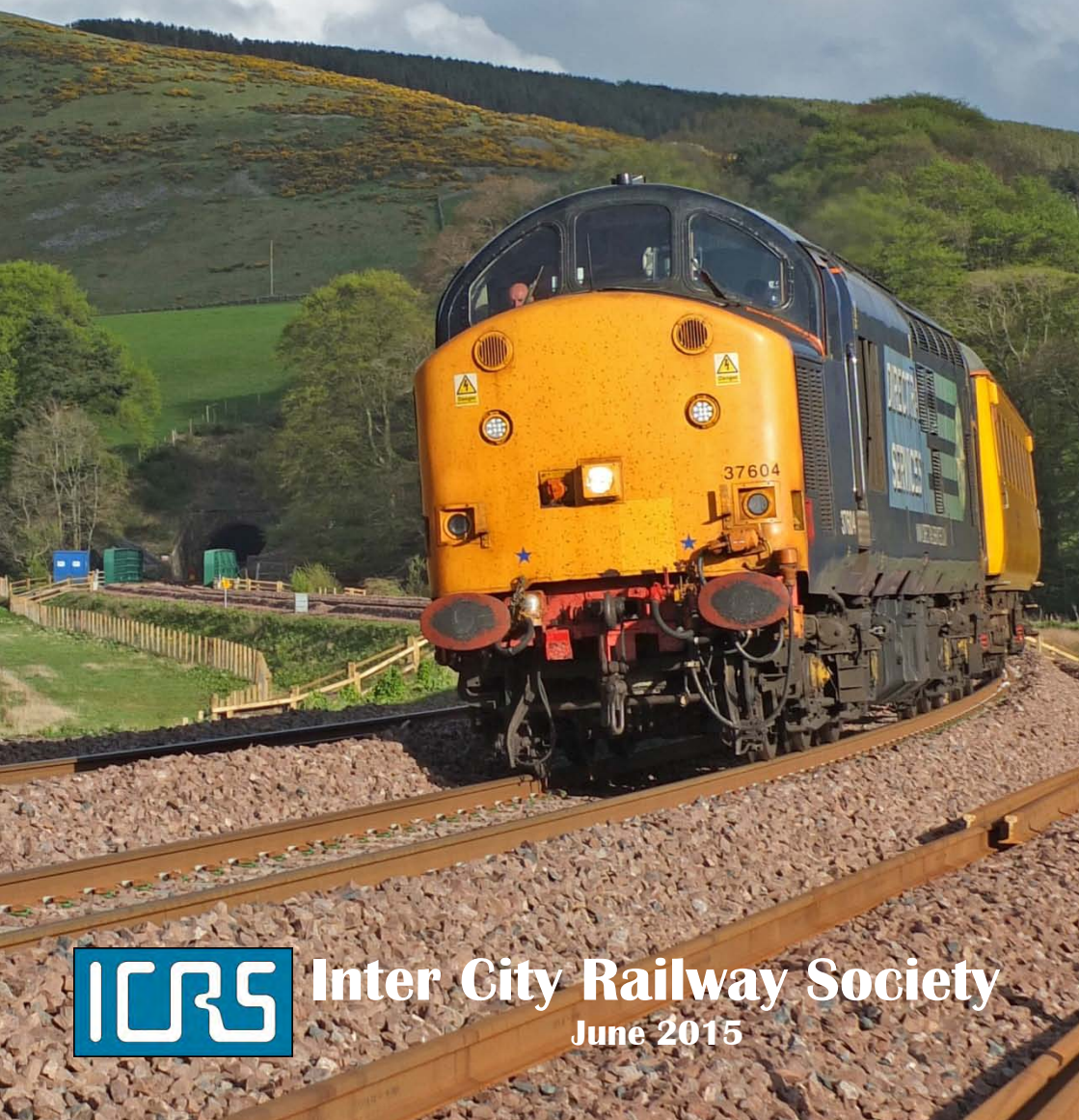


TRACKS



Inter City Railway Society
June 2015



Inter City Railway Society

founded 1973

www.intercityrailwaysociety.org

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June 2015

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Front Cover Photo: 37604 t&t DBSO 9702 ran a NR test train over the Borders Railway from Millerhill – Tweedbank and return on the 12th and 13th May 2015. This is the first 'passenger' train on the route and the train is seen on the 12th on the return northbound 1Q13 having just emerged at 18.30 in evening sunshine from the northern portal of Bowshank Tunnel. Further photos of the train, which trundling along at 20mph I was able to chase, can be seen elsewhere in this issue as part of the continuing story of the railways rebirth.

£2.50 where sold separately

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SOCIETY NOTICE BOARD

Editor's Comments:

It was good to see several of you at the Swanage Diesel Gala, particularly those that joined last year and renewed...must have enjoyed the first year, so thank you again.

With my Membership Sec hat on, membership numbers are nearing the 1000 and the increased admin is taking its toll. I have banged on before but I must reiterate **PLEASE, PLEASE** renew asap and by your expiry date if you can, just as you would if it were insurance (mind you who likes paying that !!). The extra time to chase up outstanding renewals, albeit only a few weeks overdue means extra costs in sending out renewal forms and extra time in admin. To illustrate the issue, there were 33 Reminders from April and 19 now for May, overall it adds up to a quarter of the membership over the year. Note that mailing lists to the printers have to be prepared at the end of the month, or just after. For those with emails and renewing in May you will have seen that I sent out reminder emails just prior to the end of the month and I will now do this each month as a helpful reminder, as I know many do forget, put the form to one side or completely miss the Renewal notification clearly marked on the **TRACKS** carrier sheet. To aid clarity, the address sheet was redesigned last month and hopefully this will help you spot when you are due, as a quick glance is all you need now to see a thick black line at the bottom denoting if it is a Renewal or a Reminder. Some may think *I don't expire until the end of the month, why pay early*, but remember just because the renewal date is the end of the month, for nearly all members this is longer than a year as you will have joined part way through the preceding month. If you have to wait until the end of the month then please let me know as a courtesy that that is your intention. Remember you can easily set up an annual standing order with your bank to save any need for you to remember or even any need for us to send a Renewal notification in the first place...better still take out a 5 year subscription, great value with a £7.50 saving now. You can extend at any time, no need to wait until your renewal date. This is a friendly Society and a hobby run voluntarily, so any help you can give in reducing admin is greatly appreciated....and I might have time to paint another room in between 'full time' ICRS duties (Chris is laughing !!!)

The ban on WCR, now lifted (see **FRANCHISE NEWS**) caused chaos for the Railway Touring Co (RTC) GB VIII tour around the UK using steam traction, which started on the 28th April and was due to be operated by WCR. It seems WCR assured RTC that they would be cleared to operate in time so no alternative planning did not occur. So with WCR still banned the tour was only able to use steam on Day 1, after which it fell apart. By the final Day on the 6th May, many had abandoned the tour which had numerous traction failures and had resorted to using overcrowded service trains over the bank holiday period. It seems more harm was done by trying to run than by cancelling. Enthusiasts were annoyed, heavens knows what ordinary passengers must have thought of the debacle.

800101, the first 9 car CI.800 arrived in the country from Japan on the 11th May for testing. However it is currently only a 5 car set and will be lengthened in the summer. Overnight testing on the ECML started on the 12th May with 800001 between Peterborough and Grantham.

Well surprise, surprise we got a government with a working majority so for the railways at least no major upheaval is on the horizon. Putting political persuasions to one side, that has to be good news.

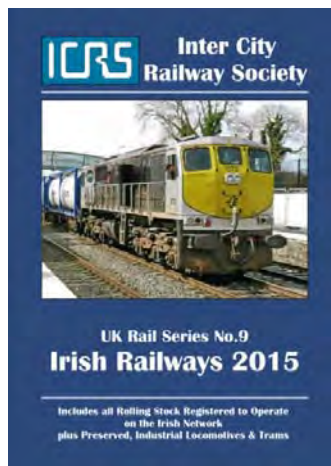
Publication News:

The latest 2015 edition **Irish Railways 2015** has been released. Prices are on the rear cover of **TRACKS**.

Errata - May 2015 issue:

08502 in caption at bottom of p.32 should read 08786.

The Beyer-Garratt on p.45 was at Porthmadog waiting to depart on the 10.45 to Caernarvon, then return at 14.15. Apparently David miscounted and there were 3 wagons behind 57306 on p.15.



Membership Matters:

Subscriptions:

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

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

NB. Having been held for 6 years, the **Standard Membership** rates rose modestly from 1st May 2015 to help cover increased costs of production / delivery of **TRACKS** and the 33% increase in size to 64 pages. **TRACKS** has actually increased 228% since the rate was originally set in 2009 as it was 28 pages printed in black & white !! Both paper and postal costs have risen considerably over recent years. Though the books have subsidised **TRACKS** since 2011 and will continue to do so, the deficit gap between income from the **Standard Membership** annual rate and production / distribution costs will still be £0.98. The cost of sending membership cards and general admin raise this much higher.

ICRS Membership gives you:

- **TRACKS** a high quality full colour 64 page monthly magazine - covering all aspects of railways, posted with Standard Membership or emailed as a pdf with eMembership.
- up to 30% discount on all ICRS books (7 currently available).
- occasional members only visits to railway facilities.
- the latest issue of **TRACKS** emailed (on request) 10 days prior to receiving printed version.
- an informative website, with access and indexes to previous issues of the magazine.
- 10% discount on Ian Allan books (direct sales from IA only).

New Members: (* re-joined)

Philip Beckett (Stapleford), Ian Blackall (Ludgershall), Steven Booth (Plymouth), Bren Browne (Amble), Andrew Cameron (Romsey), Sid Day (Salisbury), Simon Dunmore (Ilkeston), John Eaton (Doncaster), Joe Greener (Pontyclun), Bill Hathaway (Birmingham), Denis Horsman (Highclere), Terry Igoe (Warrington), Stephen King (Ottery St.Mary), Barry Lawley (Sutton-in-Ashfield), Anthony Lowther (Doncaster), David Newbury (Exeter), Neil Parkin (Sheffield), Brian Pollard (Manchester), Stuart Rees (Cheadle), Matthew Richter (Bere Regis), Darren Rogers (Farnborough), Glen Sallows (Basingstoke), John Scotford (New Barnet), James Stagg (Credon), David Thornton (Evesham), Andrew Turnidge (Beighton), David West (Letchworth), Alan Wilson (Grimsby), Martin Woodward (Manningtree), Frank Wyldbore (Conwy), Peter Young (Newton Abbot) - a warm welcome to you all.

Obituary:

Sadly two members have died Colin Plevy from Mitcham, Surrey and Alan Lowe from Sandbach, Cheshire. Condolences have been expressed to their wives 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. **Therefore please check your address carrier sheet with your copy of TRACKS...before you dispose of it.** The reverse of the carrier sheet will be printed with a Renewal form, which can be returned or not, depending on the method of payment (see below). If no renewal is forthcoming after a Renewal Reminder form, your membership will be deemed to have lapsed. **Please make sure you and provide a telephone contact number. If you are ex-directory, don't worry as it will not be revealed to any third parties but it is important that we have a contact number other than by post, which is a costly way to communicate.** As a helpful 'reminder', members who have set up a bank standing order will have a note to that effect on the front of the carrier sheet but no renewal form on the reverse. Hopefully then no one will renew twice, as has happened !! **PLEASE RENEW asap, as only one more copy of TRACKS will be sent after your expiry date, unless you state a reason for the delay. If you are not renewing please have the courtesy to say so.**

Methods of Payment: **Please note we cannot accept credit card payments over the telephone.**

Internet Banking (BACS) / Standing Order: This is the preferred most cost effective, secure and quickest way of paying, for you and the Society and ensures we get the full amount. Bank details will be included on your renewal form.

Cheque or Postal Order: Please make payable to ICRS and return your remittance with the form to: Trevor Roots (Membership Secretary) ICRS Membership Renewal, Mill of Botary, Cairnie, Huntly, Aberdeenshire AB54 4UD

PayPal: Pay by credit card or debit card via PayPal on the website, however this incurs a cost to the Society (currently £0.74 for £16 & £2.75 for £75)

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 overseas and e-members.

TRACKS Magazine:

If you so request, the very latest issue of **TRACKS** will be emailed as a pdf when it goes off to the printers so you will get it *'hot off the press'* 10 days before you receive the printed version. That means you have the latest news, some within days of the event occurring. Please email the editor, Trevor Roots at editor@intercityrailwaysociety.org to receive the latest issue by email in addition to the printed version. Similarly the last 11 months are also available by email, but only to members.

Submissions:

Articles: Any information / article on any railway related item will be most welcome for inclusion in the magazine. Your visits, travel stories or anecdotes about any part of the railway network, past or present, home or abroad can give pleasure to others or inform of places to visit. This railway hobby of ours is made all that more enjoyable by the sharing of information, knowledge and experiences. Neatly hand written submissions are perfectly acceptable, but ideally a typed document is preferable. Better still, if you have a PC and internet connection then send an email.

Photos: Good quality photographs are always welcome, preferably high res jpeg digital photographs via email (**not compressed please**), but prints are acceptable. Please send an SAE if you wish them returned. Please include full contact details with any submissions, including your first name.

The latest date for articles / info for the **July 2015** issue is **Friday 26th June 2015**
with delivery to members after **Friday 10th July 2015**
please check the **TRACKS** page on the website for date of posting from the printers

Magazine Distribution: **TRACKS** is distributed direct from the printers to members in a clear plastic wrapping with an address carrier sheet (reverse printed with a Renewal / Reminder form if appropriate). If any member fails to receive their copy after one week from the above estimated delivery date then please contact the **editor**.

Magazine Contributors: (* new this month) Thanks to **Chris Addoo, Tony Blackburn*, Andrew Buckley, Ken Bull, Kieth Carr*, Rod Coles*, Ian Costello*, Dennis Dey, Neil Dix, Martin Evans, Derek Everson, Iain Gardiner, Hugh Guilford, Chris Hatch, Robert Hawker, Michael Hayman, James Holloway, Geoff Hope, Nigel Hoskins, Gordon Kirkby, Ian Knight, Colin James, Scott Mesher, Keith Partlow, Colin Pidgeon, Colin Pottle, Mike Rumens, David Smart,* Norman Smith, Ray Smith, Derek Sneddon, David Spencer, Graham Stockton, Paul Sumpter, Roger Thomas, Darren Twelves*, Malcolm Wallace, Carl Watson, Mike Waudby, Doug Welch, David Williams & Trevor Roots**. We are sorry if anyone has been missed. Photos not credited in the caption or within the article are by **Trevor Roots**.

Website:

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

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

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

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

FORTHCOMING EVENTS

MEMBER ONLY VISITS

Eastleigh Works, 10.00-11.00, Saturday 25th July 2015:

This visit is an organised tour of the Works by an Arlington guide limited to 20 places, so a lottery draw will be conducted.

Applications must be made to Louise Watson by email or post no later than the 30th June. If you apply by post, please include a stamped addressed envelope and telephone number. The draw will be made in early July and all applicants advised as soon as possible.

For those successful applicants you must meet at Gate 2 by 10.00. Cost - £10 per person, pay on the day direct to guide. All money raised goes directly to Arlington's nominated charity.

Eastleigh Works, 12th September 2015:

This guided tour has been cancelled as the date clashes with our likely attendance of another preserved Gala. Further guided tours will be arranged for future dates.

OPEN DAYS

Tyseley Locomotive Works (TM) 27-28th June 2015: TM has its next open weekend on Saturday and Sunday, 27th and 28th June 2015. Gates open from 10.00 - 17.00 each day, last admissions 16.00. The entrance fee is payable on the day, Adults - £15, children under 15 - free and members of the Vintage Trains Society can get in for £5.

DRS Carlisle Kingmoor Open Day, 18th July 2015:

With DRS celebrating its 20th anniversary the gates the Depot will be open from 10.00 – 16.00. Tickets are now on sale through the DRS website <http://www.directrailservices.com> though you can buy them on the gate. We will be there with our sales stand.



ICRS DRS CREWE GRESTY BRIDGE VISIT

by **Trevor Roots**

The latest visit to the DRS depot at Crewe Gresty Bridge was held on the 2nd May 2015 which Chris and myself attended on our way down to the Swanage Diesel Gala. Unfortunately four members were unable to attend on the day, too late to arrange a reserve, so just 21 took the tour by John our DRS guide.



with 68005 + 68009 behind, everyone is raring to go

It was possible that we wouldn't have seen any Cl.68s as so many are now working far and wide, particularly with ScotRail and Chiltern Railways, but we were lucky as 3 were on site (another cop for me in 68009). There was in fact at least one of each class operated by DRS, the full list being: 20309/312, 37405/422/611/612, 47810/841/853, 57010/011/302/310, 66427/430, 68001/005/009. There were 18 locos on site in total with 37422 fresh from repaint at Barrow Hill. The Cl.47s are all stored. 68001 and 37422 were on the line adjacent the depot with the snowploughs but this line is now behind 8' high security fencing, so photography of anything on this track is now difficult. Poking of camera through railings was the order of the day. Sadly the weather was not brilliant with drizzle on and off which got steadily worse as the tour ended and promptly started chucking it down as we all left. Sun and constant showers was to be the weather pattern for the rest of our trip south to Swanage via Wales and the West Country.

FRANCHISE / NR NEWS

A crumb of good news for the charter industry in particular is the rescinding of the banning order imposed on West Coast Railways by NR allowing them to operate from the 8th May 2015. However all is not rosy as the ORR is still continuing its investigation and WCR has been forced to curtail its operations by 50% and is operating under an improvement order with the threat of still losing its safety certificate. This means that some charter companies have had to cancel and others find alternative operators. The Royal Scotsman returned to WCR traction from the 11th May (see photobelow of the first tour north of Aberdeen) and the first steam charter was on the 16th May.



47832 t&t 47854 on the Royal Scotsman,
heading west at Rosearie, Keith 08.53, 18th May 2015

More GTR (ex-FCC) CL.319s have moved north to Northern Rail, 319367/369 join 319361-366/379/380 at Allerton Depot with 319371/374/383 at Wolverton awaiting the transfer and leaving just one to go to complete the 14 unit cascade, probably 319368. Another 6 CL.319/3s are due to go north in due course.

A cascade of DMUs has resulted in more loco hauled services on the Cumbrian coast. With 5 CL.170/3s moving from TPE to Chiltern Railways, TPE has hired 6 CL.156s from Northern requiring Northern to operate two weekday diagrams with DRS CL.37s and DBSOs although to start with the services will be t&t with 37s. Prior to the start of the service on the 18th May 2015 several trial runs were run as with 37423 plus 4 Mk2s seen heading north past the Leighton Moss RSPB Reserve at Ings Point at 14.00 on the 1st May 2015 (*we were in the Eric Morecambe hide at the time, ed*).



Diagram 1

05.15 Carlisle – Preston arr 09.35
 10.04 Preston – Barrow arr 11.33 stable
 14.37 Barrow – Carlisle arr 17.28
 17.37 Carlisle – Barrow arr 20.29
 stable overnight

Diagram 2

05.16 Barrow – Carlisle arr 08.33
 08.42 Carlisle – Barrow arr 11.30
 11.38 Barrow – Carlisle arr 14.26
 14.35 Carlisle – Barrow arr 17.22
 17.31 Barrow – Carlisle arr 20.31

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.*

The National Brewery Centre, Burton upon Trent by Neil Dix:

Railways and beer have long had a close association (*I'm sure our Treasurer would agree, eh Pete, ed !!*). You only have to see how many of today's gala events coincide with beer festivals to appreciate the popularity of these two pastimes. There is one place however, where Railways and Beer are probably more closely associated than anywhere else. That place is Burton upon Trent. The world famous breweries based here were avid users of the railways for much of the 19th and 20th centuries.

The story of brewing and its railways is told at The National Brewery Centre located in the heart of the town. Here you can meander at your leisure or alternatively join a guided tour. There really is something for everyone, from shire horses to historic motor vehicles including a delightful 1920's Daimler in the shape of a Worthingtons Beer bottle (see photo right). This was a promotion vehicle that was used to deliver beer to the pubs



and despite its age is still in working order. The horses can be seen between April and October and for £2 per person extra you can experience a short carriage ride, around the site, available 11.00 – 14.00 subject to weather.

On the second floor of the exhibition building is an extensive model of Burton and its railway network as it was during its peak. As you walk around the layout, visitors can illuminate various scenes and operate the model railway. Also on site is a stationary Robey Steam engine. Having been restored to working condition, this fine engine is run each Sunday between Easter and late October.



Outside, there is a small station with 2 locomotives and a carriage. Bass No.9 [5907] 0-4-0ST (see photo left) built by Neilson Reid in 1901 was actually designed by the then Chief Engineer at Bass, H A Couchman. Its short wheelbase was ideal for the sharply curved brewery tracks yet it was powerful enough to haul a full rake of wagons loaded with ale. The end of steam at Bass came in 1964 when diesels finally took over.



No.20 4wDM built in 1926 for Worthington & Co. who purchased six of these locomotives between 1924 and 1934. They were originally fitted with petrol engines, however these were replaced by diesel engines in the 1950s. This enabled the locomotives to continue in use for a few more decades. 4w Directors Coach built by Ashbury Railway Carriage & Iron Co. in 1899. The carriage was originally built for the directors of the Manchester Ship canal however following the completion of the canal it was sold to Bass for use as a VIP coach. In 1902 it was to carry none other than King Edward VII when he made a visit to the brewery. By the time of its last trip in 1965 it was more well known for taking rail enthusiasts around the complex.



Last but by no-means least there is the Brewery Tap Bar & Restaurant where you can sample up to 3 beers (included in the admission price) whilst enjoying good food in pleasant surroundings.

The Centre is open every day except Christmas and Boxing Days. The Museum is closed on Christmas Eve as well. Opening times are: 1st April to 30th September 10.00 – 17.00 with last entrance at 16.00 and the daily Guided Tours are at 11.00 and 14.00, 1st October to 31st March 10.00 – 16.00 with last entrance at 15.00 and the Daily Guided Tours are at 11.00 and 13.30. With admission at just £8.95, £7.95 for OAPs and £4.95 for kids (ages 3-16), you can't go wrong. A family ticket for 5 people (max 3 adults) costs £21.95. The Centre is located in the town centre on the A511 Horninglow Street, 10 mins walk from the

railway station. Directions from the station, turn right into Station Street, then left into Guild Street, then left into Horninglow Street, the centre is then on the left.

EASTLEIGH WORKS REPORT

by **Carl Watson**

for the period up to 31st May 2015

General: Another busy month with plenty going on and some key projects coming to a conclusion. The ScotRail Mk2s have been completed and 59003 has had a successful test run out and back to Guildford. Conversions of car carrier frames for the STVA IFA wagons are proceeding at a pace with only five left to do by the end of May. They look quite striking in their bright red on the light grey wagon. Once the 20 are complete, most of the earlier wagons will return for further modifications to the ramp ends.

Locos: 73119 and 73212 arrived at the end of April. Both are waiting to receive bogie overhauls once 73213 and 73109 are completed.

The convoy of locos 66741 + 50035 + D6757 + 45060 + 56006 heading for the Swanage Railway Diesel Gala spent the night of 5th/6th stabled in the Works, departing on the 6th for Swanage.



59003 'Yeoman Highlander' freshly completed, 3rd June 2015
ready to depart to the WSR via Didcot

Freightliner 66416 brought in 66418 for repainting on the 12th (see photo below).



Repainted 66705, minus Union Jack, departed on the 8th and was replaced by 66702 (see photo below of 66702 being shunted by 08721 on the 12th).



Having taken the other locos from Swanage to Didcot, 66741 arrived back from Didcot with D6757 (37057) on the 12th for stabling. The 37 had failed at the Swanage Gala and was awaiting a tow back home to Barrow Hill for repairs. 66742 took the 37 with Translator set T5 to Doncaster on the 14th. GBRf 09009 arrived by road on the 15th for repairs, the lorry returning to Whitemoor with repaired 09002 (see photos below).



31233 visited with a Test Train on the 26th.

59003 has been repainted in the current GBRf/Europorte livery and went on a test run to Guildford and back with 66717 in tow on 29th (see photo right). The underframe had still to be painted but was completed (see photo above) on by the 3rd June when it departed in time to visit the West Somerset Railway on 5th June for its official re-dedication ceremony.



Units: Class 508 64667 from 508208 was scrapped by Raxstar on the 6th. Siemens have started alternating between 450s and 444s with the following completed 450558, 556, 109, 567 & 444036 (see photo right taken on the 12th) 450557 & 444038 were onsite at the end of May. Two ex-Victoria Line Underground units (3078, 4078, 4178, 3178 and 3084, 4084, 4184, 3184) are being stripped of useful parts and are due to be scrapped.



LUL 3184 27th May 2015

Coaches: Northern Belle liveried 57305 and 57312 collected Mk2 5995 on the 28th April. The latest two ScotRail Mk2s, 5955 and 6137 were collected on the 1st by 37688. Pullman Car 281 (99546) 'GWEN' has been repainted and was collected by 57307 on the 28th April which deposited Generator Car 6313 for repairs. 9502 was also in the consist, both in and out.



09002 shunting
'GWEN' + 59003 13th May 2015

Wagons: 66051 on the DBS trip from East Yard on the 29th April brought in 4908 631-4, 634-8 and 4384 028-8. It returned with 4384 021-3, 4908 602-5 and 4376 008-0.

66566 was on the Freightliner trip on the 30th April, it came in light engine and departed with; 93406, 93472, 93453, 92559, 608509, 607122, 607040, 608544, 93328, 93336, 608478 and 608482.

On the 5th May, Freightliner brought in 608538, 607130, 607123 and 608551. The loco returned to Maritime with 608317, 608318, 608105 and 608106.

The DBS trip on the 5th brought in 4647 032-8 and departed with 4908 609-0.

There was a further Freightliner trip on the 7th which, again, came in light loco and departed with 608104 and 608101.

Tuesday the 12th saw Freightliner 66416 collect 608067, 608412, 608087 and 608088, the loco having arrived with 66418 for repainting.

66014 was on the DBS trip on the 12th which brought in 4908 624-9 and 4908 633-0 and departed light loco.

The 14th saw Freightliner bring in 93372, 92649, 92612, 93296, 608446, 607083, 607124 and 608523. It returned 608124 and 608123 to Maritime.

On the 19th May 66015 brought in 4375 014-9 and depart with 4908 608-2, 617-3, 4647 032-8 and 4384 016-3.

PFA's 92760 and 92779 are complete and awaited collected at the end of May.



The KHA wagons being converted for use with Southwest Trains MPVs were tested with the modules that will be used on them, including a crane (see photo of 99.70.9319.001-2 above on the 30th April).

On completion of the tests the two wagons were returned inside for the conversion work to be completed, including fitting of through wiring and high level connections on one end which was finished on the 2nd June. The photo right shows 99.70.9319.001-2 & 002-0 with MPV DR 98927 before DR 98977 was attached at this end.



OTP:

The Speno RPS32-2 Rail Grinder (DR79221-226) departed following its annual maintenance on the 10th.

photos by Carl Watson

A VIEW FROM ABOVE

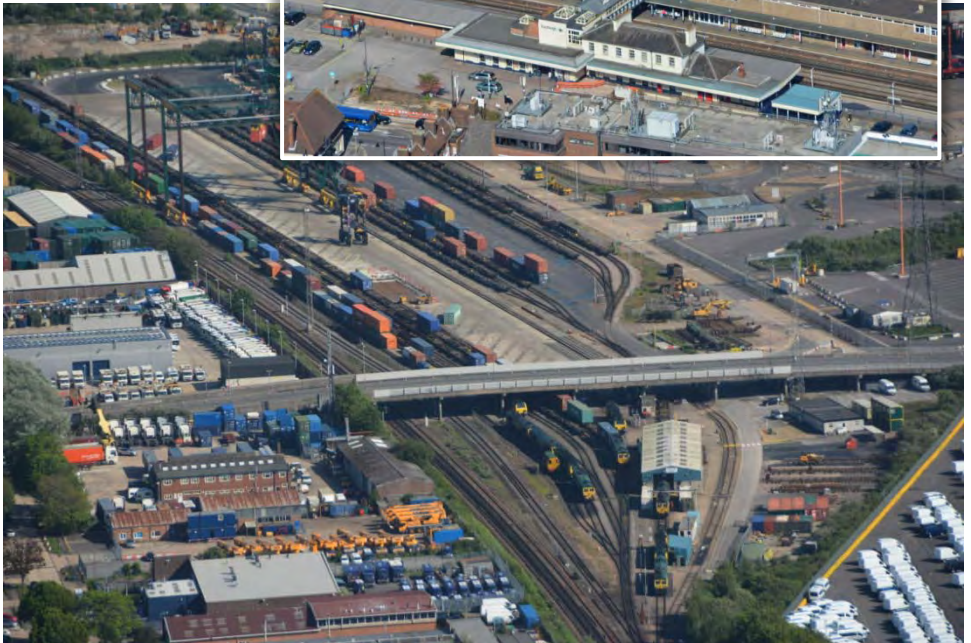
Something a bit different from Scott Mesher who flew over Eastleigh (top & inset) and the Freightliner Container Terminal / Depot at Southampton Maritime (bottom) on the 16th May and took these images.



above Eastleigh Works

right

70802, 66846, 66728
66741, 66707 & 73107
Eastleigh Station



TRAFFIC & TRACTION NEWS

April 27

20308 + 20305 were seen passing Worcester Shrub Hill at 14.55 (photo below by Robert Hawker).



66432 + 66428 + 66430 were seen passing through Carlisle at 15.52 (photo at end by Iain Gardiner).

67012 t&t 67029 were seen on a test train at Carlisle at 13.39 (photo below by Iain Gardiner).



April 28

66006 was seen approaching Wrexham at 17.30 on 6M86 Margam - Dee Marsh coils (photo below by Martin Evans).



66724 t&t 66704 passed through Eastleigh at 07.10 with a RailVac on 6G30 Hounslow - Totton Yard (photo at end by Chris Addoo).

Northern Belle 57305 t&t 57312 on 5Z70 Crewe - Eastleigh ecs move of the Riviera set from the Devon Explorer (photo at end by Chris Addoo).

47813 was seen descending Belstead Bank, Ipswich with two MK3s on 12.21 Wolverton - Norwich Crown Point running 119 mins late (photo at end by Keith Partlow).

April 29

A busy 40 min period at Carlisle produced the following freights as well as passenger services (photo by Gordon Kirkby):

15.58 37059 + 37605 + 57002 Kingmoor – Sellafeld le

16.52 66706 Hunterston – Drax coal

16.57 86627 + 86605 Coatbridge – Crewe liner

17.25 66305 Daventry – Mossend



17.40 66713 Doncaster – Hunterston empty coal

66708 was seen stabled at Carlisle (photo by Gordon Kirkby).



31190 (D5613) + DVT 82302 were seen approaching Wellingborough at 12.22 on 5Z34 Loughborough Brush – Wembley (photo below by Colin Pottle).



April 30

37059 + 37604 were seen passing Rutherglen on flasks at 12.47 (photo below by Iain Gardiner).



May 1

37602 + 37608 passed through Walsall at 1308 with Berkeley CEBG – Crewe flasks (photo below by David Williams).



70005 was seen receiving attention on Ipswich SP (photo below by Keith Partlow).



May 2

66554 passed Tilehurst at 13.03 with 6026 Hinksey - Eastleigh (photo below by Andrew Buckley).



Tamper DR 73805 was seen stabled at Ninian park (photo below by Darren Twelves).



May 6

70002 was seen at Eastleigh at 13.35 on 06.12 4054 Leeds - Southampton Freightliner, apparently this is the first visit by 70002 so completing the class (photo below by Norman Smith).



May 9

90001 was seen climbing Belstead Bank, Ipswich at 10.18 on 1P25 09.30 Norwich - Liverpool Street with a complete Abellio Greater Anglia refurbished Mk3 set.

90018 was seen passing Rutherglen light engine at 12.43 from Mossend – Polmadie (photo below by Iain Gardiner).



57312 was seen passing Harrowden Junction at 20.35 dragging 375306 from Ramsgate EMU depot – Derby (photo below by Colin Pottle).



May 11

73107 was seen passing through Millbrook at 11.44 returning from Swanage Diesel Gala (photo below by Ian Knight).



92019 passed through Northampton at 14.49 light engine (photo below by Graham Stockton).



47812 was seen bringing in the Caledonian Sleeper ecs at 21.05 at Glasgow Central (photo below by Iain Gardiner).



May 12

56105 + 56078 passed through Newport Station at 10.59 on Washwood Heath - Cardiff Canton (photo below by Roger Thomas).



66762 was seen climbing Belstead Bank, Ipswich at 18.32 with 4M02 17:34 Felixstowe North - Hams Hall (photo below by Keith Partlow).



May 13

66510 + 86604 + 86627 were seen in platform 8 at Crewe at 12.35 (photo below by Ian Costello).



May 14

VTG TEA 100t Bogie Fuel Oil Tank Wagon 871001 was seen on Ipswich stabling point as fuel for Freightliner is now delivered in these tanks from Lindsey in place of the four wheeled TTA tanks (21 stored in Ipswich Yard) from Ripple Lane. This tank was one of 6 built by Greenbrier, Poland in 2006 (photo at end by Keith Partlow).

37605 t&t 66432 passed through Carlisle at 14.33 with a single Mk2 coach 9527 (photo overleaf top by Doug Welch).



86628 + 86614 passed through Carlisle at 16.55 with the Coatbridge - Crewe freight liner (photo below by Doug Welch).



66744 was seen approaching Carlisle at 17.10 with a Ferrybridge PS – Hunterston empty coal train (photo below by Doug Welch).



May 15

60021 + 60096 (failed) were seen approaching Wellingborough at 18.09 on 6E38 Colnbrook - Lindsey, Wellingborough (photo below by Colin Pottle).



Swindon double silver...60066 was seen arriving with 6B49 Llanwern Exchange Sidings - Swindon Stores then during shunting drew alongside 67012 on the rear of 1Q15 Derby RTC – Cheltenham, 67029 was on the front (photo below by Colin Pidgeon).



May 16

57313 + 57310 + 68008 passed Chorlton at 07.13 on Crewe Gresty Bridge – Wembley (photo at end by Roger Thomas).

66709 passed through Eastleigh at 16.04 on 4Y19 Mountfield Sidings - Southampton Western Docks (photo below by Chris Addoo).



May 18

66713 passed Harrowden Junction on 6M19 Barrow Hill Up Siding No.1 - Wellingborough (photo at end by Colin Pottle).

Rail Grinder C2103 was seen stabled at Wellingborough (photo at end by Colin Pottle).

May 20

A two hour session at Water Orton by Paul Sumpter saw the following freights:

11.43 66098 + 67018 + 66850 Bescot Up Sdgs – Toton North Yd



- 11.50 66005 Banbury Reservoir – Mountsorrel
- 12.13 66186 Burton – Felixstowe South Sdgs
- 12.22 66060 Felixstowe South Sdgs – Burton
- 12.56 66728 Eastleigh East Yd – Cliffe Hill Stud Farm
- 13.00 66058 Corby BSC – Margam
- 13.07 66530 Cliffe Hill Stud Farm – Hinksey Yd



- 13.14 66613 Hope Earles Sdgs – Walsall Freight Terminal
- 13.15 66061 Walsall Freight Terminal – Briggs Sdgs

May 22

90011 was seen climbing Belstead Bank, Ipswich at 17.51 on 1P55 17.00 Norwich - Liverpool Street with coaches made up mostly of the former Virgin Pretendolino set (photo below by Keith Partlow).



May 24

92018 was seen stabled at Edinburgh Waverley (photo below by Malcolm Wallace).



70810 passed Laira Depot at 08.36 on 6C97 Ivybridge – Westbury via Plymouth (photo below by Chris Hatch).



May 27

66168 was seen approaching Wellingborough on 6M39 Moreton-on-Lugg - Radlett loaded hoppers at 09.01 (photo below by Colin Pottle).



May 28

66152 passed through Nuneaton at 14.22 with the Halewood – Southampton East Docks cars (photo below by Mike Rumens).



May 30

20132 + 20118 were seen at Derby at 16.00
(photo below by Andrew Turnidge).



Ballast Regulator DR 77907 + Tamper DR 73117
were seen passing Ipswich at 11.10 working

Marks Tey - Diss Reception, running 31 minutes
late (photo below by Keith Partlow).



57312 + 57310 + 68008 Chorlton
16th May 2015 (Roger Thomas)



66753, 73961 + 73962 with 66760 arriving from Neasden
Tonbridge West Yard, 30th April 2015 (Paul Sumpter)



57305 t&t 57312 Eastleigh, 28th April 2015 (Chris Addoo)



above a couple of shunters that are often out of public view are 08696 seen on Polmadie Depot, 9th May 2015 and HO24 (08870) seen at Wabtec, Kilmarnock, 15th May 2015 (Iain Gardiner)



no longer needed for Scottish sleeper duties the DBS ex-First ScotRail branded CI.90s are finding other work

above 90024 on a Daventry – Mossend intermodal, Carlisle Kingmoor Yard, 10th May 2015 (Gordon Kirkby)

above left 90019 on the Cumbrian Coast Express, Euston 30th May 2015 (Derek Everson),



INFRASTRUCTURE NEWS

Marylebone - Bicester - Oxford Link (Chord) by Hugh Guilford:

There have always been two stations in Bicester, a mile apart on different lines, but there has never been a local link between the lines before Evergreen 3. This project was instigated by Chiltern Railways when it took over the Bicester Town to Oxford line (Oxbridge line) from FGW in May 2011 with the intention of providing a through service between London Marylebone and Oxford.

Bicester Town is on what used to be the single track Oxbridge line through Bletchley and was the terminus for passenger services. Bicester North is on the mainline from Marylebone to Banbury about ½ mile north of the Oxbridge line over which it crosses (to the left in the photo below).



The Oxbridge line beyond Bicester Town is freight only, though part of this up to the new chord will now be in passenger use, to Verney Jct (or Claydon LNE Jct) and access to the land-fill site (old clay pits) at Calvert. Beyond the Verney Jct the track is mothballed as far as Bletchley with much of the trackbed overgrown but is planned to re-open in 2019. The new double track chord drops down from the Marylebone to Banbury mainline under the green footbridge above to the freight only Oxbridge line. The footbridge is for a footpath, which was severed by the link, from Gavray Drive.

The photos were taken on Easter Monday, 6th April 2015. In the photo above looking northeast from Gavray Drive, just north of Bicester Town, the Marylebone to Banbury mainline crosses in the background on a day when First Great Western HSTs were running on the Chiltern line (no Virgin trains). The photo below was taken looking northeast from a level crossing on Langford Lane 1¼ miles southwest of Bicester Town showing that replacement and doubling of the old track is nearing completion (see below). MoD Bicester is over to the right with the branch curving in behind the trees.



Following completion of the trackwork, to 100mph standard and the construction of a new Oxford Parkway station, re-construction of Islip, 5 miles north of Oxford and Bicester Town to be renamed Bicester Village all with two platforms, the new through service will commence on the 26th October 2015 between Marylebone and Oxford Parkway. This will be the first new service connecting a city to London in over 100 years. The line has been closed since 15th February 2014. Running to the main Oxford station cannot start until construction of extra platforms has been completed and this is currently held up in the planning process.

Miscellaneous News:

A new bay platform 0 is to be constructed at the northern end of Doncaster station against the Frenchgate shopping Centre and will be linked with a new footbridge / lifts. It could possibly be in use by the end of 2015.

The former Crewe Diesel Depot has been refurbished and fitted out to repair / restore / store both steam and diesel locos and rolling stock. It is a joint venture by Locomotive Storage Ltd and LNWR Heritage Ltd who lease the Depot. Formally opened on the 9th May it has 5 through roads in the twin bay building which can be seen from the southern end of Crewe station (see photo below). Eventually visitors will be allowed and be able to see via a high level viewing platform spanning the Depot.



Elgin Yard by Trevor Roots:

Clearing of vegetation and small trees in Elgin Yard that have grown up between the Aberdeen – Inverness line and the yard around the old Elgin South signal box have revealed lost sidings and completely exposed the signal box for the first time in years. Compare the view taken on the 23rd May 2015 (below) with that on the 21st November 2013 showing 67011 (right).

The line through the yard in the photo below, past the original station (extreme left), originally went south to Craigellachie passing over the Aberdeen – Inverness line (right) in the far distance on a bridge now demolished.



BORDERS RAILWAY

Before continuing south along the line from Stow I have included a photo taken at Heriot from Part 1 in the March 2015 issue. The photo below taken on the 10th March 2015 from the A7, shows that a pedestrian underpass, rather than a footbridge, has been constructed where the former level crossing was, hence the large crane shown on page 45, top photo. This allows access from the small community to the A7 and bus stops. It was getting dark when I took the photo but there hasn't been a clearer shot since.



Also following the photos on page 46 in the August 2014 issue, above is an up to date photo of the line north of the A720 Edinburgh bypass with 37604 (the last shot on my chase !!) passing at 19.40. The road on the right is the B6106 Millerhill Road which finally re-opened after being



realigned and two new road bridges constructed over the railway, the first, from which 37604 was taken, heads to Millerhill and the second, a little further north, which leads to the last new station, Shawfair built on a Greenfield site, which I have now been able to photograph (see opposite bottom looking south).

Part 3 Stow to Tweedbank by Trevor Roots

South of Stow, the last minor road crossing the line from the A7 is at Ferniehurst, which again required a new bridge to be built, see photo below taken on the 19th December 2014. It was just north of this bridge that track laying stopped prior to Christmas as can be seen in the bottom photo taken on the same day. The track is laid up to the bridge over the Gala Water, the handrails of which can be seen in the centre of the photo.



South of Ferniehurst the railway enters the only tunnel on the route as both the A7 and the Gala Water deviate around the eastern slopes of Bowshank Hill (1155ft). Bowshank Tunnel is 249 yds long, brick lined with the northern portal faced in stone whilst the southern portal is shuttered concrete. This was the first section of the route to receive track on a new concrete slab. As can be seen in the two photos opposite top, the railway crosses the Gala Water before entering and after leaving the Tunnel via girder bridges. The northern bridge has been restored (see photo right) whilst the southern one needed replacing.

right Bowshank Tunnel
northern portal, 3rd September 2014

You can orientate yourself with the telegraph pole on top of the Tunnel, on the left in the photo right and on the right in the photo opposite top. The track curves through the Tunnel.





left Bowshank Tunnel
southern portal, 19th December 2014

The last road to cross the railway before entering Galashiels is the B710 at Bowland, where there was a former station to the south of the road bridge, left in the photo below, taken looking west on the 3rd September 2014. Though there was an existing girder overbridge this has been replaced by a concrete bridge and new embankment finished in the second photo opposite top looking east taken on the 19th December 2014, awaiting the laying of sleepers.



Having run south since Edinburgh the railway starts to curve to the southeast as it approaches Galashiels through Torwoodlee Golf Course then runs between the A72 to the southwest and a high level A7 to the northeast. The section running through Galashiels required the most re-building as the town straddles a narrow valley between 1000ft plus hills occupied by road, river and rail, all packed into a ½ mile strip. The photo right, taken on the 24th March 2015, shows the approach and the terrain with the 1300ft Eildon Hills in the background. Since the railway closed its trackbed has been encroached or removed. The following 4 photos are all taken showing the short section of track seen above. The



first obstacle was Wheatlands Road where embankments and new bridges were needed as can be seen in the photo looking southeast on the 19th December 2014. Immediately beyond this the railway crosses the Gala Water then passed under Plumtreehall Brae, which sloped down severely from left to right. This latter narrow minor road bridge has been demolished (see inset photo taken on the 3rd September 2014) as it had substandard clearance and replaced by a footbridge, shown green perched in mid air.



The two stubs of the road are still in place up to the footbridge seen finished on the 24th March 2015 in the photo below.



The following two photos, looking northwest from Plumtreehall Brae, show the new bridge over the Gala Water in the foreground with, in the distance, the bridge from where the Galashiels approach photo was taken. The lefthand photo was taken on the 3rd September 2014 and the righthand one on the 24th March 2015.



East of Plumtreehall Brae the trackbed had to be built up as it approached the town centre past retail outlets to the left, as can be seen below looking northwest on the 3rd September 2014 and the 24th March 2015 respectively.



Both the above photos were taken from one of the original structures to remain, a footbridge linking the high level A7 and Low Buckholmside. See photo overleaf top taken on the 3rd September 2014. Beyond this bridge several properties had parking and access across the trackbed (wish I had taken a

photo before work started) which in part was surfaced as a footpath under the A7. A new footbridge had to be constructed to maintain access to these properties even though it is less than 100 yards from the original one as can be seen in the photo below right taken on the 12th May 2015 with the track passing under the A7 beyond.

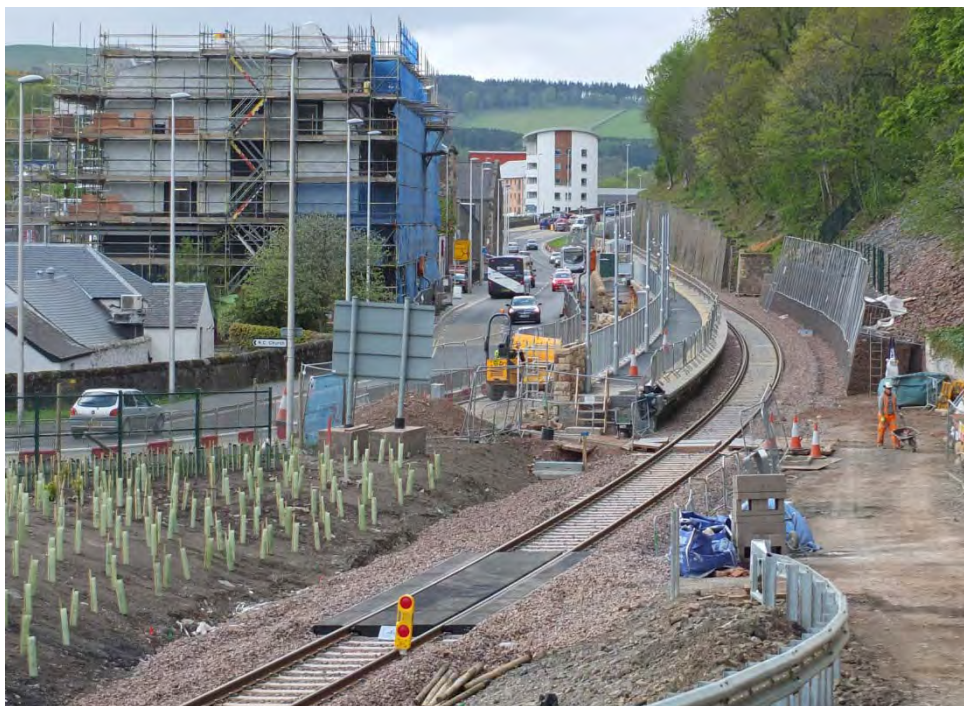


original and new footbridges and A7
bridge from Low Buckholmside
24th March 2015

Once under the A7 the track hugs a narrow shelf with high retaining wall on the left and the A7 on the right into the new station site. The following two photos opposite top being taken on the 3rd September 2014 and the 19th December 2014 looking northwest and southeast respectively.



The single platform new station can be seen in the photo below taken on the 12th May 2015 looking northwest from B6374 Station Brae. Opposite the station a new multi-storey transport interchange is being built to link the station with buses. The A7 turns south away from the railway at the junction with the B6374 which becomes Melrose Road. The railway passes under Station Brae into what was originally the station but now an Asda superstore, the car park of which encroached onto the trackbed.



This has meant that the railway has had to kink around Asda (see photo right taken on the 19th December 2014) then pass through the Langhaugh Industrial Estate, which required some demolition of premises on a new embankment to then pass over Currie Road / Glenfield Road West on a new bridge (seen behind the radio mast in photo right and in close up below). From this point the railway follows the Gala Water along its north bank, until it turns south to join the River Tweed, with the railway continuing on under the last road it encounters, Winston Road, again requiring a new roadbridge. From here the railway passes over the River Tweed for the first and only time to reach the new Tweedbank terminus after $\frac{3}{4}$ mile.



Currie Road going into Glenfield Road, 19th December 2014



above the view looking southeast from Winston Road with the Eildon Hills in the background the River Tweed crossing is in the middle as the railway curves to the right, note the footpath which had occupied the trackbed across the river bridge, has been retained to the right



The terminus of the Borders Railway at Tweedbank has been constructed on a greenfield site, which can be seen under construction above on the 3rd September 2014 and below on the 19th December 2014. It is being built as an island platform. The footpath to the left, which is the continuation of the footpath that crossed the River Tweed, is actually the trackbed. It has now been built over and will be diverted onto Tweedbank Drive. The access to the station is off Tweedbank Drive via a new roundabout with Tweedbank Industrial Estate. The final piece of track was clipped in place at an official ceremony on the 12th February 2015.



In the photo above taken on the 24th March 2015, Tweedbank station can be seen from the bank between Tweedbank Drive and the railway. The photo overleaf top, as seen from the access, shows

the progress on the 12th May 2015 with tracks laid, platform finished and the station building under construction. The buffer has yet to be positioned. DBSO 9702 is seen on the rear of the NR test train with 977997, 5981, 99666, 72630 and 37604, awaiting departure at 17.00, as seen elsewhere in this article and on the front cover.



The only station not yet covered is the new one at Eskbank, which I will feature as soon as I can get close, together with follow up photos of the other stations once they have been completed.

In conclusion I hope you have got a flavour of the works involved in bringing the northern section of the Waverley Route back to life as the Borders Railway and at last I finally saw a loco in use along the railway, sadly not any tracklaying, but my luck was in and the first 'passenger' working will do. However it won't be long before driver training will begin and then we await the first service in September 2015.

PRESERVATION PHOTO SPOT

robbed for spares the sad remains of 08473
Lydney Jnct, Dean Forest Rly, 2nd May 2015 (Darren Twelves)



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*

Dave Smart:

1st May:

Marylebone 08.05-09.50:

67014+12621/603/627/608/609/10272+82305
68010+12605/625/616/614/607/10271+82304
68012+12606/620/613/615/602/10273+82301
68015+12623/617/618/619/604/10274+82303
68011+12119/12017/11029/12043/11031/12054
+82309, 165002-005/008-012/015-022/024/025
165030-039, 168002/003/107/108/111-113/214/217

Kieth Carr:

6th May:

Leamington Spa:

11.33 66704 6M26 EH-Stud Farm
11.58 66543 4M55 SO-Lawley Street
12.04 70004 4O49 CE-SO
13.09 66571 4M28 SO-Ditton
13.13 70013 4O27 Garston- SO
13.15 66165 6M66 SO-Garston
13.52 70804 7M50 HY-B5
14.04 66035 4O21 Trafford Park- SO
14.18 66087 6M48 SO-HO
14.29 66545 6V16 Stud Farm-HY
14.50 70009 4O09 Trafford Park-SO
15.13 66014 6O42 HO-SO
15.52 66587 4M61 SO-Trafford Park

8th May:

Willesden Junction:

11.19 59001 7V57 Harlow Mills-AN
11.37 86639/607 4M54 TL-CE
11.39 66847 6L37 Hoo-WI
11.39 59005 6V28 Dagenham-AN
11.47 66095 4E26 DM-SC
11.48 20227/205 0Z20 Ripple-St Leonards
12.08 66503 4L31 BL-Felixstowe
12.14 66034 6B45 WB-DM
12.19 90042 4L97 Trafford Park-Felixstowe
12.36 90047 4M81 Felixstowe-CE
12.37 66772 6M92 WN-Clavert
12.42 66059 7V36 Ferme Park-AN
12.44 56301 6Z57 Calvert-WN
12.54 66037 6Z50 Crawley-AN
13.05 66007 7O98 Park Royal-Angerstein
13.08 66018 5Z17 Chelmsford-AN
13.13 59205 7O68 AN-Purley
13.15 90043 4L39 Trafford Park-Felixstowe
13.17 90016 4M88 Felixstowe-CE

Mike Rumens:

13th April:

Nuneaton 14.02-15.25:

57308, 60001, 66207/623/740/754, 70802
86610/637, 90016/49, 92019/41, 153365, 170101
170111/112/637, 221142, 350117/371/374
390039/043/047/103/104/122/125/130/134/136
390152, DR73806/80301/80302

14th April:

Nuneaton 13.05-14.50:

37604, 66143/160/553/587/705/752, 70803, 90016
90041, 92023/29, 153354, 170103/105/518/521
221101/07/43, 350113/129/371, 390008/009/020
390043/044/050/103/104/118/121/122

15th April:

Nuneaton 13.54-14.23/15.38-16.53:

66034/044/097/102/145/534/587/712/718/725/729
70810, 86612/613, 90049, 153364, 170103/110
170114/398/522/523/637, 221101/14/43, 350104
350125/370, 390042/043/046/047/049/107/112
390121/132/136/152, DR73923

16th April:

Nuneaton 13.50-14.30:

66160/303/552/594, 153364, 170105/113/114
221116, 350105, 390002/006/013/043/119/148
390151

17th April:

Nuneaton 13.30-14.00:

66542/559, 153334, 170116/518, 221104, 350121
350125

Tamworth Low Level 14.18-17.25:

66097/184/598/712, 70001/003, 86612, 90044/45
92023, 221103/04/10/18/42, 350101/117/120/121
350370/371, 390005/006/008/009/011/016
390044-046/104/107/118/121-123/128/129
390134-136/156

Tamworth High Level 14.18-17.25:

43304/384, 56078/105, 60001/054/063, 66169/616
70014, 97302, 170108/111/113/397/519-521/637
220023/31, 221121/34-36/38

18th April:

Nuneaton 13.57-15.20/17.00-17.40:

66019/044/083/171/501/541/591/593/725, 153354
170110/114/518/519/637, 221103/05/16, 390001
390009/013/020/040/043/045/046/050/103/117
390118/121/126/131/135/137/138/141/151/152
390156

21st April:

Nuneaton: 66418, 153366, 170102/117, 350107

Washwood Heath: 66507

Birmingham New Street:

43207/301, 170102/112/519, 323213, 350101

Birmingham Moor Street:

D9009/55019, 68010, 165022, 168001, 172217
172334/336/337/339/341/345

23rd April:**Nuneaton 13.58-14.55:**

66110, 70802, 90048/49, 153365, 170106/117/519
387104/29, 350368, 390008/124/135/153/154
DR77002

24th April:**Nuneaton 13.30-13.55:**

66524/553, 170112/521, 221112, 350102/116
390151, DR73924

Atherstone: 66138, 90026/36

Tamworth High Level 14.45-17.20:

43304/384, 57310, 66084/622, 70009
170108/113/398/518-520/522/523/637/638
220003/04/18/26/33, 221121/27/29

Tamworth Low Level 14.45-17.20:

66093/124, 86604/605/610/627, 90016/47/48
221103/04/42/43, 350114/116/127/232/370-372
390013/040/049/050/118/121/124/126/132
390134-137/141/148/152/154/155

27th April:**Nuneaton 15.54-17.15:**

66122/543/567/712/729, 70807, 86604/610, 90044
92036, 153375, 170105/108/520, 350103/104/127
350375, 390002/011/040/104/118/128/152
DR77001, cs 3053/3136/13320/99121/99125
99129/316/712/723

28th April:**Nuneaton 13.42-14.55:**

66105/135/504, 70807, 90026/36/45, 170109/112
170397/518/637, 221108, 390010/046/116/119
390125/136/148

29th April:**Nuneaton 14.00-14.34:**

66035, 70801, 153365, 170110, 221109, 390002
390118/127/134/155

30th April:**Nuneaton 13.50-14.45:**

66177/613, 70804, 90016/26/36, 153365, 170102
170105/518, 350127/377, 390002/046/049/131
390151/154/155, DR73948

4th May:**Nuneaton 14.00-14.50:**

70801, 153375, 170109/110/518, 221111/112/124
350239, 387104/29, 390001/006/043/045/050/107
390135/136

5th May:**Nuneaton 13.35-14.40/15.55-16.35:**

66005/135/542/569/592/743, 70801, 153375
170108/109/115/398/518, 221103/05/43, 350127
350128/240, 390009/011/045/046/049/119/141
390151/152

6th May:**Nuneaton 15.00-15.55:**

66015/738/770, 90041, 153354, 170101/108
221101/05, 350116, 390045/047/121/141

7th May:**Nuneaton 14.06-14.38:**

66117, 70803, 153375, 170397, 221101, 350368
390044/050/125/129

8th May:**Nuneaton 10.08-10.28:**

66096/427, 153354, 170518, 221111, 390005/126

390135/151

9th May:**Scunthorpe:**

20066/D8110, 60063/066/100, 66047/050/059/089
66198, 185142

11th May:

Nuneaton: 170117/519, 350376, 390119/121/153

Washwood Heath: 08588/762

Lawley Street: 66015/420/556/755

Birmingham New Street: 170103/107, 221104

12th May:**Nuneaton 13.16-15.00:**

31190, 66076/174/590/730, 67005, 70807/808
90021/28/42/45, 92014, 153375, 170108/111/115
170398/522/638, 221108/11/16, 350102/120/376
387102/29, 390008/010/044/049/103/117/122/129
390130/141/148, cs 1699/1813/3097/3149/21272
35469

13th May:**Nuneaton 13.42-14.55:**

66122/135/589, 70004/808, 90021/28, 153354
170101/114, 221101/12, 350115/374, 390001/006
390049/107/121/130/152/154, DR73806/908

Dennis Dey:**24th April:**

Crawley Yard: 66096/728

East Croydon 12.25-15.05:

59001/004, 66020/728, 377603/608/611/625/703
377706, 387105/07-11/14-16/19/23-28

2nd May:

Hassocks: 387125/28

Willesden: D3671, 66524/531, 68014, 86213

Wembley: 66015/016/168/518/524/531/605, 92031

Bletchley: 60047, 90045

Rugby: 57307, 66712, 92032

Crewe Station 10.00-11.40/13.50-14.30:

57304, 66230/302/520, 70016, 86638, 90026/36
153310/23/76/83, 156413, 158824/841, 175006
175008/009/011/104, 323235/38/39, 350370/377

Crewe Gresty Bridge:

20309/312, 37405/422/611/612, 47810/841/853
57010/011/306/310, 66427/430, 68001/05/09
passing 66509

Crewe carriage sidings: 08868

Daventry: 66423/431/434

Milton Keynes: 377704

London Victoria: 377603/612/622/626

Haywards Heath:

377603/622, 387121/122/125/128

Nigel Hoskins:**16th April:****Reading West:**

11.10 66534 4M28 SO-Ditton
11.25 66567 6X26 HY-EH
11.37 66415 6M92 TH-EA
11.47 66172 4E69 SO-Wakefield
11.56 66182 4O40 Morris Cowley-SO
12.37 66502 4O54 LS-SO
12.55 66537 4O51 WG-SO
13.06 66702 6Z54 TH-Bardon

13.19 70008 4O49 CE-SO
 13.33 66006 4M52 SO-Castle Bromwich
 13.36 59004 7A17 Merehead-Colnbrook
 13.40 59203 7C77 AN-Merehead
 14.20 66598 4M61 SO-Trafford Park
 14.27 70019 4O27 Garston-SO
 14.43 66567 6V27 EH-HY
 14.47 60019 6B33 TH-RN
 14.57 66125/206 6X38 EH-DT
 15.39 59201 6V18 Hither Green-Whatley
 15.59 66018 6C76 AN-Whatley
 16.16 66587 4M62 SO-Hams Hall
 16.25 59103 7C62 AN-Merehead
 16.31 70015 4O09 CE-SO
 16.40 59005 6L21 Whatley-Dagenham Dock

Winchester:

17.40 70020 4M99 SO-Trafford Park

Shawford:

17.50 66016 4M66 SO-Birch Coppice

Southampton Central:

18.10 70015 4O09 CE-SO

Eastleigh:

19.19 66589 4E76 SO-LS
 19.54 66537 4M04 Millbrook-Lawley Street
 20.02 66060 6O42 HO-SO
 20.10 66182 4V42 SO-Morris Cowley
 20.35 66416 4O17 Lawley Street-SO
 20.54 70801 6C18 Worgret Junction-EH
 20.58 70008 4M40 SO-Trafford Park
 21.15 70009 4O55 LS-SO
 21.59 66724/763 6G30 Totton-Leatherhead
 22.27 66504 4O29 Trafford Park-SO
 22.58 59206 7O44 WY-EH
 23.15 66416 4M79 SO-Lawley Street

Southampton Central:

23.30 70014 4E48 SO-LS

17th April:

Southampton Central:

00.11 66954 4O13 DV-SO
 08.56 66593 4M55 Millbrook-Lawley Street

Eastleigh:

19.20 66589 4E76 SO-LS
 19.33 66537 4M04 SO-Lawley Street
 19.58 66139 6O42 HO-SO
 20.08 66002 4V42 SO-Morris Cowley
 20.20 70803 6V31 EH-WY
 20.35 66594 4O17 Lawley Street-SO
 20.55 66587 4M40 SO-Trafford Park
 21.10 70014 4O55 LS-SO
 22.21 66112 4M78 SO-Trafford Park
 23.03 66954 4M79 SO-Lawley Street

18th April:

Southampton Central:

00.09 66169 4O76 Burton-SO
 00.16 70019 4O13 DV-SO
 00.30 70013 4M19 SO-DV
 08.48 66598 4B06 SO-EH

Grateley:

09.49 66537 4O18 Lawley Street-SO

Andover:

10.37 1001 1Z08 HT-CF
 11.09 66097 4O43 Birch Coppice-EH

11.36 67005/26 1Z74 VA-BP
 11.47 66502 4O14 Hams Hall-SO
 12.09 70020 4O27 Garston-SO
 12.40 66567 6O26 HY-EH
 13.26 66589 4O54 LS-SO
 13.33 70009 4M61 SO-Hams Hall
 14.14 66568 4O29 CE-SO

Kensington Olympia:

16.14 92036 6O67 DV-DM
 16.29 66718 6Z77 Stewarts Lane-PB

South Kenton:

17.20 90045 4M41 Ipswich-CE
 18.42 66709 6L48 Garston-Dagenham Dock
 19.11 66550/559 6X04 WN-Norton Bridge

19th April:

Barking:

16.02 66427 4L48 DV-Purfleet

Rainham:

17.47 66427 4L48 DV-Purfleet
 18.42 66154 4M83 London Gateway-Trafford Park

20th April:

Romford:

11.15 66416 4R97 Felixstowe-TL
 11.37 66532 4L37 Lawley Street-Felixstowe
 11.50 90042 4M81 Felixstowe-CE
 11.58 90048 4L89 CE-Felixstowe
 12.12 DR80216 6U36 Norwich-Romford
 12.18 90016 4M88 Felixstowe-CE
 12.50 66723 4M23 Felixstowe-Hams Hall
 13.24 66414 4L31 BL-Felixstowe
 13.49 90044 4M87 Felixstowe-Trafford Park
 14.02 66075 6M57 Ipswich-Watford Junction
 14.11 37612/604 1Q05 DY-Norwich
 14.24 66588 4L39 CE-Felixstowe

Acton:

15.45 66592 4L32 BL-TL
 15.45 66559 4M61 SO-Trafford Park
Slough: 16.00 59102 6C64 AN-Merehead

Michael Hayman:

9th May:

Stratford: 37059/606, 57310, 90005/06/08

15th May:

Victoria: D9009, 67005

Clapham Junction: 73128/136

16th May:

Euston: 37607/608

Geoff Hope:

28th April:

Manchester Piccadilly 13.50-16.35:

66503/712, 67001, 70020, 142003/11/14/28/30-33
 142038/41/42/46/50/56/58/60/92, 150116/133/134
 150138/139/145/146/205/211/218/226/276
 156423-425/459/460/464/482, 158774/777/780
 158810/812/813/835/858/862, 170302-308
 175003/105/111/115, 185106/07/09/10/14/16-20
 185122-25/30/32/33/36/40-42/47/49, 220026/32
 221121/33/39/41, 319363/367, 323223-28/30/31
 323233-39, 350402/404/408, 390006/011/103/117
 390121/123/127/130/154
 DVT 82306, cs 12180/82-84

30th April:**Manchester Piccadilly 14.15-16.35:**

66567/588/712, 67001, 142003/04/09/14/32/38/40
 142041/43/45/50/62/92/96, 150103/135/137/148
 150205/206/211/217/220/269/273/277, 156420
 156421/426/440/455/468, 158770/783/785/810
 158812/846/847/854/858/866, 170301/304/309
 175101/102/107/108, 185106/09/10/13/14/17/22
 185126/27/29/31-35/37/42/43/46/48/51, 220018
 221137/38/41, 319368, 323223/24/26-35/37/38
 350403/406/407, 390002/044/121/130/131/134
 390137/155, DVT82306, cs 12180/182-184

5th May:**Manchester Piccadilly 14.00-17.00:**

66416/520/712, 67001, 142003-05/07/20/23/31/36
 142040/41/43/46/48/51/57/60, 150103/113/117
 150132/136/139/142/146/150/204/205/215/224
 150225/277, 156421/423/426/441/460/472/481
 156488, 158770/774/788/799/847/856/857/863
 158864/866, 170301/304/307/309, 175003/004
 175107/110/116, 185101-03/05-08/10/13-15/17/18
 185120-22/24-26/29/33/36/37/39/44/47/49-51
 220012/27/28, 221121/28/31/35, 319362/364
 323224-28/30-39, 350403/406/407/410, 390039
 390046/047/107/125/129/141/154/157, DVT 82306
 Cs 12180/182-184

16th May:**Clapham Junction 09.00-11.30:**

159004/006/011/014-016/018/104/107/108
 377101/103/104/106/109-115/119/121/123/127
 377129-131/133/135/138/141/146/150/151/156
 377161/164/205/401/408/413-417/419-421/428
 377434/436/440/441/447/450-452/454/456/458
 377459/462/463/472/602/604/606/608/609/611
 377612/614-616/618/622/623/625/626/702/703
 377705, 378136/144/145/148/154/203/204/207
 378211/216/220/225/232/234, 442404/06/11-13/18
 442421, 444006/07/10/14/15/17/20/22/26/27/30-34
 444037/39/42/44/45, 450002/004/005/008/009/013
 450015/017/019/020/022/034/036-038/042
 450071-073/078/080/084/085/087/088/092
 450094-096/099/100/102/103/106-113/115/117
 450121/123/125/544/546/552/555/556/558
 450560-562/564/566/570, 455701/702/706/707
 455711-715/717/719-721/724/726/727/729/731
 455733/735-738/740/802/803/807-809/811/813
 455820-822/825/826/832/839/842/845/847/848
 455850/853-855/858-864/866-869/871/872/874
 455902/904-907/909-920, 458006/012-014/028
 458502-505/511/520/530/531/534/536

East Croydon 11.40-14.00:

171802/804/806, 319215/428/431/439/447/456
 319459/460, 377103/104/108-110/114/116/117
 377119/121-124/126/127/130/131/135/139
 377145-147/151/152/155-158/160-163/207
 377210-212/214/402/408/409/412-417/420/422
 377427/433/436-438/440/442/450/451/453/454
 377456/459/462/463/472/473/501/502/512/515
 377516/518/519/521/523/602/604/606/611/612
 377618/622/623/626/702/703/708, 387103/05-13
 387115/20-23/25/27/28, 442404/06/11-13/18/21
 455802/803/805-809/812/821/824/830/843/844

East Croydon-Blackfriars 14.00-14.25:

171721, 319001/370/423/438, 375807, 387114/18
 387119, 455830/845, 465911/926

Blackfriars 14.25-16.10:

319002/003/007/010/011/013/218/370/378/381
 319384/385/423/425/428/430-432/436/438/441
 319447/451/456/457/459/460, 377207/208/211
 377214/506/507/512/515/516/518/520/523
 387107/09-12/15/21-23/28

18th May:**Manchester Piccadilly 14.25-17.20:**

66505/543/712, 142001/03/27/28/31-35/39/45
 142047-49/53/55/62, 150103/110/114/116/138/148
 150206/211/224/269/272/274-277, 156423/424
 156455/463/464/472/485/487/489, 158783/806
 158810/828/852/856/857/862/863/865, 170306
 170308, 175006/102/106/108/112/113/116
 185101/03/05/09/11-13/21/25/27/28/30/31/34/35
 185141-49/51, 220010/12/13/26/28, 221134/39
 319362/365/368, 323223/24/27-39, 350404/406
 350407, 390006/010/123/125/126/130/131/134
 390138/151

21st May:**Manchester Piccadilly 13.45-16.45:**

66594/744, 67001, 70016, 142004/07/09/13/14
 142036-40/43/44/46/51/54/63, 150111/113/135
 150137/139/144/148/150/206/222/224/269/272
 156420/425/427/441/455/464/468/482/488
 158777/780/783/788/813/847/863/864, 170303
 170306, 175010/103/105/109/114/116, 185102/03
 185106/07/10/11/13/15/17/19/25/27/30/31/33/35
 185136/39/40/45/48, 220002/11/18/26/29/34
 221140, 319364/368/369, 323223/25-38, 350406
 350408-410, 390005/020/042/043/117/121/132
 390134/136/151/152, DVT 82306 cs 12180/82-84

28th May:**Doncaster 08.25-14.35:**

Roberts Road: 66099/764/766-769/772

Station:

08724/853, 43064/066/206/239/251/257/272/295
 43296/299/302/305-312/315/317-319/367/465/467
 47739, 60066/100, 66003/127/136/137/144/185
 66416/556/719/720/755/765/955, 67016, 91103-07
 91109-11/14-17/19-21/24-27/29-31, 142015/24/42
 142051/70/95/96, 144001/03/05/08/09, 153321/32
 153357, 158792/817/842/843/845/855/909
 170306-308, 180101/05/07/10-13, 185111/37/41
 185142, 220003/12/16/26/33, 221125/32/33
 321901, 322483, DVTs 82200/02-05/07-11/14-17
 82219/22/26-30

Mike Waudby:**29th April:****Carlisle Kingmoor 09.00-09.30:**

20304, 37059/194/605/607/688, 57002/004/009
 57012/311, 66301/422/432
 Passing 66185, 156435, 350406/407, 390114/117

Rod Coles:**7th May:****Eastleigh:**

66115-117/705/711, 70002/004/801/802/806/807

PRESERVATION GALAS

Great Central Railway, BR at Work Gala, 18-19th Apr 2015 by Colin James:

I paid a visit to the Great Central Railway on Sunday 19th April for the 'BR at Work Gala'. Sadly I missed the wall to wall sunshine of the Saturday, having a mostly cloudy and chilly day, with some rain and just the odd glimpse on blue sky. Please note that several of my photos were taken from the lineside for which I have a pass as a member.

right 4-6-0 6960 Loughborough Central waiting to depart on the 11.20 to Swithland Up Loop (Colin James)



There were 6 engines in use all facing boiler first to the south away from Loughborough.

A good mix of passenger, goods and mail trains was scheduled throughout the day, the timetable just slipping at the end of the day. Visiting engine GWR 4-6-0 6960 'Raveningham Hall' (WSR) joined the home fleet comprising BR 9F 2-10-0 92214 masquerading as 92220 'Evening Star' (thanks to the NRM), Stanier 8F 2-8-0 48624, still fresh in unlined BR Black, BR Std 2-6-0 78019 (coming to the end of its boiler certificate), Stanier Black 5 4-6-0 45305, Ivatt 2-6-0



46521 and Fowler 3F 4-6-0 6960. The Jinty spent the day in the yard at Quorn & Woodhouse on demonstration shunting duties on a set of wagons. Shunting at Loughborough Central was provided by a fresh looking D3690 (08528) a 2014 arrival from the Battlefield Line.

left 2-6-0 78019 heading south from Loughborough Central on the 10.30 mail train to Swithland Up Loop (Colin James)

2-10-0 92220 t&t 2-6-0 46521 on the 16.20 from Rothley approaching Loughborough Central at 16.32 (Colin James)





above 4-6-0 45305 heading south from Loughborough Central to Leicester North at 13.10
passing 0-6-OT 47460 in the headshunt at Quorn & Woodhouse (Colin James)

The driver, guard & shunter working the Jinty were very helpful, being quite happy to momentarily halt their shunting to pose the Jinty alongside the mainline as other services passed by. There were demonstration mail and parcel transfers from rail to road with Morris Minor van NDF815F & Bedford TK truck PUR622W. There were three Aveling & Porter road roller traction engines also in use filling potholes in the yard (see photo below by Colin James). Leicester County Council Highways Dept. NR 6525 'Thistledown', NT 2019 'Rosetta' & GWR 11240 RO 641



2-6-0 78019 heading south non-stop through
Quorn & Woodhouse at 16.45 on the 16.20 Loughborough
Central to Swithland Sidings goods train (Colin James)

A parcels coach was included in one rake of carriages, with the timetable set to allow parcels transfers on/off the coach in the platform at Quorn & Woodhouse. The mail train ran twice dropping / picking up mail bags on the go.



above Morris Minor van
NDF815F
& Bedford TK truck
PUR622W (Colin James)



above 2-8-0 48624
off to collect a rake
of coaches at 09.27
Loughborough Central
(Colin James)



above
2-10-0 92220 (92214)
reversing into platform 1
at 09.22
Loughborough Central
(Colin James)



left
D3690 (08528)
shunting the
dining train set at 10.54
Loughborough Central
(Colin James)

Swanage Railway Diesel Gala, 7-10th May by Trevor Roots:

This Gala was attended officially by the Society but a number of members were also present on various days. The main report is by Trevor Roots with additional reports / photos from Colin James and Andrew Buckley.

The Gala was held over four days with the Thursday a preview day with the theme 'Go West' celebrating summer holidays in the West of England under BR circa 1960-80. Thankfully the four days were largely dry though not warm, with the only brief spell of rain on the Saturday morning. The Society had attended to raise our profile and to this end we sponsored the programme. We had a successful Gala with another 12 members joining (10 at the event and 2 afterwards) and we also sold a large number of books and other sundry items.

Home traction was BR Std 2-6-4T 80104 used on the Thursday only, D3591 used for shunting at Swanage and 33201 (D6586) (on hire from MRB). Visiting traction was 66741 GBRf which was named 'Swanage Railway' at the Gala, 73107 to provide vacuum braking for 66741, D7076 (ELR, 45060 'Sherwood Forester' & D6757 (BH), 56006 (LR), D5185 (GCR) freshly painted without its name and recently painted into BR Blue 50035 'Ark Royal'. All of the locos were well turned out (except 73107 understandably) with most newly painted.

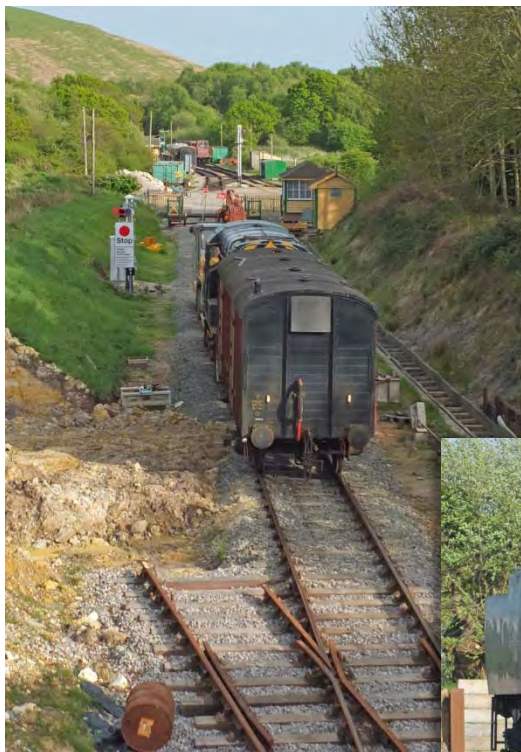


2-6-4T 80104 backing onto the first train of the day, Swanage, 7th May 2015



66741 Swanage, 8th May 2015

66741 was named at 13.30 on the Thursday by local Wave 105 presenter Mark Collins with GBRf MD John Smith and SWR Trust Chairman Gavin Johns. Mark Collins is involved with the Trainspotting series on the Discovery channel. We managed to sell him a book !!



Other locos / DMUs that could be seen on the railway were:

Swanage: D6515 'Lt Jenny Lewis RN' (stored), 2-6-0 31806 recently arrived from the MHR, Bulleid BoB 4-6-2 34070 'Manston'

Herston Halt sidings: stored Bulleid WC 4-6-2 34028 'Eddystone' (minus nameplates).

Harmans cross: DMU 51933 + 54504.

Norden north of crossing by new loading point under construction: 08436 following the VIP special on Thursday. The photo left taken on the 10th May shows 08436 sandwiched between a roadrailer EX165W and two flat wagons and CCT 1248 between the point installed to the new loading point (being excavated) and Norden crossing.



above
re-built 4-6-2 34028
Herston Halt sidings, 6th
May 2015



above 51933 + 54504 Harmans Cross sidings,
10th May 2015

below
streamlined 4-6-2 34070
Swanage, 7th May 2015





above 50035 looking resplendent in its new BR blue livery was hauling trains for the first time in two years, Swanage, 7th May 2015

right D3591 in between shunting duties Swanage, 7th May 2015



Following the naming of 66741 a VIP dining train travelled from Swanage along the newly acquired extension beyond Norden to Worgret Junction. Hauled by 45060 + 33201, the only time they worked double-headed all Gala, the dining set MK1s 21205, 4055, 3090, 4803 & 1937 left at 14.25 (see photo left).



Carl, Lou & Amy were guests so off they went on their jolly all dolled up. It returned about an hour and a half later. 66741 with one plate still taped up then left the bay it had been in since Wed evening and was seen passing the other GBRf visiting loco 73107 with 2-6-0 31806 behind.

On hire and filling in for the lines ailing resident Cl.33s D6515 and 33111 (in the shed by Swanage station) 33201 is another loco recently repainted into BR blue (January 2015), which was formerly D6586 in BR green at MRB. In the photo right by Colin James it is seen arriving at Harmans Cross from Norden at 11.01 on the Saturday.



Having seen the first train out of Swanage on the Thursday, the last train back to Swanage left Norden at 18.10 on the Sunday t&t by 50035 and 45060, the latter having brought in the last train from Swanage. In the photo below 45060 on the rear sits alongside Norden Nest Buffet, Mk1 1865 and showing the new signal in place for the northern extension, minus arm as yet.

All in all a good Gala with some notable preservation firsts for the diesels present, though all this BR blue feels too much like the 1970s when that was the only colour going.

right 56006 + 73107 arriving at Harmans Cross from Swanage at 11.23 on the Saturday (Colin James) this was the first visit to a Gala for 56006 since being preserved

by Colin James:

I spent a day and a half at the Swanage Railway Diesel Gala. Saturday started grey and wet, but a good breeze cleared the rain away by late morning, leaving the rest of the day sunny. All trains ran to time, the only disappointment was the failure of D6757 late on Friday evening meaning it was only a static exhibit at Swanage for the rest of the weekend.



right 45060 with 00 00 headcodes, departing Corfe Castle at 10.30, 9th May 2015 (Colin James)



below both BR green visiting locos together, D6757 + D5185 on a positioning move leaving Corfe Castle for Norden at 08.47, 8th May 2015 (Andrew Buckley) this was the first run in preservation away from BH for D6757



It made planning for haulage difficult as you weren't quite certain which engine was going to turn up next. 56006 + 66741 worked with either 33201 or 73107 tucked inside to supply the vacuum braking on the coaching stock, 73107 wasn't seen working any trains on its own. All trains looked well loaded, with some full and standing. Sunday started grey with drizzly rain up until lunchtime when I left.



D7076 between Corfe Castle and Norden, 16.34, 9th May 2015 (Colin James)

STIRLINGSHIRE SIGHTINGS

by **Derek Sneddon**

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

16th April			26th April (cont)			6th May		
05.10 66602 6H51	OX-IS		13.00 66425 4A13	GM-AB		05.10 66620 6H51	OX-IS	
05.45 66304 4H47	MN-IS		27th April			05.45 66305 4H47	MN-IS	
06.30 66207 6A32	MN-AB		05.45 66423 4H47	MN-IS		13.00 66425 4A13	GM-AB	
13.00 66428 4A13	GM-AB		08.30 66602 6A65	OX-AB		13.30 66204 6S36	DS-GM	
17th April			11.25 55022 0Z27	Springburn-IS		7th May		
05.45 66304 4H47	MN-IS		13.00 66425 4A13	GM-AB		05.45 66305 4H47	MN-IS	
06.55 56113 6R46	GM-PW		15.38 66304 6K10	MH-Moy		08.30 66615 6A65	OX-AB	
13.00 66428 4A13	GM-AB		28th April			10.05 66041 6A32	MN-AB	
13.30 66192 6S36	DS-GM		05.45 66423 4H47	MN-IS		13.00 66425 4A13	GM-AB	
18th April			06.55 56113 6R46	GM-PW		8th May		
05.45 66303 4H47	MN-IS		13.00 66425 4A13	GM-AB		05.45 66305 4H47	MN-AB	
10.05 66158 6A32	MN-AB		29th April			06.55 56087 6R46	GM-PW	
13.00 66428 4A13	GM-AB		05.45 66423 4H47	MN-IS		13.00 66433 4A13	GM-AB	
19th April			08.30 66602 6A65	OX-AB		13.30 66250/156 6S36	DS-GM	
12.28 66207/198 6K01	MH-ST		13.00 66425 4A13	GM-AB		9th May		
13.00 66428 4A13	GM-AB		15.26 55022 0Z55	IS-Craighentenny		05.45 66305 4H47	MN-IS	
20th April			30th April			11.20 66111 4M30	GM-DV	
12.40 55022 0Z55	Springburn-IS		05.10 66616 6H51	OX-IS		13.30 66156 6S36	DS-GM	
21st April			05.45 66305 4H47	MN-IS		21.06 66041 6K01	MH-ME	
05.45 66303 4H47	MN-IS		06.30 66109 6A32	MN-AB		23.59 66111 6K25	MH-Alloa	
08.30 66602 6A65	OX-AB		09.00 37218/605 6S99	CL-GE		11th May		
13.00 66428 4A13	GM-AB		13.00 66425 4A13	GM-AB		05.45 66434 4H47	MN-IS	
22nd April			1st May			08.30 66603 6A65	OX-AB	
05.45 66303 4H47	MN-IS		05.45 66305 4H47	MN-IS		08.55 66735/721 1H88	KK-ED	
13.00 66425 4A13	GM-AB		06.55 56087 6R46	GM-PW		13.29 66156 6D61	RI-GM	
13.30 66207 6S36	DS-GM		13.00 66425 4A13	GM-AB		12th May		
18.05 55022 0Z55	IS-Springburn		2nd May			05.10 66619 6H51	OX-IS	
23rd April			05.45 66305 4H47	MN-IS		05.45 66434 4H47	MN-IS	
05.45 66303 4H47	MN-IS		10.05 66111 6A32	MN-AB		06.55 56087 6R46	GM-PW	
06.30 66108 6A32	MN-AB		13.00 66425 4A13	GM-AB		11.10 37218/605 6K31	MH-Rogart	
08.30 66602 6A65	OX-AB		13.30 66021 6S36	DS-GM		13.00 66433 4A13	GM-AB	
13.00 66425 4A13	GM-AB		20.05 66207 6K02	MN-ME		13th May		
13.30 66111 6S36	DS-GM		4th May			08.30 66603 6A65	OX-AB	
24th April			05.45 66305 4H47	MN-IS		10.05 66108 6G25	MN-ES	
05.10 66621 6H51	OX-IS		08.50 66735/732 1H88	GC-ED		13.00 66433 4A13	GM-AB	
05.45 66301 4H47	MN-IS		11.08 37218/605 6K30	MH-Garve		14th May		
06.55 56113 6R46	GM-PW		13.00 66425 4A13	GM-AB		05.10 66603 6H51	OX-IS	
13.00 66425 4A13	GM-AB		20.20 56087 6M65	GM-SI		05.45 66423 4H47	MN-IS	
13.30 66158 6S36	DS-GM		5th May			06.30 66111/177 6A32	MN-AB	
25th April			05.45 66305 4H47	MN-IS		08.55 37611/688 6S99	CL-GE	
05.45 66423 4H47	MN-IS		08.30 66602 6A65	OX-AB		13.00 66433 4A13	GM-AB	
10.05 66108 6A32	MN-AB		11.10 67015 1Z89	ST-Grange over Sands		15th May		
13.00 66425 4A13	GM-AB		13.00 66425 4A13	GM-AB		08.30 66619 6A65	OX-AB	
26th April			13.30 66041 6S36	DS-GM				
11.25 66620/615 6K03	MH-ST							

Location Codes:

AB Aberdeen	AN Acton	BE Berkeley	BT Barton Hill	CF Cardiff
AC Achnasheen	AP Appleford	BI Brierley Hill	BU Burton	CH Chaddesden
AD Alexander Dock Jnct	AR Abercynon	BH Burntisland	BW Barrow Hill	CI Clitheroe
AE Attercliffe	AT Abbotswood Jnct	BL Bristol	BZ St Blazey	CK Chirk
AF Ashford	AV Avonmouth	BN Beeston	BY Barry	CL Carlisle
AH Ashchurch	AW Atherthaw	BO Bo'ness	CA Calvert	CM Chalmersston
AJ Awre Junction	AY Ayr	BP Bath	CB Coatbridge	CN Carnforth
AL Alston	BA Blair Atholl	BR Bridgwater	CD Chardfield	CP Chepstow
	BD Bedworth	BS Bescot	CE Crewe	CQ Croft Quarry

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

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).

20th April

04.24 66174 6M03	RN-BD
12.25 60054 6E41	WH-LY
13.43 37059/610 6M56	BE-CE
15.59 60065 6M41	MG-RO
18.13 66006 6V35	BS-AV
18.20 66731 6E81	PY-WE
19.31 60091 6B47	WH-RN
20.00 56312 6Z35	CT-SN
20.16 66174 6V55	BD-RN
20.21 66102 6E30	MG-HL
20.25 66302 4M36	WG-DV
20.30 66772 6V83	PB-MO

22nd April

07.58 66152 6Z57	LL-LM
14.14 37606/402 6M56	BE-CE
17.19 66078 6V35	BS-AV
17.51 66731 6E81	PY-WE
23.07 66596 4V18	WW-FR

23rd April

13.07 66128 6V37	TO-MO
------------------	-------

23rd April (cont)

13.42 37606/402 6M63	BR-CE
16.00 66118 6V07	RO-MG
20.07 66192 6V52	WG-MG
20.13 66082 6E30	MG-HL
20.19 66428 4M36	WG-DV
21.39 66730 6E35	CF-PC
22.31 66120 6V35	RM-CT
22.38 66069 6V04	KY-CT
24 th April	
01.38 56312 6Z36	SN-CT
12.14 37606/402 6M56	BE-CE
13.26 60054 6E41	WH-LY
14.48 66151 6V92	CY-MG
18.19 66041 6V35	BS-AV
21.57 66078 6W12	BS-AJ
25 th April	
11.01 60059 6B13	RN-WH
19.22 66232 6V06	HD-CT
20.25 66152 6V29	LC-CT

28th April

08.27 66014 6M81	MG-RO
09.56 66752 6V80	WE-PY
18.35 66184 6V06	HD-NT
18.43 66741 6V83	PB-MO
19.00 60059 6B47	WH-RN
20.13 66152 6E30	MG-HL
20.17 66078 6V69	BS-AD
21.14 66084 6B72	GR-Aldwarke

29th April

08.26 66014 6M81	MG-RO
10.58 66421 4V38	DV-WG
11.05 60017 6B13	RN-WH
12.11 60091 6B35	WH-RN
12.40 66169 6V05	RO-MG
13.45 20305/308 6M56	BE-CE
14.58 66069 6V92	CY-MG
15.50 66014 6V07	RO-MG
19.02 60017 6B47	WH-RN
20.03 66080 6V55	BD-RN
20.09 66421 4M36	WG-DV

29th April (cont)					
22.35 66084 6V06	KY-CT				
30th April					
10.38 66112 6M81	MG-RO				
10.48 66434 4V38	DV-WG				
12.04 66232 6V05	RO-MG				
12.19 66015 6V37	TO-MO				
13.03 37602/608 6M63	BR-CE				
1st May					
11.12 60017 6B13	RN-WH				
11.15 37602/608 6M56	BE-CE				
12.36 60099 6E41	WH-LY				
13.53 67012/29 1Q15	DY-SW				
13.59 66539 6Y67	RY-FR				
18.16 66096 6V35	BS-AV				
2nd May					
11.02 60059 6B13	RN-WH				
18.30 66183 6V06	HD-NT				
4th May					
08.40 56312 6Z35	CT-SN				
5th May					
11.10 60091 6B13	RN-WH				
11.50 66431 4V38	DV-WG				
12.17 60010 6E41	WH-LY				
15.49 37611/612 3Z93	DY-BL				
15.55 66125 6M41	MG-RO				
19.14 66710 6E81	PY-WE				
19.32 66092 6V69	BS-AD				
20.00 66152 6V52	WV-MG				
6th May					
03.52 66015 6M98	CT-KY				
08.27 66140 6M81	MG-RO				
11.11 60001 6B13	RN-WH				
12.01 66429 4V38	DV-WG				
12.06 66144 6V05	RO-MG				
12.15 60010 6E41	WH-LY				
13.39 20309/305 6M56	BE-CE				
17.50 66710 6E81	PY-WE				
18.14 66177 6M90	BS-AV				
7th May					
08.35 66074 6M81	MG-RO				
11.12 60091 6B13	RN-WH				
12.07 66106 6V37	TO-MO				
12.37 66074 6V05	RO-MG				
14.59 66085 6V92	CY-MG				
16.14 20305/309 6M63	BR-CE				
8th May					
10.45 66423 4V38	DV-WG				
11.11 60092 6B13	RN-WH				
11.46 66112 6V05	RO-MG				
11.53 37059/606 6M56	BE-CE				
12.17 60024 6E41	WH-LY				
18.10 66177 6V35	BS-AV				
9th May					
10.58 60092 6B13	RN-WH				
17.50 66139 6V06	HD-NT				
21.07 66085 6V29	LC-CT				
10th May					
11.28 66421 4V38	DV-WG				
21.04 66108 6E47	MG-MD				
12th May					
15.00 66147 6V92	CY-MG				
15.53 37419 5Z02	DY-CF				
16.02 66004 6M41	MG-RO				
19.30 66176 6V69	BS-AD				
20.06 66125 6V52	WV-MG				
20.21 66092 6E30	MG-HL				
20.27 66305 4M36	WG-DV				
21.27 66084 6E09	ON-IM				
21.55 66183 6V04	SA-CT				
22.25 70801 6C97	WY-Caldicot				
13th May					
03.40 66144 6M03	RN-BD				
03.47 66147 6M11	MG-RO				
04.52 60024 6V98	LY-WH				
06.56 20305/309 6V73	CE-BE				
17.19 66016 6V35	BS-AV				
14th May					
12.54 20309/305 6M63	BR-CE				
14.58 66004 6V92	CY-MG				
14.59 DR98908/58 6V05	BS-EX				
15.58 66019 6V07	RO-MG				
20.09 66112 6E30	MG-HL				
15th May					
12.13 57002/013 6M56	BE-CE				
12.21 60024 6E41	WH-LY				
14.49 70010/04/02 0V07	LS-SG				
19.04 66183 6E30	MG-HL				
20.01 66183 6E30	MG-HL				
20.11 66421 4M36	WG-DV				
20.28 66181 6V55	BD-RN				
20.41 66125 6V52	WV-MG				
21.09 66759 6E35	CF-PC				
21.43 66034/060/250 0M03	MG-CE				
16th May					
05.52 66145 6M90	AV-CI				
06.34 66710 6E89	PY-WE				
08.41 37606/667 1Z38					
Tame Bridge-Carmarthen					
12.52 66204 5Z44	LA-KK				
17th May					
11.38 66431 4V38	DV-WG				
12.41 37667/606 0Z40	BL-CE				
18.54 66601 6V82	TU-WY				
20.01 66076 6E30	MG-HL				
21.44 66524/518 6X04	WN-FR				
18th May					
12.22 60020 6E41	WH-LY				
13.12 20305/309 6M56	BE-CE				
16.01 66117 6M41	MG-RO				
16.03 66008 6V07	RO-MG				
18.13 66098 6V35	BS-AV				
20.01 66127 6V55	BD-RN				
20.02 56312 6Z35	CT-TD				
20.08 66128 6E30	MG-HL				
20.12 66423 4M36	WG-DV				
19th May					
12.22 60020 6E41	WH-LY				
15.58 66107 6V07	RO-MG				
18.27 66762 6V83					
Wellingborough-CT					
19.14 60092 6B47	WH-RN				
19.37 66145 6V69	BS-AD				
19.58 66250 6B72	GR-Aldwarke				
20.14 66039 6E30	MG-HL				
20.19 66305 4M36	WG-DV				
20.24 66213 6V52	WV-MG				
20.43 66004 6V04	SA-CT				
21.26 66759 6E35	CF-PC				
20th May					
08.30 66213 6M81	MG-RO				
10.51 66432 4V38	DV-WG				
11.12 60092 6B13	RN-WH				
12.27 66107 6V05	RO-MG				
13.43 20305/309 6M56	BE-CE				
14.03 60020 6E41	WH-LY				
21st May					
11.11 60092 6B13	RN-WH				
11.51 66431 4V38	DV-WG				
12.27 66087 6V05	RO-MG				
13.04 66168 6V37	TO-MO				
13.51 37606/20308 6M63	BR-CE				
15.04 66058 6V92	CY-MG				
16.04 66232 6V07	RO-MG				
22nd May					
11.55 66039/076 0B06	MG-BS				
12.45 20309/305 6M56	BE-CE				
12.46 67005 5Z80	BU-BL				
18.12 66170 6V35	BS-AV				
19.53 56103 6Z34	CT-CH				
20.06 66429 4M36	WG-DV				
20.28 66194 6V55	BD-RN				
20.43 66204 6V52	WV-MG				
23rd May					
04.59 66591 4V30	TL-BL				
05.26 66569 4V36	Felixstowe-BL				
06.25 66756 6E89	PY-WE				
06.29 60066 6B13	RN-WH				
13.58 37706 0Z37	TY-BL				

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

PRESERVATION NEWS

Corwen Extension, Llangollen Railway (LLR) by Trevor Roots:

As reported back in the November issue the Phase 1 extension west to the temporary station of Dwyrain Corwen East formally opened on the 1st March 2015. Regular services are now running as can be seen in the photo right with the sole surviving Wickham CI.109 DMU 50416 + 56171. The temporary platform has been constructed with scaffolding and is accessed via the road to a sewage treatment works. Sadly the station is not very well signed. Because there is no run round loop the ORR (Office of Rail Regulation) has only granted a two year licence in which time the new permanent station has to be built, or at the very least the run round loop. I was able to visit there on the 3rd May 2015 to see the progress now being made on Phase 2 to build the permanent Corwen Central station, which 300 yards closer to the town and at the western extremity of the trackbed.



the extensive temporary nature of Dwyrain Corwen East station can be seen from the A5



the view west from the end of the platform showing the current long walk from the town, the ticket office, platform access ramp and the current buffer stop



In order to construct the new station the existing trackbed / embankment has to be replaced as it was breached by the sewage treatment works mentioned above. Fortunately access to the works can and will be moved around to the north side of the line, off Green Lane. This is the same road that forms the western boundary of the line as the bridge over no longer exists. Green Lane connects the town

centre with the B5437. The new station will benefit from being able to use the existing main town car park off Green Lane and adjacent the Health Centre.



the sewage treatment works access with the buffer stop and Phase 1 to the right and Phase 2 to the left

Dwyrain Corwen East is not the first station at Corwen as the original station, on what was the Ruabon to Barmouth line, was about 200 yards west of Green Lane. The station building is still used by Ifor Williams Trailers....*had several of their stock trailers and never realised, ed.* Corwen was also the junction for the line to Denbigh and this can now clearly be seen curving away in the photo below left, as a section of the trackbed has been cleared. Also in this photo can be seen the run round point starting to be laid.



end of the line at Green Lane

above

looking west showing the remains of the former bridge abutment, beyond which the former trackbed through the town has been built on or in use by retail companies

left

looking east the LLR curves to the right and the closed Denbigh line to the left

Because parking is bad in Llangollen one of the main aims of restoring the line back to Corwen by the LLR is that it will provide superior access for visitors, particularly coach companies, who can park and run trips along the line to Llangollen.

RAILTOUR NEWS

Devon Explorer, 25th Apr 2015 by David Spencer:

After a gap of fifteen months since the last railtour, I was again tempted by Pathfinder and so joined many others at Barnt Green for the Devon Explorer hauled by 37605 + 37059. They arrived bang on time for a trip down to Okehampton, a line I had not visited since the Withered Arm west of Exeter disappeared in the 1960's. The last pick up was at Bristol Parkway after an uneventful and run generally on time but then it all went pear shaped. Although not advertised we were booked to go to North Somerset Junction and through St Philips Marsh depot, however some jobsworth at First Great Western decided he did not want us and refused permission so we were routed via Avonmouth instead. Whilst some on board were quite vocal about missing the depot I was well chuffed as the Stoke Gifford to St Andrews line was never easy in service days I had not done it since so was delighted and the Avonmouth branch is hardly a regular line for me and never on a twelve coach train. We were routed this way to kill time as they did not want us blocking a platform awaiting the right time at Temple Meads and we passed Bristol West Junction just three minutes down. We lost time with a tardy run round at Exeter St David's and reached Okehampton thirteen down. For an extra £5.00 there were two options on the Dartmoor extension, an Cl.08 with two coaches or the main train. I opted for the 08 and enjoyed a gentle trip to Meldon Viaduct behind D4167 but sadly we could only view from public paths so saw little of their stock before returning to Okehampton. The station is in magnificent condition. The time to return came and went with no train and it appears no one had considered the problems of two engines running round at Meldon and those who were there, watched in amusement as they tried to work out what to do! Eventually the train reappeared and we left twenty seven minutes late but our worries about our path on the two single lines east of Exeter were not realised as the booked fifteen minute wait in Riverside Yard was now not needed and we went through St David's on time, routed via the old Southern line to Yeovil junction then to Castle Cary and Westbury before returning to Bristol. Westbury produced my first Colas Cl.70/8 and an unscheduled stop where we thought we were being held for the 19.26 all stations to Bristol but amazingly we left at 19.26 delaying the scheduled train. Not a first but unusual for a charter to get preference. All the set down stops were a few minutes late from 2mins at Bristol to 8mins at Barnt Green. It had been a great day with no new track but many miles of rarely travelled lines.



RAILTOUR PHOTO SPOT

left

45699 on the Cumbrian Coast Express
from Euston, passing Penrith northbound
at 12.40 having taken over from 90019
(see **TRAFFIC & TRACTION NEWS**

at Carnforth

30th May 2015 (Doug Welch)

right

70000 'Britannia' on Cumbrian Fells
Express 1Z60 Bristol – Appleby seen at
the latter location at 13.52 having taken
over at Crewe from 67015
30th May 2015 (Doug Welch)



LIGHT RAIL & METRO NEWS

Croydon Tramlink: 2560 the first of the new batch of Stadler Variobahn trams from Germany was delivered on the 4th May.

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

Opened on Thursday 30th April an extension to Shaw & Crompton Park & Ride on the Manchester to Rochdale line increased capacity by 46 spaces to 90 in total.



Metrolink platforms with the SCC tracks on the left (*above*) and right (*below*)

Manchester Victoria, 29th May 2015 (Geoff Hope)

above looking towards Bury *below* 3023 + 3032 approach on an East Didsbury – Rochdale service



During the 14 month closure of St Peters Square tram stop, starting the 28th June 2015, a single line working will be operated with 12 minute intervals on a Bury-East Didsbury and Altrincham-Piccadilly services for the middle 10 month period. Other services south of Manchester will terminate at Cornbrook or Deansgate/Castlefield whilst services north of Manchester will operate Rochdale-Ashton-under-Lyne and Bury- Piccadilly. The Victoria to Exchange Square spur part of the Second

City Crossing (SCC) should be completed by summer 2015 will allow additional services from Shaw & Crompton to Exchange Square operating by the winter of 2015/16. St Peters Square tram stop is due to reopen in autumn 2016, after remodelling and will have more public space, providing four tracks and two island platforms to accommodate the SCC due to open in 2017.

The new outbound platform at the Deansgate/Castlefield tram stop is due to open on the 2nd June for services serving Altrincham/East Didsbury/Eccles & Media City UK. The island platform will still be used for inbound services to Ashton-under-Lyne/Bury/Oldham & Rochdale. On the 8th June the refurbished footbridge linking Deansgate/Castlefield tram stop with Deansgate Railway Station will reopen to passengers.

Signed off by town hall bosses from the £350m devolution funding, Transport for Greater Manchester celebrated the Trafford Park line only for ITV to object to the proposed route through Salford Quays on the opposite side of the Manchester Ship Canal from Media City. They cited the noise and vibration that could be caused by trams on a nearby bend along with speaker announcements from the nearby proposed Imperial War Museum North stop which could disrupt production of Coronation Street.

On the 4th May a car collided with tram 3086 at Exchange Quay on the Eccles line. On the 6th May a car collided with tram 3081 in Wythenshawe on the Airport line. Both trams suffered damage to the front/side skirts and damaged auto couplers will require replacing.

Tram 3099 arrived at Queens Road Depot on the 16th May. Tram 3100 is due to arrive on the 30th May.

Observations - 29th May (10.10-11.40):

Cornbrook: 3003/009/010/014/017/019/035/037-039/045/047/048/053/056/063/065/066/
070-073/075-077/082/084/087-091/093/095-098

Double trams on Bury-Altrincham service: 3002+3033, 3004+3049, 3005+3025, 3006+3031, 3007+3016, 3011+3058, 3021+3059, 3029+3041, 3042+3046, 3052+3057

Double trams on Rochdale-East Didsbury service:

3023+3032:3024+3027:3028+3030:3036+3043:3062+3068:3064+3083:3069+3079

Piccadilly Gardens-Victoria-Bury-Etihad Campus service: 3008/012/018/020/044/050/051/055

Queens Road Depot (13.30-13.40):1027/028, 3026/067 + 7 unidentified trams

Old Trafford Depot (14.40-14.45):1020/023, 2001, 3054/092

Trams not seen or unidentified:

3001/013/015/022/034/040/060/061/074/078/080/081/085/086/094/099

DAYS OUT

Moreton Park Railway 3rd May 2015 by James Holloway:

The Branch Line Society, of which I am a member, visited the small private Moreton Park Railway on the 3rd may 2015.

03145 + wagons + D2578
& D2302 in front of the shed
(James Holloway)



The reason for my visit was to see Class 05 D2578. I'd missed seeing this loco, when nearly new, at Thornton Junction in 1959, so 56 years later I intended to see it at last. I well remember standing at the Thornton Junction depot seeing 62467 'Glenfinnan' work on, passing 62418 'The Pirate' which was at the head of a line of stabled locos.

The railway is in Moreton Business Park, on the A49 about 4 miles north of Hereford, so it's about 130 miles round trip from home in Solihull. The site is a private industrial estate and is not open to the public. It contains a variety of commercial buildings, a quarry and an internal railway system.



D2302 (James Holloway)



D2578 (James Holloway)

I arrived for the 14.00 departure which consisted of D2578 and 03145 top and tailing a BR conflat L B738718, BR 'grampus' DB991804 and BR engineers shark brake van DB993891. Travelling in the 'grampus' the train worked the full length of the system to the main line, just over 1.5 miles away, reversing into the quarry sidings on the way. The sidings have occasional aggregate workings, as reported by Nigel Hoskins in his Gloucestershire sightings. On the return we stopped half way at the loco shed, a large Nissen hut, for photos to be taken and to see the rest of the rolling stock which was a GWR 1.5t hand crane ADW 603, GWR mite timber wagon 100603 and BR ventilated van WGB 4184 (B783708) (see photo below).



WGB 4184, 100603 & ADW 603 (James Holloway)

Wagon PGA VTG 14357, also there, had received attention after being detached from a train serving the quarry. At this point D2302 (moved from Barrow Hill) was coupled to the train and we proceeded to repeat the whole journey again this time including 3 short sidings closer to the original departure point.

It took just under 2 hours to complete the trip and was well run by the organisers giving a chance to view these rarely seen locos.

Hopefully this is the sort of visit ICRS can organise in the future.

RAILWAY GLOBETROTTERS

Epic Austrian Borders 2013 – Part 3 by Ray Smith:

Monday 8th April 2013 (cont):

The following photos refer to the session spent on Ljubljana station as mentioned in the last issue.



station pilot 732 194
Ljubljana station, 8th April 2013



ÖBB 1216 143 heads a freight back to Austria,
Ljubljana station, 8th April 2013



541 014 and 541 103 pause for a crew change
Ljubljana station, 8th April 2013



graffiti covered units 713 126 and 711 007
stand side by side in terminus platforms,
Ljubljana station, 8th April 2013

Tuesday 9th April 2013:

The Slovenian National Railway museum is in Ljubljana. Like many European museums it is closed on Mondays. Today we have a tight schedule to finish in Salzburg and with the museum opening at 10.00 it would not be possible to do all we wanted in the time left. I took a gamble and wrote to the museum explaining this. They replied saying, although closed on a Monday there are staff there and they would open up for us or we could call at 08.00 today. This we accepted. Once again they were waiting for us and after a visit that took us to parts not open to the public and we were given a pass card to get out of the car park without paying! By now I have nothing but praise for the way Slovenia greeted and looked after us.

right instantly recognisable
USA 0-6-OT 62 121, 9th April 2013



En route to Austria we called in at the small depot in Jesenice. Only 4 locomotives on shed with the same number passing.



2-8-2 06 016

Slovenian National Railway Museum, Ljubljana,
9th April 2013



2-10-0 33 253

Slovenian National Railway Museum, Ljubljana,
9th April 2013



0-10-0 28 029

Slovenian National Railway Museum, Ljubljana,
9th April 2013



2-10-0 33 339

Slovenian National Railway Museum, Ljubljana,
9th April 2013

Back in Austria and Villach. First the yard, which you drive alongside and see almost everything, then the depot. Even on a weekday there is still plenty to see.



class 1064 are heavy hump yard shunters and work in Villach, Fűrnitz and Vienna, Kledering yards. 1064 008 stands in shadow outside Villach shed, 9th April 2013



for a long time Austria has converted old locos into heating units, which cannot haul trains, as with recently converted 011 43 ex 1042 050 Villach shed, 9th April 2013



one of the smaller classes of shunters still in service are the 2067s as with 2067 104, Villach shed, 9th April 2013

Now the long drive to Salzburg, arriving late afternoon where the Lokalbahn depot was the first visit and the following 6 photos were taken.



plinthed by the roadside at Bischofshofen is 1932 built 1161 017, 9th April 2013



centenarian, 1913 built Bo electric E11 with one of the new BLB (Berchtesgarter Land Bahn) 3 car units, ET 131 behind,



Electric railcar EGL 1



above left 1952 built Bo-Bo E 62
above right Salzburger Stadtbahn No 4
left
there is a fleet of Bo-2-Bo electric railcars on the system, some are be fitted with a third vehicle, but here in original formation is ET 43

photos by Ray Smith (to be cont)

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.*

UK Wagons 2015 has been released. It has been totally updated to include new stock and reflect the numerous scrapings with hundreds of additions and deletions. As mentioned last month there have been so many changes it was impossible to list them to update the 2014 book...best just buy the new book !!!

Errata:

p.105 - delete 37.70.9378.027-0/028-0 as they do not exist, delete 33.70.9382.059-1 to 081-5
p.138 041963 moved to Peak Rail



as reported previously above is one of DBS's re-liveried wagons HOA 320013 Toton 11th May 2015

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

Out of Store: Thanks to Howard Craven, Mike Pinder, Michael Price, Ian Pyefinch, Darren Twelves & Steve Wakerley for reporting seeing the following wagons out and about:

4040/75/92, 4112, 10882, 11065, 78250/259/268, 85306, 88097/101, 89022, 93437/472, 110417
112128/2136, 310026/279/376/389/626/742/859, 311090/1116, 394615/4678/4752/4915/4951/5238
460281/855, 470000/015/022/041/059/069/095/096/122/153/156/158, 50004/014/120/153/155/170
501303/323/348/349, 900009/045/051/053/077/078/129/134/157/206/210/268, 910027/085/089/110
910220/223/226/242/243/260/323/332/473, 950816, 966098
23.80.2398.563-8, 81.70.4908.076-2/093-7, 33.87.4667.111-8/112-6, 33.68.4909.583-9
33.87.4909.384-9, 31.70.4938.015-0/038-7

Stored: (Exeter Riverside Yard) **HHA Coal Hopper**

370252/254/263/267/268/274/276/280/282/282/285/288/290-292/296/300-302/304

New: (Wabtec, Kilmarnock)

FWA Ecofret Triple Container Flat 83.70.4520.164-2 + 83.70.4521.018-9 + 83.70.4520.165-9,
83.70.4520.166-7 + 83.70.4521.019-7 + 83.70.4520.167-5

Re-numbered: all 33.70.4938.xxx

324-9 to 097-3, 325-6 to 218-5, 336-3 to 220-1, 503-8 to 058-5, 506-1 to 046-0, 530-1 to 078-3
729-9 to 209-4

Re-coded: **FCA Twin Bogie Container Flat** to **FXA**

610041/042/187/188/205/206/3245/246/277/278/55/356/363/364/371/372

Re-coded / Re-numbered:

IWB Bogie Cargowaggon Van to **IWB** 33.80.2797.005-5/590-8/618-6/622-8/666-5/716-8 to
87.80.005-1/002-8/003-6/001-0/004-4/006-9 respectively

BRA to BYA Bogie Covered Steel Carrier with Telescopic Hood 964019/20/28/30/35

Converted: **KFA Bogie Refuse Container Flat** to **RHTT Module Carrier**

99.70.9310011-0/012-8 donors unidentified

Converted / Re-numbered: (Axiom) **JMA Bogie Coal Hopper** to **HKA** leaving 19611/624 to convert 19631 to 300631, 82.70.6723.631-1, 196664 to 300664 82.70.6723.664-2

YXA Twin Jib Crane Wagons 99.70.9551.006-8 to 010-0 have been converted as per book p.115

For Scrap / Scrapped: 9466, 13701, 19244, 110573, 210257, 390510/517/521/523/525/526/528/530/532/549/559/561/570/572/577/579/584/593/598/602/631/635/642/644/646/654/662/665 391015/219/322/390/441, 460046, 601332/672, 621447/528, 980013/2565/2918, 33.80.2693.009-3/013-5/023-4/025-9/028-3/032-5/038-2/042-4/045-7, 83.70.1795.319-4/322-8/345-9 Internal User 042182 (66319)

OTM News: New: RailVac 99.70.9515.004-8 **Stored:** DR 72211/13 Ashford Depot

Transferred: **ZZA Drift Snowploughs** ADB 965203/242 Tees Yard to Carlisle Station ADB 965209/231 Bristol Barton Hill Depot to Taunton Fairwater Yard & Tamper Sidings respectively

FREIGHT NEWS

The first Cl.60 solo working of the 6J37 Carlisle - Chirk logs took place on the 1st June 2015 with 60087 leaving 66849 stabled at Carlisle for the day.

60087 on Carlisle Yard – Chirk logs, passing through Appleby at 13.37, 2nd June 2015 (Doug Welch)



DBS is leasing two triple Ecofret container flats for a trial (see **New** above)

DBS contract to run Royal Mail trains using the Cl.325s will continue for at least another 3 years beyond 1st June 2015.

The deal between Drax PS and GBRf to move coal has been extended until 2017.

Wabtec, Doncaster is painting GBRf's fleet of MJA boxes in blue with large white GBRf decals, the first two being 502023 & 502024 (see photo below at Doncaster taken by Colin James on the 23rd April 2015).



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:

DBS has put 10 Cl.08/09s out to tender:
08500/711/738/877/939/993-995, 09006/201
FL 47830 / D1645 has been re-painted by
HNRC in heritage two-tone green and re-united
with its D number.

SET 375301 has been re-liveried in blue with
light blue doors following refurbishment, the first
so treated.

90034 in plain blue is now working for AGA (see
TRAFFIC & TRACTION NEWS).

08531 is now in FL Powerhaul livery.

The eighth Cl.60 60047 for Colas Rail has been
completed and on test, following 60095 & 60096
illustrated in **LIVERIES**.

Locos Exported: 92005 92039

Locos Repatriated: (from France)

66202 66233 66249

Re-formed & Re-Numbered:

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

378208 incl 38408 378214 incl 38414

8011 to 458511 incl 74435 from 460005

8024 to 458524 incl 74402 from 460002

8025 to 458525 incl 74422 from 460002

Coaches: (Mk3s)

41081 to 46006 41119 to 46009

41181 to 46016 41191 to 46018

Transferred:

Locos: 08631 BO to CD

33103 Bo to EVR 37421 WH to RU

Steam Locos:

450 GWI to NRS 4936 TM to WSR

8274 GWR to GCN 49395 ELR to NRS

Steam Locos Change of Status:

34027 O to A 35028 A to S

60532 S to O 69023 A to S

Names:

New:

31601 *Devon Diesel Society*
(see **LIVERIES**)

60039 *Dove Holes*

66741 *Swanage Railway*

(see **SWANAGE DIESEL GALA**)

66751 *Inspiration Delivered Hitachi*

Rail Europe

315817 *Transport for London*

Names Removed:

86401 *Northampton Town*

92014 *Emile Zola*

92023 *Ravel*

365527 *Robert Stripe Passengers'*
Champion

**Nameplates Applied Recently but
Not Previously Illustrated:**



68009 (as reported in Sep 2014 issue)



90036 (as reported in Jan 2015 issue)



TRANSFERRED STOCK

left

ex-ATW 121032 (55032),
latterly at Chiltern Railways
has been moved from Aylesbury
and entered preservation on the
Wensleydale Railway,
Leeming Bar,
6th May 2015 (Gordon Kirkby)

LIVERIES

*This section will endeavour to show all new liveries / variations or those existing ones where not carried on the stock before. Liveries that become 'extinct' will also be covered. As with names, it may take a while after the livery application before a photo is sourced from members. New liveries may also be shown in other articles. See 33201 & 50035 in **PRESERVATION GALAS**.*



*left the opposite side of
153333
as shown last month,
Swindon,
7th May 2015
(Colin Pidgeon)*

*below left 90004
the latest AGA Cl.90
to be re-liveried, Ipswich
15th May 2015
(Keith Partlow)*



Devon Diesel Society

*right
31601 re-liveried
in DCR black
and named
'Devon
Diesel Society'
Buckfastleigh, SDR
22nd May 2015
(Chris Brown)
nameplate
(Tony Blackburn)*



the 6th & 7th Cl.60s to be refurbished
 & re-liveried for Colas Rail
right 60096 Tilehurst, 30th May 2015
 (Paul Sumpter) & *opposite* 60095
 (yet to enter traffic) Toton, 11th May 2015



left 315850 in the
 new interim
 Crossrail livery,
 Stratford
 20th April 2015
 (Colin James)



above left 6737 (37321) painted BR blue in February 2015, Buckfastleigh, SDR, 5th May 2015
above right 67010 the second Cl.67 in CS livery, Rutherglen, 28th April 2015 (Iain Gardiner)



above DEMU 1118 (60828 + 60117) freshly painted in BR blue
 5th May 2015 Williton WSR ready to go back to Dartmoor Railway

ICRS SALES

We have now published 10 books since 2009, 7 of which are in print and available or due for imminent release (see below). The latest to be released will be **UKRS09 Irish Railways 2015**.

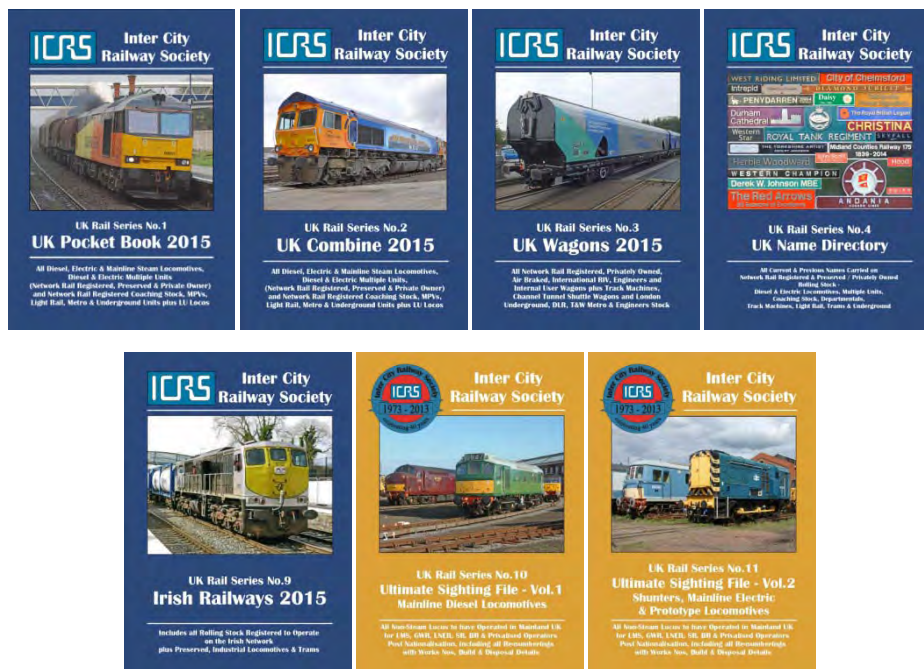
Books can be ordered either:

online via PayPal at www.intercityrailwaysociety.org

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

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

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



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

		Prices	
		Member	Non Member
Titles:			
New:	Due		
UKRS09	Irish Railways 2015	IN STOCK	
		(1 st May15)	
		£7.00	£9.50
Current:			
UKRS01	UK Pocket Book 2015	(1 st Jan15)	£7.50 £10.50
UKRS02A	UK Combine 2015	(1 st Jan15)	£12.00 £16.50
UKRS03	UK Wagons 2015	(23 rd Feb15)	£9.50 £13.50
UKRS04	UK Name Directory	(1 st Dec14)	£10.50 £14.50
UKRS10	Ultimate Sighting File Vol.1 – Mainline Diesel Locos	(27 th Sep13)	£10.00 £13.99
UKRS11	Ultimate Sighting File Vol.2 – Shunters, Mainline Electric & Prototype Locos	(27 th Sep13)	£8.00 £10.99
SUNDRIES:			
Pocket Book cover		£1.50	£2.50
TRACKS A5 Cordex binder (takes 12 issues @ 48 or 64 pages – 2014 onwards) LARGE		£7.50	£9.99
TRACKS A5 Cordex binder (takes 12 issues @ 32 or 40 pages – 2011-13) MEDIUM		£7.50	£9.99
Navy & White Polo Shirts SMALL / MEDIUM / LARGE / XL / XXL		£18.00	£25.00