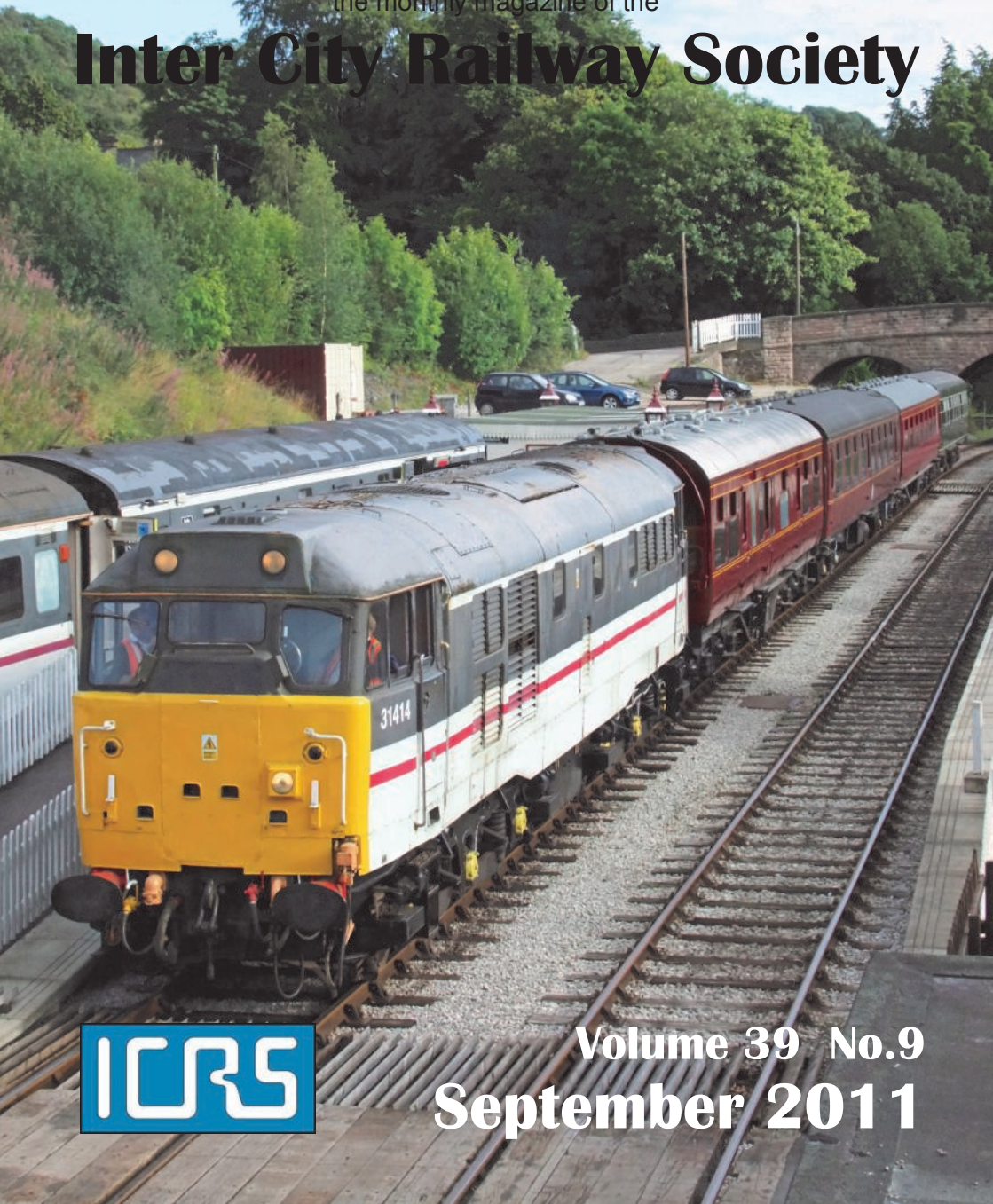


# Tracks

the monthly magazine of the

## Inter City Railway Society



Volume 39 No.9  
September 2011

# Inter City Railway Society

founded 1973

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

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## Front Cover Photo:

31414 arrives at Wirksworth on the last service of the day from Duffield, hauling LMS inspection saloon 999504, BR Mk1 26157, LMS 27162 & CI.101 DMU centre car 59303. This was 31414's debut on a service train, Ecclesbourne Valley Railway, 14<sup>th</sup> August 2011

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

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# Society Notice Board

## Editor's Comments:

Here it is, your first 40 pager and I hope you all approve. All I have to do now is find the time to get on with the articles I have planned and the ones you are dying to send in, but never get round to doing !! Now there is more space, there is no excuse. One by product of the enlarged magazine is you will have noticed that it has been delivered direct from the printers. Apologies for the lack of warning but if there is any issues surrounding the revised delivery please contact me, Trevor direct. With the 25% extra weight involved in adding 8 pages, Peter Britcliffe would have needed a wheelbarrow to take each months issue to the post office, who I'm sure would have griped a little. I, the committee and the members must heartily thank Peter for his sterling efforts over the last 2 years in distributing **Tracks** each month. This required each envelope (around 650) to be handled 3 times and at least a quarter of them 4 times (renewal forms & cards), I know having done a couple of months myself. Peter will continue to send out renewal forms & cards but these will now be sent in a separate envelope in the first week of each month, so will no longer be in with **Tracks**. For those interested, the extra cost of not including everything in one envelope is covered by the lower direct distribution costs. But as clearly can be seen, one less burden has been lifted from your hard working officials. However as before, I urge all members to return your renewal form promptly and therefore save us the costs and precious time of sending further reminders. It is not too much to ask for 40 pages in glorious full colour.

Amongst other new features I have included the first in the series **Fleet Liveries – Post Privatisation** and hope this will be developed in time. I hope to get back to including **Location 'Spot'Lights** I never got round to writing or had space to use. The only trouble being my research is now getting dated...need to find time to stand on some platforms !!

Well they say patience is a virtue, so after thinking I would never see all the CI.60s when I returned to seriously spotting again in 2005, I have finally copped my last one, 60079. I never expected all would survive as most were rapidly being stored and I only had about a third of the class. However apart from not seeing 60016 (60050) with original number, my last one finally emerged from store in Crewe MPD (out of sight) to be part of the refurbishment programme and was seen at Toton on the 15 Aug. Good job I made the effort to swing by on my last trip from north to south. Even more amazingly I only really started railway photography (digital) in late 2006 and have only 6 more to photographically cop the class and 3 of them are stuck in Crewe. The other 3 are at Toton, with one, 60091 part of the refurbishment programme.

Please note Gary Mutten has moved, though not far and still in Wymondham, his new address is shown on page 2.

## Chairman's Message:

Those of our members with school age children will no doubt be relieved to some extent that the school summer holidays are now over and things can get back to normal, I know I am! This year's holidays have been difficult for me as I've had to share working days with my wife so that one of us is always at home with the children, luckily we're both self employed so this isn't as difficult as for some parents. It has meant I've been at Eastleigh Works much less often but the Works Report is still worth reading with much going on (pages 6/7). Two bits of news from Eastleigh are that from September 2011 Knights Rail Services will be accepting enthusiast visits on Tuesdays for a small payment which will go to charities supported by the Mayor of Eastleigh. More details can be found, along with an application form, on the [www.rail-services.net](http://www.rail-services.net) website. The other bit of news is that I've been working for Bruce Knights on an ad hoc basis for a few months but I have now been offered a formal role as Process Manager responsible for vehicle decontamination, disposal and component recovery. This will ensure I remain able to report on the comings and goings at the Works for the foreseeable future.

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

## Membership Matters:

### Subscriptions:

**Annual - £16.00 Five year - £75.00** (saving £5.00 & hedging against annual increase)

ICRS Membership gives you:

- a high quality full colour 40 page monthly magazine **Tracks** - covering all aspects of railways.
- an informative website, with access to previous editions of the magazine.
- a 20% discount on all ICRS publications (8 published).
- a 10% discount on Ian Allan publications and first time magazine subscriptions (not additional to discount for IA Subs Club members).

### New Members:

Peter Follett (Dorking), Stephen Gargett (Pickering), John Haughian (Harrogate), Adrian Jackson (Hucknall), Harold Green (Accrington), Neil Green (Grantham) - a warm welcome to you all.

### Obituary:

It is sad to report that one of our 5 year members and regular contributors to **Tracks** via **Out & About**, Tony (Robert) Flatt has unexpectedly passed away due to a heart attack at the tender age of only 65. As you will see elsewhere, some of his last sightings are recorded for posterity. Tony lived in Cheltenham and was a keen railway enthusiast and it is hoped many of his photographs will eventually be used in future articles, a fitting tribute. Our sincere condolences go to his family and in particular his wife Christine and his daughter Philippa.

**Payment / Renewal:** If paying by cheque / postal order, please make payable to **ICRS**. Please note we cannot accept credit card payments over the telephone, however you can pay by credit card through our online PayPal facility. In a few clicks you can be signed up for another year, or take advantage of the 5-year subscription, which not only saves you £5 but potentially beats any subscription rises in that time. Select 'Join **ICRS**' from the menu on the homepage at [icrs.org.uk](http://icrs.org.uk) Please provide your first name whether joining or renewing. If you renew at the very end of or in the first week of the month you may receive a renewal reminder form but do not worry as the admin process will naturally see things cross in the post. Please ignore the reminder if you have renewed. Please also note that cheques are not presented to the bank until usually the first week of the following month. With the change in **Tracks** distribution, please note that reminder / renewal forms will now be sent in a separate envelope so will no longer be in with **Tracks**.

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

**Membership Cards:** Your membership is valid until the end of month as shown by the first two numbers. For those who joined from mid 2009, the second two numbers are the year. With the change in **Tracks** distribution, please note that cards will now be sent following renewal in a separate envelope, so will no longer be in with **Tracks**. As before, you may have to wait up to 5 weeks as cards will still be sent out altogether in the first week of each month for ease of admin.

**UK Rail Series:** The very latest **UK Combine Summer Edition** was released at the Carlisle Open Day so complementing the other recent release of the individual books, **UK Locomotives, Diesel Units & Electric Units**. See the rear cover for the latest 2011 details.

### Website Matters:

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

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

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

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

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

## Magazine:

**Submissions:** Any information / article on any railway related item will always be most welcome for inclusion in the magazine. Your visits, travel stories or anecdotes about any part of the railway network, past or present, home or abroad can give pleasure to others or inform of places to visit. This railway hobby of ours is made all that more enjoyable by the sharing of information, knowledge and experiences. Neatly hand written submissions are perfectly acceptable, but ideally a typed document is preferable. Better still, if you have a PC and internet connection then send an email. Good quality photographs are always welcome, either prints or preferably high res digital photographs via e-mail (**not compressed please**). Please include full contact details with any submissions, including your first name.

**The latest date for articles / info for the next issue is Monday 26<sup>th</sup> September 2011  
with delivery to members after Friday 7<sup>h</sup> October.**

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

**Magazine Contributors:** Thanks to **Mike Rumens, Dennis Dey, Brian Derricote, Tony Flatt, Ian McAlpine, Paul Bright, Ron Sansome, Stuart Moore, Derek Sneddon, Nigel Hoskins, John Barton, James Holloway, Ray Smith, Martin Hall, Scott Yeates, Carl Watson & Trevor Roots**. We are sorry if anyone has been missed. All photos by **Trevor Roots** unless shown otherwise.

## Light Rail, Metro & Tram News

by Martin Hall

**Croydon Tramlink:** The need for more trams has been overcome by a decision by Transport for London to order 6 new vehicles rather than temporarily hire stored Edinburgh trams. The new trams are the Variobahn type from Stadler in Germany and will be longer than the existing fleet at 32m. Similar trams currently operate in Bergen, Norway. Delivery is early in 2012 and will allow a more intensive service in central Croydon.

**Isle of Wight:** There has been a resurrection of plans to have a tram network on the Isle of Wight using the former railway routes between Cowes, Newport and Sandown.

**Plymouth:** An Idea to replace train services with trams on the Tamar Valley Route would mean they could then expand the services into the centre of Plymouth.

**Preston:** The scheme to have a new tram system in Preston would be beneficial to the city and would be environmentally friendly and reduce congestion.

## Advertisement

### GB Bus Group (GBBG):

Belonging to ICRS tells us you have an interest in vehicles involved in travel, whether it is to do with their design or simply number-crunching. That being the case, have you also got an interest in **buses** in the UK ? **GBBG** may already be known to you from its link with ICRS in the past, but if you haven't thought about joining us before, why not reconsider?

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

# Eastleigh Works Report

by Carl Watson

## Misc News:

Work on two new sidings at the south end of the site is progressing well with one completed and already in use.

## Locos:

31465, 73107 and 73138 all stabled at the Works in late July with NR Test Trains.

66711 departed after overhaul by EMSI, being replaced by 66705. 66712 has also been on site receiving a replacement turbocharger and left on 15<sup>th</sup> August.

50026 was load bank tested on 9<sup>th</sup> / 10<sup>th</sup> August.

47832 has been repainted in Northern Belle livery, emerging from the Paintshop on 19<sup>th</sup> August.

66742 made a brief visit on 11<sup>th</sup> and 12<sup>th</sup> August on Colas Rail route learning trips from/to Ashford.

66575 arrived on 26<sup>th</sup> July and has been repainted and renumbered 66848, it is due to leave by the end of August. 66847 remains on site awaiting an E exam.

47790 arrived on 23<sup>rd</sup> August with XP64 liveried 47853 for overhaul by AFSL and to collect 47832, giving the first opportunity to see the two Northern Belle liveried 47s together (see photo below). The two 47s departed the following day with ECS from Eastleigh depot to Crewe.



Colourful 66720 was used on the Mountsorrel to Eastleigh stone train on 22<sup>nd</sup> and 23<sup>rd</sup> August, each evening stabling and refueling at the Works.

73141 and Gatwick Express 73202 arrived on 25<sup>th</sup> August for repairs and new wheelsets respectively.

## Track Machines:

MPV DR98922+DR98972 is being overhauled by DB Schenker for Network Rail.

## Wagons:

IVB 2398 547-2 was delivered to the Works by 66111 on 16th August for repairs



Gatwick Express liveried 73202 'Dave Berry', 25 August 2011

**Units:**

450010, 113, 073, 008, 013, 025, 036 have received replacement traction motors.  
508201 and 508210 arrived from Donnington on 19<sup>th</sup> August behind 66723.



508201 still in Connex livery but with a dash of graffiti, 19 August 2011

Keep an eye on the Knights Rail Services website [www.rail-services.net](http://www.rail-services.net) for details of enthusiast visits which should be released by the time you receive this

(all photos by Carl Watson)

# Fleet Liveries – Post Privatisation

## East Coast HSTs, CI.91s & DVTs

**Potted History of the Route:** One of two main north / south arterial routes, the east coast route (ECML) from King's Cross to Edinburgh and Aberdeen is associated with one named train, Flying Scotsman. This famous name has and still is used to market the whole route. The ECML has always been associated with speed records and prestigious trains including streamlined Gresley 4-6-2 A4s, 'Mallard' being the most famous which still hold the world steam record at 126mph. Steam then gave way to the equally admired CI.55 Deltics in the late 1960s with their distinctive Napier engines. In the late 1970s these too succumbed to progress and the ECML received a batch of the new HSTs. Again a world record is still officially held by a HST on the ECML of 148mph for a diesel loco. Though the ECML was always a high speed route the first section to be raised to 100mph wasn't until 1965. The ECML was electrified later than the west coast route (WCML), during the late 1980s, the full scheme coming into operation in 1990. With the re-engineered high speed route came new stock under the banner of InterCity 225. On the same principle as the HSTs these were push-pull sets of CI.91 electrics, Mk.4 coaches (unique to the ECML) and DVTs. These were built to run at 140mph but have been prevented from doing so by various operating restrictions. This situation may change with proposals to raise the line speed under the Intercity Express Programme to replace HSTs....that's another ongoing story!!



a good example of corporate image seen here with uniform liveried GNER CI.91s and HSTs  
91107, 91124, 91111, 91101, 43102 & 43069, King's Cross, 27 March 2007  
note the different light clusters on the two HSTs

**HSTs / IC125:** The first incarnation of high speed trains were given the brand InterCity125 and are capable of running at 125mph, making them the fastest diesel locos in the world in regular service. HSTs were originally classified as CI.254 multiple units, the thought being they would remain in fixed formations, with two CI.43 power cars at either end of a set of Mk.3 coaches, similar to loco hauled coaches but without buffers. As stated above the ECML HSTs started regular service from 1977 and within 2 years had displaced the Deltics. The ECML numbering of HSTs was 254xxx but as power cars were interchanged amongst sets the set designation failed resulting in identification reverting to the individual power cars. Through the 1980s, HSTs were the main traction on the ECML until completion of electrification. When the CI.91s entered service, many HSTs were cascaded to other routes, leaving a core of, I believe, 13 sets into privatisation with 32 power cars, later reduced to 30 power cars. These were still needed for non-electrified routes north of Edinburgh to Aberdeen and Inverness. Between 2007-09 following a similar programme for the FGW HSTs the original Paxman

Valenta engines were replaced by MTU engines as part of the 'Mallard' refurbishment under GNER and then NExEC (see below). Unlike FGW the ECML HSTs were re-numbered by adding 200, eg.43100 became 43300.

**IC225 Stock:** Originally branded linerCity225, though never carried on stock unlike the HSTs, these sets are now 20 years old and coaching stock aside, comprise 31 CI.91s numbered 91101-32 and 30 Mk.4 DVTs numbered 82201-31. The CI.91s were originally numbered 91001-31 but re-numbered following an upgrade by GNER in 2001-3 at which time 91023 involved in both the Hatfield (17/10/02) and Great Heck (28/02/01) accidents was re-numbered 91132 (Dec 2001). The Great Heck accident was responsible for the reduction in the original number of DVTs from 31 to 30 with the destruction of 82221.

**Operators and Liveries:** Under BR the original HST livery was branded InterCity125 which had a couple of reiterations of blue/grey/yellow including the brand in outline lettering at first. Following the APT programme this led to darker grey, red and white being introduced into the livery replacing the blue and yellow. This was followed in 1987 by a change of branding to *INTERCITY* plus a swallow plaque which was the livery then carried from new by the CI.91s and this livery lasted until privatisation in 1996



43006 'Kingdom of Fife' with a rake of uniform GNER coaches, Doncaster, 20 June 2007



91128 'Peterborough Cathedral' King's Cross, 20 June 2007

The first franchise operator under privatisation was Great North Eastern Railway (GNER) owned by Sea Containers Ltd who took over in April 1996 and successfully had a franchise extension in 2003 and then a renewal in 2005. The renewal was originally intended to run until 2015 but with lower than expected income and the parent company in severe financial trouble, the DoT gave notice to terminate GNER's franchise from Dec 2006. Putting the politics and financial issues aside what GNER did do was to continue the strong InterCity reputation built up by BR and enhance it with one of the best corporate liveries and marketing strategies seen under privatisation. A dark blue livery was introduced on all stock with a thin red waist stripe, full length on coaches but only partly on HSTs, CI.91s and DVTS across the guards/luggage section. HSTs, CI.91s and DVTS also carried large GNER letters behind the cab doors with running numbers on the red stripe. The GNER letters were originally in silver but later changed to gold. The coaches carried GNER and numbers on the stripe and a crest midway along each side below the stripe with the wording 'The Route of the Flying Scotsman'. The small numbers on the stripe were not very visible and not enthusiast friendly. The big downside of the livery was that HST power car and CI.91 nameplates were removed in favour of normal stick-on lettering in line with the red stripe. Starting in 2003 all IC225 stock was upgraded to 'Mallard' standard. Refurbishment of the HST sets was also started as part of the new franchise renewal, but not completed. Towards the end of the franchise several HST power cars carried advertising for online discounts, events or routes.



43008 showing the number position, Aberdeen, 15 March 2007



82217 with 'Off to the Races' advertising logo, Glasgow Central, 23 February 2007



43367 'Deltic 50 1955-2005' with advertising for 10% online booking, Peterborough, 11 Sep 2007

On 9<sup>th</sup> Dec 2007 the National Express Group (NEx) took over the franchise under the brand National Express East Coast (NExEC) and the much admired GNER livery was 'butchered' overnight with the addition of a white stripe overlaying the red stripe carrying the NExEC brand.



as the changeover happened and the white stripe was frantically applied, rolling stock ran in service with no identification or branding as with 43316, King's Cross, 6 December 2007 or as with 91110 with new number applied but not the white stripe, York, 6 December 2007



three days after changeover, the removed GNER lettering clearly shows on 43309 as it currently still does on several CI.91s, Doncaster, 12 December 2007

At the same time the excellent coach side plaques were removed...vandalism, in that nothing better has replaced what was an excellent corporate livery/marketing strategy. Also all loco names were removed. The only good thing was that loco numbers were re-introduced with HST power cars gaining numbers on the nose sides and centrally on the front valence. CI.91s and DVTs gained similar numbers though the front number was shortened to the last two digits (CI.91s) or three digits (DVTs) and to one side, exceptions being 91114 and 82224, which are both shown in full on the nose. In their short tenure NExEC started to re-liveried with their corporate silver/white livery also carried on NEx buses !! This included one CI.91, 91111 and DVT and a few Mk 4 coaching sets. They did however complete the upgrade of all the HST sets and these all were re-liveried in silver/white. Following the effects of the recession NExEC handed back the franchise on 13 Nov 2009 to be run indirectly by the government under the auspices of Directly Operated Railways and brand East Coast (EC).



NExEC liveried 43305 with a rake of uniform NExEC liveried coaches, 15 October 2009 with front number position in the standard position on the nose valence drawbar access cover



NExEC liveried 43239 with GNER/NExEC interim liveried coaches, York, 17 April 2009 note the high front number position on nose valence



the only Cl.91 liveried in NExEC silver/white is 91111  
now with East Coast replacing NExEC branding, King's Cross, 28 July 2011



91107 one of the first into new corporate EC grey, Edinburgh Waverley, 26 Oct 2010

Initially EC branding simply replaced NExEC branding but in from Oct 2010 a new corporate grey livery started to appear. Currently the extant liveries in relation to stock are:

HSTs	NExEC silver/white	(29)	43206/208/238/239/251/257/277/290/295/ 296/299/302/305-320/367
	EC grey	(1)	43300
Cl.91s	GNER blue with white stripe	(19)	91102/04/12-19/21/22/24-26/28/29/31/32
	NExEC silver/white	(1)	91111
	EC grey	(10)	91103/05-10/20/27/30
DVTs	EC purple/grey 'Flying Scotsman'	(1)	91101
	GNER blue with white stripe	(24)	82200/01/03/06/08/11-17/20-31
	EC grey	(6)	82202/04/07/09/10/19
	EC purple/grey 'Flying Scotsman'	(1)	82205

The 'Flying Scotsman' livery on 82205 was shown in the last issue of **Tracks**.

Regarding names, there are currently 5 HST power cars named, 43208/290/300/302367 and just one Cl.91, 91109. It is expected that with namings back in vogue, more will follow.



43300 'Craigentenny' the first East Coast HST power car to appear in the new corporate grey livery, King's Cross, 26 July 2011



DVT 82224 in interim GNER/NEExEC/EC livery with matching coaches note full number on front valance, King's Cross, 28 July 2011



all three current liveries can be seen in this view of 91108, 91025 and 43367 'Deltic 50 1955-2005', King's Cross, 26 July 2011

## Network News

### Thornaby Depot...RIP:

As can be seen by the top photo below taken on the 14<sup>th</sup> August 2011, from the road bridge spanning Tees Yard, Thornaby Depot is no more. It has been completely levelled except for the yellow gantry right of centre. Even stored 09205 in the foreground has now departed to nearby Thompson's scrap yard. Compare with the lower photo taken on the 14<sup>th</sup> October 2007 when the depot was still in use...just about. (taken a little further to the left of the photo above)



# Ramblings of a Rail Enthusiast

by David Spencer – 1964 Part 2

**April:** All Fools Day was on a Wednesday but I planned another big endangered lines trip starting on the previous day when I travelled to Crewe behind D238 and on to Carlisle with D332. Now on the 1<sup>st</sup> from there I took the Dumfries line D31 where I changed on to the Kirkcudbright train with 80023, the same engine returning me to Castle Douglas where I waited for the following train from Dumfries. This was an interesting train with carriages to both Kirkcudbright and Stranraer and hauled by 80119 and 80052. I was able to photograph the former as it left with the branch train before hurrying back to catch the Stranraer portion which then stopped at the unadvertised Loch Skerrow to allow 44945 to pass. At the terminus I visited the shed getting several photos of old Caledonian stock before getting a DMU to Ayr. Normally I took missing a night's sleep as normal, but this day I really cursed it. Like the far north line the majority of small stations had been closed and I managed to get the front seat in the unit with a perfect view of the line but with the heat of the engine and sun through the glass I could not stay awake and missed much of it. By the time I did the line again a lot of the old infrastructure had gone forever.



Hughes Crab 2-6-0 42917 Ayr, 1 April 1964 (w/d 08/66)

Ayr shed was duly visited and many photos taken but not before a railbus trip to Dalmellington and back. I then continued by DMU to Killwinning and changing into another unit for Largs and from there to Glasgow. Crossing to Buchanan Street I had V2 60916 to Stirling.



railbus Dalmellington, 1 April 1964

What happened next is a typical of the railways before health and safety. We were now into the 2<sup>nd</sup> and the overnight Glasgow to Oban train behind D5359 when the gripper asked me where I was travelling to. I replied Killin Junction to which he pointed out that there was no public access. I said "I know so I am walking down the Killin branch to catch the first train up the branch". He then tried talking me into staying on the train without further charge as he would be the gripper on the return journey. I said no as I would lose half a day that way. Unbeknown to me he arranged the train to stop at Glenoglehead where there is no platform but the main Killin road is adjacent. As we stopped he told me to jump out and climb over the gate on to the road and this is what I did, hardly kosher in the present climate! I slept the rest of the night at Killin station and at first light walked to the end of the line to see both the old Loch Tay station and the shed where the branch engine 80028 was being prepared. Me and stupidity are never far apart and when I got to Killin Junction I found I had left my bag at Killin so I had to go back and thus lost the half day after all as well as a comfortable night's sleep! D5365 took me back to Crianlarich where I switched stations and had D6138 back to Glasgow. A DMU took me to Saltcoats where 80077 came in and took me on the Darvel branch. The same engine went back to Kilmarnock from where I went down to Carlisle behind 73057. Another little anecdote, in those days there were lots of through coaches like Glasgow to Plymouth and you see a solitary GW coach among LM stock or vice versa. So I got in one of these through coaches at Carlisle, it was to be detached and shunted out of the way for a couple of hours at Crewe before being attached to a Manchester Plymouth train. I remember arriving at Crewe but nothing afterwards I missed both shunts and the Shrewsbury stop but amazingly some inner clock meant I woke up just ten minutes from Hereford. I'll never to this day understand it but it is a true story. For the record I had D306 to Crewe and D866 was in front at Hereford. Hall 5974 was on the Gloucester train, where normally it is a mogul and Western D1046 to Kemble. Deep in railbus territory I went to Cirencester Town and back and to Tetbury and back before Hymek D7025 returned me to Gloucester and Peak D34 home. The two GW branches, Dalmellington and Darvel branches and intermediate stations across Ayrshire were all closed that weekend. Nothing to do with trains but on the 1<sup>st</sup> Solihull had become a Borough and I got back in time to watch the celebratory fireworks on the Friday.



another coincidence with a before and after view of AC railbus W79976 (w/d 1968)  
 first at Tetbury on 3 April 1964  
 and in preservation on the Great Central Rly at Loughborough, 13 Jan 2009  
 (it is currently still in the same condition and is one of only 5 built in 1958)

Then ensued a 10 day trip to the continent, an article on which will appear in another issue.

On the 20<sup>th</sup> I set off again behind D1715 to Banbury, a DMU to Reading, 6103 to Basingstoke and an unrecorded standard C1.5 to Eastleigh. On the 21<sup>st</sup> I continued with 75001 as haulage to Salisbury where I had the New Forest branches to do before they succumbed to the great reaper, Mr. Beeching. Light pacific 34057 took me to Broadstone and an M7 30102 propelled an auto train across the forest to Brockenhurst. Merchant Navy 35020 was haulage into Southampton where I changed to a through Birmingham train with 34105 to Oxford and D1715 home where I met up with a former girlfriend and ballroom dancing partner for tea and chat, then round to a mate. I could not keep up my lifestyle like that today I would be permanently knackered!



Drummond M7 0-4-4T 30052 (w/d 05/64)  
Brockenhurst, 21 April 1964



Stanier Black 5 4-6-0 44849 (12/64)  
Birmingham New Street, 26 April 1964



Hawksworth County 4-6-0 1013 'County of Dorset' (w/d 07/64)  
& Collett Castle 4-6-0 7029 'Clun Castle' (w/d 12/65) (preserved 1966)  
with several Hymeks and an 08 shunter on the extreme right, Swindon, 26 April 1964

On 26<sup>th</sup> I walked the three or so miles to Tyseley to see 4079 'Pendennis Castle' being prepared for its train then went into Birmingham Snow Hill to catch the SLS Three Main Lines' special which covered Birmingham, Hereford, Seven Tunnel, Swindon and back home. It was a civilized trip and we had breaks to visit Hereford and Seven Tunnel with time to visit the sheds and Swindon Works and a major plus of steam under the Severn Tunnel.

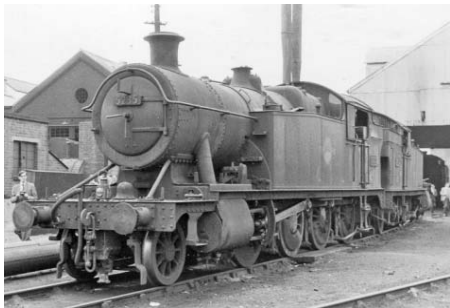


Hawksworth 0-6-0PT 9420 (w/d 03/64)  
Swindon Works, 26 April 1964



Fowler 3F 0-6-0T 47623 (04/64)  
Swindon Works, 26 April 1964

The month ended with another short overnigher and started with the early evening at Widney Manor photographing the steam rush hour traffic out of Birmingham Snow Hill before going into Birmingham and 44716 taking me to Rugby to doss down until the first Peterborough East train left. I must have been tired as I only wrote down the diesels and it was very early as I returned from Peterborough on the 06.43 to Northampton taking photographs of the stations as I paid my last respects to another line closure. I was the only passenger until two got on at Thorpe and one of those got off next stop at Thrapston. From Northampton to Rugby I travelled behind D325 on a Euston to Workington train, I can imagine what Virgin would think of that today! A DMU returned me home after a good action packed month.



Churchward 2-8-0T 5235 (w/d 09/65)  
Severn Tunnel Jnct, 26 April 1964



Churchward 2-8-0 3856 (w/d 10/64)  
Severn Tunnel Jnct, 26 April 1964

*Coincidentally David has again managed to capture on film two more items of rolling stock since preserved, of which I have managed to show W79976 in its current state....ed.*

(to be cont)

## Preservation Photo Spot - 1 Forgotten Locos



CI.11 shunter 12052 under long term restoration inside the small jam packed shed at Brechin on the Caledonian Railway  
It is being fitted with a CI.08 engine,  
14 August 2011

This was as a good a shot I could get from the side door. No space to get a ¾ view.  
(with permission)

The other resident working CI.11 12093 is pictured on the rear of the UK Combine, Spring Edition

# Traffic & Traction News

by John Barton

## July 26

Cl.380s have begun to be used on the North Berwick service prior to the phasing out of the Cl.322/4s. 380106 was seen amidst the refurbishment work at 09.50 awaiting its next duty from Edinburgh Waverley – North Berwick.



## July 30

6201 'Princess Elizabeth' working the Cumbrian Mountain Express from Crewe - Carlisle – Crewe was seen alongside 43014, with 43062 on the rear, working into Carlisle on 1Q17 Derby – Heaton (the photo below by Derek Sneddon makes an interesting comparison).



46115 'Scots Guardsman' also worked into Carlisle on the same day with The Waverley from York (photo below by Derek Sneddon).



## July 30 (cont)

37194 + 37604 passed through Carlisle on 6C46 Sellafield - Kingmoor Yard flasks (photo below by Derek Sneddon).



66194 + 66127 + 66014 + 66088 + 66044 passed through Carlisle on 0C19 Warrington Yard - Carlisle Kingmoor Yard loco convoy.

## August 1

47580 + 47245 departed Prescot towards Liverpool at 20.17 on Compass Tour's diesel charter to Crewe.

57308 passed Portobello Junction heading towards Wolverhampton light engine at 16.56

## August 2

97301 headed south through Biggleswade at 20.05 on a Network Rail test train to King's Cross.

## August 3

57602 + 10616 + 10563 + 10534 + 10612 + 10594 + 10225 + 12100 + 17173 arrived Plymouth at 23.45 on way to Totnes, departing at 23.51.

20305 t&t 20304 through Washwood Heath at 18.57 with the 8X09 Old Dalby - Amersham tube stock move.

## August 4

66618 headed south from Perth at 20.40 with Inverness - Oxwellmains cement empties plus Ferrywagons on rear.

## August 5

90024 seen heading north by Conington LX at 08.27 on 1Z90 King's Cross - Prestonpans charter.

6201 'Princess Elizabeth' working the 1Z68 07.11 Crewe - Scarborough Flyer, departed Stockport at 08.10.

## August 6

47804 t&t 47826 'Springburn' departed Minehead at 16.58 with the return Nenta charter.

59205 passed through Latchmere Jnct, Warrington Low Level with 6F74 11.58

Liverpool Bulk Terminal-Fiddlers Ferry Power Station with loaded coal hoppers (photo below by Roger Thomas).



20308 + 20309 on 6K73 Sellafeld-Crewe flasks passed through Warrington Bank Quay station (photo below by Roger Thomas).



### August 7

DEMU thumper 1001 passed through Paddock wood at 21.05.

47826 t&t 47804 on 5Z89 Norwich - Carnforth passed Peterborough River Nene Bridge at 14.08.

### August 8

66003 + 66100 passed Water Orton at 21.38 on Rotherham - Cardiff tidal loaded scrap.

66732 in shiny new GBRf livery passed through Watford Junction at 21.11 heading north.

### August 9

4492 (alias 60019) working 1Z95 Weymouth - London Waterloo departed Basingstoke at 19.40.

### August 10

37611 + 37688 arrived at Carlisle 21.10 working the Sellafeld - Carlisle Kingmoor empty flasks 550052 550018.

### August 11

Today's loco hauled Lowestoft Air show extra set was formed. - 47802 (leading to Lowestoft), 12170, 12147, 12046, 12126, 12027, 12150, 82143 & 47810 (leading to Norwich).

### August 11 (cont)

47270 'Swift' + coaches 5487 & 5239 ,both coaches fresh out of the paintshop, arrived at Milton Keynes at 13.45 and departed south at 13.50.

### August 12

08556 hauled 80072 and the New Bridge steam crane to Gosmont this evening, for maintenance work, arriving 20.15.

60015 powered the 6B47 Westerleigh - Robeston empty Murco bogie tanks through Bishton at 20.00.

47739 + 47727 passed Carlton, Nottingham working 0Z47 Barnetby - Washwood Heath light at 18.43.

70013 'Oliver Cromwell' departed Scarborough at 16.55 on way to Crewe, via York.

66623 passed Tilstock on 6Z14 Crewe- Morton-on-Lugg with empty stone hoppers (photo below by Roger Thomas).



### August 13

Doncaster today saw 60163 'Tornado' on the 1Z57 London Kings Cross - York charter

73212 + 73141 working 6G10 Eastleigh - Bentley passed Farnham at 19.54.

66744 powered the 6Z70 Chirk - Ribbleshead empty logs through Gregson Lane at 19.24.

47790 + 47501 passed Darlington at 1829 heading south towards York

37604 + 37601+ 37608 + 37069 arrived at Crewe station with 0Z37 Derby RTC - Gresty Bridge convoy at 12.50.

### August 14

47818 + 47712 passed Cathiron at 1341 on the Eastleigh - Edinburgh charter.

5043 'Earl of Mount Edgcumbe' departed Birmingham Snow Hill with the Shakespeare Express at 10.34.

### August 15

66570 departed southbound at 20.35 from Milton Keynes after a 5min stop with wagons:

92637, 93341, 608265/286, 640349/350/200/199/477/478, 93307, 608415/416/290, 607018/009, 608289/284, 607094/086, 608448 & 93363.

### August 16

37601 + 37610 passed West Malling at 18.11 working Dungeness - Willesden flasks.  
Colas-liveried 66746 passed light engine through Peterborough at 16.51 heading towards March.

### August 17

172332 + 172331 Passed Tamworth at 12.10.  
FGW 153329 + 153318 + LMT 153333 were seen at Lostwithiel station at 08.57 working from Bristol Temple Meads - Newquay.

### August 18

67022 + 67016 worked the 6K50 Toton North Yard - Basford Hall, departing 15.02.  
Poland bound 66166 and 66157 ran light engine through St Albans 12.34 on the 0Z66 Toton - Dollands Moor.  
37409 hauled 57010 dead in tow on the 0Z43 Barrow Hill - Crewe Gresty Bridge.

### August 19

67017 with 70000 'Britannia' and support coach passed through Hungerford at 16.56.  
37409 + 37218 headed through Bolton-le-Sands heading northbound on light engine working from Crewe Gresty Bridge - Carlisle Kingmoor at 16.24.  
66723 hauling 975974 + 508210 + 508201 + 975978 passed Didcot Parkway at 14.10 via the avoiding line, towards Reading with 5008 Donnington - Eastleigh.

### August 20

66077 headed south past Ely with a short engineers working 6G07 Whitmoor - Alexandra palace via Cambridge and Audley End.  
67029 t&t 67016 through Pontlliw on the Swansea District Line at 16.31 with Rail Blue Charters' Welsh Victorian Explorer from Llandrindod Wells - Lincoln.

### August 21

37218 + 37423 t&t 37409 on 1Z30 Oban - Edinburgh passed over Loch Awe viaduct at 19.42.  
44871 departed Corpach at 10.35 hauling the 2Y61 Fort William - Mallaig Jacobite.

### August 22

47818 + 47790 passed Hampton in Arden at 19.57 heading for Euston.  
66720 in its garish new livery approached Leamington Spa at 13.56 with the late running 6O96 Mountsorrel - Eastleigh loaded IOAs.

### August 23

47739 powered the 6M57 Boston - Washwood Heath through Whitacre Heath at 16.17.  
Black 5 44932 raced through Colton Junction out of York, at 10.20 with the Scarborough Spa Express.

### August 24

70009 passed through Maryland at 16.30 with 4M93 liner to Lawley Street.  
47790 + 47832 (newly re-painted into Northern Belle livery) headed northbound around the Didcot avoiding line at 11.19 with the 5Z56 Eastleigh - Crewe ECS.

### August 25

57311 currently at Dollands Moor will be going to Hither Green in first week in Sep.  
86259 was seen flying through Lichfield Trent Valley at 20.11 with 1Z34 Carlisle - London Euston.  
67008 + 37417 + 37411 + 37416 passed Coppull near Wigan at 15.01. The CI.37s were being delivered from Eastleigh - Carlisle Kingmoor for assessment by DRS.

### August 29

After re-painting into DBS red, 92016 was seen at Dollands Moor. Compare the photo below with that shown in the last issue at Walsall on 25 July. Newly named 92009 'Marco Polo' was also present with 92016, as was Poland bound 66157 + 66166 plus 67028 + 67002.



Not one of the VT Thunderbirds being transferred to NR for use in the south (see Stock Report), VT 57311 'Parker' was seen at Dollands Moor (see photo below).



# Out & About

## by James Holloway

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

### Mike Rumens:

#### 18<sup>th</sup> July:

#### Nuneaton 18.10-19.40:

66305/416/431/545/588, 90028/42, 153356  
170101/108/115/637, 325001/03/06/13, 350239  
390008/18/30/35/54

#### 20<sup>th</sup> July:

**Nuneaton:** 153371, 350126, 390009

#### Crewe LNWR:

43062, 47839, 86401/24

#### Crewe Station:

66543, 150267, 153355, 158830, 175010/110  
221107/44, 323227, 350107/241, 390010/19/48/51

#### Warrington:

59205, 66043/134/161, 67029, DR73921

**Wigan:** 142087, 150276, 156423/64

**Preston:** 57304, 142004/61, DR73904/42

**Lancaster:** 150240, 390020

**Carnforth:** 20304

#### Carlisle 09.25-18.07:

66012/019/023/128/168/186/199/422/425/513/518  
66522/527/557/598/603/850, 70003/6, 92017/22  
92037, 142092/5, 153307/28/69, 156445/449/451  
156452/454/475/479/484/490/495/504, 158792/97  
158817/860/901, 185111/21/24/27/32/37/51  
221104/10/11/15/16, 390002/05/06/14/22/27/30/32  
390036/41/47/48 The Fellsman 46115 'Scots  
Guardsmen'+17025+99993+99121+3096+99347+  
1859+4946+4905+4973+9392. Charter from  
St Albans 67019+9525+5919+6001+1254+3366+  
11084+11083+11071+80042+11064+11065+  
10588+67028

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

#### Nuneaton 18.12-19.50:

66535/40/56, 90019, 153371, 170101/108/110  
170114/639, 221106/12/13/18, 325005/06/15  
390010/14/26/27, DR73946/79262/79272

#### 26<sup>th</sup> July:

#### Walsall 14.00-16.00:

66020/135/558, 70007, 153371, 170507/514/631  
323202/06/07/10/19/22/40

#### 28<sup>th</sup> July:

#### Nuneaton 14.00-16.55:

66056/067/084/135/156/200/504/520/528/562/720  
66738/957, 90041/44/45/47/48, 153365, 170110  
170113/518/519/521/637/639, 221102/04/11/19/42  
350105/111/117/262, 390023/27/29/35/37/51/54  
DR999800

#### 2<sup>nd</sup> August:

**Nuneaton:** 66738, 70008, 153375, 350102

#### Coventry 09.55-10.25:

66053, 221135, 350234/37/42/60, 390018/22/36  
390042, DR73909

#### Banbury 10.57-13.25:

47790/818, 66011/126/501/505/535/572/957  
6714/15, 165001/023/024/028/131, 168002/005  
168106/107/111/112/218, 220013/18/21/26/30/34  
221126/38/41, DVT's 82301/5

#### Leamington Spa 13.50-16.15:

66168/589/601/710, 67018, 165012/21/23  
168002/005/106/113/216/219, 220003/07/12/14  
220018/22/23, 221128/33

#### 5<sup>th</sup> August:

#### Nuneaton 14.55-17.10:

47739, 66013/067/420/563/588/601/701/738  
90041/6/9, 153334/75, 170106/110/115/117/519  
170637/9, 221116/42, 350104/05/24/27/29  
390001/04/05/25/28/42

#### 6<sup>th</sup> August:

#### Nuneaton 10.15-11.05:

20305+20301+barriers 85936/85933+20304  
153356, 170108/397/638, 221121, 350111  
60163 'Tornado' +21268+5276+4959+1813+21245  
+13227+3147+3107+3112+1683+3146+3144  
+5323, DR73956

#### 11<sup>th</sup> August:

#### Nuneaton 09.56-12.15:

66198/433/532/533/553/564, 90048, 153354  
170105/111/112/636/637, 350101/04/06/14/20  
390041/45-47/49/51, DR73710

#### 16<sup>th</sup> August:

#### Nuneaton 14.05-16.35:

66040/050/058/129/546/597/716/737, 86607/27  
90049, 153371, 170108/109/112/116/519/637  
350104/107/108/125/252, 390005/09/12/15/18/19  
390022/24/40/44/53, 950001

#### 18<sup>th</sup> August:

**Bescot:** 08428, 66105

#### Walsall 14.05-15.01:

66432+66429 and flask 550038 with 6M56  
Berkeley-Crewe, 66037/556/562, 170508/511/630  
323212/18/22

#### 21<sup>st</sup> August:

**Birmingham International:** 350107/267

#### Birmingham New Street:

170515, 221121, 323206/22, 350263, 390016

#### Birmingham Moor Street:

150014/017-019/101/106/125/132, 165017  
168107/215

**Tyseley:** 08616, 170102, 172331/3

#### 23<sup>rd</sup> August:

#### Nuneaton 14.26-16.05:

66024/080/508/716/721, 70003, 90016, 153371  
170102/105/113/116/637, 221104, 350107/23  
390004/08/19/25/34/54

**Dennis Dey:**

**22<sup>nd</sup> July:**

**Crawley:** 66509

**Selhurst:** 31465

**Liverpool Street:**

379003/07/10-15/17/22/24/26/28/29

**5<sup>th</sup> August:**

**Crawley Yard:** 66515

**Selhurst:** 31465

**Liverpool Street 13.25-15.30:**

379001/04-13/15/18/20/21/23/25/27

**Purley:** 59101

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

**Liverpool Street 13.30-15.30:**

379001-03/05-09/12/13/16-18/20-22/24/26/27/29

**Purley:** 59206

**19<sup>th</sup> August:**

**Crawley:** 66618

**Liverpool Street:**

357016, 379003/05/07-13/16/17/19-22/25/29/30

**Purley:** 59102

**Tony Flatt:**

**25<sup>th</sup> July:**

**Didcot Parkway 09.45-10.50 & 18.30:**

08757, 43010/035/037/042/088/098/124/146/149

43152/154/160/171/179/185, 66080/096/109/112

66134/174/305/562/956/957, 67028, 165111/33

166203/4

**Oxford Station 11.15-17.50:**

43069/075/094/137/148/153/168/170, 66084/095

66111/135/156/174/192/501/206/567/572/594/619

66710/956, 165027/102-105/108/112/116/117/126

165131/133, 166201/03-07/10/12/13/17/18/20/21

220002/03/08-10/13/15/17/18/21/31-34, 221119

221120/25/26/34/38

**1<sup>st</sup> August:**

**Eastleigh 10.15-11.18/12.58-18.03:**

08735, 66005/041/126/129/135/192/517/563/572

66710, 67008/20, 70001/7, 73119/141/206

158880/82/85/86/90, 159002/13, 220004/08/09/13

220023/27, 221122/28/30/36/37/41, 377305/412

444002-05/07-09/12-17/19/23/26/29-32/34/37/41

444043, 450009-011/022/024-026/034/038/072

450079/082/091/093/095/099/100/102/103/106

450547, MPV98914/64

**Fareham 11.55-12.28:**

377314/24, 450074/103

**2<sup>nd</sup> August:**

**Leamington Spa 10.08-16.31:**

47790/818, 66068/111/126/168/501/505/535/563

66564/572/589/601/710/957, 67014/15/18

165012/21/23/28/29, 168002/005/106/107/111-113

168214/216/218/219, 172333, 220003/07/12-15

220018/19/21/22/26/30/32-34, 221126/28/33/35

221138/39/41, DVT's 82301/3/5

**Brian Derricote:**

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

**Bescot & Tyseley:**

37038/59, 66005/011/044/082/113/194/250/541

66592/957, 67014/5, 172331-33/37/39/40

**22<sup>nd</sup> August:**

**Birmingham-Liverpool:**

08868, 37406, D1916/47501/790/818, 66015/029

66135/414/501/567/571/572/591, 67007/24

70010/1, 86424, 90041/9, 92042, 150144/259

153354, 156459, 158864, 221133/6, 975025

DR79263

**Sandhills and Bidston:**

507004-08/10/15-17/19-21/24-27/29-32, 508104

508108/10/12/14/22/23/27/28/30/31/34/36/38

**Trevor Roots:**

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

**Dollands Moor 13.55-14.05:**

57311, 66157/166, 67002/28, 92009/12/16, 373212

**Cheriton 14.55-14.25:**

9018/36, 9703/06/07/17, 9808/21/25/34/35



Euro Tunnel 9703, Cheriton, 29 Aug 2011

**Paul Bright:**

**16<sup>th</sup> July:**

**Blackpool-Carlisle and return:**

57309, 142088, 150141, 153328/58/59, 156423/25

156427/452/479/500/501/504, 158797/813/843

158859/904/905, 185108/25/28/36/50, 221111/13

390020/21/49

**13<sup>th</sup> August:**

**Blackpool:**

156464, 158755/758/905, 180106/8, 185150

**Preston:**

37038/218, 66068/425, 92041, 142036/41/47

150134/136/150/201/270, 153316/52, 156421/23

156425-27/55/64/70-72, 158753/755/756/758/843

185104/08/09/12/15/24/27-29/34/38/40/50

221103-05/08/11/12/14/16/18/43, 390001/05/07

390019/21/32/40/46/49/52

**James Holloway:**

**16<sup>th</sup> August:**

**Water Orton 12.50-15.25:**

31465, 43321/66, 60010, 66002/030/039/058/070

66126/129/174/177/540/563/597/598, 67026

97303, 170102/104/107/108/114/116/117/518-520

170522/636/637, 220004/8, DR80301/3

**Ian McAlpine:**

**22<sup>nd</sup> July:**

**Peterborough:**

20301, 66722/33/36/39/43, 91117/28, 170108

DVT 82227

**Doncaster:** 66191/250, 321902  
**York:** LMS 5XP 45407, 47270, 185123/46  
**Skilton Bridge Junction:** 66140  
**Thirsk:** 66537  
**24<sup>th</sup> July:**  
**Darlington:** 142015/78/79, 156448, 185122  
**York:** 37706, 150272/5, 158903, 185105/49  
**Doncaster:** 66408/708/735/741  
**Peterborough:** 66009/743, 91111  
**27<sup>th</sup> July:**  
**Kingsdyke:** 66033  
**29<sup>th</sup> July:**  
**Peterborough:**  
20301, 66703/15/43/46, 153313, 158866  
170107, 365537  
**Grantham:** 43238/99, 66054, 158799  
**Nottingham:** Trams 204/06/08/12  
153310/81, 156404/8, 158780/857, 222101  
**Mountsorrel:** 08706  
**Leicester:** 66207/520, 170111/636, 222004  
**Melton Mowbray:** 66250  
**5<sup>th</sup> August:**  
**Peterborough:**  
20301, 31106, 43208/290/296/319, 66206/710/714  
66715/721, 91103/04/28/29, 158770/862/865  
170203/637, 365536, DVT's 9703/82217/22/23  
**6<sup>th</sup> August:**  
**Darlington:** 142050/70/86/95, 156443, 220002  
**Tyne Yard:** 66024/174  
**Newcastle:** 66727, 67001, 142018/21/94  
**Craigtinny:** 37685  
**Edinburgh Waverley:**  
43206/307, 67019, 90028, 158732/867, 185106  
334006/13  
**7<sup>th</sup> August:**  
**Darlington:** 142022/70/91, DVT 82205  
**York:** GWR Hall 5972, 150275, 158794  
**Doncaster:** 66704/08/16/29, 158842  
**Peterborough:** 66033/724/738/740/743/746, 91111  
**12<sup>th</sup> August:**  
**Peterborough:**  
66134/183, 91101/27, 365511/17, DVT's 82205/8  
**Biggleswade:** 66249  
**King's Cross:** 43296/302/328/367  
**Paddington:**  
43069/133/149/154, 165131, 166201/03/12/18  
**Old Oak Common:** 57602, 360201/3  
**Acton:** 59204, 66105/106/170/188/250  
**Marylebone:**  
165003/09/23/27/28/31/33/36, 168003/004/106  
172103  
**Queens Park:** 350119/233, 378228  
**Willesden-Leyton Midland Road:**  
66120, 67012/15, 172001-3/5/6/8, 378206/08/11  
378213/14/21/22/24/29/31, DVT 82301  
**South Hampstead-Euston:**  
90028, 350119/233/237/241/265, 378225, 390001  
**13<sup>th</sup> August:**  
**Peterborough:**  
60163 'Tornado', 20303/4, 43296/367, 66593/710  
66730/43, 91119/22/25, 158785, 170102/1144/203  
180109, 365510/11/17/33, DVT's 82203/07/24

**Ron Sansome:**  
**9<sup>th</sup> August:**  
**Northfield-Birmingham New Street:**  
170504, 220032, 323205/16/18/21/41, 390030/4/7  
**Birmingham Moor Street:** 150005/014/102,  
168113  
**Tysley Depot:** 37601, 172345  
**Solihull:** 150014  
**Dorridge:** 150106/122  
**Leamington Spa 08.25-17.30:**  
66017/056/081/091/108/145/150/204/518/560/562  
66589/591/593/706/956, 67013/18, 70007  
165014/23/25/36/38, 168002/004/005/107-110  
168112-114/215/218/219, 172337, 220001-05/07  
220008/10/12/14/16/17/23/25/27/29/30/33  
221120/24/26-29/36, DVT 82302/3, DR73948  
c.s. 10230/11029/12014/038/043/059/069/094/124  
12173/175  
**19<sup>th</sup> August:**  
**Gloucester:**  
43136/93, 66177, 153382, 158889, 170106/13/17  
**Cheltenham:** 43207/21, 150230  
**Worcester Shrub Hill 10.10-10.50:**  
60096, 150005/101/106, 172338/9  
**Worcester Foregate Street:**  
150231 on 13.02 to Weymouth  
**Hagley:** 150102  
**Stourbridge 11.20-12.09:**  
139001/2, 150003/11/12/15/16  
**Kidderminster:** 150018/132

**Derek Sneddon:**  
**30<sup>th</sup> July:**  
**Carlisle:**  
09.18 66194/127/014/088/044 0C19 Warrington-  
Kingmoor  
10.05 66951 4Z38 Hunslet-Kingmoor  
11.42 92017 4S43 Daventry-Mossend  
13.25 37194/604 6C46 Sellafeld-Kingmoor  
14.20 43014/062 1Q17 Derby-Heaton  
15.55 66430 4M16 Grangemouth-Daventry  
16.55 66423 4S49 Daventry-Grangemouth  
17.43 66201 4M58 Milford-Kingmoor

**Stuart Moore:**  
**Norwich:**  
**23<sup>th</sup> July:**  
47810 on drags to Great Yarmouth  
47818+47790 on Northern Pullman  
**26<sup>th</sup> July:**  
37608, 47802/10/41, 66434, 90005/15 all in  
Station or yard  
**27<sup>th</sup> July:**  
37608, 47802/10/41, 57009  
**28<sup>th</sup> July:**  
37608 in yard, 47810 in 'royal dock', 47841  
hauled failed 90013 into station  
**5<sup>th</sup> August:**  
**Ipswich:**  
66505/539/566/572/587/590/701/708/737, 70009  
90001/08/11/12/41/42/45/48/49, 153309, 156419  
170271/2

# Preservation News

by Trevor Roots

## Peak Rail, Matlock (PEA):

With the connection now complete between Peak Rail (PEA) and network metals at Matlock all services now terminate / start from Matlock. The former PEA terminus at Matlock Riverside is now out of use and bypassed. The top photo shows the trackwork from PEA into Matlock where PEA services use the refurbished platform 2 adjacent Sainsbury's. Access is also possible via a footbridge from platform 1 with parking in the enlarged mainline car park (just visible on the extreme left). The bottom photo shows the ½ mile continuation of that trackwork under the new road bridge passing the former run round loop and buffer stop (on the left) associated with Riverside Halt, which is to the right off the photo. Services ran into Matlock on 1<sup>st</sup> July for the first time since through services ceased in 1968.



# Gloucestershire Sightings

by Nigel Hoskins

The following sightings are mostly from Gloucester Station, but also include workings on the avoiding line southeast of the station between Barnwood and Gloucester Yard Jncts. Only freight and notable loco hauled workings are shown with the diagram code, time (if known) plus origin and destination (see location codes).

## 20<sup>th</sup> July

12.49 66417/428 6M56 BE-CE  
 12.52 66067 6V67 RA-MG  
 19.13 66730 6Z30 HD-CT  
     66025 6M41 MG-RO  
     66018 6M96 MG-CY  
     66106 6V81 RM-CT  
     66166 6V07 RO-MG  
     60074 6B13 RN-WH  
     66098 6E30 MG-HL  
     66135 4Z32 RC-NT

## 21<sup>st</sup> July

66035 6V66 RA-MG  
 66060 4E66 MG-RA  
 66116 4V32 MF-ON  
 66124 6V05 RO-MG  
 66166 6M81 MG-RA  
 66199 6M96 MG-CY  
 66106 6V06 HD-CT  
 60074 6B13 RN-WH  
 60096 6E41 WH-LY

## 22<sup>nd</sup> July

11.55 37423+975025 5Z02  
     EX-DY  
 12.57 66428/417 6M56 BE-CE  
     66102 6E12 CF-PC  
     66001 6Z97 Drax-CF  
     66166 6V92 CY-MG  
     60074 6B13 RN-WH  
     66424 6Z90 SN-CT  
     66035 4E66 MG-RA  
     66730 6Z30 HD-CT  
     66095 6B36 DT-AH  
     66005 6M41 MG-RO  
     66140 6V67 RA-MG

## 23<sup>rd</sup> July

10.28 98913/63 6Z13 CF-BS  
 11.37 66199 4E66 MG-RA  
 21.29 66065 6V02 HL-LL  
     150108/26 5Z84 TY-BL  
     60096 6E41 WH-LY

## 24<sup>th</sup> July

15.08 66596 6Y12 SD-WY  
 15.33 66619 6Y14 SD-WY  
 17.12 66018 6E47 LL-TS  
 20.11 66200 6E30 MG-HL  
 20.15 66124 6M75 MG-Harendale  
 21.66 66199 6V66 RA-MG  
     66551/623 6Y33 SD-FR  
     66544 6Y34 SD-WY  
     66619 6Y11 SD-FR  
     66605/607 6Y13 SD-CE

## 25<sup>th</sup> July

11.00 60049 6B13 RN-WH  
 11.30 60074 6V05 RO-MG

## 25<sup>th</sup> July (cont)

19.02 66060 6V07 RO-MG  
 19.10 66730 6Z97 BN-CT  
 20.20 66129 6E30 MG-HL  
 21.58 66078 6V66 RA-MG  
     66561 4V57 RG-SG  
     66060 6M81 MG-RO  
     66098 6V67 RA-MG  
     60096 6E41 WH-LY

## 26<sup>th</sup> July

11.12 60049 6B13 RN-WH  
 11.28 66065 4E66 MG-RA  
 12.20 60096 6E41 WH-LY  
 13.21 66119 6V67 RA-MG  
 19.05 66092 6V06 HD-CT  
 20.08 66084 6V69 BS-AD  
     66715 6O85 LM-Tonbridge  
     66098 6M81 MG-RO  
     142001 5Z42 Heaton-EX

## 27<sup>th</sup> July

11.23 66230 6V05 RO-MG  
 11.23 66116 4E66 MG-RO  
 12.44 66417/428 6M56 BE-CE  
     66124 6V66 RA-MG  
     66065 6V67 RA-MG  
     67028 1Z36 CF-CL

## 28<sup>th</sup> July

11.01 60049 6B13 RN-WH  
 11.10 66204 6V05 RO-MG  
 11.57 66065 4E66 MG-RA  
 13.20 20309/8 6M67 BR-CE  
     172338 5T34 WS-GL

## 29<sup>th</sup> July

11.01 60049 6B13 RN-WH  
 11.08 66118 6V05 RO-MG  
 11.25 66119 4E66 MG-RA  
 12.52 66065 6V67 RA-MG  
     66198 6Z51 MG-SC  
     66098 6M81 MG-RO  
     66550 4V57 RG-SG  
     66561 6Y25 GL-WY  
     20303/37611 6V73 CE-BE

## 30<sup>th</sup> July

66508/515 6Y13 BS-CD  
 66561 6Y34 BS-Tuffley Jnct  
 66551/606 6Y33 FR-GL  
 31602 3Z13 BL-DY  
 66204 4E66 MG-RA  
 66730 6Z30 CT-HD  
 60096 6E41 WH-LY  
 172337 5T28 WS-GL  
 172338 5T44 WS-GL

## 31<sup>st</sup> July

16.40 66552 6Y12 SD-WY  
 19.02 66515/508 6Y13 SD-CE

## 31<sup>st</sup> July (cont)

66623/610 6Y11 SD-WY  
 66551/606 6Y33 SD-FR  
 66561 6Y34 SD-WY  
 73115/73903

Haresfield-Berkeley Road

## 1<sup>st</sup> August

11.01 60049 6B13 RN-WH  
 11.27 66204 6V05 RO-MG  
 12.17 60096 6E41 WH-LY  
 12.57 66098 6V67 RA-MG  
 14.22 37409/602 6M67 BR-CE  
 18.48 66730 6Z30 HD-CT  
 19.22 70006 4V57 RG-SG

## 2<sup>nd</sup> August

11.52 66098 4E66 MG-RA  
 12.53 66079 6V67 RA-MG  
 19.11 60049 6B47 WH-RN  
 19.31 66003 6V69 BS-AD  
 21.54 66204 6V66 RA-MG

## 3<sup>rd</sup> August

10.58 60049 6B13 RN-WH  
 11.26 66162 4E66 MG-RA  
 18.34 66730 6Z30 HD-CT  
 19.02 66079 6V07 RO-MG  
 19.04 66623 4V57 RG-SG  
 22.03 66098 6V66 RA-MG  
     37409/602 6M56 BE-CE

## 4<sup>th</sup> August

13.16 37038/059 1Q13 TY-GL  
 14.33 66417/428 6M67 BR-CE  
 17.10 66623 4V47 RG-SG  
 19.12 60049 6B47 WH-RN

## 5<sup>th</sup> August

11.08 60049 6B13 RN-WH  
 11.15 66417/428 6M56 BE-CE  
 11.28 66162 4E66 MG-RA  
 17.00 DR73935 6J42 Coleham-GL  
 18.49 66019 6V07 RO-MG  
 18.53 66434 6Z90 SN-CT  
 19.51 66730 6Z30 HD-CT  
 21.52 66171 6V66 RA-MG

## 6<sup>th</sup> August

66957 4V47 RG-SG

## 7<sup>th</sup> August

12.35 66140 6W74 HY-NJ  
 66095 6E47 LL-TS  
 66057 6W03 GL-WY  
 59104 6W01 GL-WY  
 66124 6W04 GL-WY

## 8<sup>th</sup> August

17.28 66730 6Z97 BN-CT  
 19.01 66077 6V07 RO-MG  
 21.46 66434 6Z91 CT-SN  
     66201 6V66 RA-MG

<b>8<sup>th</sup> August (cont)</b>	WH-MG	<b>12<sup>th</sup> August (cont)</b>	CY-MG	<b>17<sup>th</sup> August (cont)</b>	BE-CE
60074 6B47	WH-LY	66001 6V93	RM-CT	12.12 66429/432 6M56	RA-MG
60096 6E41	BE-CE	66111 6V81	RA-MG	13.23 66075 6V67	CF-J86
66301/431 6M56	LL-TS	66053 6V66	RA-MG	14.15 47749/DR73931 6J86	WS-GL
66065 6E47		66093 6V67	BE-CE	172338 5T28	GL-WS
		20309/8 6M56		172339 5T98	
<b>9<sup>th</sup> August</b>		<b>13<sup>th</sup> August</b>		<b>18<sup>th</sup> August</b>	
13.52 66551 6Z30	WY-BS	18.35 66144 6V06	KY-CT	03.25 66093 6M03	RN-BD
15.10 66031 6V92	CY-MG	66054 6Z43	SC-MG	04.15 66718 6Z31	CT-HD
19.33 66197 6V69	BS-AD	60015 6B13	RN-WH	06.30 66119 6V64	HL-MG
21.12 66067 6E09	SS-IM	66093 4E66	MG-RA	09.12 66177 6M96	MG-CY
66113 6V06	KY-CT	172338 5T41	WS-GL	10.58 DR75406 6J83	CF-WS
66098 4E66	MG-RA			11.14 60049 6B13	RN-WH
60074 6B13	RN-WH			11.26 66125 4E66	MG-RA
66077 6M81	RO-RO			11.34 60096 6V05	RO-MG
66118 6V05	RG-MG			12.05 20308/9 6M56	BE-CE
66177 6M96	MG-CY			12.56 66206 6V67	RA-MG
66182 6V67	RA-MG				
60096 6E41	WH-LY			<b>19<sup>th</sup> August</b>	
		<b>14<sup>th</sup> August</b>		11.17 60049 6B13	RN-WH
<b>10<sup>th</sup> August</b>		04.22 66075 6E31	MG-HL	12.41 66150 4E66	MG-RA
11.12 60015 3B13	RN-WH	06.08 66113 6M81	MG-CY	15.45 66187 4Z32	RC-AV
11.25 66077 4E66	MG-RA	09.23 66001 6M96	MG-CY	18.35 66096 6V06	KY-CT
11.27 60074 6V05	RO-MG	11.08 60015 6B13	RN-WH	18.54 60049 6B47	WH-MG
12.13 20308/9 6M56	BE-CE	11.27 66119 6V05	RO-MG	19.10 67029/16 1Z37	
12.54 66098 6V67	RA-MG	11.56 60010 6E41	WH-LY		
13.52 66957 6Z30	WY-BS	12.53 66206 6V67	TS-MG		
15.03 66001 6V92	CY-MG	14.17 37610/20302 6M67	BR-CE		
21.31 66160 4V32	TO-MG	15.27 66177 6V92	CY-MG	19.26 66031 6V35	RM-CT
		19.31 66718 6Z97	BN-CT	21.50 66083 6V02	HL-LL
<b>11<sup>th</sup> August</b>		<b>16<sup>th</sup> August</b>		<b>22<sup>nd</sup> August</b>	
07.05 47826/57601		04.25 66133 6E31	MG-HL	06.09 66161 6M81	MG-RO
	B'ham - Eastbourne	05.10 66075 6V64	HL-MG	11.02 66041 6V05	RO-MG
11.13 60015 6B13	RN-WH	10.17 66597 6Z25	FR-RY	12.10 66193 4A36	AH-DT
11.26 66093 4E66	MG-RA	11.10 60015 6B13	RN-WH	12.51 66207 6V67	RA-MG
11.28 66155 6V05	RO-MG	11.28 66026 6V05	RO-MG	13.58 66192/60049 6B13	RN-WH
66187 6V92	CY-MG	11.41 66075 4E66	MG-RA	15.58 66119 6V92	CY-MG
37218/038 6M67	BR-CE	11.46 60010 6E41	WH-LY	19.02 66161 6V07	RO-MG
66525 4V57	RG-SG	13.22 66096 6V67	RA-MG	20.10 66041 6E30	MG-HL
66096 6E41	WH-LY	15.10 66177 6V92	CY-MG	21.10 66050 4Z32	RC-MG
66077 6V67	RA-MG	16.05 66047 6M41	LL-RO	22.01 66115 6V66	RA-MG
66109 6V66	RA-MG	20.09 66001 6E30	MG-HL	60010 6E41	WH-LY
		<b>17<sup>th</sup> August</b>		<b>23<sup>rd</sup> August</b>	
<b>12<sup>th</sup> August</b>		03.56 66718 6Z31	CT-HD	04.00 60010 6V98	LY-WH
18.12 66718 6Z30	HD-CT	10.11 47749 0Z47	RY-CF	04.32 66161 6E31	MG-HL
19.01 66077 6V07	RO-MG	11.08 66096 6V05	RO-MG	09.08 66207 6M96	MG-CY
19.06 60015 6B47	WH-RN	11.27 66093 4E66	MG-RA	11.01 66050 6V05	RO-MG
66061 6Z44	AW-LY			11.07 66192 6B13	RN-WH
66177 6V55	BD-MG				

## Revised Liveries - 1



Eurostars 373105 (left) & 373208 (right) with new & original branding, plus London 2012 logo  
St Pancras International, 28 July 2011

## Stirlingshire & Gloucestershire Sightings Location Codes:

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

## Stirlingshire Sightings by Derek Sneddon

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

<b>16<sup>th</sup> July</b>		<b>20<sup>th</sup> July</b>		<b>22<sup>nd</sup> July</b>	
10.05 66087 6A30	MN-AB	05.45 66414 4H47	MN-IS	05.45 66414 4H47	MN-IS
<b>17<sup>th</sup> July</b>		07.00 66418 4R75	GM-EE	07.00 66423 4R75	GM-EE
13.00 66418 4A13	GM-AB	08.30 66548 6A65	OX-AB	13.00 66302 4A13	GM-AB
<b>18<sup>th</sup> July</b>		13.00 66433 4A13	GM-AB	13.30 66198 6S36	DS-GM
05.45 66429 4H47	MN-IS	13.30 66012 6S36	DS-GM	18.15 66012 6N44	PW-GM
10.30 66418 4N66	GM-ML	<b>21<sup>st</sup> July</b>		<b>23<sup>rd</sup> July</b>	
<b>19<sup>th</sup> July</b>		05.45 66414 4H47	MN-IS	05.45 66414 4H47	MN-IS
05.45 66414 4H47	MN-IS	06.00 66012 6A31	MN-AB	11.20 66420 4M16	GM-DV
07.00 66418 4R75	GM-EE	07.00 66433 4R75	GM-EE	13.00 66421 4A13	GM-AB
13.00 66302 4A13	GM-AB	13.00 66420 4A13	GM-AB	13.30 66154 6S36	DS-GM
13.30 66164 6S36	DS-GM				

<b>24<sup>th</sup> July</b>		<b>2<sup>nd</sup> August</b>		<b>9<sup>th</sup> August</b>	
13.00 66421 4A13	GM-AB	05.45 66414 4H47	MN-IS	05.45 66414 4H47	MN-IS
<b>25<sup>th</sup> July</b>		07.00 66302 4R75	GM-EE	07.00 66421 4R75	GM-EE
05.45 66414 4H47	MN-IS	10.35 66530 6G05	RV-LT	13.00 66424 4A13	GM-AB
06.00 66035 6A31	MN-AB	13.00 66432 4A13	GM-AB	13.30 66221 6S36	DS-GM
07.00 66421 4R75	GM-EE	13.30 66221 6S36	DS-GM	<b>10<sup>th</sup> August</b>	
10.30 66416 4N66	GM-ML	18.15 66147 6N44	PW-GM	05.45 66414 4H47	MN-IS
<b>26<sup>th</sup> July</b>		<b>3<sup>rd</sup> August</b>		07.00 66422 4R75	GM-EE
06.00 66433 4H47	MN-IS	05.45 66414 4H47	MN-IS	08.30 66548 6A65	OX-AB
07.00 66421 4R75	GM-EE	07.00 66421 4R758	GM-EE	10.35 66530 6G05	RV-LT
13.00 66427 4A13	GM-AB	08.30 66548 6A65	OX-AB	13.00 66430 4A13	GM-AB
13.30 66147 6S36	DS-GM	10.35 66530 6G05	RV-LT	13.30 66112 6S36	DS-GM
18.15 66035 6N44	PW-GM	13.00 66425 4A13	GM-AB	23.03 66095 6K30	CL-DU
<b>27<sup>th</sup> July</b>		13.30 66221 6S36	DS-GM	<b>11<sup>th</sup> August</b>	
05.45 66433 4H47	MN-IS	<b>4<sup>th</sup> August</b>		05.45 66414 4H47	MN-IS
07.00 66302 4R75	GM-EE	05.30 66618 6H51	OX-IS	06.00 66112 6A31	MN-AB
08.30 66618 6A65	OX-AB	05.45 66418 4H47	MN0IS	07.00 66095 6K30	Errol-CL
13.00 66420 4A13	GM-AB	06.00 66232 6A31	MN-AB	07.00 66430 4R75	GM-EE
13.30 66035 6S36	DS-GM	07.00 66422 4R75	GM-EE	13.00 66434 4A13	GM-AB
<b>28<sup>th</sup> July</b>		13.00 66427 4A13	GM-AB	<b>12<sup>th</sup> August</b>	
06.00 66433 4H47	MN-IS	<b>5<sup>th</sup> August</b>		05.45 66421 4H47	MN-IS
07.00 66427 4R75	GM-EE	05.45 66418 4H47	MN-IS	10.35 66530 6G05	RV-LT
13.00 66423 4A13	GM-AB	07.00 66425 4R75	GM-EE	13.00 66433 4A13	GM-AB
13.30 66035 6S36	DS-GM	10.35 66530 6G05	RV-LT	13.30 66221 6S36	DS-GM
<b>29<sup>th</sup> July</b>		13.00 66433 4A13	GM-AB	<b>13<sup>th</sup> August</b>	
05.45 66414 4H47	MN-IS	13.30 66221 6S36	DS-GM	05.45 66421 4H47	MN-IS
07.00 66423 4R75	GM-EE	<b>6<sup>th</sup> August</b>		10.05 66095 6A30	MN-AB
13.00 66424 4A13	GM-AB	05.45 66414 4H47	MN-IS	11.20 66433 4M16	GM-DV
13.30 66035 6S36	DS-GM	10.05 66221 6A30	MN-AB	13.00 66427 4A13	GM-AB
<b>30<sup>th</sup> July</b>		11.20 66433 4M16	GM-DV	13.30 66112 6S36	DS-GM
06.00 66414 4H47	MN-IS	13.00 66416 4A13	GM-AB	<b>14<sup>th</sup> August</b>	
13.00 66302 4A13	GM-AB	<b>8<sup>th</sup> August</b>		13.00 66425 4A13	GM-AB
<b>1<sup>st</sup> August</b>		05.45 66414 4H47	MN-IS	<b>15<sup>th</sup> August</b>	
05.45 66414 4H47	MN-IS	07.00 66425 4R75	GM-EE	05.45 66421 4H47	MN-IS
07.00 66302 4R75	GM-EE	10.30 66427 4N66	GM-ML	07.00 66427 4R75	GM-EE
10.30 66430 4N66	GM-ML	10.35 66530 6G05	RV-LT	10.30 66425 4N66	GM-ML
		14.10 66421 6D50	IS-MN	14.10 66424 6D50	IS-MN

## Preservation Photo Spot - 2 Two-faced Locos !!

It is often the case that locos get painted in two different liveries so showing two faces depending on which side they are viewed. Sometimes this is done when generally only one side is seen by the public. Here is the first of several examples I have photographed.



9025 aka D4113 in ex-Connex livery and BR green, Shepherdswell, East Kent Rly, 29 Aug 2011

# Railway Globetrotters

by Ray Smith

## JAPAN, 12<sup>th</sup> – 27<sup>th</sup> May 2011 – Part 1:

Japan is a country comprising of four main islands. Honshu is the largest on which the main cities of Tokyo, Kyoto, Hiroshima and Nagoya are located. The next in size is Hokkaido, to the north. At the south west is Kyushu alongside the smallest, Shikoku.

This tour was organised by Ffestiniog Travel and the itinerary was to travel slightly north of Tokyo then back to cover most points west on Honshu and dropping down onto Shikoku, reached by crossing a series of bridges over the Pacific ! This was an eighteen day tour with a blend of culture and railway interest. The itinerary also had 22 long distance train journeys (one hour and more) using Japan Green (first class) rail pass. However, prior events, tsunamis and meltdowns meant a slight rearrangement of our plans although nothing serious. It was also good to see that none of the group cancelled in the wake of this. In general, the airlines lost a lot of business and our outbound flight was only one third full so I had a row of three seats to myself allowing me to stretch out...*believe me Ray being a tall lad can fill 3 seats, ed !* It was a twelve hour flight and Tokyo has an eight hour time difference causing disruption to our body clocks.

We had a good Japanese guide, Eri, who looked after us throughout and her husband (a railway enthusiast) looked after us for the first 3 days then I travelled with the railway group and she looked after the culture side. Two thirds of the group were rail enthusiasts so when the choice of a castle or a transport museum was available, everyone got their wishes. On a few occasions one or two went off on their own for the day.

There was no indication of the problems up north other than the attempt to save electricity by switching off some escalators and lifts. The only impact to our itinerary was the cancelling of a trip to the Mooka Railway due to lack of steam and this was not connected to the problems.

### Thursday 12<sup>th</sup> May 2011:

Thankfully today was the only wet day until the day we flew home. Having arrived in Tokyo at 09.00, we met our guide and collected our rail passes. The irony of the pass was the picture on the cover. It was a large tidal wave with Mount Fuji in the background! It was dated 14<sup>th</sup> May 23 (the first two days were in Tokyo so no need for a pass). The Japan year is based on how many years the emperor has been on the throne. Tokyo is a huge city with a population of 13 million. It began life as Edo, a castle town then renamed Tokyo at the end of the 1860s when the Emperor moved there from the then capital Kyoto (same 5 letters). Greater Tokyo has a population of 35 million. The local rail transport map is unbelievable. Imagine the London transport map then multiply it tenfold!



Colourful class E257 unit 113  
Tokyo Shinjuku, 12 May 2011



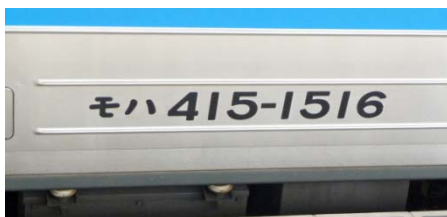
one of the sleek CI.100s 106-1/2/3/4/5/6  
arriving at Shinjuku, 12 May 2011

No time was wasted and a sightseeing tour of a shrine and gardens prior to a tram ride from Sangen-Jaya to Shimotakido. First impressions of this city were how friendly the people were and how clean the streets were, no litter, no graffiti. Japan in general has a very low crime rate. It is said that if you lost a valuable in the street and went back looking for it, someone would be there standing guard, waiting your return. This has also been confirmed by the number of wallets, purses and even safes handed in after the recent tsunami.

Our hotel was right outside Shinjuku station, the busiest in Japan which carries over 750.000 passengers a day. I had to have a quick look. Fifteen car units, in a range of liveries, flying in and out. Forget a notebook, even with a dictaphone it was not always possible to get all the numbers from the platform ends. The only way to get them all is to stand in the middle of a platform but this prevents you seeing the other lines. However, after a while a pattern began to emerge and it appeared that they run in fixed formations.

At least the steam, diesel and electric locomotives carry sensible numbers, as you will see in the photographs.

To add to the confusion over units, a fifteen car set can have the same number up to three times in its formation prefixed with a different Japanese symbol. This identifies the type of vehicle. The example, right, in English is MO which means motorised vehicle. There is also KUMO, motorised with a cab, KU cab, driving trailer and SA extra coach. Here MOHA 415 1516 is seen at Kagoshima. 21 May 2011.



(left)  
one of the 45 private railway companies in Tokyo is the Keio line, we rode this line from Shinjuku to Shimotakido, where 7759 is seen arriving, 12 May 2011



from Shimotakido we had a tram ride to Sangen-Jaya, where tram 302 is seen arriving, 12 May 2011

**Friday 13<sup>th</sup> May 2011:**

3am and wide awake and this was to last for the next few days, as slowly I got into Japanese time. The morning itinerary was a visit to the Edo Tokyo Museum to learn about the city's history and culture.

In the afternoon, the railway people went out to the Tobu Transport Museum only to find it was closed. However, we caught an employee coming out of a side door and explained that we did not have time to come back. She went back in and returned with the curator who opened up especially for us. How good is that? Inside were a selection of steam, diesel and electric. Outside the museum there was a demonstration of Japanese ingenuity. They wanted to display a CI.1720 four car unit but they had no space. So they cut one driving car in half and stuck the rear end back on to fit the space !! (see photo of 1721 on the right).



Around the corner from the museum was a British built 4-4-0 No. 6 (Manchester Gorton 1898). Now back to the hotel via a session on the station. All of the trains I saw were units of many classes. No locomotive hauled passengers at all. A dull day.



ED101 series, 101  
Tobu Museum of Transport & Culture  
13 May 2011



4-4-0 6 plinthed under a railway bridge in  
Steam Locomotive Square around the corner  
from the Tobu Museum, 13 May 2011

### Saturday 14<sup>th</sup> May 2011:

The first real railway day. The group had a choice of railway and non railway activities. Ours was a visit to the National Railway Museum at Nagoya



Airport Express (NEX) CI.259 19  
Tokyo Shinjuku, 13 May 2011



Shinkansen yellow liveried CI.922 26  
Nagoya Railway Museum, 14 May 2011

Nagoya is Japans fourth largest city by population after Tokyo, Yokohama and Osaka. It is Japans largest port (18<sup>th</sup> largest in the world). This involved taking a local unit to Shinagawa then changing onto a Shinkansen (new railway) 'Bullet Train' to Nagoya. Japan Railways (JR) run on narrow 3' 6" gauge and the Shinkansen run on standard gauge. Our 'Bullet' was one of the earlier 323 series. At Nagoya, the museum is in the dock area and is reached by using the local Aonami (Blue Wave) line. It is a two minute walk from the end station, Kinjo-Futo. On display are 39 items including a Maglev and earlier Shinkansens, including a series 323, the same class we travelled on to Nagoya. After a good look round we returned to Nagoya then back to Tokyo. From now until our last day we had wonderful hot and sunny weather.



Kuha 111-1 Nagoya Railway Museum  
14 May 2011



Although in 2010 JR still had 2 operational EF58s working EF58 157 now has a home in the Nagoya Railway Museum  
14 May 2011

**Sunday 15<sup>th</sup> May 2011:**

Today we now start our tour of Japan and head north-west to Matsumoto on the Super Azusa Limited Express, which is a tilting train. Leaving Tokyo in this direction really emphasises the size of the city and after 40 minutes of travel we are still in the suburbs. Quite a lot of trains were seen on route but still not many locomotives. Once in Matsumoto we visited the castle before having some free time. A few of us went back to the station. A lot of units were stabled around the station but no locomotives.



unidentified Super Azusa CI.351  
Matsumoto, 15 May 2011



EMU set B303 comprising  
312015 and 313015  
Matsumoto, 14 May 2011

all photos by Ray Smith (to be cont)

# Freight Corner

## **WAGON UPDATES by Scott Yeates (to UKRS No.3 UK Wagons 2011):**

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

Nothing to report.

## **FREIGHT NEWS by Martin Hall**

Colas has begun a new freight service transporting coal from Wolsingham to Tata Steel Works and Ratcliffe Power Station. They have also purchased 66573-577 from Eversholt Leasing and renumbered them 66846-850.

Devon & Cornwall Railway (DCR) has been given a freight licence and has been running trials with bogie scrap wagons from Derby to Immingham.

Freightliner has also begun a new service of coal from Leith Docks to Longannet Power Station.

It nice to see re-cycling with former Direct Rail Rover Bogie Cube wagons being converted by EG Steele of Hamilton into timber carriers for Colas Rail. The first one completed is 33.70.4739.074-1.

## **WAGON REVIEW by Martin Hall**

### **Miscellaneous Private Owner Wagons:**

Privately owned (PO) wagons prior to World War II were principally 4 wh 5pl and 7pl open wooden mineral wagons owned by collieries for the vast movement of coal around Britain with a great variety of liveries and lettering. These were inherited by the big four after 1923 and many continued through to nationalisation with many others repainted into plain corporate liveries with GWR, LMS, LNER or SR lettering. But the ravages of hard work, abuse and little maintenance throughout WW2 meant most PO wagons were in poor condition when they were incorporated into the nationalised British Railways in 1948. Many planks were replaced without the former lettering being renewed so creating a patchwork livery. Nationalisation all but ended the practise of separate companies running their own wagons on BR metals apart from a few specialised types like tanks. But as freight began to decline and speeds needed to increase in block trains to compete with road haulage, BR relaxed its attitude to private companies and in the 1970s a renewed program of private owner wagon construction began. Many private companies could now move their products, albeit with the help of BR who still ran the loco fleets. A different variety of liveries began to appear in the early days of private ownership and following the 1996 privatisation, several companies like DRS, Freightliner, Foster Yeoman and GB Railfreight either own or lease locomotives. Many PO wagons have survived into preservation and have been restored as in the case of the two 7pl wooden mineral wagons below, although as is common, both are of unknown provenance.



9988 NRM, York, 2 May 2011



421 Midland Rly Butterley, 17 August 2010

# Open Day News

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

## Long Marston:

Another Open Weekend is to be held over the 17<sup>th</sup> / 18<sup>th</sup> Sep at Long Marston Airfield to celebrate the 70<sup>th</sup> anniversary of the railway depot.

To attend you need to download a ticket application form from the website [www.motorail.co.uk](http://www.motorail.co.uk) or ring 07766 317335 for details. Unfortunately the exact details were only made public as the last issue of **Tracks** was published. Hopefully some of you will have time to apply, I would love to go as not managed it yet, but will have to travel down from Scotland...would be at wrong end of the country.

The costs are:

£15 for one day, £25 for both days and £5 for a child under 15 accompanied by an adult.

There is a bus service to / from local rail stations at a cost of £5. From Honeybourne the bus departs at 09.45, returning at 16.15 on the Sat and 10.15, return 16.25 on the Sun. From Stratford-upon-Avon the times are Sat : 09.30 & 16.50, Sun: 10.20 & 16.50.

## New Stock



LMT 172339 + 172340 running onto Tyseley Depot after mileage accumulation testing on the North Warwick line, 4 August 2011

James Holloway

# Stock Changes

It is hoped that all major changes recorded below will help you keep the **Combine**, **Pocket Book** and **Name Directory** up to date, (numerous pool code changes will not be recorded). In order to compile as accurate and up to date list as possible, can members please pass on their observations, particularly name changes and multiple unit reformations to the editor, **Trevor Roots**

**New Stock:** (\*on test) (Cl.379s all delivered)

172211\* 172212\* 379030

**Locos Exported:** (DBS - Poland)

66157 66166



66157 + 66166 awaiting transfer through the tunnel, Dollands Moor 29 Aug 2011

**Locos to\* / from abroad:** (DBS - France)

66203\*

66010 66022 66064 66123 66218

**Locos Re-numbered:**

66843 to 66744

**Namings:**

66730	<i>Whitemoor</i>	
66849	<i>Wylam Dilly</i>	
92009	<i>Marco Polo</i>	17/08/11
357003	<i>Southend-City on Sea</i>	

**Transferred:**

20118 NNR to HOP	26011 BH to BU
37410 (ZJ )to KM	37422 TO to KM
37411/416/417 (EH) to KM	
37427 (TY) to KM	45112 BH to BU
47488 BH to BU	47744 BH to BU
56301 BH to BU	73134 BH to BU
73103 (ALY) to THA	
57301/303/305/306/310/312 VT to NR (for use on the Southern)	
508201/208/210/211 (DRT) to (ZG)	

**Locos for Scrapping:** (\* Preserved)

Booths, Rotherham	08909, 08951, 09024
	09203
Sims Metals	08734*
TJ Thomson, Stockton	08662, 09205
EMR Kingsbury	08393, 08514, 08646
	08664, 08783, 08798
	08842, 08844, 08854
	08866, 08921, 09011
	09020, 09023, 09107

**Locos Scrapped:**

TJ Thomson, Stockton 56040, 56083



above, ex-Fastline Freight liveried 56302 (de-named) heads a line up of 73134 *Woking Homes 1885-1985*, 47744 & 45112 *'Royal Army Ordnance Corps'* Barrow Hill Roundhouse, prior to being moved along with 47488 (below) to the new Nemesis facility at Burton-on-Trent, 14 August 2011



08734 from the Dean Forest Rly has been sent for scrap after abortive attempts to restore it, seen above at Lydney Jct 11 Sep 2010

## Revised Liveries - 2



60011 the first CI.60 in proper DBS red (ignoring 60040) on shunting duties  
Toton Yard, 15 August 2011



one of three CI.92s now in DBS red, recently re-named 92009 'Marco Polo' (originally 'Elgar')  
Dollands Moor Yard, 29 August 2011



442404 in revised Express branding (ex-Gatwick Express), Brighton, 27 July 2011



ATW 158838 in the latest revised livery, Birmingham New Street, 25 July 2011

James Holloway



re-liveried into green from BR blue, 08773 has also been re-numbered back to D3941  
(not sure if wasp stripes are to be added as evidence of existing still shows in front grille)  
Embsay, Embsay & Bolton Abbey Railway, 15 July 2011

