

TRACKS



Inter City Railway Society – Jul / Aug 2017



Inter City Railway Society

founded 1973

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Front Cover Photo: 345 awaiting start of 'East Lancs Enterprise' mini-tour, 11.53, Carnforth, 9th June 2017

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SOCIETY NOTICE BOARD

Editor's Comments:

Seems like ages since I did the June issue but no rest for the wicked and you will see this issue is jam packed and huge..read on. As you can also see, if you do not already know, the next two books are now out so get your orders in. I have also been busy arranging the DRS (now over) and OOC 111 sales stands along with attending the Long Marston visit and DRS Open Day...what contrasting weather !! On top of that we now have a new ICRS Society pin badge in stock (see below) which I designed and proposals for new polo shirts and an alternative **Pocket Book**. See below and **PLEASE** read as important information which needs your feedback.

As you can see this issue is 80 pages, so **PLEASE READ** the following as it contains important information, hopefully explaining all.

As you will know I have been tormented by the issue of editing **TRACKS** for some while now, exacerbated by the added pressures of compiling books so looking to the future it has become blindingly obvious that to have any personal life with Chris and to also fit in the increased visits / sales stands etc then I have less deadlines with more time between issues. Also the ability to still produce **TRACKS**, as I have for the last 7 years whilst away down south in East Sussex will end as we had, until this month, access either to Chris's house or my Mom's flat. Therefore the proposal from 2018 is that **TRACKS** will switch to bi-monthly with issues dated Jan/Feb, Mar/Apr, May/Jun, Jul/Aug, Sep/Oct and Nov/ Dec with release as a hard copy in the first week of the second month shown. This will allow not only more personal time but to actually get out and gather the info needed to go in **TRACKS**. As it is, the two 'gaps' in January and July created in 2017, the reason we only have 10 issues this year, are now taken up with book production, not envisaged when proposed, so I will actually finally get some breaks, four hopefully. The last two months have been non-stop and I have still struggled to get this issue out, so reinforcing the need for change. However there will still be 10 issues, 6 bi-monthly but these will increase in size to 80 pages (the absolute max as a stapled version) and there will be 4 separate issues at 32 pages. The latter will be released quarterly as Spring / Summer / Autumn & Winter supplements, though I cannot be specific in which months. They will include non topical articles, so not date sensitive, including current series favourites **RAILWAY GLOBETROTTERS** and **RAMBLINGS OF A RAIL ENTHUSIAST**, the latter stalled as I have not had room to incorporate it in recent months. The total number of pages will drop slightly from 640 to 608 but as there will be no need to duplicate certain pages in the 32 page issues, the total number of available pages for content will be maintained near the current level. This also means as with 2017 the MEDIUM binder will fit perfectly. The 80 page issue will cost more to post going into the next weight category, rising ridiculously from 39p to 93p however we can also send the 32 page issue in the same polybag with no extra cost or need for another carrier sheet. Therefore in four months of the year you will get a staggering 112 pages to read with 80 in the other two months, more than enough to cover the gaps between issues. The costs of producing the revised 10 issues means membership is no longer subsidised, an important state we finally achieved this year. One consequence of the radical changes is that membership fees should not need to be raised for the foreseeable future. Hopefully everyone will appreciate the decision as I now feel a weight has somewhat been lifted with finally a resolution that should work, if not you are welcome to take on the Editorship.

STOP PRESS Due to the amount of material waiting to be fitted in after 2 months I decided to trial the 80 pages for this issue so you can see what all the above means. In addition I will not be in a position to produce a September issue so the next one will again be bi-monthly as Sep/Oct but again to help show the revised proposals a 32 page Autumn supplement will be also produced so giving the 10 issues for 2017. That should mean you will have had the following issues for 2017, Jan/Feb (64), Mar (64), Apr (64), May (64), Jun (64), Jul/Aug (80) then Sep/Oct (80), Autumn Supplement (32), Nov (64) & Dec (64) with a total of 640 pages, the same as the intended 10 x 64 page issues. Complicated, tell me about it !!

Meanwhile the railway gets even busier with new stock arriving and entering service and existing stock on the move to other TOCs or into storage. More stock has been ordered with new Classes being added monthly, the books are due to get even thicker !! There is the potential for huge numbers of units and coaches to be surplus in the next few years after all the frantic scrabbling of recent years to find stock. Fascinating times.

One final note I have had to treat myself to a new camera, well it was my birthday (though I was on the computer doing **TRACKS** all day) as my existing Fujifilm XS-1 has developed a serious lens problem ruining my photos. After searching for a similar substitute non DSLR single fixed zoom lens I have bought a Sony RX10III with a similar telephoto 24-600mm optical zoom but a higher resolution of 20mp. Though only so called 'bridge' camera it is not cheap, but the Zeiss lens is superb and much better than the Fuji, just need time to play with it and fathom out all the functions.

The lack of a June issue means that to many members the fact we have now released our next two books may come as a surprise. Those with internet access will have already been aware and most probably ordered or bought at a soggy DRS Open Day, their day of release. So if you haven't already done so get your orders in. After a gap of 2½ years the **Name Directory** has re-emerged with many more names added. The **Summer Combine** is by far our best yet with many odd items changed or added (Preserved Coaches) and yet another new section added, albeit only 2 pages, Preserved Track Machines (large only). This means an additional 20 pages of stock have been added to the **Combine** in 2017. With so much happening in the last few months not all the changes put in the new edition are in **TRACKS**, so best to get the book. Most of what is listed in **STOCK CHANGES** is in the book but there already been changes including new names.

I have also streamlined the livery codes as they have been added to, quite understandably, in an ad hoc manner over the years. Many have gone so should not be in the book anymore and many from the same operator are not in sequence making the list a bit illogical and difficult to follow. I am not saying my revised system is perfect but I will refine over future editions as new corporate liveries become more uniform.



Producing spotting books should be about providing what the user wants (more on this below) and to this end I have constantly requested additional data / info be added to our books that I would also like to see. Yes there is often more data than some users want as I know many only collect loco numbers etc. We should be providing info for our Members first and foremost and to that end I believe we now produce the most comprehensive books on the market without trying to compete with rival books. I don't believe there is much more we could include in the **Combine** (though watch this space !) but with the growing number of EMUs in particular being delivered over the coming years I am trying to ensure it does not get any more unwieldy than it is now. I have already streamlined the format for 2017 so there is not much fat left to cut out and the current size just keeps within the £1.58 postage rate. If the book requires a ring thicker than 25mm we hit the next postal rate bracket and incur a price rise of £1.32 to £2.90 To help find more space the Operator column from the Loco section has been deleted in the **Summer Combine**. Firstly it is pretty much identical to the Owner info and the operator can be identified from the Pool Code. Not only does it mean I have put more numbers into twin columns, but it has also saved a lot of time researching the info, given it is not always easy to correctly identify loco owners and most get put down as PV (private), so not much use anyway. As for Multiple Units, the Owner column has been removed, as that info is mostly a single leasing company per class, with the info now shown in the specification header box.

With the help of those that put their hands up to proof read I believe the **Summer Combine** is as accurate as can be, so a big thank you to those that helped. It is amazing how 10 people can find 10 different things. I have also now nearly got on top of having to solely produce the books. Remember as I have asked before, if you spot an error, typo or formatting issue in any book at any time please tell me, we want the books to be as good as they can be.

Next books to hit the production line are the USFs later this year. No promises on release date but as soon as I can find time..ha ha !!

Looking forward to 2018 I am proposing we produce an additional different version of the **Pocket Book** as an alternative for those that want it...wirebound. This means it will lay flat the same as its big A5 brothers so far easier to underline with one hand !! It will also overcome the problem of those who crack open the perfect bound too far resulting in a section of the stitched pages becoming loose. I have shown a sample at the DRS Open Day and it has been trailed on social media to favourable comments. In fact it appears of those that buy a PB it is 50:50 in favour. We will continue to show the sample at other events during 2017 so please let us have your opinions. We will not be dispensing with the current perfect bound book, so for those that still prefer that version do not worry. One advantage of a wirebound version is it can be released within a fortnight of the 'updated to' date as with the A5 books making it even more accurate and if there is demand we could even produce two editions a year as with the **Combine**. The only downside is that you cannot use a cover with it...I have tried, it fits but you cannot then fold the book back on itself. Please let me have your thoughts either in person at shows or by email etc so we can make a decision later in the year and provide the books you want to use, as was mentioned above.

Society Sundries:

Pens & Pin Badges: New and re-stocked sundry items have been added to our range. For those that again come to shows or the AGM you will know we produce a printed pen but we have never added them to the Order Form as they cost too much to post individually. But with the release of a new Society pin badge then several items can be ordered together. The new enamelled metal pin badge is better than the old stud fixing and now shows the Society name around the logo. It is 25mm wide about the same size as the old square badge which just featured the logo.





Polo Shirts: It was a good idea to stock our own embroidered polo shirts a few years back and existing stocks are now running low with only 2 shirts left that fit most blokes !! We currently have a few polo shirts in both white (S x 3 and XL x 1) and navy (S x 7, M x3 and L x 1) which feature a sewn ICRS logo only (see below left). As a sample I had a polo shirt with the logo surrounded by the Society name (see below right) supplied from the company I used for farm shirts back in 2000 which have been very hard wearing, though the material / design is now slightly different. I often wear this at events and several members have asked if this design can be supplied. We need to order a minimum quantity of 20 but they can be in different sizes and colours so I propose that along with the two colours shown below (horrible I know to look at) NAVY and GREEN that we also offer MAROON. In that way your favourite big four / BR colour is sort of represented.



Chris's rogues gallery, if you see this person do not approach...afflicted with Railway Disease !!

The design of the revised shirt is different in the sleeves and is a harder wearing material. The problem we have in stocking prior to orders is that as has happened we end up with stocks that no-one wants ie small in both existing colours. If we offer 3 colours it is impossible to stock all the different sizes without a guarantee they will be sold. The existing stock is also being offered at a discount rate whereas the new shirts will be £20, which only just covers costs. So before we risk an order I need a firm expression of interest in colour and size, over to you. If there are sufficient pre-orders then delivery will be in September.

TRACKS Binders:

Please note that as there will only be 10 issues of **TRACKS** in 2017 therefore if you are planning to buy a binder the MEDIUM binder will fit more snugly than the LARGE binder. This will also apply to 2018 with the proposed changes. For those with binders you will realise that 2017 is the last of the stickers supplied so we intend to get additional stickers for 2018 onwards.

Ordering Books & Sundries:

Remember you can order books via BACS the same as for those who renew their membership that way. You just need to notify Trevor at **editor@...** with your requirements and to say you are using BACS. Please copy Peter in at **treasurer@...** so he is also aware. Using BACS is the best option all round as it ensures the Society gains the full amount of the sale and is free to you. Cheques are equally as good but there is a postage cost to you.

Orders via the post should now be directed via Trevor & Christine (see rear cover for address). At present the A5 books are usually posted out direct via Minuteman Press (Hedge End, Southampton), who print our ring bound A5 books. The **UK Pocket Book** is dealt with by Trevor & Chris. Please note if you order different books / sundries, they may be posted separately as postage is cheaper that way, it all depends on what you order. As is clearly stated on the website, Order Form and rear cover of **TRACKS** please be patient as sometimes it may take a while for books to be posted out. Lists are often compiled on a weekly basis from orders (postal and PayPal) and if we are away then clearly postal orders cannot be processed until our return and obviously for security reasons we cannot say in advance when we will away from home. At worst if we are away for a fortnight and your order arrives as we leave, then it can be almost 3 weeks from you posting to receiving your book. If we can connect to the internet safely we will pick up PayPal orders so A5 books can still be processed as normal. For all book enquiries please contact Trevor / Chris (page 2 or rear cover for contact details).

Though all book orders are free P&P (UK), the cheapest being the **Pocket Book** at £8.00 for members, we have now decided that orders which could now be for small value items, pens, pin badges, separate PB covers and single binders that P&P must be added. These items have to be posted separately and **CANNOT** be sent with the larger books as stocks are held in different places and they may damage the books. Therefore orders up to £7.99 incur a charge of £1.50. This is added automatically on PayPal but must be added with an order form if paying by cheque. Clearly the best way to obtain the smaller items is to see us at an event or order multiple items at one time. The Order Form has been revised and is on the website to download.

Membership Matters:

New Members: (* ex-members re-joined)

Robert Anderson (Chester-le-Street), Stuart Armstrong (Cramlington), Ian Barker (Ilkeston), Barrie Jeremy (Anglesey), Stuart Collis (Warminster), Stephen Dudley* (Cardiff), Paul Dukes (Harrogate), Mark Forster (Blandford Forum), Geoff Foster (London), Andrew Freeman (Shetland), Kevin Gordon (Grimsby), Philip Gordon (Cleethorpes), Andrew Green (Peterborough), David Griffiths (Cambridge), Graham Jenkins (Birmingham), Simon Kelsey (Retford), Phil Leigh (Walesby), Richard Lillie (York), Steve Mann (Doncaster), Colin Martin (Aldershot), David Martin (Yeovil), Neil Partridge (Langley), Steve Pink* (Aberavon), Ken Pryce (Stockport), Tom Pulford (London), Brendan Rise (Lancaster), David Sharpe* (Great Harwood), Keith Slater (Bishops Cleeve), Stanley Soffa (Cardiff), Gordon Stone (Cowley), Robert Tart (West Bromwich), Lyn Taylor (Pontardawe), Paul Thacker (Newport), Mike Trigg (Letchworth), Harvey Turner (Newcastle-under-Lyme), Ian Wood (Doncaster) - a warm welcome to you all.

Family Membership: Following a request at the DRS Open Day we have re-created a new Family Membership where a member can add a child (age 10-16) onto their membership for an additional £5 instead of them having to pay full rate. So for £22.50 (Standard Membership) or £21 (eMembership)

both then get one copy of **TRACKS** but it allows both to attend Member Only Visits (normal separate fees apply). Ideally this is best done on joining or renewal and the membership number will be the same for both. This is a way to encourage more younger members and it helps where someone wants to take them along on a visit which requires ICRS Membership. If there are any existing members who feel they could take advantage of this, please contact Colin.

Society Magazine TRACKS:

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 estimated delivery date below then please contact the **Editor**. For current info during the month refer to the **TRACKS** page of our website.

The latest date for articles / info for the **Sep/Oct 2017** issue is **Friday 22nd September 2017**
with delivery to members after **Saturday 30th September 2017**
please check the **TRACKS** page on the website for date of posting from the printers

Magazine Contributors: (* new this month) Thanks to **Chris Addoo, David Berg, Mike Brook, Chris W. Brown, Danny Coyne, Peter Davis, Brian Dericote, Dennis Dey, Neil Dix, John Evans, Martin Evans, Alex Ford, Jeremy Frost, Iain Gardiner, Chris Granville, Michael Hayman, Robert Hawker, Roy Hitchin, James Holloway, Geoff Hope, Harold Hull, Colin James, Rod Johnson, Alan Jones, Steve Lord, Ian McAlpine, Pete Meyer, Stuart Moore, Malcolm Patrick, Keith Partlow, Gareth Patterson, Colin Pidgeon, Colin Pottle, Paul Rosser, Mike Rumens, Norman Smith, Paul Sumpter, Graham Stockton, Paul Tisserant, Andrew Turnidge, Tony Whitehead, David Williams, Carl Watson & Trevor Roots**. We are sorry if anyone has been missed. Photos not credited are by **Trevor Roots**.

This is another desperate plea for all those submitting photos, try to add a caption but at least

PLEASE, PLEASE

Provide all details when submitting photos, place, times, working if known. The 5 mins you spend checking everything before emailing is 5 mins x 100 I do not have to waste then chasing of you up.

I have requested this time and again and it is now a serious issue.

Do not just casually submit by phone without adding info ...sometimes I don't even get a name !!!

EVENTS

MEMBERS ONLY VISITS

Eastleigh Works - Sat 9th Sept 2017: Last chance to apply for tickets

Ticket applications for our annual Members Only visit to Eastleigh Works are now open. Arrival at the main gate should be between 13.30 and 13.45 at the latest so that the safety briefing can be given prior to starting your visit at 14.00. As in 2016 it will be necessary to make a charge to cover the normal visit fee (which Arlington donate to charity) and organising stewards. However as there will be no hog roast this year as time is very limited and it was very expensive the cost has been reduced to £15. But for that you will get access to all areas until 16.00 and cab rides. Drinks and snacks will be available with our sales stand. As proposed at the AGM, we tried to organise a buffet lunch before the visit but no suitable hotels / pubs in Eastleigh could accommodate it. Please reserve your place by sending an A5 SAE to receive your ticket by return (normal second class stamp will suffice) with a cheque / PO (made payable to ICRS) to Trevor Roots (address on p2). Please provide either an email or tel. contact to receive confirmation of your application. **DO NOT post anything after the 25th August but you can still book by email / phone and you can pay on the gate or pay by BACS.**

SALES STAND ATTENDANCE:

OPEN DAYS

Old Oak Common 111th Anniversary - 10.00-16.00, Sat 2nd Sep 2017:

Prior to the site being redeveloped for Crossrail, GWR is to host an event 'Legends of the GWR' to celebrate traction maintained at the depot. Tickets are now on sale only via

<http://oocopenday.com/tickets.html> There will be no tickets available on the gate. No children under 16 unless accompanied by an adult. There will be **no parking** available on site. They strongly advise using public transport as most spaces in local residential areas will be taken up by local residents. By rail either use the Overground / Bakerloo Line to Willesden Jct or Central Line to East Acton. Both are about a 10-15 min walk. Bus route 228 stops directly outside the depot entrance in Old Oak Common Lane. They are expecting two queues to form before the event opens. One will be going up the hill from East Acton, and the other will be going down the hill from Willesden Jct. All profits will go to Place2Be, mental health support for children

We will be there with our sales stand. If you visit come and say hello, you should walk past us on the way in. Traction so far advised as attending is: 4-6-0 6023, Railmotor 93 + trailer 92, 0-6-0PT 1501, 4-6-0 7903, 4-6-2 70013, D821, D9516, 50007/17/26/35/49/50, 66779 plus various HSTs and new units.

PRESERVATION GALAS

Nene Valley Railway Autumn Diesel Gala - Fri 13th-Sun 15th Oct 2017: This is a celebration of the 60th Anniversary of the Brush Type 2, Class 31s to you and me. The following are due to attend: 31101 (AVR), 31108/162/271 (A1A), 31285 (HNRC), 31452 (DCR), 31466 (DFR).

Nene Valley Railway Spring Diesel Gala - Fri 6th-Sun 8th Apr 2018: TBC

OTHER EVENTS

Warley National Model Exhibition – Sat 24th-Sun 25th Nov 2017:

NARROW GAUGE PHOTO SPOT

The Vale of Rhaidol's 2-6-2 8 has been re-built with the dominant air pump now hidden.

Compare with the photo taken by James Holloway at same spot. Note the cabside numberplate is also different



above
Devil's Bridge, VoR
(15.05) 2nd May 2017
(Brian Derricote)

left
Devil's Bridge, VoR
(11.35) 2nd September 2014
(James Holloway)

RAILTOUR NEWS

'The Charitable Chibble' by Colin James:

GB Railfreight ran a charity railtour 'The Charitable Chibble' on Sunday 16th July 2017 in order to move the coaching stock from the previous day's GBRf staff outing back to its home base of Eastleigh. The tour was run in 3 parts, 1Z19 Ipswich to Peterborough with 66775 + 66778 in multiple, 1Z20 Peterborough to Peterborough with 20118 + 20132 and 1Z21 Peterborough to Basingstoke with 66777. Passengers could travel on different parts of the tour for 'a turn up on the day' cash charge. Needless to say the 206 miles of Cl.20 haulage taking Toton, Sheffield, Worksop, Lincoln & Spalding was the most popular section of the tour, with the train full to standing. This was the portion of the tour I decided to travel on. The 20s worked extremely well and though starting 5 mins late from Peterborough had all but made up that time at its booked stop at Sheffield. This was turned into a 6 mins early arrival at Peterborough.



66775 + 66778 arriving at Ipswich at 08.15 with 5Z19 07.43 Parkeston - Ipswich Yard ecs 16th July 2017(Keith Partlow)



above 66778 + 66775 in Peterborough platform 5 at 13.04 after working the 1Z19 08.53 Ipswich – Peterborough leg

left 20132 + 20118 in platform 1 Peterborough at 18.20 after terminating on the 1Z20 13.29 Peterborough – Peterborough leg

All 3 Cl.66s have recently been named with 66775 receiving a new corporate livery (see **EASTLEIGH REPORT**) so 66777 & 66778 names are shown here rather than in **STOCK REPORT**.

left 66777 in platform 1 at 18.52
to work the 1Z21 19.04
Peterborough – Basingstoke leg

‘East Lancs Enterprise’:

345 t&t 37516 worked the ‘East Lancs Enterprise’ tour on the 10th June 2017 from Bury to Blaenau Ffestiniog & Holyhead then back to Preston via Yorkshire, with a reversal at Castleton after detaching 345. The final leg was worked by 37516 to Preston. The day before on the 9th the pair worked a mini-tour from Carnforth – Bury (see front cover).



MEET THE OFFICIALS

This series introduces the ICRS officials to members. Though many members will have seen various officials at either AGMs or visits / sales stands you may not be aware of their lives beyond ICRS. Hopefully this will add to your membership experience and help you appreciate the volunteering work done on your behalf.

With my identity now disclosed from behind the camera (see polo shirt photos) I thought it appropriate that I should now feature myself.

I was born in Birmingham in 1955, moved to Tamworth in 1963, Coventry briefly in 1974 and to Eastbourne in 1975 and various environs once I left home in 1978, all within 10 miles. The big leap to the Scottish Borders was made in 2003 with another northbound hop in 2005 and I now reside between Keith & Huntly on the border of Aberdeenshire and Moray....way north !! Still, I got to enjoy an 11 hour rail journey when visiting relatives / friends on the south coast but more usually since getting together with Chris in 2010, a 2 or 3 day car journey (2000 mile round trip) taking in the sights of the UK en route.

I am a civil engineer / highway engineer / draughtsman by profession but quit after 30 years in 2001 (just as foot & mouth hit !) to go full time farming (my then wife's families vocation) which eventually led to the reason we headed north to farm an 1150 acre mixed stock farm near Bonchester Bridge. Owing to the rather inconvenient fact that I separated from my wife just as we began settling in (I knew I shouldn't have agreed to employing a shepherd !!), another move was needed. The upside of this upheaval of losing one's wife, job and home in one foul swoop is that I was able to devote my time and energy into my lifelong passion of railways / transport and get back to regularly playing golf (cheap and empty courses up here). Though I immediately had a 6 month stint back as an engineer with Moray CC in Elgin, I realised I couldn't hack being back in an office or being restricted in time and as they wouldn't countenance part-time, I 'retired' myself.

Though for the last 40 years I seem to have been out on a limb geographically and railways wise...not many loco duties down south and non-existent up here, I have travelled widely with both jobs and maintained my active railway interests when I could. I was first bitten by the bug when a primary school trip took me to the old York Railway Museum in 1963 and my first Ian Allan abc was purchased. I didn't really get going however until I started work in 1971 and was able to fund trips all over the country (including many trips with the Worcester Loco Society) in a feverish spotting period that culminated in a two week all line rover in the heat of 1976....whatever happened to that safari jacket !

During that time, whilst commuting to Birmingham for work (1971-75), I developed my interest into all things transport, including many bus garage visits in the city. I started 'collecting'...and reading, all proprietary railway magazines and still do, adding back numbers over the years. I am an OO modeller and have been collecting for the last 30 years (one advantage of not having had any kids) and I am desperately trying to find time to build that layout. Every time I started building, we moved. Then what with taking on ICRS, fixing the house after the snow storms of 2010, since when Chris has been a big part of my life, nothing has progressed....and the golf stopped to.

Having virtually copped everything by the mid 1970s I fell foul of the usual distractions....girls, work, sport. I got involved in charity work founding Eastbourne Rotaract and I've organised many clubs / societies and run various sports teams. The only 'regret' of not being active during the 1980s and 90s was I missed a few new CI.56s, all since scrapped and 58s, though the 3 I still need are all still extant but in France & Spain. I thought I would also miss many CI.60s but re-acquainting myself with the modern railway from 2006 I soon copped them, albeit many stored. Just like the 70s a brief spurt of spotting getting everything new almost immediately has been overtaken by other priorities so I do not now stand on stations for any length of time, but we now visit many preserved railways and to be fair to Chris visit Nature Reserves / National Trust & heritage properties on our travels.

Having dragged Chris up north in 2012, her first move away from the Eastbourne area, we are now discussing moving back a bit further south, possibly to the Scottish Borders. For one thing it will move us nearer to relatives / friends, cut down on the huge expenses of travelling and allow that layout to be built, if it is the proverbial last move. We were thinking of England to move us away from the divisive political issue of Scottish independence, it is hard enough living under the SNP especially when your local MP was Alex Salmond but we kicked him out so whatever your views Brexit did us that favour at least. One upside of living in Scotland, apart from the scenery and wildlife, is that we got our bus passes at 60, just haven't used them yet as so easy to drive around...one set of traffic lights within 23 miles !!

The reason I joined ICRS in 2005 was in order to find out info on the current scene and came to appreciate the quality of the publications. No sooner had I joined than there was an advert for the Editor in 2006...the rest is history. If you see me around say hello....or run.

PRESERVATION PHOTO SPOT - STEAM



above due to a severe shortage of available steam locos on the South Devon Railway, the overhaul of 2-6-2T 5526 has been fast tracked back into to service, 7th June 2017, Buckfastleigh (Chris W Brown)

EASTLEIGH WORKS REPORT

by **Norman Smith** & photos by **Carl Watson**
for the period 1st June - 31st July 2017

Locos:

June: 66772 took Translator Set T7, 64664/64707, to Doncaster Works Wagon Shops on the 1st.

66707 came in for an exam on the 1st and left on the 3rd

73963 t&t 73965 were on and off site with a NR test train from the 7th to the 8th. 73962 arrived from Tonbridge West Yard and replaced 73965 before the train left for Hither Green on the 8th. 73965 then ran light to Tonbridge West Yard.

66428 in new DRS livery left for Willesden Brent on the 7th (see right).

66771 came in for a windscreen replacement on the 9th.

37601 arrived from Leicester for a repaint into Europhoenix livery on the 15th.

73107/119 brought in Translator Set T5, ADB975974/978, from Tonbridge West Yard on the 20th. The ED's stayed in for wheel changes.

July: 66719 took 66775 newly named 'HMS Argyll' in the new post Europorte GBRf corporate livery with nameplates covered to Westbury on the 10th. 66775 was en-route to Plymouth for a naming ceremony the following day. The loco is also numbered F231 below the nameplates similar to 37558. The photo below shows it prior to being covered with photos of nameplate and cabside crest courtesy of Colin James taken at Peterborough on the 16th July 2017 during the GBRf 'Charitable Chibble' railtour (see report elsewhere). Note the revised livery without the semi-circle of blue with blue & red outer stripes extending onto the cabs and the revised branding



37057 t&t 37116 were on and off site with a NR test train from the 3rd to the 6th and did the same between the 12th and 13th.

66846/850 ("A" Exams) and 70803 (flat batteries) came in for minor work on the 6th.

57307 arrived from Crewe Gresty Bridge for an overhaul on the 12th.

37421 t&t DBSO 9703 were on and off site with a NR test train on the 12th and 13th.

37601 in Europhoenix livery and newly named 'Perseus' left for Leicester on the 19th (see below).



66847/849 came in for repairs on the 18th. 66847 needed brake blocks and 66849 had a TPWS fault.

68025 t&t 68028 brought The Northern Belle set in for servicing on the 23rd and left 3 hours later.

66723 came in for a repaint on the 24th.

47771 was lifted off its bogies on the 24th for work to start (see below).



73107 left for Tonbridge West Yard on the 25th.
66741 came in for an Exam and fuel on the 28th.

Units:

June: Cl.455 Units receiving traction system upgrades by Vossloh: 5850/53/54/55/59/68/69/72.
30/6 37516 took 4-TC 70823 + 71163 + 76297 + 76324 to the Swanage Railway.



July: Siemens Units receiving modifications: 444020

Cl.455 Units receiving traction system upgrades by Vossloh: 5847/48/49/52/56/58/63/65.

10/07 Cl.455 Unit 5901 arrived from Wimbledon Park for repairs returning there on the 13th.

18/07 450041 took repaired 444002 to Northam Depot.

right 444002 with repaired cab, 5th July 2017

Coaches: Trips in/out during **June:**

Riviera Trains stock moves for the month, including loco:

3/6	66707/771	UK Railtours	"The Broadsmen"
10/6	66057	Pathfinder Tours	"The Lancs and Yorks Builder"
14/6	66074	UK Railtours	"The Great Central Lament"
17/6	66057	Pathfinder Tours	"The Welsh Central Liner"
18/6	66102	Torbay Express Ltd	"The Torbay Express"
24/66	6100/177	UK Railtours	"The Liverpool Docker"
24/6	37059/66426	Pathfinder Tours	"The Mazey Day Cornishman". (35469 developed wheel problems whilst away and was replaced in the consist by 5366)
28/6	66776/777	GBRf Charter	Peterborough via London King's Cross
1/7	66177	Torbay Express Ltd	"The Torbay Express".
8/7	66113	UK Railtours	"The Waterloo Sunset"
15/7	66775/778	GBRf Charter	"The Charitable Chibble". (returned by 66777)
22/7	66004	Pathfinder Tours	"The Lakeland Explorer"
28/7	37059/069	Pathfinder Tours	"The Buffer Puffer".
29/	66011/116	UK Railtours	The Valley Legend".



Trips in/out during July:

57301/303 brought in Northern Belle stock 325, 1566, 3174/82, 3247/67/73/75, 10729/34, 17167 from Kidderminster SVR for maintenance on the 9th. The same locos took 1566, 3182, 3247, 3273 to nearby Siemens Northam Depot for tyre turning on the 10th and returned with them the following day. On the 20/7 the train returned to Kidderminster SVR.



OTP:

June: MMT4, DR97504/604/804, came in from Basingstoke for its monthly maintenance on the 7th. Rail Grinder DR79200A/B/C arrived from Paddock Wood Keylands Sidings for repairs on the 22nd and returned there on the 29th (see photo above taken on the 23rd June).

July: MMT4, DR97504/604/804, came in from Basingstoke for its monthly maintenance on the 5th. Loram C2103 Rail Grinder DR 79251-57 arrived from Paddock Wood Keylands Sidings for an engine change on the 10th and returned there 3 days later. MPV DR98926/76 left for a repaint at Bournemouth Depot on the 14th. MPV DR98914/64 arrived from Bournemouth Depot, after a repaint on the 14th. It has lost its orange livery and is now back in original colours.

*right a last look at colourful
MPVs DR 98926/76 &
98914/64 before re-painting,
9th June 2017*



Wagons:

Trips in/out during June / July:

1/6 DBC in 80.2398.624-9, 87.4384.004-9, 87.4385.000-6/001-4/002-2/003-0
6/6 DBC in 80.2398.597-7
for scrap 394985/5213/5222/5291/5379, 460159, 980061/0082/0161/0184/0215/2446/2547/
982583
DBC out 70.2795.305-3, 80.2398.624-9, 87.4384.010-6
11/6 66771 brought in 640910 for an overhaul

13/6 DBC out 4410, 802398597-7, 874333042-7
 14/6 70805 took 70.2795.309-5/313-7/329-3/336-8, 80.2693.019-2/022-6/040-8 to Westbury
 15/6 FL in 92559/612, 97715/772 FL out 92561/618, 93374/421
 20/6 DBC in 78210, 804736016-3/019-7, 87.4375.007-3
 DBC out 9817, 87.4384.029-6, 87.4385.001-4
 22/6 FL in 92613, 93296/427/440, 605003/023/026, 606007/009
 FL out 92559, 97759
 28/6 DBC out 80.4736.019-7, 87.4375.007-3/041-2, 87.4385.000-6
 29/6 FL in 92648, 97716/740
 FL out 92612/613, 93440, 97709/715/749/772, 605003/023/026, 606007/009
 12/07 56303 took 70.6790.000-7/030-4/035-3/040-3/061-9 to Willesden ET
 19/07 68025 brought in 96905/906 from Crewe Gresty Bridge on the 19th
 20/7 FL in 97730/765 FL out 92648, 93324/331, 97716
 25/7 DBC in 80.4736.049-4, 87.4375.011-5/025-5/035-4
 DBC out 4403, 78210, 80.4736.016-3, 87.4375.027-1, 87.4384.004-9, 87.4385.003-1,
 87.4909.384-9, 87.4909.389-8

Wagons scrapped w/e 16/6: 394985/5213/5222/5291/5379, 460159 (see 07007 below with MTAs on the 6th June 2017)



LUL: 1967/72 Stock scrapped during **June / July:**

w/e 23/6 3076, 4005, 4076, 4176

w/e 30/6 3005

w/e 7/7 3003, 3176, 4049, 4149

w/e 14/7 3058, 3149, 3158, 3182, 4182

w/e 21/7 4058, 4158

UNDERGROUND NEWS

London: (none of the changes below are featured in the **Summer Combine**)

For Scrap: (CF Booths) (from Acton Works) 1967/72 Stock: 3075/172/202/302, 4075/175/202/302

'A' Stock: 3060/160, 4060/160, 5112/113, 6112/113/132

(from Ealing Common) 'D' Stock: 7018/37, 8007/18/32/37/57, 17007/18/32/37/57

Scrapped: (Eastleigh Works) (see **Eastleigh Works Report**)

Retained: LT (Ealing Common to Acton Works) 7526 17526 7527 Rail Adhesion Train (spares), 7007 7032 Emergency Response Unit, Vivarail, Long Marston: 7057

DRS OPEN DAY

On the 22nd July 2017 DRS held their annual Open Day, this time at Kingmoor Depot, Carlisle and as has been the case on previous occasions in recent years the heavens opened. Unfortunately unlike Crewe in 2014 the trade stands are all out in the open. We set up in the rain around 08.15 which did abate prior to the official opening during which I managed to obtain the following photos, though it was gloomy. Just as the gates opened it started to rain again and though a reasonable dry period of around 2 hours late morning did allow the visitors a brief respite, the rest of the day was marred by persistent and often heavy rain. This did mean our sales were only around half of Crewe in 2016 but at least gave us a chance to show our new books and sundries and discuss future proposals with those members who braved the weather. One of the problems of access with Carlisle as opposed to Crewe is the distance from the station which is not within easy walking distance, so we gather the major issue was the long queues for the bus exacerbated by the rain. Amazingly enough brave souls turned up to generate £29,000 profit for charity.



*above left to right 37558 (37424), snowploughs + 88001, 20302, 68006, 66427
below left to right 68026, 68001, 68012 & 68006*



The event was a chance to see 7 out of the 10 new Cl.88s, with another 88007 'Electra', passing on the Tesco's. In total there were 24 locos on site dominated by Cl.68/88s of which there were 13. With no Cl.47s now owned by DRS this was the first year with none on show. Kingmoor Depot is a difficult place to position stock for decent photographs with security fences, OHL masts and lighting columns all seemingly getting in the way. DRS lined up 4 Cl.68s in the 4 differing liveries so that was nice to see though a bit of sunlight would have helped which as usual came out briefly after close at 16.00. Suffice to say the weather in Carlisle was good on the Friday before and the Sunday after !!



Stock List: Locos: 20302/312, 37259/37558 (37424)/37425, 57010/302 'Chad Varah' /312 'Solway Princess', 66301 'Kingmoor TMD' /427/432, 68001 'Evolution' /006 'Daring' / 012/022 'Resolution' /026/029, 88001 'Revolution' /002 'Prometheus' / 003 'Genesis' / 004 'Pandora' / 006 'Juno' / 008 'Ariadne' / 010 'Aurora'

Coaches: Mk2: 5919, 5995, 6122 DBSO: 9704/10

Wagons: PEA 92716/23/84

Snowploughs: ZZA ADB 965203/224/230/242

Around 11.35 the empty stock from the Pathfinder Tours 'Lakeland Explorer' charter from Bristol Temple Meads arrived on the Depot behind 68004 'Rapid' with 9526, 5998, 5929, 1200, 3345, 3333, 3364, 80042, 3390 & 3278. It left again for Carlisle at 16.10 (see above waiting to depart at 15.07).



37259 out the back under the washer



In a heavy downpour 66301 was named 'Kingmoor TMD' at 14.00



88002, 88004 & 66427

One change from previous Carlisle events was that access past the washer was allowed to give a better view of the north end of the depot, though only a couple of locos were positioned there, 88003 & 57010.



above our sales stand staff at the start of the day, Peter Britcliffe, Colin Pottle, Christine Field and Simon Mutton... note the towel hanging up !!

Thanks again to the officials and others who stoically braved the weather in what became a very claustrophobic marquee with water at times flowing across the tarmac beneath the stand. At least those Members who came had a chance to put names to the faces of myself, Simon Mutton (President), Peter Britcliffe (Treasurer), Colin Pottle (Membership), Gareth Patterson (Social Media), Ray Smith

(Railway Globetrotter articles), Darren Pavitt and Chris who tried to keep a handle on stock and the checking system which failed again. The best intentions are always defeated by the actual mania of selling with the unexpected and non-optimal weather. Having managed to stay dry and away from the waterfalls, the result of regular roof prodding, Chris managed a final prod whilst packing up just as I walked under. I was not amused at the time but can see the funny side now. Suffice to say we packed up a wet marquee and with the weather refusing to stay dry for any length of time on our return to Scotland we ended up drying the roof in the lounge and the side walls in the garage. Cross your fingers for a dry OOC 111 and Eastleigh.



above 57312, 68029 & 37425

right 88008 up on the jacks

below 88001 sandwiched between
drift snowploughs
ZAA ADB 965224 (far) & 965230

Other notable locos passing the Depot were 56302 on tanks. For those who stayed on the station they were rewarded with 4-6-2 46233 'Duchess of Sutherland' on the Cumbrian Mountain Express charter from Liverpool Lime Street though it originated in Crewe with diesel haulage from 47760.



TRAFFIC & TRACTION NEWS

June 1

59003 passed Walsall at 14.38 on 10.51 Tinsley Yard – Coton Hill aggregates (David Williams)



June 7

37218 + 68024 passed Ipswich at 16.16 on 0Z45 09.45 Crewe - Norwich Crown Point (Keith Partlow)



June 12

37516 + 33025 passed Tilehurst at 19.04 on Carnforth – Swanage ecs (Paul Sumpter)



June 14

37069 + 37059 passed Woodbridge at 08.05 on a route refresher from Willesden Brent - Leiston (for Sizewell), returning back to Crewe, hauling a single unloaded PFA wagon in the same path as the old flask train. 68027 had brought the wagon down from Crewe Coal yard sidings to Willesden, before heading light engine down to Norwich for use on the short passenger set, unsuccessful as it turned out. The same locos worked light engine between Willesden Brent and Southminster the previous day for the same reason (Colin James)



50007 + 50049 + D8059 + D8188 passed Yate at 10.27 (Robert Hawker)



92028 passed Stafford at 18.06 on the Garston - Dagenham cars (Andrew Turnidge)



June 15

68013 passed Bescot at 13.22 on 12.20 Crewe - Bescot engineers (David Williams)



June 16

37419 t&t 37422 arrived at Norwich at 11.51 on the short set from Great Yarmouth (Andrew Turnidge)



June 17

D9009 passed Stourbridge Jct at 19.15 on Shrewsbury – Burton-on-Trent Welsh Central Liner (Brian Dericote)



June 19

97303 t&t 97302 were seen at Derby at 08.27 (Paul Rosser)



66764 passed Doncaster at 15.02 (Roy Hitchin)



June 20

66552 passed Northampton at 11.27 (Graham Stockton)



92033 passed Old Linslade at 07.11 on 1M16 Inverness, Fort William and Aberdeen - Euston (see photo at end)

June 21

800004 + 800003 passed Par at 09.58 on North Pole – Penzance, the first IEP run west of Plymouth (Malcolm Patrick)



June 22

97301 t&t 37175 departed Norwich for Great Yarmouth at 16.18 with 1Q98 14.16 Cambridge - Cambridge Test Train with stock 90609, 977974, 72639, 9481. 68002 is seen to the left on front of the 16.38 to Great Yarmouth (see photo at end)

June 23

90047 is seen at 13.28 at Edinburgh Waverley unusually in between platforms 16 & 17 as the normal stabling point of platforms 5 & 6 have been blocked off pending re-building (see **INTRASTRUCTURE NEWS**)



47739 passed Wichnor Jnct at 16.53 on 6M08 Burton-on-Trent - Washwood Heath, 6E07 was terminated at Burton-on-Trent due to a problem with the traction equipment (Colin Pottle)



20311 & 20314 t&t 20107 & 20905 dragging LUL 'S' Stock 21082 passed Wichnor Jnct at 18.13 on 7X09 Old Dalby - West Ruislip (see photo at end) 68025 t&t 68028 arrived at Eastleigh at 11.50 on 1Z68 from London Victoria (Chris Addoo)



June 24

37611 + 97301 were seen stabled at Cambridge at 17.32. 97301 failed on a Test Train the previous Friday and was due to be taken to Derby at 14.38 but due to a power outage at Manea this was cancelled with the move rescheduled for the 28th (Keith Partlow)



66085 passed Stourbridge Jnct at 08.57 on Round Oak – Margam steels (Paul Clifton)



56094 + MPV DR 98909 + 98959 passed Walsall at 13.38 on 13.00 Coleham ISU – Doncaster Up Decoy Yard (David Williams)



June 27

66426 t&t 37059, on 5Z37 Worcester Hereford Sidings - Eastleigh Arlington was seen approaching Eastleigh on the Chandlers Ford branch at 12.50 (Chris Addoo)



June 30

67023 t&t 67027 passed Liskeard at 10.02 on 1Q18 0425 Reading Triangle Sidings - Paignton via Penzance (Paul Tisserant)



37516 passed Eastleigh at 19.16 on on 5Z43
Swanage - Southall (Chris Addoo)



July 7

92010 was at the head of the CS, Edinburgh
Waverley 21.59 (Iain Gardiner)



July 8

707003 + 707005 passed Eastleigh at 10.20 on
5Q83 Clapham Yard - Bournemouth T&RSM
(Chris Addoo)



July 9

66730 + 66770 passed Peterborough at 15.25
(Chris Glanville)



60026 towing 37418 to Barrow Hill from the ELR
passed Smithy Bridge at 12.41 (Harold Hull)



July 10

66775 with name etc covered over passed
through Dawlish at 13.30 on 0Z31 Westbury –
Devonport for its naming ceremony (see
EASTLEIGH WORKS REPORT) (Jeremy Frost)



July 15

66097 is seen in an engineering possession at
15.05 as the Swindon to Chippenham Mainline
has been closed for a week, showing the Bristol
down line about to be re-laid in a lower position
below the bridges between Dauntsey & Foxham
in preparation for electrification (Keith Blackman)



July 16

90045 + 90048 + 90043 + 90042 passed Lancaster at 17.27 on 453N Coatbridge FLT - Crewe Basford Hall (photo at end)

July 19

47749 was seen stabled at Polmadie at 15.16 (Iain Gardiner)



July 21

153304 + 153330 passed Sellafield at 10.20 on 09.20 2C41 Barrow-in-Furness - Carlisle (Norman Smith)



July 24

66012 passed Grange Park at 11.58 on Bow Depot - Heck Plasmor PS (David Berg)



July 25

The face of coming change...43003 is passed at 14.55 by its young upstart 800002, Swindon and coincidentally both the 2nd of their class. Will the IEP will be as iconic ? (Colin Pidgeon)



July 31

66302 passed Nuneaton at 13.29 on Carlisle - Stud Farm empty stone (Mike Rumens)



37558 (37424) on the 10.04 to Barrow-in-Furness at 09.35, Preston and 37401 on the 11.40 to Carlisle at 11.33, Barrow in Furness (Steve Lord)



August 1

91119 was seen wearing its new name at 21.01, Glasgow Central having worked in with 15.30 from King's Cross (Iain Gardiner)



56096 + 56105 passed Hebden Bridge at 11.18 on 6M32 tanks (Harold Hull)



August 3

37403 + 975025 'Caroline' passed Chippenham at 10.25 on Willesden – Willesden via the west country (Keith Blackman)



66727 passed Stafford at 17.00 on 6K50 Toton – Crewe (Colin Pidgeon)



90024 + 90028 passed Stafford at 12.45 on 4M25 Mossend – Daventry (Colin Pidgeon)



News from Norfolk (Stuart Moore): It's been a very busy couple of months around Norwich, particularly from a freight perspective. With work on the Norwich Northern Distributor Road progressing there is an increased need for aggregate. As a result there are two aggregates trains into the Tarmac terminal in Trowse (just outside Norwich) up to 4 times a week by FL. Added to this there is also a freight out of the Trowse terminal up to 3 times a week to Wellingborough by DBC. The outward freight is operated by GBRF. The Freightliner operation is mainly in the hands of Class 66/6's although 66519 has been used on 2 occasions. Freightliner locos on the service have been: 2/6 66605, 6/6 66617, 7/6 66602, 8/6 66618, 9/6 66602, 13/6 66621, 16/6 66623, 30/6 66619 (see below at Trowse 08.55), 12/7 66605, 18/7 66616, 25/6 66621, 26/7 66616, 27/7 66623, 28/7 66519



The GBRF service hasn't been as easy to spot and uses the same loco regularly. Over the past 2 months the locos used most frequently have been 66729/747 & 752.

The DBC operated Cemex service has become very infrequent and was noted with 66183 on 12/7 & 66174 27/7

The only Raittour in to the area saw 66707/771 on the Broadman from Kings Cross to Wroxham and back on the 3rd June.

Locos on the short sets in June and July have been 37405/419/422 in various pairings on NC37 and 68002/005/24/27 again in various pairings over the period on NC68.

Other moves of interest during June and July have included 20142/227 top and tailing D8 from Derby to Sheringham for the Diesel Gala which took place between 9-11th June.

D8 was returned to Matlock by 20142 (see below at Salhouse 12.14) on 17/6 having been used in a ERMPS photo shoot on the 16/6 which also included the other visiting peaks 45133 and D182.



Europhoenix 37611 was sent to Norwich for driver training on 24th June (see below). It ran to Lowestoft and Great Yarmouth and North Norfolk on the 25th before heading the Colchester for further training on 26th.



On the 2nd July 4-6-2 60009 'Union of South Africa' ran via Norwich (to turn on the junction) from Dereham to Southall. DR98906/98956 was seen passing 60009 at Crown Point during the turn on weed killing duties (see below on the 4th).



The 18th July saw the arrival of 08480/683 for use as the new depot shunters at Crown Point. These are replacing 08754/847 which at the time of writing hadn't been sent back.

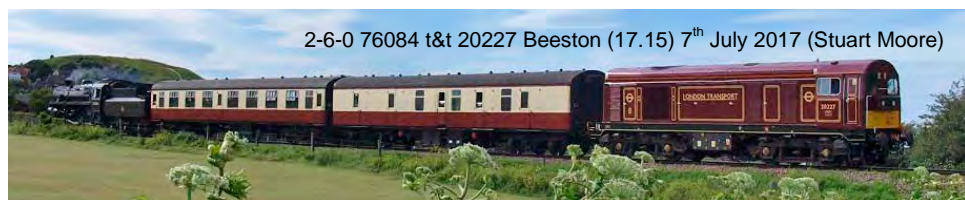
The monthly structure train to the coast was hauled by 37175 & 97301 on 22/6 (see photo at end by Keith Partlow) and 37057 & 37116 on the 20/7 (see below at Strumpshaw 18.35).



170204 has returned after accident damage repairs and is back in use. Interestingly it has stayed in the ONE livery blue making this the last item to be painted into this livery (see below). Why it wasn't put through the repaint process after repairs isn't known but paying for it to be repainted blue so it can be repainted white seems pointless. 170201 and 170208 have both been repainted into GA white livery.



The other item of interest was the use of 20227 and 2-6-0 76084 on driver training runs between service trains from Sheringham to Cromer on 6th and 7th June. It was seen at Cromer, Beeston (see below) and Sheringham on the 7th.



2-6-0 76084 t&t 20227 Beeston (17.15) 7th July 2017 (Stuart Moore)



92033 Old Linslade
(07.11) 20th July 2017 (Colin Pottle)



20311 & 20314 t&t 20107 & 20905 + 21082
Wichnor Jct (18.13) 23rd June 2017 (Colin Pottle)



90045 + 90048 + 90043 + 90042
Lancaster (17.27) 16th July 2017 (Tony Whitehead)



97301 t&t 37175 Norwich
(16.18) 22nd June 2017 (Keith Partlow)

RAIL TOUR PHOTO SPOT



right 4-6-0 45690 'Leander'
attended Crewe Heritage
Centre for their 30th Anniversary
on the 22nd July 2017 prior to
working the North Wales
Coastal Express from Liverpool
– Holyhead the following day
(Andrew Turnidge)



below 4-6-0 45212 on the
'Jacobite', Corpach (14.49)
6th July 2017 (Mike Brook)



below 4-6-2 46233 'Duchess of
Sutherland' passing Lancaster at 18.19
on the return 1Z34 15.52 Carlisle – Crewe
'Cumbrian Mountain Express'
22nd July 2017 (Tony Whitehead)



right DEMU 1001
on 1Z23 Hastings –
Keynsham 'Strike Back
Express'
charter passing
Chippenham (11.58)
29th July 2017
(Keith Blackman)



PRESERVATION PHOTO SPOT - DMU

CI.117 51353: ended its days as part of set 117301 with 51395 operated by ScotRail. In 2004 they were both purchased along with 7 other CI.117s by Dorset County Council. The intention was to use them on the Norden - Wareham extension operated by the Swanage Railway (SWR). Stored on a private site in Dorset they had to be moved in 2007. 51353 moved along with partners 59521 + 51395 to the Midland Railway Butterley (MRB) in March 2007 along with 51341 + 59486 + 51398. The other 3 vehicles (51356 + 59492 + 51392) went to the Weardale Railway (WEA). With no work undertaken the vehicles deteriorated and with Dorset CC dropping its plan, 51353 was sold along with the others, eventually finding a new home on the Wensleydale Railway (WEN) in 2012. However it was decided it would not be restored and was again sold to the Leeming Bar Community Hub who intend to keep 51353 on WEN and are in the process of converting it for a number of community uses.



above 15th May 2010 Swanwick, MRB, below 26th February 2017 Leeming Bar, WEN



For interest 51341/95/98 were stripped for parts and moved to the Dean Forest Railway in June 2012 where they were scrapped two months later. 59521 moved to the Helston Railway in March 2012 where it is undergoing restoration. 51356 & 59486 are at Eastleigh Works (ZG) being returned to mainline standard for SWR (along with 51388). 51392 & 59492 are also at ZG as spares donors for 51388 & 59486 respectively.

LONG MARSTON MEMBERS VISIT

On the 10th June 2017 ICRS participated in the annual Long Marston Open Day. For me this was a long held ambition to get to Long Marston, finally achieved. We joined members from other groups, WWRail, WNXX and RCTS. We were by far the biggest group with over 80 members attending. With a dire weather forecast of heavy persistent rain still in force on the Friday, it was with much relief that Saturday dawned bright and sunny and the day stayed dry until after 18.00 when myself, Chris and Colin left in light drizzle. In fact the sunniest weather was mid afternoon so if you had gone by then...you missed it.



We were met by Ruth Dunmore the owner of the site who gave each group a briefing and released us just after 10.00 to wander the 130 acre (approx) site at our leisure. With the gates not due to close until 18.00 that seemed plenty of time but as I found it took a good 5 hours to do the site justice. The site, a former airfield then MoD yard, is just south of Long Marston village. It comprises of a rough oval of track orientated southwest to northeast and connected to the mainline branch in the southwest corner which passes under Welford Road, which runs to the west of the site. The main entrance was on the northern perimeter off Station Road. Either side of the oval are two fans of sidings, more widely spaced on the eastern side where there is room to expand and is doing so. The centre of the oval was fields which you crossed via a track between the two lots of sidings.



above looking west across the centre fields to the row of Midland Metro trams with the old airfield control tower on the left and Vivarail shed to the right



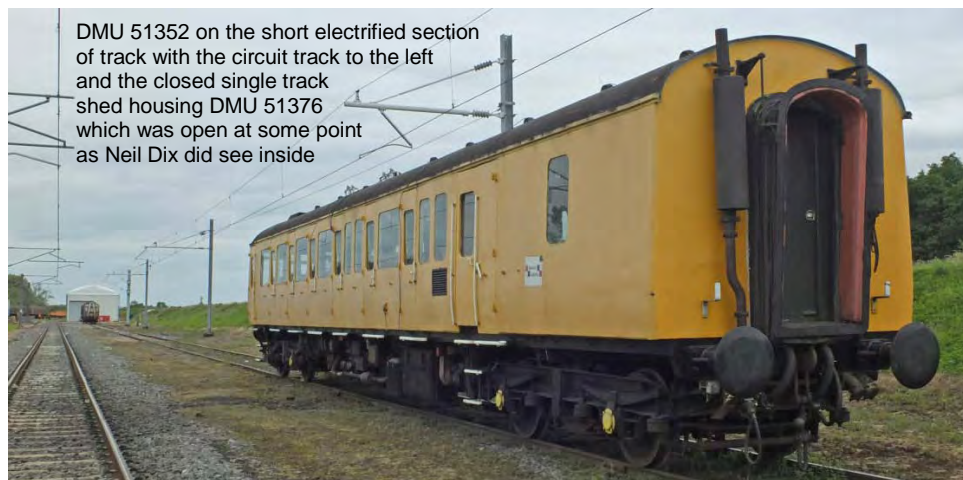
looking south, Railvac 99.70.9515.003-0 and a row of 10 JSAs with 4063 at the north end (nearest) & 4044 at the south end, with the paintshop to the right

In addition to this main site there is a secure compound which was off the extreme southeast corner and this was opened for an hour only from 11.30 to 12.30. The offices were at the northern end of the oval 100m from the car park and a road connected these and the entrance past the paintshop and other buildings to the compound. The distance from the entrance to the furthest point is about 1200 metres and the width of the main site is about 600 metres with the compound about 600 metres in length. Judging by my weary bones you could easily cover several miles going up and down the sidings.



**373101 + 373102 & 160 8w Minilok
to the north of the DMU shed**

With the promise of refreshments around lunchtime from the offices everyone set off either to the west or east. I choose the east based on that I would be the right side for the compound 2 hours later. The photos are therefore roughly on the route I took from east to west via the compound. Rather than show individual vehicles I have tried to give an impression of the scale of the site with general panoramic views.



**DMU 51352 on the short electrified section
of track with the circuit track to the left
and the closed single track
shed housing DMU 51376
which was open at some point
as Neil Dix did see inside**



**a view south between the 2 eastern
fans consisting largely of CL319s and
LUL 'D' Stock with 319372 to the left**



above looking north at the inner fan of eastern sidings, seen on the right in the previous photo with a mixture of stock, *left to right* LUL 'D' Stock, TIA 33.70.7899.045-0, 01547 [308V] TH 4wDM, Mk3 10237/682, 71961 (321413) leading, crane 34358, 873 [512] AB 0-6-0DH



those that took the opportunity to visit the compound streaming in



what awaited us in the compound was the majority of the locos (20) on site, 1 DMU, 3 coaches and 65 wagons with *right to left* 20016, [7276] HE 0-6-0DH, Mk3 11005, 2017 then *below* [7003] + [8902] + 28 [7279] HE 0-6-0DH, DMU 59505 + Mk2 17031 & Mk1 34531



All the tracks above converged to one access track through a secure gate. Walking down beside the Cl.20s and past 08578, 08653 & 08701 (see above), more wagons were encountered in the trees on this single track. Just inside the gate a second single track branched off with more wagons



heading back past the main fan of sidings. The point can just be seen under JSA 4096 left.

Just before this track crossed the access road (running past and now cutting off the loco sidings) it branches into 2 sidings underneath TDA 86945 seen below which then

stretch down past industrial units with a third shorter siding branching off, just visible in the centre of

the bottom photo to the left of the two lines of wagons seen in the photo right. The hour in the compound certainly went quickly and I didn't even walk down the sidings right, concentrating on getting photos instead around the loco fan.



TDA 86932 & JSA 4136 leading with TDA 86944 behind



Having made our way out of the compound I headed back to the inner eastern fan to carry on walking the lines where locked in the centre were most of the Mk3s and all the DVTs.

First I had to cross the outer fan of 6 tracks, see photos opposite top, through the centre access track.



the outer eastern sidings *above* looking west to the inner sidings beyond with TDA 86953, LUL 'D' Stock 7109/7038/7518 & 319219 just visible
below the opposite side of the track looking back east with the electrification masts just visible over the bank on the right to give a bearing with the other end of 319372 (see earlier photo taken from the bank on the left) & LUL 'D' Stock 7519/7051/17092/17020



above the other end of the inner eastern sidings looking south with *left to right* LUL 'D' Stock 7502/7095 & 319453, note the crane on the left being used to lay more track

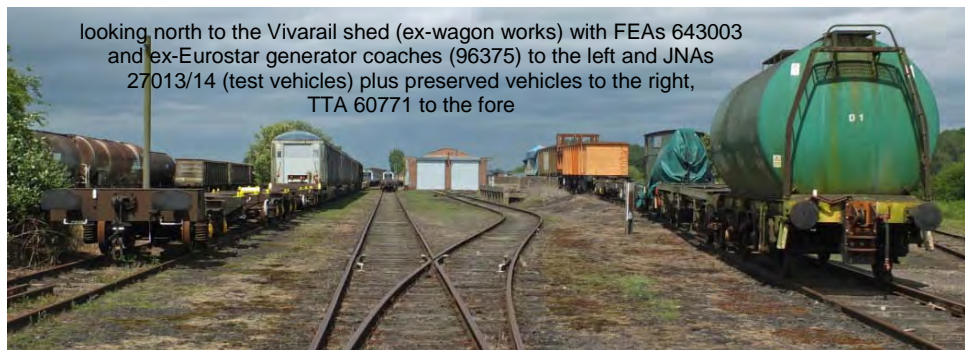


looking north with Metrolink T68 trams 1016 & 1022
 either side of the access track, the centre fields are to the left

At this point having crossed over the centre to the western side I headed to the offices for refreshments and a rest as it was about 14.00. On the way the two sheds used by Vivarail were seen, both closed unfortunately so no view of 230001.



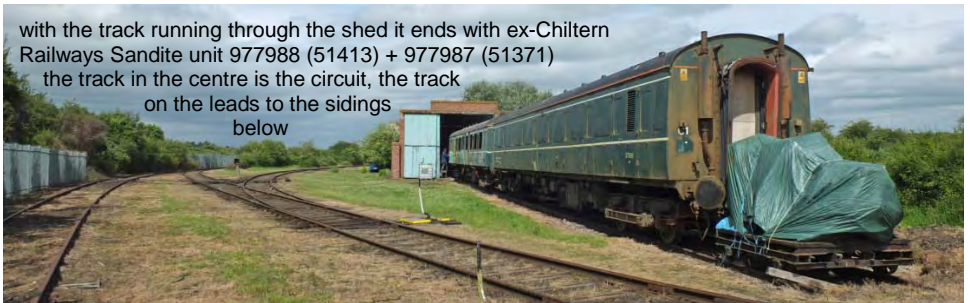
Somewhat refreshed and with Colin Pottle in tow we headed out in improving sunshine to finish the western side of the site. Heading back down past the Vivarail sheds we headed to southern end of the sidings where there is a single track shed used by preservationists.



continuing south where 977859 (55025) [960011] sits on the track to the preserved shed



with the track running through the shed it ends with ex-Chiltern Railways Sandite unit 977988 (51413) + 977987 (51371)
the track in the centre is the circuit, the track on the leads to the sidings below



with the continuous track curving around to the left at the very southern end of the site, two dead end tracks hold [D1171] HC 0-6-0DM & Mk1s 28735 + 3746 + 3749 behind 37.70.7899.055-9



Having reached the southern extremity all that was left to do was to walk back via the sidings of largely wagons and LUL 'D' Stock with 86229/251 and one line of 11 Midland Metro Ansaldo Transporti trams (see photo opposite bottom).

looking back south from near the Vivarail shed with
Midland Metro trams 09 + 03 + 11 + 08 + 06
+ 02 + 14 + 13 + 07 + 15 + 01



One final act was to jump in the car in what was now glorious sunshine (about 16.00) as the legs were gone to see to see if we could access the paintshop and 153377 inside, which we did...good timing. A final few photos in the better conditions finished the day and after a lengthy chat with Ruth we finally left around 18.00.

right 86229 + 86251

The stock was basically located in 4 main areas. The west of the site which included the Vivarail sheds and the Preservation shed, east of the site with two sections of sidings and the compound. The list of stock below is split into the various areas with hopefully photos that try to show what was present and the layout. This list is compiled by Neil Dix and Trevor Roots. A diagrammatic plan showing all the stock in the correct location is on our website on the Reference page which if you download you can enlarge to read as you won't to start with !!



Siding by Car Park: Wagons: JSA 4028/66, 4105/08/16/28/31

North-eastern corner: DMU: 158xxx (spare bodyshell) **Wagon:** JNA 27003

Paintshop: DMU: 153377

Eastern side:

Locos: 01547 [308V] TH 4wDM, 873 [512] 'John Boy' AB 0-6-0DH, [160] Minilok 8w, (Q) Minilok 4w

DMU: Cl.117 51352 (yellow), 51376 (in shed by Eurostars

EMUs: 71960-65 (spare cars from 321/4 conversions), 319214/218 'Croydon'/219/372/373/451-455 Eurostar driving cars 3101/02

Coaches: Mk3 10201/02/15/22/26/33/35/37/42/46/50/57, 10682, 11021/33/79/97, 12008/29/58/95, 101/104/144/156/160/163/165, 40402/19, 44065/89, DVTs 82110/16/20/22/23/25/37/38/41/48/50

Wagons: JSA 4020/21/23/25/27/29/33/36/37/40/43-45/49/51/53/63/65/69/71/73/75/76/98/99, 4100/09/15/19/23/25/32/34/37, JNA 4408, TEA 82733, TDA 86931/50/53/55/58, TEB 87578, KFA 92555, PFA 92690, KFA 93360, 95387, FRA 613001/04/15/21/33/35/41/43, 33.80.IWA 2693.025-9, TIA 33.70.7899.037-7/045-0

Trams: Midland Metro: 04/05/10/12 **Manchester Metrolink:** 1016/22/24/26

LU 'D' Stock: 7000-06/08/09/13/16/20-26/28-30/33-35/38/39/41/42/44/46/47/49/51/53/57/60/61/64/70/72/73/75/77-81/85/88/89/92/93/95-97/99, 7102/05/08/09/11/12/14/15/18/19/21/24/25, 7502-07/09/13/16-21/24/25/30-39, 17003/13/20/21/29/35/36/47/53/64/77/80/85/88/92, 17100/02/04/06/12/18/19/24, 17510/20 Vivarail Sheds: 7031/67/69, 7122, 230001 (300001/101/201)

OTP: crane 34358, Railvac 99.70.9515.003-0, trolley Robel TNS 104, (Q) (next to Minilok 160-1991)

Western side:

Locos: 86229/251 **Coaches:** Mk3 (generator) 96372/73/75

Wagons: JXA 3000/06, 3101/04-07/13/18/28/33/38/41/42/47/48/50/53/54, JNA 3251/57, JSA 4026/34/35/41/47/56/61/97, 4106/07/12/17/33, JNA 27013/14, TTA 53762, 60662, TUA 70114/16, TDA 86937/38/42/48/49/51/52/54/57/60, TEA 87163/95, KFA 92640, 93323/84, 93462/67/77/88, 95381/84/86/90, FEA 643003/04/09-12/19-22, IZA 23.80.2929.129-7, TIA 33.70.7899.023-7/024-5/029-4/036-9/038-5/039-3/043-5/055-9

Trams: Midland Metro: 01-03/06-09/11/13-15

LU 'D' Stock: 7011/14/15/17/19/43/45/48/50/52/54-56/59/62/63/65/66/68/71/74/82-84/86/87/90/91/94/98, 7100/01/03/04/06/10/13/16/17/20/26-29, 7500/01/10/12/14/15/22/23/28/29, 17011/15/23/25/43/45/49/50/52/54-56/58/59/62/63/65-69/71/76/78/82-84/86/87/90/91/96/98, 17103/10/13/14/16/17/20/27/29, 17522/28

OTP: trolley (Q) (next to 977988)

Preserved (South-western corner):

Locos: WD 70047 [362] AB 0-4-0DM (SBR), [D1171] HC 0-6-0DM (AVR), WD 8213 [27648] NBL 0-4-0DH (SBR), D2856 [2856] YE 0-4-0DE (?) **DMU:** Cl.121 977859 (55025), Cl.117 977987 (51371), 977988 (51413), **Coaches:** Mk1 3746/49, 25735, 96181 (uf), Collett 4777 (060907) **Wagons:** TTA 60771, brake van 68776, conflat (Q)

Compound: **Locos:** 08578/653/701, 20016/81/88 (carries 2017), 01552 [167V] TH 0-6-0DH, 5 [7161] HE 0-4-0DH, 7 (31) [6973] HE 0-6-0DH, 22 [D1231] EE 0-6-0DH, 28 [7279] HE 0-6-0DH, [8902] 'Emma' HE 0-6-0DH, [7003] 'Rachael' HE 0-6-0DH, 503 [6614] HE 0-6-0DH, [10279] RR 0-6-0DH, [7276] HE 0-6-0DH, [5395] GEC 0-6-0DH, 870 [509] AB 0-6-0DH, 871 [510] AB 0-6-0DH, HO14 [10119] S 0-4-0DH

DMU: Cl.117 59505 **Coaches:** Mk1 34531, Mk2 17031, Mk3 11005

Wagons: JSA 4030/32/39/42/46/50/52/54/57-59/62/6795/96, 4102/03/10/22/26/27/29/36/38/39, TEA 80560, TDA 86930/32-26/39-41/44/45/56/59/61/62, TEA 87179/98, 87263, 87483, 87876, KFA 93335/98, FEA 643001/02/05-08/13-18/23/24, TIA 33.70.7899.022-9/031-0

Due to the size of our group, our charity donation (entry fee) was over £1000, which pleased Ruth prompting the offer of a return visit next year. More so she could have Chris again to help no doubt, as whilst I was trudging round Chris helped out by first selling ICRS goodies then assisting in the office with refreshments and counting the takings. Many weary souls were grateful of the refreshments and a chance to sit down. With favourable weather it was a great day, roll on next year.

PRESERVATION PHOTO SPOT - DIESEL



PRESERVATION NEWS

Bridge of Don, Caledonian Railway (CAL): The eastern 'terminus' of the line at Bridge of Don now boasts an impressive covered footbridge recovered from Dunblane when it was replaced by a modern accessible structure including lifts. Cal was approached in 2012 about relocating the footbridge, aptly constructed by the Caledonian Railway. Once dismantled it was transported to Millar Callaghan Engineering, Irving, Ayrshire where it was shot blasted and repairs carried out. Initial preparation work was undertaken in March 2017 including refurbishing the northern and bay platform edging near the same location as the previous footbridge. The bridge arrived in four sections and was erected in just one day.



above looking east with 3059 to the left behind 211 [2628] 'Rolls' YE 0-4-0DE and the tent right hiding 2-6-0 46464, below looking west with D5314 trailing 0-6-0T [2107], 23rd July 2017



Though the southern platform now officially accessible is currently unused for services it is owned by the railway though the station building is in private hands.

Corwen Extension, Llangollen Railway (LLR): Following the report in the June 2015 issue on the opening of the line to Corwen work to construct a permanent station is gaining pace with the platform sub structure complete to the west of the temporary platform. The access through the trackbed between them is still in place to the sewage treatment works but a road has now been built off Green Lane to the north side of the line. This cuts the former Denbigh line. The photos below were taken on the 9th June 2017.

right the new underpass (next to the campervan in the photo below on the extreme left) which will give pedestrian access from the car park to the north side platform

below looking west from the south side of the line with the platform extending across the entire view



above looking east from Green Lane with the island platform just visible & *below* the new access road on the north side of the new station, note the green container as a reference point



Misc News:

2-6-2T 41313 has worked its first service on the 24th June 2017 at the East Somerset Railway, the first time it has operated since withdrawal by BR in November 1965. Considering it was only 13 years old on withdrawal, it has spent 80% of its life out of use !!

The Abergwili extension on the Gwili Railway opened for public use on the 2nd July 2017.

Sadly the Coventry Electric Railway Museum (COV) is being forced to close on the 8th October 2017 as the lease on its site is not being renewed. Owned by Coventry Council the land is earmarked for commercial development. Unless another site which can take the entire collection can be found it is likely the items will be dispersed. The cost of removing the collection is going to be an issue so financial support is being appealed for. Funds will be bolstered by visitors to the remaining 4 open days, 13th August, 9-10th September and the final day the 8th October. Get there while you can.

Stainmore Railway: A new replica NE water tower has been constructed at Kirkby Stephen East the terminus and base of the Stainmore Railway. Started in the autumn of 2015 it was externally complete in November 2016. The bricks were reclaimed and hand cleaned from Barras station waiting room and the NE tank came from Wharram, donated by Lord Middleton, Birdsall Estate. The stone capping came from the demolished Mousegill Viaduct. The photo right was taken on the 11th June 2017.



PRESERVATION PHOTO SPOT - EMU



Operating between Altrincham and Manchester London Road, now Piccadilly, the 8½ mile route was electrified as 1500v DC overhead in 1931. Twenty two 3 car 1500v DC EMUs (later provisionally assigned Cl.505 by BR) were built in 1930 by Metropolitan Cammell Carriage & Wagon Co Ltd. The line was converted to 25kV AC in 1971 with the last of the Cl.505s operating on the 30th April. They were replaced by Cl.304 4 car EMUs.

Only three centre trailer Manchester South Jct & Altrincham Railway (MSJ&AR) Cl.505 EMUs survived. 114 (29663) was preserved by the Midland Railway Trust after withdrawal by BR in 1972. The other two cars 117 (29666) & 121 (29670) were bought by the Altrincham Electric Railway Preservation Society (AERPS) and moved in 1972 to the Yorkshire Dales Railway, now the Embsay & Bolton Abbey Railway. After

initial use they could no longer be used in passenger service as they had no vacuum brakes and after gradually deteriorated in the open air they were moved to the Midland Railway Butterley (MRB) in 1983 to join 114. 117 & 121 were housed in the Matthew Kirtley Museum at Swanwick where ongoing restoration was slowly undertaken. In 2006 AERPS purchased 114 for spares and it was then scrapped. In late 2012 it was decided to accelerate the restoration of 117 as sufficient funds were available and it was moved to the shed at Butterley. 117 is seen above under restoration at Butterley on the 13th May 2017. Strangely the associated info on the coach end is way out of date and still refers to 114 as being extant !!

DAYS OUT

Shenfield by Colin James: I spent a morning (approx 3 hours) at Shenfield on the 22nd June 2017 to catch the first public working of the Cl.345 EMUs, with one return trip between London Liverpool St and Shenfield slotted in between the timetabled metro services. I visited again for 3 hours on the 26th July 2017



above 345005 departing platform 5 at 11.42 on 2Z05 11.39 Shenfield – London Liverpool St TfL service, 22nd June 2017 (Colin James) note the branding “Welcome aboard your new train, part of the Elizabeth line from December 2018.” and *below* a seven weeks later, 345008 was seen arriving into Shenfield at 14.36 on 5Z16 13.59 Gas Factory Jnct – Shenfield Middle Siding ecs on a mileage accumulation and driver training run, 26th July 2017 (Colin James)



Shenfield was fully re-opened in late May, with the new platform 6 coming into use. This has meant the removal of the stabling sidings at the London end of the station and also the laying of a new connection from the Down Main line to the Up Electric line, allowing Southend services to run on the fast lines and then directly access platform 4. The country end of platforms 4 & 5 have also been remodelled involving a new layout for the Chelmsford & Southend loop lines and 3 new stabling sidings being built. As appears to be the norm now, all the new work means LED style signals being installed, alongside the traditional style signalling on the untouched platforms.

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*

James Holloway:

1st June: Water Orton 13.55-15.50:

56113, 59003, 66135/143/150/416, 170101/108
170109/111/113/115/117/397/636

Solihull 20.20: 70816 + DR98909/59

9th June: Nuneaton 13.40-14.56:

66168/589, 90020/24, 92015, 170105/112
387154/155 on test, DR73929

22nd June: Nuneaton 11.30-12.12:

66084/564, 153375, 170397/639, 350124/130
387154/156 on test, DR73806/947

23rd June: Bescot 13.30 & 14.50:

60001, 66055/069/117/161/198, 70803/805/811
170515

Walsall 13.35 & 14.39:

66113/129/207/622, 153365, 170511/516, 350245
DR73936

11th July: Nuneaton 14.46- 15.25:

37884, 66524/771, 70810, 153366, 158885
170114/637/638, 319012/215

14th July: Rugby 13.00-13.38:

57311, 86259, 88005, DR77002

Steve Lord:

28th May: Midland Road Leeds 14.00:

08669, 66414/510/531/546/556/606/614/622
70003/010, 90041

4th June: Midland Road Leeds 14.15:

66528/531/546/553/555/556/619, 70010/011
90041

29th June: Doncaster West Yard 12.45:

37175/254

30th June: Derby 19.15: 37800+375913

4th July: Leeds Station 16.22: 90036

9th July: Midland Road, Leeds 09.00:

66501/506/509/510/519/533/538/542/545/557/558
66572/590/594/603/617/618/622, 70001/02/06/09
70013/16/18, 90041

Peter Meyer:

14th June: Acton: 800101

15th June: Acton: 800003/004

Alan Jones:

26th May: Elgin 21.00: 66050/101, 158712

18th June: Elgin 09.15: 66086/103

28th June: Inverness 14.00:

66746, 67030, 158706/708/714, 170425/430
cs 9809+6707+10723+10527+10610+10501+10506

2nd July: Elgin 09.15: 66122/142, 170429

8th July: Inverness 19.25:

37025/219, cs 5981/6260/96608/9773983

12th July: Inverness 13.15:

08523, 158703/706/718, 170453

Mike Rumens:

19th May: Nuneaton 14.15-15.30:

66061/556/714/735/763, 92028, 323230, 350127
350377, 387150/151

22nd May: Nuneaton 14.05-14.35:

66145, 70801, 153334, 170638

25th May: Nuneaton 13.55-15.00:

20189/205, 33035, 45060, 47828, 66080/181/570
90028/36, 350114/119/259, 387152/153, DR73908
DR73948

27th May: Nuneaton:

66420/518/528/728, 350107/114, DR77002

29th May: Nuneaton 13.55-14.40:

66034/154, 70809, 170117/639, DR73948

30th May: Nuneaton 13.20-14.40:

66061/188/416/507/529/538/598/952/955, 70811
90044, 153334, 170105/109/519/638, 221110
350108/114/130, DR73948

31st May: Nuneaton 14.09-14.40:

66019, 70811, 350112, 221106, DR73114/73948

1st June: Nuneaton: 153354, 350117, 390154

Coventry:

220004, 221121, 350121/126/235/237/254
390104/117

Leamington Spa: 172102/334, 220010/19, 221133

Oxford: 66200, 165005/114/116/132, 172104

Didcot: 66109

Reading 08.40-15.45:

43002/010/015/020/021/024-032/035-037/040/041
43053/079/088/091/098/124-127/129/132/134-142
43144-155/158-161/165/168-172/174/176/179/183
43185-187/189/191-194/196-198, 59002/005/104
59201/203, 66121/185/187/200/532/534/555/603
165101-104/106/108-110/112-114/116-118/120
165122/123/128-130/132/133/135-137, 166201-04
166206-07-09-11/18-21

5th June: Nuneaton 14.00-14.10:

70804, 153375, DR73948

7th June: Nuneaton 14.00-14.25:

70809, 90020, 153375, 170397, 350123
DR73114/948

8th June: Nuneaton 13.50-14.40:

66109/953, 70807/817, 170104, 350128/368
DR73114/948

9th June: Nuneaton 14.00-14.57:

66415/591, 70811, 153364, 170105/522, 221110
221112/42, 350109/110, 387154/155

13th June: Nuneaton 13.24-14.45:

60103 Flying Scotsman, 47237, 66014/113/524

66567/572/599, 70810, 90019/40, 153375, 170104
170116/636

14th June: Nuneaton 13.50-14.50:

66147/207/568, 90019/40, 153372, 170112/113
350119

15th June: Nuneaton 14.00-14.35:

66054/523, 67005/06, 70810/811, 153356, 170101
170102

19th June: Nuneaton 13.35-14.40:

66175/520/585, 70817, 90019/24, 153354, 170114
170522, 350115/373

20th June: Nuneaton 13.40-14.35:

66023, 70810, 73951/952, 90019/24/48, 170520
350125, DR73806/947

21st June: Nuneaton 13.38-14.30:

66020, 70807, 73951/952, 90019/24/49, 153365
350125, DR73806/947

22nd June: Nuneaton 14.02-14.52:

66589, 70805, 153375, 170108/109, 221117
350113, 387154/156

23rd June: Nuneaton:

66080/207/751/754/766, 70005, 90016, 92038
153371, 170397/638/639, 350118, 387154/156
DR73947, DR97505/605/805

24th June: Nuneaton 14.46-15.45:

66505/599/752, 70011, 90048/49, 153365/66
170113/638, 221112/14, 350115/257, DR73947
DR97505/506/508

26th June: Nuneaton 13.40-14.35:

66585, 70801/805, 90019/24, 170105, 350115/248
DR80213

Paul Rosser:

1st June: Sheffield 07.00-07.15:

142071, 153301/32, 220017, 221139, 222006
DR97505/605/805

Leeds 08.40-08.49: 153351, 158902

Skipton 09.18: 37516/669, 66703/755

Arcow Quarry 10.30: 66751

6th June: Sheffield 07.05-07.29:

43047/073/366, 185136, 222005

Chesterfield 07.44: DR73115

Derby 08.00-08.06:

37421/423/603/716, 170397/504

Leicester 08.24-08.26: 47812, 156404, 222022

Kettering 08.46: DR75405

Wellingborough 08.52: 66747

Bedford 08.58-12.02:

66084/134, 377511/513/515/518, 700002/003/005
700008/009/015/025/029/030/038/039/104/107
700113/114

Cricklewood 12.34: 73961/965, 700040/041

20th June: Crewe 07.10: 92023/28

Crewe Gresty Bridge 07.11:

37402/405, 57003/007/306/311, 66303/423/426
66428/432, 68004/10/19-21/18-31

Shrewsbury 07.40-08.10:

67029, 97304, 153312, 158828

Hereford 09.00: DR73907

Newport 09.46:

43026/192, 66037/143, DR73120/77907

Cardiff 10.00-10.55:

43028/141/175/179, 150227/240/241, 170115/117
175001/004, DR73805

Bristol Parkway 11.35: 66550

Swindon 12.00: 66952, DR76905/11/13,
DR98012/14

Didcot 12.20: 66094, DR73108

Reading: 387130/133/140/152

4th July: Stafford 07.22: 88002, 390122

Gresty Bridge, Crewe 15.25: 68022

19th July: Crewe 06.25-06.58:

67022, 153313, 158830/838, 220003, 323224
350102/252, 390128

Derby 08.20-08.40:

08417, 37423/603, 73101, 97302/303, 170518
222102, DR97501/601/801

Nottingham 14.10-14.24: 170115/117/519

25th July: Stockport 06.10-06.38:

66199, 175005, 390107/137

Crewe 07.08-07.10: 67022, 175005

Gresty Bridge, Crewe 07.13:

37069/603, 57003, 68008/31

Newport 09.42-09.45:

60020, 66154, 67029, 158954

Cardiff 09.59-10.30:

67029, 143625, 150230/235, 158951

Severn Tunnel Jct 10.44: DR77327

Bristol Temple Meads 11.19-11.47:

43003/012/018/169/170/182/196, 66543, 150233
150263, 158951/953, 166204, 221120

Taunton 12.28-13.09:

43018/029/031/036/126/164, 158953, 220023

Cheltenham 15.33: 70810/815, 150926

King's Norton 16.13: DR98009

Michael Hayman:

2nd June: London Victoria:

60103 Flying Scotsman, 37706, 47247, 57315

Paddington: 68017/18

4th June: Paddington:

43056/126/137/140/154/168/180/182/197

Acton: 66105/160

Ealing Broadway:

46233 Duchess of Sutherland, 43069/156/171/172
57314, 67010/30

Old Oak Common:

43035/063/139/150/177, 68017/18

24th June: King's Cross:

60103 Flying Scotsman, 43239/274/319/367/423

47760, 67010, 90029, 91114/32

Dennis Dey:

21st April: Three Bridges:

387201/202/204/209/210/215-218/226, 700006

700012/021/023/026/027/029/031/036/102/104
700105/111/114

Gatwick: 387210/214/222/225/226, 700112

East Croydon: 700106

London Victoria: 387203

Crawley Yard: 59103

28th April: Hassocks: 700103

Three Bridges:

387206/209/211/216/218/224/227, 700008-010

700015/029/030/039/041/045/103/104/107-109
East Croydon: 387204/217/222, 700015/115
Fenchurch Street: 357313/321/322
East Ham: 357315/324/327
Barking: 357326
London Victoria: 170401/402
Gatwick: 387202/225, 700003
Crawley Yard: 66097
Wivelsfield: 700105
5th May: Hassocks: 387201/213/223, 700036/108
Three Bridges:
 700005/006/010/014/017/026/038/043/103/105
 700107/113-115
Crawley Yard: 66023/097/723
Gatwick:
 387205/206/209/219/221, 700027/112
Purley: 700114
East Croydon: 170401, 700106
Clapham Jnct: 387203/214/224, 707007/08
Wivelsfield: 700111
12th May: Hassocks: 387207/214/215
Burgess Hill: 700102
Three Bridges:
 387207/209/214/216/219/223/227, 700005/008
 700009/013/016/018/020/022/029/038/101-103
 700112
Gatwick: 700025/103/109
Purley: 66023
East Croydon: 700104
Clapham Jnct: 707005/06
Hornsey Depot: 387116/119/127, 700019
St Pancras:
 373011/012/103/104/205/206, 374011/12/25/26
Crawley: 66113
Wivelsfield: 700115
17th May: Hassocks: 700030
Brighton Station: 387204/214/223/227, 700039
Lovers Walk: 387203/208
Three Bridges:
 387150/151, 387201/209-213/216/221/224
 700002/003/005/007/016/018/025/027/029/031
 700038/042/101/102/104/107/112
19th May: Three Bridges:
 387201/202/205/207-209/214-220, 700002/006
 700007/009/017/021/022/031/039/042/044/046/101
 700105/107/108/115
Gatwick: 387206/212/221
Purley: 66006
Clapham Jnct: 707007/08
Crawley Yard: 66095
Wivelsfield: 700114
26th May: Burgess Hill: 700007
Three Bridges:
 387203/206/209/210-213/218/221/223, 700001
 700005/007/008/014/018/023/026/029/031/035
 700101/102/104/105/108/110/111/113/114
Crawley Yard: 66185
Gatwick: 66013, 387201/202/211/216/227, 700107
Fenchurch Street: 357312/320/323/325
East Ham: 357318/319/324/326
2nd June: Three Bridges:
 387152/153, 387202/205/207/211/220/222/226

700005/018/021/029/039/044/046/102/105/107
 700108/110/112/113
Crawley Yard: 66156
East Croydon: 387208/214/216, 700101
Fenchurch Street: 357314/317, 387302/304/306
East Ham: 357320, 387301/303/305
Barking: 357322/323
Clapham Jnct: 707007/08
Gatwick: 387212/217, 700114
Wivelsfield: 700109

Harold Hull:

8th July: ELR Gala: 37418, 60026
12th July: nr Smithy Bridge:
 66711 6E09 to Drax, 66714 6M37 to Liverpool

John Evans:

10th July: Eastleigh 12.30-18.00:
 66030/044/085/100/148/185/502/508/518/599/706
 66714/735/756, 70003/005, 158882/883/886
 159011, 220004/05/14/16/19/34, 444003/04/08/09
 444012/15-17/23/24/28/29/31/33/34/37-39/41-43
 450016/022/030/072/074/104/105/111/117/118
 450550/552/554/560, 707003/05
11th July: Eastleigh 12.15-16.15:
 57301/303, 66083/084/117/177/532/563/570/597
 66731, 70808, 220025, 377463, 444003/07/08/11
 444013/18/20/25/26/44, 450015/019/020/026/079
 450086/102/560, cs 1566/3182/3247/3273
12th July: West Croydon 11.45-13.15:
 171401/725/801/803, 377207/306/406/412/416
 377418/419/421/425/429/434/438/441/446-448
 377510/516/519-522/607/614/616/619/623
 387201/203-206/208/215/216/218/220/221/223
 387225-227, 455803/820/830/839/846, 700006
 700022/028/031/038/044/105-107/109, DR73913
13th July: Reading West 10.00-11.45:
 43023/025/026/029/030/032/079/093/132/147/148
 43149/151/163/169/171/180/183, 66083/096/548
 66565/615/725, 70017/804, 220012/28/34
15th July: Cardiff 10.00-12.15:
 37602/606, 43153/155/171/191/198, 57306, 66019
 66070/125/160, 70807, 142002/06/50/69/75/76/80
 142081/83, 143606-10/14, 150121/130/213/217
 150227/231/232/235/240/246/250/251/256/257
 150259/262/267/279/280/282, 153312/20/23/27
 158838/951/953/956, 170105/639, 175004/106
 175110-112/116, DR73108
19th July: Crewe Station 09.30-13.00:
 37609, 43013/062, 57308, 66509, 67020/30
 150260, 153310/11/13/53, 156415, 175004/007
 175103/108/112/116, 221101/04/07/08/11/12/15
 221116/42, 323228-230/239, 350105/108/109/114
 350118/232/234/244/250/258/371/376, 390002
 390005/008/013/020/040/042-044/046/047/049
 390050/115/119/121/122/124/127-129/131/134
 390141/154/157, cs 975814/977984/977993
 977994
Crewe freight avoiding line 15.30-18.30:
 66430/506/507/511/532/534/567/571/585/955-957
 66716, 68003/30, 92028
21st July: Gresty Bridge, Crewe 10.00-11.00:

37069/403/605, 57003/303/311, 66304/433, 68008
68019/21, 88009

Mike Brook:

17th June: Peterborough 07.06-07.27:

66097, 91127, 158812/889, 170114/521, 365501
365525/27, DVT 82219

Ely 08.10: 66415

Norwich Station 09.19-17.26:

37419/422, 68003/24/27, 90003/003/005/006
90008-013/015, 153303/06/22, 156409/412/416
156419/422, 158774/783/788/806/810/813/862
158864, 170202/205/207/272, DVT 82103/105
82112/114/118/121/132/133/136/139/142/143

Peterborough GBRf Depot 20.02:

66726/747/754/774

Brian Derricote:

25th July: Nuneaton 09.30-16.00:

66015/017/027/085/104/158/421/526/538/541/548
66554/568/571/597/708/729/749/755/756, 67003
70004/011, 90034/37/42-44/46, 153364, 170110
170117/397/519, 350101/105/117/372

Ian McAlpine:

26th May: Peterborough: 66562/765/776, 158810

Ely: 66035

Norwich:

57314, 68003/22, 90003, DVT 82143

Ipswich:

66505/522/543/557/561/592/594/705, 360115

North Green: 170271

Beccles: 156412

Lowestoft: 153322, 156422

27th May: Norwich:

37405/419, 68003/22, 156419, 321310/358

cs 9705

Lowestoft: 156422

Beccles: 170208

Ipswich:

66567/570, 70019, 86605/610, 170273, 321329

Ely:

66181/706, 170203, 387110/112/115/124/125

28th May: Norwich: 37605, 158780/847

Peterborough:

66158/728/752/770/774/777, 170272/636, 387117

Oakham: 170103

Whittlesea: 66145

2nd June: Peterborough: 158858, DR73113

Trowse: 66605

Norwich:

37405/419/605, 47826, 68003/22, 90005

DVT 82102, cs 9705

Ipswich:

66542/558/592-594/599/728, 70017/020, 90007

321351/352/426, 360104/120, DVT 82103

Stowmarket: DR73116/118, 77905

Acle: 156422

3rd June: Norwich: 156412

Lowestoft: 156416

Beccles: 170207

Saxmundham: 156407

Westerfield: 170270

Ipswich:

66079/505/507/537/557/566/590, 70004/007/014
70020, 90008/09, 170202, 321324/422

DVT 82127/133

Cambridge:

317507/509/658/660/882, 379014/19, 387109
387123-125

Ely: 170272, 387128, DR73919

Stowmarket: DR75301

4th June: Norwich:

37605, 47804/826, 68003/22, 158773/813

9th June: Peterborough:

66067/704/725/728/777, 91115/28, DR73113
DVT 82204/10

Doncaster:

66011/139/171, 67021, 90039, DR75405

York: 37606, 66519

10th June: Darlington: 67013, 220034

Durham: 91121, 185105/23, DVT 82215

11th June: Darlington: 91102, DVT 82230

York: 37606, 150114/206/214

Peterborough: 66753/754, DR73113

16th June: Peterborough:

43059/082, 66517/717/770/774/778, DR77801

Leeds: 66779, 185106

Huddersfield: 150140

Manchester Victoria: 319367

Edge Hill: 66749

Liverpool Lime Street: 350116

18th June: Liverpool Lime Street:

150244, 185118, 350237

Edge Hill: 66714

Manchester Piccadilly: 390043

Leeds: 91115, DVT 82206

Doncaster: 56096/105, 60087, 66703/771/779

23rd June: Peterborough: 170272, 700015

Stowmarket: 66720, 170272, DR73118/919

Ipswich:

66418/419/536/537/590/592, 70003/008, 86628

90005, 360119/120, DVT 82132, DR77905

Ely: 57313, 387105

30th June: Peterborough: 66537/557, 158812,
DR75301

Trowse: 66419

Norwich: 57002, 68002/24, 90003, DVT 82127

Stowmarket: DR73925

Ipswich:

66414/416/418/507/512/534/562, 70003, 90007

321339/409/445, 360111, DVT 82143

Acle: 156417

Brundall Gardens: 37405/422, cs 9705

1st July: Norwich:

37405/422, 57002, 68002/24, 90014, 156422

DVT 82133, cs 9705

Lowestoft: 170202

Ipswich:

66419/504/507/559/570/594/595, 70005, 86608

86612, 90010, 321306/317/346/353, DVT 82103

Stowmarket: 90003, DVT 82127

2nd July: Norwich: 158780/858

Ely: 170273

7th July: Peterborough:

158863, 700015, 387103/110, DR75301

Ely: 365521/28, 387127

Cambridge:

170103, 317511, 379010, 387126, DR77802

14th July: Peterborough:

66101/763, 70011, 90029, 91131, DVT 82225
DR74002

Doncaster: 56096/105, 60076, 66742/755/776

York:

45699 Galatea, 66428/434, 73961/964, DR73113

15th July: Darlington: 185104

Tyne Yard: 67007

Newcastle: 67015, 91111, DVT 82207

Monument: Trams 4034/84

Chillingham Road: Trams 4013/14/34/55/73/84

16th July: Darlington:

20032, 91107, 156469, DVT 82217

York:

45699 Galatea, 47245/746, 150210, DR73113

Doncaster: 08689, 56096/105, 66422/764/779

Geoff Hope:

28th May: Paddington 08.40-09.40:

43020/026/031/035/037/132/154/168/169/175/180
43197, 165103/106/117/134/135, 166202/03/05/15
166217/20, 180103, 332002/04/05/08/13, 360203
360205, 387135/137

Clapham Jct 10.40-12.40:

60163 Tornado, 47848, 66116/199/725

159002-004/007-009/015/018/020/103/104

377101/108/110/111/115/122/123/127-129/132/144

377145/159/163/202/203/412/414/415/417/419-421

377424/425/428/430/432/433/439/441/447/448/450

377452/454/455/468/475/601/602/604-609/611/614

377615/619/620/622/625/626/703, 378138/141/145

378149/153/209/211/216/222/257/ 387201/203/204

378209/209/211/213/215/218/220-223/226/227,

444003/09/15/16/20/22/29/30/32/35/37/39/44,

450001/004/007/008/010/016/021/025/030-032/034

450036/041/073/074/083-085/088/091/093-095/097

450099-102/105/109/110/114/115/117-124/543/547

450549/552/555/558/560/566/568-570, 455701-03

455705/06/09/11/14/15/17-21/23/25/26/31/35-37/39

455741/42/50, 455801/05/08/11/17/26/27/32/35/37

445840/44/47-49/51/52/54/56/60-63/68/69/72/74

455901/02/04/06/12-14/17/19, 458501/02/05-10/12

458513/16-26/28/29/32/33/35, 707004/07/08

East Croydon 12.55-13.40:

171801/804, 377104/110/114/124/132/134/135/150

377153/158/162/326/417/420/424/437/439/448/452

377462/467/474/510/511/601/604/608/609/622/623

377625/702, 387203/04/08/09/11/13/18/20/22/23,

455806/07/13/19/20/24/34/35/41, 700010/044/107

700113, DR73937

Blackfriars 14.10:

319009/437/439/444, 700007/009/020/030/114

700115

St Pancras-Hendon 14.20-16.00:

43064/075, 222002/006/010/011/019-021/103

319001/215/423/435/436/445/449, 377510-512/516

377517/519/523, 700002/004/010/011/013/015/025

700028/031/036/038/040/041/045/104-106/108/109

700111/113/115

King's Cross-Hornsey 16.30-17.45:

67021, 313024/26/29/32/35/40/42/44/46/48/51/55/63

313134, 365501/06/21-23/33/35-37, 387102/107/108

387118/121/125, 700017/019

St Pancras 18.00-19.00:

374003/04, 377515/520, 700007/014/107

Danny Coyne:

30th May: Acton Bridge 10.50-13.10:

66014/027/037/143/513/516/565/602/742, 86622

90019/40, 221118, 350106/126/235/242/371/373

350375/377, 390009/016/125/136/151/156

Crewe Electric Depot:

60055, 90017/22/23/25-27/30-33/38

Gresty Bridge Crewe:

37402, 57306, 66303/305, 68020/21/25/30/31

Casey Lane Crewe 15.00-18.35:

60103, 47237, 66089/418/419/425/561/565/568

66592/716/723/758, 70008/009, 86608/612

221102/03/09/11/12/14/15/18/43, 325002/09/16

350126/235/262/371, 390001/013/020/046/047

390049/114/115/121/122/126/134/135/141/151

390152/154-156

16th June: Preston 10.58-11.58/13.40-14.30:

90019/24, 142053/55, 150203/275, 156423/428

156440/441/451/452, 158753/758, 185126/34/51

221111/43, 319361/364, 350401/406, 390103/112

390114/127/129/131

4th July: Acton Bridge 10.00-13.40:

37025/219, 66003/031/113/137/142/515/529/548

66714/715, 86605/637, 90037/39, 350106/109/126

350245/262/370/371/375, 390002/008/114/115

390121/124/125/141/153/157

Gresty Bridge Crewe 14.30:

37059, 57303/306, 66303/433, 68001/25, 88008

Casey Lane Crewe 14.50-18.40:

37602/605, 40145, 47812, 56006, 66147/429/504

66526/529/565/566/571/595/716/755/760, 70005

70014, 90037/39, 220001, 221101/03/04/08/12-14

221116-18/43, 319424, 350245/254/262/370/371

350375, 390010/013/040/044/047/107/112/118

390119/123-125/128/130/132/135/137/138/141

390147/151/153

Warrington 19.25-20.10:

66018, 90034, 319377, 325003/08/14, 390001/121

DR98912/62

11th July: Don. Decoy 11.00-11.35/16.50-17.25:

66145/537/713/722/740/742/757/763/778, 90029

91101

Roberts Road Doncaster 11.40-16.40:

43059/061/272/296/300/306/309/314/319/423/468

43484, 66017/041/065/131/186/198/422/546/567

66708/740/760, 67010, 91101-04/07-09/11/12/14

91118/20/21/24-26/29/31/32, 142052/71, 144008

144013, 153383/84, 158794/816/901, 180105/13

185103/12/34/49/51, 220002/08/09/11

DVT 82200/03/04/07/09-11/15/17/23/25/26

Midland Road Leeds 18.15-19.00:

66506/516/533/557/594/615/617, 70001/002

70008-010/016/018, 90041, 144016

18th July: Acton Bridge 09.50-12.10:

66066/076/086/514/564/737/951, 70004, 90019/24
350102/104/252/260/265/266/373, 390104/112

Crewe Station 13.00-14.45:

57309, 66413/547, 90039/40, 150213, 153327/74
153384, 175001/101/109/116, 221103/13/14
323224/27/36, 325003, 350102/104/107/127/252
350260/371/373, 390005/013/040/045/050/103
390118/122/131/137/148/157

Gresty Bridge Crewe 14.55:

20302/312, 37602, 57309, 68028/30, 88009

Chorlton 15.20-18.40:

37059/069, 66096/420/433/506/516/534/545/557
66560/564/713/716, 70010/014, 92028, 221101/05
221111/14/17/18/42/43, 325012/13, 350102/104
350247/252/260/265/266/373, 390011/013/040
390042/046/047/107/112/115/118/127

Warrington 19.26-20.42:

66027/139/150/303/304, 90028/36, 319365

25th July: Acton Bridge 09.40-13.55:

66009/093/155/158/509/514/525/714/748, 67015
68028/31, 86607/612, 88009, 90024/37/40/42/46
221110, 350121/125/127/234/235/242/258/375
390001/002/006/008/012/014/040/046-048/119
390125/128/130/134-136/154/155/157, DR73910
DR73921

Gresty Bridge Crewe 15.15:

37069/609, 57301/306, 66426, 68008/25/31

Chorlton 15.25-18.40:

66011/017/418/505/544/548/568/716/736/745
68004, 70014, 86610/639, 220005/10/17, 221102
221103/05/10/12/13/17/18, 325007/09/14, 350121
350125/234/235/242/258/263/375, 390011/013
390016/042/043/047/050/103/104/112/117/122
390128/130-132/154/155/157

SHUNTER SPOT

12052: Cl.11 shunter 12052 is one of 9 preserved examples. Built at Derby it entered service in March 1949 with the fledgling BR as 7139. It was withdrawn in June 1971 and sold to the Derek Crouch Mining, Widdington Coal Disposal Point, Northumberland and numbered MP228 along with 12093 (MP229) (now at ALN). It fell out of use in 1987 and sold into preservation to the Ayrshire Railway Preservation Society, Dalmellington. In 2002 it was sold onto the Caledonian Railway, Brechin (CAL). It was last partly illustrated, crammed in the small shed, under long term repair back in the September 2011 issue (p19) as a **FORGOTTEN LOCO**. 12052 has been restored to working order, a feat not once thought viable and fitted with a Cl.08 engine, emerging in BR black. 12052 is seen below on the 23rd July 2017 at Brechin.



PRESERVATION GALAS

North Norfolk Railway, Summer Diesel Gala, 9-11th Jun 2017 by Colin James:

The North Norfolk Railway held its Summer Diesel Gala over 3 days of Friday 9th – Sunday 11th June. I made my trip to the railway on the Friday on a day of warm sunshine with the odd shower.



above D182 (tail loco on 11.56 Holt – Sheringham), D8 (11.48 Sheringham – Holt), side by side comparison on passing services, Weybourne at 12.08

right 45133 arriving into Weybourne platform 2 at 12.07, working the 11.56 Holt – Sheringham service



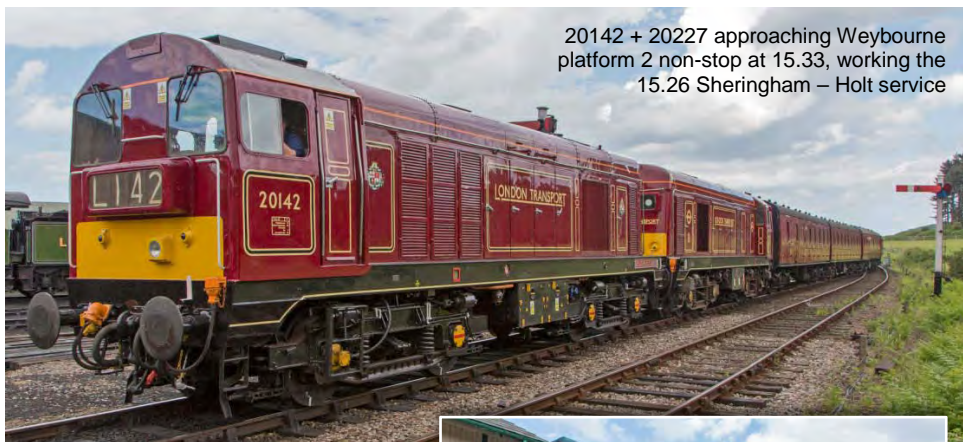
With all of the line's mainline locos currently out of service (25057 traction motor fault, D6732 generator fault & D5631 under overhaul), the railway has 45133 (courtesy of Class 45/1 Preservation Group) & D182 (courtesy of Peak Locomotive Company) on season long loans. For the gala these were joined by 20142 'Sir John Betjeman' (Courtesy of Michael Owen), 20227 (Courtesy of CI.20 Locomotive Society), 37218 & 37605 (courtesy of DRS) & D8 'Penyghent' (Courtesy of North Notts Loco Group). 20227 was making one of its first appearances since painting into the same London Transport Maroon livery as 20142, albeit with different decals (20142 has Metropolitan Railway crests, 20227 has London Underground roundels). This loco is expected to have an extended stay on the line to help cover the top & tail mainline trips between Sheringham & Cromer. 37218 saw use on Friday, with 37605 stabled in Weybourne yard throughout the day, this ran double headed on its turns as it needed a brake translator for the line's vacuum braked stock.

12131 was rostered to work a Weybourne – Sheringham & return trip on all 3 days. On Friday afternoon it hauled spare CI.101 DMU 56062. It had been scheduled to work with CI.101 DMU set 101693 56352 + 51192, but the unit developed problems with its final drive during the day, meaning it

couldn't be used as a hauled set. Up to that point 101693 had been in use both solo and as a hauled set. 56352 now has a recently re-instated 2 digit headcode display to match the look of its partner.



above 12131 + 56062 in Sheringham platform 1 at 16.15, after working the late starting 15.38 Weybourne – Sheringham service



20142 + 20227 approaching Weybourne platform 2 non-stop at 15.33, working the 15.26 Sheringham – Holt service

D3940 was the station pilot at Sheringham. Between its passenger workings, 12131 was the yard pilot at Weybourne. Also viewable at Weybourne was un-numbered D2063, which looked close to the end of its overhaul, but I was informed it had suffered with engine problems during a test run. Long term stored shunters at Holt were D2051 & D2280. D6732 was stored next to these, whilst 25057 was stabled next to Holt signal box.

right 25057 stored out of use, beside the Holt signal box at 17.20.



A tried and tested timetable was in operation utilizing the line's BR stock of Mk1 & suburban coaches, with the addition of the Gresley buffet. One Mk1 set offered restaurant dining, the other, a real ale bar. Additional hauled stock was provided by the DMU, until the problems with its final drive not fully disengaging were found. Weybourne probably saw the biggest mix of workings with stopping & non-stop passenger trains and starting / terminating shuttle trains. The timetable worked well up to the DMU problem which originally saw the 12131 turn cancelled, but quick work from the staff saw the spare DMU car brought out of Weybourne yard for it to haul to Sheringham in a later path.

right 03063 stabled in Weybourne yard sidings



above left 37605 stabled in Weybourne yard headshunt at 10.20 & *above right* 37218 + 20227 in Sheringham platform 1 at 13.49, after working the 13.22 Holt – Sheringham service

East Lancs Railway Summer Diesel Gala, 7-9th July 2017 by Paul Sumpter:

As young spotters back in the mid 1970s, myself and a few friends loved the railway era of the time. Around 10 of us who are still friends some 40+ years later get together to visit many a preserved railway over the year.

47712 & 56006, Bury sidings



Once a year we have a weekend away at a railway when there is a diesel gala on. This year 8 of us ventured to the ELR Summer Diesel Gala going up from Euston on Friday 7th July for a few beers and a curry that evening followed by a day on the line, Saturday the 8th.

This year the ELR had a great line up with visiting locos 47192, 47712, D7629, 56006 (which is now remaining on the line) and 60026 (courtesy of Colas Rail) and we managed to get 16 trips in. The day

starting with resident ex-works D9537 from Bury to Ramsbottom. Various turns then followed up and down the line including visitors 56006 and 60026 with the latter finishing the morning off.

D1501 Ramsbottom



A visit to the station bar which had queues the length of the bar but quick service enabled us to grab a pint before the afternoon started with D832 and D7076 in charge. We did numerous more trips in the afternoon, finishing with 40135 for an up and down of the full line.

top D1501 & above D9537,
Ramsbottom

right D7076 + D832
Rawtenstall

below 60026 Summerseat



We then retired to the pub again to refuel followed by a quiz which one of the guys had painstakingly put together based on the local area and the railway (AE you're a star).

The line is well run with the stations in excellent condition with friendly staff on hand. A brilliant gala...we hope to visit one of their galas in 2018 with our stand, ed.

INFRASTRUCTURE NEWS

Inverness – Aberdeen Line: Sticking with the Aberdeen to Inverness line, major improvement works are underway to improve capacity and journey times ahead of re-signalling.

Long-term aspirations of the project aim to deliver:

- a 2 hour journey time (end to end).
- an hourly service.
- enhanced commuter services into each city.
- the infrastructure to support new stations at Kintore in Aberdeenshire and Dalcross, for Inverness airport.
- increased opportunities for freight.

Phase One of the scheme aims to deliver following by 2019:

- the redoubling of the track between Aberdeen and Inverurie.
- signalling enhancements between Nairn and Elgin.
- platform extensions at Insch and Elgin.
- the relocation of Forres station.
- loop extension of the track at Forres.
- infrastructure to allow new stations at Dalcross and Kintore.

Future Phases of the project will help support an hourly service between Aberdeen and Inverness, with an average journey time of around 2 hours. The exact scope and timing of works to achieve this is still to be determined and will be dependent on sufficient resources being available.

Works so far witnessed is an extension to double track west of Elgin which will eventually run across Wards Road level crossing and the adjacent Elgin West signal box which is to be demolished. In the photo below taken on the 23rd June 2017, the new point and double track can be seen heading towards the signal box.



Work on a new Forres station is well advanced with the new straight track alignment visible north of the curve which currently swings into the existing station alongside the A96. Double track from the east has already been laid with new colour signals up to Invererne Road level crossing though a new bridge has to be built to take the line over a small burn first. The track then takes the original straight alignment prior to 1863 and subsequently the goods yard. The existing station was built on a new triangular junction, with a former line south to Aviemore via Dava, which curves south away from the straight through route. The end of this line is the preserved Strathspey Railway. Currently there is only a single platform and trains must pass and receive tokens from the signal box in a passing loop between the station and the level crossing. The double track will allow trains to pass within the new station and with a new road passing over the line connecting Waterford Road to the A96, the level crossing and signal box will be removed.



above the curved single track existing station with the road overbridge visible across the new alignment on the right but better seen *below* with 158725 + 158721 passing the signal box on the loop and also showing the start of the new alignment where the former straight route was truncated



The existing station access road off the A96 will be moved east of the new road overbridge utilising the existing Invererne Road jct. bearing left by extending the stub road, Mosset Road, past the signal box. The road currently bearing right up to and over the level crossing will be removed. Waterford bears off Invererne Road north of the level crossing giving access to industrial estates which will be served by the new road crossing the railway west of the new station platforms.



left the new double track and new colour signals east of the level crossing with *below* the bridge over the burn adjacent Invererne Road





above looking south from Waterford Road with the earthworks to take the new road over the station

Misc News: The OHL will not now be energised until October 2017, just prior to the planned start of the full electric service between Glasgow and Edinburgh via Falkirk High. The timetable has therefore slipped by nearly a year further eroding Network Rails competence to deliver electrification programmes.

With the typical summer heavy rain causing disruption in between the occasional hot days, two days of persistent rain caused havoc in Scotland in early June 2017. On the 6th the line was closed between Keith and Forres as it was flooded in several places, one of locations being under the road bridge to the west of Keith station.



Construccion y Auxiliar de Ferrocarriles (CAF) is to construct a new factory on the Celtic Business Park on the site of the Llanwern steelworks site near Newport, Wales to build rolling stock and trams for the UK market currently built in Spain. It will open in the autumn of 2018.

The DfT has scrapped plans to electrify the Midland Main Line north of Kettering where the wires will stop on completion in 2019. However a section from Clay Cross to Sheffield will be electrified for HS2. No electrification will now proceed beyond Cardiff where services are due to commence in December 2018. The DfT cite the ability of bi-mode Cl.800s to do the job but this takes the decision on rolling stock out of the hands of the franchisee. The electrification of the Windermere branch has also been cancelled with traction to be provided by the converted bi-mode Cl.769s (ex-Cl.319s) from May 2018 until the new CAF units enter service in 2019.

The Swindon to Chippenham Mainline has been closed for a week. On Saturday, 15th July 2017 saw 66097 on possession with the Bristol down line about to be re laid in a lower position below the bridges between Dautsey & Foxham in preparation for electrification

New Stations: The next stations to gain funding from the DfT are Horden Peterlee (County Durham), Warrington West (Lancashire), Reading Green Park (Berkshire), Portway Parkway (Bristol) and Bow Street (Ceredigion). All will be completed by 2020.

Edinburgh Waverley: Platform 12 on the west barred side of the station is being extended back almost to the overhead walkway, as seen on the 29th June 2017 by Iain Gardiner. This will require the escalator to be repositioned and as seen in the bottom photo, the building immediately behind the buffers to be removed. Short bay platforms 5 & 6 on the east side, currently used as loco stabling, are to be extended back through the car park again almost to the walkway. These changes are required to accommodate longer trains, 8 cars to Glasgow and IEPs for the ECML.



LIGHT RAIL & METRO NEWS

Metrolink by Geoff Hope:

After the horrendous attack on innocent people at the Manchester Arena on the 22nd May, Victoria Rail Station and tram stop reopened for business on the 30th May after inspection of structural damage was found and repaired. The Arena will be closed until September for repairs. During the closure Metrolink services were unable to call at Shudehill / Market Street and Exchange Square stops, the Second City Crossing (SCC) not being used. Services ran Altrincham - Ethiad Campus / Ashton - Eccles via Media City / Bury - Queens Road / East Didsbury - Piccadilly and Rochdale - Monsall. On the 11th June it was alleged a female pushed a male into the path of a tram at Victoria has since being charged on suspicion of murder. Tram services were suspended but as it was the weekend of 'Parklife', held at Heaton Park, this incident created chaos for the 1000's of visitors wanting to return to Manchester.

Once again on the 24th June, Armed Forces Day, free travel on the Metrolink network was offered to personnel presenting a veterans badge or current military pass. The latest customer satisfaction surveys showed further increases in 2016 of 90%, up from 89% in 2015 and 85% in 2014. The latest figure was achieved with the SCC close to completion opening in February 2017. 37.8 million passengers were carried during 2016. Having held fares at the 2014 level while construction of the SCC was completed, Metrolink has launched a fare survey with regard to increases of 1% + RPI for each year 2014-18 inclusive. The first option is to increase fares in 2018 or spread the increases over a three year period.

Utility works are to get under way on the Trafford Park line with up to 40 ducts and pipes to be laid for electricity, gas, water and telecommunications in a joint venture between Transport for Greater Manchester and MPact-Thales removing the need for each utility having to separately dig up roads and footpaths over a longer period of time. This approach has being tried and tested being developed on previous expansions to the network. KeolisAmey took over the running of Metrolink on the 15th July and will increase the TravelSafe unit by 24 new officers. With effect from Monday 17th July the first of a further 50 Police Community Support Officers will be joining the TravelSafe unit supported by a police sergeant and 4 police constables dedicated to patrolling the bus and tram network.



On the 22nd July, another communication failure occurred between the control room at Old Trafford and trams on the network. A similar situation closed the network down during May. On the 24th July vandals threw rocks at three separate trams mid morning on the Rochdale Oldham line between Freehold and Westwood. All three trams had to return to depot for repairs, services being suspended for short time. A passenger on one of the trams was injured was treated at the scene before being taken to hospital. Over the twelve month period May 2016-2017 excluding external factors, road traffic accidents or poor weather conditions, there were 57 incidents.



In March 2017 there were 10 point failures. KeolisAmey statement of intent included a commitment to reduce incidents like this. With effect from the 7th August, ticket machines will be gradually modified to accept new £1 coins to be completed by October when older £1 coins will no longer be legal tender.

In memory of the 22 victims who lost their lives at the Manchester Arena, tram 3022 has been named 'The Spirit of MCR' with bee motifs (see opposite page at Cornbrook at 11.33 on the 27th July 2017). Metrolink offered free travel to the One Love Manchester concert at the Emirates Old Trafford cricket ground on production of an events ticket to Metrolink staff. Tram 3063 is now carrying an advert for the aperitif Aperol Spritz (see below at Deansgate Castlefield at 14.29 on the 5th July 2017). Tram 3095 is now advertising the local Radio Station Key 103 after losing its Raytheon Software Engineers advert (see above top at Cornbrook at 11.11 on the 27th July 2017).



Observations for Thursday 27th July: (90 trams in service)

Cornbrook 10.00-12.15:

Altrincham-Bury: 3003+3060, 3005+3019, 3006+3046, 3010+3023, 3011+3018, 3016+3058, 3020+3043, 3024+3041, 3040+3048, 3042+3057

Altrincham-Ethiad Campus: 3008/17/22/37/38/45/49/59

East Didsbury-Shaw: 3002/27/53, 3073+3115, 3074, 3082+3109, 3085+3067, 3088/96, 3102, 3113+3114

East Didsbury-Rochdale: 3026/33/52/55/72/80/87/90/93/94, 3105/17-3120

Eccles-Ashton: 3064/65/69/71/75/81/86/98, 3100/04/12/16

Media City-Piccadilly: 3063/92/95, 3108, 3110

Airport-Deansgate Castlefield: 3068/76/78/79/89/97, 3103/06/11

Old Trafford depot 12.20-12.30: 1020/23, 2001/04/09/56/62/84, 3101 + 3 unidentified

Queens Road depot 13.00-13.30: 1027/28, 3007/13/14/32/51/66/70 + 5 unidentified

Victoria 13.35-14.20:

Bury-Piccadilly: 3015/29-3031/35/50

Trams not seen: 3001/12/21/25/28/34/36/39/44/47/54/61/77/83/91/99, 3107

FRANCHISE NEWS

LM franchise extended until December 2017 at least with an extension until February 2018.

The new SWT franchise operated by First / MTR in a 70/30 partnership will start from the 20th August and be re-named London & South Western Railway (LSW). It will run until the 18th August 2024 and a new fleet of 90 Avenra EMUs are to be supplied by Bombardier, 60 x 10 car & 30 x 5 car.

PRESERVATION SITE PROFILE

Yorkshire Wolds Railway (YWR) by Trevor Roots:

The only line in East Yorkshire is the embryonic Yorkshire Wolds Railway (YWR). The YWR was formed in October 2008 to restore a heritage railway on part of the original trackbed of the Malton & Driffield Junction Railway (MJDR) which closed exactly 50 years ago on the 20th October 1958. The MJDR was opened in June 1853 to connect the towns of Malton and Driffield on two lines opened by the York & North Midland Railway (YNMR), Thirsk to Malton (opened in May 1853) and Market Weighton to Driffield (opened in October 1846). The line was initially operated by the YNMR, which on amalgamation with the York, Newcastle & Berwick Railway formed the North Eastern Railway (NER) in July 1854 and to which the MJDR also joined in October 1954. The line was 20 miles in length and though planned to be double track, it was built as single track through lack of funds. There was one major structure en route, Burdale Tunnel at 1597m in length close to the deserted medieval village of Wharram Percy. Both portals are now blocked up. There were seven intermediate stations of which Sledmore & Fimber to the south of the junction between the B1251 and B1248 (map ref SE 908610) is the nearest to the YWRs new base of Fimber Halt. The original station was demolished in 1978 and is now occupied by woodland and a picnic with Fimber Halt 200m south and on the opposite eastern side of the B1248.



Passing by on the 20th April 2017 (see below) I had the chance to compare with my first visit exactly 3 years earlier on the 24th April 2014 (see above), both views looking south. My first visit was only a couple of years after MK1 BG coach 92990 (81305) was purchased from the Gloucester & Warwickshire Railway, which now serves as their visitor centre. The only other item of stock on site in 2014 was GEC 0-4-0DH RR131 [5576] purchased from Lindholme Prison, Doncaster in April 2013. It was originally one of three built in 1979 for High Shotton Steelworks and its other surviving 'sister' 994 'Kevin Keaney' [5577] is based on the Docklands Light Railway. The loco is now named 'Sir Tatton Sykes' after the owner of the local estate from whom the land has been purchased. This loco is used to provide cab rides on their 100m demonstration line.





the loco and coach have been repainted from yellow to green and blue / grey to crimson & cream respectively, *above 24th April 2017 below 20th April 2017 looking north*



GEC 0-4-0DH RR131 [5576]
'Sir Tatton Sykes',
20th April 2017

It is proposed to extend the line a mile further south alongside the B1248 and the long lost former trackbed is being prepared as seen below, however as always, progress is subject to funding. The extension will head towards the next station of Wetwang on the A166 (crossing east west on the ridge line in the photo opposite top). Wetwang is ½ mile east of the B1248 (seen rising up in the centre) and the A166 junction.



Other items of rolling stock on site now are three grounded 4wh van bodies, one of which 784635 now serves as the shop and tea room (see first photo above).

The site is open from May until October 2017 from 11.00 – 17.00 on Sundays and Bank Holidays. For further info visit their website at <http://www.yorkshirewoldsrailway.org.uk/>

NB: Although the Mk1 coach is now in the new preserved coaching section of both the **Combine** (p215) and the **Pocket Book** (p233), I forgot to add the location code of YWR to the list at the back of both books...oops, but fixed in the **Summer Combne** !

NARROW GAUGE MATTERS

The Vale of Rheidol Railway (VOR) has taken delivery of a South African NG/G13 Beyer Garratt 2-6-2+2-6-2 60 [10551] 'Drakensberg' built by Hanomag in 1927. It is very similar to the NG/G13s that operate on the Welsh Highland Railway. It was withdrawn in 1973 and bought by Swiss enthusiasts in 1986, returning to steam after restoration in 1998. Having been bought privately by a member of the VOR it arrived on the 17th July 2017 from Switzerland and will work on long term loan to the railway. The boiler has a ticket but it is not valid in the UK so will need to be tested again along with other minor works before it can enter service to support the existing fleet on heavier summer trains. It will be on display over the weekend of the 13-14th September 2017.



On display at the DRS Open Day was a 15" narrow gauge loco from the Ravenglass & Eskdale Railway, 4-6-2 [8457]. This loco has been acquired from Spain and has a remarkable story. Built in 1929 by Krauss, Munich, Germany for the Iberia-American Exposition in Seville, it only worked for 3 years before being stored for 80 years !! The condition of the boiler is unique in that it is virtually brand new though 88 years old having been in perfect dry storage. A new tender is however being made as the original was unsatisfactory for UK use. The loco and new tender were hauled by traction engine 'Providence' all the way back to Ravenglass after the event...yes we were held up getting into Carlisle, ed !! For more info go to <http://trainfromspain.org/the-project/>

OFF THE BEATEN TRACK

An occasional series on odd items of rolling stock found around the UK, not dumped or formally preserved, but in private use as part of a leisure facility, pub or holiday accommodation.



BR Mk1 RBR 1698: This ex-BR coach last used for charters by EWS is located in Staplecross Shrub & Garden Centre, East Sussex and has been converted over the past 6 years into a restaurant which has recently opened. The photo below shows it after arrival from Long Marston on the 11th June 2011 and then on the 16th July 2017 with decking and access ramps in front. Unusually it has remained in the same livery albeit repainted. The owners are transport enthusiasts so note the red LT Bristol LHS ECW bus (reg. GHV 505N, fleet no. BS5) in the photo below which is now a snack shop.

Also on site is rescued Hastings tram 48 from a life as a holiday home at Camber, though missing one side which has now been rebuilt. It was in use as a living room connected to 56, a bedroom. The sub frame has been replaced with one intended for 43. The mock up front platform and stairs are the original ones for 56 to commemorate 90 years of the first electric trams in Hastings at the Oval Bus Rally in 1995.



PRESERVATION PHOTO SPOT

- FORGOTTEN LOCOS

Two locos that have not worked in many years based on the Kent & East Sussex Railway (KES) and seen on the 16th July 2017 at Tenterden Town. D3174 (08108) is behind the carriage shed and 25244 (D7594) abandoned in the headshunt surrounded by undergrowth

D3174 (13174/08108): Built in 1955 it was withdrawn from BR in 1984 and sold into industry and named 'Dower Wood' from where it was bought and moved into preservation at EKR in 1991. It quickly moved on to KES in 1992 where it was named 'Dover Castle' and reverted to D3174 painted black. It is part way through a protracted overhaul. Not sure if it any numbers are carried.

25244 (D7594): Built in 1964 it was withdrawn from BR in 1986 then sold into preservation on the Swanage Railway in 1987 from Vic Berry's yard in Leicester. Following a mishap en route it arrived at Swanage in May 1989 after repairs at Eastleigh Works. When it then moved to KES is unsure, but around 2000. It is possible it actually carries 7594 under the tarpaulin, something to check at a future date.



FREIGHT MATTERS

To allow members to keep their copy **UK Wagons** as up to date as possible, changes are provided via this spot every month. Please let Trevor Roots know if you have any amendments or wish pass on any other helpful wagon information, contact details on page 2.

Thanks to the following for information: Alex Ford, Steve Wakerly, Mike Rumens

Out of Store: 3480, 29393, 78273, 92717, 394089/4567/4625/4896/4913/4946/4962/6094
370254/263/267/268/276/280/288/290/302/304, 610079/80, 900169/228, 996216/226/927
23.80.2398.554-8, 81.70.4908.018-2/027-5, 33.6790.003-1/037-9

Re-classified/Re-numbered: HTA 310711 shortie HRA 41.70.6723.001-7

Preserved: WEN 980085

Removed from TOPS / For Scrap / Scrapped: 88101, 89006, 93248/50/52/53/55/59/62/67/68/70-73/
75/77-79/81, 110178/400/416/426/617, 112107/153/155/174/197/200/202, 200873/877/959
210361/557/566, 391050/059/073/127/235/247/292/305/323/328/372/377/392/411/428/454/480/485/
489/512/545/558/586/592/608/619/628, 394026/053/058/082/091/108/124/135/153/235/290/323/353/
534/546/564/574/595/608/766/811/833/840/841/893/985/988, 395047/102/116/126/155/192/177/181/
184/191/198/204/213/222/253/281/282/291/299/315/337/343/361/365/366/379/387, 396016/046/140,
460162/331/395/438/816/844/888/893/913, 460159/1050, 470173, 910003/004/092/096/097/104/171/
194/207/208/212/233/255/313/392/398/540, 950468/501/611/841/950, 951083/170, 965014,
979001/069, 980061/082/184/215, 982446/547/583
81.704969.006-5/012-3/017-2/018-0/020-6, 83.70.4969.001-4/003-0/009-7/010-5/011-3

OTP:

New: YFA Ballast Feeder DR 99.70.9522.020-5 by Railcare

PLG(01) Plain Line Tamper DR 79501-507 is a new 7 vehicle tamper delivered to Network Rail

Removed from TOPS / For Scrap / Scrapped: DR 89009



left
this is the third of the
new TMs reported in
the October 2016
issue,
**09-3X-D-RT Tamper
/ Liner / DTS DR
73121**
99.70.9123.121-4
Northampton (12.07)
2nd May 2017
(Graham Stockton)

FREIGHT NEWS

MoD traffic has been switched from DBC to GBRf.

Several **MXA Bogie Boxes** have returned to Axiom Rail, Stoke for assessment: 950228 (110-5), 965035 (088-3), 965061 (172-5), 965072 (198-0), 965073 (125-3), 965077 (092-5) RIV 4703 nos. in brackets.

The early closure of the Edinburgh Waste Transfer Station has dealt the death blow to the dedicated fleet of 12 **KFA Bogie Refuse Container Flat** 95420-431 with 10 of them heading for scrap. However 95424/425 have been saved and fitted with cages at Axiom Rail, Stoke, unknown purpose at present.

PRESERVED OTP PHOTO SPOT

Two types of track machine not previously illustrated:

Plasser & Theurer 07-32 Duomatic Tamper / Liner: DR 73434 is one of 4 extant examples all of which are preserved. The others being 73405 Foxfield Railway, 73431 Battlefield Line & 73435 Wensleydale Railway.

Plasser & Theurer USP5000C Ballast Regulator: DR 77329 is one of 6 extant examples and the only one preserved. The others 77315*/16*/22*/27**/36* are operated by Balfour Beatty* or Colas** with just one from each in use 77322 & 77327.



above two large preserved track machines on one preserved railway, the Kent & East Sussex Railway above Plasser & Theurer 07-32 Duomatic Tamper / Liner DR 73434 Wittersham Road which arrived in 2012 and displaced DR 73250 moving to the NYM & below Plasser & Theurer USP5000C Ballast Regulator DR 77329 'Clive Lowe' (named in 2016) Tenterden Town, 16th July 2017



LOCO NAMINGS

57308: Tragically on the 5th August 2016, aged only 42, Jamie Ferguson (Assistant S&T Engineer at Carlisle DU, lost his life whilst on holiday in Cornwall. Jamie was a devoted husband to Leigh and father to Joseph and Aiden and a dearly loved son and brother.



On Friday 30th June 2017 Darren Miller (IME Carlisle, Lancs & Cumbria DU) who was also a great friend and work colleague of Jamie's marked his passing in a very fitting way, with many thanks to Direct Rail Services and Virgin Trains West Coast. Jamie's sons Joseph and Aiden unveiled the nameplate on DRS loco 57308 which is part of the DRS West Coast Thunderbird Fleet and which would be seen regularly passing the many places Jamie visited on his travels whilst working at Carlisle. They were also presented with replica nameplates on the day kindly donated by Direct Rail Services. The loco was also blessed by Jamie's father, Reverend Charles Ferguson



This article was supplied by one of our new members, Robert Anderson and anyone who would still like to donate please do so via the RNLI, Newquay at jamie.ferguson.muchloved.com

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:

Vivarail's 230001 returned to testing on the mainline on the 14th June 2017

Three new Cl.345s have been added to the order 345067-070

DBC has put 10 Cl.66s up for sale though all have engine defects: 66008/016/046/058/081/132/141/184/238/250

The 7 car Cl.345s entered service on the 22nd June 2017 from Liverpool St – Shenfield see

DAYS OUT

The first Cl.802/0 EMU has arrived in the UK, 5 car 802001

HNRC has issued a revised list of locos for sale: 08918, 09006/14, 20016/081/087/088/110/121/903/904

New:

Locos: 68032 68033 68034

EMUs: Cl.700s complete up to 700046 &

700122 (excl 700117)

345011 374027 374028 387155

387156 700116 700120 700122

800014 802001 802101 802102

Transferred:

Locos: (* on loan, # into preservation)

01543 to BH 01547 to LM 08530 to LD

08632 to WI 08721 to Wid 08742 to BH

08782 to BH 08799 to EKR 08818 to GCT

09106 to BH 09107 to SVR#

20227 to NNR* 37003 to (LR) 37418 to BH

37607/612 to BH

D7659 to PEA 56006 to ELR

Steam: 4-6-0 5080 to TM

DMUs: 54347 FXR to MNR

EMUs:

319001/003/008/012/215/421/423/425/428/430/

433/437-439/445/447 to (LM)

317346 to IL 319431 to AN

373017/018 to VL

373021/022/105/106/208 to DG

10096/11201/11825 to HFS

Coaches:

3231/84 to CS 5366 to ZG

3279/92, 3318/31/58, 3400/24, 5632/57, 9494

1954 to CD 9522 to TN 17015 to MI

43034/43359/46147 to LLR

Steam Status:

65 O to A 3205 A to O 5526 O to A

30585 A to S 41313 O to A

Re-numbered:

92025 to 88025 (91.52.1688.025-1)

92027 to 88027 (91.52.1688.027-7)

92030 to 88030 (91.52.1688.030-1)

92034 to 88034 (91.52.1688.034-3)

DMUs reformed / re-numbered:

150916 disbanded with 57216 + 57216 reformed

as 2 car unit 150216 & 57212 moving to 150926

150926 reformed with 52126 + 57212 + 57216

DEMUs reformed: (4 car to 3 car)

221136/1140 have lost 60986/890 to reform

221144 as a 4 car unit (**NB** 60494 is in the wrong column in the **Summer Combine**)

Re-classified / re-numbered:

DVT 82113 to 19001 (Cl.19)

Mk1 RBR 1680 to RK 80043

Re-numbered:

Mk1 Pullman Parlour First 325 to 99025

NB Pullman Kitchen 315 (CS) is missing from

Summer Combine

Names:

37601 *Perseus*

43257 *Bounds Green*

66301 *Kingmoor TMD*

66756 *Royal Corps Of Signals*

66775 *HMS Argyll*

66776 *Joanne*

66777 *Annette*

66778 *Darius Cheskin*

67023 *Stella*

67027 *Charlotte*

222017 *Lions Club International Centenary*

1917-2017

350377 *Graham Taylor OBE*

390148 *Flying Scouseman*

800003 *Queen Elizabeth II / Queen Victoria*

99025 *Amber*

Charlotte

left 67023
(Colin Pidgeon)

Stella

left
67027 (Colin Pidgeon)

Bounds Green

43257 (Steve Lord)

Royal Corps Of Signals

66756 (Tony Blackburn)

Recent but not Previously Illustrated:



153353 (Robert Austin)



above 88002

left 88006

Names Removed:

08799 *FRED*
 08908 *IVAN STEPHENSON*
 33025 *Glen Falloch*
 158720 *Inverness & Nairn Railway – 150 Years*
 390148 *Virgin Harrier*

New Codes:

Depot / Location:

DG Dourges, France
 MI Minehead, West Somerset Railway
 VL Valenciennes, France

The following is an updated list of loco namings (others to follow in next issue) following the last list published in the October 2016 issue, that are new or have occurred since 2011 that we have not yet illustrated. Please note I only want photos of nameplates in focus, straight and centred side on. Photos recently supplied will be shown as and when space permits. (* re-applied) (# supplied but not straight on or in focus)

Locos:

08460 *SPIRIT OF THE OAK*
 08499 *Redlight*
 08611 *Longsight TMD* (since removed)
 08624 *Rambo Paul Ramsey*
 08630 *Celsa Endeavour*

08993* *Ashburnham #*
 20227 *Ed Cluderay* (temporary) #
 D5061 *Ian Johnson*
 D6508* *Eastleigh*
 37219 # *Jonty Jarvis* 8-12-1998 to 18-3-2005
 (as carried by 37229 until 2013)
 37403 *Isle of Mull*
 43061 *Fearless Foxes*
 45133 *Brian Lockey #*
 Gerald Lambert #
 57002 *Rail Express*
 (previously carried on 47853)
 60087 *CLIC Sargent #*
 66055 *Alain Thauvette*
 66066 *Geoff Spencer*
 66748 *West Burton 50*
 66776 *Joanne*
 66779 *Evening Star #*
 68021 *Tireless #*
 88007 *Electra*
 88008 *Ariadne*
 88009 *Diana*

CONVERTED STOCK



above Southern 171201 converted from
 ScotRail 170421
 East Croydon, 15th July 2017



above 319434 the pioneer Cl.769 conversion to bi-mode in the new Northern livery, Brush Traction, Loughborough, 23rd June 2017 (Colin Pottle)

TRANSFERRED STOCK

right a better view outside of
08888 than that on p62 in the
March 2017 issue
Tenterden Town, KES
16th July 2017



below 31459 Leeming Bar,
WEN 6th July 2017



NEW STOCK



above brand new GWR IEPs 802101 &
802102 pass Swindon at 15.00 on a
Doncaster via Acton - Stoke Gifford
move, 6th August 2017 (Keith Blackman)



left new GWR liveried 387156 +
387154 pass Sytch Lane on a
Wembley - Crewe test run (12.41)
23rd June 2017 (Colin Pottle)



above 88005 Carlisle, 21st July 2017



above 88008 Stafford (10.45) 5th July 2017
(Peter Davis)

right 88004 inside the shed,
DRS Open Day, 22nd July 2017



Pandora

better views of 88004/05/08/10 without the fencing in previous views at Kingmoor



left 88010 on the
loading ramp
DRS Open Day,
22nd July 2017

*right 68028 (+ 90001)
0L90 08.30 Crewe Gresty Bridge -
Norwich, Ingatestone,
(16.11) 26th July 2017
(Colin James)*



*left 68029 inside the shed,
DRS Open Day, 22nd July 2017
below 68031 Crewe Heritage Centre
30th Anniversary,
22nd July 2017 (Andrew Turnidge)*



*above left 70814 Stourbridge (19.15) 26th July 2017 (Brian Dericote)
above right 70817 (+ 70807) 6M50 Westbury - Bescot, Swindon (08.50) 8th June 2017 (Colin Pidgeon)*



CI.374 Eurostars

not having featured any of the new Eurostars other than the press launch on the front cover in December 2014, I thought it about time we viewed the much chunkier looking CI.374s as they now operate most of the services out of St Pancras displacing the CI..373s



from top to bottom

374017

374006

374007

374005

St Pancras,
15th July 2017



91132 with mental health awareness advertising, King's Cross, 15th July 2017



above 180108 now operated by Hull Trains, but formerly with GWR and still in First 'dynamic lights' livery minus branding and is now at Eastleigh Depot for a re-paint, King's Cross, 15th July 2017



left 170201 the latest in GA livery arrives at Ely (14.30) 7th July 2017 (Keith Partlow)



above featuring the new DBC slogans 67010,
6th July 2017 (67013 is similar) &
67028, 29th June 2017 (Andrew Turnidge)
(67015 is similar)
both Doncaster West Yard



above 66020 4M52 Southampton -
Castle Bromwich, Swindon (15.25)
25th July 2017 (Colin Pidgeon)



left 1566 (47449) in BR blue, Llangollen
9th June 2017



right 3059 'Brechin City'
never previously illustrated, is shown
re-numbered and re-painted in
BR blue with Highland Stag logo
Bridge of Dun, CAL
23rd July 2017
it previously carried 13059 and D3059
on either side

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: D1062 in **PRESERVATION GALAS**.*



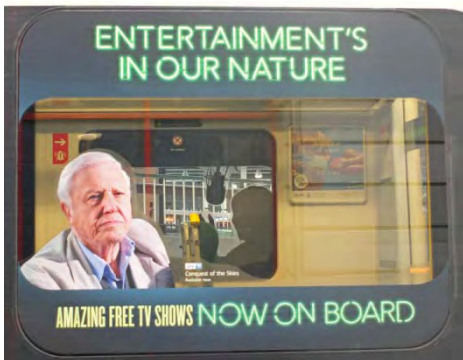
the changing face of GBRf branding on the cab fronts of 73965 *above left* & 73201 *above right* along with the yellow cabside version on 73201 *below right*, Tonbridge West Yard, 12th July 2017



above left Thameslink has amended its branding from the original top (700015) to that below (700104)
East Croydon, 15th July 2017



left & below these window adverts for Wi-Fi must be annoying if you just want to look out of the windows, there was one more variation 350375 Euston 15th July 2017





above 158766 in GWR Livery, Swindon
on 2M11 Swindon – Westbury
(13.19) 4th August 2017
(Colin Pidgeon)



above 800004 (+ 800003) showing 'Sir Daniel
Gooch' name before splitting at Swindon, 9th
June 2017 (Colin Pidgeon)



800003 showing 'Queen Elizabeth II' name
Swindon
(11.20) 16th June 2017 (Colin Pidgeon)

above
170419 in plain
ScotRail livery,
Edinburgh
Waverley on
13.27 to
Aberdeen
23rd June 2017
(Iain Gardiner)



ICRS SALES

We have published 10 books since 2009, 4 are no longer produced and 4 are new 2017 editions (orange covers). The other 2, UKRS10 & 11 are currently unavailable having sold out with new editions due in 2017/18.

Books and Sundries can be ordered either:

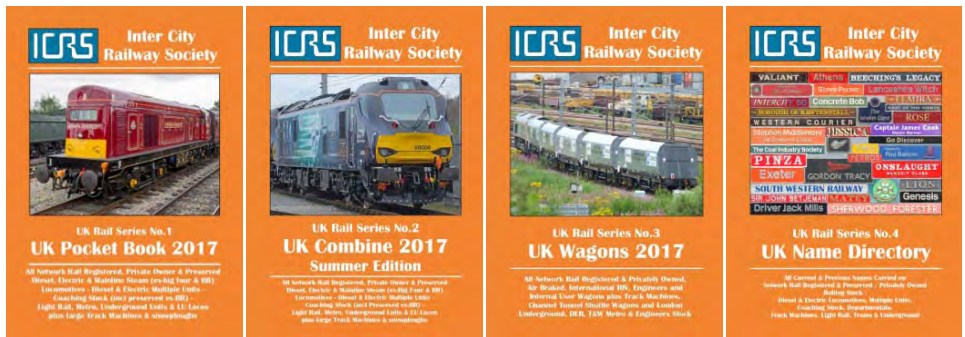
ideally via BACS (bank details supplied with your order to editor@intercityrailwaysociety.org),
online via PayPal at www.intercityrailwaysociety.org
or by post from **ICRS, Mill of Botary, Cairnie, Huntly Aberdeenshire AB54 4UD**

Please make cheques payable to **ICRS**, P&P is **FREE** to the **UK** for orders over £7.99
(multiple books may be posted separately depending on when they are released and/or weight for the cheapest postage option)

Whilst we do our very best to dispatch orders as soon as possible, we are all volunteers, so please allow 14 days for delivery, especially when a new book has just been released.

Note A5 books aster normally posted direct from the printers but the Pocket Book and Sundries are held by Trevor & Chris so may possibly be posted separately from books

If you have not received your book after that time please **ONLY** then contact **Trevor / Christine** (see p2 for details)
All books, except **UKRS01 Pocket Book**, are A5 wire bound allowing them to be laid flat and are printed on 90gm paper with plasticised coated covers which do not delaminate.



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

Titles:			Updated to	Member	Non- Member
New:	UKRS01	UK Pocket Book 2017	(1 st Apr17)	£8.00	£11.00
	UKRS02B	UK Combine 2017	(11 th Jul17)	£12.50	£17.00
	UKRS03	UK Wagons 2017	(1 st Mar17)	£10.00	£13.50
	UKRS04	UK Name Directory	(10 th Jul17)	£11.00	£15.00
Others:	UKRS10	Ultimate Sighting File Vol.1	SOLD OUT (next ed. due 2017/18)		
		– Mainline Diesel Locos			
	UKRS11	Ultimate Sighting File Vol.2	SOLD OUT (next ed. due 2017/18)		
		– Shunters, Mainline Electric & Prototype Locos			

SUNDRIES: (please add £1.50 P&P for orders under £7.99 in total)

Pocket Book cover		£1.50
ICRS pin badge		£2.50
ICRS printed pen		£0.50
TRACKS A5 Cordex binder (12 issues @ 48 / 64 pages: 2014-16)	LARGE	£5.00
TRACKS A5 Cordex binder (12 issues @ 32 / 40 pages: 2011-13 & 64 pages: 2017)	MEDIUM	£5.00
Polo Shirts: Original (logo only)	NAVY (S / XL)	£7.50
	WHITE (S / M / L)	£12.50
	NAVY (M / L / XL / XXL / 3XL)	£20.00
	GREEN (M / L / XL / XXL / 3XL)	£20.00
	MAROON (M / L / XL / XXL / 3XL)	£20.00
Proposed (name & logo)		

Details of books and sundries can be found on our website and are shown in **TRACKS** from time to time when released or advertised. Order forms for posting can be downloaded from the website.