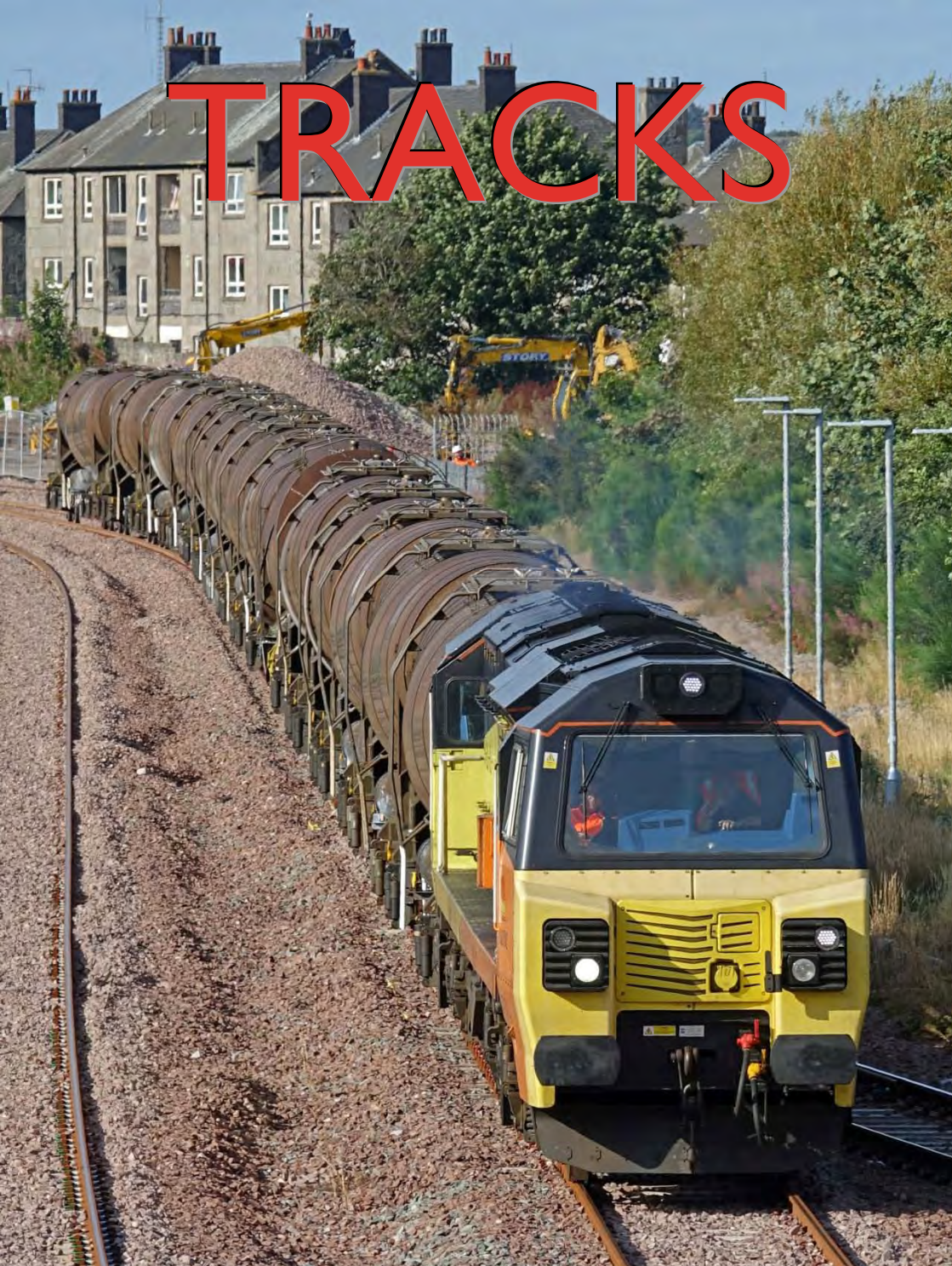


TRACKS



Inter City Railway Society – September 2019



Inter City Railway Society

founded 1973

www.intercityrailwaysociety.org

Volume 47 No.8

Issue 556

September 2019

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Front Cover Photo: Having taken over the Irving – Aberdeen Waterloo Yard calcium carbonate tanks from DBC, Colas 70804 is seen awaiting the road south at the realigned Kittybrewster Jnct, 17th August 2019

£2.50 where sold separately Printed & distributed by Henry Ling Ltd, Dorset Press, Dorchester DT1 1HD

SOCIETY NOTICE BOARD

Editor's Comments: This might qualify for the Grumpy Corner but I am getting increasingly annoyed by the drive to push everyone towards technology. I must be getting into that generation that wonders how we managed to survive to be relatively normal human beings pre digital age. I passed my GCE O Levels at 15 with nothing more than a slide rule ! Everyone took cash and for big purchases there was always a chance to haggle, if you went out that meant being out of contact unless you wished to find a phone box and if you wanted information / directions you talked to another human being. Even using a credit card was I always thought pretty secure when you actually used your own signature. One thing for sure was that our lives were not all controlled by whether you have the right app and a piece of tech permanently attached to one hand and a contactless card !! The incessant push to force everyone to use these two almost seemingly now indispensable bits of tech is now extending to transport with cashless travel and ticket booking proposals. We do not have a smart phone or contactless payment set up on our cards as we still want a measure of control but it would appear the choice to travel on spec with cash is now being denied to those like us. I do not know how I would be able to travel on trams in Manchester now. I understand that to many the 'convenience' is all that matters, but all your eggs are in one electronic basket...sounding paranoid now about an EMP attack !! But more serious the simple act of using cash should not be withdrawn or it is going to cause more of a societal split and a real bar to mobility than the usual more obvious ones of wealth and location. We should not all be forced to use technology and that is from someone who probably more than most can expertly use a computer but I don't want that intrusion when I travel.

I am in need of more photos of accidents and withdrawn stock as I have used all previously supplied including dredging my limited archives to compile the latest **ACCIDENTS** article. Surely amongst you all there must be fascinating hidden gems waiting to see the light of day.

Also please send in your photos of interesting and unusual topical movements, don't assume I have already been sent something by someone else. I may have to choose between several in the end but better than nothing at all, I can only put in **TRACKS** what you supply. With franchises changing there are endless opportunities for unique photos.

Errata: August 2019: Completely missed out Basford Hall Visit in Events, rectified in this issue, p22 top photo missing as a repeat of the one below and third HST photo is below not opposite top, p24 missed out photo of 66301, p26 800112 should be 800122, p55 20087 repeated and should be 20110, p72 19105 should be 49105

Membership Matters: New Members: (15)

(* ex-members re-joined) (AFC – Additional Family Child, AFA – Additional Family Adult)

William Belgrove (Swindon), **Colin Burt** (St Austell), **John Curran** (Dawesville, AUSTRALIA), **Neil Dumelow** (Sheffield), **Chris Fordham** (Plymouth), **Martin Genders** (Burton-upon-Trent), **Russell Harris** (Leamington Spa), **Michael Heydon** (Southport), **Joanne Onions** (Leamington Spa) (AFA), **Michael Simpson** (Preston), **Chris Nicoll** (Georgia, USA), **Brian Rose*** (High Wycombe), **Paul Spencer** (Carlton), **Evan Swain** (Long Eaton) (AFC), **Andrew Vass** (Bromley) - a warm welcome to you all.

Society Magazine TRACKS:

TRACKS is distributed direct from the printers to members in a clear compostable 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.

Next issue: October 2019

The latest date for articles / info is **Fri 27th September 2019**
with delivery to members: **PDF Tues 1st Oct 2019** **Print after Wed 9th Oct 2019**
for updates please check the **TRACKS** page on the website

Magazine Contributors (Wagon info contributors shown separately): Thanks to **Chris Addoo**, **Paul Baker**, **Keith Blackman**, **Chris W Brown**, **Spencer Conquest**, **Harold Cooper**, **Danny Coyne**, **Sean Davies**, **Robbie Ellis**, **Derek Everson**, **Iain Gardiner**, **Barry Hayward**, **James Holloway**, **Geoff**

Hope, Harold Hull, Colin James, Alan Jones, David Knight, Terry Lea, Steve Lord, Paul Maloney, Bradley Marshall, Ian McNeil, Stuart Moore, Keith Partlow, Gareth Patterson, Colin Pottle, Toby Radziszewski, David Rice, Phil Rogers, Paul Rosser, Mike Rumens, Eric Salisbury, Norman Smith, Ray Smith, Simon Smith, Lee Spenceley, David Spencer, Graham Stockton, Gareth Taylor, Andrew Turnidge, Michael Warrick, Carl Watson, Martin Willcock, David Williams & Trevor Roots. We are sorry if anyone has been missed. Photos not credited are by Trevor Roots.

EVENTS

All events organised, either confirmed or with provisional dates are shown below. Further events may be added in due course between issues of **TRACKS** so keep an eye on our website. **PLEASE DO NOT** try to book places for Members Only Visits with provisional dates shown by TBC until they are formalised or where the event though confirmed is many months in advance with details yet to be provided. Once they have, **BOOKING OPEN** will be shown alongside and a request will be made for you to book your place. Most visits do not have limits so no need to panic by booking too early.

Please note that there is no excuse for booking then not notifying us you cannot then attend or have been delayed travelling on the day, genuine reasons apart. As with events where numbers need to be accurately known by the hosts for a tour, food or room capacity this is not acceptable. We have tried to ease the official's organising burden and saving you money in postage by allowing members to pay on the day, but this can be abused as it can be then seen as nothing to lose if you can't be bothered to turn up.

We dropped the idea of providing our bank details in **TRACKS** again as it seems no sooner than we publish these that we get spurious direct debits appear on the Society bank account. It happened before so if it is a member then that is extremely disappointing. If anyone wants to pay for anything up front then we can provide the bank details on request.

We cannot accept bookings by letter only, as there is no way to quickly contact you if plans have to be amended at short notice.

Visit Applications to Tony Whitehead: Clearly state your name, membership number, and importantly a contact telephone number. If it is for an event with multiple dates eg Carnforth then indicate your preference / availability for the dates shown. Email is best and he will respond asap. **Email: anthw884@gmail.com** or by **Tel: 07895 386777** but **no calls after 20.45 in the evening please** as he will be in bed early as he has to be up for work at 04.30 each morning. Best time to ring is after 18.30 weekdays and weekends. Though Tony does not have an answerphone he will return your tel. call promptly if your number is recorded as a missed call, so don't panic. Only if you consistently have any trouble contacting Tony or he hasn't responded after several days then in the last resort contact Trevor or Christine (details on page 2).

MEMBERS ONLY VISITS

West Coast Railways, Carnforth, 2019/20: **BOOKING OPEN** (spaces left)

2019: Sat 12th Oct (FULL)

Though the 2019 visits are fully booked we do have cancellations so there are reserve lists in operation. The 2020 dates are confirmed as follows.

2020: Sat 25th Jan (26), Sat 25th Apr (21), Sat 8th Aug (27), Sat 10th Oct (29)

Places are limited to 30 per visit as it allowed questions to be asked of our guide and prevents getting in each other's way...well not too much !! The cost is £20 payable on the day.

For the 12th Oct 2019 visit meet at Carnforth Station at 11.25 for an 11.45 start (The 2020 times and meeting point have yet to be confirmed). The tour will take approx. 3 to 3½ hours **so if you are travelling by train please arrange your return accordingly. Needing to leave early can cause problems and we don't want to risk future visits.** There is Pay & Display parking at the station or free spaces on the street can be found nearby.

Hi-viz, sturdy footwear and hard hat / bump cap must be worn. We have stocks of hi-viz vests and bump caps to purchase, so contact Trevor for more details. **All photos taken are for private use ONLY, no public display either online, in magazines or via social media.**

Please apply to **Tony Whitehead** (details above)

FL Crewe Basford Hall Yard: Sat 5th Oct 2019: **BOOKING OPEN**

This is the last chance, as far as we know, to visit Basford Hall Yard. The trip starts at 12.00 (**note earlier time than previous visits**) from the Freightliner main office at the southern end of the access road. The cost for the visit is £15 payable on the day.

Please apply to Tony Whitehead as per details above for Carnforth. **Hi-viz vests required**

Eastleigh Works: Sat 14th Sep 2019: **LAST CHANCE TO BOOK – No limit on spaces**

Bookings can now be made for our annual Members Only visit to Eastleigh Works. There will be no tickets and therefore no need to send money, with the fee of £20 payable on arrival. Please be at the main gate around 13.30 at the latest so that you can be let in, pay your money then gather for the safety briefing, prior to starting your visit at 14.00. The fee covers the normal Arlington visit fee (which they donate to charity) and organising stewards. You will get access to all areas until 16.30 and cab rides...locos TBC. Drinks and snacks will be available with our sales stand as in 2018.

Please apply to **Tony Whitehead** (details above)

Applications can be made right up to the day. **But please if you apply to attend and then cannot go, either inform Tony (up until a few days beforehand) or if you have problems just prior to or on the day then contact Trevor (07765 337700).** With escorted access required to let you in, **it will not be acceptable to just not turn up or not let us know you are running late, as we will not wait around to see if you arrive.**

PRESERVATION GALAS to be attended with our sales stand

Nothing planned

OPEN DAYS

Northam Traincare Depot, 10.00-17.00 Sat 28th Sep 2019: A community Open Day is to be held similar to that last held in 2012. Though entry is free pre-booking is required, so to book tickets visit www.siemens.co.uk/railopenday. There is no car parking except for pre-booked disabled parking, therefore please use public transport. Anyone requiring a disabled parking space should contact rollingstock.gb@siemens.com in advance and also display their blue badge on the day.

SHUNTER SPOT I



above 08596 Craigentinny 11th August 2019 (Iain Gardiner)

EASTLEIGH WORKS REPORT

by **Norman Smith** (Photos by **Carl Watson** unless shown otherwise)
for the period 1st to the 31st August 2019

Locos:

- 01/08 70807 came in for a minor repair and left the same day to Bescot.
- 01/08 73961 left for Eastleigh East Yard.
- 02/08 73969 arrived from Doncaster Roberts Rd Shed for new wheels.
- 02/08 66773 in GBRf Pride livery and named 'Pride of GB Railfreight' left for Brighton Station for a naming ceremony (reported in August issue).
- 02/08 66712 took Translator Set T7 64664/64707 to Tonbridge West Yard.
- 02/08 66849 left after having a C Exam.
- 06/08 73962 t&t 73964 were on and off site with a NR test train before leaving for Tonbridge West Yard two days later.
- 12/08 70809 came in for an A Exam and left the following day to Eastleigh East Yard.
- 14/08 66847 brought in 70807 for an A Exam and both left later that day.
- 21/08 66722 took 73969 to Doncaster Down Decoy (see photo above right).
- 21/08 50007 + 50049 left for Kidderminster S.V.R.
- 24/08 47815/57305 arrived from Leicester LIP. The 57 is for a B Exam.
- 27/08 37057 t&t DBSO 9714 were on and off site with a NR test train before leaving for Reading Triangle Sidings two days later.
- 29/08 66847 brought in 66848/73213/73961.
- 29/08 50007 took 50033 'Glorious' in newly applied large logo BR Blue livery to Kidderminster SVR. Note only one side has been numbered and named so SVR can finish and allow possibly for another split identity to be applied aka 50007.



OTP:

01/08 Track Recording Vehicle 999801 left by road to Plasser UK Ltd West Ealing (photo in August issue).

Units: Siemens Units receiving modifications during the month:

444001/004/024/032, 450007/017/036/072/086/087/090/120/124/127

02/08 442409 arrived from Bournemouth Depot and 442404 returned there.

13/08 TPE 802210, arrived for modifications and re-livery. Two weeks later it left for Eastleigh Arriva Depot in full TPE livery (see **LIVERIES**).

19/08 LNER 800108 (see photo right) arrived for modifications and left for Doncaster eight days later.

21/08 442420 arrived from Bournemouth Depot and took 442416 back there.

27/08 802211 arrived from Eastleigh Arriva Depot for modifications and re-livery.

27/08 801203 in LNER Azuma livery arrived from Eastleigh Arriva Depot for modifications.



Wagons:

Wagon Trips in/out during August were:

07/08 66776/73961 took 17306/312/319/321/322/323 to Tonbridge West Yard.

16/08 66738 took 503043/085, 70.6791.001-0/007-7/053-1/089-5 to Eastleigh East Yard.

20/08 66712 brought in 70.6791.008-5/019-2/027-5/058-0/085-3 from Wellingborough.

23/08 66139 arrived with 4029/40/43/46/65/66/69/76/99 for conversion

25/08 66150 took converted 4022/48/68/92/93, 4101/04/11/21 to Margam Yard.

27/08 66711 took 87.4909.306-2/308-8/315-3/339-3/358-3/396-3 to Marchwood and returned later the same day with 87.4909.312-0/323-7/383-1/385-6/390-6/395-5/398-9

28/08 66711 brought in KWA MODA 95506 from MOD Warminster.



Coaches:

01/08 To be converted back to passenger use, Mk1 Coach DB 975982 (1987) arrived by road from KES to Eastleigh East Yard and was then shunted in by 59003.

04/08 73107 t&t 73201 took LUL 4-TC, 70823/71163/76297/76324 on UK Railtours "Swanage Sunday Special No 2". A week later they were in charge of 'Swanage Sunday Special No 3'.

- 10/08 37518 + 37669 + 37706 brought in a Branch Line Society/West Coast Railway charter ecs from Portsmouth (see photo arriving into Eastleigh bottom) to be replenished before returning the train back there two hours later
- 17/08 57305 brought in HST Barrier Vehicles 6330/38/40/44 from Leicester LIP. They were returned the following week by 47815 after Exams.
- 17/08 D6515 t&t 73107 took the LUL 4-TC on UK Railtours 'The Lost Village Of Imber'. The following day they were on UK Railtours 'Swanage Sunday Special No4'.
- 19/08 D6515 took the LUL 4-TC to West Ruislip LUL Depot for UK Railtours 'Metroland & Quanton Railtour'.



DB 975982 12/08



37706 + 37518 t&t 37669 on
BLS 1274 'Type 3 to the Sea',
Eastleigh (12.34) 10th August 2019
(Chris Addoo)

D6515 + 4-TC 16/08



Riviera Trains stock moves for this period, including loco:

10/08	66057	UK Railtours	"The Atlantic Coast Express"	
17/08	47245	Torbay Express Ltd	"The Torbay Express"	
26/08	66711	Pathfinder Tours	"The Cotswold Eden"	(back with 50007 on the rear)

PRESERVATION PHOTO SPOT: STEAM I

on another summer outing from NYM, 0-6-0 65894 is running round its train at Redmire, WEN (12.46)
23rd August 2019 (David Rice)



RAMBLINGS OF A RAIL ENTHUSIAST

by **David Spencer - 1974 Update**

When we covered 1974 in the July 2015 issue a photograph was included of the County Donegal railcar on the Isle of Man Steam Railway which was stated as still extant but under restoration which had stalled in 1998. That situation appears unchanged and I can now provide a photo. Just over 45 years later I went back to Douglas and we had a conducted tour of the depot and works on the 23rd July 2019 and sure enough the two halves of the railcar were there separated in two different areas. All the original fitting and seats are inside but it needs much work which in the current climate is unlikely to happen. All the Isle of Man railways are owned by the government who in the words of our guide are very mean and far worse than the mainland. He reckoned it would take £100,000 to get it working again and with only sixty seats, the government say there is no prospect of getting a return on the money so it remains a kit waiting for a benefactor. At least it is safe for now and one can hope that such an historic unit will one day function again.



TECHNOLOGY NEWS

As demonstrated by the recent power outage disruption to the network the need to find alternative solutions to powering trains, signalling and lighting is urgent. The railway network is the single largest customer in the UK at 1% of the national supply. It is therefore good news that a world first has been achieved by NR with a solar array directly powering a railway line. It has proved the viability of safely bypassing the national grid without disrupting operations. The other good news is that the cost of providing power from solar farms could be cheaper and of course it is renewable and clean.

Very quietly tilting trains might become a note in history as on the WCML. Whereas tilt was introduced via Cl.390s to travel at 125mph and combat the sinuous alignment, the latest TPE Cl.397s and Cl.802s have been built without any tilting mechanism and have been tested successfully up to 125mph. This is good news for the future as more compatibility can be achieved in stock thereby reducing headways and increasing capacity.

PRESERVATION NEWS

Misc News:

Vandalised LNER Gresley teak buffet 641 returned to service on the NYM in mid August 2019 after repairs lasting 2 years at the EVR. See report / photo on p53 Jul / Aug 2018 issue.



above D2069 under overhaul prior to moving to VBR, Toddington, GWR, 11th May 2014

Vale of Berkeley (VBR) owned D2069 moved for the first time in several years on the 31st July 2019 the last 4 years under overhaul at Sharpness Docks. It survived into preservation having worked at Vic Berry's scrapyard in Leicester from 1984-91 then moved to Toddington, GWR from where it moved to VBR in December 2015. It has moved to DFR for testing before being made available for hire prior to VBR running services themselves.

left D2069 nearing completion of its overhaul in a very cramped shed at Sharpness Docks, VBR, 14th June 2019



The rolling chassis of 5551 'THE UNKNOWN WARRIOR' moved on the 12th August 2019 from Crewe Heritage Centre to the West Shed at Swanwick Jct on the MRB. It joins its boiler which is under construction by Heritage Boiler Steam Services who are based there (see photo overleaf right top taken on the 18th May 2018). Completion is expected to be in 2020.

The underframe from a former 6 PAN EMU TFK 12275 latterly used as crane runner DS 70277 with DRT 81339 on SPA (see photo below) has been moved to Havenstreet, IOW to provide spare bogies for their stock.



left Groombridge storage sidings, SPA 17th June 2012

Work to develop Leyburn Station on WEN has started with the installation of a passing loop, water tower and construction of a signal box. A footbridge is also to be erected, formerly at Brigg Station, donated by NR.



above 55032 arriving at Leyburn on the 11.10 from Redmire, WEN (11.23) 23rd August 2019 showing the new passing loop, water tower and start of the signal box (David Rice)

left compare above scene with that on the 9th April 2016

FRANCHISE / NETWORK NEWS

WCML: Virgin is another long term operator to disappear from the network with the new WCML franchise awarded to a joint venture between First Group and Italian Trenitalia. Virgin having operated the WCML since March 1997 and will bow out in December 2019 having rescued the WCML following the abandonment of the APT project and staved off the proposal to downgrade the northern section above Preston following the ECML upgrade. Whether you are a fan of the Pendolinos or Voyages, most of their problems stem from having to tilt, ironically now not needed, Virgin deserve credit for being the longest running privatised franchise, keeping at bay the DfT's need to micro manage and scoring consistently high passenger satisfaction. All the 21 Cl.221 Voyagers are to be replaced by the end of 2022 with 13 Bi-Modes and 10 EMUs. The franchise will operate until 2031 and First Trenitalia will become the shadow operator for the first trains on HS2, predicted to be around 2026.

HT: Hull Trains is to identify its IET Cl.802 fleet by the name Paragon

NO: 142005 ran its last service on the 13th August 2019 adorned with the branding, "I'm retiring...today". A further 6 Cl.142s have been placed in warm storage, 142016/21/22/25/46/66.

The route between Liverpool Lime Street and Manchester Airport via Warrington Central is now in the hands of Cl.195s on weekdays.

Without a fanfare 195007 was the first Cl.195 to be built at the new CAF Newport factory in late June 2019.

In a reversal of fortune the Cl.323s are to be retained by Northern and be bolstered by those currently operated by WMT which will migrate north as Cl.730s come on stream. As 3 car units they are more flexible than 4 car Cl.319s that were initially taken on, as platforms can only cater for 6 car formations. The Cl.319s will be released back to Porterbrook for conversion to FLEX units.

EMR: The new franchise began on the 18th August and 222104 the first Cl.222 Meridian in new EMR purple livery is seen below. With these DEMUs to be replaced by 2022 this might be the only one so liveried.



222104 on 1B41 Nottingham - St. Pancras departs Wellingborough (13.12) 20th August 2019 (Colin Pottle)



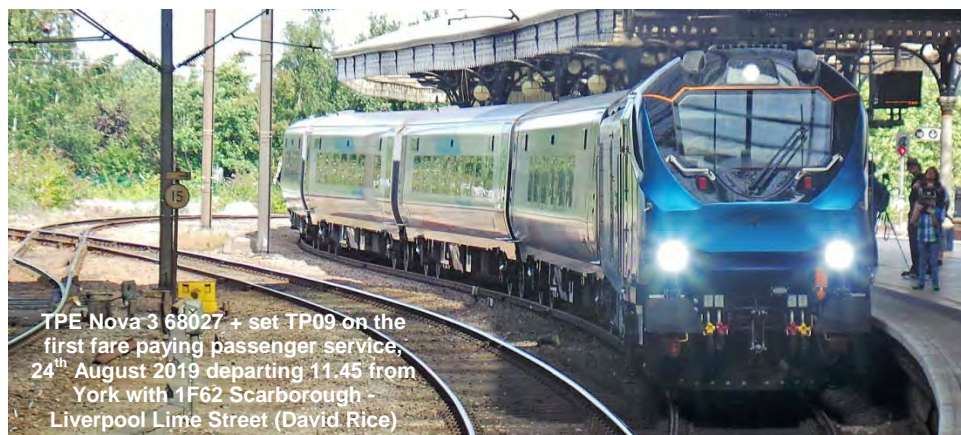
above 222104 + 222017 on 1C40 Sheffield - St. Pancras crosses fourteen arches just south of Wellingborough (12.51) 21st August 2019 (Colin Pottle)

43050 has already lost its vinyls celebrating 11 years of EMT and is now as seen below t&t 43081 on 1B23 Leeds - St. Pancras passing Wellingborough (09.29) 29th August 2019 (Colin Pottle). On the 21st August at 12.44 43467 t&t 43484 was seen on 1B38 Nottingham - St. Pancras crossing fourteen arches just south of Wellingborough carrying the other interim plain HST CI.43 livery



43423 & 43480 in the interim HST CI.43 livery dragging 43044 (defective speed) t&t 43048 Harrowden Jct (18.51) 30th August 2019 (Colin Pottle)

TPE: Twelve months late but loco hauled operation across the Pennines has finally arrived with the introduction of CI.68 + Mk5A coaches into service from the 24th August 2019 with 68027 having the honour. The current diagram is 05.55 Manchester Victoria – Liverpool Lime Street, 06.56 Liverpool Lime Street – Scarborough and 10.41 return followed by a further round trip ending with 20.56 Liverpool Lime Street - Stalybridge. The ecs working with a reversal in Piccadilly at the start of the day means the loco could be at either end from day to day.



TPE Nova 3 68027 + set TP09 on the first fare paying passenger service, 24th August 2019 departing 11.45 from York with 1F62 Scarborough - Liverpool Lime Street (David Rice)

With space at a premium at Longsight, Mk5A sets TP02 and TP05 have moved to the MoD site at Longtown.

LNER: The second CI.91 to be stopped at Bounds Green is 91103 seen right at 19.30 on the 27th August 2019 by Lee Spenceley.



DfT: The 40 strong CI.365 fleet is now owned by the DfT under the banner Train Fleet (2019) Ltd as the original 1994 procurement provided a unique financing agreement that kicked in at 02.00 on the 15th August 2019. It is not anticipated that any other traction will be acquired in this way.

PRESERVATION PHOTO SPOT: STEAM 2



visiting 4-6-0 6960 'RAVENINGHAM HALL' approaching Kidderminster Town, SVR at 09.40 to work the 10.00 to Bridgnorth 1st August 2019 (Gareth Taylor)

TRAFFIC & TRACTION NEWS

August 7

325016 was seen at Crewe at 11.06 on a mail service from Warrington (Spencer Conquest)



90018 + 92041 were seen at Crewe at 14.02 on Crewe - Wembley (Spencer Conquest)



August 8

60096 passed Kensington Olympia at 16.00 on 6Z40 15.50 Willesden DCR Sidings - Angerstein Wharf (photo at end)

66711 + 66774 passed Walsall at 14.22 on Bescot - Barden Hill (David Williams)



92041 + 66001 passed Kensington Olympia at 15.35 on 0B55 15.15 Wembley Yard to Dollands Moor (Toby Radziszewski)



August 9

92018 passed South Kenton at 13.51 on 5M11 06.15 Preston to Wembley (photo at end)

37424 + 90008 + 90013 passed South Kenton at 13.08 on 0Z90 09.00 Crewe - Norwich Crown Point (photo at end)

August 10

43304 was unusually seen in platform 4 Glasgow Central as the leading power car (country end) was beyond the signal (Iain Gardiner)



August 12

60007 passed Walsall at 14.31 on Wolverhampton - Immingham steel sporting a graffiti attack which by the following day had been removed (David Williams)



August 13

66615 passed Cheltenham Spa at 18.03 on 6V55 13.52 Radlett Redland Roadstone - East Usk Yard (photo at end)

150257 was seen at Stockport at 15.40 (Paul Baker)



August 13/14

For probably the first time since the first Gulf War (then I was loading 1000lb bombs from RAF Lossiemouth onto VGAs) the MOD has run a train to Elgin Yard. 66722 t&t 66725 on 6H68 arrived at Elgin to be loaded the following day with Land Rovers, Warriors and Mastiffs from Kinloss Barracks, which arrived at 08.00. The return working 6M63 to Carlisle New Yard, was 55 minutes late leaving.



*above 66725 loading Elgin Yard 09.56
below 66725 + VGA + departing Elgin 16.19*



above 66722 t&t 66725 departing Elgin 16.23

Stock was VGA 210425 + KFA 95278/274/288 + KWA 250/537/516/548/
509/521/580/539/540/527/542/508/535/530/506/
522/528/529/579/513/577/573 (Alan Jones)

August 14

379008 + 379009 passed Ipswich at 13.49 on 5M99 12.51 Norwich - Liverpool Street OHLE filming run. The pair had earlier worked an outward to Norwich on 5P18 09.45 Orient Way - Norwich (Keith Partlow)



August 15

66720 passed March at 15.13 on 6L37 0954 Hoo Jct Up Yard - Whitemoor Yard (Toby Radziszewski)



August 17

66773 was seen stabled in the bay platform at Doncaster (Andrew Turnidge)



August 24

800313 & 800312 GWR IETS pass north of Kingham Station at 13.52 in the heat haze on the Cotswold line (Paul Baker)



Due to a shortage of units (*aren't there a few in store !!*) 158770 was hired to GA as seen on 2K83 1535 Norwich – Cambridge at Waterbeach at 16.56 complete with new EMR REGIONAL branding (Toby Radziszewski)



August 28

507002 was seen at Sandhills at 13.55 on 2K29 13.50 Liverpool Central - Kirkby, Sandhills (Toby Radziszewski)



August 19

37418 was seen at Cardiff Queen Street at 17.13 on 2R20 to Rhymney (Spencer Conquest)



August 20

66617 approached Wellingborough at 08.45 on 6C75 Tunstead - Luton (photo at end)

August 22

66074 passed Tonbridge at 10.11 (Sean Davies)



313060 + 313064, two of the dwindling number of Cl.313s, were seen on 5V09 London King's Cross - Finsbury Park, London Kings Cross at 06.38 (Toby Radziszewski)



86101 was seen at 20.55 on 5S95 1902 Wembley Inter City Depot - London Euston, London Euston (Toby Radziszewski)



August 29

802210 having received TPE livery at Eastleigh Works was seen passing Upper Holloway heading north at 11.36 (Eric Salisbury)



August 30

950001 passed Cambridge at 12.18 on 2Q08 09.33 Norwich Yard to March Down Reception Sidings via Stowmarket, Cambridge, Kings Lynn, Middleton Towers and Ely (Toby Radziszewski)



August 31

66561 + 66509 + 66522 + 66523 passed Spittal, Berwick-upon-Tweed at 17.08 (Gareth Patterson)



News from Norfolk (Stuart Moore):

July saw the end of the timetabled running of the Short set and the introduction of the CI.755 'Flirt' units. The 27th July was the first day of passenger use with 755410 being used on what had previously been the NC37 allocated services. By the end of August 755410 and 755418 were the only two operating. Acceptance testing and driver training continues along with deliveries of new units. A number of units are stored in the new sidings constructed on the Mid Norfolk Railway at Kimberly and are visible from passing trains. The short set was out of use for only a short while before it was called on to cover unavailable units (including the CI.755s on occasion).



above 745002 & 755413 stabled Kimberley Sdgs, MNR (13.51) 16th June 2019 (Paul Baker)

On the 9th July 37419 and 37558 (37424) were noted in Norwich station between services on the short set. By the 15th July 37419 had been replaced by 37716 which had arrived with 57003 on the 12th for DVT moves to Cardiff.

On the 26th July 37558 (37424) had been removed from the short set along with a DRS Mk2 coach and both were noted stabled in the Royal Dock siding. 37558 (37424) had been replaced by 37407.

On the 28th July 37402 and 57002 were noted in Norwich having arrived from Crewe via London. Again the 57 was to be used for DVT moves. Also seen on the day where 90005 and 90012 t&t a ecs London set. DVT 82143 had apparently struck a cow on the line and 90005 was sent to

recover the set. It arrived into Norwich station before heading to Crown Point. Finally during the visit 37601 arrived light engine from Leicester to replace 37608 which left within an hour.



above 37407 t&t 37419 on 2J82 15.50 Norwich - Lowestoft, Reedham Swing Bridge (16.14) 12th August 2019 (Toby Radziszewski)

After a gap for family holidays the next visit to Norwich was on the 19th August when 66089 was noted on the Norwich Yard stone terminal with the now occasional service from the Peak District. Also noted at the same time were 37601, 37402, 37419 and 37558 (37424) in the Yard and 755418 on the local 13.18 from Gt Yarmouth to Norwich.



On the 22nd August NC37 was out again under the control of 37407 and 37558. On the 27th it was a brief moment of Cl.90's throw back with 37402/407/409/558 all large logo and 37419 in mainline livery in the yard, together with modern liveried ROG operated 37601 and DRS 37716. 37716 and 37409 had arrived from London following a 24 hour stop over at Stowmarket. On arrival 37407 was removed from the short set and replaced by 37409 on the 28th. 37716, 37407 and 37419 ran to London before heading back to

Crewe (see photo opposite bottom by Keith Partlow passing Ipswich at 10.19).



above 37558 (37424) t&t 37409 on 2P32 17.36 Norwich - Great Yarmouth, Norwich (17.37) 29th August 2019 (Toby Radziszewski)

Having visited the MNR for their Steam Gala on the 29th 4-6-2 60009 'UNION OF SOUTH AFRICA' ran light from the MNR to Southall via turning on the Triangle at Norwich. It was noted heading towards Norwich through Trowse.



above en route to Steam Gala 4-6-2 60009 + 35486 pass Foxton on 5Z69 09.44 Southall - Dereham, MNR (13.23) 23rd August 2019 (Simon Smith)

Finally on the 31st August 08.38 1Z60 'The Cathedrals Express' ran from King's Cross - Lowestoft with 4-6-0 61306 'MAYFLOWER' t&t 47245 to Norwich then 47245 Norwich - Lowestoft.



above 61306 t&t 47145 Ballast Pit LX, Waterbeach (11.24) (Toby Radziszewski)

61306 was removed for fuelling and watering at Norwich then ran light to the coast to head the return from Lowestoft - London.



above 47245 passing Brundall at 12.29 en route to Lowestoft, 31st August 2019 (Stuart Moore)



above 61306 t&t 47245 en route back to London Postwick (16.00) (Stuart Moore)



37424 + 90008 + 90013 South Kenton (13.08) 9th August 2019 (Colin James)



above 37558 (37424), 37716, 37419 & 37402 Norwich (17.39) 27th August 2019 (Stuart Moore)



66615 Cheltenham Spa (18.03) 13th August 2019 (Chris W Brown)



UNDERGROUND NEWS

London Underground:

Stored D78 7501 from Long Marston has been moved to the Ecclesbourne Valley Rly to test experimental bogies. This car was one of those missing when we visited in June so explains its absence.

Spare S6 trailer 25386 has been reformed with set 21323/24 to form a 7 +1 set.

COACH MATTERS

As a result of H&S action against GTR when a passenger was killed after leaning out of a CI.442 droplight window in August 2016, ORR has instructed all mainline operators of Mk1-3 stock to take action. From March 2023 it is expected that all such stock remaining in mainline use have internal door handles and lockable windows.

The first Mk4 has been sent for scrap, 12454 from store at Worksop to CF Booths, Rotherham

The final GWR Mk3 Castle set, GW11, has arrived at Wabtec, Doncaster for conversion, 42003/202/264, 44036. That just leaves 42251 and 44008 to be converted as spare cars

The DRS Mk2 coaches previously used on the Cumbrian Coast services are replacing the Riviera Mk2s on the Fife circuit which in turn have returned to DRS Kingmoor as seen at the Open Day with numbers and branding removed.

PHOTO SPOT: LONDON UNDERGROUND



above appearing to be on some sort of test LUL 222 is seen at Acton Town (10.23)
13th August 2019 (Derek Everson)

INFRASTRUCTURE NEWS

Dyce – Inverurie Doubling: The line re-opened fully on the 20th August 2019 having seen bus replacement services on various sections since May. Coupled with this latest section of doubling were outstanding works from the first phase. This involved the re-modelling of the sidings / headshunt at Kittybrewster, Aberdeen for the Waterloo branch and the installation of the final section of eastbound track east of Dyce. Sadly this meant that Dyce signal box was demolished on the 13th August 2019 whilst access via the closed track was possible. Attempts to save it for community use or relocation elsewhere failed due to lack of funds. With no urgent threat, as it lies back from the track so can be accessed safely, Inverurie signal box is reportedly to be sold for use as holiday accommodation (see **SIGNAL BOX SURVEY**).



above looking east from Inverurie station with the former loop point removed a new crossover installed beyond the new colour signals, *below* 170418 on the first day of three used for driver training prior to re-opening about to head west to Insch, both 17th August 2019, note how the signal box lays back to accommodate the former Oldmeldrum branch bay platform
also note the remains of Inverurie Loco Works on the left seen between the trees



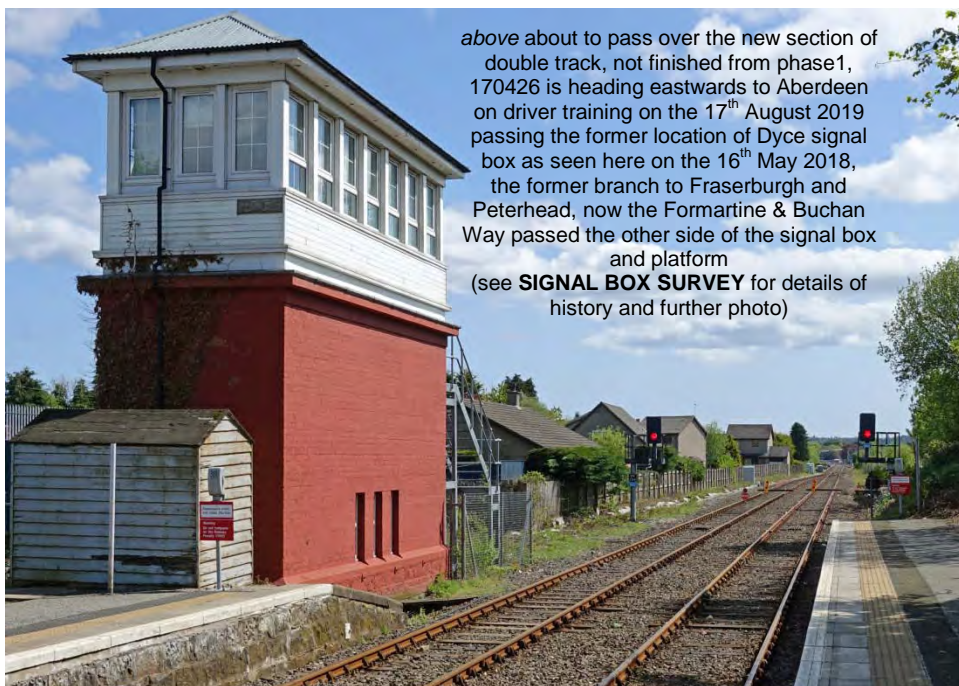


looking south from St Machar Drive,
Kittybrewster towards Aberdeen

*above the main line double track
now completed necessitating the
realignment of the sidings and
movement of the headshunt from
the Up Main and now south of the
bridge rather north as it was
previously, 17th August 2019*

*left part way through the
reinstatement of the double track
as previously featured, this view
shows how freights using the branch
coming from Aberdeen previously
arrived on the righthand single
track, now Down Main, setting back
from north of the bridge on what is
now the Up Main then into the
lefthand loop with the second from
left branch line used to run round
(66585 is sitting on this with a works
train), 22nd October 2018*





above about to pass over the new section of double track, not finished from phase1, 170426 is heading eastwards to Aberdeen on driver training on the 17th August 2019 passing the former location of Dyce signal box as seen here on the 16th May 2018, the former branch to Fraserburgh and Peterhead, now the Formartine & Buchan Way passed the other side of the signal box and platform
(see **SIGNAL BOX SURVEY** for details of history and further photo)



taking advantage of the closure, further progress has been made in constructing the new station at Kintore with the platforms largely in place, 17th August 2019, compare with photo on p34 in the July 2019 issue

HS2: An independent review of HS2 has been ordered by the Government which will report back in the autumn. Hopefully with the widespread support from the North and Midlands the project will be validated especially in its ambitions to facilitate the Northern Powerhouse. The problem with the antis is their total lack of understanding over the need for the HS2 or indeed the impact it can bring. Anyone who has any understanding of history will understand the profound impact that the introduction of railways had on all aspects of life and without them there would have been no industrial revolution or even development of seaside resorts to cater for the new desire for leisure travel. The ability to travel throughout the UK at speed ended the isolation of many communities and allowed local / regional producers to satisfy a new growing national market. No-one could have predicted the changes that occurred and likewise now this insistence on second guessing the possible benefits before committing to anything is highly flawed, take the example of the most recent 'new' railway the Waverley route now struggling with over capacity. A major railway project not only employs people but keeps our construction industry going, let alone other rail companies providing materials etc but also unlocks the remaining manufacturing base away from London and the Southeast. It is not about shaving a few minutes of a commute so yet more people can head to London but providing much needed capacity which the WCML no longer has. Yes the cost is high and it should be properly managed but the rewards are huge. Whilst the review is underway, preparatory work employing around 9000 people, which some suggested should stop, seemingly not minding the loss of work, will continue. The latest work at Old Oak Common has seen all vestiges of the old railway facilities removed in July 2019 including the GWR Depot.

PHOTO SPOT: NR TEST TRAINS



DAYS OUT

Scotland / Carlisle by Colin James:

With the delay of the Mk5 sleepers into service, the opportunity arose for another 'last' trip on the Mk3s, this time for a week of travel, staying in Glasgow & Carlisle from the 25-29th March 2019. The wish list for the week was a Cl.92 loco on the sleeper (after last time having FL 90s in both directions), as much freight as possible, Cl.68s on the Fife Circle, Scottish HSTs and any new trains we could find.

25th March: Meeting my friend and travelling companion in London, I travelled up to London Monday morning for a day of spotting before our sleeper train north, with these observations on the GEML: 66542 passing Chelmsford at 11.30 on 4M63 09.12 Felixstowe North – Ditton (O'Connor) intermodal. 66004 passing Stratford at 12.12 on 6L69 05.10 Peterborough West Yard – Bow loaded Plasmor block train. 66619 on Bow Midland at 12.13 unloading 6L34 23.55 Tunstead Sidings – Bow stone.



A survey of Crossrail trains found the following units in service: 315820/24/25/26/30/31/36/37/42/44/47/48/49/51/52/56, 345009/11/17. We headed for Kensington Olympia where the lists showed good potential for some freight workings, but apart from the usual diet of Southern Cl.377s and London Overground Cl.378s EMUs the only freight to run was 66018 at 14.55 on 6B34 14.09 Hither Green – Wembley EFOC loaded sand train (see above right). So we re-located to Acton Mainline for hopefully some better action. We could view the following locomotives in Acton Yard: 60065, 66025/027/059/136 and there were two passing freights: 66090 on 6L02 15.10 Appleford Sidings – Barking Eurohub empty box wagons & 66610 on 6O05 17.17 Colnbrook – Grain empty fuel oil tanks in the 3 hours we were there. Great Western services passing Acton were: 5 HST sets 43002/022, 004/063, 092/171, 154/196 & 162/185. IEPs 800003-05/07/08/11/13-17/20/21/24-30/032, 800302/05-07/09-13/15/16/18, 802008/09/15/18/21/22, 802101-04/07/09. Local services were 387131/34/36/38/39/1/43-47/49/50/52/54/56/57-60/62/64/67/69-71 with a token Cl.165 pairing of 165102/116. Crossrail 345003/007 were working Hayes & Harlington services, whilst 345024/025 were both at the Paddington tunnel portal for dynamic testing.



Heading onto Euston, the England football match and food were the order of the day, before heading to our sleeper. 87002 was at the stops with the ECS (see left at 22.15) and 90049 was at the front for our train, the 1S26 23.53 to Glasgow Central.

below one now gone for scrap, 314206 on 2G10 07.46 Gourock to Glasgow Central Paisley Gilmour St (08.13)

26th March: Arriving into Glasgow Central on Tuesday morning, a check on Realtime Trains showed the 6R46 06.32 Grangemouth – Prestwick fuel oil tanks were running, normally a Colas Cl.56 working. So after quickly photographing the sleeper ECS loco 86101 and our train loco 90049, we



took a train to Paisley Gilmour St to get in front of the tanks. We only had to wait 15 minutes for it to appear at 08.14, in the hands of 56087 (see right). Paisley Gilmour St is the junction for services working to the south side of the River Clyde and those to the Ayr coast and in our short time there we saw CI.314s and CI.380s. Trains to/from Paisley pass Shields TMD and we identified recently withdrawn 365519/529, amongst the few CI.318s & CI.320s still on there in the rush hour.



The next port of call was Holytown, which gave us the best chance of freight workings up to early afternoon. This took us past Polmadie TMD identifying 08764/887/954, 73968, 92033 and several rakes of Mk5 sleepers. Passing the TMD a number of times during the week only 15005 & 15103 could be identified.

The hourly stopping service to Holytown on the Glasgow – Edinburgh, via Shotts line was still in the hands of CI.156 and CI.158s, ahead of the introduction of EMUs on this route. Freight seen was:

- 10.09 66539 t&t 66511 on 6K43 04.48 Aviemore – Millerhill Yard engineers train.
- 10.49 66139 on 4S99 04.22 Tees Dock – Mossend Euroterminal intermodal.
- 12.05 66090 on 6X88 05.38 Hartlepool – Inverness loaded pipe train.
- 12.21 70812 on 6S36 08.25 Dalston – Grangemouth empty oil tanks.
- 13.07 66738 on 6S45 06.25 North Blyth – Fort William alumina tanks.
- 13.39 66539 on OS22 12.24 Millerhill Yard – Mossend Down Yard light engine move.
- 13.43 88002 on 4S43 06.16 Daventry – Mossend Euroterminal intermodal (see below).

In addition to those above, 68006 worked 5K19 08.48 Edinburgh – Motherwell TMD ScotRail ecs at 09.52 (see above left), 390010 worked the booked 1S37 05.31 Euston – Glasgow Central Virgin service at 10.27 (for route knowledge) & 68007 worked 0M69 11.37 Motherwell TMD – Carlisle Kingmoor TMD light engine at 11.45 (en route to Crewe Gresty Bridge for an exam).



Heading back into Glasgow, we dropped our bags off in our hotel, before travelling to Edinburgh on 334013, via the Bathgate line to get the Fife Circle Cl.68 workings, knowing there would be a non ScotRail Cl.68 on one of the trains. At Edinburgh the extended platforms are now in use, with 91132 pictured in platform 5. We let 68006 depart at 17.09 on the first Fife Circle working then caught 68018 on the 2L69 17.19 Edinburgh – Cardenden service as far as Inverkeithing. Stopping at Inverkeithing for 70 minutes there was a Cross country Cl.221 to break up the steady diet of ScotRail Cl.158 & Cl.170s, with the bonus of 2 ScotRail HSTs, with 43136/146 on the 17.36 Edinburgh – Aberdeen (see opposite bottom) and 43130/139 on the 16.00 Aberdeen – Edinburgh services, both with un-refurbished ex-GWR ‘classic’ stock. We only saw one refurbished HST set all week, but only in passing with no chance to identify or photograph it.

Passing Haymarket TMD four times on our way in and out of Edinburgh, there were 3 HST power cars, 43026/128/179 and a number of un-refurbished coaches mixed in with the usual Cl.170s. We also saw 11 Cl.385s 003/011/012/018/019/022/114-116/122/123 in service.

right 385009 on 1P25 09.51 Edinburgh – Dunblane, Stirling (10.46) 27th March 2019

27th March: There was no set plan for Wednesday’s travel, so seeing a ScotRail HST in Glasgow Queen St in the morning we decided to travel on the 09.39 Glasgow – Aberdeen service with 43021/145 in charge. Passing Larbert, 70814 was stabled in the Down Goods Loop working on the late running 6A65 05.55 Oxwellmains – Aberdeen Craiginchies cement tanks. We left our train at Stirling, hoping to photograph 70814, but found out it was being held with wagon wheel set issues so would not be moving for a while.



LNER HST 43296/308 broke the monopoly of ScotRail Cl.170 & Cl.385s, but 170407 in its BTP advertising livery was a bonus. We then took 385006 to Edinburgh, where a quick platform change got us on 380104 working a Glasgow Queen St, via Cumbernauld service on (last September this service was still a Cl.156). Passing Haymarket TMD again we identified 5 HSTs, 43003/026/128/140/170 this time, with 43033 in Edinburgh. 385009/014/017/115 were also seen in service.

Leaving our train at Greenfaulds, we photographed 70812 working the 6S36 08.32 Dalston – Grangemouth empty oil tanks at 12.57 (see above left), before catching 318263 on a Motherwell service. This took us past Coatbridge FLT, Mossend Yards and Motherwell TMD. Coatbridge was empty of FL locos, but 86610/627 were stabled in Mossend, with 37038 t&t 37059 on a test train plus 37402/409 (37038 & 059 had worked a test train into Mossend yard, but needing exams, were due to be replaced by 37402 & 409), 66021/037/060/143 and the withdrawn ex-EWS Mk2 railtour coaches. Motherwell TMD had 57003, 66429, 68006/018 & 88008.

From Motherwell, we travelled back to Glasgow Central, passing 70815 at Uddingston Viewpark in the cement terminal sidings to work the 6B34 16.21 Viewpark – Oxwellmains empty cement tanks.

Needing to be in Carlisle for the next 2 nights, we decided on taking the slow, scenic route to Carlisle on 156506 departing Glasgow Central at 16.15. Passing Kilmarnock, 153370 and a Cl.317 were seen outside the works. Carlisle New Yard held 56302 & 66110. Kingmoor TMD held 20302/303/305, 37401/403/424, 57007/311, 66302, 88005.

Arriving in Carlisle station, 57309 was the West Coast thunderbird and 37521 t&t DBSO 9708 plus test train coaches 96609, 977986, 977985, 999602 were in the West Sidings to work the 3Q27 19.26 Carlisle – Carnforth, via Workington structure gauging test train. Photographing these and the new to me nameplate of 390119 'Unknown Soldier' completed the day for us.



28th March: Thursday was a relaxed day, meeting friends off the railway in Carlisle and later in Glasgow. 57309 was again the thunderbird and the test train had changed, with 37409 + 9481, 977997, 72631, 975091 in the West Sidings, to work the 1Q82 15.37 Carlisle – Carnforth, via Workington. 37402 had worked the test train into Carlisle overnight, but a speedo fault meant it moving to Kingmoor for repairs, with it returning to the station shortly before the departure time. Carlisle itself is quiet now for freight, now that the coal traffic has all but disappeared, but amongst the usual Northern, ScotRail, Virgin & TransPennine passenger services, the following were seen:

- 08.41 90018 + 90040 southbound on 4M25 06.06 Mossend Euroterminal – Daventry intermodal (see above).
- 09.00 70812 northbound on 6S36 08.32 Dalston – Grangemouth empty oil tanks.
- 12.52 66425 southbound on 6K05 12.46 Carlisle New Yard – Crewe Basford Hall Yard engineers train.
- 14.38 57002 + 66305 southbound on the early starting 6K27 14.43 Carlisle New Yard – Crewe Basford Hall Yard engineers train.



because this was intended to be in TRACKS earlier this is the first illustration of livery & nameplate, ed



A bonus at lunchtime was the RAF 100 liveried 156480 on a Northern Rail service to Newcastle Central (see above at 13.45). Wanting to do the mainline to Glasgow, we caught the 15.13 TransPennine service with 350405. Nothing new was visible on Kingmoor TMD as we passed, but there was more on the New Yard, with 66776 there to work the 6A02 Carlisle – Bicester MOD train

and 56302, 66110/160, 66558 all stabled. The Carstairs area proved to be busy with 66082 working the 4E99 15.09 Mossend – Tees Dock intermodal, 66736 working the 4M00 14.43 Mossend – Clitheroe cement and 66433 + 57003 + 88002 + 37038 + 37059 working the 0C19 15.39 Motherwell TMD – Carlisle Kingmoor TMD light engine move all seen within a 5 minute period. After a couple of beers and a very good curry it was 390107 that took us back to Carlisle.



29th March: Friday's plan was again fluid, but being in Carlisle, the Cl.70 hauled Dalston tanks, the Cl.88 hauled intermodal and the one GB coal train were a 'must' before we headed back into Scotland, where we wanted to view Motherwell TMD and Mossend again, before perhaps heading to Edinburgh for the Cl.68s.

As it turned out, Carlisle was good in the morning for freight, with a couple of STP workings appearing in the timetable from Kingmoor to Sellafield which both ran. Arriving in the morning 57309 was again the thunderbird and 37521 had re-appeared on the structure gauging train and was stabled in the West sidings. The freight workings were:

- 09.06 66736 southbound on 4M00 14.43 Mossend – Clitheroe cement tanks (after an overnight layover in Carlisle Yard, the same train we saw at Carstairs on Thursday).
- 09.28 66304 + 66301 + FNA 11.70.9229.011-5/039-6/032-1/037-0/040-0 southbound on 6C98
- 09.19 Carlisle Kingmoor TMD – Sellafield flask train (the first wagon was the returning flask off the previous day's 6M97 14.13 Georgemas Jct – Carlisle Kingmoor TMD, the other 4 were new wagons being tripped to Sellafield) (see above).
- 10.21 70801 northbound on the late running 6S36 08.32 Dalston – Grangemouth empty oil tanks (see below).
- 10.31 68033 + 68003 +, FNA 11.70.9229.026-3/022-2 southbound on 6C22 10.19 Carlisle Kingmoor TMD – Sellafield BNF flask train (with the previous day's 6M50 15.12 Torress PS – Carlisle Kingmoor TMD flask train).
- 11.00 88008 northbound on 4S43 06.16 Daventry – Mossend Euroterminal intermodal.



The only no show at the time was the GB coal train, which on Realtime Trains was running 20 mins late across the Tyne Valley line. So with a eye on what we wanted to do later in the day, we took 156434 on the 11.12 Carlisle – Glasgow Central ScotRail service as far as Kilmarnock for a lunch break and to see the coal train. Royal Scotsman 66746 duly appeared at 13.23 (now running early!!), working the 4S03 06.40 Doncaster Down Decoy Yard – Killoch Colliery empty coal train. (Killoch is south west of Kilmarnock, but the track layout means it has to travel through Kilmarnock round via Ayr

to access Killoch from the west) (see below). It was then 156439 on the 13.58 Kilmarnock – Glasgow Central ScotRail service. A quick change onto 318269 at Glasgow Central took us to Motherwell, passing the TMD, where 68001 & 68006 on Fife circle stock and 66426, 68018 were stabled.



Knowing 68001 was going to work one of the Fife Circle trains, meant a definite trip over to Edinburgh. First we took 320301 from Motherwell to Cumbernauld, passing Mossend & Coatbridge, seeing 66143, 86610, 90018/040, 320414, 325007/012 & 86622/627/628/637. Exchanging 320301 for 385018, we then headed towards Edinburgh.

Not being sure of our connections, we left our train at Haymarket, seeing 68006 on the first Fife Circle working, 43295/317 on an Aberdeen – Kings Cross service (see above left at 17.17), with various CI.156/158/170/334/380 & 385s. We then caught 68001 on the 2L69 17.19 Edinburgh – Cardenden service at 17.24, going as far as Inverkeithing again.

Haymarket TMD gave us 3 complete HST 'classic' trains: 43176 + 44035 + 42280 + 42279 + 41135 + 43135, 43012 + 44040 + 42299 + 42300 + 41146 + 43168, 43021 + 44004 + 42013 + 42012 + 41010 + 43145 plus 43026/128 amongst the CI.158s & 170s.

At Inverkeithing 43021 t&t 43145 appeared again, now working the 17.39 Edinburgh – Inverness service. 170395 then took us back to Edinburgh at 18.20, for 385122 on a fast 19.15 service to Glasgow Queen St, via Falkirk High. CI.385s seen in service were: 385004/007, 010/014, 045, 108, 113/116 & 122. After a walk to Glasgow Central and some food, it was time to rest before our sleeper to London, 91111 arrived on an LNER service, before 86101 brought our train ECS in, with 92033 at the sharp end to work 1M11 23.40 Glasgow Central – Euston sleeper (see left at 21.41).



Overall we ticked all the boxes we wanted, covered some new ground and saw some new sites so a very good week away.

STOCK MOVES

With so many new stock moves occurring, particularly with various barrier wagons and transfers of stock between operators or into store, I thought it best to start showing these all together as this will become a regular sight over the next few years.



above 37800 hauling 317504 from
Ilford – Kilmarnock, Rugby (14.05)
21st August 2019
(David Williams)



left 47813 t&t 47815 hauling new
Mk5A coaches passing Walsall on
Portbury – Manchester Int Depot
(15.29) 13th August 2019
(David Williams)

below 37884 hauling 314207 en
route to Sims Metals, Newport on
5Q78 Yoker - Crewe South (17.22)
22nd August 2019 (Chris Addoo)



PHOTO SPOT: RAIL TOURS I



above 4-6-0 35018 'BRITISH INDIA LINE' passing Haxby at on 1Z25 York – Scarborough leg of The Scarborough Spa Express, 29th August 2019 (David Rice)



4-6-0 44871 t&t 37685 on SRPS Raitours 'Fife Coast to the Scottish Borders', Linlithgow – Tweedbank 25th August 2019

left 44871 having arrived at Tweedbank on 1Z44 (12.45)

below 37685 having arrived back at Linlithgow on 1Z46 prior to heading to Bo'ness with ecs (19.39)

(both Iain Gardiner)



below 47593 t&t D1944 on Statesman Rail 'Dartmouth Regatta Statesman' from Nottingham – Kingswear, Bristol Temple Meads (09.38) 31st August 2019 (Keith Blackman)



57601 t&t 57314 on 1Z40 Northern Belle from Southampton - Shrewsbury, Eastleigh (07.12) 10th August 2019 (Chris Addoe)

SHUNTER SPOT 2



*above 08780 LSL Crewe (13.05) 7th August 2019 (Spencer Conquest)
below 08784 Wishaw 18th August 2019 (David Knight)*



SIGNAL BOX SURVEY

Inverurie: NJ 7750 2203

Built in 1902 by the Great North of Scotland Railway (GNSR) it originally had 72 levers controlling a short 4 mile branch to Oldmeldrum, yard and access to the GNSR Loco Works. The branch line closed to passengers in 1931 and totally in 1965 with the Works going in 1969. When the line was singled in 1973 along with the introduction of Scottish Tokenless Block working, a new 30 lever frame was installed built by the Railway Signal Co, a Stevens design dating back to 1870...why change what aint broke !!

right looking west from the retail park service road adjacent Inverurie station, 17th July 2019

below looking north from the Tesco overflow car park west of Inverurie station across what was the yard, 14th August 2019
also see photo in
(INFRASTRUCTURE NEWS)



Dyce: NJ 8849 1272

Built in 1880 by the GNSR it was the last extant Type 1 until demolished. Originally named Dyce South until 1928 when its original 30 levers were replaced with 42, which were reduced again to 26 in 1973 when the line was singled. However unlike other boxes on the line the frame was not renewed though Scottish Tokenless Block working was introduced thankfully saving the signalman's legs on the stairs. Then when the semaphores were replaced in 2007 an NX panel replaced the lever frame.



looking north from platform 1, 16th May 2016
note the cars are parked on the former Formartine
& Buchan branch to Fraserburgh and Peterhead
which is now a long distance path starting
from the end of platform 2 behind
the footbridge
(also see photo in
(INFRASTRUCTURE NEWS))

BARRY SCRAPYARD

On the 11th December 1976 I had my one and only visit with a camera but that nearly was a disaster as though I thought I was taking photos the sprocket had ripped on my 35mm film and with no spare I had to carefully open up the camera to rewind in as dark a place as I could get, on a very sunny day so affecting the film. But at least I did get one reel of photos albeit not perfect colour wise. Here is a taste of the photos I will illustrate in future issues showing 5 locos with differing fates. If you have any good Barry photos from the 1970s or later then send them in.



D601 (cut) + 35009 (dismantled ELR)
45699 (restored active) +
D6122 (cut) &
34046 (restored active)

PRESERVATION GALAS

At least three members attended this Gala, Colin James, Colin Pottle & Phil Rogers, Reports are by CJ & CP with photos by all three.

Mangapps Farm Museum (MAN) by Colin James:

MAN held its 30 year anniversary of its opening over the bank holiday weekend of the 24th-26th August and I visited the railway on the Sunday of a hot dry weekend.

From its opening in 1989 the railway now has a ¾ mile running line to a new 'Old Heath' station made up from the main building of Laxfield station on the Mid Suffolk Light Railway and a former GER Passenger Train Cattle Box body previously used as a mess room at Melton station. The station is reconstructed with buildings from Horham on the Mid Suffolk Light Railway, a ground frame signal box from Billericay and a waiting room from Brampton on the East Suffolk line. The well stocked museum is made up of mainly of East London & East Anglia artefacts. The small operational Mangapps Farm signal box adjacent the station is from Berney Arms, Norfolk, whilst Mangapps Jnct signal box, originally from Haddiscoe Jnct, is used to display equipment typical of a mechanical box of the period.

D2325 + 4229 + 43178 (11.50) (Colin James) with *inset* branding on D2325 (Phil Rogers)



47579 + 75033 (307201) + 75250 (307227)
(11.46) (Colin James)



31105 t&t 47579 + 75250 (307227) + 75033
(307201) (12.54) (Phil Rogers)



The first engine to work in 1989 was D2325, and it was working again this weekend. It was joined by 03089, 03197 & 0339, 31105, 33202 *'Dennis G Robinson'*, 47579 *'James Nightall G.C.'*, BR Std 4MT 2-6-4 80078 & Peckett OY-1 0-4-0ST [2087] *'ACHILLES'*. 31233 was listed to run, but not being 100% healthy, was stabled at Mangapps Farm on display though did haul the final run with the caboose in place of 03089. Also on display in the yard was 03081 *'LUCIE'*.

[2087] + 4229 + 43178 (12.58) (Colin James)



80078 + 4229 + 43178 (13.53) (Colin James)



For the event the railway had 5 different trains in service. 03089 + match wagon RNAD 347 + Canadian Pacific Caboose 434677 on brake van rides on the siding by the car park. On the 'main line', D2325, Peckett 2087 & 80078 worked with a two car GNR coach rake 4229 + 43178, 03197 + BR Mk1 13324 + LNER Riding Van 470819, match wagon + 03399 + BR suburban coach 43264 between GWR brake vans 56428 + 14736 and finally 31105 t&t 2 x Cl.307 driving cars 75250 (307227) + 75033 (307201) with either 47579 or 33202.



03197 + 13324 + Riding Van 470819 + 43178 (12.20) (Colin James)



03089 + RNAD 347 + Canadian Pacific Caboose 434677 (15.02) (Colin James)

There was no set timetable, with trains running as when they were ready. Generally the smaller locos worked two return trips on the 'main line'. The larger diesel and steam locos worked three return trips before the trains were swapped about. With the exception of the top and tailed set, the locos were at the Mangapps Farm end of the set, pushing on the way down the line.

right 31233 (15.00)
(Colin James)



match wagon 530006 + 03399 + 56428 +
43178 + 14736 stabled alongside running
line (14.30) (Colin James)



by **Colin Pottle:**

Over the August bank holiday MAN celebrated its 30th anniversary. They did this in style with diesel traction on the Saturday, and mixed traction on the Sunday and Monday. I visited on the Sunday, as I was working nights the night before so it was a little bit closer than driving from home. The doors didn't open until 11.30 so I didn't have to rush there. This weekend also happened to be one of the hottest of the summer and by the time I arrived at about 10.30 it was already scorching hot with the car feeling like a sauna even with the windows fully open.

There is a surprising amount of locos and rolling stock on the site and they all seem in excellent working order.

There wasn't a timetable as such, with each loco doing two trips from Mangapps to Old Heath and back, the train was then swapped to a different loco and stock. According to staff, 47579 which arrived back for the Gala from a stay at MHR will be staying on site for the foreseeable future.

I stayed until about 14.00 by which time I had photographed all that I wanted, and I was getting tired as I still had a two-hour drive home.

match wagon 530006 + 03399 & 33202
(10.05) (Colin Pottle)



North Norfolk Rly (NNR) Steam Gala by Stuart Moore:

On the 30th August I attended the NNR steam gala. The visiting locos were no strangers to Norfolk being regular MNR attendees, 0-6-0PT 9466 (from BRC) and BR Std 2-6-4T 4MT 80078 (from MNR). The home fleet of BR Std 2-6-0 76084, 2-10-0 90775, 4-6-0 8572 and 0-6-0 564 were all seen on service trains and BR Std 9F 2-10-0 92203 was seen being prepared in Weybourne yard.

The visiting locos added further interest in facing Sheringham rather than facing Holt as the home locos and most visiting locos do. The other interesting observation on the day was Stroudley Terrier 0-6-0T 32670 from KES under overhaul at the railway.



*left 80078 approaching
Weybourne down Kelling Bank
from Holt*

*below 9466 departing
Weybourne for Holt*

The trains were only running 10-15 minutes late during my time at the railway and the services seemed well supported by passengers. The NNR steam galas are usually good events and well worth a visit.



*left 32670 under overhaul
at Weybourne*

*below 76084 & 8572
approaching Weybourne
from Sheringham*



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*

Ian McNeil:

1st August Liverpool Lime St: 142037/54, 150117/25
150280, 156451/52/60/81, 185139, 319373/76, 350103
390125
Birmingham New St: 153364/65, 170104/05/11/12
170506/14/17, 170635, 220023/19/22/28, 221105/19
323205/08/13/16, 390005/09, 390123
Bristol Temple Meads: 158961, 166210/19-21, 220019
220022/24, 221118, 800019
Exeter St David's 11.45-14.30: 43154/89, 43285, 43304
43321/57/78/84, 66015, 143603/11/17-21, 150001
150232/44/61/63/65/66, 158888, 158954, 159005/07/10/20
159107, 220008/14/22/30/34, 221127/32/34, 800301/18
802001/02/14/16, 802102/03/11
2nd August Liverpool Lime St: 150125, 150211, 156427
156451/69, 185101/36, 319363/68/77/85, 390131
Bletchley: 230004/05, 350101/20, 350245/47, 350375
377206/10
Euston: 86101, 92010/18, 350129, 350236/51, 378209
Waterloo: 158883, 444042, 450009/20/24/84, 450104/11
450123, 450567, 455734/36, 455908, 456012, 707015
Clapham Jct 13.00-14.20: 66057, 66722/23/49
158883/85, 159001/10, 377101/03/25/32/51/56/58/60
377211, 377307/12/23/25, 377406/08/16/18/20/26/33/50
377454/60/67/68/75, 377602/04/25, 377702/06, 378145
378146/49, 378208/21/55, 387202/03/13/20/21/24/26
442406, 444008/20/24/28/29/31/36/38/42/43/44, 450002
450006-09/12/13/15/24/34/36/72-74/76/79/84/86/91/99
450101-04/06/13/19/21-13, 450545/46/52/57/60/62/64/67
450568/70, 455702/04-06/08/14-16/19-21/25-27/29/31/33
455734/37/40/50, 455808/14/20/28/47/49/56/57/66/73
455901/03/04/10/12/20, 456001/02/04/07-09/13/15/16/20
456021/23, 458503/07/12/14/15/17/19/23/30/32/34
Waterloo East 14.40-15.20: 375305, 375621/27/29
375703/07/11, 375807/26, 375915, 376004/06/08/24
465002/05/07/13/21/33/36/40, 465155/63/68/75/88/94/97
465240/47/50, 465920/31, 466001/02/05/06/39/43
St Pancras: 43044/48, 222010, 373217/18, 374012/19/20
374033
Crewe: 37800, 57304, 158829, 175010, 323233, 350103
350232/53/58, 390125/35/52/54/57

Danny Coyne:

9th July Leyland 08.50-08.56: 195119, 319373, 350410
Preston 09.01-09.46/18.42-19.23: 88008/10, 142047
150130, 156433/55, 158752, 158906, 195118, 221106
319369/71/73/80/82/84/85, 331009, 350402/08-10
390016/40/42/43, 390103
Blackburn 10.01/18.20: 150133/41, 153301/30

Accrington 10.10: 150223, 156457
Hebden Bridge 10.40: 158791
Bradford Interchange 11.14: 158759
Leeds 11.35-11.40/16.44-16.52: 142014/17, 144022
156460, 185110/27/48, 321903, 333006, 800104/07
Neville Hill: 08405, 08690, 43061/75, 142015/21
York 12.09-16.14: 43206/39/72/74, 43305/08-10/12/13/17
43318, 60056, 66540/70, 66708, 91104/06/08-11/15/17/22
142025/95, 144010/11, 153315, 155342/45, 158752/53/55
158756/59/91/95/96, 158850, 180106/12, 185101/02/04
185107-09/12/16/17/19/23-25/27/30/33/35/39/43/45-50
221120/21/25/27/32/34/39/41, 800103/11, DVT's 82206/08
82211-14/17/22/25/28, DR75302, DR75401

Alan Jones:

26th July Euston: 86101, 90043, 221117, 319215/16
319441, 350103/12/19/21/22, 350371/76, 378210, 390117
390119/25/26
Willesden TMD: 710257/64
Wembley Yard: 37611, 56303, 66095, 66168, 86607/37
92041
Watford Jct: 350102/07, 350370, 377203
Bletchley 10.15-10.45: 230003, 350236, 390008/45
390114
St Pancras: 374009/09/19/30, 700004
Paddington: 345031, 387142, 800316/17, 802104
Acton Yard: 59102, 59204
Ealing Broadway 13.00-15.15: 59206, 66012/30, 66104
66705/17, 165101, 166203, 332001/02/04/08-12, 345012
345029/30, 360201/04/05, 387137/38/44/46/48-50/57/58
387161/62/66/68/69, 800005/20/21/25/34/36, 800315/20
802004/10/14/19/20, 802112
East Ham TMD: 357008/18/22/28/40, 357312/21/24
387301/03/05
Barking 16.00-16.30: 357005/29/33/38/39/41/43, 357201
357202/04, 357316/26, 710261/63
Victoria: 377119/62, 377414/70/75
Clapham Jct: 377206, 377415, 444035, 450009/10
450081, 455725
East Croydon: 377446/56/57, DR73919
Gatwick Airport 17.30-18.00: 59005, 165116, 377415/18
377421/24/26/31, 387207/11/14/19/24/27, 700028
700122/50/52
7th August Aviemore 10.40: 66423
Inverness 12.00: 08648, 43139/43, 43238, 43300, 66746
158702/04/17/19, 170414/25
14th August Inverness 12.00: 08648, 66430, 158704/06
Elgin 09.50 & 16.00: 43139/43, 66722/25, 158711/12
170429

Robbie Ellis:

24th August Eastleigh Station & Yards 09.00-09.32:
08460, 08511, 08632, 66009, 66139, 66506, 66701/83
66850

Sean Davies:

22nd July Manchester Victoria: 66704, 142014/20/28/29
142038/48/52/56/60/90, 150103/10/29/30/33/41/47
150203/72/74, 153315/28/52/60, 156420/61/75/86, 158796
158816/96, 185108/22/27/28/40/49-51, 319366/83
Manchester Piccadilly: 142003, 150225, 323223

Rochdale: 150144

Todmorden: 158753

Sowerby Bridge: 150145, 153380, 195111

Low Moor: 158752

Bradford Interchange: 180104

25th July Skipton: 47813/15, 331002, 331101

Leeds: 142091, 170457, 333015, 800103

1st August York: 45699, 37669, 37706, 43238, 43307/14
43317/20/57/84, 91111/13/15/27/30, 142063, 144007/10
158753/58/59/91/93, 158849, 170461/74, 185109/15/16
185122/23/31/35/36/40, 220002, 221130, 800107/13

2nd August York: 43239/74/95/96, 43300/08, 60039
66762, 68032, 91106/07/10/11/15/18/20/21/24/27/30
142046/92, 144004, 150129, 155341/45, 158754/57/58/84
158793/96, 158849, 158904/09, 170475/78, 180104/12
185101/04/06/07/11/14/15/17/22/25/31/34/39/45/47/48
220012/17/19/29/30/34, 221119/21/24/27/29, 800104/05
800111/10, 802202

3rd August York: 43239/77, 43303/06/08/10/11/14/18/66
66413/19, 66507/67, 68020/23/32, 91106/13/15/18/26-28
142070, 144013, 155345, 158758/93, 158904/06, 170455
170476, 185101/06/16/20/25/34/39/42/48, 220012/27
221126/31/32/35/36, 800110, 802201

13th August Worcester Shrub Hill: 153356, 165132
170505

Birmingham New Street: 158836, 170101/09/12
170513, 170631/38, 220016, 323204/05/08/10/20
390050, 390129/31

Birmingham Moor Street: 172211/16/21, 172335

Lawley Street: 66524/63/90

Water Orton: 43285, 43366, 66303, 66538, 66732/48/82
170103/08-10/14/15/17, 170397/98, 170519/21, 170630
170636-38, 220010/26/27/29, 221120/36/40, 950001

17th August Eastbourne: 171802

Lewes: 313201/03/06/09/12, 377101/05/11/20/28/30/33
377143/49/56/57, 377405/07/13/16/18/23/24/26/33/41/50
377451/65

19th August Eastbourne: 171202, 377115/42/59, 377404
377419/34/40/70

Bexhill: 375816

St Leonards Warrior Square: 375616, 375815

St Leonards Depot: 73109, 1001

Hastings: 375630, 375926

Ashford International: 67021/24, 171725, 373211/12
375302/08, 375601/03/11/18/21/25/27, 375702/04/08-10
375712, 375802/08/12/14/29, 375905, 377163, 377503-06
377511/12/17/19/20/22, 395002-05/11/13/15-17/19/22/24

395027/28, DR73927

22nd August Hastings: 375623, 375828, 375907, 377141
377159, 377403/74

St Leonards Depot: 73119, 73202, 1001

St Leonards Warrior Square: 375601, 377425

West St Leonards: 375711

Tunbridge Wells: 375606/16, 375815, 375926, 466010

Bexhill: 171729, 377148

Hampden Park: 377403

Tonbridge: 66074, 66707, 73962/65, 375304/06/09
375601/06/14/16/20-23/26/27, 375701/02/08/11/12/15
375802/04/05/13/15/19/20/22/26-29, 375901-04/06/07/09
375912/18/26, 377303/05, 377454, 465902/04/09/10/16
465923/29, 466010/20, DR98925/30/70/71/75/80

Tonbridge Yard: 47749, 66731/49/76, 73136, 73213

73961/63/64

28th August Birmingham New St: 153364, 170116

170398, 170522, 220016, 323201/14/15, 390008

Stafford: 66057/99, 66118/24/42, 66425, 66524/45/48/56
66599, 66703/05, 88005/10, 90019/28/42/46, 220003/06
220008/09/16/20/22/25/27/28, 221101/03/04/06/08/10/12
221115-18/21/24/26/30/34/38/42/43, 325001/09, 350104
350107/08/11-13/19/20/27-30, 350232/33/36/41/45-47/50
350251/54/56/57/60/61/63, 350375/76, 390002/06/09/11
390013/16/40/43-46/50, 390104/07/12/17/23/25-27/29/31
390132/35/36/38/41/48/52-56, DR73804

29th August Abbotswood Jnct, Worcs: 56087

56302, 66065, 66102, 158769, 170115, 220021/22

Paul Rosser:

7th August Manchester Airport 07.39-08.02: 185103/24
185127, 319370, 323226/32, 350402

Crewe 08.42-11.17: 70000, 37800, 66054, 66712, 68027
150224/83, 153311/27/72, 175106/08/10/15, 195124
221103/04/07-09/15/42, 319371/74/83, 325016, 350102
350108/09/17/25, 350239/41/44/50/53/54/62/63, 390001
390011, 390107/12/14/18/19/21/23/24/29/31/34/41/56

13th August Stockport 06.00-06.28: 66121, 14027/28
142043, 150118, 185125, 323229/31, 390008/46

Sheffield 07.20-07.24: 43050/81, 142020/63, 144002
153317, 170475, 220009, 222003/08

Doncaster 07.43-07.55: 66740/60, 91131, 158909

170473, 331101/02/10, 800112

Peterborough 10.33-10.36: 66708/50, 153385, 800104
800105, DR98909/59

King's Cross 11.23-11.52: 387104/08/10/17/19/26
700011/25

Finsbury Park 12.00-12.08: 717009/14

Highbury & Islington 12.17-12.42: 59004, 66537
378135, 378203/12/16/21/22/25/27/28

Willesden Jnct 13.13: 710264/67

14th August Stockport 07.00-07.29: 150134/50

156427/67/97, 185121, 220030, 221124, 323224/27/32
390006/16

Sheffield 08.09-11.47: 43207, 43378, 66774, 142012/17
142020/63/64/92/93, 144002/04/05/07/11/12/15/17/19/22
153358/59

29th August Stockport 05.59-06.26: 142020/37/42/65

156461, 185145, 220004, 323235, 390130/35/48
Hope Sidings 06.57: 66617
Sheffield 07.23: 43044/66, 66607, 142015
Doncaster 07.52-07.59/14.19-14.44: 59003, 66041, 66131
66706/65/70, 67013, 142018, 170461/78, 322485, 331101
331106
Leeds 08.50-13.23: 66769/88, 91101/10, 142071, 144005
144009/16/20/23, 158753/58, 158850/55, 158901/03/10
170455/57/58/63-65/69/74/77, 185150, 220021, 221127
321901, 322481/82/84/85, 333001/03-05/08/11/14/16

Paul Maloney:

14th August Lostwithiel 07.45-10.11: 43040/86/93
43161/86/88/89/98, 66025 6G06 Goonbarrow-Fowey
150246, 220029, 802001/10/12/14, 802106/10

Bradley Marshall:

6th August Yeovil Jct: 158887, 159004/06/13/14
159016/20, 159103/04/06
13th August Yeovil Jct: 158886, 159001/06/07/13
159103
Axminster: 158890, 159004
Pinhoe: 159003/17, 159102
Exeter St David's: 143603/11/20, 150001, 150246/48
158769, 158954, 159005/10, 220022/33, 802101/09/11
Torquay: 150202, 158769
Dawlish: 143617/21
14th August Bath Spa: 158959, 802013
Dursley: 331012 being newly delivered
15th August Sheffield: 142056, 144011, 158848, 170474
185150, 220020, DR73946
Hope: 66603/05/13
Stockport: 142061, 150106/09/19/43, 156440/64, 158813
158846, 175006/07, 221127, 319373, 323229, 390103/14
390124/28/56
Altrincham: 150270
Cornbrook: 156441
Manchester Piccadilly: 142033, 150116/17/19/41/48
150210, 156406/73, 158852/65, 195115, 319378, 323227
323229/32, 390050, 390126
20th August Yeovil Jct: 159004/13-15

Steve Lord:

25th August Midland Rd Leeds 11.50: 66420, 66508/15
66520/47/91, 66602, 70001/07/11/13
Leeds 12.50-14.00/15.30-15.35: 43045/66, 68027, 142041
142067, 144010/12/17, 150118/26/37, 150276, 153332/63
156428, 158754/56/59, 158817/68, 158903/09, 170478/73
185101/17/21/41/45/51, 221129/36, 331109, 800109
Huddersfield 14.40-14.50: 142090, 195105/11

Mike Rumens:

29th July Nuneaton: 37402, 57002, 70805, 90013
172004, 350113/21, 350236/51, DR73929, DR98003/04
1st August Nuneaton: 66572/87, 70805, 86604/13
325001, 350267, 350372, DR73919
3rd August Nuneaton: 66034/97, 66503/37/98, 66618/23
66729/81, 350103/26, 350237

5th August Nuneaton: 66129, 66774, 68021, 70810
172006, 221113, 350377
8th August Nuneaton: 66432, 70810, 90019/28, 350113
350122, 350245/46, DR73118, DR73936
21st August Nuneaton: 37800, 172001, 317504, 350129
DR80301
22nd August Nuneaton: 66185, 70805, 172005, 350241
DR80301/03

Barry Hayward:

13th August Doncaster Carr & Hitachi 07.30: 66516/65
66590, 66729/40/57/70/86, 800111, 800201
Sleeper Depot: 66176
Doncaster Station & Works Yard 07.30 & 21.30: 08476
66086, 66526, 66710, 70814, 91107/18/20/30, 142018/63
142094, 144012/15, 158861, 170472/73/75, 180101/11/13
185129/51, 319424/26, 331101/02/05/06/10, 800103-05
800111-13, 800204, DVT's 82204/11/13, DR966098
York Station: 66431, 68019/20/23, 185142
York Museum: 45699, 09017
Darlington: 66511, 142065, DVT 82211
Newcastle: 43285/96, 43307-09/15/66, 60021, 66552/72
67028, 142087, 156448/51/63/72/81-83, 156503, 158797
158860/70, 158910, 185106/10/11/15/22/24, 220011/13
221128, 800106/12
South Gosforth: 4004/05/07-10/12-14/16-18/20/24/26
4028-30/32-36/38-45/48-51/53/55-59/61-65/67/68/70-74
4076/77/79-83/85-90

Martin Willcock:

14th August Haymarket 16.00-18.30: 43129/30/40/64
43296/99, 43319/67, 68006/07, 158704/09/19/23/41
170393-96, 170404/06/08/13/16/17/25/26/29/34/51/52/70
334004/07/09/10-12/16/18/21/23/25-27/31-35/38-40
380107, 385006/08/11/12/18/24/25/28/30/34-37
385104-12/14-23, 390124
15th August Aberdeen 12.30-14.30: 43002/12/31/34
43141/44/48/68/69/75/83, 43312/14, 73967/70, 158709/10
158733/38, 170416/17

Michael Warrick:

10th August Laira Depot: 08644, 43040, 43170
St Germans: 43022/63/97, 43198, 66015, 66848/50
802008/09
Plymouth: 43040, 43198, 150243
Teignmouth: 150266
Newton Abbot: 150247/65
Dawlish: 43285, 43366, 143617-19/21, 150202/07/34/66
800307/13, 802011/12/17, 802101/02/04/09/10/13
11th August St Germans: 43153/87, 220012/32, 800301
800303, 802011/17, 802104/05/12/13
12th August St Germans: 43040, 43154/89/98, 57306
57603, 158952, 802002/11/12/20, 802110-12/14
Saltash: 43160/62
St Germans: 150207/19/38, 802009/10/17/22, 802103/14
19th August Norwich Station & Yard: 37402, 37558
37601, 66089, 90006, 153309, 156417, 158788, 170203
DR73945, DR77802

Norwich Depot: 08683, 755326/28, 755414/17/18/20/23

Geoff Hope:

7th August Doncaster 09.00-14.45: 43206/39/51/74/90
43296, 43305/07/10/11/13/17/19/20/67, 66059/67/79/92
66144/62/76/92, 66511/54/87, 66715/28/33/52/54/62/88/89
70015, 70814/17, 91102/04/07/11/13-15/17/18/20/22/24
91126/31/32, 142018/20/52/67/92/96, 144005/12/13
153310/59/85, 170460/61/72/75/77, 180101-03/05/06
180110-12, 185101/03/14/19/26/33/34, 220003/05/09/14
220015/21/28, 221140/41, 319424, 331101/05/08/10
800103-05/08-10, 800203, 801101, DVT's 82202/04/07-11
82213-15/18/19/22/27/28, DR75401/77801, ADB965576/7
ADB966098/99
21st August Doncaster 09.00-14.45: 43239/51/57/72/74
43277/90/95/96/99, 43302/05/06/08/09/12/14/18/19/67
59202, 66004/05, 66109, 66548/92, 66703/04/20/32/41/53
66762/72/73/83/88, 67002/05, 70806, 91101/02/04-07/09
91110/12/13/15/17-20/26/27/30/31, 142012/52/63/90/92
142095/96, 144005, 153313/76, 158782, 170455/56/59/61

170475/77, 180101/02/04/05/07/10-13, 185101-03/13/17
185125/26, 195103/13, 220003/07/09/13/20/25/28/31/33
220034, 322482, 331103/05/08, 800102/03/06/07/09/11
800113, 801102/12, 802203, DVT's 82201/02/04-06/09-11
82214/15/17-19/22-25/27
28th August Cornbrook 08.40-10.55: 66124/42, 142048
150142/50, 156408/40/41/60/73/83, 158777/80, 158810
158852/63/64, 195115/17/24
Manchester Victoria 11.25-12.30: 142038/39
Newton Heath 12.45: 195001/07, 195121/25
Manchester Piccadilly 13.40-16.10: 66534/41, 66703
67010, 142001/04/07/20/35-37/42/44/55/56/60/78, 150102
150104/08/09/13-15/19/21/37/41/42/45, 150215/18/20/22
150224/26/28/57/68, 156447/52/61, 158777/88/99, 158806
158846/54/62/64/66, 175103/08/12/15, 185105-07/09/16
185118/19/26/30/33/39-41/47, 195102/15/17/20/24
220006/09/25, 221138, 319367/68/72/73/77/78/80/81/83
319385, 323224/26/27/29/30/32/33/35/37, 350405/06/09
390005/09/13/49, 390107/19/34/38, DVT 82038
cs 12183-85

BLAST FROM THE PAST

Nine months on from when I started work I was still only 16 when I took this now nostalgic shot of Cl.42 832 'ONSLAUGHT' passing southbound through platform 3, Newton Abbot on the 7th July 1972. This was during one of the last family holidays at Dawlish. I travelled up by train to Newton Abbott for a few hours and copped 832 just 5 months before withdrawal, but which remarkably is still with us preserved at ELR. On a clearly warm day this oozes fantastic 1970s holiday atmosphere. Note the old car / vans. The power station was closed in 1974. The former Depot is just off frame to the right where Cl.08 3813 was shunting, later 08646 which lasted until Mar 2016.



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.

Seaton Park, Aberdeen: NJ 9406 0907

Seaton Park lies just south of the River Don and west of the A956 to the north of Aberdeen with car park access from Don Street. Next to the car park is the award winning children's playground which probably features the best use of an industrial steam loco in UK for this purpose.



Built in 1947 by Andrew Barclay [2239] 0-4-0ST 'Mr THERM' operated at Aberdeen Gas Works. Following withdrawal it was installed in Seaton Park, Aberdeen in 1974 as a piece of play equipment. Needing attention after 42 years it was moved in 2016 to David Ogilvie Engineering, Kilmarnock and arrived back in Aberdeen in kit form on the 15th February 2018 where it was re-assembled. Apart from corrosion repairs and a repaint, the cab has been made safe and representative motion / connecting rods have been provided, as these had been removed whilst on display along with the original protecting side skirts. The loco is displayed in a zigzag shape hauling three former gasworks wagons and a LMS brake van, the underframes of which carry new novel playground features and are all permanently connected via a walkway.



The three wagons have different themes

*above animals,
left space & below sea life
with the brake van featuring the
song "row, row the boat gently down
the stream" as seen opposite
bottom.*

All photos taken 17th August 2019.



PHOTO SPOT: RAIL TOURS 2



above 68008 t&t 68034 on Retro Railtours 'Retro Blackpool Belle' 1Z46 05.32 Banbury – Blackpool North passing Hebden Bridge at 09.37 but unfortunately the Airshow was cancelled due to bad weather, 10th August 2019 (Harold Hull)

PRESERVATION PHOTO SPOT: STEAM 3



above prior to appearing in the ELR West Country Weekend, 4-6-2 34046 'BRAUNTON' is seen after arriving from NR metals at Heywood with its support coach 35517, attaching to resident DMU 51485 + 56121 the ensemble then departing at 17.15 for Bury Bolton Street, 22nd August 2019 (Harold Hull)

ACCIDENTS

This is an occasional series devoted to showing the various mishaps / crashes that have befallen rolling stock in the UK over the years including current incidents. If you have photos and any accompanying info, then please forward to the Editor.

37218 (D6918): On the 1st March 1975 37218, which is still extant and operating for DRS, collided with 37284 at Britannia Colliery. The photo below left shows it at Doncaster Works awaiting repair on the 4th May 1975.



5157 (D5157/25007): Not sure of the details but 5157 was seen above right with a damaged cab at Glasgow St Rollox Works on the 12th May 1973. It was clearly repaired as it lasted until 1982.



EMU 4CIG 7405:

Sometime in 1976 4CIG 7405 derailed just outside Eastbourne station. The photos right taken from Cavendish Bridge and left from Ashford Square,

show it being re-railed with 73123 and the Brighton breakdown train including crane ADS 1197 + match wagon ADS 3093 + ADS 70011 (former LSWR Ironclad TK 74) + tool van ?.

LIGHT RAIL & METRO NEWS

Manchester Metrolink by Geoff Hope:

August 2019: The closure of the Bury line on the 3rd/4th August allowed completion of the Crumpsall turnback for the Trafford Park line, a new wider Manchester platform and the energising of overhead wires from the main line into the turnback including signals and point equipment. Landscaping would appear to be the next job. Though trams are still be able to pass through, since August both Shudehill and Cornbrook stops have been closed to enable planned refurbishment to be completed overnight including new lighting, CCTV and canopies at both stops. The work continues into September when in addition Cornbrook will have improved stairs, entrance area and a canopy extension to provide weather protection. On the 17-18th August further improvement works took place at Pomona on the Eccles line as part of the Trafford Park line project, with services from Ashton diverted to Bury.

At lunchtime on the 19th August a report of a suspicious package close to Freehold tram stop on the Oldham / Rochdale line delayed services for approx 3 hours while the bomb disposal squad investigated confirming the package to be non-viable.

Advertising Manchester Pride trams for 2019 will be 3011/3118. An addition to the Vodafone fleet of trams 3017/3047/3093/3100 is 3096 albeit featuring "Be Unlimited" included in the advert suggesting the contract has been extended.

Observations at Cornbrook 28th August 08.40-10.55: (103 trams in service)

Altrincham-Bury: 3003+3024, 3006+3049, 3007+3019, 3009+3058, 3018+3043, 3020+3034, 3026+3037, 3029+3056, 3031+3044, 3035+3052, 3036+3054

Altrincham - Piccadilly: 3001+3023, 3004, 3005, 3013, 3014, 3015+3038, 3048

East Didsbury – Shaw / Rochdale : 3008, 3011, 3030, 3033, 3040, 3041, 3042, 3045, 3046, 3050, 3053, 3061, 3065+3118, 3067, 3069, 3074+3083, 3077+3082, 3084+3093, 3097, 3101, 3102, 3108, 3114, 3116, 3117, 3120

Eccles-Ashton: 3017, 3063, 3076, 3087, 3088, 3096, 3103, 3106, 3110, 3113, 3115, 3119

Media City - Ashton: 3062, 3072, 3080, 3091, 3094, 3095, 3098, 3100, 3107, 3112

Airport - Victoria: 3002, 3010, 3066, 3070, 3073, 3075, 3078, 3079, 3081, 3099, 3104

Old Trafford Depot 11.05: 1020, 1023, 2001, 3060, 3068

Victoria 11.25

Bury - Piccadilly: 3016+3059, 3021+3028, 3022, 3025, 3032, 3051, 3055

Queens Road Depot: 3057, 3089, 3090, 3105, 3111

Not seen: 3012, 3027, 3039, 3047, 3064, 3071, 3085, 3086, 3092, 3109

West Midlands Metro: WMM tram 31 was derailed and suffered front end damage in a collision with a car on the 19th August 2019 at the junction of the A41 / A454 in Wolverhampton. The car overturned but there were no serious injuries however the tram will be out of service for some time.

The last T69 tram 16 moved to Long Marston on the 19th August 2019.

Edinburgh Trams: The following photos by Iain Gardiner taken at St Andrews Square, Edinburgh on the 20th August 2019 show some of the adverts now appearing on trams.



276 with PARABOLA advert



269 with EE 5G network advert



271 with My Edinburgh... advert

Nottingham Express Transit: The following photo by Phil Rogers taken at Old Market Square, Nottingham on the 10th July 2019 show one of the different adverts now appearing on trams. More to follow in future issues.



208 with THE LOST CITY Adventure Golf advert

RAILWAY GLOBETROTTERS

The Dresden Steam Festival, Germany 2019 by Ray Smith – Part 2 (final):

en route to Nossen there was a scheduled photo stop where 2-10-0 50 3610 poses for the cameras, 13th Apr 2019



Saturday 13th April: Ffestiniog, bless them, have arranged a steam hauled return to Dobeln, departing at 06.57 !! On the return journey we stopped at Nossen. This former DR depot is now a museum, shared with private company WFLs locomotives. I recall doing this shed just after reunification and there was a large dump of withdrawn locomotives awaiting scrap.

left 2-10-0 58 311 also poses outside the roundhouse

2-6-2 35 1113 in Nossen Yard,
13th Apr 2019





58 311 and 50 3610 have arrived back into Dresden and are waiting to depart with another excursion, 13th Apr 2019

Returning to Dresden, there was plenty of time to return to the festival. For the duration of the festival Pacific 03 001 was positioned static on a through line between platforms 17 and 18 at Dresden Hbf.

Sunday 14th April: As extras there were visits to two of the private steam railways that originate just outside Dresden. The morning ride was on the Löbnitzgrundbahn from Radebeul Ost to Radeburg and return.



above our haul was 2-10-2T 99 1789 seen here taking water at Radeburg, 14th Apr 2019

Time for lunch then off to Freital Hainsberg for a ride on the Weisseritztalbahn to Kurort Kipsdorf and back.

Monday 15th April: Steam with a difference.

A tram ride to the river Elbe and boarding a paddle steamer to Pillnitz. This scenic journey took just under two hours then we had almost an hour's free time before another paddle steamer to Bad

Schandau. This journey took 3¼ hours and with food and drinks available, this was a pleasant journey.



above 2-10-2T 99 1790 despite its decent external condition it has been stored adjacent to the platform at Freital Hainsberg for a few years now, 14th Apr 2019

our train locomotive, 99 1762 takes water at Ulberndorf on route to Kurort Kipsdorf, 14th Apr 2019



Kirnitzschtalbahn tram No2 at Lichtenhainer
15th April 2019-08-12

On arrival at Bad Schandau we had about a fifteen minute walk to the Kirnitzschtalbahn tram system. This journey, slightly over 30 minutes, takes us to the Lichtenhainer Wasserfall (waterfall). In terms of waterfalls, this is not impressive, but it is the terminus of the trams so after an eight minute turn around we returned to the river to catch the ferry to the west bank of the river where the station is only two minutes away and we returned to Dresden.

Tuesday 16th April: The day was spent departing Dresden at 10.10 and travelling to Köln (Cologne), arriving at 18.08. Before going to the station I went to line 3, where some Tatra trams had been seen the previous day.

The Dresden tram system withdrew all of its Tatra trams, which were introduced from 1968, however, recently, sets of three single units, wonderfully restored, worked a special circular route at weekends. So unusually as seen right on a Tuesday, 3 were passing Hbf Nord with 224 267 leading, 16th April 2019.

Wednesday 17th April: Köln to St Pancras and home.



The 2020 festival will be held from 17-19th April.

all photos by Ray Smith

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.*

also see **EASTLEIGH WORKS REPORT** for further updates. Thanks to the following for information: Mike Rumens, Alex Ford, Steve Gillam

Out of Store: 93353/430, 110298, 310006/152/227/410, 394661/4997, 500007/008/123, 81.70.4908.000-2/037-4/048-1, 33.68.4909.593-8

Removed from TOPS / For Scrap / Scrapped: 14514/755/778/793/822/829, 100030/68, 110064/089/147, 112350, 310051/142/372/393/396/475/575/684/742/829, 310039/146/220/376/407/496/527/561/572/789, 394809, 395269/290/292/300/330/362/394, 996896, 967591

Preserved: 45T DH Crane 96719 has moved from CQ to MAR

YFA Bogie Ballast Sturgeon 994270 appears to be preserved now as at BAT for over a year as seen below on the 22nd April 2018. It was the only surviving one of its type still on TOPS.



OTP NEWS: Drift snowploughs reallocated have been ADB 965211/237 to Tonbridge West Yard and ADB 965217/40 to York Holgate

FREIGHT NEWS: Autumn is nigh with RHTT sets moving around into position from storage at York Holgate.

Leasing company Touax Rail have ordered 55 **JNA Bogie Box Wagons** from Greenbrier, Romania and 40 **IIA Bogie Hoppers** from Greenbrier, Wagony Swidnica, Poland for use by Mendip Rail.

A deal over the future of British Steel has been agreed with Ataer the investment arm of the Turkish Armed Forces Assistance Fund.

The last two stored **PCA 4wh Presflo Cement Tank** wagons, RMC 10042/48 were removed from Peak Forest in early July 2019 and taken to Ron Hull, Rotherham for scrapping. The photo below shows them a year earlier on the 21st July 2018.



PHOTO SPOT: NARROW GAUGE



Two visiting engines were seen at the 1'-3" NG Cleethorpes Coast Light Railway on 13th July 2019 double heading the 16.15 from Kingsway to Lakeside [312] 'ST EGWIN' built 2003 from Evesham Vale Light Railway, Worcs and [301] 'SANDY' built 1996 privately owned from Wotton Light Rly, Bucks. Both were manufactured by Exmoor Steam Rly, Devon (David Rice)

STOCK CHANGES

*It is hoped that all major changes recorded below will help you keep the **UK Combine**, **UK Pocket Book**, **UK Locomotives** and **UK 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:

37146 has moved to LR for stripping prior to scrapping
FL is hiring 59003 to train drivers ahead of taking over the Mendip trains with GBRf receiving a CI.66

New:

EMUs: 345067, 745006, 755329-33

755402/11/12/19

Coaches: Mk5A 11512, 12734-36, 12812

Transferred / (Stored): (* preserved)

D&E Locos: 08523 WO 08754 IS

37146 (LR) 37503* WEN 47841 (MAR)

20302/03/05 (CG)

EMUs: 345063 (WK) 710121 (WK)

710258 WN 710274 (ZD)

Coaches:

Mk1 25454 BAT

Mk4 10328, 11293/324/424, 12216/319/

403/425/447 (WK)

Mk3 DVT 82229 (WK)

Names:

New: (* re-applied)

08805 *Robin Jones 40 YEARS SERVICE*

66771 *Amanda*

66772 *Maria*

350375 *Vic Hall*



66771 (Keith Blackman)



66772 (Keith Blackman)



350375 (Graham Stockton)

Not Previously Illustrated:



395013 (Terry Lea)



88007 reported Apr 2017 (Sean Davies)

For Scrapping / Scrapped:

Sims, Newport 313032/45, 314207/11

CF Booths, Rotherham 47524

My intention is to retrospectively illustrate all names applied as listed in our **NAME DIRECTORY** from when I took over as Editor in Dec 2006. I am initially covering names back to Jan 2011 and the following is the latest updated list of names I have not yet got. Please note I only want photos of nameplates in focus, straight and centred side on so be aware of the sloping sides of CI.91s, Voyagers, Pendolinos etc. Photos supplied of those requested will be shown as and when space permits. (* re-applied, \$ temporary, # transferred) (~ not straight / square on, + too reflective)

D&E Locos:

01521 *FLACK ~*

08611 *Longsight TMD*

08641 *Pride of Laira*

08648 *Amanda*

08790 *M.A.Smith*

08805 *Robin Jones 40 YEARS SERVICE*

08908 *Tim Shoveller*

33021 * *Eastleigh* (previously carried)

37310 *British Steel Ravenscraig*

45133 \$ *Brian Lockey / Gerald Lambert*

60002 *Tempest*

60087 *Bountiful*

60096 *Impetus*

66109 *Teesport Express*

66734 *The Eco Express*

66758 *The Pavior*
 68029 *Courageous ~*
 97302 *Ffestiniog and Welsh Highland*
Railways / Rheilffyrdd Ffestiniog ac
Eryri

DMUs:

51616 *ALF BENNEY ~*
 156483 *William George 'Billy Hardy'*
14/01/1903-10/03/1950

EMUs:

399202 *Theo – The Children's Hospital Charity*

Track Machines:

DR 73113 *Dai Evans +*
 DR 73939 *Pat Best*
 DR 77001 *Anthony Lou Phillips*
 DR 79247 *Roger South*
 DR 98923+98973 *Chris Lemon*

Coaches:

348 *TOPAZ*
 3229 *SNOWDON*
 3426 *BEN NEVIS*

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 (**NEW STOCK** excluded): 50033 **EASTLEIGH WORKS REPORT***



387132 in new Heathrow Express
 livery, Didcot (13.00)
 19th August 2019 (Spencer Conquest)



above 350104 another LNWR Cl.350 in base grey livery on 2T36 14.56 Tring – Euston
 passing South Kenton (15.27) 9th August 2019 (Colin James)



above for the start of services to Scotland 800104 carries tartan & Saltire branding, Peterborough (06.55) 15th August 2019 (Graham Stockton)



above a more side on view of the new livery on 66747 first illustrated in August 2019 issue, Peterborough Virtual Quarry (19.35) 16th July 2019 (Simon Smith)



above SWR 444019 sporting Pride rainbow colours on 1W12 Weymouth – London Waterloo, Eastleigh (11.40) 15th August 2019 (Chris Addoo)

NEW STOCK

Though in the past I have attempted to individually show all new stock, with the flood of new stock recently delivered and proposed over the next few years and less pages to work with, it is now impractical to do so. I will continue however to show all new locos and smaller classes of units and coaches but I will only show a representative selection of the latter types, particularly from as many different members / different locations as possible or to illustrate a comparison. So if a particularly unit has not been shown but you photograph it in a more 'unusual' location within a reasonable time of it entering service then I will try to include it.



left DBSO 12812 Stafford (12.28)
15th August 2019 (Peter Davies)

below more new units for GA
755330 + 755331 + 755419 hauled
by 66001 passing Ipswich on 5Q99
03.43 Ripple Lane – Norwich Crown
Point (07.15) 13th August 2019
(Keith Partlow)



LO 710125 hauled by 57305 t&t 37611 on
09.40 Derby Litchurch Lane - Old Dalby,
Loughborough 22nd August 2019
(Harold Cooper)

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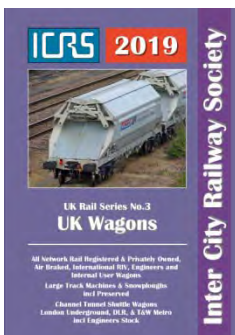
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Trevor / Christine (see p2 for details)

UKRS01 & UKRS05 are A6 size, all others are A5 size. All books are wire bound, allowing them to be laid flat, except the original perfect bound version of **UKRS01**



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

Titles:		Size	Updated to	Member	Non- Member
NEW:					
UKRS01B	UK Pocket Book Summer Ed 2019 (spine)	A6	1 st Jul19	£8.00	£11.00
UKRS01WB	UK Pocket Book Summer Ed 2019 (wire)	A6	1 st Jul19	£8.00	£11.00
UKRS02B	UK Combine Summer Ed 2019	A5	1 st Jul19	£12.50	£17.00
OTHERS: (* to remain in print for next few years)					
UKRS03	UK Wagons 2019	A5	18 th Feb19	£10.00	£13.50
UKRS04	UK Name Directory	A5	28 th Jan19	£11.00	£15.00
UKRS05	UK Locomotives 2019	A6	28 th Jan19	£4.50	£6.00
UKRS10*	Ultimate Sighting File	A5	11 th Jul18	£11.00	£15.00
UKRS11*	Vol.1 – Mainline Diesel Locos	A5	11 th Jul18	£10.00	£13.50
	Ultimate Sighting File				
	Vol.2 – Shunters, Mainline Electric & Prototype Locos				

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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.