

TRACKS

A photograph of a steam locomotive, number 7822, emitting a massive, billowing plume of white steam that fills most of the frame. The locomotive is partially visible through the steam. To the right, a railway signal with a red and white horizontal bar and a blue light is visible. The background is a clear blue sky. The overall scene is dynamic and captures a powerful moment in steam locomotive operation.

Inter City Railway Society – October 2019



Inter City Railway Society

founded 1973

www.intercityrailwaysociety.org

Volume 47 No.9

Issue 557

October 2019

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President:	Simon Mutton - simonmutton@btinternet.com (01603 715701) Coppercoin, 12 Blofield Corner Rd, Blofield, Norwich, Norfolk NR13 4RT
Treasurer:	Peter Britcliffe - treasurer@intercityrailwaysociety.org (01429 234180) 9 Voltigeur Drive, Hart, Hartlepool TS27 3BS
Membership Sec:	Colin Pottle - membership@intercityrailwaysociety.org (01933 272262) 166 Midland Road, Wellingborough, Northants NN8 1NG Mob (07840 401045)
Secretary:	Christine Field - secretary@intercityrailwaysociety.org contact details as below for Trevor
Chairman:	filled by senior officials as required for meetings
Magazine:	
Editor:	Trevor Roots - editor@intercityrailwaysociety.org (01466 760724) Mill of Botary, Cairnie, Huntly, Aberdeenshire AB54 4UD Mob (07765 337700)
Sightings:	James Holloway - sightings@intercityrailwaysociety.org (0121 744 2351) 246 Longmore Road, Shirley, Solihull B90 3ES
Photo Database:	Colin Pottle
Books:	
Publications Manager:	Trevor Roots - publications@intercityrailwaysociety.org
Publications Team:	Trevor Roots / Eddie Rathmill
Website / IT:	
Website Manager:	Trevor Roots - website@intercityrailwaysociety.org contact details as above
Social Media:	Gareth Patterson
Yahoo Administrator:	Steve Revill
Sales Manager:	Christine Field contact details as above for Trevor
Visits Co-ordinator:	Trevor Roots / Christine Field / Tony Whitehead

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Front Cover Photo: 4-6-0 7822 'FOXCOOTE MANOR' creates an atmospheric entrance through its own steam as it runs round its train at 09.30 at Bishops Lydeard for the first service of the day to Minehead on the West Somerset Railway, 18th September 2019. 7822 was on loan from LLR for 2018/19 returning to Llangollen just three weeks after this was taken.

£3.00 where sold separately Printed & distributed by Henry Ling Ltd, Dorset Press, Dorchester DT1 1HD

SOCIETY NOTICE BOARD

Editor's Comments: Apologies for the delay to this issue...the story !! Our first jaunt of the month, entailing a 2300 mile road trip around the UK, took a week either side of the successful Eastleigh Works Visit. That thankfully meant that for two weeks no computer and my eyes could focus on distant horizons for a change. Unfortunately on our return they were then glued to the screen almost solidly for two weeks, processing book orders, 500 emails, both ICRS and personal then began editing October **TRACKS**...which I could not get finished before another short break to Basford Hall. Unfortunately prior to going I started to feel ill then Chris did but we decided to carry on but by Saturday at Crewe we were feeling much worse, Chris in particular. We therefore cut short the rest of the planned visits following Basford Hall and on Sunday I drove straight back 420 miles in 6 hours of which 380 miles were motorway / dual carriageways, not normally our way but it did the trick especially as over 90% of the journey was on cruise control, which I hardly ever use. We were then house bound until mid week when I recovered enough to start on **TRACKS** again though slowly but Chris has taken much longer to recover.

The 'grand tour' saw us take in 20 preserved sites and for Chris 5 nature reserves plus the Eden Project so a lot was packed in. The reason we left a week early for Eastleigh was so I could attend the annual Bachmann Members Day at LLR. The itinerary planned to take in the carriage works, a must to get some hidden DMUs (more in **DAYS OUT**). The second week was planned so I could get to Devon and Cornwall in particular as that was the location of most of my remaining preserved locos and multiple units and included new sites for me, DMR and PVR plus properly getting to all parts of SDR and DSR and a few minor locations. Having not been to some locations, eg BWR since 2007 a visit was well overdue. With more smaller sites yet to visit, as we couldn't cram them all in, another trip is guaranteed hopefully next year. The visit to Devon also gave me a chance to see the repair to the sea wall at Dawlish and coincided with the start of the next phase of major works to protect the railway by strengthening the sea defences along that coastline (see **INFRASTRUCTURE NEWS**).

Though thwarted by illness our trip down for Basford Hall allowed us to call in on the Blackpool Illuminations, last seen by me in 1984 and the first time ever for Chris though she was sadly not in much condition to enjoy it. En route I picked up another plinthed industrial steam loco at Pilling (future **OFF THE BEATEN TRACK** article) leaving only a handful of such locos left to see in England.

On top of the above, I knocked off another 32 boxes on our recent jaunts, so my extant signal box list is now up to 597 with 354 personal photos plus another 106 by members, so a total of 460. I have another 16 photos of now demolished boxes and I am sure many of the former list will move to the latter in the next few years. Once I have ensured it is more or less complete and correct with location details for each box I will put the list on our website so you can help with photos for the missing ones, so far 137. I am grateful to those who continue to send me photos particularly of obscure private ones.

Obviously one of the problems of a long delay is that I have kept accumulating info and photos so deciding what to put in this issue caused a bit more work. The amount of topical news also is nonstop so with the consequent research that took more time. However the good news is that this issue is another bumper 80 pages so that is now 5 x 80 this year, more than planned which means if Nov and Dec are 64 pages then the total number of pages in 2019 will be 784 16 more than the previous best of 768 (12 x 64). As mentioned before this can only be sustained by increasing membership to £20 in 2020 but I am sure you will agree well worth it. The other advantage of being late is that over half of the November issue has also been done, by necessity to see what would best fit in each issue and that one will follow in only a fortnight. Several Preservation Gala reports submitted will be in the Nov issue. With over 40 photographic contributors again it does however create problems, good ones though and it is great that so many, particularly newbies, take the trouble to send photos in. Remember without your contributions I cannot keep up with the many constant changes. However even if you give additional info in an email can you all please remember to give the photos a title / filename as per the examples on our website as it makes my life so much easier. Also with increased use of phones to send emails and photos can you remember to say who you are. I know just sending the minimum amount of text is all many do these days, no salutations whatsoever, but I sometimes can't readily identify you from the email address especially as some of you seem to have multiple addresses. I'm not getting any younger and the bit between my ears is overloaded so please make my life easier.

With the last 3 visits of 2019 now successfully completed we managed fine weather for all, see reports elsewhere on Eastleigh and Basford Hall and even Carnforth was dry !! Apparently it was successful with two more old 4w tank wagon bodies being discovered in the undergrowth at the south end of the yard. I hope to be on the Jan 2020 visit so look forward to seeing them.

Publications: My thoughts are already turning to the mammoth task of compiling the first 2020 books and trying to incorporate the remaining industrial steam locos plus yet more user friendly improvements. Clearly the former will require more pages which as far as the spine version of the Pocket Book will be no problem but the ring bound version and Combine will need some thought as any increase in size puts them into the next postal bracket so increasing cost. What was once a fairly stable database is now in constant flux making amending the books complex as new stock keeps getting added, scrapped or moved into preservation. This is particularly a problem with coaches as over the next few years the decimation of the Mk3 and Mk4 stock plus safety issues with mainline Mk1s will mean constant major amendments and de-registering. Whilst the Combine format will stay the same I intend to simplify the Pocket Book. I therefore propose that the majority of hauled coaching stock is listed together numerically with a code for those that are mainline registered. This single list will also make finding a coach much easier. I will still keep those coaches run in rakes separate and possibly try to put the names back in the main listing. Also to help with finding locos I intend to simplify the classes by removing the sub-classes as that information is in the Combine. This will have the benefit of listing all the locos numerically in one class as with the constant reversion to D numbers it can sometimes be hard finding a number in a big list eg Cl.08 or across multiple sub-classes eg. Cl.47. The numerical listing will be pre-TOPS, with or without D prefixes, then TOPS. I will also put the names back with the main listing rather than as a separate list, something I know not all liked. It was necessary to save space but by removing the multiple sub-class headings that frees up some space.

Hopefully this all makes sense to those who use our books and meets with approval but please provide feedback either way. In the end I am trying to make the books as comprehensive as possible without increasing costs but also user friendly.

Membership Matters: New Members: (13) - a warm welcome to you all.

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

Edward Allsop (Goldthorpe), **Paul Botterell** (Plymouth), **Mark Bruce** (Bradford), **Paul Cadel*** (Northwich), **Chris Carpenter** (Poynton), **Jeffrey Cannings** (Wakefield), **Richard Farmer** (Colchester), **Steven Grant** (Sheffield), **Peter Messer** (Bournemouth), **John Potter** (Gloucester), **David Smith** (Bournemouth), **Michael Williams** (Nottingham), **Diane Wood** (AFA) (Doncaster)

Obituary: Sadly we have lost Michael Hayman (72) from London and Roy Tasker (55) from Newcastle-upon-Tyne. Condolences go to their family and friends.

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: November 2019

The latest date for articles / info is **Fri 31st October 2019**

with delivery to members: **PDF Tues 6th Nov 2019 Print after Wed 13th Nov 2019**

for updates please check the **TRACKS** page on the website

Magazine Contributors (Wagon info contributors shown separately): Thanks to **Chris Addoo, Ian Bain, Kevin Bates, Tony Blackburn, Keith Blackman, Stan Bown, Malcolm Castell, Malcolm Clements, Paul Clifton, Spencer Conquest, Nathan Cox, Sean Davies, David Doulton, Martin Evans, Derek Everson, Brian Fry, Iain Gardiner, James Holloway, Geoff Hope, Harold Hull, Colin James, Alan Jones, Bradley Marshall, Ian McAlpine, Lawrence McCormick, Stuart Moore, Paul Normanton, Keith Partlow, Gareth Patterson, Colin Pidgeon, Colin Pottle, Toby Radziszewski, David Rice, Phil Rogers, Paul Rosser, Eric Salisbury, Alan Smith, Norman Smith, Simon Smith, Lee Spenceley, Graham Stockton, David Swan, Gareth Taylor, Paul Tisserant, Andrew Turnidge, Michael Warrick, Carl Watson, Martin Willcock, David Williams, Stephen Williams, Chris Woolf & 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.

Delay in travelling notwithstanding, please note that there is no excuse for booking then not notifying us you cannot then attend. 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.

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).

Note 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.

MEMBERS ONLY VISITS

West Coast Railways, Carnforth 2020: BOOKING OPEN (spaces left)

The 2020 dates are confirmed as follows. Reserve lists in operation in the event of a fully booked visit. **2020: Sat 25th Jan (23), Sat 25th Apr (17), Sat 8th Aug (26), 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.

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)

Eastleigh 12th Sep 2020: Confirmed date for you diary but booking will not commence until mid 2020. No need to pre-book.

PRESERVATION GALAS to be attended with our sales stand

Nothing planned

OPEN DAYS to be attended with our sales stand

Nothing planned

OTHER EVENTS to be attended with our sales stand

Warley National Model Railway Exhibition – Sat/Sun 23rd-24th Nov 2019:

Hopefully as on previous occasions that we have attended we will see many of you there. We are on stand **C13** which is straight on from the entrance, so the lefthand aisle, righthand side towards the back of the hall opposite **Rail Express**.

EASTLEIGH WORKS REPORT

by **Norman Smith** (Photos by **Carl Watson** unless shown otherwise)
for the period 1st - 30th September 2019

Locos:

03/09 73962 t&t 73963 were on and off site with a NR test train before leaving for Tonbridge West Yard two days later.



04/09 37610 t&t DBSO 9703 were on and off site with a NR test train before leaving for Reading Triangle Sidings the following evening. The same train returned for the weekend and then left for Hither Green PAD. Once again it returned on the 13/9 and in the early hours of the following day returned to Derby RTC.

05/09 66773 took 73961 to Eastleigh East Yard.

06/09 66848 left for Eastleigh East Yard after having a 'C' Exam.

09/09 57305 left for Leicester LIP.

09/09 70805 came in for a 'C' Exam.

12/09 47727 brought in 73970 from Leicester LIP for new wheels.

14/09 66428 brought in 37069 from Crewe Gresty Bridge.

16/09 66707/729 brought in Translator Set T7 64664/64707, from Tonbridge West Yard. Set T7 returned there four days later behind 66707.

18/09 73201/213 left for Tonbridge West Yard.

23/09 08507 arrived by road from Burton.



OTP: MPV DR98924/74 came in for an emergency repair on the 25th and left the same day.

Units: Siemens Units receiving modifications during the month:

444002/016/023/030/043, 450004/009/023/039/040/042/076/077/086/108/110/116

02/09 37800/47813 took 442419 to Bournemouth Depot.

04/09 801203/802211 left for Eastleigh Arriva Depot and 800102 arrived from there for modifications. It returned to the Depot five days later.

10/09 801205 arrived from Eastleigh Arriva Depot for modifications and left three days later.



- 11/09 802206 arrived from Acton Main Line for modifications and left for Eastleigh Arriva Depot the following week.
- 13/09 800110 arrived from Eastleigh Arriva Depot for modifications and left for Acton Main Line six days later.
- 16/09 47813 + 47815 took 442418 to Bournemouth Depot and returned with 442402. The following day the locos returned to Bournemouth and brought back 442422. Finally, a couple of days after that, they took 442409 to Bournemouth and then left for Leicester LIP.
- 19/09 801207/802212 arrived from Eastleigh Arriva Depot for modifications and returned there six days later.



- 25/09 800113/802213 arrived from Eastleigh Arriva Depot for modifications.
- 27/09 47813/815 brought in 442415 from Bournemouth Depot.
- 30/09 800113 returned to Eastleigh Arriva Depot and was replaced by 801209.

Wagons: Wagon Trips in/out during September were:

- 04/09 66753 took KWA 95506 to Eastleigh East Yard
- 05/09 66773 brought in 92550, 93290/337/390/419/432/436/473 from Plumstead Yard
- 09/09 70805 brought in 640913 from Eastleigh East Yard
- 13/09 66750/774 brought in 92551 from Tonbridge West Yard and later that day they took 4420, 92556, 93387/429, 640913/915 to March Down RS
- 19/09 66124 took 87.4384.021-3 to Southampton East Docks to join the empty stock working to Halewood
- 20/09 08460 brought in 78205/211, 650003/004 from Eastleigh East Yard
- 23/09 66207 brought in 87.4376.009-8 from Eastleigh East Yard

Underground: Movement of LUL wagons for this period: 239/251 by road to West Ruislip LUL Depot

Coaches: Riviera Trains stock moves for this period, including loco:

- | | | | |
|-------|-------|--------------------|-------------------------|
| 07/09 | 37706 | Torbay Express Ltd | "The Torbay Express" |
| 26/09 | 68017 | Pathfinder Tours | "The Autumn Highlander" |
| 27/09 | 67024 | UK Railtours | "The Cottam Farewell" |

- 04/09 66100 took 1832/3119/3120/3123/4927/4949/21272 to Tyseley Steam Trust. They came back the following week behind 67029.
- 24/09 66001 took 1691/17105, the later recently re-liveried, to Burton Ot Wetmore Sidings (see below passing Didcot at 12.49 by Spencer Conquest).

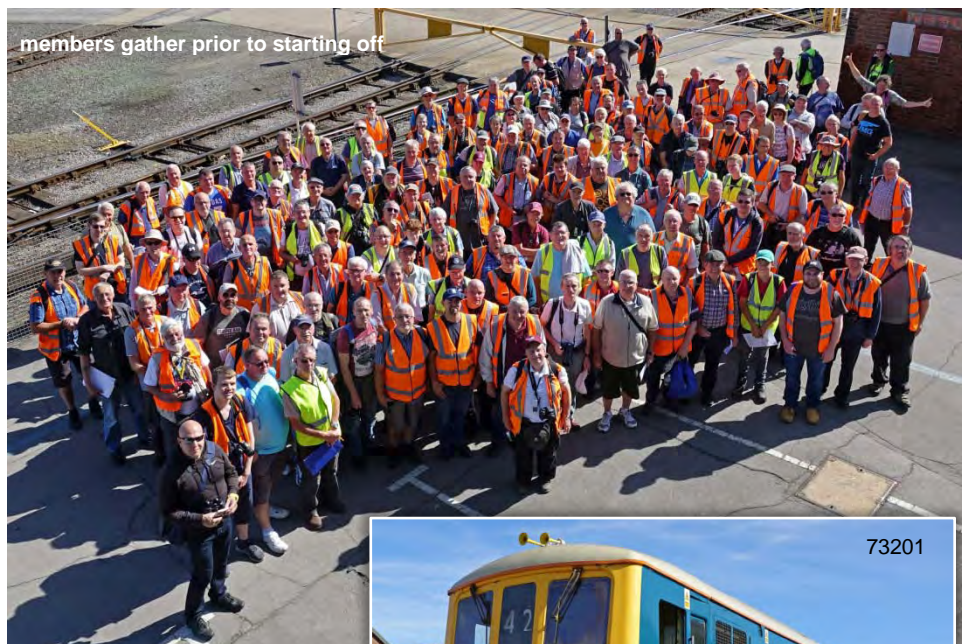


PRESERVATION PHOTO SPOT: STEAM I



EASTLEIGH WORKS MEMBERS VISIT REPORT

Our annual Eastleigh bash was held on Saturday 14th September 2019 and surpassed our 2018 event with 156 attending not counting Carl, Lou and Norman who are also members. So with the largest gathering of members ever all we needed was the weather to be kind, which we got, hot and sunny.



left Carl, Lou & Amy

Many members took advantage of the 3 locos available, 73201, 08567 & 01508 for rides or the 'Driver for a Fiver' which coupled with the stock list raised £293.04 for Special Olympics South East Hants. So thanks to Lou and Amy for their efforts in organising that...and as you can see left, Amy was totally laid back !!

Just after members were unleashed, 66428 hauled 37069 into the works with the latter shunted by 07007 before 66428 departed (see opposite).

01508 & 08567



66428 + 37069



Thanks to Chris who once again did a sterling job almost single handed on our sales stand which at least was out in the fresh air and operated from the back of car. One thing we didn't have to worry about was providing refreshments this year as there is now a Works Canteen which by all accounts went down well with members and proprietors. I think supplies just about held out but no doubt stock levels will be up for next year.



37602 & 57312

E6002, 73970, 73107 & 50026



73101, 73139 & EMU 7105

Stock List: Locos: 323-539-7 'Cheviot', 01508, 07007, 08567, 37602, 47771, D1935 (47805) 'Roger Hoskins MA 1925-2013' / 812/818, 50021 'Rodney' / 50026 'Indomitable', 57302 'Chad Varah' / 312, 60026, 70805, E6016, 73002/101/ 107 'Tracey' / 133/139/ 201 'Broadlands' / 213 'Rhodalyn' / 970, 4-6-2 35005 'CANADIAN PACIFIC' plus 37069 & 66428 'Carlisle Eden Mind'

DMUs: 513356/388/392, 59486/492, 977987 (51371) /988 (51413)

EMUs: (* in closed Test Shed) Cl.421 61229/230 (7105), 72509/635 (8210), 313121, 314204, 62938 (442402), 442205/09/2418/24, 444016, 450004/108, 800110/2206*,

Coaches: (* in paintshop booths) **Mk1** 1651*/71/91, 1813/32, 3066/68/97/98, 3110/12/19/20/21/23/ 41/46/47/49, 4927/46/49/59/91/98, 5009, 17056/080/105*, 21245/69/72, 35333/469, 80041/42, 94515, DM 975982 (1987) **Mk2** 3325, 5366

Translators 68505 (ex GLV), ADB 975974 'Perpetiel' / 978 'Paschar' (ex Cl.508) **Barriers:** 6378/79

OTP: Tamper DR 75403 (part)

Wagons: **JSA** 4029/40/43/46/55/60/65/66/69/72/74/76/99, 4118/35, 4105/10/19/26/29/38/39
JNA 4405, **JGA** 17303-05/07-11/13-18/24, **TEA** 89008/13/15/21, **FEA** 640907/14/16/31/33-43

KFA 92550/551/632/639/642, 93290/337/385/390/397/419/423/432/436/473/482/485, **KTA** 97742
IFA 23.87.4376.008-0, 33.87.4909.312-0/323-7/383-1/385-6/388-0/390-6/392-2/395-5/398-9
MLA 503012/58/71/88/94, **IWA** 33.80.2693.002-8/033-3, **JRA** 33.70.6790.004-9/036-1/071-8
KVA 83.70.2795.304-6, **IKA** 33.80.4909.020-2, **IPA** 23.87.4384.008-0/021-3, 23.87.4392.692-1
KFA 83.70.4574.005-2*/006-0*/007-8*/010-2*/012-8*/014/016-9* (* stacked), **TIA** 33.70.7899.053-4
HYA 33.70.6791.008-5/012-7, **IIA** 33.70.6791.019-2/027-5/058-0/085-3
KFA 99.70.9319.001-2/002-0/003-8/004-6

Internal User Wagons: Weltrol 900922/929, **Dogfish** 993345 (from MHR), **TDA** 78238/52
MEA 391154 (uf and body in separate locations) /225 (body only)



left the rolling chassis of 4-6-2 35005
right 60026 in the paintshop exchanging Colas Rail for Beacon Rail blue
 (as will be seen in the November issue)

Underground: Loco: 9 'DEBORA' Tube Stock: 3007/3107/3022/3122

Wagons: Turbot 239/40/51/58/59/85/87/89, GP923, CM950/52/53, MW956/57/59/60/61, JLE4

Not many places can boast locos, coaches, multiple units and wagons from the mainline, preservation and London Underground so a good mix of stock this year and apart from the usual wagon cops I even managed to pick up 2 locos (73970 and 'DEBRA'), both Cl.800 EMUs, 2 coaches (17056/94515) and the 4 tube cars.

Many thanks to Barry Stephens from Arlington Fleet Services for permission to hold the event, for which the Society donated £1560 to the RNLI, the nominated charity for 2019. Carl & Norman must also be thanked for their organisation and help on the day, roll on next year.

right 51356 + 59486 + 51388
being hauled out of
the test shed
by 73201 to be displayed
for our visit



SHUNTER SPOT

08682 Derby 2nd September 2019
(Spencer Conquest)

CREWE BASFORD HALL YARD VISIT

The 5th October 2019 may very well be the last visit we make to the Freightliner facility in Crewe Basford Hall Yard as has previously been mentioned, the organiser John White is retiring. It was fitting that we yet again had good weather with the sun coming out towards the end but apologies if anyone thought this last tour was a bit chaotic. I had assumed with 66 members that we would be the only group but we were joined by others which meant control was not all ours. Furthermore the introduction of new security gates at the beginning of the access road off Gresty Lane meant the group was split to start with, making collection of the fee awkward. About 11 were able to drive through and park at the FL offices whilst the rest on foot were held by the gate. Though we were meant to start at 12.00 that was only when we started the walk back down from the car park with the mixed group to join the bulk of our members and only then could we collect the rest of the money so delaying the start until 12.15. As it turns out yet another group was supposed to be following at 13.00 so they were packing in final visits it would seem. Because of the aforementioned variables out of our control I didn't really get to speak to our members as a group and were we to go again in the future at least I can adjust our meeting/paying accordingly taking in the effect of the security gate. I was unable to allow for this or warn of possible implications beforehand so apologies again. It also didn't help that myself and Chris were not well and that she had to also walk the entire length of the road twice to collect money.



above looking back towards the FL shed from the access road with left to right 66419, 86229, 66502*, 86637* (* in shed), 86639+86627, 90042, 90043 & 90049

Possibly because we were with another group but I found it really difficult this time to photographically record everything but I did a pretty good job. I use opportunities like this of getting up close to wagons to expand my photographic library of wagon types which I can then share with members...but it drives me crazy how some number takers only, walk along almost head down as close to the stock as possible oblivious of those standing a bit further back cameras in hand. Photographers can sort themselves out but please if you are one of the former look around and do you really need to walk in front of the cameras to get the number. There is usually only one spot and moment to get the photo but several where the number can be recorded. Hopefully none of our members have been upset by that sensible advice which I think should be a guideline for all future visits and should reduce friction and speed things up.

right 66419 & 86229
in front of FL Depot

I managed to spot some extra numbers between wagons and zoomed in on distant wagons from the ends of lines and I anticipate several of you also did the same, so there may be extra wagons not shown in the list below. With the speed of the tour it is often luck if you can glimpse something so if you have other numbers please let me have them



and an idea of where they were so I can include in the next issue. I have as in April just recorded the wagons in type / numerical order.



The start of the tour did at least this time include a look into the Depot after which 66502 moved out to stable down the bottom of the Yard. Ironically we were rushed through the yard past a row of MHAs etc constantly being berated to catch up by John but then had to wait 10 mins whilst a liner hauled by 66552 pulled through southbound then set back slowly, uncoupled and stabled before we could pass beyond to see 08691. This is the first shunter to be based in the Yard for some years. At the same time as 66552 was manoeuvring, 66570 which we had just passed headed out southbound with its train of MHAs & MRAs at 12.50 allowing sight of these and other wagons behind. Both consists are listed separately to the other wagons. As we then headed for the footbridge 66558 headed southbound through the Yard towards us stabling next to 66502. Quite a busy day.



above looking south from the Depot 90049, 90043 (part) 86612 + 66615, 90042, 86627 + 86639

Total Stock: 250 (locos highlighted in yellow) **Locos: 26, Wagons: 219, OTP: 5**

The following could all be seen from the access road between security gate and Depot

Alongside the Nantwich lines north of the shed:

MHA 394027/4458/4544 MPA 394138

Cart Roads: (west of access road) there were 8 wagons (MCA/MDA/MOA) on the northern track with 8 (YWA) on the southern track, numbers are from left to right as seen from the access road (* buffer end) 5002xx/263/274/246/206/324/237/348*, 996xxx/559/372/xxx/323/506/595/300*

In front of Depot: 66419 86229 **Shed (track):** 86628 (1), 66502 'Basford Hall Centenary 2001' (2), 90046 (3), 86637 (4)

Main Storage Sidings: 86251 90050 (stored alongside access road) 70002 (south of yard which moved off whilst on tour...my last FL CI.70)

08691 'Terri' 47830 (D1645) **BEECHING'S LEGACY** 66414 66536 66538 66558 66570 66615 86609 86612 86627 86639 90016 90042 90043 90049

JNA 29036/043/084/088/115/128/142/171/175/187/196/234/316/359/376/387/394/399/402/411/440/444/451/460/465/494/501/521 **KFA** 92514/20/23, 93304/308/413 **KTA** 97715/26/36/53/70/71/74
OCA 11201/038/090/195/300 **MHA** 394072/088/103/106/125/251/273/299/335/346/408/565/582/596/623/630/637/649/655/680/686/698/866/737/914/963, 396030/133 **MPA** 394019/103/121/130/159/358/560/682/765/931/966 **SSA** 470051/169 **MRA** 501011/039/071/099/151-53/235-37
MCA 500204/17/22 **MDA** 500261/64/65/76 **MLA** 503001/06/39/72/79, 503502/08/21/40/43/53/57/70
FEA 640079/80, **FTA** 607065/117/119, **FSA** 608193/194/217/255/256/373/374/409/513/521/524
YWA 996483/499/591/602 **YKA** 996305/319/395/497/510/544/598/650
IEA 31.70.5892.024-8/038-8 **IOA** 31.70.5892.065-0/119-5 **IKA** 33.68.4943.097-8

KFA 97411 + crane DRC 81602 + **KFA** 97404 Railvac 99.70.9515.004-8 **YKA** 99.70.9552.020-8

66552 + consist entering yard to stable at 12.50-13.00:

FEA 640163/164/205/206/345/346/707/708/713/714

FSA 608099/100/231/232/239/240/407/408/435/437

FTA 607011/038 **KFA** 93389/375

66570 + consist departing Yard southbound at 12.50:

MHA 394264 **MPA** 394682

MHA 394819/6062

MRA 501006/066/128/129/

136/305/314/325/334/

353-355/380-382

Sidings south of footbridge:

HQA 380401/601/603/60x/501

JJA 12917

*right 47830 (D1645) with
66536 & 665700 beyond*



*above KFA 97404 (crane runner) + crane DRK 81602 + KFA 97411 (crane runner)
below looking north towards Crewe Sorting Sidings North signal box with 86609 to the fore*





looking north from the footbridge
above MRA 501011 to the fore with 66502 & 66558 middle right, *below* the Depot with 66536 & 47830



above looking south from the footbridge (actually camera held above the parapet) towards the A500 overbridge with row of HQAs headed by 380401 behind Crewe Sorting Sidings South signal box

With the tour finishing at the footbridge at 13.15 we had one last chance to get a few panoramic views of the yard, though ever since they put up the new footbridge with high parapets, this is not that easy and denied views of the wagons stretching south towards the A500 overbridge.

Whilst myself and Colin Pottle walked back down the access road taking time to savour this possibly last chance to visit the Yard 88006 entered the Yard from the south at 13.34 temporarily (at least all the time we were there) holding on the line nearest the road with stock in order (not all) **IKA** 33.68.4909.621-7, **IDA** 39.70.4901.072-1, **IKA** 33.68.4909.481-6/398/2/480-8/579-7/748-8, 33.68.4943.087-9 33.68.4909.383-4, 37.80.4909.161-4, 33.68.4943.065-5, 33.68.4909.603-5 + others. Just prior to this heading south around 13.25 over by the WCML were seen 37608 t&t 57305 with 6 barrier coaches 6344/40/30/38, 975875, 977087.

Thanks to John White for his help over the years and good luck in retirement. We will wait to see if anyone else will take on this voluntary role, but I doubt it, so another era ends.



PRESERVATION PHOTO SPOT: STEAM 2



PRESERVATION NEWS

Avon Valley Rly (AVR) by Paul Normanton: Having received major bodywork repairs, a full rewire and a complete re-livery, 31130 returned to service on the 28th September 2019, which will be its only running as such for 2019. Major welding jobs have been undertaken in the engine room compartments and to the window frames and grills although the most noticeable change is the alteration from Trainload Coal to Railfreight grey livery. There are still some jobs to complete when time permits, not least finalising the rewiring, but the loco is now serviceable and operational. On the same day, 08202 was in the headshunt at Bitton waiting for its next duties at the end of services later in the day. Photos by Paul Normanton.

31130 Bitton (11.29)



08202 Bitton (12.21)



FRANCHISE / NETWORK NEWS

GC: GC has received approval for an additional daily service until 2021. It will leave Sunderland around 10.00 departing King's Cross around 14.30 Mon - Sat, later timings will apply on a Sunday.

LNER: LNER have now released 4 Cl.91s 91103/08/17/20 and 7 Mk4 sets, minus 5 coaches returned from store as spares and 8 + 2 x DVTs to Eastleigh Depot for use by TfW. The first Mk4 coaches have been scrapped at CF Booths. Europhoenix have acquired 20 Cl.91s which will be formed up as semi permanent pairs, re-gearred and exported to Eastern Europe for freight services....the ignominy, but at least they will survive. 91117/20 have already moved to Leicester Depot and are in Europhoenix livery (see **LIVERIES**).



800104 (showing the other driving car to that on p62 in the Sep issue) was the first southbound Azuma on 1E06 06.48 to King's Cross, Glasgow Central (06.16) 24th September 2019 (Alan Smith)

right DVT 82226 + 4 x Mk4 coaches
Eastleigh Depot, 14th September
(Gareth Taylor)



below 800103 on 1E10 10.00
Edinburgh – London King's Cross,
Edinburgh Waverley (09.47)
30th September 2019 (Iain Gardiner)



The first Cl.801/1s started service on the 29th August 2019.

CS: The highlander portions of the Caledonian Sleeper started running with new Mk5 coaches from the 9-10th October 2019 meaning the hired in DBC Cl.67s & 90s are no longer required with 86101 at Ferme Park. The Inverness portion has changed from Cl.67 haulage to pairs of Cl.73/9s as seen right at Inverness on the 16th October 2019 by Alan Jones with 73969 + 73967 + coaches 15010, 15107, 15210, 15334, 15305, 15327, 15335 & 15315 waiting to head for the Depot. Redundant Mk2/3 coaches are being stored at Ferme Park Sidings.



LO: Cl.710s began working to Watford Jct from London Euston on the 9th September 2019. Clarification of Cl.710 orders means there will be no 710131.

NO: Cl.331s started services between Liverpool Lime St and Blackpool as seen by Harold Hull with 331007 at Wigan North Western on the 12th September 2019 at 10.06 on 1N83 09.36 from Liverpool



Merseyrail: The first Merseyrail Cl.777s, 777001/002 have left the Stadler factory, Switzerland for the Wildenrath test track, Germany. The first to arrive in the UK, 777003, should be during December 2019 bound for Kirkdale Depot.

TL: On the 30th September 2019 Cl.313s ended their 40 year service on the route out of King's Cross / Moorgate with 313039/61 and 313048/49 being the final pairs. Cl.717s are now the order of the day as with 717004 seen right by Derek Everson at 06.17 at King's Cross on the 10th September 2019.



SWR: Vivarail is to supply 5 x 2 car D78 stock as new third rail CI.484s for the IoW due in service by March 2021. The CI.483s are likely to enter preservation.

TPE: TPE has launched its first CI.802 into service with 802201 from Liverpool Lime Street - Newcastle-upon-Tyne on the 28th September 2019 (see photo right by Toby Radziszewski at Leeds at 10.55 of 9E09 09.25). Several units are now in service though yet to vinyl wrapped in TPE livery.



VTWC: 390137 is the first CI.390 Pendolino to appear in unbranded livery following overhaul at Widnes in preparation for the new franchise. This has been followed by 390122 which only has the vinyls removed from the first class car so is a hybrid but was a trial to see how easily the vinyls can be removed during a normal maintenance exam. As this was successful, all sets including Voyagers will be de-branded by the 7th December.



390137 Stafford (11.57)
16th September 2019 (Chris Addoo)

GBRf: GBRf has been sold to Infracapital the infrastructure equity arm of M&G Prudential.

PRESERVATION PHOTO SPOT: DIESEL



37109 t&t D9531 Baron Street Yard,
Bury Bolton St, ELR 21st September
2019 (Gareth Taylor)

TRAFFIC & TRACTION NEWS

August 28

66783 + 66723 passed Shawford at 08.56 on 6M26 Eastleigh Yd – Mountsorrel (Chris Addoo)



August 29

68007 passed Haymarket at 08.41 on Cardenden – Edinburgh Waverley Spencer Conquest)



September 2

97304 was seen at Derby at 12.47 (Spencer Conquest)



September 3

66414 passed Walsall at 14.18 on Birch Coppice - Felixstowe North (David Williams)



66425 passed Bescot at 13.32 on Crewe – Bescot (David Williams)



September 4

08480 + DVT 82143 + 08683 were seen at Norwich at 10.10 having run from Crown Point Depot. The 08s came off and 37402 was attached to work 5Z37 08.42 to Cardiff Canton departing 111 minutes late (photo at end)

September 5

Refurbished 43035 + 43151 passed Spittal, Berwick-upon-Tweed at 18.23 on Doncaster – Haymarket Depot (Gareth Patterson)



September 7

68018 + 68001 passed Hest Bank at 08.16 Crewe – Sellafeld flasks (Stan Bown)



68004 + 88004 + 68033 + 68034 with PFAs 92716/60/66 + FNAs 70.9229.011-5/004-0 passed Hest Bank at 11.27 then Wigan North Western at 12.00 on Sellafield – Crewe flasks (Stan Bown & Harold Hull)



September 9

66786 + 66731 (dead in train) passed Needham Market at 14.51 with 4M29 10.29 Felixstowe North - Birch Coppice running 209 minutes late as 66731 had failed at Claydon with the train and was dragged back to Ipswich Yard by 66786 running as 1Z99 from Whitemoor - Ipswich Yard (Keith Partlow)



September 10

66724 passed St Denys at 10.06 on 4023 Trafford Park - Southampton (Gareth Taylor)



D1944 passed Upper Holloway at 11.13 with cabs full of staff working Southall - Hornsea. 66953 was the next loco along and it to was full of staff, both perhaps FL crew training for the stone workings which they take over in November (Derek Everson)



September 11

458501 + 458531 passed Martins Heron at 09.46 (Derek Everson)



September 12

47727 + 73970 passed Eastleigh at 14.00 en route to Eastleigh Works (Chris Addoo)



There was a CI.56 fest at Doncaster with 8 of the class seen in the day by Keith Partlow (see photos at end)

08.49 56103 + 56091 stabled opposite platform 0

09.04 56094 t&t 56113 on 6L85 05.25 Kildale – Doncaster Up Decoy autoballasters

10.37 56049 + 56087 on 09.44 Doncaster Down Decoy – Millerhill

15.52 56078 on 6Z56 14.40 Kellingley Colliery – Canton

September 13

313203 was seen departing Littlehampton at 12.11 framed by the two semaphore signal gantries remaining



September 17

800106 passed Spittal, Berwick-upon-Tweed at 14.43 on Edinburgh - Newcastle, Spittal, Berwick-upon-Tweed (photo at end)

66011 + 66087 passed Spittal, Berwick-upon-Tweed at 18.04 on Tees – Millerhill (photo at end)

66737 passed Foxton at 17.52 on 6M03 17.44 Foxton Exchange Sdgs - Ferme Park (Simon Smith)



September 19

37402 + 975025 passed Harringay Green Lanes at 10.34 on West Hampstead - Fenchurch St (Eric Salisbury)



September 20

47813 + 47815 passed Mount Pleasant LX, Southampton at 09.25 on Bournemouth – Leicester (Chris Addoo)



September 24

66124 passed Northampton at 14.59 (Graham Stockton)



September 25

66035 passed York at 16.17 on 6D11 13.11 Lackenby to Scunthorpe (Colin James)



September 26

After hauling the second MoD train from Bicester to Elgin Yard 66705 departed empty southbound to Mossend as 6H70 via Aberdeen as seen passing Keith at 17.08 with wagons KWA 95516/37 + KFA 95250/88 + KWA 95522/73/77/13/29/30/35/08/42/27/40/39 + VGA 210425



September 27

66199 t&t 66118 passed Bescot at 13.23 on Burton - Wembley Euro ecs (David Williams)



67010 t&t DVT 82308 passed Winwick Jct at 10.29 on 1D34 Manchester Piccadilly - Holyhead (photo at end)

66109 passed Winwick Jct at 10.15 on 6E14 Seaforth - Tinsley passes Winwick Jct (photo at end)

90040 + 90029 passed Winwick Jct at 12.14 on 4M25 Mossend Euroterminal - Daventry passes Winwick Jct (photo at end)

September 28

With 60082 moved from alongside 90025 at Crewe Electric Depot a view is now possible of locos behind 90031 + 92031 + 92009 + 92007 (Spencer Conquest)



91130 passed Grange Park blunt end first at 15.38 Lee Spenceley)



60087 + 60002 passed Doncaster at 15.08 on 0266 14.00 York Holgate Loop - Doncaster Roberts Road GBRF (photo at end)

20302 + 57309 were seen during a shunt move at Crewe. 20302 has been reinstated for RHTT duties (Andrew Turnidge)



September 30

90020 + 66109 were seen at Doncaster (photo at end)

66735 on the third loaded MoD train for Kinloss Barracks arrived into Elgin at 16.45 from Bicester with wagons KFA 95274/278/250 + KWA 95540/27/42/08/35/30/29/79/13/77 + VGA 210425. After unloading ilt departed south via Aberdeen the following day (Alan Jones)



66746 t&t 66743 on Royal Scotsman arrival from Kilmarnock into Edinburgh Waverley at 09.37 (Iain Gardiner)



October 1

60074 was seen departing Swindon for Toton at 15.15 (Keith Blackman)



66716 passed Carstairs at 14.28 on 4M01 13.57 Mossend - Carlisle New Yard (Iain Gardiner)



Changing of the guard at Edinburgh Waverley at 13.39, 800105 on 5Q41 11.31 from Newcastle with 91104 on 1S09 08.00 from London King's Cross (Iain Gardiner)



News from Norfolk (Stuart Moore):

Well it's finally happened, the final day of the Short set was the 21st September. NC37 was operated by 37409 t&t 37424 throughout September and while it was only to be used 'as required' it appears to have been used on most days. On some days it was only part of the roster, with the rest being unit operated while on other days it operated the full roster. The final week saw NC37 in operation every day with late night running on Friday 20th.



above 37409 t&t 37424 on 2J82 15.50 Norwich - Lowestoft, Reedham (16.21) 14th September 2019 (Toby Radziszewski)



above the last day 37424 t&t 37409 departing Norwich (16.52) 21st September 2019 (Stuart Moore)

The Cl.755/4 Flirt units are seeing more use with them in regular use on the Norwich - Cambridge, Great Yarmouth and Lowestoft services. Another impact of the introduction of the 755s has been the relocation of 3 of the Norwich Cl.170/2s to TfW in Cardiff. Having been new to Norwich under Anglia Railways in the early 2000s these have been a stable part of the fleet for sometime around here.

Cl.755's noted in operation (including test runs) during the month were: 755409/10/13/417/18/19/22/24.

37403 arrived in Norwich from Crewe and was noted in the Royal Dock siding on 11th where it remained throughout its stay.

The movement of loco's for the RHTT season has begun with locos running to Stowmarket where the RHTT operation is based (see **RHTT GALLERY**).

On the 24th September a brief visit to Norwich saw 37409 (ex NC37) coupled to 37402, 57003 and 37403 preparing to run to Crewe (see photo at end). 57003 and 37402 had arrived in Suffolk from Crewe but were being sent straight back (failures?). At the same time 37401 was stabled with the NC37 stock next to the loco line up. This later returned to Stowmarket to join 37405 on the RHTT services. This meant that the large loco 37401/402/403 were all together in Norwich Yard...a first?

Other news for the area were two railtours out of Norwich on the same day. On the 6th 68005 t&t 68017 arrived from Burton for the NENTA railtour to Carlisle, while 4-6-2 6233 t&t 47802 arrived from Southall for the next day's trip to Chester. However, on the day 6233 was declared a failure and the tour was operated throughout by 47802. 6233 stayed in Norwich Yard until the 13th September when the repaired loco returned to Southall under its own power with its support coach.



above 6233 + coach passing Trowse 11.31,
13th September 2019 (Stuart Moore)

It has been announced that there is to be a three week closure of the lines to Yarmouth and Lowestoft in February 2020 to finish off the signalling work and also replace a bridge at Postwick. Work has also been underway on the disused sidings in Trowse where further stored stock is rumoured to be heading. The new compound at Crown Point which was holding the 755's is now filling up with Mk3s as preparations are being made to introduce the Cl.745's on the Norwich London services.



37401 Norwich Yard (12.50) 24th September 2019
(Stuart Moore)



66109 6E14 Winwick Jct (10.15)
27th September 2019 (Colin Pottle)



67010 t&t DVT 82308 Winwick Jct
(10.29) 27th September 2019 (Colin Pottle)



37409 + 37402 + 57003 + 37403 Norwich
Yard (07.55) 24th September 2019 (Stuart Moore)



90020 + 66109 Doncaster
30th September 2019 (Malcolm Clements)



90040 + 90029 Winwick Jct (12.14)
27th September 2019 (Colin Pottle)



*above 56103 + 56091 (08.49) below 56094 t&t 56113 Doncaster (09.04)
both Doncaster 12th September 2019 (Keith Partlow)*



*above 56049 + 56087 Doncaster (10.37) below 56078 Doncaster (15.52)
both Doncaster 12th September 2019 (Keith Partlow)*



*43040 + 43198 + 57605 Swindon
(13.50) 18th October 2019 (Colin Pidgeon)*



66011 + 66087 Spittal, Berwick-upon-Tweed (18.04)
17th September 2019 (Gareth Patterson)



60087 + 60002 Doncaster (15.08)
28th September 2019 (Toby Rasziszewski)



800106 Spittal, Berwick-upon-Tweed
(14.43) 17th September 2019 (Gareth Patterson)



above 08480 + DVT 82143 + 08683 Norwich (10.10) 4th September 2019 (Keith Partlow)

TECHNOLOGY NEWS

Vivarail diesel / battery hybrid 230002 operated the first passenger carrying train for this type of traction on NR metals between Evesham and Moreton-in-Marsh on the 9th September 2019.

Due to ongoing software issues with new Aventra EMUs both the SWR Cl.710s and GA Cl.720s will not enter service until mid 2020 a year late. The LO C.710s were similarly late.

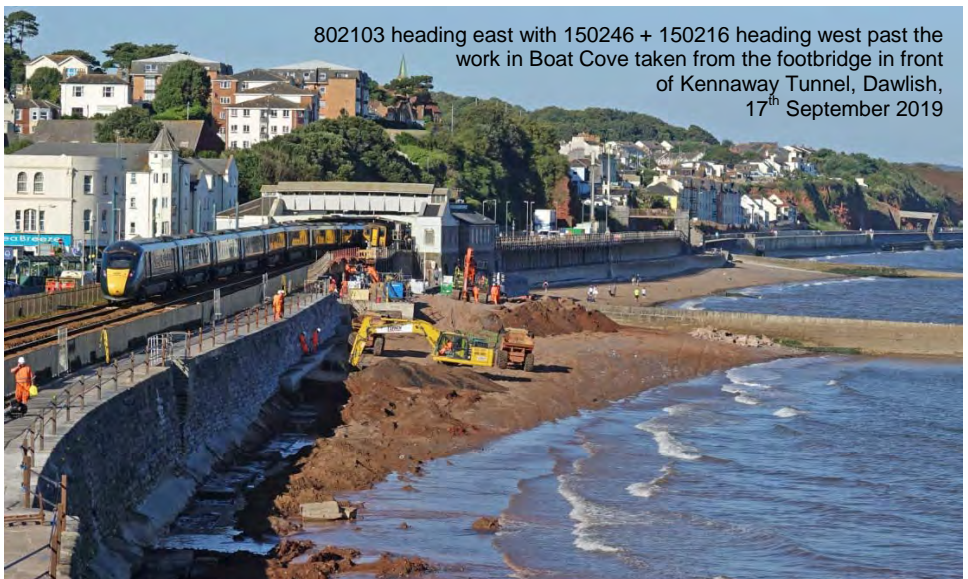
The University of Birmingham is to lease a redundant HST set from Porterbrook for future project testing with 43056 so far identified

INFRASTRUCTURE NEWS

King's Cross Station: Work to alter the station throat and bring the easternmost Gasworks Tunnel back into use has begun. It will allow lengthening of all platforms including the suburban platforms 9 & 10 / 11 though to do this means the loss of 10. Platform 11 will be renumbered to 10 with the track between 9 and 10 becoming a single bay. Platforms 0-2 will be directly accessed from the re-opened tunnel which until recently was 'blocked' by thunderbird loco stabling, now removed. With platforms extending almost up to the tunnel portals and no more loco stabling the station will present a different feel once finished and probably more difficult photographically. Certainly the walk up and down the longer platforms will get tiring !!

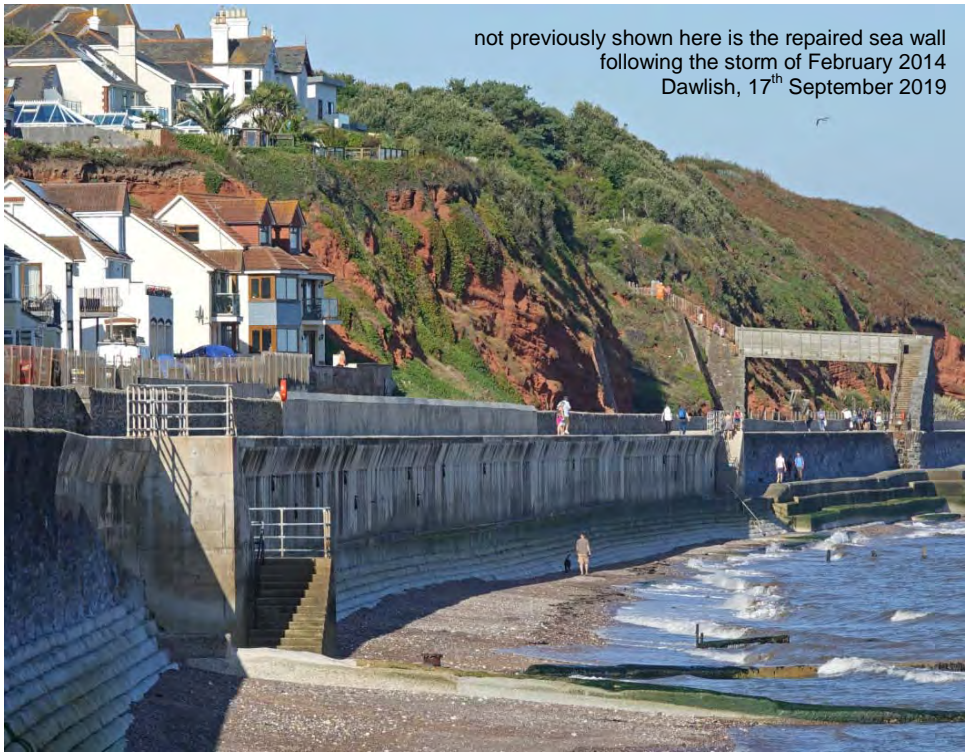
right the notice of works to the public where access to the sea wall and Boat Cove west of Dawlish Station is now blocked of, access beyond the works being via Marine Parade and footbridge

Dawlish Sea Wall: Following initial preparatory work during June / July 2019 the project to bolster sea defences around Dawlish Station known as the Rail Resilience Programme resumed on the 9th September 2019. Contractors can only work 5 hours either side of low tide subject to weather / tides. Split into two 400m long phases the first runs west of Dawlish to Boat Cove and will be finished in January 2020 whilst the second runs east to Coastguards Breakwater finishing in 2021. The new wall will be 2.5m higher than at present with a outward facing curve deflecting waves back to sea.



802103 heading east with 150246 + 150216 heading west past the work in Boat Cove taken from the footbridge in front of Kennaway Tunnel, Dawlish, 17th September 2019

The second phase of work will concentrate on the wall alongside the station up to the previously repaired section seen in close up in the photo opposite top



not previously shown here is the repaired sea wall following the storm of February 2014
Dawlish, 17th September 2019

Electrification:

Electrification of the South Wales mainline is dramatically changing the view looking west from Cardiff Central towards Cardiff Canton as can be seen in the photo below taken on the 18th September 2019 by Spencer Conquest with an unidentified CI.800.



RHTT GALLERY

The season got underway as is usual in late September with the first circuits in East Anglia but during October has now spread to other areas involving more locos, so be ready to get out there and record your local circuit.



above 37402 moving the 4 East Anglia FEA sets 642044/11, 642041/19, 642036/50 & 642024/47 into position on 6Z21 08.57 York Holgate - Stowmarket RHTT passing Dagworth (13.30) 3rd September 2019 (Keith Partlow)



37424 (37558) t&t 37407 pass through Ipswich above at 09.16 on the 25th September 2019 with the first 3S60 RHTT of the season 09.01 Stowmarket - Stowmarket via Harwich, Southend, Clacton. The train only worked to Parkeston then back to Ipswich Yard, then on to Derby Road on the Felixstowe Branch before returning to Stowmarket at 12.15, 291 minutes early due to a fault with the data recorders on 37407 (Keith Partlow).



The first run of this year's 3S01 Stowmarket - Stowmarket via Cromer and Yarmouth ran on 24th operated by 66427 t&t 66428. On the 26th it was powered by 37401 t&t 37405 which were noted in Norwich Yard beside 745005 which was on test. On the 30th 3S01 was again in the control of 66427 t&t 66428 as seen on Strumpshaw Bank at 12.37 by Stuart Moore (above right).



above 37601 t&t 37401 RHTT &
37405 Norwich yard (11.56)
26th September 2019 (Stuart Moore)



right 37405 t&t 37401 on 3S01
RHTT Dagworth (17.36)
26th September 2019 (Keith Partlow)



left 37401 t&t 37405 on
3S60 RHTT Colchester
(10.17) 30th September 2019
(Keith Partlow)

below 66085 t&t 66143 3J92
RHTT Toton - West Hampstead
approaches Wellingborough
(10.22) 8th October 2019
(Colin Pottle)





*left 66775 t&t 66745 RHTT
Bescot - Euston,
Tamebridge Parkway
(11.30) 6th October 2019
(Paul Clifton)*

PHOTO SPOT: NR TEST TRAINS

*below 37419 t&t 37405 Glasgow
Central (23.03) 11th September 2019*



*below 67023 t&t 67027 passed Carstairs at
12.37 on 182E 06.13 Derby RTC – Edinburgh
via Glasgow Central (Iain Gardiner)*



*below 37612 t&t DBSO 9701
on 1Q99 16.27 Cambridge Reception
Roads - Cambridge Reception Roads test train via
Kings Lynn – Ipswich – Norwich – Colchester – Felixstowe
– Manningtree – Ely, Waterbeach (16.36) 18th October 2019
(Toby Radziszewski) 37612 has recently been re-hired for test train use*



SIGNAL BOX SURVEY

Littlehampton: TQ 02287 02302

Built in 1886 by the London, Brighton & South Coast Railway this Type 2 box in West Sussex has a Bosham pattern 44 lever frame installed in 1901. It replaced an earlier 1863 box and it is grade II listed (25th April 2013) one of its features being it uniquely retains valancing to match the station, through this has long gone on the latter. It is located at the western end of platform 3 of the terminal Littlehampton station on the northern side of the branch line adjoining Gloucester Road. The signal box keeps company with two superb semaphore gantries which can be seen in other photos (see **TRAFFIC & TRACTION**). Photos taken on the 13th September 2019.



above looking north from B2187 Bridge Road

the signal box and semaphore gantry seen from the end of island platform 1 / 2 with 377143 departing at 12.15 showing the footbridge and carriage shed beyond



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 37884 hauling 365509 + 365513
from Yoker to Crewe South Yard,
Crewe (12.00) 24th September 2019
(Martin Evans)



left 31128 + Mk2 6042 Cardiff Central
en route from Nemesis Rail,
Burton-upon-Trent – Cardiff Canton
(13.04) 18th September 2019
(Spencer Conquest)

below 31128 + Mk2s 6024 + 9520 on
5Z32 Cardiff Canton – Nemesis Rail,
Burton-upon-Trent passing Gloucester
(15.01) 18th September 2019 (Brian Fry)





PHOTO SPOT: RAIL TOURS



above 4-6-2 60163 on the second leg of 'The North Briton' 1Z72 08.16 London King's Cross - Carlisle passing Leeds at 14.19. 28th September 2019 (Toby Radziszewski)

stock 21249 / 21269 / 5009 / 3068 / 3066 / 80042 / 3123 / 3146 / 3147 / 1832 / 4927 / 4991



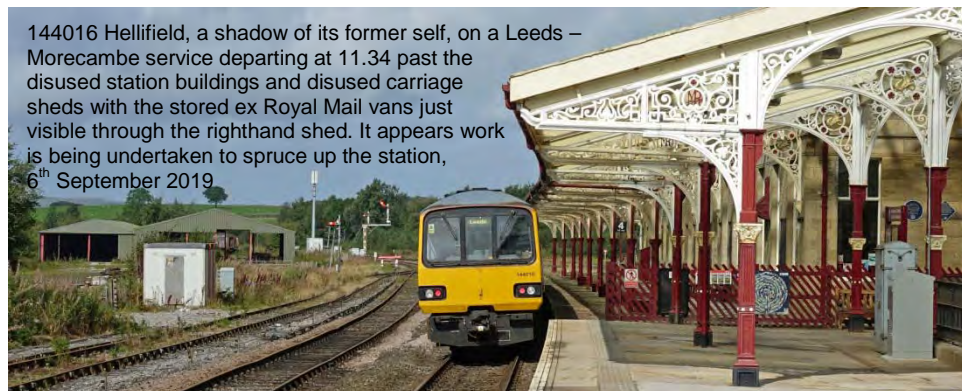
4-6-2 35028 'CLAN LINE' passing Martins Heron at 09.54 on Belmond British Pullman London Victoria – Bristol Temple Meads, 11th September 2019 (Derek Everson)

DAYS OUT

Bachmann Members Visit 2019 & the Southwest:

The annual 'free' members day was this year organised at the Llangollen Railway (LLR) on the 7th September 2019 and was blessed with warm sunny weather. The only other occasion I was able to attend one of these days was in 2016 at the East Lancs Rly and it was wet !!

The beauty of these events is that they usually include tours of all the works at the selected railway and on this occasion the itinerary included Pentrefelin Carriage Works, which was one of those awkward hard to see sites on my railway 'bucket' list so it was no brainer this was a visit I needed to get on. Fortunately it was the Saturday before we were due to travel down to our Eastleigh Works Members Visit which also allows us to spend a week in the Eastbourne area visiting relatives / friends particularly those of Chris. So as LLR was on the way down we arranged to leave earlier with our southeast visit between the two events. As it happened we then decided to make a fortnight of it and also get to the southwest to tackle the outstanding stock I needed from several preserved sites in Devon and Cornwall. The culmination of combining LLR with those sites I mentioned in my **EDITORIAL COMMENT** was that I halved the number of preserved DMUs required as LLR and DSR accounted for 17 of the 35 I needed. Also cleared my remaining 4 shunters from the southwest, at DMR, DSR and PVR.



144016 Hellifield, a shadow of its former self, on a Leeds – Morecambe service departing at 11.34 past the disused station buildings and disused carriage sheds with the stored ex Royal Mail vans just visible through the righthand shed. It appears work is being undertaken to spruce up the station, 6th September 2019

So on Thursday the 5th September we started our marathon and on the way down I managed to bag a couple more signal boxes north of Perth, Murthly and Stanley Jnct with 66743 passing the former on



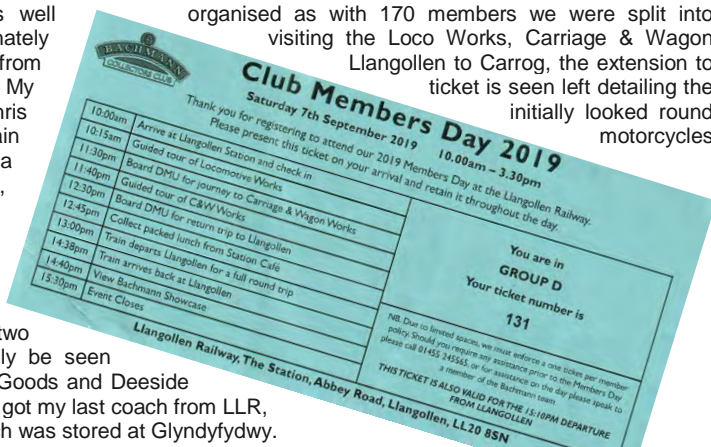
the Royal Scotsman so that was lucky timing. The following day after a brief visit to RSPB Leighton Moss we headed east, stopping at Hellifield en route (see above), over to EMB which was running and I got my first view of the LNER Autocar 3170 in service which looks superb. A quick guided tour round the site also gleaned my last Austerity 0-6-0ST (fifth of five based there) and 4 coaches needed from there. I also managed to get a distant shot of the signal box at Stoneacre loop midway along

the line. Heading back west I got a signal box at Horrocksford Jnct (Clitheroe) on the way to WWT Martin Mere for the last hour of the day. We then hunted down nearby signal boxes at Burscough Bridge and Parbold then an interesting one at Helsby Jnct near Chester before our overnight stop at

Wrexham. So a good start to our fortnight which apart from gloomy days in the southeast (non railway anyway) was gloriously warm, sunny and dry.

The Bachmann visit was well several groups alternately Works and taking a ride from Corwen not being used. My itinerary for my group. Chris Llangollen, where again were to the fore with a Harley Davison rally on, then joined me for the train ride, having bought her an additional ticket. This was one of those times I didn't mind taking the journey as there are two signal boxes that can only be seen from the train, Llangollen Goods and Deeside Halt. As it turned out I also got my last coach from LLR, Mk1 suburban 46116, which was stored at Glyndyfdwy.

organised as with 170 members we were split into visiting the Loco Works, Carriage & Wagon Llangollen to Carrog, the extension to ticket is seen left detailing the initially looked round motorcycles



Pentrefelin Carriage & Wagon Works (11.50) with line to the left, with 40 mins gate to gate I just had time to photograph everything



2-6-2T 5199 running round its train, Carrog (13.48)

below 4-4-0 62712 Loco Works



The railway has to be commended as they also had to cope with a wedding which initially closed off the footbridge at Llangollen until they travelled to the Chainbridge Hotel on the River Dee adjacent Berwyn Station on the same train as our group hauled by Collett 2-6-2T 5199, hence the 'WEDDING BELLE' headboard. A long way from home in the Loco Works was Gresley D49 4-4-0 62712 'MORAYSHIRE' from the Bo'ness & Kinneil Rly (BKR) under overhaul (see opposite above right).



above left CI.104 50528 with recently removed headcode panel, as per partner 50454 *above right*



two stored DMUs now hidden away alongside the side of the shed
above left CI.104 50447 and *above right* CI.105 56456 which is undergoing restoration.

LLR is home to one of the larger collection of preserved DMUs (10) with several seen here and also has the largest collection of ex-BR suburban Mk1 coaches (8) plus some one-off coaches as with smart looking LNER ex-Flying Scotsman lounge / buffet 1706 (see opposite top). Also at Pentrefelin amongst the eclectic range of traction / stock were the unique Mk2e Adtranz demonstrator 5809 and one of only 5 remaining ex-BR Mk1 horseboxes, 96300 (see both below). All in all a worthwhile visit as all my remaining DMUs (6) and coaches (7) were seen plus the ongoing work to two new build steam locos 2-8-0 Night Owl 4709 and 4-6-0 61673 'SPIRIT OF SANDRINGHAM' (future article).



above 1706, below left freshly refurbished horsebox 96300 below right Mk2 5809 ticked alongside side of shed in use as a mess coach for Llangollen Railcars Ltd



left Cl.109 50416 + 56171 used as our shuttle at the 'halt' for Pentrefelin Carriage & Wagon Works (behind photographer) prior to departing back to Llangollen after our visit (12.30)

With a mid afternoon finish at LLR there was time to visit Cambrian Rlys at Oswestry (CRO) where progress on extending the line southwards was observed. The stock had been moved from Weston Wharf, where a new halt is being constructed (see photo opposite top), up to Oswestry Station.



Clearly removed around the goods shed and site of new halt, the track north towards Oswestry is in place from just out of view as is the track south of the road bridge which after 200m crosses the A483 bypass by way of a level crossing. Three quarters of a mile north of Weston Wharf the line passes under the B4579 Shrewsbury Road known as Gasworks Bridge which has been a major stumbling block to the extension south being only ½ mile south of the main base at Oswestry Station. The reason being a steel girder frame had been erected to carry the weight of 44 tonne lorries but which restricted the height preventing trains from passing beneath. The track therefore had to be lowered with the new extension coming into operation in July 2019. Preparatory work can be seen in the photo on p46 in the September 2018 issue.

With our overnight stay at Newcastle-under-Lyme we called in at EML, Longport to see what was on view which included 66302 along with the Cl.56s. The vegetation is growing along Longbridge Hayes Road making photography more challenging. Prior to heading south the plan for Sunday the 8th was to visit a few midland sites so first up we called in briefly at the Foxfield Rly (FXR) hoping to get the one remaining Austerly 0-6-OST based there, [3694] 'WHISTON' which we did as it was being prepared for the days service. Also seen freshly painted into green livery was [1827] (see **PRESERVATION PHOTO SPOT: STEAM**). With the station not fully open and services not starting until 11.30 we moved on, next stop nearby Churnet Valley Rly (CHV). Here I got permission to tramp round the yard and sidings at Cheddleton where I hoped to see re-liveried 33021 and D3800 (08633), the latter also re-numbered which was achieved (see **LIVERIES**). As I finished USATC S160 2-8-0 5197 [8856], one of two such locos based here, arrived from Froghall on the first service of the day. I had not seen it since returning to service and after seeing it return from Leekbrook Jnct we moved on. The second S160 was away on hire, as it happens at DSR so it was hoped that would also be seen in action.

2-8-0 5197 pausing at Cheddleton en route to Froghall (11.44), 9th September 2019



Heading over the Peak District we headed for Peak Rail and the Heritage Shunters Trust (PEA / HST), the main purpose being to see re-liveried / re-numbered 37310, but it seemed with the weather good and a Sunday we seemed to be on the road with every motorcycle ever made !! Certainly every cafe was brimming over as was Matlock Bath. Arriving at Rowsley South we discovered that HST were holding a Gala (more in **PRESERVATION GALAS**). The 37 was duly seen (see **LIVERIES**) and we moved rapidly on to the Ecclesbourne Valley Rly (EVR) which on arriving in Wirksworth was heaving as it was the 25th running of the nine day Wirksworth Festival. There were events, stalls and people everywhere but we just about managed to park at the station. A quick look from the viewing platform over the yard gleaned ex-LUL D78 7501 here for bogie testing (see below) and a re-liveried Derby Lightweight 79612 (see **LIVERIES**) now on refurbished bogies after years on accommodation bogies. On we went stopping at a deserted Duffield the southernmost station on the line and junction with the MML. I got to see, though not a photograph, my first re-liveried EMR HSTs rushing by, though I did get a pair of stopping Cl.153s with EMR REGIONAL branding. Before moving on we waited to see BR Std 2-6-0 78022 arrive on the CHV service train at 15.57.



Continuing our eastwards trek we then headed over to Toton and see what was on view from the bank, nothing of any note as it happens though a rake of the newly converted JNA Box Wagons were tucked away south of the Depot though numbers were hidden with one exception (see **FREIGHT MATTERS**). It is always a chance to get photos of re-liveried locos or see missing nameplates (though not close up photos) and I did that with red DBC 66182, Belmont Pullman 67021 and Colas 60047 'Faithful'. Also on shed was DBC 90035, it since transpires there for repainting.

By now it had passed 17.00 and we decided to make a first visit to the nearby Attenborough Nature Reserve which is huge. With only an hour there and the centre shutting it was at least a chance to stretch our legs before the worst part of the journey south via the M1/M25... less said about that the better as it involved a diversion due to an accident on the M1. The next four days involved doing the social rounds with a quick visit to Tonbridge West Yard and Groombridge on the Spa Valley line on the

13th. Again nothing exciting at Tonbridge though I did see one of the relocated drift snowploughs ADB 965237 (see right) of which I had only ever got a partial photograph.

Friday dawned and it was time to start the westward southern leg of our eventual 2300 mile triangular journey. En route to Eastleigh we stopped to see an old neighbour of Chris's at Rustington which gave me an opportunity to nip up the road to adjoining Littlehampton for the signal box and semaphores. All went well with a couple of Cl.313/2s seen, none of the three I needed and the south coast is now the only place to see Cl.313s. However on leaving I got the dreaded deflation alert on the dashboard. So out with the tyre gauge which identified that a deflating nearside rear needed checking. Luckily a tyre garage was adjacent the station which confirmed a puncture with a 3" screw through the sidewall, thanks Littlehampton...one new tyre and £125 lighter I headed back to Chris !! Thankfully it wasn't one of the two new ones put on the front prior to travelling and ironically the offside rear had also been punctured with a screw at the same time but at least that had been repaired but is now the worn odd one out.



On our way again we first stopped at WWT Arundel for the last hour prior to the centre closing to try to miss most of the traffic but as usual the A27, particularly through Winchester even though it is supposed to be a bypass, was horrendous. With Eastleigh reached at 18.50 a quick visit to the station was made just as 66711 + 66850 t&t 66849 arrived from the north on a rail train of JZA wagons which then backed into the East Yard.



66014 t&t 66144, 70804 & 66001, Eastleigh (10.24) 14th September 2019

Saturday dawned warm and sunny and the prospect of a pleasant day on our visit seemed guaranteed. Heading back to the station at 10.00 I arrived just as 66037 headed north on a car train. At 10.20 70804 arrived from the north stabling up next to the station with 66001 and 66014 t&t 66144 (see opposite bottom). As the morning wore on the station began to take the appearance of that after the Great Escape with members dotted all over. At 12.00 we headed to the Works to prepare for what then turned out to be a good event (see **EASTLEIGH WORKS MEMBERS VISIT REPORT**).

Our Visit over we packed up around 18.00 and started the second leg of our westward trek jumping straight over to Okehampton which having stopped for a meal short of Dorchester was largely done in the dark which was a shame but necessary. With several of the railways only open on the Sunday our being in the area was spot on but we also needed max time to get round them all. With the Dartmoor Rly (DMR) on our doorstep, a place never visited, our first port of call was the western end at Meldon Quarry as our Travelodge was just down the road, though it turned out to be harder to find than I thought, even with maps. Eventually parking off the old Quarry road we trekked up the hill initially to view the Meldon Reservoir dam and Meldon Viaduct over which the former line once went. Over the hill we lucked on the end of the line at what is Meldon Viaduct station. At the end of the headshunt is a ex-4CIG EMU TSRB 69310 serving as a cafe which has a spectacular veranda view of the viaduct. Fortunately it was just opening as there was a locked gate onto the footpath, known as the Granite Way, national cycleway 27. Opened, whilst Chris chatted with the proprietors, I headed east along the footpath past the station, still locked until the trains arrive, to photograph the much needed array of DEMUs, EMUs and coaches in the old quarry. There was a shed which as it transpired probably held 60150 half of DEMU 1132, in the process of repainting and EMU 70273 the only items of stock I missed. After seeing the first service train arrive hauled by D4167 and ascertained we didn't have time to do the round trip we instead drove the 2 miles to Okehampton where the remaining coaches were all stabled along with 31452. There is a connecting GWR service from Exeter on summer Sundays but it had finished the previous Sunday so missed seeing that.



views of the yard east of Meldon Viaduct

above from south side of station with stock left (see below) coach Mk2 13436 + DEMUs 60673 + 60831 (1132) & EMU 61743 + behind 69322 + 76747

below from adj footpath north of the track EMU 61742 + DEMUs 60146 + 60677 + 60827



Having watched D4167 and its motley stock, test car RDB 975046 + Mk2 6181 + brake van 731411 depart at 11.15 (see right) and with tea and toasted teacake consumed, at what is a delightful station, we hit the road again and headed south across Dartmoor to Plymouth and the Plym Valley Rly (PVR). The problem was I had little time to properly plan our routes around the southwest prior to leaving so much was done on the fly so thinking it would be quicker to keep on the A386 then onto the A38 rather than taking another alternative route turned out to be an error.



left D2046, below 13002

No sooner we turned east onto the A38 we hit a queue and we only had 1½ miles to go. About half an hour and a mile later the cause was seen an overturned caravan. It turns out the alternative route would have taken us close to the northern terminus of the PVR still to be seen. Obstruction dealt with we arrived at the

small southern terminus of Marsh Mills on the PVR off a road to an industrial estate. The station is in the midst of being enlarged so much building work was evident but having seen what stock was on view including D2046 under restoration, one shunter copped, a request to view inside the shed was warmly responded to in the affirmative and so we had a friendly guided tour around.



There were four locos in the shed so worth the ask, at which point 13002 arrived, second shunter copped, with Mk2s 5141 + 17089 on the service from Plym Bridge. Due to the friendly volunteers we took lunch at the station, tea, sandwich and cake after 13002 departed north again, eventually leaving at 14.45. Our intention had at this point to head as far south as the Helston Railway (GRS) which was having a timely gala but having spent so much time chatting at DMR and PVR, enjoying the weather plus the accident delay we were never going to make it before services probably finished.



above 26007 arriving at Bodmin General passing ex-Chiltern 121020 stabled in the running shed but which had been used during the Gala (16.43) 15th September 2019

below 26007 t&t 47306 having arrived back on the last train at Bodmin General alongside 08444 (17.53) 15th September 2019



BWR was also holding a Diesel Gala over the weekend 15-16th September 2019 and I had flexibly planned to visit on the Sunday or Monday after visiting the Eden Project but both were subject to time spent elsewhere. So with GRS abandoned we headed west to Bodmin stopping at St Germans to see the camping coaches, lugging onto a refurbished HST and then Liskeard for the signal box. Arriving at Bodmin Parkway, the junction of the BWR with the GWML, we caught the end of Gala seeing visiting 26007 arriving from Bodmin General and my first GWR Cl.802/1. Leaving after 26007 started its journey back we arrived at Bodmin General to see it arrive then see 47306 t&t 26007 depart. BWR was the worst for completing what stock I needed with DMU 51947 elusive somewhere up the line and several coaches most likely tucked away in the huge shed at Bodmin Parkway, still I got 7 from 12 plus ex-Chiltern 121020 and 0-6-0PT 4612 which was 1 of 2 steam locos needed. With our overnight stop at St Austell, we left BWR around 18.00 and with not much light left I managed to get the signal boxes at Lostwithiel, Par and St Blazey Jnct plus a few JIA and CDA china clay hoppers in the yard.





Monday was always dedicated to the Eden Project which was busy even in mid September on a Monday and we queued to get into the car parks. We headed straight for the two biomes as fortunately it was a bit cloudier making the rainforest biome more bearable. Considering the biomes were packed as were the numerous eating areas, once out in the rest of the surrounding gardens it seemed empty. We stayed until 15.00 and to be honest though interesting we do not feel the

need to visit again...done it, got the tee-shirt. With our next accommodation in Torquay we called first at Totnes for the signal box, then at Buckfastleigh on the South Devon Rly (SDR) at the end of services so was very quiet. After looking around the yard we waited for the last service to arrive hauled by 0-6-0PT L92 which duly arrived at 17.45 (see photo above). Whereas I have on previous visits, albeit a long time ago, managed to see most of the stock at Buckfastleigh there is now a two track storage area out of bounds but visible end on containing mainly steam locos and coaches, as it turned out nothing in there was needed.



above D7612 with D402 (under tarp behind), DMU 55000 (with D2246 behind), DMU 59493, D3721 & 0-6-0 3205 Buckfastleigh, SDR (16.42) 16th September 2019

En route to our Travelodge near Torre station we called in to Paignton the southern 'terminus' of the NR branch from Newton Abbot and the northern terminus of the Dartmouth Steam Railway (DSR) as daylight faded and immediately knocked off one of three steam locos I needed from DSR, BR Std 4-6-0 75014 'BRAVEHEART' which in fact was the only one I saw.

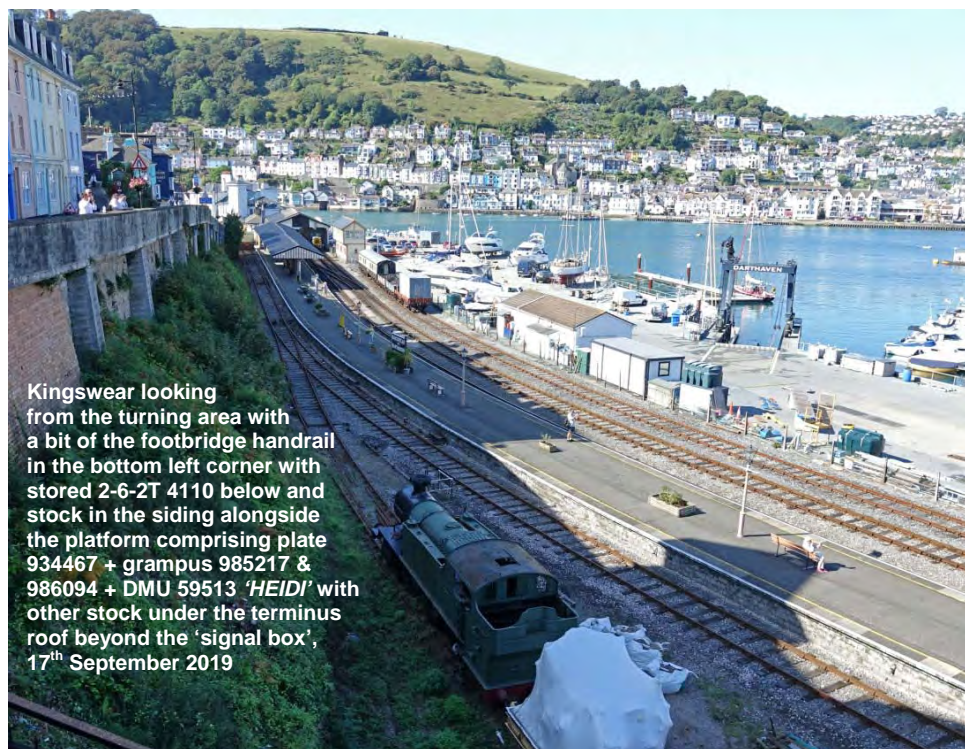


last of the sub class, 800321
arriving at Paignton (10.11) 18th September 2019

Having photographed Torre and Torquay signal boxes en route back to Paignton on the Tuesday morning the rest of the day was largely taken up with getting to all the stations etc on the DSR, Paignton, Churston and Kingswear then onto the SDR for Staverton and Totnes Riverside. Whilst watching and finally photographing the DSR coaches / hauled DMU trailers on the first services out, it was surprising how busy the mainline station was. In the 45 mins we were there were seen 143611 + 143621, 150232, 221132 and 800321 the final Cl.800/3 (nice to cop one I hadn't seen at Newton Aycliffe). All required the level crossing to the north of the station to be closed twice for arrival and departure plus some needed to swap platforms so closing the level crossing to the south as well, over which the DSR trains also departed. With the train heaving, 4-6-0 7827 'LYDHAM MANOR' left for Kingswear at 10.05 with 4 Mk1s and 2 Cl.115 trailers tailed by the unique Beaver Pullman observation car. The two DMU trailers looked freshly painted and bore new names from those in our books (see **STOCK CHANGES**). The second service quickly followed and D3014, a loco not seen since 2008, busied itself dragging 3 coaches from the shed from which two were to join another 2 Mk1s plus 3 Cl.115 DMU trailers to be hauled by 75014. D3014 has recently been repainted into BR green with late totems and lost its nameplate (see photo above right and see p62 in the Jan / Feb 2019 issue for its previous identity). At this point I had already cleared the 10 Mk1 coaches I needed from DSR and well on the way to getting the 9 DMU trailers. An idiosyncrasy of the DSR is that all its DMUs are used as hauled coaches with nearly all its stock named. The emptying of the shed was good as I could see and photograph the two remaining items inside Cl.37 6975 and Mk1 4507 under overhaul. We left for Churston passing Goodrington Sands, failing to stop, which I later discovered held stock...aargh, that forward planning again. Churston produced D2192 in the yard, not a cop but last seen and photographed in 1983 !! Also present adjacent the station / sheds were two more DMU trailers including un-numbered 59719 used as a store and a bonus was 2-8-0 6046, the other S160 from CHV on the shed. Also copped in the yard were Trolley 68200 and Crane 81523 (my last preserved one of this type 81509 I gather was at Goodrington). Having timed it nicely both services passed with 7827 returning from Kingswear and 75014 from Paignton.



above 4-6-0 75014 arriving from Paignton at 11.07 passing sidings holding crane 81523, D2192 & trolley 68200, Churston, 17th September 2019



Kingswear looking from the turning area with a bit of the footbridge handrail in the bottom left corner with stored 2-6-2T 4110 below and stock in the siding alongside the platform comprising plate 934467 + grampus 985217 & 986094 + DMU 59513 'HEIDI' with other stock under the terminus roof beyond the 'signal box', 17th September 2019

Heading to Kingswear I was unsure how we were going to park but a 20 min bay in the turning area before dropping down to the harbour was empty which when I looked over the wall was directly above the station as was a footbridge over the station (see photo opposite bottom). Leaving Chris to hold the fort, it was a mad dash first over the massive footbridge which doesn't gain access to the station, so back up, then down the road and all the way back up the long platform now beyond the overhead footbridge to photograph 75014, which had arrived in the meantime, just as it departed. In the station were the three remaining items of stock needed, two DMU trailers and shunter 03371, job almost done for DSR, Goodrington Sands next visit and those two steam locos, 2-8-0 5239 which is at ESR under overhaul and 2-6-2T 4555 which was probably in a shed at Churston.



03371 with exhibition coach DMU 59488 and hidden behind grampus 991300, 17th September 2019



We then headed off to the SDR and the southern terminus and connection with the GWML at Totnes, the SDR station known as Totnes Riverside. Access is via a footbridge over the River Dart north of the mainline station (see photo above), the subject of a disagreement with the local County Council over its status as a cycleway (mentioned in a previous issue but I can't remember which). Here we caught up with L92 again prior to its departure to Buckfastleigh and decided to have lunch in the sun at the adjacent Rare Breeds Centre. With 4 of my 6 remaining coaches already secured from the previous evening another stabled in the station was ticked off. From here we then went looking for Staverton and any stock around it which turned out to be quite a bit scattered in various areas along the line. Staverton is a lovely little station and here I found my last DMU 59740 from the line and last expected from this trip, in use as a buffet. The small yard contained various wagons whilst a siding northeast of the level crossing held two track machines, TRAMM 78210 (see **OTP PHOTO SPOT**) and my last preserved Tamper 73274 and the only one 'personalised' by its new owner in two-tone green. A bit further along the line to the southwest could be seen further stock and Bishops Bridge signal box which were better seen from the passing road. Beyond the signal box and around a bend out of view was another siding which contained a few wagons and 15644 my last Mk1 coach from the line. These were only seen though from a high vantage point on the A384, fortunately through a gap in the trees.



above looking east at Staverton with brake van 17295, DMU 59740 (buffet) on the left, the diminutive Staverton signal box and track machines beyond the LX, 17th September 2019

From here it was onto Dawlish and a look at the coastal defence work, both finished and starting (see **INFRASTRUCTURE NEWS**). Then up the coast to Dawlish Warren where I can just remember early family holidays including one arriving by steam train probably around 1960. Later holidays were centred around Goodrington Sands. A view of the 8 camping coaches south of the station was what I was after this time. Though they are surrounded by trees a reasonable photographic view of 7 could be had from the footbridge over the line (see photo below) and each can be identified through online info. I gather that most have been refurbished for further use and evidence seemed to suggest that, though the entrance gate was closed and notices firmly suggested you keep out...so I did.



above left to right Mk1 1934, 1991 (hidden), 1951 & 1927 then nearest the line from the station back LMS 45046 (insp saloon) (not in use), 1931, 1015 & 1930, Dawlish Warren, 17th September 2019

With Wellington Travelodge our next overnight stop it was onwards via the western outskirts of Exeter passing St David's where the new Depot construction could clearly be seen but as it was rush hour we didn't try to stop for any photos which I wish I had done now. Next stop Crediton for the signal box then as luck had it the direct route to Wellington took us past the Devon Model Centre at Bickleigh Mill so though closed I could see all 6 Mk1 coaches based there in two rows of 3, again their correct positions later identified (see below).



above left to right as seen from the access road (centre being shut) narrow gauge [2201] Hibberd 4wDM, [3357] Baguley 0-4-0DM in front of Mk1 BGs 80742 + 81150 + 81606 then to the right Mk1 4493 with 4602 + 81218 hidden behind, 17th September 2019

The itinerary for the 18th was first a look along the WSR then second head all the way up country to take in Blackpool Illuminations before stopping at Lancaster as the halfway stop en route home by the 19th. However by the time various stops were made along with stock photographed at Bishops Lydeard, D6566 copped, Williton, Depot visited and passing trains watched 4-6-0 7822 'FOXCOTE MANOR' and 2-8-0 53808, the latter not seen working since 2007, Washford and Dunster, we finally reached Minehead at 12.20. With another assorted collection of stock to view plus 2-6-0 9351 recently returned to service from overhaul (never seen before in one piece) then 7822 seen departing we were just leaving as the third service train operated by DMU 51859 + 59678 + 51880 arrived.



53808 passing D7017 (10.52),
Williton with D7017 on the left
18th September 2019



7822 arriving at 11.11 having been delayed by stray
cows on the line, Williton, 18th September 2019



left D1566 in the process of being repainted into
BR blue and gaining its first TOPs identity of 47077,
Williton Depot, 18th September 2019

By this time it was 13.00 so Blackpool was abandoned as it would mean hammering straight up the M5/M6 bypassing anything else and catching the rush around Birmingham and above. So to avoid the motorways / traffic as much as possible we decided to head through the Welsh marches up the A49 eventually joining the M56/M6 north of Chester. That meant another series of signal boxes could be hunted down along the route though daylight only just lasted.



2-6-0 9351 Minehead, 18th September 2019



two short Castle un-refurbished sets 43161 t&t 43005
and 43198 t&t 43186, Weston-super-Mare,
(15.25) 18th September 2019

Weston-super-Mare was first on the list, a town I have visited before and was rewarded with two HSTs passing in the station (see above). A quick blast on the M5/M48 saw us skirt Bristol and over the old Severn Bridge and onto the A466 through Tintern. Again luck played a part as we passed the Old Station, home to another signal box and two Mk2 coaches (a future **OFF THE BEATEN TRACK** article). All copped we headed north to Hereford and the start of a series of signal boxes over the next 2 hours but it was now 18.00 after the Tintern stop so light was not on our side. Moreton-on-Lugg, Leominster, Bromfield and Onibury were got just before light failed at 19.30 but Craven Arms and Marsh Brook though not far away were photographed in the dark. Easy to get to though as just off the A49 and having past them umpteen times before without realising they were there I am sure better photos will be obtained in the future. A stop for dinner and we eventually arrived in Lancaster at 23.00.

The Thursday was to be just a case of heading home but a diversion was made to photograph the remaining steam loco on a private site not seen in Scotland, Andrew Barclay 0-4-0ST [2073] at Aberfeldy Distillery (a future **OFF THE BEATEN TRACK** article). Loco seen we headed home over the Cairngorms and with glorious weather we took in one last nature reserve not previously visited, Mar Lodge Estate and The Linn of Dee at Braemar.

Very long, our longest, but a good trip with many items of stock ticked off and locations visited for the first time. If you add locos / coaches / track machines listed in our books I needed 133 preserved items from all the sites visited of which I copped 116 so pretty successful (only missed 2 mainline D&E plus 3 steam locos, 1 DMU, 1 DEMU, 1EMU and 9 coaches). With Wales and the southwest tackled in 2019 I think East Anglia is long overdue a blitz in 2020, shame the CI.37s have finished and the signalling will most probably have been updated.

PRESERVATION GALAS

Heritage Shunters Trust (PEA) by Trevor Roots:

Calling in at Peak Rail (PEA) on our way south on the 8th September 2019, primarily to get a photo of 37310 (see **DAYS OUT** and **LIVERIES**), we found that HST were holding their Shunter Hunter Gala. The £10 entrance fee seemed a bit steep especially as we couldn't stay long so not able to travel on the short brake van trips. In the process of photographing 37310 I managed to grab a few shots of the action particularly at the HST 'platform' outside of the main site opposite the northern end of the PEA platform. What I didn't realise until I got home and looked at the photos was that the tail shunter D2420, as can be seen below, is of course 06003 so had not only been re-liveried but re-numbered and I had missed an opportunity to get a proper closer shot. On further research I discovered that it was re-introduced into service at the Gala having been out of action for some years.



above with D8 'PENYGHENT' t&t Austerly 0-6-0ST 72 on a PEA service to the left, D2587 t&t D2420 were seen at the HST 'platform' with brake vans 732376 (grey) + 730949 (brown) both of which are now named, the latter was reported in the June issue but 732376 has now received a name as seen below



right D2420

below 07001 + PWM 654 manoeuvring around the site with below 08016 outside the main HST shed



Also in the yard was 08830, formerly based at Crewe Heritage Centre, which has gained a new coat of BR blue but with white cab roof.



PHOTO SPOT: FORGOTTEN DMUs



above Cl.115 DMBS 51887 minus roof headcode box has been out of action for some years and an overhaul started in 2009 but has now been under wraps for some years in the siding alongside Minehead Station, WSR 17th September 2019

below also seen at the same location was the remaining underframe from Cl.115 DMBS 51663 which had its body scrapped in late 2004 and is used as a source of spares



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.

Pittencrieff Park, Dunfermline: NT 0857 8740

Pittencrieff Park lies on the west of Dunfermline with car access via Pittencrieff Street A994. About 200m diagonally southeast from the car park is a plinthed industrial steam loco.

Built in 1934 by Andrew Barclay [1996] 0-4-OST was operated by NCB where it was No.9 when operated by Edinburgh Collieries, then later moved to Bilston Glen where it became No.29. On closure in 1988 the loco was put on display in Pittencrieff Park until renovation works in 2011 when it was temporarily removed. It was renovated and repainted by Shed 47 Railway Restoration Group based adjacent to the Lathalmond Scottish Vintage Bus Museum, returning to the park in September 2014. The photos were taken on the 19th May 2019



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*

Stephen Wilkins:

28th August: **Dicot 10.45-17.15:** 47815, 59101, 66007
66009/76/80, 66116/42/75, 66511/13/37/90/92, 66765
66850
30th August: **Gloucester 09.40:** 158953, 166211
Bristol Parkway: 66544, 66623
Filton Abbey Wood: 43029/71, 158766
Bristol Temple Meads: 800012/31
Weston-super-Mare: 19.00; 802111
13th September: **Nuneaton 11.30-17.45:** 66124/35/42/99
66303, 66414, 66517/18/56/68/71, 66602, 66703/22/63
66957, 67020, 70808, 86607/08, 90019/39, 88004/08
159019, 170102/07/11, 170397, 170518/22/23, 170636/37
172002/06, 350101/08/09/26, 350245/49/50/53/60/63/65
350266, 350368, DR73929, DR97504/804

Paul Rosser:

3rd September: **Stockport 05.39-06.03:** 66082, 142011/41
150109, 150218, 323226, 390138
Crewe 06.32/1408-14.30: 08790, 08868, 68003/18, 70811
153374, 158830, 175104/16, 195112, 323229, 350104/18
350240/53, 350372, 390044, 390138, 397003/04
Nuneaton 07.08-07.15/12.39-12.56: 66730, 172006
350104, 350372, DR73114, DR77904
Leamington Spa 07.57-08.23/11.25-12.03: 66569, 66955
68014, 165001/17/20, 168001, 168111, 168218, 172006
172344, 220008/14/18, 221132
Banbury 08.45: DR73117, DR77907
Marylebone 09.39-10.11: 68009/10/13, 165003/08-10/13
165018/23/25, 168001, 168111, 168216/18, 168324
172103
11th September: **Stockport 07.04-07.17:** 142037/52
150276, 323235, 390043
Manchester Piccadilly 07.32-07.48: 150119, 150203
158870, 158862/63, 185135, 195122, 323229
Preston 08.41-10.55: 56078/96, 88003/05, 150274
156425/88, 158752/53, 158893, 195114-16/22, 319364/66
319371/74/75/80/82/84/86, 331006/08/10/12, 390001/11
390050, 390118/22/23/27/41
12th September: **Stockport 06.45:** 331009
17th September: **Stockport 06.00-06.30:** 142001/34/68/94
150114/42, 156424, 185118, 221141, 319372, 390010
390129
Earles Sidings 06.58: 66614/17/21
Sheffield 07.14/13.40-14.18: 43467/68, 142096, 144003
144015, 150112, 153330, 158790, 158906, 170453/76
185130, 220021, 222003/18
Doncaster 07.38-08.12: 60163, 56091, 56103, 66750
91110/15/31, 142012, 331106, 800112

York 08.33-08.52: 43295, 43310/21/66, 66742, 68028/32
91115, 185114/28
Scarborough 09.43-10.21: 68023/27, 155344/45, 185128
Bridlington 10.59-11.15: 158786, 170453
Hull 12.20-12.30: 43010/20, 142096, 155345, 180111
185127, 170453/55
Goole 12.57: 195103
18th September: **Huddersfield 08.18-11.30:** 142015/17/87
144016/20, 153304/24/32, 185102-05/08/10-12/15/17/19
185121-26/28-30/32/35/36/39-41/44/46-51, 195111/28
Longsight 12.35: 397006:

David Swan:

13th September: **Barnetby:** 66550/66, 185114/27
Scunthorpe: 66117
Doncaster: 43010/20, 43238/51/57/74/77/90, 43300
43307-09/15/18-21/67, 56091, 56113, 66051, 66140
66516/20/31/67/89/92/99, 66618, 66706/09/42/61/62/85
67013, 91101/02/04/05/07-12/15/17-22/24/25/28/29/32
142033/78/90, 144001/02/11, 153302/10/13, 158791/94
158796, 170453/55/58/74/76, 180101/03/07/10/11/13
185113/18/30/31/33/36, 195103/13, 220011/12/14/22/26
220027/31, 221122, 331105/06/09, 769424/34, 800102/06
800108/09/11-13, 800206, 801112, 801201

Ian Bain:

18th September: **Cardiff 14.45-18.45:** 43005/09/29, 43161
43189/96/98, 37025, 37418/21, 66014/24/78/80, 66112/35
66169, 66553, 142006/10/69/72/73/75/76/80-83/85
143601/04/09/12/16/24/25, 150230/31/36/39/41/42/45
150252-54/58/64/80/81/85, 153327/29/61/62/69, 158823
158834/39/40, 158955, 165119/29/34, 166207/12/17
170102/09/15, 170636, 175003-05/07, 175101/03/11-13
800002/04/12/13/27/28/35, 800301/14/19, 802006/08/08
802017, 802112

Stan Bown:

31st August: **Doncaster:** 37038/57, 43206/51/74/90/95
43302/07-15/19/67, 56049, 56302, 60017, 66005, 66109
66147, 66562/67, 66702/06/22/23/45/60/75, 67013, 70806
90029, 91102/04/06/08-11/14/17-20/26-28/32, 142009/15
142065/84/94, 144005/07/08, 153321/24, 158787, 170457
170458/60/73/77, 180101-03/05/09-12, 185105/16/22/33
185134, 195103/13, 220002/14/21/22/27/28/34, 221136/41
321903, 331101/05/09, 769431, 800104-07/09-12, 801109
801110, DR79401
Roberts Road: 66758
Hitachi: 800113, 801201

Alan Jones:

7th September: Elgin 20.25: 37405/19

8th September: Nairn 15.15: 66301, 66431:

11th September: Inverkeithing: 68006, 170428

Edinburgh 07.30-08.30/15.15-15.40: 91104/05, 158732
158734/40, 170402/03/14/15/20/29, 220034, 334001/16/34
350408, 385004/09/14/15/18/19/21/26/29/31/34-36

385104/05/09/10/12/13/18/20/24

Craigentiny: 08596, 43272, 385102, 802207, DR73904
cs 5995, 6346/93/94

Alnmouth: DR73111

Heaton: 156444, 321901, 802204/08

Newcastle 10.00/13.20-13.40: 43238/77, 66188, 67005

91110/15, 156435/48, 185102/35/39/47, 220014/18

221121/27

South Gosforth T&W Metro: BL2/3, 4014/17/24/26/33/34
4041/51/72

Pelaw 11.00-13.00: 142012, 156486/87, 158815, 180108

4004/06/07/09-13/15-19/28-30/32/36/39/41/45/46/49/50

4053-58/60-63/65-67/69/71/73/74/77-79/82/86-90

Haymarket: 43034/36, 43147, 158739, 170411, 334037

18th September: Carlisle Kingmoor 08.30: 37259, 66421
68001/04/16/18, 90029/40

Carlisle 09.00-11.20: 37884, 43014/62, 66714, 88005

156435/41/54/69/82/90, 156509, 158815/43, 158901

221105/10/13, 317501, 350402/05/07/09/10, 390001/06/39

390049, 390118/19/22/34, 397006/07, cs 975814/84

977984/93/94

Dunkeld: DR73934

21st September: Elgin 16.55: 37685, 47832, cs1730, 3096

3115/50, 5028, 13229, 35185

23rd September: Aviemore 08.50: 43272, 43316

Fort William 10.10-12.00: 45212, 45407, 37676, 73966/71
156445/56/77/99

26th September: Inverness 11.00-12.00: 08648, 08754

66422, 67004, 158703/12/17/22

Elgin 16.30: 66705

Michael Warrick:

6th September: Ipswich: 37402, 66415, 66519/37/41/57

66725, 66957, 90001, 156419, 170201/02, 360106

7th September: Felixstowe Docks: 66504/40

14th September: Middlesbrough: 142058/84/88

Thornaby: 66110, 158905

Heworth: 60021, 142079, 156444/47, 158797, 158849

15th September: Doncaster: 08669, 43124, 56091, 56103

66176, 66788, 91108/11/32, 142092, 158782, 158868

185113/26, 195103/13, 321903, 322483, 331105/06

800108/09/13

21st September: Ilford: 08871, 345013

Liverpool St: 315809/10, 321323/24, 379025

Paddington: 345025, 360202, 800017/20/24, 800319

802013, 802102

Acton Yard: 66004/56:

Reading: 66552, 66722, 220001/10, 221132, 387136/46

387161/63, 800009, 800307/21/14

22nd September: Ipswich: 66502/36/52/55/59/64, 86608

86632, 321355, 321423

24th September: Norwich Depot: 08683, 37401-03/09
37601, 57003, 66427/28, 755412/22

Sean Davies:

4th September: Bescot: 08670, D4157, 66059/75, 66748

Birmingham Moor St: 68014, 153356/66, 168112

170506, 172218/20, 172332/34/44

Birmingham New St: 153364/65, 158819/31/34/35

170104/07/17, 170501/02/11/18, 170633, 172001, 220002

220012/13/20/24/28, 221106/10/31/32/36/43, 323201/04

323205/07/08/10-15/17/20/40-42, 350104/10/24/29

350237/38/41/47/49/56/64, 350370, 390020/46, 390103

390124/29/36

6th September: Worcester Shrub Hill: 800313

Birmingham New St: 43207, 170114, 170632, 172336/38

220023/24, 323202/11/13, 390040, 390153/54

Lawley St: 66120, 66519/28

Nuneaton: 66053/76, 66102/42, 66421/27, 66526/31/38

66543/46/57/88, 66709/26/57/59, 67016, 88003/10, 90019

90039, 170106-08/10, 170397/98, 170518/19, 172002/04

350102/11/29, 350231/34/36/39/55/59/64, 350370

390001/02/13/20/40/43-47, 390104/21-23/25/27-30

390134/36/38/47/48/55/57, DR73948 DR77904 DR80302

11th September: Worcester Shrub Hill: 170513/14
802106

Bromsgrove: 67023/27

Birmingham New St: 350113, 350368

Coventry: 172007, 390134

Rugby: 57307, 350238, 350373

Northampton: 319457, 350240

Milton Keynes: 350108/10, 390009

Bletchley: 350114

Watford Jct: 350117, 378218/20

Hatch End: 378205

South Kenton: 378231

Wembley Yard: 56103, 56303, 66148/87, 66536, 92019

Willesden Yard: 710263/68

Euston: 221143, 319012/13, 319218/19, 319441, 350112

350130, 350371, 390125/30/53

Waterloo East: 375602/04, 375707, 375805/10/17

375906, 376003/04/06/07/09/16/18/22/23/28/36, 465004

465009/17/29/30/38/40/44/48/50, 465186/97, 465237/42

465905/06/14/16/22/25/26/28/33, 466001/12/22/26/29/32

Waterloo: 450553, 455704/38, 456021, 458517/26

707016/26

Clapham Jct: 66747/66, 158880/85/86, 159002/04

159007/11/14/15/17/20, 159101/03-05, 377101/13/15/16

377119/27/28/33/35-37/40/41/45/47/53/54/56/58-60

377206/10/14, 377301/03/08/10/12/14/16/20, 377401/04

377406/09/10/14/19/24/25/30/32/36/43/48/50/55/56/61/62

377465/69-72/74/75, 377604/06/07/14-16/21-24/26

377702/07, 378142-44/47, 378204/12/14/21/22/25/34/56

387201-04/06/09-11/15/17/19-22/24/27, 444001/03/06/10

444013/14/22/28/30/31/35/37-41/43/44, 450001/03/05/06

450008/10/15/17/24/30-33/37-39/41/71/75-77/79/81/84/92

450097/99, 450100/01/05/11-13/15/16/19/23, 450546

450554-56/63/67/68, 455705/07/10/12/15/19/20/25/26/31

455736/37/41, 455803/04/08/10/14/24/29/34/45/47/48/51

455853/54/56/57/62/64/66/69/71/74, 455901/02/05/07/10
 455912/13/15/17/19/20, 456001-05/07-09/11/12/14/15/17
 456018/22-24, 458501/03/06/08/09/11/12/17/18/20/26/27
 458529/31-33/36, 707001/02/06-09/11-19/21/22/24-30
12th September: Waterloo East: 375601/08/18/24
 375704/07/10-12, 375809/18/20/23/25, 375902/04/05/07
 375909/27, 376001-04/06/07/09/10/16-18/22/27-29/36
 465003/05/29/32/38/39, 465166/67/74/76/80/86/89/90/96
 465237/42/47/48, 465901-03/06/10/14/16/25/29/32/33
 466006/09/11/18/34
Highbury & Islington: 717006/11
Finsbury Park: 91111/17, DVT's 82203/11
Alexandra Palace: 08441, 43238/90, 43305/18/67, 91120
 180107/13, 313030/33/39/49/51/52/57/61, 313134, 365511
 365516/18/24/30/34/38/40, 387102/04/13/16/17/19/22-24
 387127-29, 700006/14/38/39/49/54/57, 700106/12/15/16
 700121/27/45/50/51/53, 717003-10/12-15/18-21/24/25
 800102/08, DVT's 82204/24/30
St Pancras: 43054, 222004/16/18, 374001/03/30, 395008
 395029
King's Cross: 43306, 365518, 800106, DVT 82209
Wembley Yard: 86101, 90049
Willesden Yard: 66093, 66531/46, 66703, 66953, 378218
 710105, DR73947

Paul: Tisserant:

31st August: Nuneaton 11.45-15.00: 66044/76, 66427
 66513/96, 66725/35, 88005/10, 170103/05/19/13/16
 170518/19, 170631, 172005/08, 221106/13/16, 350105/08
 350119/30, 350233/34/40/44/46/67, 350375/77, 390001/05
 390006/11/16/39/42, 390103/07/12/14/17/19/21-23/26-28
 390132/40/48/51/55/56
10th September: Cranbrook: 07.21-07.39: 158880
 159001/08, 159104
Honiton 07.51: 158887, 159107
Yeovil Jct 08.24: DR73931
Gillingham 08.50: 159103
Tisbury 09.00: 159005
Salisbury 09.15/14.47: 158883/84/86
Basingstoke 09.57-14.12: 66060/76, 66116/36, 66536/40
 66546/71, 66773, 66847, 67029, 70005/08/10, 158880/87
 158890, 159001-07/11/14-18/20/22, 159101/03-05/07/08
 166213/21, 220017/32, 221119/26/32/34/36/38/40/41
 444001-09/11/14/15/17/20-22/26/28/31/33/36/39/44
 450002/03/20/25/31/33/38/39/71/72/75/77/82/83/97
 450102/03/06/10/11/13/14/21/25/26, 450544/46/50/54/55
 450557/60-63/68/70, 800102, 802103

Chris Woolf:

2nd September: Dorking Deepdene 10.15-10.30:
 165116/17, 166207
North Camp 10.55: 165105
Wokingham 11.10: 166213
Reading 11.20-12.15/19.55-20.25: 37611, 57604, 66531
 165128, 166213, 221128, 345035, 387130/31/37/40/42/43
 387148/49/53/60/63-65/69-71/73/74, 458510/26/28/35
 800004/05/08/09/12/17-19/25/28/29/31/33/36, 800302/06
 800309/11, 802007/08/13/16/19, 802103/06/13

Didcot 12.25: 66139, 66418, 387171
Swindon 12.40/19.25: 66602, 165131, 166216, 800012/23
Bristol Parkway 13.05/19.00: 59003, 150202/32, 158952
Severn Tunnel Jct 13.20: 158766
Newport 13.30/18.35: 66020/80/83, 66598, 800006
Cardiff Central 13.45-14.05: 43098, 43153, 66605, 66729
 142074/80-83, 143601/06, 150217/36/54/64, 158955
 170101, 175102, 802113
Cardiff Bay 14.50: 153367
Cardiff Queen St 14.55-15.00: 142076, 143601/24/25
 153320
Cardiff Canton 15.10-15.20: 37025, 37418/21, 67014
 142082

Bradley Marshall:

29th August: Yeovil Pen Mill: 166216
1st September: Yeovil Pen Mill: 158952
Westbury: 66039/51, 158959, 802012
Bradford-on-Avon: 165118, 166211
2nd September: Sheffield: 150270, 153316/24, 158853
 185123, 220015
Hope: 66613/16, 150140
New Mills Central: 142020/28
Ashburys: 185150
Manchester Piccadilly: 142048, 150215/18, 220004
 323224/35, 390131
Manchester Victoria: 150104/13/24, 153358/73, 158784
 158906, 185137/39
Rochdale: 150104, 153358
Leeds: 322485
3rd September: Meadowhall: 150122
Rotherham Central: 142009/30/78, 144001, 150122
4th September: Bristol Temple Meads: 43005, 43191
 150248, 158950/51/58, 159103, 165119/34, 166205/09/17
 166220, 220027/33, 221120/24, 800018/23/26/30, 800311
 802113
Westbury: 66110
7th September: Yeovil Pen Mill: 166207/18
10th September: Yeovil Jct: 158880/87, 159001
 159003-05/11/20/21, 159104/06/07, DR73931
14th September: Yeovil Jct: 159107/08
Sherborne: 159009/16
Templecombe: DR73931
Gillingham: 158890, 159018
Tisbury: 159014
Wilton: 159104
Salisbury: 158880/83/85/88/90, 158951/53, 159001/03
 159010/13/17/18, 159103-05, 166220
Romsey: 158798
Southampton Maritime: 08565, 66504/07/31/39/44/53/57
 70003/06/20
Southampton Central: 66507/39, 158881/88, 166215
 220017/29, 221121/22/32, 377109, 377428/72, 444004/07
 444024/35, 450028/41/71/75, 450556
Northam: 450001, 450558
Eastleigh: 08460, 08511, 08632, 57314, 57601, 66001/14
 66055, 66144, 66724/53, 70804, 158881/87/88, 221131/40
 444002/13/20/23/29/32/38/40/42/43, 450003/08/23/29/31

450038/72/91, 450102/04/14/17/18/24, 450548, cs 325
1566, 3174/82, 3247/67/72/75, 10729/34, 17167
Eastleigh Depot: 800202, DVT 82226

Martin Willcock:

19th September: Blackfriars 16.55-17.55: 377511/14
465017/42, 465175, 465930, 466008/10, 700002/03/08/10
700013/18-23/25/28/29/31-33/37/41-43/50/51, 700102-04
700106/13/15/16/18/21/23/30/36/37/39/40/42/45/50/53/54
24th September: Stratford 13.15-14.45: 66538/45/59
66722, 90011/13, 315821/33/34/38/42/47/49/59, 321313
321320/31/34/37/41/42/48/54/64, 321429/31/37/46
345006/07/13-16, 360101/03/07/10/15/16/21, 378201-04
378208/10/21/23/28/31/57
Ebbsfleet 16.45-18.45: 373008, 373999, 374012/17/22
395001/05/05-07/09-11/15/18-23/26/27/29

Ian McAlpine:

16th August: King's Dyke: 66769
Peterborough: 66763/69, 70020, 156416, 700117/20
800106/13, DR98908/58
Doncaster: 66176, 66732, 331105/08
Huddersfield: 195111
Edge Hill: 60002
Liverpool Lime St: 507024
21st August: Chester: 150118, 150226/36/80, 153352
DR73921
Warrington Arpley: 60019, 66003/50
Warrington Bank Quay: 150107, 390047, DR73942
Dallam: 66185
Manchester Victoria: 150125/29, 150222, 185135
319364, trams 3024/26/42/50/94
Edge Hill: 60002, 66713/16, 195104, 802201, DR80201
Liverpool Lime St: 150280, 195102/20/24, 331007
350259, 507016
Allerton: 08834, 195117
Manchester Oxford Rd: 195115
Longsight: 68021
Manchester Airport: 175002, 195116
Deansgate: 195125
Widnes: 08454, 08721
22nd August: Liverpool Lime St: 185146, 195117
390148
Edge Hill: 195115, DR73922
Leeds: 800102
30th August: Peterborough: 387109, 700105/14
800104/06/08
Holme: 700125
Hitchin: 700046
Stevenage: 700146
Welham Green: 717024
New Barnet: 717005
Hornsey: 700038
Ferne Park: 66751
Harringay: 717018
Finsbury Park: 700107, 717006/12
St Pancras: 700001/04/24/44/59/60, 700127/30/38/42/45
King's Cross: 700054

Faringdon: 700055, 700121
City Thames Link: 700024/28/29
Blackfriars: 700007/08/18/23/31/42/44/47, 700102/15/36
700142
London Bridge: 171726/30, 171802, 376003/09/13/14/27
376031, 377607, 377707, 465028, 465163/76/88, 465239
466002, 700018/39/48, 700107/44/47/49
Honor Oak Park: 378137/53, 700139
Selhurst: 375914, 377162, 377703, 387213, 700003
East Croydon: 377154, 377405/13/16/56/58/66/69
387212/16, 700127/41/52
Wandsworth Common: 377605/12/16/23
Clapham Jct: 377105/17/61, 377310/20, 377415/50
377472, 387205/10/123/16, 455717/23, 455809/18
456015, 707030
6th September: Peterborough: 66172, 66708/22/40/47/55
66767/78, 68005/17, 91120, 700128/39, 800103/06/12
DVT 82222
Doncaster: 56078, 331109, 800113
York: 35018, 57003, 800103
8th September: Darlington: 91132, 221135, DVT 82200
York: 68028
Peterborough: 66092
13th September: Peterborough: 66708/20/31/79, 700103
700105, 800102
Doncaster: 56091, 56103, 331105
Leeds: 150104, 185117, 331106
Edge Hill: 60085, DR73922
15th September: Liverpool Lime St: 185106, 195001
Edge Hill: 60047/85
Huddersfield: 195105/11
20th September: Peterborough: 66719/26/84, 66957
158852, 180109, 700112/46, 800103/04/07/09/10
DR73109
Norwich: 37403/09, 37558, 37601, 90001, 321352
321447, 745003/05, 755410/12/13/15, DVT 82139
Ipswich: 66504/29/41/52/68, 66957, 86612/38, 90004
321355, 321423/24, DVT 82132
21st September: Norwich: 08683, 37403/09, 37558
170206, 745003, 755409/10/12/14/15/18
Ipswich: 66502/40/52/55, 86608/32, 170208, 321352
Stowmarket: 37401/07, 66427
Bury St Edmunds: 37402/05, 57003
Cambridge: 379001/05/29, 387107/09/16/18/24
700030/49, 700107/17/19, 755406/08/09
Brandon: 66088
Brundall: 755414
Acle: 755410/18
22nd September: Norwich: 158858, 745003, 755418
Peterborough: 800103

Geoff Hope:

6th September: Newton Heath 14.20: 142005, 195001
195121
Manchester Victoria 14.40: 153359, 158791
Manchester Piccadilly 14.50-17.20: 66531, 67010
70005/20, 142003/04/07/27-29/36/40/45/47/48/56-58
150102/06/08/15-17/19/20/24/30/34/44/48, 150201/04/15

150223/25/68/75, 156411/25/27/29/52, 158770/85
 158810/39/64-66/89, 175103/06/12/15/16, 185107/09/10
 185112/16/20/23/28/30/31/36/40/41/45/46/49, 195007
 195115-18/22, 220006/07/10/21, 221123/39, 319362-64
 319374-76/80/81/84/85, 319446, 323225-28/30/31/33/35
 323236/38/39, 350403/06/08, 390002/10/11/47/49, 390126
 390152/55, DVT 82308, cs 12177/83/85

9th September: Manchester Piccadilly 10.20-12.50:
 66568, 142027/29/34/41/48/49/54/58, 150102/08/24/25/34
 150140/44-46, 150201/05/09-11/25/68/71/76, 156401/05
 156427/29/52/70/98, 158777, 158846/52/56/57/65, 175004
 175006/08, 175104/07/08, 185102/04/10/11/13/14/16/17
 185120/23/28/35/36/49/50, 195116/18/20/24, 220013/17
 221130/37/38/41, 319363-65/71-76/81-83, 319446
 323224/26/28/31-33/35-37/39, 350404/08/10, 390001/10
 390042/45, 390128-30/56

11th September: Manchester Victoria 09.35: 158759
 185105/08

Newton Heath: 142005/44/48/58, 150118/30, 153332
 156424, 195002, 195121/25

Manchester Piccadilly 10.30-11.15: 142001/03/04/07/29
 142032/34/36-38/52-54/61, 150101/04/06-08/11/12/15/16
 150120/28/34/39-41/44/45/50, 150205/10/25, 156401/26
 158788, 158812/13/52/54/57/64/65, 175007/08
 175101-03/08, 185102/07/11/13-15/17/22-25/28/31/33/34
 185136/38/45, 195001, 195114/17/18/20/24, 220017/25/27
 221130/31/34, 319361/63/64/66/69/71/73-75/82/83/85
 323224/26-28/32/35/38/39, 350408-10, 390020/40/50
 390125/32/37/52/53/56

18th September: Newton Heath 10.55: 195002, 195105
 195107/14

Manchester Victoria 11.10-13.25: 66741/75, 68027
 142036/38/47/53/55/64/68, 150104/05/08/10/13/18/20/24
 150126/33/38/44/46-48, 150211/14/18/22/25/26/68/73
 153307/15/17/31/51/58, 156451/60/68/88, 158756/96
 158872, 158903/04/06, 185103-05/12/15/16/21/23/29-31
 185135/39/40/42/47, 319361, cs 11509, 12725-27, 12809

Manchester Piccadilly 13.40-17.00: 66538/56, 66742
 70006, 142001/04/09/11/34/37-40/42/43/47/51/57/60-62
 150107/11-14/16/18/20/21/23/25/34/36/41-46/49, 150201

150204/06/10/20/24/25/71/72/75, 156424/75/97, 158774
 158780/83/99, 158810/52/54/56/58/63/65, 175006, 175101
 175102/04/05/08/16, 185102/13-16/18/19/25/26/31-34/37
 185140/44/46/48/50/51, 195001, 195102/15-18/22
 220009/19/20/22/24, 221121/24/39, 319362/63/65/68/69
 319371-73/75/80/82-86, 323224-32/35-37, 350402/05/07
 350408, 390045/47, 390118/25/30/31/35/36/41/55/57
 DVT 82308, cs 12177/83/84

23rd September: Manchester Victoria 11.00: 153330
 158752, 185122/49

Newton Heath 11.20: 142053, 150114, 156423, 195002
 195105/07/09

Manchester Piccadilly 11.55: 142024/29/34/41-43/51/55
 142062/78, 150107/15/18, 150215/73, 156403/24/27/68
 156488, 158788, 158813/66, 175007-09, 175114, 185105
 185109/12/13/20/23/31/34/35/37/44, 195102/14/18/19
 220007/10, 221126, 319365/68/69/78/82/84, 319446
 323224/25/28/32/33/36, 350402/04, 390002/43, 390114/27
 390154/55

25th September: Longsight: 68026, 397005/06
Stockport: 331006

Crews: 08780, 09204

Wembley/Willesden: 66003, 66142/85, 66739, 92019
 710260/64

Euston: 350129, 350234/67

St Pancras 12.40-12.55: 700005/09/22, 700101

Finsbury Park/Hornsey 13.00-15.10: 43206/51/57/74/99
 43313, 66727, 91105/12/13/15/29, 180103/04/09, 313037
 313051/52/59/61, 365522/28, 387104/09/15-17/19/21/23
 387124/26/28, 700006/08/10/14/15/22/39/47/48/54
 700103/04/12-14/17/20/21/25/26/28/30-32/45/46/48/52/55
 800104/06/12, 801102/03/06/09/10/12, DVT's 82200/10
 82213/15/18

Paddington 15.45-18.45: 165102/03, 166204/05/13
 332001/02/04/07-10/13, 345009/39, 360201/02/04
 387137-39/41-43/45/47/49-53/56-63/65/66/69-74
 800002-04/06-11/13/14/16/17/19/23/25-27/30/34/36
 800301/02/08/09/13-15/17-20, 802001/04/07/09/10/14/15
 800319/22, 802101/05/06/08/10-14

CASCADED STOCK



LIGHT RAIL, METRO NEWS

Nottingham Express Transit: Continuing from the last issue, the following photos by Phil Rogers taken at Old Market Square, Nottingham on the 10th July 2019 show more of the different adverts now appearing on trams.



212 with T&S Heating advert



210 with JUST EAT advert

West Midlands Metro: A further 21 trams are to be built by CAF without catenary incorporating a lithium battery based on board energy storage system. They are to be delivered by late 2021, with an option for a further 29.

Edinburgh Tramway: The construction of the 2.8 mile extension to Newhaven is to start in November 2019 and is due to open in 2023.

Tyne & Wear Metro: Stored set 4022 has moved to Nemesis Rail, Burton-upon-Trent.

Manchester Metrolink by Geoff Hope:

Sep 2019: On the 4th September a HGV was driven down St.Peters Square tram stop between the two island platforms though the signage clearly states **TRAM ONLY** at either end of the stop !! On the 23rd September Shudehill tram stop was re-opened for business, work continues at Cornbrook during the night on weather protection and refurbishment with a complete closure over the weekend of 28th/29th September. On the 24th September a visit to Trafford Park confirmed the line was connected at Pomona including overhead wires through to the Trafford Centre, at Crumpsall the terminus for the Trafford Park line is energised. Events City signage is now reading Barton Dock Road on which it stands.



Trams 3011 & 3118 have lost their Manchester Pride adverts returning to their original liveries. Trams 3061/3066 & 3073 have gained advertisements for BaByliss cordless hair dryers (see above), Clean Air Greater Manchester & Clarks shoes respectively (see November issue).

Observations at Cornbrook 27th September 09.55-12.05 (103 trams in service)

Altrincham - Bury: 3002+3015, 3004+3014, 3008+3043, 3009+3040, 3021+3022, 3029+3036, 3031+3056, 3032+3034, 3047+3057, 3048+3053, 3054+3055

Altrincham - Piccadilly: 3007, 3018, 3020, 3033+3045, 3037, 3038+3044, 3059

East Didsbury - Shaw / Rochdale: 3003, 3024, 3025, 3026, 3030, 3035, 3049, 3051, 3061, 3062, 3065+3093, 3074, 3077+3084, 3078, 3079, 3082+3086, 3085, 3088, 3089, 3091, 3096, 3105+3114, 3107, 3112, 3115, 3118

Eccles - Ashton: 3066, 3069, 3071, 3081, 3087, 3098, 3102, 3103, 3113, 3117, 3119, 3120

Media City - Ashton: 3010, 3017, 3072, 3073, 3094, 3100, 3101, 3106, 3109, 3116

Airport - Victoria: 3060, 3063, 3067, 3075, 3076, 3080, 3083, 3095, 3104, 3108, 3110

Old Trafford Depot 12.20-12.35: 1020, 1023, 2001, 3005, 3052, 3068, 3092, 3097

Victoria 13.05-14.10:

Bury - Piccadilly: 3001, 3006+3046, 3016, 3019, 3023, 3039+3041, 3058

Queens Road Depot 14.15-14.45: 3012, 3028, 3042, 3064, 3099

Not seen: 3011, 3013, 3027, 3050, 3070, 3090, 3111

THEN & NOW



Yet another ex-Barry scrapyard steam loco is finally rising from the grave with Stanier 8F 2-8-0 48173 under restoration at the Churnet Valley Rly (CHV). The photo above was taken on 21st April 2018 just after the frames were moved inside the workshop at Cheddleton. Right is a comparison, same angle, of the loco as it is now on the 8th September 2019 with how it looked 43 years ago on the 11th December 1976 (top) already 11 years stored. The loco built in June 1943 as 8173 for the LMS was withdrawn in July 1965 so has spent only a quarter of its life in service, 18 out of 76 years. Sold into preservation in December 1987 by AVR it



moved to Bitton in September 1988 but with no progress made on restoration it was sold and moved to CHV in December 2007 where it was stripped in readiness for overhaul which started in Spring

2017 having waited in the queue behind the two S160s. The writing on the tender declares that it is reserved for another loco



In this later view of 48173 at Barry on the 23rd June 1981 by Malcolm Castell (left) you can see the loco is now minus its buffers and coupling hook. You can also see how locos were being moved around in later years as they were rescued as 4-6-0 76084 is now on the right (that loco will appear in a future issue)

COACHING MATTERS



left one of the new refurbished short Castle HST sets at St Germans with

TS 48115 (42085) + 48114 (42174) + 48113 (42177) + TGS 49105 (44090) all now with sliding doors hauled by 43153 t&t 43097

below 48115 showing the sliding doors, note the TGSs still retains the original guards slam door (15.22) 15th September 2019



WD AUSTERITY 0-6-0ST LOCO SURVEY

*Though some have already been covered in **TRACKS** under various headings this series will endeavour to fully record the surviving Austerity 0-6-0STs (77) that survive from the 485 built. A versatile loco, they can be found on many preserved railways either working or in a dismantled state. The background to the class was covered in the October 2018 issue of **TRACKS** on p56.*

19 (68019 [3818]): Built in 1954 by Hunslet for the NCB it worked in the Fife coalfields as No.19, initially at Wellesley Washery, Methil then at Comrie Colliery after the former closed. After closure of the colliery in 1986 it was acquired for preservation by Bo'ness & Kinneil Railway (BKR) where it ran as fictitious BR 68019 for a short period before being stored. After overhaul it returned to service in March 2015.



above & left 19, 17th July 2018
below saddle tank & boiler
under overhaul,
2nd August 2012
both Bo'ness, BKR



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: 12446, 966039, 33.68.4909.623-3

New: JNA Bogie Box Wagons 81.70.5500.504-528 are now operating in the UK. To clarify the new order, it is 504-603 for GBRf (Ermewa) and 604-679 for FL (VTG) for the Mendip contract.

HOA Bogie Aggregate Hoppers 81.70.6774.001-035 built by Greenbrier-Astra Rail, Wagony Swidnica, Poland for Mendip Rail (leased from VTG) have been delivered to Whatley Quarry.

Converted: Whilst more **JSA Bogie Enclosed Steel Carriers** are being converted at Eastleigh Works to **Open Carriers** another batch has been differently converted at WH Davis for VTG to **JNA Bogie Open Box Wagons** Of the 20 to be converted 18 were moved to Toton Yard, 4073/75/98, 4100/02/03/07/09/20/22/23/25/27/28/31/32/34/37 leaving just 4115/16 to be completed.

HYA Bogie Coal Hopper shortened to **HYA Bogie Aggregate Hopper** 371091/93, 371110/12/14/17 Wagons moved to WH Davies for conversion **HYA** 371101 **IIA** 27.70.6791.001/007/053/089

Re-classified:

YWA 996475/575 **MPA** 394045/241/279/406/716/746/981, 396023/112

Removed from TOPS / For Scrap / Scrapped: 4676, 14750/64/70/74/83/86/89/90, 14804/14/33/35 100024, 110154/60/96, 112032/252/348/361, 3100037/046/054/080/093/123/169/212/249/265/322/346/363/426/470/505/516/517/530/615/645/646/671/728/785/794/826/841, 395219/360/371 550045/47/52/54/56/58/59, 621477/485/506/508/540/542, 967500/05/20/31/53/59/76/83/92, 967612/13/21



above now on their way for scrap JGAs 14770/750/814/835/804/783/790/833/786/789/764/774 + FDA 621506, Toton Yard, 8th June 2018



above JNA 4134 Toton Yard, 8th September 2019

OTP NEWS:

Snowploughs ADB 965234/236 have made it to Motherwell after refurbishment at Loram, Derby.

Removed from TOPS / For Scrap / Scrapped: DR 73928

Stored: DR 73805, DR 73927, DR 79234 + 79235

FREIGHT NEWS: Nuclear flask trains have ceased running from Valley, Anglesey with the final 6K41 flow on the 18th September 2019 behind 68005 + 68033.

A new flow involving recycled ballast operated by DC Rail has started from Basford Hall to the reactivated Pinnox Branch Esso Sidings, Longport using hired in pairs of Cl.20s until their refurbished Cl.60s are released from Toton (see below).



20118 + 20132 on Garston –
Pinnox Sdgs, Kidsgrove (16.58)
18th October 2019 (Lawrence McCormick)

With the demise of the Port Clarence – Cardiff Docks flow all Greenergy tanks TEA 83.70.7792.001-026 are now stored at Long Marston

PRESERVATION PHOTO SPOT: OTP



TRAMM DR 78210 Staverton, SDR,
17th September 2019

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:

43049/89 are to be donated to the 125 Group once finished with EMR
43142/144 are the last ScotRail HST power cars for refurbishment
47500 has had both cabs removed at CS
57006 back in action after 6 years at CS
57310 back in service
66090 is another DBC Cl.66 in Maritime blue
66562 is on hire to GBRf
66792 the third and final Swedish loco has arrived for GBRf
DRS has hired 5 DBC Cl.66s 66031/91/108/122/126
67025 has received Tfw livery
70001 is back in service
9817 is the first Eurotunnel loco to be scrapped
Due to lack of space CF Booths is to use the former Rotherham FC car park for storing Cl.315s awaiting scrapping

New:

Locos: 66792

DMUs: 195007/126

EMUs: 331005/07, 345066/68, 397002/07/08/10, 745103, 755337, 755409/13/17/18/20-22
801101-112, 802213/14

Coaches: Mk5A

Set TP08 11508, 12722-24, 12808

Set TP13 11513, 12737-39, 12813

Transferred / (Stored): (* preserved)

D&E Locos: 03197 MAN 08220 GCN

08507 ZG 08624 FX 08663 DAG

08730 ZN 08737 SO 08757 TSR

08762 WO 08922 EML 08924 (BH)

37906 BAT 41001 DY 43018 HA

43035/151 HA 43030/132/142/44 (LB)

56060/65/77 (EML) 58023 (LR)

73114 BO 91117/20 (LR)

Steam: Rocket to NRM

DMUs: 170202/07/270/272 CF

EMUs: 319003/006/422 (LB) 319214 NN

345062 (WK) 345056/57/66/67 OO

345068 OD 387134 IL 319439 (ZN)

321901 HT 442413/17 BM 442415/22 ZG

769442 AN 710119/24 (WK)

710121/23 WN

Coaches:

Mk1 975608 (316) EG Steele, Hamilton

975864/67 BO 977169 (BO)

Mk2 6008/173 ML 6042 CF 6024/9520 BO

Mk3: 10580* BKR 11006*

Mk3 HST: 41146/80, 42003/202/251/264/268/

299/300/574/588, 44008/36/40 (ZB)

40612/16, 42055/75/76/291/576/577 IS

42296, 44024 (EY)

Mk4 10310, 11328, 12218/320 BN

10325/28, 11323/24, 12219/25, 12447/54 (EH)

10319/29, 11237/327/330/427/430/999, 12216/

227/317/331/449/466/471/472/534/538 (WK)

11293/424, 12319/403/425

Mk4 DVT 82217 BN, 82226/29 (EH)

82203/28 (WK)

Mk5A TPE01/02/03/05 (MOL)

Reformed:

DMUs: (3 car hybrids disbanded back original 2 car sets)

158952 & 158953 to 158745, 158750 & 158762

158960 & 158961 to 158749, 158767 & 158769

175107 50757 + 56757 + 79757

EMUs:

345039/42 have been reduced to 7 cars with 340439/442/639/642 stored

Mk3 Coaches Converted to Sliding Doors:

41026, 42051/075/291/366/369/375/577

44012, 45004

Re-numbered / Converted to Sliding Doors:

41142 to 40616 42271 to 48117

42027 to 48121 42273 to 48116

42073 to 48116 44033 to 49106

42201 to 48120 44064 to 49107

42204 to 48119

Status:

Steam: 48151 S 92134 A

Coaches: to internal user 94322/548 CS

Re-numbered:

06003 to D2420 03901 to D2128

Names:

Missing from Combine / PB: (all at PVR)

5141 CHRISTINE

5199 MARJORIE

14089 IRENE

New: (* re-applied)

43041 St Catherine's Castle

43092 Cromwell's Castle

43153 Chun Castle

43155 The Red Arrows 50 Seasons of Excellence

43189 *Launceston Castle*
 43194 *Okehampton Castle*
 66090 *Maritime Intermodal Six*
 66778 *Cambois Depot 25 Years*
 66788 *LOCOMOTION 15*
 59003 *LILY*
 59517 *POPPY*



66090 (David Doulton)



43041 (Tony Blackburn)



43092 (Tony Blackburn)



43194 (Kevin Bates)



DMU 59003



DMU 59517

Not Previously Illustrated:



68029 (David Rice)

Removed:

43056 *The Royal British Legion*
 43132 *Aberdeen Station 150th Anniversary*
 43290 *mtu fascination of power*
 43300 *Craighinty 100 YEARS 1914-2014*
 91117 *WEST RIDING LIMITED*
 156440 *George Bradshaw*
 156441 *William Huskinson MP*
 313054 *Captain William Leefe Robinson V.C.*
 313122 *Eric Roberts 1946-2012 "The Flying Nottsman"*
 309137 *Virgin Difference*
 390151 *Virgin Ambassador*

For Scrapping / Scrapped:

Eurotunnel 9817
 Sims, Newport 313030/32/35/37/41/
 44/45/50/51/57,
 313122, 314208
 CF Booths, Rotherham 313052/59
 11292/423, 12455/456

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 Cl.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 *IVAN STEPHENSON*
 43153 *Chun Castle*
 43189 *Launceston Castle*
 45133 \$ *Brian Lockey / Gerald Lambert*
 60002 *Tempest*
 60087 *Bountiful*

60096 *Impetus*
 66109 *Teesport Express*
 66734 *The Eco Express*
 66758 *The Pavior*
 66778 *Cambois Depot 25 Years*
 66788 *LOCOMOTION 15*
 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



above reformed 158769 Cardiff Central (12.55) 5th October 2019 (Colin Pidgeon)

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 66736 hauled
66792 ex-Swedish
T66405 the third and
final for GBRf
through Kidsgrove from
Immingham - EML,
Longport
first at 16.06 then
returning at 16.50
(as seen here)
18th October 2019
(Lawrence McCormick)*



above more new units for GA
745103 hauled by 66001 passing
Ipswich on 5Q99 03.43 Ripple Lane –
Norwich Crown Point (07.16)
5th October 2019 (Keith Partlow)

right NO 331004 Crewe,
5th October 2019

below TPE 397007 & 397006 (nearest
wall) Carlisle (10.12)
18th September 2019 (Alan Jones)



left 800206 the first
LNER Cl.800/2 featured
in LNER livery
+ 801201 passing
Doncaster en route to
Tyne Yard (15.45)
13th September 2019
(David Swan)

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): Mk1 17105 (p8), 31130 (p19), 66109 (p28/29), 43040 (p30). D3014 (p52), D2420 (p58), 08830 (p59), 43153 (p69) & 158769 (p75)*



above 91120 + 91117 in Europhoenix livery
hailed by 66786 on 0291 08.57 Bounds
Green Depot - Leicester LIP, Huntingdon
(10.23) 5th October 2019
(Toby Radziszewski)

left D3800 re-liveried and re-numbered
from 08633 Cheddleton, CHV,
8th September 2019

below 33021 re-liveried with re-applied
'Eastleigh' nameplates (as reported in Nov
2018 issue) Cheddleton, CHV



Eastleigh



above 37310 re-liveried and re-numbered from 37152 with 'British Steel Ravenscraig' nameplates re-applied, Rowsley South, PEA, 8th September 2019



EMR 158773 in base white livery with previous Stagecoach vinyls removed on 1R54 1548 Norwich – Liverpool Lime Street, Ely (16.50) 16th October 2019 (Toby Radziszewski)



above Derby Lightweight DMU 79612 has been re-liveried into BR blue, Wirksworth, EVR 8th September 2019



above 150214 in special Bentham Line livery with nameplate to support dementia, York (11.04) 17th October 2019 (David Rice)



left 57313 now in Northern Belle livery to match 57601 (on the rear) on Gloucester - Llandudno Jct Northern Belle, Stafford 28th September (Andrew Turnidge)

right re-numbered and re-liveried 4-TC DTSO EMU 977335 (76277) Okehampton, DMR 15th September 2019



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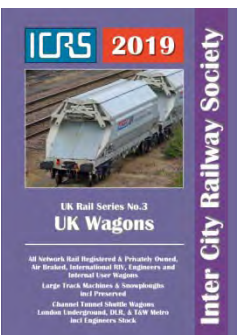
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