

# TRACKS *extra*



**Inter City Railway Society – Summer 2018**



# Inter City Railway Society

founded 1973

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**Front Cover Photo:** 4-EPB Cl.415 5176 (14352) Hunsbury Hill Country Park, NIT, 22<sup>nd</sup> April 2018

**Editor's Comments:** Welcome to the last planned **TRACKS extra** as we move back to monthly production on the main mag. There will be specials in the future but for now it is mothballed. However this issue is packed with variety and a bit of nostalgia.

**Magazine Contributors:** Thanks to **Kevin Bates, Keith Blackman, Sean Davies, Malcolm Clements, Martin Evans, Derek Everson, Iain Gardiner, James Holloway, Keith Morey, Gary Mutten, Paul Normanton, Keith Partlow, Gareth Patterson, Darren Pavitt, Colin Pottle, Eddie Rathmill, David Spencer, Graham Stockton, Ray Smith, Paul Tisserant, Carl Watson & Trevor Roots.** We are sorry if anyone has been missed. Photos not credited are by **Trevor Roots.**

## PRESERVATION PHOTO SPOT: DMU



*left*  
having been repaired externally at Ingrow Works, KVV following the arson attack at the Middleton Railway Inspection Car DB 998901 has returned home and is seen at Moor Road, 22<sup>nd</sup> July 2018 note the windows are all boarded up as internally it still needs to be repaired

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# NARROW GAUGE NEWS

**Heatherslaw Light Railway (HLR) by Gareth Patterson:** As most of our members will know from my report in the Jan 2016 issue p34 HLR was hit by bad floods after the River Till burst its banks flooding most of the line. It was only after the water had receded that we could assess the damage and found that a lot of ballast had been washed away. This was easily re-laid after a lot of help, time and effort but a major problem that was not obvious at the time was that a section of the embankment was collapsing. This was due to scour under the footbridge (ex-road bridge), which leads to Heatherslaw Cornmill on the other side of the river from our main southern headquarters.



The HLR team soon set about repairing this with gabions, cages filled with rock and a support beam keeping everything in place (see above). Sadly however over the course of a year mother nature has been rearing her ugly head again so the railway hired in a Pile driver to drive in big timber stakes to reinforce the embankment and save the line but they hit a snag, solid bedrock !! So it was back to the drawing board and a solution was found by building up a rock embankment similar to what you see on many rivers, particularly on the outside of bends and on exposed beaches (see below).



# PRESERVATION PHOTO SPOT: DIESEL I



*left* after its stint on hire to Wolverton Works 08202 returned to AVR where it is seen being unloaded, 16<sup>th</sup> June 2018 (Paul Normanton)

## TEST VEHICLE PROFILE

**ADB 968021:** Built in December 1960 by The North British Locomotive Co, Glasgow as CI.84 25Kv electric E3044 it later became 84009 and was withdrawn in August 1978 but instead of heading for scrap it entered the ranks of test vehicles and was converted to a Mobile Load Bank Unit and re-numbered ADB 968021. Based at the Railway Technical Centre (RTC) in Derby it was repainted into the RTC's red & blue test livery. Hauled by locos it was used to establish the cause of interference by AC traction and thyristor equipped locos and EMUs. It was finally withdrawn in January 1995 and was scrapped by Gwent Demolition, Margam in October 1995. In the photo below it is seen on Shields Road Depot, Glasgow on the 14<sup>th</sup> February 1986 by Iain Gardiner.



# PRESERVATION GALAS

## West Somerset Rly (WSR) Diesel Gala by Paul Normanton:

The WSR held its Diesel Gala from the 8-10<sup>th</sup> June 2018 and I attended on the first day, Friday. Fortunately that meant I missed the few mishaps that occurred later over the weekend. Apparently Western D1010 failed big time late on Friday, and there were some operational problems on Saturday that played havoc with the timetable. The two class 20s were deemed not available for some reason on the Saturday, which caused a complete meltdown on WNXX but I can only speak for myself and I thoroughly enjoyed myself on Friday. The Deltic 55019 looked mighty impressive and 50035 was outstanding. 45041 performed excellently especially when she was opened up on the gradients sounding nice and throaty. The weather was kind to us and being a Friday, it wasn't overcrowded although the numbers appeared to be good for the opening day. The Quantock Belle dining and real ale sales seemed to be going down extremely well, and the timetable was spot on all day. If I have to voice one small gripe, I was expecting a little more from the shed at Williton. Only D1661 and D7018 were on show, whilst the far shed, containing the industrial shunters I was hoping to see, was shut and not open to the public. Plenty of trade stands and ale sales available at Minehead which was good, and possibly the best chip shop, The Cod Shop, I have eaten at for years, 5 minutes walk from the station.



*below D1010, above D7018*



Although a diesel gala, there was plenty of steam on show at Minehead which was good to note. The pay on the day price was £26 with the senior persons rate at £23.40. Notwithstanding I would have liked a better wrinkly rate, it was a really good day out, one of my better experiences at the West Somerset. I would expect that the weekend would have been deemed a big success for them.

Locos present were D6575, D6566, 20142 'SIR JOHN BETJEMAN', 20189, 45041 'ROYAL TANK REGIMENT', 50035 'Ark Royal', 55019 'ROYAL HIGHLAND FUSILIER', D1010 'WESTERN CAMPAIGNER', D2133, and D9526. D7018 and D1661 were not in service but on show at Williton. Also visible at Minehead were steam locos: Manor 2-8-0 7822 'FOXCOTE MANOR', 4-6-0 6960 'RAVENINGHAM HALL', USA 2-10-0 6046, 2-6-2T 4561, 2-6-2T 4110 and 7F 0-8-0 53808.

## Midland Railway Butterley (MRB) Summer Diesel Gala by Derek Everson:

The MRB held its Summer Diesel Gala over the weekend of the 16-17<sup>th</sup> June 2018 and I attended on the Saturday when the weather was sunny. Visiting locos were 60065, 60100, 67005 'Queen's Messenger' & 67006 'Royal Sovereign' (all courtesy of DBC) with 60100 being named 'Midland Railway – Butterley' prior to the Gala. Also visiting was the LU 4-TC set. Resident locos in action were: 20142, 20189, 31108, 45041, 47401 and the Cl.108 DMU 54490 + 51907.

Other resident locos seen were:

**Diesel:** D2138, D2858, 08590, 12077, D8188, 20048, D7671 (25321), 37190, D4, 45133, 47417, 47761, D1048, **Electric:** 27000, **Steam:** Jinty 3F 0-6-0T 23, 2-4-0 158A, BR Std 4-6-0 73129 & 0-4-0ST 1163



above 67006 + 67005

right 66065 with D8188 & 20142 behind to the right



below 60100 + 4-TC



## Swindon & Cricklade Rly (SCR) Diesel Gala by Paul Normanton:

The SCR held its Diesel Gala over the weekend 19-20<sup>th</sup> July 2018 so I gave myself a change from the SVR Diesel Gala this year and tried somewhere I'd never visited before. I travelled by bus on the Saturday from Swindon and I thought I was being clever and didn't follow the directions printed on the SCR's flyer. Big mistake as I walked about 3 miles further than I needed to in searing heat, so for anyone that intends visiting at some point, I can confirm that the directions they give are the best ones to follow!

*right D2152 + D3668*

It is a very friendly little railway with good food and decent facilities with plenty of interest to keep you occupied for 2 or 3 hours. There is a decent engine shed at Hayes Knoll, which can only be accessed by train, but sadly they weren't allowing visitors to have a good look around, which surprised me somewhat. Interesting collection of locos and stock and clearly a need to go back as I missed D3261 assuming it was off site, only to since find out it was tucked away at the rear of the shed that we weren't allowed into!!

**Stock:** In action, DMUs CI.119 51074 + 51104, E6003 'Sir Herbert Walker', D3668, D2152, PWM 651 and 21442 'Woodbine'. Also seen were 03022, DEMU 60127 from 207203, CI.117 59514 stabled up the line, 4-6-0 6984 'Owsden Hall' and TRAMM 98504.



## PRESERVATION PHOTO SPOT: STEAM

*right 2-6-2T 41313 Havenstreet, loW  
17<sup>th</sup> June 2018 (James Holloway)  
this loco returned to the loW from  
overhaul at ESR in Oct 2017  
compare with the photo of it 50 years  
ago in Barry scrapyard in 1968  
in the May 2014 issue p14*





It was in the Feb 2015 issue that I last covered the NSE livery story so about time for another instalment. Previous articles have been in the following issues: Cl.08 Jul 2011, Cl.08 follow up Mar 2012, 86401 Apr 2013, First Generation DMUs Feb 2014, Second Generation DMUS & First Generation DEMUs Apr 2014, 87012 Jan 2015 and 33035 & 33114 Feb 2015. For details on the stock that carried NSE livery and the various styles see the article in the Mar 2012 issue though the following Cl.97/7 were missed from the list.

**Cl.97/7:** Apart from the usual locos, units and coaches members of one unusual class to receive NSE livery were the Cl.97/7 battery electric units converted from Cl.501 EMUs for OHL work 97701-10. Only two received NSE livery 97707/08 and here 97708 converted in 1975 from former 61173 is seen right by Malcolm Clements at the Cambridge Open Day on the 29<sup>th</sup> September 1990 together with 97707 converted from 61166. Used in the Moorgate tunnels they were both withdrawn in April 1995 and scrapped 6 months late in October at Hornsey Depot by R Cookson.



With DMUs covered all bar 4 classes in the Feb 2014 issue I still need photos of Cls.116 & 118 and though I have Cls.108 & 119 if anyone has got further examples of these please let me know then I can complete DMUs. As far as mainline EMUs go I still need photos of Cls.315/413/414/415/416/419/422/431/455 but to whet your appetite here are photos of the two of the three underground classes to carry NSE livery. Firstly Waterloo & City Cl.487 of which there were 26 cars numbered 51-62/71-86. I still need photos of their successors the 10 x 2-car Cl.482s.





W&C 57 on the surface, Waterloo, date unknown (Malcolm Clements)

The other underground vehicles in NSE livery were those transferred to the Isle of Wight. Ignoring the previous set formations they were reformed prior to the start of NSE as 5 x 5-car CIs.485 (see below) The individual vehicles in the CI.485 sets were numbered 1-10/26/27/29/31-34/43/44/47/49/92-95 but it is not known if all cars received NSE livery. Remarkably of the two sets illustrated below four were saved for preservation by the LT Museum, 2 from 485041 and 7, 44 & 49 from 485044 but cars 7 and 2 were then scrapped at Eastleigh Works in November 2011 (see photo right by Carl Watson) and 44 scrapped in 2012. The successors to the CI.485s were 10 x 2-car CI.483 which I still need photos of in NSE livery.



above Ryde Rail 485044 (7 + 44 leading) & 485041 (1 leading) Ryde St Johns Road, IoW, 13<sup>th</sup> September 1988 (David Spencer) note S6 from 485043 to the right in blue & grey livery

As far as locos go I have covered the 3 x Cl.08s, 2 x Cl.33, 1 x Cl.86/4 & 1 x Cl.87 and now 2 x Cl.97/7 the remaining classes are 03, 47, 50 & 73/1s. With just 6 (only mentioned 73109/26/29 previously) of the latter here are 3 of them. That will leave 1 x Cl.03, 23 x Cl.47 & 29 x Cl.50 to cover of which I still need photos of just eight, 03179, 47705/08, 50003/19 and 73109/12/33. Preserved locos in NSE livery that never carried it in service are not included eg 73140.



*above* 73126 Eastleigh,  
7<sup>th</sup> September 1991 (Malcolm Clements)  
with NSE branding on white stripe  
(scrapped 08/09)



*left* 73136 Hither Green Depot  
10<sup>th</sup> June 1995 (Gary Mutton) note the  
different NSE branding on bodyside  
(operational with GBRf)

*below* 73129 Old Oak Common Open Day,  
6<sup>th</sup> August 2000 (Malcolm Clements) note  
NSE branding removed  
(preserved as E6036 with GWR)



# ACCIDENTS

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

The following two historic derailments, which resulted in no real damage were both recorded by Keith Blackman.



More of a mishap on the 5<sup>th</sup> May 1986 Cl.117 51367 (leading) + 59519 + 51409 split a point whilst leaving Bristol Bath Road Depot and took a while to stop before the Driver grasped what had happened, stopping alongside Temple Meads Station. 51367 has survived into preservation and is seen at Boat of Garten on the Strathspey Railway with new partner 51402, 23<sup>rd</sup> April 2014 (still looks the same in 2018). 59519 & 51409 both were scrapped by Gwent Demolition, Margam by June and October 1995 respectively.



On the 29<sup>th</sup> March 2009 I stopped off to view Fairwater Yard, Taunton for any Freightliner locos on my way to Devon on holiday. The view overleaf top of a track machine which had come to grief was what I witnessed from Staplegrove Road bridge, opposite Taunton College. *The accident occurred with the Track Renewal Train entering the Reception Sidings on arriving from Bridgwater as 6Y33 on the 28<sup>th</sup>*

March, hauled by 66596. Points splitting under the train was thought to be the cause resulting in three wagons de-railing with YJA 78801 ending up on its side. The adjacent running lines were not affected but the Yard was out of commission until the wagon could be righted. This was planned overnight of the 31<sup>st</sup> March with a blockade of the main line but one of the two cranes brought in, 96715 (the other was 96714) struck the 132Kv overhead power line burning out signaling over 20 miles of track, cooking three relay rooms and damaging the crane. The lift was therefore put on hold but whereas the derailment caused little disruption to traffic this further mishap did, all throughout the 1<sup>st</sup> April...not a joke ! With signaling repaired, a third crane had to be summoned, 96713 and the lift finally took place overnight on the 4<sup>th</sup> April a week after the derailment. The crippled crane 96715 left the Yard on 6<sup>th</sup> July for Clark Chapman, Gateshead for repairs which were completed by May 2010, ed.



above DR 78801 seen upright in Eastleigh Works for maintenance, 8<sup>th</sup> September 2009 (Carl Watson)

# PRESERVATION PHOTO SPOT: DIESEL 2

37142 departing Bodmin General, BWR at 12.33 on English Electric day with 50042, with which it shared duties, in the background, 5<sup>th</sup> May 2018 (Paul Tisserant).



## PRESERVED STEAM LOCOS: NARROW GAUGE - UPDATE

### 0-4-2ST 3 'SIR HAYDN':

It featured in an article of the same name in the February 2015 issue, p45 but it was non-operational and painted red inside Highley Engine Shed, SVR. Then it was on a 3 year promotional tour having last steamed in 2012. Here it is seen by Martin Evans back home at Tywyn Wharf on the Tallylyn Railway on the 16<sup>th</sup> June 2018 during the 'Anything Goes Gala', only two months after returning from a 2½ year overhaul at the Vale of Rheidol workshops. It is now in gleaming green with a bufferbeam number and has carried the operating number 3 under four successive owners.



# GRAFITTI

The level of graffiti attacks on rolling stock seems to be getting out of hand. I am sure most of you have seen the many 'coal' hoppers that now have new colourful liveries, many due to having been stored, I have also received quite a few images of EMUs in service getting attacked whilst stabled, mostly in the south. Not wanting to legitimise such illegal acts I won't publish them all, but it is worth seeing what mindless morons can do so please continue to send them in. A recent attack has been on brand new 700127 at West Worthing sidings which beggars belief no-one gets seen in the act considering it must have taken hours to complete. The cost of the clean-up has cost five figures. Glorifying 'Banksie' probably has done harm in making graffiti seem acceptable with the media calling perpetrators 'artists'. Sadly the dangers of trespassing to cause criminal damage does not deter the perpetrators but that may have been brought home when on the 18<sup>th</sup> June 2018 three youths were killed in London near Loughborough Jnct whilst in the act.



Mk3 12166 Ipswich  
24<sup>th</sup> April 2018 (Keith Partlow)



above recently refurbished 321311 28<sup>th</sup> May 2018 & 360121 24<sup>th</sup> April 2018 Ipswich (Keith Partlow)

# COACH MATTERS



stored ex-mail vans, PCV NAA 94303/33/26/23, NQA 94504,  
PCV NAA 94302, NQA 94527, PCV NAA 94306, NBA  
94546/495 Hellfield, 10<sup>th</sup> June 2018

# PRESERVATION PHOTO SPOT



above D4167 (08937) + RDB  
975046 (34249) Laboratory 11  
+ Mk2a FK 13436  
Okehampton, DMR  
16<sup>th</sup> June 2018 (Sean Davies)

left 13436 Chinnor, CPR  
25<sup>th</sup> September 2010

08937 was sold to English China  
Clays Quarries, Meldon in April  
1994. Mk1 BSK 34249 was

converted to departmental service in the 1970s based at Eastleigh / Ashford then at RTC, Derby through the 1980/90s where it became Laboratory 11, then into preservation at GCN, Ruddington (see below) from where it moved to DMR in September 2011 and restoration into RTC red / blue livery. 13436 entered preservation with CPR from where it moved in April 2011 and a repaint into BR Southern green livery from the chocolate & cream livery seen above.

RDB 975046 in very faded RTC livery  
Ruddington, GCN, 15<sup>th</sup> May 2010



# DEPOT / YARD PHOTO SPOT

## TEES YARD WAGON REPAIR DEPOT



Situated between Tees Up Yard and the Thornaby to Middlesborough main line east of The Viaduct, is Tees Yard Wagon Repair Depot. To the rear of the Depot is the Old River Tees. The photos were taken from The Viaduct on the 9<sup>th</sup> April 2018.

*above left to right*

BBA 910070, 910351 & BTA 950548 leading a line of other flat wagons

*left 66138 on the DBC fuelling point*

### LEEDS MIDLAND ROAD

*below* to add to the photos in the Jan / Feb issue here is an overall view looking west from Pepper Road bridge, of the Depot and Sidings situated either side of the Leeds – Woodlesford line showing the FL Depot on the right with Hunslet Down Sidings on the left, 22<sup>nd</sup> July 2018. This is the first time I have visited the area and typical that only days later they cut down the vegetation that was partly obscuring the Cl.70s from Balm Road bridge!!



# 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.*

**Mk1 BSK 975465 (35109):** 35109 was built in 1957 by Gloucester Railway C&W Co to lot no.30233. It was later used in Departmental service as a breakdown train staff & tool coach numbered ADB 975465 and based at Old Oak Common. On withdrawal it moved to Reids Freight, Stoke-on-Trent by the end of 2008 from where it was sold and moved to Bridge of Dee Station, Dumfries & Galloway by Sep 2009. It was converted to holiday accommodation in 2011.



*above* looking west, 35109 sits in the former loading dock  
*below* looking east from the trackbed towards the station and the road bridge



The accommodation consists of two double bedrooms each with an en-suite shower, toilet and wash hand basin, a two berth children's bunkroom, comfortable lounge area and well equipped galley kitchen. There is also a utility area with a fridge freezer and a washing machine. For more info and internal photos (I couldn't take any as it was occupied) see <http://www.traincarriageholidays.co.uk/>

The station is 2½ miles west along the branch line from Castle Douglas and Kirkcudbright, the 10 mile Kirkcudbright Railway. This was absorbed by the Glasgow & South Western Railway in August 1865. The line opened in 1864 and closed to all traffic in 1965 though passenger traffic ceased in 1949. There was one other station on the branch at Tarriff later re-named Gatehouse (of Fleet).



above looking west from the road bridge showing the much extended former Bridge of Dee station and the coach amongst the trees, 12<sup>th</sup> August 2018

## GONE BUT NOT FORGOTTEN

*This is an occasional series devoted to showing withdrawn and ultimately scrapped rolling stock around the UK. If you have photos and any accompanying info, then please forward to the Editor.*

**40109:** Built in November 1960 CI.40 D309 as it was first numbered, lasted 20 years in service before withdrawal in 1980 arriving at Swindon on the 6<sup>th</sup> November. It finally succumbed to the cutters torch in March 1984 as seen dramatically below on the 7<sup>th</sup> by Eddie Rathmill. It was gone by the 20<sup>th</sup>...RIP.



# PRESERVATION SITE PROFILE

## Northamptonshire Ironstone Railway (NIT) by Trevor Roots:

With the demise of The Electric Railway Museum, Coventry and the dispersal of its EMUs to various sites there are only a handful of other sites that host a large number of preserved EMUs, FIN and EDV which were covered in the Winter *extra* 2017 issue and EKR of which its stock was mostly illustrated in the Transfer section of the May / Jun 2018 issue. Ironically all these sites are quite small with limited opening times and out of the way and that also applies to NIT which boasts 8 EMU vehicles including one of the two surviving double deck EMU vehicles.



*above* with the site suffering from vandalism the shed & yard are ringed by a fence with another fence protecting the track but you can see quite a bit of the stock from around the perimeter  
*below* the platform from the public footpath crosses the track, leading from the car park seen on the extreme right above, showing the track heading off into the woodland and the 'tail' of the tadpole



*above left to right* 70296, [2087] + 13004 + 70510, van RRM 39 (ex-ICI Winsford), open NIR 154 (ex-Holwell Iron Works) + 5176 behind, [D697] & [3967] in front of the shed, the access tracks lead onto the oval circuit with a chord connecting to the 'tail' forming the western side of the triangle

With our travels putting us in the area on Sunday 22<sup>nd</sup> April 2018, when according to the website it was hosting an event, we pitched up to find it closed but smooth talking got us a visit. Apparently there is a disconnect between the person running the website and the other volunteers, barmy !! A strange place

to find former southern EMUs as it is basically a shed and yard with a 1½ mile tadpole shaped circuit of running track located within Hunsbury Hill Country Park, the centre of which is an iron age hill fort and later the site of former ironstone quarries, largely now built over. The shed etc is in the v of the 'body' and 'tail'...if that makes sense. Formed in 1971 by the Rushden Railway Society it then became the Northamptonshire Ironstone Railway Trust in 1973 and work began in 1975. Located to the southwest of Northampton, map ref SP 735584, access is ¼ mile from the A5076 and 1½ miles from the M1 (Junct 15a) via the A5123,.



above [750] with saddletank to the fore, smokebox to the right and van 3224 to the left



above left [[9369] plinthed by the entrance, above right [D697]



[3967] with [9365] to the left and brake van

The railway at the time of our visit was incapable of running services as it had no working locos and when it does the only passenger transport is an LMS brake van 950061 which was undergoing repairs. They were attempting to restore one of 3 steam locos they have, Hudswell Clarke [750] 0-4-0ST 'WALESWOOD' built 1906 which had arrived in February 2016 from BAT via Stafford Barn Railway. The other steam locos were both Sentinel 0-4-0VBTs [9365] & [9369] There were also 5 other industrial diesel locos, Hibberd 0-4-0DH [3967] 'BELVEDERE', Hunslet 0-4-0DM [2087], Ruston & Hornsby 0-4-0DM [321734], Fowler 0-4-0DH [4220001] 'CHARLES WAKE' & Hudswell Clarke 0-4-0DM [D697]



above 70510 + 13004 with 70284 to the right,  
note 70510 is in NSE livery both sides with 70284 green this side

The EMUS are: **4-EPB CI.415 DMBS 14351 + TS 15396 + DMBS 14352** (originally at MNR but 3 cars to NIT in March 2002, the other TS 15354 went to COV now Margate and was illustrated on p18 in the May / Jun issue).

**Single cars CI.411/5 TSOL 70284 (set 1520), TSOL 70296 (set 1559), TBCK 70510 (set 1597) and 4-BIG CI.421 TRSB 69304 (set 2260)** all bar 70510 have different liveries on each side.

**4-DD DMBT 13004 (set 4902).** It does seem strange that with one of the only two prototype double deck units constructed that the two cars are separated as the other 13003 is at HFS, another difficult hidden private site (illustrated on p31 in the Mar 2012 issue along with a description of the units).



*above* double deck 13004 and the chassis of [2087] with 70296 to the left behind showing green side, *below* the opposite inner end of 13004, note 70296 is green this side



Other stock included track machines 2w-2PMR Wickham trolley 960236 and 2w-2DMR trolley [330] from the USA (see left) plus 8 wagons mostly ex industrial in poor condition.

This is a typical small heritage site packed with a small eclectic collection of vehicles but it does seem it needs a wider co-ordinated plan. With little running it is not at the heart of the community as many railways are and most locals probably don't know of its existence or give up trying to visit if it isn't working.

*right* 70284 showing its maroon side along with similar 70296



*below* 69304 in use as a buffet with 5176 (14351 leading) to the right



*below* ex Stanton open 52 between ex-Corby 60 left and ex-BR internal user 021476 (407942)  
*right* Stanton worksplate from 52 (opposite side of the wagon to that shown below)



# RAILWAY GLOBETROTTERS

The Story of 2017 by Ray Smith – Part 5:

**Lads Week – Germany, Czech Republic, Slovakia, Austria & Hungary (cont)**

Continuing on from the Spring 2018 issue here are photos taken at Cottbus Works.



above Gravita 15BB 265006 (right) with 247055 and classmate 077023 (extreme left). Let me explain. These Cl. 66s were ordered for Euro Cargo and were numbered from 77001. DB bought many of the class and numbered them from 266401. DB then decided to renumber them as 247001 etc. Confused, more to come! DB then bought more from Euro Cargo and they kept their Euro Cargo number but prefixed it with a zero. As an example, Euro Cargo 77001 became 266401 then 247401. 77002 was purchased later and became 077002.



above Press shunter 363040 with 212274 behind and to its left 247443 and 708310. As previously explained on p64 in the Jan / Feb 2018 issue, Press number their locomotives by class then in order of purchase! Cl.363 was the 40<sup>th</sup> locomotive that Press obtained. Its DB number was 363186. It is seen in the yard.

From Cottbus we then went to Gorlitz where there was once a good shed, but no more, only a stabling point for units. Next we headed down to Zittau, one of the narrow gauge lines radiating around Dresden. Interesting to note that as borders change, this line goes through a small section of Poland.

The summer season had not begun so all of the locomotives were inside the shed receiving maintenance.



Lok 2, Freital Hainsburg, 10<sup>th</sup> April 2017



CI.66 247059, Cottbus Works, 10<sup>th</sup> April 2017

Returning to Dresden we went to another narrow gauge line at Freital Hainsburg. Once again the summer season had not begun, however there were locomotives stabled outside.



above 2-10-2T 99 1790 ( originally DR 99 790 then DB 099 754) and below 99780 (retaining its original number, Freital Hainsburg, 10<sup>th</sup> April 2017



*right* grounded body SAAF 0026,  
Freital Hainsburg, 10<sup>th</sup> April 2017

One good thing about returning to Dresden was an excellent Chinese Buffet Restaurant less than 100 metres from our hotel.

On the 11<sup>th</sup> we had a day into the Czech Republic. On route to Praha (Prague), there is a station at Usti Nad Laben where there is a good shed. However there were bad memories as a few years ago I received a traffic fine for going down a very badly signed one way street (my excuse). The shed is out of town and we decided to take a taxi there. Oddly, outside the station there are no taxi ranks so we had to walk into the town to find one. At the shed we had no problem getting round and there was plenty to see with 98 on shed.



three lines of stored locos  
with 122024 at the end of one of them,  
Usti Nad Laben shed, 11<sup>th</sup> April 2017



122023 has been in a major accident,  
probably with 122019 to which it is coupled as  
both cabs are damaged at that point,  
Usti Nad Laben shed, 11<sup>th</sup> April 2017



123001 doyen of the class,  
Usti Nad Laben shed, 11<sup>th</sup> April 2017

We continued our tour visiting Prague, Brno and Ostrava before going to Austria where Vienna and Linz were visited. A day in Bratislava and then to Gyor in Hungary completed a wonderful tour. I took many more photographs but when I got home, all had disappeared from my card. I went to our local computer shop but he could not recover anything. He told me this has happened before due to some fault with the card. In June, I returned to Vienna, Czech, Slovakia and Hungary and later in this epic article there will be photographs from all of these places.



shunter 799013 propels 730016 onto the turntable, Usti Nad Leben shed, 11<sup>th</sup> April 2017



above left 742406, above right 753006-6, Usti Nad Leben shed 11<sup>th</sup> April 2017



above left 730043, above right 363074, bottom left plinthed E469110, bottom right 704019  
Usti Nad Leben shed 11<sup>th</sup> April 2017



above 843015 Usti Nad Leben station  
 right 753187 Usti Nad shed,  
 both 11<sup>th</sup> April 2017

photos by Ray Smith (to be cont)

## SHUNTER SPOT



above 08887 (08954 behind) & 08764 Polmadie 3<sup>rd</sup> May 2018  
 below 08954 shunting 92023 + CS coaches, Shawfield Jct, Polmadie 20<sup>th</sup> April 2018 (Iain Gardiner)



# SIGNAL BOX SURVEY

## North Wales Re-signalling, Shotton – Colwyn Bay:

As reported in the Mar / Apr 2018 issue semaphore signalling disappeared from the majority of the North Wales route with several signal boxes closing on the 26<sup>th</sup> March 2018. There are no semaphore signals now until Anglesey, where semaphores survive at Gaerwen, Ty Croes, Valley and Holyhead.

The signal boxes concerned are Holywell Jnct\*, Talacre, Prestatyn, Rhyl No.1\* and Abergele & Pensarn\* along with a signal cabin at Rockcliffe Halt. The 2 boxes scheduled for demolition have been saved together with the 3 listed, shown with an asterisk. Prestatyn was saved after a local campaign with Talacre being sold on for office use to the adjacent retail park. The other listed box shown below is Mostyn, between Holywell Jnct and Talacre, which closed earlier in the re-signalling scheme in January 2017.



**Prestatyn:** Situated west of the station on the south side of the line. Opened in 1897 it is a LNWR Type 4 box with a Saxby & Farmer 44 lever frame of which only 6 were left in operation on closure (photo top taken by Keith Morey, 16<sup>th</sup> December 2017).

**Holywell Jnct:** Situated between the tracks west of the former station, now a private dwelling. Opened in 1902 (photo above taken by Keith Morey, 16<sup>th</sup> December 2017).

**Rhyl No.1:** Situated at the eastern end of the station on the north side of the line. Opened in 1900 it is a LNWR Type 4 box with a Saxby & Farmer 90 lever frame of which only 36 were left in operation on closure. It is one of two signal boxes at Rhyl with No.2 box also listed at the western end of the station (photo opposite top taken by Keith Morey, 16<sup>th</sup> December 2017).



**Mostyn:** Situated between the tracks alongside the A548 on the access road to Mostyn Quay. Opened in 1902 it is a LNWR Type 4 box with a Saxby & Farmer 40 lever frame. It has an overhanging design (photo below taken by Darren Pavitt, 27<sup>th</sup> January 2018).

**Talacre:** No info found (photo left taken by Keith Morey, 16<sup>th</sup> December 2017).

**Abergele & Pensarn:** Situated between the platforms in the station. Opened in 1902 it is a LNWR Type 4 box with a Saxby & Farmer 90 lever frame of which only 6 were left in operation on closure. The photo opposite top was taken on the 14<sup>th</sup> September 2009 showing 175116 arriving at the westbound platform before it was extended out to the former through main line and so



removing the platform loop. The work was done between the 8<sup>th</sup> January and the 12<sup>th</sup> March 2017. The eastbound platform loop was removed in the late 1980s and the through main line realigned through the platform.



Having had photos of several working signal boxes sent in by members as requested, I have finally found time to include a few. I'll do a list of what has been featured and is to come, so keep sending them in.

**Hereford:** Formerly known as Ayleston Hill signal box it was one of only nine signal boxes built to the London and North Western / Great Western Joint type 2 design opening in July 1884 at the southern end of Hereford Station. It was built by the Railway Signal Company but was fitted with a 62 lever Saxby and Farmer Rocker frame. A replacement 69 lever Great Western Railway vertical tappet 5-bar frame was installed in June 1938. The signal box was renamed Hereford on 9<sup>th</sup> June 1973 and the lever frame was reduced to 60 levers around the same time. A Kearns-Barker one control switch signalling panel was commissioned on 11<sup>th</sup> November 1984 to control Shelwick Jnct allowing the signal box there to be closed. In the photo below taken by Colin Pottle on the 1<sup>st</sup> November 2012 170635 is seen passing the box,



**Moreton-in-Marsh:** Opened in 1883 it is located south of the station on the eastern side, with a GWR 40 lever frame installed in 1911 to replace the original, 24<sup>th</sup> January 2010 (Graham Stockton)



**Crediton:** Opened in 1875 by the LSWR it is located west of the station and Fordton Terrace on the north side of the line. It is listed and part maintained by Friends of Crediton Station, 6<sup>th</sup> March 2015 (Kevin Bates)

