KVAs 2795 311-1 and 2795 346-7 plus KFA 92640 for repairs and departed with repaired KVAs 2795 317-8 and 2795 337-6.

#### **Misc News:**

More track is now being laid at the back of the Works to allow access to bays 1 and 2. These are being taken on by Arlington Fleet Services from December.

What's been dubbed by the media as 'The Harry Potter Bridge', the Handyside footbridge recently removed from King's Cross station has arrived and is being shot blasted and repainted in preparation for installing at Ropley on the Mid Hants Railway.

#### **Track Machines:**

The impressive 6-car Speno Rail Grinder DR79221-226 returned on 24<sup>th</sup> November for a wheelset change on one bogie (see photo opposite).



all photos by Carl Watson

## 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 has now been reduced to a modest **£13.60**, so why not visit our website [www.gb-bg.co.uk](http://www.gb-bg.co.uk) or write to our Secretary, Hazel Roberts, at 37 Abbey Place, Crewe CW1 4JR for further information? It could well be of benefit to you as a fellow transport enthusiast.

## Network News - 1

### East Kent Re-signalling by Mark Richards:

During the Christmas and New Year holidays, Network Rail will be undertaking an upgrade of signalling equipment over 62 route miles of East Kent, representing the first major infrastructure improvement work in the area for 50 years.

The work will see the commissioning of 201 new signals, 82 new sets of points, a new level crossing at Teynham and the opening of a state of the art signalling centre at Gillingham. It represents an investment of £120 million and significantly will see the closure of Ramsgate, Margate, Shepherds Well, Canterbury East and Faversham signal boxes and Teynham crossing box. It will also mean the loss of the semaphore signals at Shepherds Well and Canterbury East, leaving just those at Deal on the main line network in Kent.

## Overview of the re-signalling scheme

In addition to re-signalling existing routes, track layouts will also be modified at a number of locations. Extensive re-modelling will take place at Ramsgate which will provide access to the depot from the Minster end of the station. New fully signalled turnback facilities are to be provided at Herne Bay, Canterbury East and Shepherds Well allowing greater operational flexibility especially during periods of service perturbation.

Whilst track circuits will be retained at Ramsgate and Faversham within the station areas, the remainder of the re-signalled routes will be equipped with axle counters. The new colour light signals will be prefixed 'EK' with a mix of three and four aspect signals being provided. The limits of the re-signalling scheme are Sittingbourne (exclusive) to Minster East Junction (exclusive) and Faversham to Buckland Junction (exclusive), bordering the areas controlled by Minster, Sittingbourne and Folkestone East signal boxes.

Signalling for East Kent will be controlled from Gillingham in the 1994-built signalling centre. This was constructed for a previous re-signalling scheme, subsequently cancelled by Railtrack and is similar in design to the IECC at Upminster. The new installation will be compatible with ETCS Level 2 (part of the ERTMS – European Rail Traffic Management System) and will use ARS (Automatic Route Setting) technology. This removes much of the repetitive signalling tasks from the signaller allowing much larger areas to be controlled from a single workstation.

## Margate Signal Box

The signal box here was built by the South Eastern & Chatham Railway in 1913 and is situated at the west end of the station adjacent to the down line. Its substantial brick construction provides an elevated operating floor giving the signaller good visibility of the station area. The current structure outlived a second signal box, constructed by the Southern Railway (SR) in the 1920s and abolished as part of the Kent Coast Electrification project of the 1950s. When the SR box closed, the current Margate signal box, lost its 'A' designation and was modernised to control the remodelled layout with 3-aspect colour light signals replacing semaphores. Unusually, Margate Signal Box controls the down line from Faversham via Herne Bay whilst Faversham controls the up line from Margate. Many of the signals in this section are automatic.



Margate Signal Box with the station on the right in the distance. 22<sup>nd</sup> January 2011



### Ramsgate Signal Box

Ramsgate Signal Box occupies a cramped location between the station and the former carriage cleaning shed (now part of the EMU depot) with No.4 Lay By road immediately in front of the box. It is an attractive 50-foot long brick building with a pitched roof, dating from the Southern Railway's significant remodelling of the Thanet area in the 1920s/1930s. In common with nearby Margate, the box at Ramsgate has been nicely restored with Southern Railway green nameboards.



Ramsgate Signal Box  
30<sup>th</sup> September 2010



Ramsgate Signal Box interior  
(photo supplied by Network Rail)



As part of the Kent Coast Electrification Scheme, the semaphore signals at Ramsgate were replaced with 4-aspect colour lights. The new signalling came into use on 19<sup>th</sup> July 1959. Like Margate, the box here still retains its lever frame for operating signals and points although all lines are track circuited.

### Faversham Power Signal Box

The power box was opened on 24<sup>th</sup> May 1959 coinciding with completion of the Kent Coast electrification scheme and replaced two earlier signal boxes, Faversham 'A' and Faversham 'B'. The semaphores were also replaced by colour light signals at the same time.



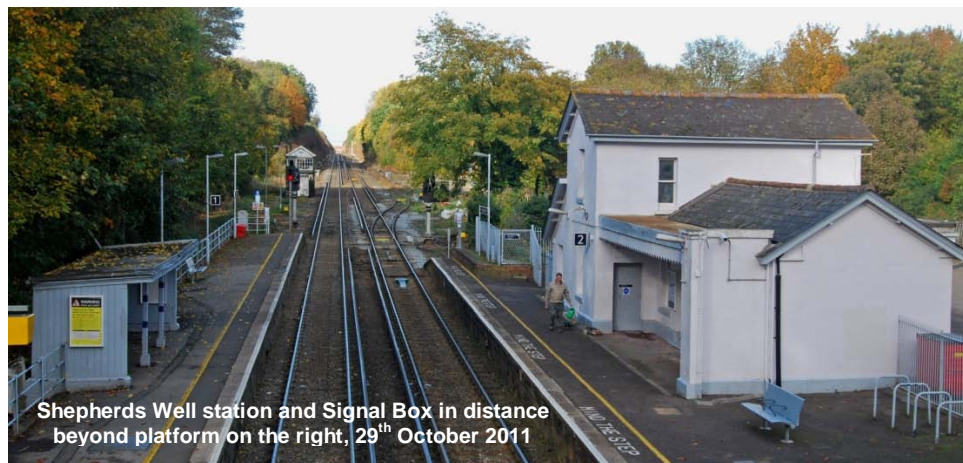
Along with the similar power boxes at Rochester and Rainham, Faversham retains its original 'entry-exit' panel. The panel at Faversham is unique, having magnetic moving indications for the setting of points and is due to be preserved following decommissioning as part of the National Collection at the NRM in York. The building unfortunately is not to be so lucky, with demolition due early in 2012.



An interesting feature of Faversham Power Box is the presence of block instruments, some still bearing the names of long-closed signal boxes, as the line towards Canterbury East is absolute block.

### Shepherds Well Signal Box

Dating from c.1878, this is by far the oldest box that will be abolished under the first phase of the East Kent Re-signalling Scheme. It was built by the London, Chatham & Dover Railway with a 23-lever frame. This box once controlled a busy layout with sidings either side of the line, including one that ran behind the box. This would have been a busy location for freight with coal traffic much in evidence from the nearby collieries at Tilmanstone and Snowdown.



Shepherds Well station and Signal Box in distance beyond platform on the right, 29<sup>th</sup> October 2011

The semaphores on the Up line were replaced by colour light signals in 1980 but semaphores remain in use on the Down. Absolute block is worked from here towards Canterbury East with track circuit block towards Dover Priory (controlled from Folkestone East).



Shepherds Well Signal Box interior. 29<sup>th</sup> October

### Canterbury East Signal Box

This box dates from c.1911 and is of South Eastern & Chatham Railway heritage. Elevated above the running lines to allow the signaller to have a clear view of the platforms over the original station overall roof, the box is of an all timber construction mounted on a steel frame. As built, it had a 28-lever frame to control the layout. Despite the widespread re-signalling schemes of 1959-1962 as part of the Kent Coast Electrification Scheme, this line escaped the modernisation and remained mechanically signalled. The block sections currently are between here and Faversham and Shepherds Well.



All the photos were taken by Mark Richards (unless otherwise shown) with permission (where required) and whilst some were taken from areas not normally accessible to the public they were all taken from a position of safety.

## Light Rail, Metro & Tram News

Nothing to report.

## Freight Corner

### **WAGON UPDATES by Scott Yeates (to UKRS No.3 UK Wagons 2012):**

To allow members to keep their copy as up to date as possible, it is intended to provide changes via this spot every month. It is known that various wagons reportedly withdrawn or missing from previous editions are still in service so if any member can provide information please let Scott know, contact details on page 2.

With the new 2012 book now out there is nothing to report.

### **FREIGHT NEWS**

As reported last month the new freight flow from Poland started on the 10<sup>th</sup> November, 4Q19 23.05 Dollands Moor - Ripple Lane (arriving 00.17) and return 11<sup>th</sup> November 4Q20 22.52 Ripple Lane to Dollands Moor (arriving 00.04 Saturday). Either 92009 or 92016 are to be used with one on standby at Dollands Moor in case any problems arise. The wagons and boxes can only be ran on HS1 as the boxes are out of gauge for NR metals. This train will then run weekly and in time could be extended to other countries, Russia etc.



# Location 'Spot'Light – Updates

## **BIRMINGHAM NEW STREET** (original article October 2007)

See **Network News - 2** for information on platform works.

## **BIRMINGHAM MOOR STREET** (original article November 2007)

With the need for extra capacity, the bay platforms 3 & 4 were finally re-connected for the December 2010 timetable change, after some protracted wrangling and are used for additional services operated by Chiltern Railways. From September 2011 Chiltern introduced a new loco hauled Mainline service utilises de-branded ex-Wrexham & Shropshire stock. This therefore now adds Cl.67 locos plus DVTs and Mk.3 coaches to the existing diet of Cls.150/165 &168. However the 150s have largely been transferred away to other operators to be replaced by Cl.172s, leaving only three to eventually remain with London Midland Trains.

Ticket barriers have also been installed preventing 'free' access, though staff are enthusiast friendly.



Chiltern Mainline 67012 'A Shropshire Lad'  
platform 4, 18<sup>th</sup> November 2011



prototype 150001 on a southbound service  
(this unit is to be transferred to FGW)  
with 153354 on the rear, 18 November 2011



northbound 172342 & southbound 172332  
pass in platforms 2 & 1 respectively  
18 November 2011





Chiltern Railways 168110 & 165021  
platforms 4 & 3 respectively, 18<sup>th</sup> November 2011

### **BIRMINGHAM SNOW HILL** (original article January 2008)

As with Moor Street, Cl.172s now feature instead of Cl.150s, though as with the photo below both classes can still be seen together. LMT 150105 (now reformed as a 2 car unit) + 150106 heads north past stabled 172213 + 172220 (left) and southbound 172336 (right), 18<sup>th</sup> November 2011.



In the original article I reported that additional structures were being constructed on the northern ends of both island platforms to give direct access to Livery Street at a lower level and that these were due to open in 2008. Due to planning and technical issues the new Livery Street entrance did not open until March 2011. The photo below shows the platform buildings on the 18<sup>th</sup> November 2011. Note the different roof profiles, concave for platform 3 / 4 (left) and convex for platform 1 / 2 (right). Both the lower section and the taller lift section have matching roof profiles. As with Moor Street, ticket barriers have now been installed in the high level concourse off Colmore Row, though not to the Midland Metro platform 4 from which access to platform 3 can still be gained.



## Network News - 2

### **Birmingham New Street by James Holloway:**

The New Street development is a £550m scheme to build new station facilities. Many railway employees and enthusiasts think it is purely a cosmetic project. We were told this and shown a model when Mark Richards arranged a post AGM visit for us to the railway control centre at the Mail Box in Birmingham (see article in May 2011 issue). There will be no increased capacity for trains, but there will be more facilities for passengers such as more escalators and better lifts. There will be access at different levels and a new retail shopping above where The Pallasades is at present.







Although development of the project started in 2006 practical work did not start until April 2010 and is expected to continue until at least 2015. The work is being done in phases to cause the minimum disruption. Work on platform 1 has been done and as you can see below, work on platform 12 is now in progress with the platform out of use. The extension to the platform at the western end has resulted in the loss of the bay (photo above), whereas the eastern bay is still there but out of use (photo opposite bottom) (photos by James Holloway).

### **Forth Rail Bridge by Trevor Roots:**

To complement the cover photo, here is a side view of the bridge with a pair of ScotRail Cl.158s crossing, from South Queensferry on the south bank of the River Forth. Though the work was necessary, it is great to be able to view the bridge without all the white protective cladding that has marred its appearance for several years.



# Traffic & Traction News

by John Barton

## November 1

67030 + 56091 + 56115 + 56117 on 6Z56 Eastleigh to Didcot passed Basingstoke at 20.22.

Still fully liveried ex-DRS FL newbie 66420 headed eastbound off the Didcot avoiding line at 20.05 working the 0Z23 Crewe – Eastleigh. 66528 + 66505 + 66526 passed Stafford at 16.44 heading towards Crewe.

## November 3

20304 + 20301 departed northbound light engine from Leicester at 15.47.

172336 + 172216 + 172221 passed Water Orton at 10.59 working from Derby - Tyseley

## November 4

172221 + 172334 passed Warwick Parkway at 16.35 with 5Z04 Banbury - Derby Litchurch Lane.

20227 + 20189 arrived at Malton at 16.18 and departed at 16.25 with 642037 642023.

4E19 Mountfield - West Burton hauled by 66711 stood at Holme Junction (8 miles south of Peterborough) waiting a path across the fens at 15.51.

## November 5

Steam locos 44871 + 45407 passed Leyland at 21.21 on a Buxton - Lancaster charter.

66847 arrived into Ashford platform 1 at 16.44 and out again at 16.46.

## November 5 (cont)

73141 t&t 73208 on a special through South Croydon at 14.48 heading to East Grinstead and the Bluebell Railway platform.

## November 6

172221 passed through Leamington at 17.55 with the 5Z03 Marylebone - Tyseley.

378257 was noted on the Test Track at Litchurch lane today.

## November 7

67021 worked the 19.03 from Peterborough - Newark instead of 67003, apparently because of problems with 67003 on the earlier 14.11 Peterborough - Newark.

66125 worked from Ratcliffe to Daw Mill passing Swarkestone at 15.10 heading for Stenson.

## November 8

57310 + failed MPV DR98914 + DR98964 worked from Basingstoke - Eastleigh departing Basingstoke at 19.05.

ex-LMT 150114 was seen working the 11.17 from Manchester Piccadilly - Chester via Altrincham.

## November 9

20227 and 20189 with 3S14 Grimsby - Malton passed through Colton at 15.40.

## November 10

86610 + 86638 on 4M37 Tilbury - Garston freightliner passed Barking westbound at 22.01. 66029 + 66022 passed Bethnal Green heading into Liverpool St at 16.02.

ex-DRS 66412 passed through Water Orton at 13.21 with its ex-Malcolm Logistics black base coat now looking decidedly dirty (photo by James Holloway below).



## November 11

66148 worked the 6C96 Swansea Docks - Cwmbargoed DP via Margam with 34 empty MEAs northbound through Llanbradach near Caerphilly at 21.21, this then formed the return 6C97 to Barry Docks.

172334 arrived at Derby at 16.53 while on test.

## November 12

Unusually a 4 car Cl.171 171805 departed Ashford on the 19.32 Marsh Line service to Hastings.

57316 powering the 1A55 Holyhead - London Euston passed through Colwyn at 15.45.

## November 13

66079 t&t 66143 on the 3S59 Bristol Barton Hill - Bristol Barton Hill via Tir-Phil passed through Llanbradach near Caerphilly at 20.40 with a northbound RHTT.

66846 working 6O78 Llanwern - Dollands Moor via Redhill passed Guildford at 19.20.

## November 14

66134 t&t 66129 on the 3S61 Margam - Margam via Tir-Phil passed through Aber near Caerphilly at 21.15.

66127 t&t 66080 on 4L40 Cowley - Purfleet cars, passed eastbound through Barking at 20.33.



### November 15

66230 + 66057 with a mega-load of VGAs, Cargowagons, tanktainers and ferrywagons on 6V31 Dagenham - Didcot passed through Harringay Green Lanes at 22.20.

66044 top and tailed 66086 departed Lincoln at 12.23 with RHTT train heading to Peterborough via Metheringham

### November 16

57306 in NR yellow livery passed Tonbridge for Tonbridge Yard at 16.12.

66427 on 4L48 Daventry - Ripple Lane sugar liner passed Barking eastbound at 13.46.

New 11 car Pendolino 390055 was towed north through Milton Keynes Central at 09.23 by 66744 (photo below by Mark Richards).



### November 17

378255 was noted in service on the ELL, while 378256 was seen in New Cross Depot.

47790 + 47832 + 47501 on 5Z69 Eastleigh - Crewe passed Stafford at 13.00.

ex-DRS 66414 left Derby to enter traffic with Freightliner.

Colas 66849 'Wylam Dilly' headed southbound through York at 13.06.



### November 18

66057 on northbound Workington Dock - Carlisle Yard empty slurry tanks arrived into Carlisle at 19.32, departing 3 mins later.

ex-DRS 66415 passed Windsor Road, Cardiff at 12.44 with 4Z98 Grange Sidings - Crewe Basford Hall empty Freightliner heavy haul HXA hoppers.

### November 18 (cont)

66537 was seen approaching Hatton at 10.35 on 4O54 Leeds- Southampton (photo by Roger Thomas below).



67012 t&t 82305 on 1H32 10.55 Birmingham-London Marylebone was seen approaching Hatton at 11.09 amidst beautiful autumn colours (photo by Roger Thomas below).



### November 19

91101 t&t 82205 (both in Flying Scotsman livery) headed northbound through Hadley Wood at 09.39 working the 1S10 London King's Cross - Edinburgh.

47828 t&t 47832 departed Bath Spa at 09.26 on 1Z80 Cardiff Central - Kensington Olympia.

### November 20

47828 t&t 47832 on 5Z81 Pengam - Crewe ECS passed through Ponthir at 11.25.



### November 20 (cont)

47810 t&t 47501 was seen passing Brundall at 17.47 on one of the last DMU replacement runs to Norwich from Great Yarmouth (photo opposite bottom by Stuart Moores).

### November 21

37409 'Lord Hinton' leading 6263 + 999602 + DBSO9703 pulled into Tring platform 4 at 23.03.

31106 on 0Z31 16.00 Derby RTC - Inverness passed northbound through Carlisle at 20.20.

### November 22

60054 passed westbound through Cardiff Central at 17.13 with 6B33 Theale - Robeston empty Murco tanks.

378210 + 378257 passed Stafford at 11.40 heading to Crewe on test.

### November 23

67027 t&t 67008 + 642046 + 642034 on 3J41 RHTT working to Westbury passed Southcote Junction at 15.46.

### November 24

59202 passed Hither Green at 12.39 working the Hither Green - Whatley with both Hothfield and Ardingly portions.

## Out & About

by James Holloway

To be more helpful for those interested in where stock was exactly, can I ask all contributors who list trip sightings en masse, particularly over long distances, to please add more detail when submitting to James...ed

### Brian Derricote:

#### 31<sup>st</sup> October:

##### Birmingham New Street-Euston 08.53-11.17:

37604/11, 66016/080/093/116/504/558/58  
67020, 86213, 153371, 321417, 378215/21/23/25  
378230, DR73113/77002

##### Marlyebone 11.45-13.00 & 16.30-17.15:

66001/17, 67012/3, 165013/18/19/24/30/39  
172101/2/4, DVT's 82303/5

##### Bethnal Green 14.30-16.00:

90006/11/13, 315819, 317505/512/651/655/656  
317658/663/665/885, 319207, 379001/03/04/06  
379011/17/19/21/25/28

##### St Pancras 17.45-18.15:

37 3003/004/107/216, 395002/06-08/10-13/15/19  
395021

### Mike Rumens:

#### 31<sup>st</sup> October:

##### Nuneaton:

66602/18, 153354, 350121/22, 390017/23  
DR73905/77002/80212

##### Tamworth Low Level 11.35-16.47:

57307, 66041/124/187/430/431/566/590/734/746  
86605/39, 221103/08/11/18, 350105/111/113/121  
350127/258, 390005/18/23/32/35/41/44/45/47/48  
DR73923/36/42

##### High Level:

43301/21/78/84, 60024, 66005/060/088/100/113  
66175/230/556/956, 170101/109/110/114/398/519  
170520/523/638/639, 220004/07/12/14/16/27/33  
221120

#### 12<sup>th</sup> November:

##### Blackpool North: 150148, 185130/35

#### 15<sup>th</sup> November:

##### Preston:

57302, 142035, 150132/46, 156427, 158815

### Blackpool: 150117/210, 185124

#### 17<sup>th</sup> November:

##### Nuneaton 15.20-16.15:

66094/109/124/207/564/703/740/847, 170109  
350121/250, DR73941

### Geoff Hope:

#### 4<sup>th</sup> October:

##### Leicester 09.55-14.30:

20302/5, 37602/6, 43043/44/46/49/52/59-61/64/73  
43076/89, 47818, 66089/141/181/524/553/617/713  
66732/739, 150280, 153383, 156404/14, 158785  
158866, 170101/101-106/111/113/398/519  
222001/004-008/011/012/014/015/017/019-023  
222103, DR75409

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

##### Doncaster 08.25-15.35:

08669/853, 20901/5, 43014/046/062/064/208/277  
43295/296/299/300/306/307/309/310/312/317/318  
43320/367/423/467/468/480, 47826/54, 57314  
60049/65/99, 66010/011/063/082/092/172/188/201  
66507/539/572/585/589/603/701/715/725/726  
67008/17/22, 91101-05/08/11/12/14/16-19/21/22  
91124/25/27/29-32, 142022/53/79/84/88, 144001  
144002/08/10/13/19, 153321, 156403, 158790  
158791/793/797/842/845/848/861/872/902/906  
180105/09-12, 185103/05/08/11/24/30/46, 170304  
170309, 220003/12/16-19/21/22/24/25, 221135  
DVT's 82201-06/08/09/11/14/15/17/18/22-25/27/28  
82230/31, DR75303

#### 25<sup>th</sup> October:

##### Leicester 09.55-14.30:

08706, 43043/45/48/54/55/58-60/66/73/82/89  
60054, 66140/511/706/709/727/733/734, 70002  
156410/15, 158773/856, 170103/109/110/112/117  
170518/523/637/639, 222001/003-006/008-010  
222015-017/023/101/102

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

**Doncaster 08.45-16.15:**

08669, 43238/257/277/290/295/296/299/300/309  
43311/314/317/319/367/423/467/480/484, 66009  
66010/014/067/087/088/117/129/150/156/198/206  
66503/535/703/715/728/739/741, 67025, 91101  
91103-08/12-16/18/20/21/24-28/30-32, 142023/25  
142036/091/094/095, 144013, 150150, 153310/19  
153358, 156408, 158784/843/844/853/861/872  
158902-904/908, 180101/05/07/09/12/13, 185110  
185138/43/45, 170301/3, 220001/02/04/06/16/20  
220021/22/24, 221141, 321903, 322483, DVTs  
82200-03/05/07/10/11/13-17/20/23/24/26-31

**Trevor Roots:**

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

**Birmingham Moor Street 10.15-11.30:**

67012, 82305, 150001, 153354, 165021, 168001  
168110, 172213/214/172216/217/219/220/332/333  
172336-340/342/343/345

**B'ham Snow Hill 12.55-13.55:** 150105/06, 168003

Metro Trams: 03/05/06/08-11/14/16



**James Holloway:**

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

**Water Orton 13.10-15.17:**

43366/84, 60099, 66103/232/412/506/522/585  
66622/954, 70006, 170102/104/106/107/115/398  
170518/520/523/636/639, 221129, DB98908/58

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

**Water Orton 12.57-15.27:**

43357/84, 66023/104/165/221/230/501/506/519  
66538/585, 70002, 170103/105/107-109/113/397  
170398/518-523/638, 220005/13/14/19, 80302/3

**Ian McAlpine:**

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

**Peterborough:** 43308, 66044/085, 67002

**Biggleswade:** 66191

**King's Cross:** 43306/12, 67019, 180111, 321405

**Waterloo- Richmond and return:**

159107, 378201/04/21, 444004, 450002/021/079  
450083/085/093/544/554/558/559/561/566-568  
455705/706/734/850, 458004/020/21

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

**Peterborough:** 66713/730/731, 170101

**Leicester:** 66091, 222016

**Water Orton:** 66540, 170103

**Lawley Street:** 66503/534/541

**4<sup>th</sup> November:**

**Peterborough:** 43423/67, 66044/085/543, 67001,  
91105/10, DVTs 82216/24

**King's Cross:** 43251/315, 67025, 91108, DVT 82218

**Waterloo-Egham:**

159104/06, 378227/31/32, 444007, 450108/119  
450548/553-555/560/562/564, 458002/04/19/24/27

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

**Peterborough:**

66044/086/249/587, 91125, DVT 82213

**King's Cross:** 43257/295/300/319/423/467, 67026

**Waterloo-Richmond:**

377129/150/164/212/453, 378204/09/15, 442402  
442406/21, 450020/106/543/544/546-548/550/558  
450561/564/566, 455706/707/738/821/907

**Victoria-St Mary Cray and return:**

319376/380/446/455, 375302/604/623/707/806  
375810/813, 377136/306/425/470/472, 442405/06  
442412/13/18, 455841/46, 456024, 465008/030  
465184/188/236/239/245/914/915/933, 466016

**Imperial Wharf-Gospel Oak:**

172002/4/6, 378202/06/09/21/24

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

**Peterborough:**

43251/305, 66703/15/17/41, 67003/28, 91111

**Grantham:** 60065

**Doncaster:** 08669/871, 66108/571, 67001/20, 142049

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

**Peterborough:**

66047/088/701/715/728/737/746, 67001/20/26/28  
91127, 156403, 158777/866, 170106, 639, 180109  
180112, 365501, DVT 82211

**Washwood Heath:** 08762

**Lawley Street:** 66542/554/558/568

**Birmingham New Street:**

158820/25, 170639, 172344, 323208/43

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

**Peterborough:** 66010/955, 91106, 156408, 158846

**Bounds Green:** 08571

**Hornsey Depot:** 73212/213

**King's Cross:**

43296/313/318/320, 67021, DVT 82223

**Euston-Wembley and return:**

66007/084/168, 90036, 321417, 350103/104/117  
350233/237/256, 378224, 390001/25/29/54

**Robert Parker:**

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

**Water Orton 11.30-15.30:**

60099, 66059/073/104/118/147/149/181/186/415  
66506/508/515/529/541/954, 67025, 172334

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

**Hams Hall:** 08623, 66703

**Nuneaton 10.30-15.10:**

47501/790/832, 66053/063/094/124/133/194/221  
66230/421/427/506/537/554/565/572/595/715/716  
66741, 70002/7, 86610/38, 90047-49

# Preservation News

## Bluebell Railway by Trevor Roots:

The new carriage shed has been completed adjacent platform 2 at Sheffield Park station. The 3 track shed is accessed from the south via a single approach track. Between the access track and the platform is a further stub siding (occupied by PMV 2186 in the photo right). 13236 and 3 grampus wagons occupy the shed in the view below.



The revamped museum on platform 2 is now open. It shares its western wall with the eastern wall of the adjacent carriage shed into which there is a restricted view from a single narrow window. There is plenty of space for people to wander looking at exhibits which are largely explanatory posters / boards including an audio visual display. There are two parts, one telling the history of the Bluebell Railway and the other, the development of railways. Eventually there will access from the northern end to the re-located Withyham signal box, currently still under restoration but repainted in LBSCR livery.



# Preservation Events / Galas

## Keighley & Worth Railway Steam Gala, 9<sup>th</sup> Oct. 2011 by Andy Woodcock:

In the early years I was involved with the railway. The late Bob Cryer along with others some no longer with us and some still involved had in those days the gift of communicating with people and getting the best from everyone. Whilst as my local preserved railway I still support special events etc over the years. Many things have to keep up with the times and be run as a business it has become impersonal and bureaucratic.

My visit was to see newly out-shopped 43924, last run of 45212, LYR 957 on a solo all line trip, 2807 and a rare chance to visit the workshops/shed at Haworth. Despite bad weather over the three days, support was quite good. Two engines were unavailable, 80002 and 45305 but there was still plenty of variety. Locos featured were LYR 957, 1704 'Nunlow', 45212, GWR 2807 (many people did not like the shade of green), 41241, 43924. At Ingrow the RH diesel was in the yard and the crane tank sheeted over outside the VCR depot. Inside the display shed at Oxenhope, awaiting their turn in workshops, were 5775, 48431, 30072, LMR 118 'Brussels', 45596 'Bahamas', 47279, 78022, 31 MSC 'Hamburg' - shortly no doubt to be joined by 45212.

As the site at Haworth is normally out of bounds, the following is a list of what was inside and out:

**Workshops/Running depot: steam:** under overhaul S160, 5820, 75078 and because of its usefulness Taff Vale 85 for a fasttrack overhaul (4 years ?)

**Running Shed: steam:** 80002, 90733 **diesel:** D0226, 20031, 08266, **railcar:** 79964 and tucked away in a corner was **DMU:** 51218

**Stone Warehouse:** D2511 and 34092 'City of Wells'

**Outside in various locations: steam:** LYR 752, **diesel shunters:** 23 and 32, **DMUs:** 50928, 51565, 51189, 51803, **railcar:** 79962 under tarpaulin (can be seen from station footbridge)

The visit conducted by council member David Pearson was very informative giving an insight into the railway policy etc. Included in this were the stored at Oxenhope awaiting overhaul. He also indicated that with funds available and future requirements that work on 75078 had slowed and in fact the nearly completed boiler repairs that it was not to be tested until loco was required back in traffic. Next loco back in steam would seem to be 5820 in about 2 years.



57003 t&t 57004 in the Royal dock siding Norwich, which is quite unusual in itself waiting to run to Cromer on the 14.01 3W97, 4<sup>th</sup> November 2011 (13.34)

# Cl.150 Farewell Tour

by Kevin Bates

On Saturday 12<sup>th</sup> November 2011 London Midland Trains ran a Farewell tour to celebrate the ending of 26 years of regular Cl.150 service in the Birmingham Centro area, using a 3+2 formation comprising of prototype 150001 + 150106. The Cl.150 DMUs, only three of which will remain with LMT, have been replaced in regular service by new Cl.172 DMUs. The tour was also used to raise money for the Railway Children fund and to this end LMT staff donated their salary and NR waved track access fees, so a big thank you needs to be sent to all involved as the day raised in excess of £6000.

The day began at a gloomy and damp Snow Hill with a 07.55 departure. Prior to this all revellers formed an orderly queue on the station concourse where tickets were checked and wrist bands issued (which lead to several quips of "oh bit like the pleasure beach"). After the formalities, groups of 50 were led to the platform for boarding, only undertaken after taking the obligatory picture of leading 150001 with headboard and reporting code 1Z50. On boarding I secured a prized window seat in the leading car. With 330 happy travellers aboard, the tour departed into the gloomy morning heading for Worcester Shrub hill. The outbound journey included pickups at Galton Bridge, Rowley Regis, Stourbridge Junction, Kidderminster and Droitwich. Arrival at Worcester Shrub Hill was at approx 09.00 allowing a 9 minute turnaround and time for the ritual detraining of photographers for the day's record pictures.

We departed from Worcester with 150106 leading and heading for the first of the day's bonuses. The trip into New Street was via Bromsgrove and the Lickey incline. Just outside Bromsgrove we were briefly held to allow a XC Voyager to pass through on the mainline. But very soon we were heading for a spirited attack on the Lickey bank which the 5 car unit did admirably and was witnessed by several strategically placed lineside photographers. With the Lickey over with, we soon speeded up through Barnt Green and on the approach to Longbridge the crew announced we were travelling at the maximum of 75mph. The units began to slow on the approach to Kings Norton as we were crossing over on the Camp hill line into New Street taking us behind St. Andrews the home of the mighty Blues... *I may have been born & lived nearer St. Andrews but it has to be the Villa !!!, ed.*



We soon glided to a halt at New Street for a very brief stop before heading off to Walsall via Soho, with 150106 still leading. Departure from New Street at 10.12 was accompanied a cacophony of air horns marking the end of the class in the region. Passing through Bescot (a shadow of its former self) we soon arrived in a sunny Walsall at 10.35 for a 5 minute stop where once again photographers tumbled from the carriages for their snaps (see photo left).

150001 then led the merry band back to New Street via Perry Bar stopping very briefly before heading for the Severn Valley Railway (SVR). The route was via Smethwick and Stourbridge with the added bonus of traversing the goods loop at Rowley Regis. Arrival at Kidderminster and the lunch stop was 12.00 where a strategic withdrawal to the chip shop was accomplished. The units crossed over onto SVR metals and set back into the platform for a 12.40 departure.

150106 + 150001 'setting  
back into the SVR  
Kidderminster Town station



After the lunch stop, 150001 headed the tour off up the SVR to Bridgnorth (is this the first CI.150 on SVR ?) With stops at Bewdley (for a passing steamer), Arley, Highley and Hampton Loade, arrival into Bridgnorth was at 13.44. Once again participants were allowed to stay on the train while it was shunted across to the departure platform (see photo right), planned for 14.40. Although it has to be said good use was made of the bar for refreshments, the weather had been improving since leaving Snow Hill and plenty of photographs were duly snapped. Leaving Bridgnorth with 150106 leading, we made our way back to Kidderminster, stopping as before on the outward journey, where we regained NR metals. The next bonus of the day was at Stourbridge where we ran via the goods loop and then back on the main line heading for the

next gem, the Rowley Regis goods loop before heading into Snow Hill as the light was rapidly fading.

150106+150001 Bridgnorth, SVR



Departure from Snow Hill was at 16.22 on the penultimate leg of the tour to Leamington Spa via Tyseley Depot where we had a short stay before gaining the main line south of the station for the run passing through Acocks Green, Solihull, Widney Manor, Dorridge, Lapworth, Hatton, Warwick Parkway, and Warwick before pulling into Leamington at 17.41. The stop allowed for a brief comfort and photo stop before we were once again on our way to Stratford-on-Avon via Hatton and Calverton Junction with 150001 leading. Arrival at Stratford was at 18.13 for a 30 minute break before the final leg of the day



We departed for the final leg back to Worcester Shrub Hill at 18.43 heading up the North Warwickshire line, passing through several stations at speed (never had such a brief view of my local Shirley platforms before) before suffering our first and only delay of the day in accessing the main line at Tyseley, just after Spring Road. We were soon on our way once more with an unscheduled stop at Moor Street to allow revellers to detrain for connections at New Street. Moving off to Snow Hill where I bade a sad farewell to class as it disappeared into the night for its final destination of Worcester Shrub Hill. Then it was across the platform to catch a new Cl.172 back to Shirley.

A great day out and a fitting end to the regular use of the class in the Birmingham area. A BIG thanks must go to all LMT and NR staff that made it all possible.

all photos by Kevin Bates

## Open Day News

It is hoped that as details become known of forthcoming Open Days around the country then info concerning them will be notified to you. If anyone hears of any such events, please let the editor know.

Nothing to report.

## Days Out

### **Glasgow Riverside Museum, 16<sup>th</sup> Nov. 2011 by Andy Woodcock:**

I decided that I needed a day out before the yearend despite short hours of daylight. I looked at the First Club 55 offer but even with add-ons there was nothing I fancied. Then an advert in my local paper showed me a Compass Shoppers Trip to Edinburgh. Checking all the details I decided to book and treat myself to First Class. As always when timings arrived I found it necessary to book a taxi to Brighthouse (3 miles away) as both departure and return were later than planned.

The trip itself was excellent with stock provided by West Coast Railways. Stewarding and catering was excellent but it would have been handy to have had a timing sheet. The train ran from Manchester Victoria via Ashton, Huddersfield, Brighthouse, Sowerby Bridge, Hebden Bridge, Burnley (Manchester Road), Rose Grove, Accrington and Blackburn picking up at named towns. The route then was then via the WCML through Preston to Carstairs and then diverged off to Edinburgh. Motive power was 57601 in both directions with 47851 tailing.

I had determined how to spend my 6 hours in Scotland, a direct train from Edinburgh Waverley via Bathgate (my first ride on this line) to Partick and a visit to the new Glasgow Riverside Museum. The walk, there being no indication of transport links, from the station to the museum is badly signposted with main roads to be crossed and therefore it took much longer than the suggested 10 mins. Once there, the museum is compact with the space well used with plenty of items representing all forms of transport. Photography is difficult and not helped by the greeny / yellow walls and roof. On view were South African, NBL loco, 'Glen Douglas', Jones goods, Caledonian Railway 123 and tank engine No 9. To avoid the problematic walk I decided to return using the Museum bus service which runs every 30 mins back to City Centre and costs £2. It goes to both Central and Queen Street stations, though both stops are obscure, unless you know where they are, ie. the Square outside Queen St and under the arches at Central. This turned out to be the easier option to visit the museum.

At Buchanan Street, next to Central, I had a circular trip on the Glasgow subway, another first before returning to Edinburgh from Queen Street via Falkirk. Good job I did not opt to return via Bathgate as a signaling fault caused cancellations.

On my travels I noted the following:

**Preston:** 57309, **Carnforth:** 37668 and 910001 (Cl.150 measurement train). **Carlisle:** 66160, **DRS Kingmoor:** 37410, 37426, 37406, 37411 and 66301, **Kingmoor Yard:** 08907, **Edinburgh Waverley / Craigentinny:** 90028 67009 67026

# 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 Jncts. Only freight and notable loco hauled workings are shown with the diagram code, time (if known) plus origin and destination (see location codes).

## 22<sup>nd</sup> October

66614/604 6Y11 FR-CS  
60071 6B13 RN-WH  
31106 3Z33 BT-DY

## 25<sup>th</sup> October

09.39 66186 6V40 SC-MG  
11.05 60071 6B13 RN-WH  
11.26 66118 6V05 RO-MG  
15.57 66135 6M41 MG-RO  
21.10 66063 6E09 SS-IM  
66221 6E20 MG-IM

## 27<sup>th</sup> October

13.28 66094 6V67 RA-MG  
16.15 66041 6M41 MG-RO  
60054 6E41 WH-LY

## 28<sup>th</sup> October

05.27 66186 6M81 MG-RO  
11.10 60007 6B13 RN-WH  
11.28 66034 4E66 MG-RA  
11.28 66152 6V05 RO-MG  
12.56 66115 6V67 RA-MG  
19.15 66176 6Z11 Aldwarke-AD

## 1<sup>st</sup> November

37423/601 6M56 BE-CE  
60024 6E41 WH-LY  
66194 4E66 MG-RA  
60007 6B13 RN-WH  
66136 6A36 AH-DT  
66147 6V67 RA-MG  
66204 6V40 SC-MG  
66018 6V05 RO-MG  
66046 6M81 MG-RO  
66030 6E47 AD-TS  
66113 6E30 MG-HL

## 2<sup>nd</sup> November

37606/607 6M67 BR-CE  
60007 6B13 RN-WH  
66097 6V05 RO-MG  
66034 6V67 RA-MG  
66716 6Z97 BN-CT  
60071 6E20 MG-IM  
66046 6M81 MG-RO  
66152 6E30 MG-HL

## 3<sup>rd</sup> November

05.46 66175 6M81 MG-RO  
08.12 66013 4Z32 RC-MG  
08.57 66100 6V06 HD-CT  
09.11 66095 6M96 MG-CY  
09.27 66024 6B36 DT-AH  
11.12 60007 6B13 RN-WH  
12.54 66106 6V67 RA-MG  
12.59 60049 6V05 RO-MG  
13.07 66024 6A36 AH-DT  
13.46 60054 6E41 WH-LY  
16.0066206 6M41 LL-RO

## 4<sup>th</sup> November

03.50 66716 6Z31 CT-HD  
04.25 66181 6V72 Liverpool-SW  
11.21 60007 6B13 RN-WH  
11.27 60049 6V05 RO-MG  
11.29 66097 4E66 MG-RA  
12.47 66127 6V67 RA-MG  
57011/09 6M67 BR-CE

## 5<sup>th</sup> November

60024 6E41 WH-LY  
66175 6V05 RO-WH

## 6<sup>th</sup> November

12.22 66601/02 6Y12 CS-WY  
15.20 66614/04 6Y11 AH-FR  
17.10 66120 6E47 LL-TS  
20.12 66078 6E30 MG-HL  
22.34 66031 6V64 TS-CT  
66046 6M75 MG-CL

## 7<sup>th</sup> November

12.27 60024 6E41 WH-LY  
12.48 66135 6B13 RN-WH  
12.54 66021 6V67 RA-MG

## 7<sup>th</sup> November (cont)

13.10 66137 6Z50 MG-Aldwarke  
15.15 66056 6V92 CY-MG  
15.37 66094 6V55 BD-RN  
15.58 66050 6M41 MG-RO  
66602 0Z66 TY-SG

## 8<sup>th</sup> November

05.40 66184 6M81 MG-RO  
10.58 66113 6B13 RN-WH  
11.25 66183 6V05 RO-MG  
12.23 60024 6E41 WH-LY  
15.14 66186 6V92 CY-MG  
19.33 66111 6V69 BS-AD  
23.03 66183 6E47 LL-TS

## 9<sup>th</sup> November

14.01 37612/609 6M67 BR-CE  
14.08 60049 6B13 RN-WH  
20.08 66083 6E11 CF-IM

## 10<sup>th</sup> November

66184 6V05 RO-MG  
60049 6B13 RN-WH  
60099 6E41 WH-LY  
66080 6A36 AH-DT  
66144/056 6E47 AD-TS  
66186 6V93 CY-MG  
66201 6V61 RO-MG  
66135 6V66 TS-MG

## 11<sup>th</sup> November

00.44 66059 4E67 MG-RA  
01.22 66094 6V53 SY-CT  
01.33 66161 6M94 MG-CY  
03.45 66148 6M11 MG-RO  
03.52 66113 6M03 RN-BD  
04.05 66083 6V11 IM-CF  
05.28 60065 6Z94 LY-AW  
09.14 66175 6M96 MG-CY

## 12<sup>th</sup> November

07.40 66559/51 6Y33 Stoke Works-FR  
11.03 60049 6B13 RN-WH  
11.39 60024 6E41 WH-LY  
13.06 66176 4E66 MG-RA  
19.00 66125 4Z33 RC-AV

## 13<sup>th</sup> November

66597/51 6Y33 SD-FR  
66152 6V49 SC-CT  
66148 6E30 MG-HL  
66158 6E47 LL-TS  
66716 6Z33 CT-BN  
66204 6V64 TS-CT

## 14<sup>th</sup> November

12.53 66162 6V67 RA-MG  
15.12 66135 6V92 CY-MG  
19.01 66171 6V07 RO-MG  
19.06 60049 6B47 WH-RN

## 30<sup>th</sup> October

12.37 66716 6Z31 CT-HD  
16.59 66102 6E47 LL-TS  
20.05 66164 6E30 MG-HL  
20.10 66186 6M75 MG-CL  
20.34 66127/083/162/046/206 Plymouth-CS  
OP03 BS-MG

## 31<sup>st</sup> October

16.28 66046 6M41 MG-RO  
19.02 60007 6B47 WH-RN  
19.14 66094 6V07 RO-MG  
20.10 66015 6E30 MG-HL  
60071 6V05 RO-MG  
66094 6E11 CF-IM  
66152 6V81 RM-CT  
66113 6V93 CY-MG  
66034 4E67 MG-RA  
66046 6V61 RO-MG  
66127 6E47 LL-TS

**14<sup>h</sup> November (cont)**

20.05 66021 6E11	CF-IM
20.17 66716 6Z97	BN-CT
20.24 66069 6E30	MG-HL
21.28 66103 6E09	MG-IM
60099 6E41	WH-LY

**15<sup>th</sup> November**

11.27 66162 6V05	RO-MG
12.02 60049 6B13	RN-WH
20.23 66061 6E30	MG-HL
60099 6E41	WH-LY
66009 6E09	MG-IM
66078 6E20	MG-IM
66002 6V35	RM-CT
66034 4Z32	RC-MG

**16<sup>th</sup> November**

11.15 60049 6B13	RN-WH
37611/20309 6M67	BR-CE
66059 6V92	CY-MG
66135 6V55	BD-RN
66061 6A36	AH-DT
66075 6V67	RA-MG
60054 6V05	RO-MG
66531 4V06	RG-SG
66057 6E47	LL-TS
66148 6E30	MG-HL
66021 6V11	IM-CF

**17<sup>th</sup> November**

66531 4V06	RG-SG
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**17<sup>th</sup> November (cont)**

60099 6E41	WH-LY
60049 6B13	RN-WH
66069 6V67	RA-MG
66075 6V05	RO-MG
66117 6M81	MG-RO

**18<sup>th</sup> November**

66230 6V92	CY-MG
66184 6E20	MG-IM
66031 6Z88	CT-SN
66730 6Z97	BN-CT
66135 6V66	RA-MG

**19<sup>th</sup> November**

47828/832 5Z66	
	B'ham-Pengham

66069 6V02	HL-LL
60071 6E41	WH-LY
60049 6B13	RN-WH
66059 4E66	MG-RA

**20<sup>th</sup> November**

16.17 66005 6E47	MG-TS
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**21<sup>st</sup> November**

37601/3 1Q11	DY-BL
66206 2Z99	BS-EX
66004 6V92	CY-MG
60071 6E41	WH-LY
67005/6 1X0	to NT
+2915+2916+2917+2917	
+2921+2922+2923	

**21<sup>st</sup> November (cont)**

60049 6B13	RN-WH
70004 4V06	RG-SG
66419 4V47	RG-SG
66145 6V67	RA-MG
66141 6M96	MG-CY
60054 6V05	RO-MG
66057 6V64	BS-CT
66068 6V06	KY-CT
66168 6V07	RO-MG
66184 6E11	CF-IM

**22<sup>nd</sup> November**

10.51 77901 6J88	CF-RY
11.14 60049 6B13	RN-WH
12.10 73103 6J17	ST-GL-
ST	

66086 6M81	MG-RO
66004 6V05	RO-MG
66125 6V67	RA-MG

**23<sup>rd</sup> November**

60054 6B13	RN-WH
60049 6V05	RO-MG
37218/229 6M67	BR-CE
66004 6M81	MG-RO
66099 6V67	RA-MG
66151 6M96	LL-CY
66419 4V47	RG-SG
66018 6E11	CF-IM

## Stirlingshire Sightings

by Derek Sneddon

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

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

05.45 66303 4H47	MN-IS
07.00 66426 4R75	GM-EE
10.30 66429 4N66	GM-ML
10.35 66559 6G05	RV-LT
12.30 66529 6Z06	RV-LT
14.10 66104 6Z50	IS-MN

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

05.45 66303 4H47	MN-IS
06.42 66513 6G13	LH-LT
07.00 66426 4R75	GM-EE
12.30 66529 6Z06	RV-LT
13.00 66302 4A13	GM-AB
13.30 66161 6S36	DS-GM
23.53 31602 3Q01	MN-Alloa

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

05.45 66423 4H47	MN-IS
08.30 66557 6A65	OX-AB
10.35 66596 6G05	RV-LT
13.00 66427 4A13	GM-AB
13.30 66114 6S36	DS-GM

**20<sup>th</sup> October**

05.30 66621 6H51	OX-IS
05.45 66423 4H47	MN-IS
06.00 66114 6A31	MN-AB
07.00 66430 4R75	GM-EE

**20<sup>th</sup> October (cont)**

10.35 66596 6G05	RV-LT
13.00 66432 4A13	GM-AB
21 <sup>st</sup> October	
13.00 66427 4A13	GM-AB
13.30 66161 6S36	DS-GM

**22<sup>nd</sup> October**

02.30 66101 6Z48	MN-IS
05.45 66423 4H47	MN-IS
08.57 66121 6K10	DL-CL
10.05 66112 6A30	MN-AB
10.16 66156 6K11	DL-CL
10.35 66513 6G05	RV-LT
13.00 66302 4A13	GM-AB
13.30 66110 6S36	DS-GM

**23<sup>rd</sup> October**

09.15 66100 6K60	MN-DL
10.55 66043 6K05	DL-MN
11.13 66059 6K08	MN-DL
13.00 66431 4A13	GM-AB

**24<sup>th</sup> October**

05.45 66423 4H47	MN-IS
10.30 66432 4N66	GM-ML
10.35 66596 6G05	RV-LT
14.10 66101 6Z50	IS-MN

**25<sup>th</sup> October**

07.00 66431 4R75	GM-EE
10.35 66596 6G05	RV-LT
13.00 66426 4A13	GM-AB
13.30 66112 6S036	DS-GM

**26<sup>th</sup> October**

05.45 66427 4H47	MN-IS
07.00 66426 4R75	GM-EE
08.30 66605 6A65	OX-AB
10.35 66596 6G05	RV-LT
13.00 66429 4A13	GM-AB

**27<sup>th</sup> October**

05.30 66621 6H51	OX-IS
05.45 66427 4H47	MN-IS
06.00 66021 6A31	MN-AB
07.00 66433 4R75	GM-EE
10.35 66596 6G05	RV-LT
13.00 66305 4A13	GM-AB

**28<sup>th</sup> October**

07.00 66421 4R75	GM-EE
10.40 61994 5Z37	
Thornton-Fort William	
13.00 66430 4A13	GM-AB
13.30 66110 6S36	DS-GM
14.24 57001 1Z23	ED-GS



<b>29<sup>th</sup> October</b>		<b>4<sup>TH</sup> November (cont)</b>		<b>9<sup>th</sup> November</b>	
13.30 66021 6S36	DS-GM	10.35 66599 6G05	RV-LT	05.45 66421 4H47	MN-IS
<b>1<sup>st</sup> November</b>		13.00 66424 4A13	GM-AB	07.00 66429 4R75	GM-EE
05.30 66621 6H51	OX-EE	13.30 66114 6S36	DS-GM	08.30 66617 6A65	GM-AB
05.45 66422 4H47	MN-IS	<b>5<sup>th</sup> November</b>		10.35 66599 6G05	RV-LT
07.00 66432 4R75	GM-EE	05.45 66422 4H47	MN-IS	13.00 66427 4A13	GM-AB
10.35 66599 6G05	RV-LT	10.05 66040 6A30	MN-AB	13.30 66114 6S36	DS-GM
13.00 66301 4A13	GM-AB	11.20 66424 4M16	GM-DV	<b>10<sup>th</sup> November</b>	
<b>2<sup>nd</sup> November</b>		13.00 66433 4A13	GM-AB	05.30 66617 6H51	OX-IS
05.45 66422 4H47	MN-IS	<b>6<sup>th</sup> November</b>		05.45 66421 4H47	MN-IS
07.00 66301 4R75	GM-EE	08.35 66051 6K11	MN-PH	06.00 66114 6A31	MN-AB
08.30 66513 6A65	OX-AB	09.15 66144/040 6K12	MN-PH	10.35 66510 6G05	RV-LT
10.35 66599 6G05	RV-LT	13.00 66431 4A13	GM-AB	13.00 66431 4A13	GM-AB
13.00 66305 4A13	GM-AB	<b>7<sup>th</sup> November</b>		13.30 66027 6S36	DS-GM
13.30 66101 6S36	DS-GM	05.45 66422 4H47	MN-IS	<b>11<sup>th</sup> November</b>	
<b>3<sup>rd</sup> November</b>		07.00 66429 4R75	GM-EE	05.45 66421 4H47	MN-IS
05.30 66621 6H51	OX-IS	10.30 66426 4N66	GM-ML	07.00 66431 4R75	GM-EE
05.45 66422 4H47	MN-IS	10.35 66599 6G05	RV-LT	10.35 66599 6G05	RV-LT
06.00 66027 6A31	MN-AB	14.10 66114 6Z50	IS-MN	13.00 66427 4A13	GM-AB
10.35 66599 6G05	RV-LT	<b>8<sup>th</sup> November</b>		<b>12<sup>th</sup> November</b>	
13.00 66424 4A13	GM-AB	05.45 66421 4H47	MN-IS	05.45 66421 4H47	MN-IS
13.30 66101 6S36	DS-GM	06.15 66091 6S04	MN-AB	10.05 66067 6A30	MN-AB
<b>4<sup>TH</sup> November</b>		07.00 66429 4R75	GM-EE	10.35 66510 6G05	RV-LT
05.45 66422 4H47	MN-IS	10.35 66510 6G05	RV-LT	11.20 66429/427 4M16	GM-DV
07.00 66431 4R75	GM-EE	13.00 66427 4A13	GM-AB		
		13.30 66097 6S36	DS-GM		

## Stirlingshire & Gloucestershire Sightings Location Codes:

AB Aberdeen	CQ Croft Quarry	HS Hunslet	MS Maesteg	RV Ravenstruther
AC Achnasheen	CR Cadder	HT Hastings	MT Mountsorrel	RY Rugby
AD Alexander Dock Jnct	CS Cheltenham	HV Haverfordwest	MV Manchester Vic	SA Saitley
AE Attercliffe	CT Cardiff Tidal	HW Heywood Jnct	MW Moorswater	SB Stourbridge
AH Ashchurch	CV Cliff Vale	HY Hinksey	NA Nairn	SC Scunthorpe
AJ Awre Junction	CY Corby	IM Immingham	NE Neath	SD Standish Jnct
AL Alston	DC Dyce	IB Ironbridge	NG Nottingham	SG Stoke Gifford
AN Acton	DL Dalmeny	IS Inverness	NH Newton Heath	SH Slough
AP Appleford	DM Dollands Moor	JM Jersey Marine	NJ Norton Jnct	SI Stirling
AR Abercynon	DR Doncaster	KB Kittybrewster	NL Newtonhill	SK Shirebrook
AT Abbotswood Jnct	DS Dalston	KC Kirkcaldy	NT Newport	SN Stockton
AV Avonmouth	DT Didcot	KK Kilmarnock	NV Neville Hill	SO Southampton
AW Atherthaw	DV Daventry	KL Kyle of Lochalsh	NW Nantwich	SP Spetchley
AY Ayr	DY Derby	KN Kennethmont	OB Oban	SR Stourton
BA Blair Atholl	DU Dundee	KS Kingsland Road	ON Onllwyn	SS Swansea
BD Bedworth	EA Earles Sidings	KY Kingsbury	OO Old Oak Common	ST Severn Tunnel Jnct
BE Berkeley	ED Edinburgh	LA Laira	OX Oxwellmains	SV Stevenage
BH Brierley Hill	EE Elderslie	LB Ladybank	OY Oxley	SW Swindon
BI Burntisland	EH Eastleigh	LC Lincoln	PA Paisley	SY Shipley
BL Bristol	EL Elgin	LD Lydney	PC Port Clarence	TD Tyne Dock
BN Beeston	EU Euston	LG Lairg	PF Peak Forest	TE Trostre
BO Bo'ness	EV Evesham	LH Leith	PG Pengham	TH Theale
BP Bath	EX Exeter	LI Llanithgow	PH Perth	TK Tavistock Jnct
BR Bridgwater	FB Ferrybridge	LK Lackenby	PM St Philips Marsh	TL Tilbury
BS Bescot	FF Fiddlers Ferry	LL Llanwern	PN Paddington	TN Taunton
BT Barton Hill	FG Fishguard	LM Long Marston	PO Polmadie	TO Toton
BW Barrow Hill	FO Forres	LN Laurencekirk	PR Preston	TR Trishington
BZ St Blazey	FR Fairwater	LO Longsight	PT Ptaigton	TS Tees Yard
BY Barry	GC Glasgow Central	LS Leeds	PW Prestwick	TY Tyeisley
CA Calvert	GL Gloucester	LT Longannet	PY Portbury	VA Victoria
CB Coatbridge	GM Grangemouth	LW Linkswood	PZ Penzance	WB Wembley
CE Crewe	GR Grange Sidings	LY Lindsey	RA Redcar	WH Westerleigh
CD Charfield	GS Gleneagles	MC Machen	RC Ratcliffe	WP Workop
CF Cardiff	GY Grimsby	ME Montrose	RD Reading	WR Warrington
CH Chaddesden	HA Hayes	MF Milford	RE Redmire	WS Worcester
CL Carlisle	HD Handsworth	MG Margam	RG Rugby	WV Wolverhampton
CM Chalmerton	HF Hereford	MH Millerhill	RM Rotherham	WW Washwood Heath
CN Carnforth	HH Holyhead	MN Mossend	RN Robeston	WY Westbury
CP Chepstow	HL Hartlepool	ML Motherwell	RO Round Oak	YT Yate
	HR Harwich	MO Moreton	RR Rowley Regis	YK York

# RHTT Workings in Norfolk

by Stuart Moores

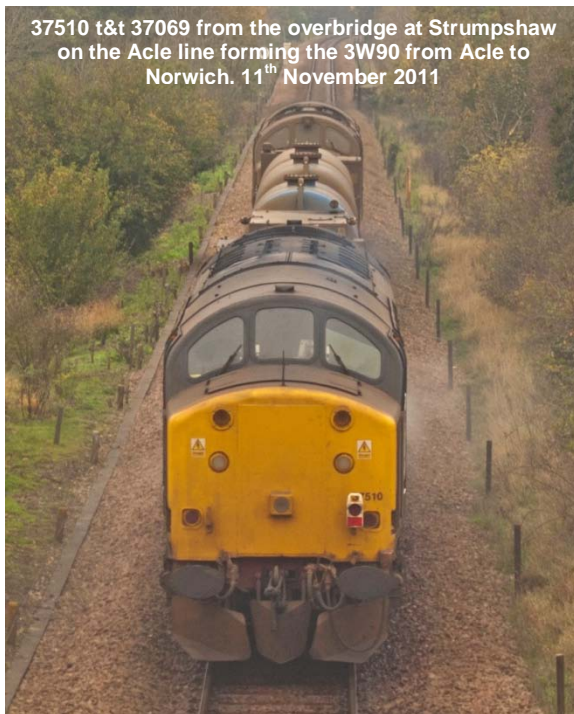
The following photos by Stuart Moores were all taken in the Norwich area and show various workings of the DRS powered Rail Head Treatment Trains (RHTT) in the hands of CI.37s. The photos also show four different nose configurations of the CI.37s. One other photo appears on page 25 of a CI.57 working.

Thanks to Stuart for capturing this annual exercise, over to other members to capture the scene elsewhere in the country for next autumn.

*below:*

37059 (with smiley face) + 37688  
t&t 37087 sits in the mid road  
between platforms 4 and 5,  
Norwich at 13.24 before heading to  
Cromer on the 3W97. The reason  
for the three engines on this service  
isn't known but maybe due to RETB  
issues with 688.

37510 t&t 37069 from the overbridge at Strumpshaw  
on the Acle line forming the 3W90 from Acle to  
Norwich. 11<sup>th</sup> November 2011





running late (14.08) 37194 tails 37087 out of Norwich with the first RHTT of the season to Cromer, 19<sup>th</sup> October 2011



to show how filthy the inner ends of the locos can get, here is extremely dirty DRS 37610 on the rear of the 14.01 3W97 Norwich – Cromer RHTT working, Norwich 13.40, 9<sup>th</sup> November 2011



# Railway Globetrotters

by Ray Smith

## JAPAN, 12<sup>th</sup>-27<sup>th</sup> May 2011 - Part 4:

Tuesday 24<sup>th</sup> May 2011:

The morning in Kyoto was spent visiting the Castle, Temple and Pagoda before visiting the Umekoji Steam Locomotive Museum. This is a roundhouse and many of the locomotives there are in full working order. It was opened in 1972 on the 100<sup>th</sup> anniversary of the start of railway operation in Japan. 19 steam locomotives are allocated here although 7 are often away on mainline duties. I like the fact that these locomotives are not all spotlessly clean and highly polished but looking more like working machines. Adjacent to the shed was a yard with some JR units and locomotives.



adjacent to the Umekoji Museum is a half roundhouse with adjacent sidings occupied by DE10 1156  
24 May 2011



Umekoji Museum has a short demonstration line where you can have a short steam haul as with 8630 performing this duty attached to its two "tents"  
24 May 2011



2-8-2, D5 11. Umekoji Museum  
24 May 2011



Pacific C551 Umekoji Museum  
24 May 2011

There was a short demonstration line where a steam locomotive hauling, what I consider, 2 silly coaches that look like marquees took us for a short ride. After the museum a small group decided to return to Shin Osaka where we went down onto the local platforms where freights also passed through. After that we returned to Kyoto again.



EF210-8 brings an empty container train through Shin Osaka, 24 May 2011



class 103 248 departing Kyoto  
24 May 2011



DE10 1575 runs light through Shin Osaka  
24 May 2011



yet another class of DMU, A 281 waits  
at Shin Osaka, 24 May 2011

**Wednesday 25<sup>th</sup> May 2011: The Oigawa Railway.**

We left Kyoto for Kanya via Hamamatsu. At Kanya station we changed trains from JR to the Oigawa Railway. Although both companies lines are on adjacent platforms they are not linked. At this point we were met by a Japanese TV crew who were to follow us all day for a tourism documentary that was broadcast a few weeks later. The Oigawa Railway has 2 different lines and also has a wonderful selection of stock. The first line was from Kanya to Senzu and the second line was Senzu to Ikawa.



units 16003 and 16103 are ready to depart  
Kanaya for Senzu on the Oigawa Railway  
25 May 2011



49616 (not on the books of the Oigawa railway)  
and E103 are stored at Senzu  
25 May 2011

The original line began service in 1927 from Kanya and reached Senzu in 1931. Initially this was to transport logs and to develop hydroelectric power plants along the river Oi. Initially all the workings were steam hauled with diesel railcars introduced later. In 1949 the line was fully electrified and in 1951 EMUs began to work the passenger trains. This is not a preserved railway although it is the nearest there is in Japan. The loco depot and workshops are at Shin Kanaya, the next stop after Kanaya. The motive power for this line is 5 steam (2 stored) 4 old electric locomotives (1 stored), 3 new electric locomotives (not yet in service) and an assortment of EMUs.



the Oigawa railway has 4 old electric locomotives on its books E101-103 and 501 with E103 stored at Senzu where there also 3 brand new electric locomotives waiting to replace them, E32, E33 (nearest ) & E34  
25 May 2011



2-6-4T C10 8 stands at Senzu after hauling us from Kanaya  
25 May 2011

The second line runs from Senzu to Ikawa. This line was built in 1933 by an electric power company to transport materials for dams and hydroelectric power plants. It was built as 2'6". In 1936 it was re-gauged to 3'6" to allow freight trains to run direct between the two lines. However, the loading gauge on this line remained the same and today the passenger trains are operated by 'mini trains' for the low tunnel clearance. This was an all diesel line. Due to the different gauges, passengers have to change trains at Senzu. In the 1980s a new dam was built and this forced the closure of a 5.6km section of the line. A new steep (9%) line was built to replace this which opened in 1990. Due to the severity of the incline a section of around 1½km was electrified with 3 much larger class ED90 electric rack locomotives introduced to pilot the trains up this section. It is a strange sight to see such a larger locomotive next to the originals (see below). Earlier in the year a severe landslide blocked this line just outside Senzu so we were bussed to the next station.



Oigawa railway DD203 is named 'Brienzi' after a Swiss Railway  
DD201 is also named 'Rothorn'  
25 May 2011



note the size difference between rack banker (right) and DD205 'Akaishi' which is about to be propelled by the former up the electrified section, 25 May 2011



After arriving at Kanaya we went to the Oigawa platform and old electric E102 brought our train in. At the front was 2-6-4T C10 8. This hauled us to Senzu. We then were bussed to our next train hauled by DD205 AKAISHI. This took us up to Ikawa where one of the dams had been built. Our pilot for the rack section was ED902. The same locomotives brought us back to Senzu. We were bussed to our hotel which was a typical Japanese style where you slept on the floor. It also had its own hot spa where the rules are you bathe naked although men and women use separate areas. The TV crew even followed us in there! When the documentary was broadcast it lasted 3 minutes !



DD205 Akaishi at the highest point of the Oigawa railway at Ikawa 686m above sea level, 25 May 2011



EP210 on a freight passing Nagoya 26 May 2011

#### Thursday 26<sup>th</sup> May 2011:

Today was a free day to allow us to walk in the country or relax at the hotel. No way! With the rail pass still valid, many of us went back to Kanaya then went our separate ways. I went back to Nagoya, hoping to spend a couple of hours on the station. This station has the local and Shinkansen platform on the same level so I could see both as well as passing freights. By now I had filled my hard back memo book with numbers and have to buy another to continue! I have never written down so many numbers on one tour before.

all photos by Ray Smith (to be cont)

## Stock Changes

It is hoped that all major changes recorded below will help you keep the **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**

**New EMUs:** 378257\* 390055\*

**DMUs Reformed & Re-numbered:**

158961 formed from 158767 + 52749

**Locos Scrapped:**

EMR Hartlepool 09104, 56085, 56108

56129

EMR Kingsbury 56022

TJ Thompson, Stockton 56059

**Locos Transferred:** (\* yet to move)

D2868 HST to MSM 06003 HST to MSM

03180\* BAT to HST D2578\* HST to BH

07013 HST to BH 08765 WH to BU

20311/314 CF to BH 37250 EDV to WEN



37250 Leeming Bar, Wensleydale Railway 17 November 2011

# New Rolling Stock



having featured the new 3 car CI.172/3 DMUs now in regular service on LMT workings around the lines south of Birmingham, here are examples of the 2 car 172/2 version 172214 + 172216, Birmingham Moor Street, 18 November 2011



11 car Pendolino 390055 being hauled north through Milton Keynes Central, 16<sup>th</sup> November 2011  
Mark Richards



## Revised Liveries



with CI.150s transferring away from LMT, here is 52214 from set 150214 at York having recently entered service with Northern Rail and minus its previous Centro branding, 17<sup>th</sup> November 2011



NR 57306, the second ex-Virgin Thunderbird to be painted yellow with recently converted GLV 68505 behind, both now in service and awaiting icy weather Tonbridge Yard, 25 November 2011 (also present is GBRf 73204

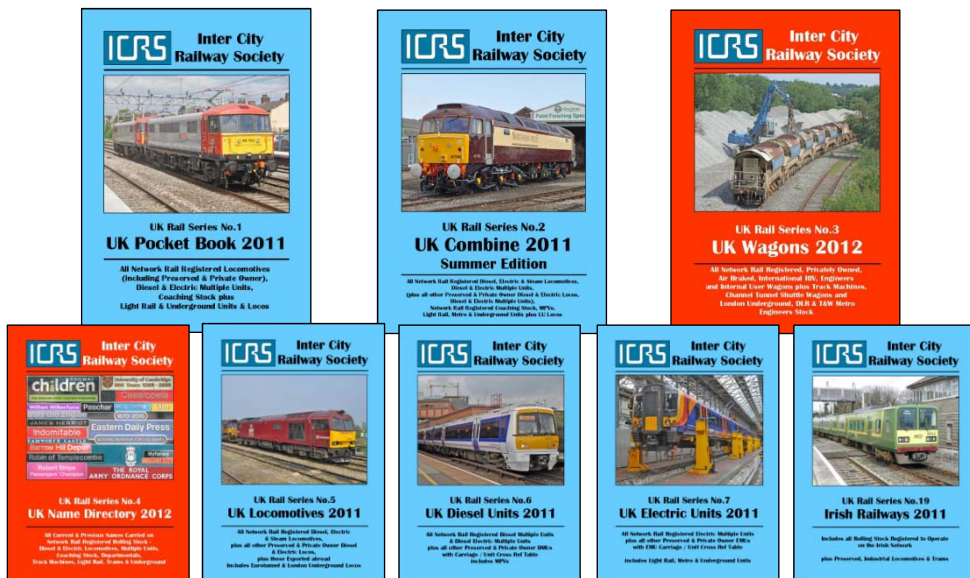


# ICRS Publications

Two new 2012 editions are imminent, **UK Wagons** and **UK Name Directory**. The latter has been reworked to be even more comprehensive than before and is the only such book currently on the market. It is also a small print run as are the current 2011 editions of **UK Locomotives**, **Diesel Units**, **Electric Units** and **Irish Railways**, so if you don't want to miss out, order yours now. The individual books have additional carriage number to unit number cross ref tables, not found in the Combine and are very useful. As for future titles, an eagerly awaited updated **Ultimate Sighting File** is in preparation for release during 2012 and will combine all locos into one book rather than the 3 previously published.

Copies of all books can be either ordered via PayPal online at **www.icrs.org.uk** or by cheque (made payable to ICRS) direct from Carl Watson (see page 2 for contact details).

All books, except A6 Pocket Datafiles, are A5 wire bound printed on 90gm paper with laminated card covers allowing them to be laid flat.



**Book Titles (all Members receive a 20% discount on 2010/11 & up to 27% discount on 2012 ICRS books)**

			non-member	member
			Price	
<b>New: (2012 – red)</b>				
UKRS03	UK Wagons 2012 (164 pages)	(updated to 1 <sup>st</sup> Oct11)	£12.99	£9.50
UKRS04	UK Name Directory 2012 (172 pages)	(updated to 10 <sup>th</sup> Nov11)	£12.99	£9.50
<b>Current: (2011 – blue)</b>				
UKRS01	Pocket Book 2011 (240 pages)	(updated to 1 <sup>st</sup> Jan11)	£8.99	£7.19
UKRS02C	UK Combine Summer Ed 2011 (268 pages)	(updated to 1 <sup>st</sup> Jun11)	£14.99	£11.99
UKRS05	UK Locomotives 2011 (81 pages)	(updated to 1 <sup>st</sup> May11)	£7.99	£6.39
UKRS06	UK Diesel Units 2011 (64 pages)	(updated to 1 <sup>st</sup> May11)	£7.99	£6.39
UKRS07	UK Electric Units 2011 (116 pages)	(updated to 1 <sup>st</sup> May11)	£8.99	£7.19
UKRS19	Irish Railways 2011 (53 pages)	(updated to 1 <sup>st</sup> May11)	£7.99	£6.39
<b>Previous 2008-11: check online for availability of Nos 2-19, as some are now SOLD OUT ( * discounted )</b>				
	Loco Pocket Datafile – Eastleigh 100 Special 2009		£4.00*	£3.00*
	Pocket Datafile 2009	(updated to 1 <sup>st</sup> Oct08)	£5.00*	£3.00*
	Pocket Datafile 2008	(updated to 1 <sup>st</sup> Oct07)	£5.00*	£3.00*
<b>In Preparation: (publication date to be confirmed)</b>				
UKRS21	Ultimate Sighting Files - Locomotives		TBC	TBC
<b>Proposed:</b>				
UKRS22	Ultimate Sighting Files – Diesel Units		TBC	TBC
UKRS23	Ultimate Sighting Files – Electric Units		TBC	TBC