

TRACKS



Inter City Railway Society – April 2021



Inter City Railway Society

founded 1973

www.intercityrailwaysociety.org

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Front Cover Photo: Ex-Euro spec 66793 has been surprisingly turned out in a GBRf version of 1990s TL Construction livery, Eastleigh Works, 22nd March 2021 (Carl Watson)

£3.00 where sold separately

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SOCIETY NOTICE BOARD

Editor's Comments: My other passion apart from railways is chocolate, so Easter is always an excuse to indulge but trying not to let the warming spring (almost) sunshine melt them....if I am lucky enough to get more than one. No chance this year of that happening certainly not on Easter Sunday / Monday so hope you had a good Easter from the frozen northern wastes!!

Firstly a bit of housekeeping as with our increasing membership, great as that is, comes more glitches to iron out which all impact on my time. If you write in and you wouldn't believe the scraps of paper that some orders arrive on, can I ask that you please specify which of the two Pocket Books you want as many don't and whichever way you order double check you have ordered the right version. This may well solve itself in 2022 if I move to a two volume wire bound PB leaving the spine version as the only single version. Another issue I seem to be getting more of and again this relates to orders by post, is incorrect remittance so can you please double check before you order and include the correct P&P. The correct prices are on the rear cover of **TRACKS** and if you download an order form from the website please use the very latest as I get many old ones which can lead to errors. The order forms are regularly updated, particular during Jan – Mar as new books are released. If you don't regularly look at our website or have 'dodgy' technology please ensure you refresh the website or update your cache if necessary by removing cookies. Can I also ask that if you have a query about releases or general delivery of **TRACKS** or books you first check our website as that is updated to show if there is a delay or if I am having problems. Only then contact me on a specific issue. Remember also if you don't tell myself and Colin about a new email address you won't get the pdf

Secondly an annoying problem with the smooth running of the Society, hence the STOP PRESS in the last issue **TRACKS**. The Society's bank suddenly decided to reject cheques made payable to ICRS. With banks becoming more risk averse and the demise of branches, especially up here in Scotland, there is hardly any face to face contact to discuss any issues. We can now only pay cheques in via the Post Office. We had been inconvenienced for a while anyway by the remaining single branch only being open part-time so using the PO is in itself easy and convenient, but it means they go straight to a clearing house and you only need one pedantic person processing them to not use common sense. So rather than correctly warning us that this was an issue and could we address it, it happened suddenly with 19 of 20 book sales cheques being rejected as they had ICRS as the payee. With time we could have amended all forms, adverts etc to slowly move over to using our full Society title but not at the drop of a hat especially as recent ads in proprietary magazines will be around all year. Now not only can I be very persuasive, I was bloody annoyed, so after I had a long polite but forceful chat with our business manager, he agreed we had a case to use the ICRS acronym and it be accepted as an alternative considering ICRS was well established and been in use since we started. Apparently many businesses ask but are not allowed but because we could also show we were not just reliant on cheques by providing other payment options, that went in our favour. Anyway rather than leave the status quo all forms and the website have been amended to say use **INTER CITY RAILWAY SOCIETY** when writing cheques so that when the odd ICRS does slip through we have been shown to be trying to do the right thing. Just to say thankfully those 19 cheques were returned direct to our Treasurer, which is not the standard practise now, so at least we can re-submit them. I was dreading having to contact all those affected to send new cheques as several were non-members with no telephone or email contact and a couple were postal orders. No thought by the bank as to the cost to the Society or the buyers let alone the time required in sorting this and where was the pandemic flexibility !! Anyway a problem we didn't want at a time we didn't need has been sorted.

Thirdly a glitch with our printers meant that some of you got more than one address carrier sheet with your copy of the March **TRACKS** and conscientiously reported it to Colin. When this happens it means the members shown on those sheets will not get a mag and we have to post out another. However we will only know about this if you report it, so can you all please regularly check each month. To be fair to the printer sheets can 'stick' together and this might happen more often than we know and may also be a reason why some of you report not getting your copy other than the usual problems with RM.

Back to railway news and March has seen a 'new' loco arrive 66798 (561-03) and the first two of the new Cl.69s now up and running. Scrappings continue apace and there are now only 63 stored Mk3s left at Potters Sdgs, Ely. Having just penned an article on Privatisation liveries, lo and behold 66793 has received TL Construction livery.

Errata: Mar 2021: In **STOCK CHANGES** p77 **Sims Metals: Newport** 321456 should be 321356 and Mk4 42112 should be 42122.

Sales: Irish Railways 2021 has been released and is in stock with all pre-orders sent out

HELP REQUIRED. As you saw in the last issue there were several issues reported re the new books and to ensure we can try to keep these to a minimum in future editions I could always use more proof readers. You don't necessarily need to know the data in detail but I am particularly after members who can conscientiously and laboriously check the formatting, alignment, odd gaps etc plus check that detail in the spec boxes is still relevant and that codes aren't missing or duplicated. If that's you please let me know. With even more data crammed into our books across several different categories it is often a case of not being able to see the proverbial wood so the more the eyes the better as it always amazes me how people see different things but we can all still miss something blindingly obvious....until its printed then it stands out !!

Website: Photo Galleries: As many of you may already know we have a page on our website which links to members **Flickr** sites etc. If there are any of you with sites who would like to be added please send me the link and I will add you.

Links: Thanks to Toby who has ploughed through the external links and sent me a list which I will endeavour to use to update the website asap, so no need for anyone else to come forward.

TRACKS Articles: As with links I have not had time to add links for articles for the last 3 years but hopefully that is a task I will get on top of soon. As members you might not be aware of this useful feature but it is a good way to quickly find an article on a particular subject...when I get it up to date !!

Membership Matters: New Members: (23) – a warm welcome to you all.

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

Walter Applewhite (Lincoln), **John Booth*** (Leyland), **Mick Brown** (York), **Simon Cartlidge-Swain** (Walsall), **Raymond Cliff** (Dorchester), **Andrew Cole** (Birmingham), **Luke Corcoran** (Cardiff), **Andrew Davies** (Bradford), **Paul Hartley** (Exeter), **Ellis Hayward** (Duffield), **Simon James** (Trowbridge), **Simeon Jebb** (Taunton), **Malcolm Kitchen** (Lincoln), **Philip Laister** (Hull), **Kevin Lee** (Morecambe), **Paul Norton-Carrington** (Rugby), **Daniel Perrett*** (Bristol), **Jeremy Randell** (Mold), **Ray Rendell*** (Exeter), **Roland Richards** (Wootton), **Colin Ricquier** (Gosport), **Harrison Tyler** (Oxford), **Charles Wright** (Weymouth)

Obituary: Sadly we have lost John Woods (85) from Bracknell. Condolences go to his family and friends.

Standing Orders: PLEASE, PLEASE can all those with SOs amend them to so your renewal is at the correct current rate of **£20**. Both Colin and Peter still have to chase up far too many to request the outstanding difference. The convenience to members is far outweighed by the admin if not used correctly and if not rectified will result in the facility being removed....or the members !!

Society Magazine TRACKS:

TRACKS is distributed direct from the printers to members in a clear compostable wrapping with an address carrier sheet (reverse printed with a Renewal / Reminder form if appropriate). If any member fails to receive their copy after one week from the estimated delivery date below then please contact the **Editor**. For current info during the month refer to the **TRACKS** page of our website.

Next issue: May 2021 The latest date for articles / info is **Fri 30th Apr 2021**
delivery to members: **PDF Wed 5th May 2021** with **Print** copies posted out 7 days after pdf
for updates please check the **TRACKS** page on the website

Magazine Contributors: Thanks to **Chris Addoo**, **Frank Barrington**, **Nigel Benning**, **Keith Blackman**, **Mike Brook**, **Tony Coleman**, **Geoff Bowater**, **Paul Clifton**, **Spencer Conquest**, **Danny Coyne**, **Sean Davies**, **Neil Dix**, **Ronnie Dunn**, **Derek Everson**, **Tony Falloon**, **Alex Ford**, **Stephen Galling**, **Iain Gardiner**, **John Goodyer**, **Martin Hall**, **Alan Hardcastle**, **James Holloway**, **Geoff Hope**, **Harold Hull**, **Colin James**, **Alan Jones**, **David Knight**, **Terry Lea**, **Bradley Marshall**, **Lawrence McCormick**, **Stuart Moore**, **Paul Normanton**, **Keith Partlow**, **Gareth Patterson**, **Colin Pottle**, **Ed Pritchard**, **Toby Radziszewski**, **Adrian Roberts**, **Phil Rogers**, **Paul Rosser**, **Chris Rymer**, **Eric Salisbury**, **Ray Smith**, **Graham Stockton**, **Andrew Turnidge**, **Peter Venham**, **Ralph**

Wainwright, Andy Warrick, Michael Warrick, Carl Watson, Martyn Willcock, Boyd Williams, David Williams, Blake Willimott & Trevor Roots. We are sorry if anyone has been missed. Photos not credited are by **Trevor Roots**.

EVENTS

A new programme for 2021 will only be compiled when Government guidelines allow mass gatherings and companies can safely accept visits which may now all depend on the vaccination programme. This still may therefore not be for several months even though some restrictions are easing so watch this space and keep your fingers crossed we can get something organised in 2021 sooner rather than later.

RETRO PHOTO SPOT: RTC TEST VEHICLES



above RDB 975280 'Test Coach Mercury' (Laboratory Coach 18) ex-BSK 21263 converted in 1973 to work with APT-E train control tests then reclassified in 1986 to form of the Structure Gauging Train, now stored at BO, RTC Derby, 3rd July 1983 (Martin Hall)

RETRO PHOTO SPOT: DEPARTMENTAL LOCO



DB 968001 formerly Cl.15 D8233, Finsbury Park
5th June 1976 (Derek Everson)

Built 08/60, wd 02/69, this was one of four converted Cl.15s as train heating units ADB 968000-03. Withdrawn again and dumped in Healey Mills Yard 02/83 it was saved 07/84, to South Yorkshire Railway Preservation Society 04/11/84 then to East Lancs Rly 27/09/86. After a few other moves it went back to ELR and is under restoration (see **TRACKS** p14 Spring 2018 and p21 Oct 2020).

EASTLEIGH WORKS REPORT

by **Carl Watson** (with assistance from **Norman Smith**)
for the period 1st – 31st March 2021
(All photos by Carl Watson unless otherwise shown)

Locos:

10/03 59003 arrived back from Westbury having left on 01/03.



11/03 37219 t&t DBSO 9703 came in with a NR test train from Hither Green PAD. The CI.37 came off the train then later in the morning 70810 t&t 70812 (see above) took the train on a trial run to London Waterloo and back (see March issue p29). This was to ascertain whether CI.70s could be used on ultrasonic test trains. Later that evening 37219 took the test train to Reading Triangle Sidings.

15/03 66706 brought in 69002 (56311) from Longport FD for a repaint.



15/03 37099 t&t 37254 were on and off site with a NR test train before leaving for Reading Triangle Sidings three days later.

- 16/03 73961 t&t 73965 were on and off site with a NR test train before leaving for Tonbridge West Yard two days later.
- 16/03 47749 left for Leicester LIP.
- 17/03 66850 came in for fuel.
- 21/03 37254 t&t DBSO 9708 were on and off site with a NR test train before leaving for Hither Green PAD the following evening. The same train came back in five days later
- 26/03 47749 brought in 'new' 66798 from Doncaster Down Decoy GBRf for a repaint (see below).



- 26/03 66793 went to Basingstoke and back on a test run. It then left with 47749 and Translator Set T7 64664/64707 to Doncaster Down Decoy GBRf.



above & below 43046 with its new nameplate (reported in March issue), but one not very easy to see, 15/03





D6515 with cab roofs removed 08/03



319009 (769502) 16/03

317659 26/03

Units: All but one car of 319009 has now been repainted (see above) and is destined to become 769502 in the new 769/5 sub class.

04/03 57312 brought in 317346/652 from Ilford EMUD for scrapping.

12/03 701015 left for Eastleigh Arriva Depot and 701018 came in from there.

23/03 701012 left for Eastleigh Arriva Depot and 701004 came in from there.

25/03 37884 brought in 317659/671 from Ely Papworth Sidings for scrapping (see 317659 right).

Wagons: Wagon Trips in/out during the month were:

05/03 66013 took 87.4375.041-2, 87.4908.608-2 to Southampton Eastern Docks to attach to the returning Halewood empty cartics.



26/03 66096 came in with 87.4375.004-0/007-3, 87.4909.328-6 from Southampton Eastern Docks.
26/03 66780 brought in 643009/010 from Tonbridge West Yard.

Coaches: KES owned Mk1 RU 1987 (975982) is now looking resplendent having been cosmetically restored from its departmental guise (see below on 23/03) though much internal fitting out is still required. For comparison see p9 in the November 2019 issue.



OTP:

11/03 66728 took Matisa D75 Ballast Cleaner DR 76750 to Eastleigh East Yard.

Scrapping:

62850, 77204 (317653), 62889, 77283 (317672), 77208, 62854, 71741, 77228 (317657)
77033, 62694, 71610, 77081 (317890), 77093, 71622 (317346)



on its first turn 66793 + 47749 + barriers 64707 +64664 was seen passing Eastleigh heading north on 5E02 to Doncaster Decoy via Oxford (11.51) 26th March 2021 (Chris Addoo)

RETRO PHOTO SPOT: DEPT COACHES



above DB 975379 (ex-Mk1 SK 24982) another of the Eastern Regions weed killing train coaches, converted in 1974 which was coupled to 977229 illustrated in the last issue, scrapped at York Leeman Road Oct 2009, Lowestoft Engineers Yard, 30th December 1984 (Martin Hall)



above & below two coaches that were part of Viaduct Inspection Unit DR 82002
above DE 321049 (ex-Gresley 60525) this has a fascinating history as it was the last coach built at LNER York Works in 1936, it suffered an arson attack which destroyed the body in June 2000 with the underframe temporarily sitting under the body of NER Autocar 3170 at EMB, removed when that received its permanent chassis and having first moved to Shildon it moved back EMB in Feb 2021
below DE 320894 (ex-Gresley TK 3132,12466) built 1931 was converted to a CE Staff & Dormitory coach, preserved in 1990 by the Tamar Belle Heritage Group at Bere Ferrers Station, Devon and is used as holiday accommodation
both Lowestoft Engineers Yard, 30th December 1984 (Martin Hall)



FRANCHISE / NETWORK NEWS

GA: Whilst testing continues more CI.720s are entering service, with introduction onto the Clacton-on-Sea line from the 23rd March 2021.



720549 on 5Q27 14.13 Kings Lynn - London Liverpool Street, the first time in a year that a CI.720 has been seen north of Cambridge, Waterbeach (15.15) 30th March 2021 (Toby Radziszewski)



720543 on test with 5F00 11.15 Ilford EMUD – Colchester, Ingatstone (11.50) 23rd March 2021 (Colin James)



720553 + 720566 in service on 1Y33 08.52 Ipswich – London Liverpool Street, Belstead Bank, Ipswich (08.55) 24th March 2021 (Keith Partlow)

GC: Services resumed on the 27th March 2021

three days before services resumed, 180103 on an 5Z93 12.45 London King's Cross - Heaton T&RSMD ecs, Joan Croft Jct, ECML (14.29) 24th March 2021 (Mike Brook)



LNER: There are now seven Mk4 sets remaining, re-designated NL06/08/12/13/15/17/26 as now all based at Neville Hill, plus spare Mk4 12214 and DVT 82205.

The last car, 811109 from the derailed set 800109 has been repaired and moved to Newton Aycliffe

Not content with anonymity 91132 (91023) after the 25th anniversary of its two accidents it has claimed the title of the first of the class to be scrapped having been moved to Sims Metals, Beeston as a test bed in how to dismantle a CI.91.

right 37510 hauling 82308/07 on Long Marston – Worcester Hereford Sdgs, Brockhill overbridge, Worcester (11.12) 29th March 2021 (Sean Davies)



TfW: With the imminent introduction of Mk4 stock on Cardiff – Holyhead services, two of the three Mk3 DVTs formerly used moved from storage at Long Marston to MOD Bicester.



above DVT 82307 + 82308 + 37510 after shunting into Hinksey Sdgs and 37510 running round, on 5Q74 Worcester - MOD Bicester, Oxford (12.58) 30th March 2021 (Spencer Conquest)

SWR: With 484002-04 now at Eastleigh Depot for mileage accumulation prior to moving to the loW, route training is being undertaken between Eastleigh and Fareham using 20007 + 20142

right 20142 + 20007 on 0Z20 Eastleigh Depot – Eastleigh Depot via Fareham driver training, Botley (09.09) 30th March 2021 (Chris Addoo)



left & below 484002 + 484003 on 5Q84 Eastleigh Depot – Eastleigh Depot via Fareham, Hedge End (00.14) 2nd April 2021 (Chris Addoo)



WMT: 730002 has continued testing around its intended operating area and was seen at Northampton on the 20th March 2021 by Tony Coleman alongside another recent acquisition ex-TPE 350402 with both showing the two striking WMT liveries of LNWR green / silver and WMR orange / purple.



above 730002 & 350402 Northampton (14.15) 20th March 2021 (Tony Coleman)

ScotRail: The Scottish Government acting as an Operator of Last Resort is to take over ScotRail when the current Abellio contract expires on the 31st March 2022.

Three of the newly converted CI.153s, 153370/305/377 were seen together outside Brodie Engineering, Kilmarnock on the 26th March 2021 by Iain Gardiner all sporting the new scenic West Highland Line livery.



GBRf: Three of the latest arrivals from Germany, 66793-95 although numbered in the 66/7 series are in fact 66/6s so will be used as such on heavier trains. The latest German Euro spec loco to be imported is 561-03 which will become 66798 and was hauled to Eastleigh Works by 47749 on the 25th March 2021. Note it has already had many modifications to UK spec already completed prior to sailing (see **EASTLEIGH WORKS REPORT**).



above 66706 + 69001 + 66766 on 0G69 Hams Hall - Longport, Kildgrove (12.58)
below 69002 getting to depart from Longport – Eastleigh Works (14.12) both 15th March 2021
(Lawrence McCormick)



HNRC: Following the takeover of the Old Dalby / Asfordby operation by GBRf, the incumbent shunters 08892/956 have been replaced by RSS 08580/922

NR: Two of the converted ex Virgin DVTs 82111 + 82145 have been moved to Long Marston for storage.



above & below DVT 82145 + 82111 + 37240 (also see **LIVERIES**)
on Derby RTC - Long Marston, Hagley (12.59) 26th March 2021 (Geoff Bowater)



ROG / Orion: The bi-mode Flex units converted for freight use are to be designated Cl.769/5 with 319010/009 to be 769501/02.

Following the sale of its four operational Cl.47s to WCR, ROG now only has use of hired locos, Europhoenix Cl.37s (6) and DRS Cl.57/3s (5). However ROG still owns two inoperable Cl.47s stored at Leicester, 47843/47

WCR: The four ROG owned Cl.47s have been acquired and moved to RTC, Derby prior to heading north to Carnforth.

UKRL: On its first run since laid up in the summer of 2019, 56301 conducted a loaded test run with 60055 from Derby Chaddesden Sdgs to York Holgate on the 19th March 2021 seen passing Beighton above by Andrew Turnidge, but it was cancelled when 56301 got into difficulties.



SIGNAL BOX SURVEY

Clacton-on-Sea: Map Ref TM17712 15544

Built in 1891 the signal box is a Great Eastern Type 7 which replaced an earlier box during station enlargement. It is located in the triangle between the station and Depot approach tracks and boasts a 69 lever frame. From 30th February – 14th March 2021 re-signalling took place in the Clacton-on-Sea area which will see the semaphores removed by the end of April when control moves to Colchester. Clacton signal box is due to be demolished at the end of April. During this period Clacton based units were stabled at Harwich International as shown in the last issue on p44.



above Clacton SB 19th June 2020
(Michael Warrick)

Beighton Station:

Map Ref SK 44359 83990

Built in 1908 on the north side of Rotherham Road it remained to control the level crossing after the adjacent station was closed in 1954 and has since been completely obliterated. As part of the re-signalling scheme between Sheffield and Shireoaks Beighton Station signal box was closed and with no future use it was demolished on the 13th March 2021 as the land was required to remodel the level crossing. Signalling is now operated by the York ROC.



above right Beighton signal box being prepared for demolition, 13th March 2021 (Andrew Turnidge)



above Beighton signal box looking west, 30th November 2019
below site of Beighton signal box looking east 19th March 2021 (both Andrew Turnidge)



Torre, Torquay, Devon: Map Ref SX 90332 64843

Located on the northbound platform this box was built in 1921 to a Type 7 design by the GWR is unusual in being three storeys. It was a replacement for an earlier box from 1883 and contains 42 levers as opposed to the 16 of the original. Designated Grade II it had planning permission to turn it into holiday accommodation but this had lapsed by the time it was sold at auction for £65,750



above looking south towards Torquay, *below* looking north, 17th September 2019

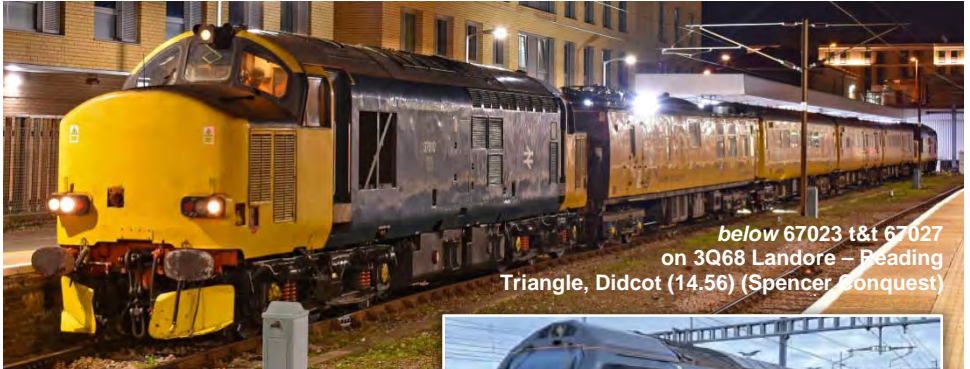


NOSTALGIA CORNER: BR BLUE | 1970s



above 6790 Stratford 6th April 1974 (Derek Everson)

PHOTO SPOT: NR TEST TRAINS



below 67023 t&t 67027
on 3Q68 Landore – Reading
Triangle, Didcot (14.56) (Spencer Conquest)

above 37610 t&t 37254 + 975092, 72631,
DBSO 9701, 9523 on 1Q90 15.15 Derby
RTC - Welwyn GC, Cambridge (20.36)
29th March 2021 (Toby Radziszewski)



37175 t&t DBSO 9702
on Reading Triangle - Derby RTC,
Reading (11.24) 20th March 2021
(Spencer Conquest)



37116 t&t 37025 on
PLPR4 1Q76 17.47 Mossend Down Yard
& return via Wemyss Bay & Gourrock awaiting
departure at 16.33, 19th March 2021 (Tony Falloon)



37254 t&t 37099
 + 6261, 1256, 999550, 977969
 on 1Q52 10:37 Eastleigh Works –
 Eastleigh Works, St Denys (14.34)
 16th March 2021 (John Goodyer)



below 37099 t&t 37254
 + 6261, 1256, 999550, 977969
 on 1Q52 Eastleigh Arlington -
 Eastleigh Arlington, Barnham
 (12.55) 16th March 2021
 (Blake Willimott)



above 43299 t&t 43062
 on 1Q13 Heaton - York via
 Carlisle, Dent
 (15.21) 15th March 2021
 (Tony Falloon)



left 73961 on
 1Q76 Tonbridge
 West Yard -
 Seaford, Coks
 Farm, Barnham
 (16.50)
 11th March 2021
 (Blake Willimott)



above 43299 t&t 43062 on
1Z20 London Paddington - Derby RTC,
Standish Jct (12.19)
2nd April 2021 (Stephen Galling)

left 37025 t&t 37116 on 05.58
to Mossend Down Yard via Ayr,
awaiting departure at 05.20
Carlisle, 17th March 2021 (Tony Falloon)

RAIL TOUR PHOTO SPOT



above 4-6-0 45231 t&t D1935 passing Cold Meece (15.12) 24th March 2021 (David Knight)

RETRO SHUNTER SPOT



above 03012 (wd 12/75, cut 01/91) March 8th May 1976 (Derek Everson)
below 08691 'ESCAFELD' (still extant based at BA) Sheffield 25th February 1988 (Martin Hall)



TRAFFIC & TRACTION NEWS

March 12

66007 passed Hagley at 09.36 on 691H Round Oak - Margam (Geoff Bowater)



March 13

66849 t&t 66850 passed Waterbeach at 10.51 on 6C60 10.07 Whitemoor Yard - Ripple Lane Signal 807 (Toby Radziszewski)



56094 + 70809 + 66106 passed Windmill Hill Worcester at 15.09 on 625Q Bescot Down Sdgs - Hinksey Sdgs (Sean Davies)



March 14

70806 passed Chippenham at 10.21 on Swindon - Westbury (Keith Blackman)



March 14

37608 was seen on driver training at 10.45 at Liverpool Street (Eric Salisbury)



March 15

37402 passed Eastwood (near Hebden Bridge) at 08.54 on 0Z37 Crewe DRS - York to pick up 66303 (Harold Hull)



A very careworn 66060 in ex-RHTT condition was seen stabled adjacent Didcot Station at 11.56 (Spencer Conquest)



March 16

37419 was seen passing Keith loop on the return leg of an Inverness - Aberdeen - Inverness driver training run at 12.32.



59002 passed Didcot at 08.42 on 6A15 Acton - Appleford Sdgs (Spencer Conquest)



66623 departed Bevois Park at 13.36 on 6V62 13.21 to Merehead (John Goodyer)



March 18

88009 passed Harringay Green Lanes at 10.05 on 429X 09.28 Dagenham Dock - Garston Car Terminal (Eric Salisbury)



66428 passed Water Orton at 11.43 on 451Y Daventry DRS - Wentloog (Geoff Bowater)



59206 passed Chippenham at 13.04 on Merehead - Wootton Bassett (Keith Blackman)



158951 passed Nursery Lane, Barnham at 15.37 on 1O98 10.41 Great Malvern - Brighton (Blake Willimott)



March 19

67020 was seen stabled in Mossend Coal Yard at 16.32 (Tony Falloon)



A smoky 70805 passed Shawford at 13.30 on 6V27 Eastleigh East Yard – Hinksey Sdgs (Blake Willimott)



66415 passed Winchester at 15.10 on 4027 Crewe Basford Hall – Southampton Maritime (Blake Willimott)



66764 passed Shawford at 09.05 on 6Y48 0859 Eastleigh East Yard – Hoo Jnct (Blake Willimott)



66780 passed Shawford at 08.55 on 6M26 08.50 Eastleigh East Yard-Mountsorrel (Blake Willimott)



March 20

60096 passed Earfitts Lane at 9.12 on 6H12, 06.27 Tyne Coal Terminal - Drax (Mike Brook)



156494 + 156434 at the buffers East Kilbride at 11.24 having worked in on the 10.47 from Glasgow Central and which is about to depart back to Glasgow as 11.28 as 2J31 (Iain Gardiner)



March 21

158849 passed Hagley at 15.00 on 590K Neville Hill – Bristol Barton Hill (Geoff Bowater)



With the Birmingham Main Line shut between University and Bromsgrove, all XC services were diverted via Kidderminster and Worcester Shrub Hill as with 43239 t&t 43301 passing Norton Jct Worcester at 15.27, note the unfortunate pigeon (Sean Davies)



March 22

66761 + 66748 + 66764 + 66780 passed Totters Lane, between Hook & Winchfield at 09.38 on 6Y48 Eastleigh East Yard – Hoo Jct (Derek Everson)



37558 (37424) + 37425 passed Ely North Jct at 09.46 on OP01 10.27 Whitemoor Yard – Stowmarket (Toby Radziszewski)



March 23

90044 + 90016 passed Ingatestone at 10.09 on 4L91 02.10 Trafford Park to Felixstowe North (Colin James)



66087 passed Didcot at 22.47 on 6A03 Severnside – Brentford (Spencer Conquest)



37611 passed Waterbeach at 16.54 on OZ03 15.41 Norwich – Bishops Stortford route learner (Toby Radziszewski)



March 24

A shot of 710265 passing Queens Road Walthamstow at 14.37 on Barking – Gospel Oak fortuitously caught 710125 passing overhead on Chingford – Liverpool St (Eric Salisbury)



90026 passed Cold Meece at 13.32 (David Knight)



66721 passed Tilehurst at 13.35 on 6B59 Acton Yard – Portbury (Spencer Conquest)



March 25

56087 passed Beighton on Toton - Doncaster CHS (Andrew Turnidge)



37422 passed Beighton on Toton – York Parcel Sdgs (Andrew Turnidge)



66413 passing Blofield LX Felixstowe at 10.10 on Garston – Felixstowe North (Andy Warrick)



March 26

59204 passed Ingatstone at 11.32 on 0V12 10.54 Chelmsford to Acton (Colin James)



March 28

66553 + 66559 passed Tame Bridge Parkway on Crewe Basford Hall – Bescot Up Yrd (Paul Clifton)



90004 + 90006 passed Ingatestone at 10.34 on 4L89 21.36 Coatbridge to Felixstowe North (Colin James)



March 29

66750 passed Kettering at 12.27 on 6H03 Wellingborough – Peak Forest (Colin Pottle)



975025 (with Tony Falloon in charge) + 37421 passed Spittal, Berwick-upon-Tweed at 14.41 on 5Z37 Derby Rtc – Slateford (Gareth Patterson)



20132 + 20118 passed Brockhill overbridge, Worcester at 11.25 on 0Z60 Chaddesden Sdgs – Long Marston to collect 23 new JNAs (Sean Davies)

156513 was seen about to depart from Kilmarnock at 16.54 on 1E97 16.12 Glasgow Central – Carlisle (Iain Gardiner)



73964 passed Winchfield at 16.33 on 0Z20 Tonbridge West Yard – Westbury where it then worked out and back via Taunton the following day (Derek Everson)



385109 unusually rostered on 2Y52 10.16 to Edinburgh Waverley was seen about to depart from Glasgow Central. It is usually 385/0s that work between Edinburgh and Glasgow (Iain Gardiner)



66526 passed Normanton at 12.33 on 4095 12.18 Leeds FLT - Southampton MCT (Mike Brook)



66791 passed Walsall at 14.23 on Tinsley Yard - Coton Hill (David Williams)



March 30

150211 waiting to depart with a Sheffield service, Doncaster (Graham Stockton)



April 1

66513 + 66599 passed Stratford at 11.12 on 06.00 Crewe Basford Hall – Felixstowe North (Eric Salisbury)



66779 + 66847 + crane DRK 81611 passed Totters Lane, between Hook & Winchfield, at 09.41 on 6Y48 Eastleigh – Hoo Jnct (Derek Everson)



221103 passed Wymington at 14.31 on 1M28 13.47 London St Pancras International – Corby (Toby Radziszewski)



News from Norfolk (Stuart Moore):

A drive past Norwich station and yard on the 1st March saw 755406 755412, 37558 (37424) and DR 73906 all present

The Monthly Cambridge to Cambridge via Gt. Yarmouth and Lowestoft took place on 4th March with 37099 t&t 37175 providing the power with stock 6291, 977997 72631 975091. On the 6th of March 755326/327/337/402/406/409 37558 and 37425 were all present in Norwich Yard. The reduction in services has seen a number of the Flirts stabled in the yard beside Norwich. On the 10th March the Harwich to North Walsham empty tanks was seen passing Plumstead level crossing powered by 66773. On the 17th March the stone train to Norwich was seen in the yard with 66086 whilst on the 22nd the power was provided by 66154. 37611 was also present in Norwich on the 22nd having arrived from Leicester for driver training runs to Bishops Stortford during the week. 37558 was also present in the yard. On the 24th March the stone train was once again in Norwich this time with 66058 as the power and 66764 was seen running light engine back from North Walsham to Ipswich having delivered the empty tanks from Harwich. Finally 37558 and 37611 were also present along with 88001 which had travelled up from Dagenham for driver training duties. The stone train to Norwich was noted with 66170 on the 29th and finally on the 31st March 66728 was seen on the Harwich to North Walsham empty tanks.



37425 + 37558 (37424) on 6P01 05.00 Thorpe-le-Soken - Whitmoor Yard, Ely Dock Jct (08.15) 22nd March 2021 (Toby Radziszewski)



66144 on 4R50 10.31 Drax Power Station to Immingham Biomass Doncaster Chord (11.14) 4th March 2021 (Mike Brook)



above 66044 on 6D80 08.52 Neville Hill Fuel Trading - Lindsey Oil Refinery, Doncaster Chord (10.34) 24th March 2021 (Mike Brook)



60021 on 6H70
12.19 Tyne Coal Terminal
- Drax, Whitley Bridge (15.21) with the
three remaining cooling towers of Ferrybridge PS
in the background, 9th March 2021 (Mike Brook)



66613 on 6Z67 11.50
Chesterton Jct - Tunstead Sdgs,
Waterbeach (12.17) 24th March 2021 (Toby Radziszewski)



66415 Hatton (08.41)
27th March 2021 (Sean Davies)



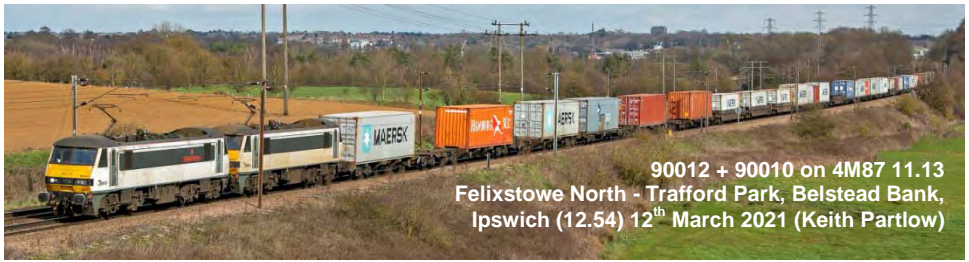
70812 + 70817 on 6C60 10.07 Whitemoor Yard - Dagenham Dock, Waterbeach (11.08) 27th March 2021 (Toby Radziszewski)



220014 + 220016 passing the impressive semaphore gantry, Worcester Shrub Hill (09.51) 21st March 2021 (Sean Davies)



60054 with its new 'Powered by HVO' branding (also see LIVERIES) on diverted Theale - Margam, Chippenham, 20th March 2021 (Keith Blackman)



90012 + 90010 on 4M87 11.13
Felixstowe North - Trafford Park, Belstead Bank,
Ipswich (12.54) 12th March 2021 (Keith Partlow)



60019 on 6D11 13.19 Lackenby BSC - Scunthorpe BSC &
155343 on 2R62 15.44 Hull – York, Sherburn-In-Elmet
(16.40) 9th March 2021 (Mike Brook)



802301 Doncaster 30th March 2021 (Graham Stockton)



66302 passed through
the centre road Carlisle at 12.39
on Carlisle New Yard – Crewe Basford Hall
Carlisle. 26th March 2021 (Iain Gardiner)



catching the late afternoon sun at Trimley,
66759 on 4E43 Felixstowe North - Doncaster Iport passing 66532
on Lawley Street FLT - Felixstowe North (16.52) 23rd March 2021 (Andy Warrick)



66124 + 66021 stabled adjacent
Didcot Station (15.32) 28th March 2021 (Spencer Conquest)



66102 t&t 66198 on 6N03
Totton - Eastleigh East Yard, Eastleigh
(14.45) 28th March 2021 (Chris Addoo)



above where once it was Cl.86s it is now Cl.90s, here DBC examples, 90037 + 90020 + 90039 + 90029 + 90036 + 90019 Mossend Yard (16.30) 19th March 2021 (Tony Falloon)



above two of the four diesel classes used for ScotRail passenger services, 170451, one of the batch of 12 ordered for Edinburgh commuter service, on an Inverness – Aberdeen service passing 43163 t&t 43035 on an Aberdeen – Inverness service, Keith loop (16.33) 21st March 2021 note at their peak in early 2015 there were 59 3 car Cl.170/4 sets and no HSTs in Scotland, now there are only 34 Cl.170/4s and 26 HST sets (25 operational) this was the last Sunday before ScotRail guards went on strike potentially disrupting Sunday services for the next 6 weeks into early May just as lockdown was ending and pent demand to travel returns, a self defeating selfish attitude



43102 t&t 43295 on 1D43
14.34 London St Pancras International -
Nottingham, Wymington (15.11)
1st April 2021 (Toby Radziszewski)



801201 on 1S06
07.25 London King's Cross –
Edinburgh showing Joan Croft Jct
(to left of the rear of train), the new Doncaster
Chord (green viaduct) & Thorpe LX (beneath the
righthand viaduct span) (09.16) 24th March 2021 (Mike Brook)



above 43207 + 43366 on 1V52 06:59 Edinburgh – Plymouth, Earfitts Lane, Copmanthorpe
(09.48) 20th March 2021 (Mike Brook)



above DT 12806 + 68032 on 1E25 06.54 Liverpool Lime Street – Scarborough, Earfitts Lane,
Copmanthorpe (08.52) 20th March 2021 (Mike Brook)



43181 (with face mask) t&t 43141 on an
Inverness – Aberdeen service Keith loop 16th March 2021



RETRO PHOTO SPOT: DEPOT - I



For anyone who visited Wath Depot (41C) in the 1970s situated on the north side of the freight only Mexborough – Barnsley line this is the classic view of a line of stabled Woodhead 1500DC Cl.76s as seen from Moor Road, 76056, 76026, 76009, 76006, 76021, 76030, 76024 with 37141 + 31274, 23rd July 1977 (Derek Everson). This wasn't an easy depot to get to by rail as it was an hour on foot from the nearest station Mexborough. The large marshalling yard can just be seen beyond the depot on the south side of the line but this all closed in the 1980s with the line lifted and this scene is totally unrecognisable having been wiped from the map. No one who visits this area now would know of its railway past with the area covered by a golf course, retail development and the RSPB Old Moor Nature Reserve which we visited briefly after visiting the Elsecar Railway in July 2018 and even I hadn't realised this until doing the research. The only recognisable features are the electricity pylons.

PRESERVATION NEWS

Avon Valley Railway (AVR) Update by **Paul Normanton**: Finally able to get out, I returned to the AVR on the 29th March 2021. I was able to view the progress made with the track renewal through Bitton station and beyond, the new and safer pedestrian / cycle crossing at Bitton South, the preparations for an improved signalling system and the work involved with the bridge examination over the Bath Road. Also on view were new arrivals, Andrew Barclay 0-4-0ST [2201] 'VICTORY' from PON and MK1 coaches 3746, 3749, 25735 and 34541 all previously stored at Long Marston.



The railway will be reopening to the public on the 1st May 2021, mainly to allow time for the extensive track work to be completed. The work is ongoing most days, and has included two Saturday night shifts, one last weekend and one over the Easter, involving Sustrans and the local council, as work is also being carried out on the cycle path at the same time.

above & below track relaying utilising resident 08202 and hired in roadrailers at Bitton South, AVR 30th March 2021, left cleared track 2nd April 2021 (all Paul Normanton),





above AB 0-4-0ST [2201] 'VICTORY' nameplate (not currently fitted) was seen when at Bronwydd Arms, GWI, 6th September 2009, right Mk1s 3991, 3746, 3749, 25735, 34531 both Bitton, AVR 30th March 2021 (Paul Normanton)

Cl.115 59664 has been offered for sale by Somerset & Dorset Heritage Trust. Located at Midsomer Norton it is used as a kitchen and mess room for volunteers. See photo on p51 in the May 2020 issue.



WEN is to acquire 143608 when it finishes operating with GWR meaning the railway will have examples of all three types of Pacer.

Since reporting on Cl.207 DEMU 1305 in the last issue, it has left the ELR and DMBS 60130, the opposite car to that illustrated, was seen left at Ardley Services on the M40 on the 25th March 2021 by Phil Rogers.

Llangollen Rly (LLR): With the insolvent LLR plc now in receivership it falls on the separate solvent Trust to try to keep the railway going and thereby bring in much needed funds once restrictions are relaxed. First it needs the operating licence transferred into their name. The trackbed actually belongs to Denbighshire CC. Though the Trust owns three small steam locos and several coaches it needs to try to now acquire other items from the receiver, who is naturally selling to the highest bidder, to maintain services. Fortunately the DMUs are owned separately as are other diesels so are not part of the sale and should be available to be used. Sale of one or more of its locos is a possibility in order to bid for larger locos and it is appealing for donations to help. Let's hope LLR can turn this situation around as it is a wonderful asset and a big part of the tourist offer not only in Llangollen but in the Dee valley and surrounding area.

The knock on effect of the LLR trouble is that several owners are moving their locos elsewhere. Tyseley Locomotive Works (TM) had already received 4-6-0 6880 'BETTON GRANGE' owned by the Betton Grange Society and will now also get 4-6-0 5952 'COGAN HALL'. The Foxcote Manor Society has also agreed to keep 4-6-0 7822 'FOXCOTE MANOR' at its current home West Somerset Rly (WSR) until its boiler certificate expires in March 2026.

The first stock to depart the defunct Dartmoor Rly (DMR) is Fowler 0-4-0DE [4220016] which moved to Northamptonshire Ironstone Rly (NIT) on the 2nd March 2021. As could be seen once removed from hiding behind a DEMU it is still carrying its name 'FLYING FALCON' which is missing from our books.

As it was surplus to future requirements, dual braked Mk1 BFK 17015 has been acquired from JJP Holdings to operate with BR Std 4-6-2 71000 'DUKE OF GLOUCESTER' once it returns to the mainline so giving greater operational flexibility. The original air braked only support coach Mk2 14041 has been offered for sale.

right during a Gala at which 71000 was attending, 17041 Cheddleton, CHV, 19th November 2010

below 17015 used to be the support coach for 4-6-0 4936 'KINLET HALL' but this is under overhaul and when it makes any future mainline runs it will be with Vintage Trains who have their own support coaches, Minehead, WSR, 5th May 2015



Collett 4-6-0 4920 'DUMBLETON HALL' has moved from its long time home of the South Devon Rly (SDR) to WCR, Carnforth where it will be returned to steam. Built in 1929, 4920 outlived its classmates by two years being withdrawn in 1965 and ending up in Barry Scrapyard from where it was rescued by the SDR in June 1976, the 82nd to be saved. Restored to steam in 1988 it has been out of use for over

20 years stored pending overhaul at Buckfastleigh and its green livery is very much faded from that shown below.



above 4920 4-6-0 Buckfastleigh, SDR,
7th September 2007

left in faded condition in the storage lines,
Buckfastleigh, SDR, 16th September 2019



NOSTALGIA CORNER: HYDRAULIC 1960s



D1001 (wd 10/76, cut 08/77)
Old Oak Common, June 1968 (Derek Everson)

ACCIDENTS: I

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.

DMU CI.116 50874: At approximately 14.21 on Tuesday 11th June 1974, 311108 (76419 + 62179 + 76438) on the 14.04 service from Newton - Glasgow Central departed Pollokshields East Station on the Inner Cathcart Circle line and almost immediately came into oblique side-on collision with CI.116 50874 + 59329 + 50821 running at 30mph on the 14.16 Glasgow Central - East Kilbride. The DMU was negotiating Pollokshields East Jct from the Up Eglinton Street branch to the Up Kilmarnock line and though a head-on collision was narrowly avoided the impact destroyed the righthand side of both leading driving cars with 50874 being derailed. Sadly one passenger died and there were 35 casualties. Unlike today the line was re-opened within 12 hours. The photo right by Derek Everson shows 50874 on Hamilton Depot on the 9th April 1977. It was scrapped in October 1978



GONE BUT NOT FORGOTTEN

This is an occasional series devoted to showing rolling stock around the UK following withdrawal prior to or in the process of being scrapped. If you have photos and any accompanying info, then please forward to the Editor.

25222 (D7552): Built by BR Derby in Oct 1963 it was withdrawn in Dec 1980 and cut up a year later in Dec 1981 at Swindon Works.

25222 Swindon Works nearing the end,
7th December 1981
(Derek Everson)



STOCK MOVES

Many of the numerous moves occurring over the last month are shown below with others under **FRANCHISE / NETWORK NEWS**.



66752 hauling 701023 on 6X24
Derby Litchurch Lane - Eastleigh, Kettering
(12.47) 29th March 2021 (Colin Pottie)



left & below 57312 hauled DVT
82219 + Mk4s 11411, 11403,
11303, 12301, 12478, 12459,
12201 on 5Q76 Worksop - Sims
Metals, Newport Docks, Didcot
(13.04) 15th March 2021
(Spencer Conquest)



right interesting to see the
end of 12201 which would
normally not be seen when
coupled to a C1.91



50049 on 5Q51 10.20 Gascoigne
Wood - Sims Metals, Newport
Docks, Rotherham Masboro,
1st March 2021 (Ralph Wainwright)



D6851 (37667) + 3344, 41063,
41117, 42220, 42100, 44047, 9479
on 5Z44 10.14 Gascoigne Wood - Crewe
LSL (11.13) 16th March 2021 (Harold Hull)



left 321366 + 321349 + 57312
on 5Q76 Clacton - Sims
Metals, Newport Docks,
Didcot (12.58) 19th March
2021 (Spencer Conquest)

below 321425 + 321364
hailed by 57312 on Clacton -
Sims Metals, Newport Docks,
Hythe (08.39)
26th March 2021
(Michael Warrick)



ALL OUR YESTERDAYS

Inverness 1985-93 by Alan Jones – Part 1:

In 1984 I joined the RAF, and after six weeks square bashing, and a year learning to be a Weapon Technician, I was promoted to Junior Technician and posted to 12 (B) Squadron on the Moray Firth at RAF Lossiemouth in September 1985. I had applied on my 'Dream Sheet' (preferred choice of posting form) for RAF St Mawgan (Newquay) or RAF Valley (Holyhead) so Lossiemouth was a bit of a shock to the system. But on reflection I realised I could put a dent into locos and rolling stock I still needed north of the Border. I could also hunt for my last few CI.26 and CI.27 plus a couple of HA CI.20s I still wanted. There was also numerous CI.303s and coaching stock to chase down.

For those interested in aviation as well...*which I believe there are many, ed*



From 1980 to 1993, 12 Squadron (Sqn) was equipped with ten Blackburn Buccaneer S2Bs (see above) and two Hawker Hunter T7s. The Sqn war role was Maritime / Strike Attack and its main weapon platforms were MARTEL TV Guided or MARTEL Anti Radar shipping missiles, until re-equipped with Sea Eagle anti-ship missiles. Due to the Cold War still going strong it also was part of Britain's nuclear deterrent, and once a month as part of a specialist load team, I was required to load a dummy WE 177 training weapon to keep in certification in case 'the balloon' went up. The Buccaneer had a rotating internal bomb bay, which could take two WE 177 or four 1000lb conventional bombs. Self defence was one Sidewinder Air to Air Missile and five strips of CHAFF, which believe it or not we bodged, taped to the inside of the Air Brake! Its sister 208 Sqn was equipped with the PAVESPIKE Laser Designator, and during the first Gulf War in 1991 (Desert Storm) most Buccaneers were re-equipped in this role to 'Spike' targets for the RAF Tornado fleet. The laser illuminated the target, and the bomb then homes in on the beam until it reaches its destination. I became an expert on Laser Guided Munitions, and was part of the Safety Board which certified Paveway Laser Guided Bombs to be carried on the current Typhoon fleet just before I left the RAF in 2014. 12 Sqn reformed in 1993 with the Tornado GR1, and then with the GR4 up to 2018. Currently the Sqn is equipped with Eurofighter Typhoons.

My trips to Scotland had been limited to a few Merry-maker Specials and a weeklong Scottish Railrover in 1977, so I was soon looking in my AA Road Atlas and Combined Volume to plan a couple of trips around the Highlands. With Inverness only 37 miles away, the station and depot was going to be on the top of my hit list. Looking further afield, Fort William, Perth and Thornton Jct looked like they could be possibly achieved within the day by car. Aberdeen could give a chance for some loco haulage from Elgin, with a round trip of 132 miles. Along with four free rail leave warrants a year, trips home to Stroud could mostly be done by rail.

Most passenger trains radiating from Inverness in the 1980s and early 1990s were still loco hauled. Services to Wick, Thurso and the Kyle of Lochalsh were usually CI.37 hauling three to five Mk1 or Mk2s depending on the season. The line over the top to Aberdeen was mainly CI.47 which normally

had five Mk2 coaches, with services on the Highland main line to Glasgow and Edinburgh also Cl.47. The Clansman was a through service to London Euston hauled by an ETH Cl.47 from Edinburgh roughly following the same arrival and departure time as today's Highland Chieftain. This was a full length train set of Mk2Bs complete with brake van. Pairs of Cl.26 or Cl.27 which were once the norm on services were few and far between by this time, but were used when failures occurred, or no other loco was available. The Euston sleeper was running in much the same way as today, but with the addition of Motorail vans in the 96XXX range converted from parcel stock GUVs.



above 47109 + 47197 departing for Aberdeen, Inverness 1st October 1985 (Alan Jones)

Freight workings were in the hands of the same classes mentioned above with Speedlink workings and timber trains being at the forefront. Loco liveries were varied with BR blue, large logo rail blue, ScotRail, InterCity, Dutch and departmental grey observed from the platforms edge, making photography interesting.

Until 1985 semaphore signals were still in abundance with four signal boxes in the local area. Loco signal box was situated at the entrance to the diesel shed (the former Lochgorm Works) next to the southbound platforms. This controlled south and east bound arrivals and departures. Rose Street Jct box was at the end of the platforms serving the Far North lines just about where depot level crossing is situated presently. Millburn Box was situated at the eastern entrance to freight avoiding lines to the Far North and Millburn Yard just behind where there is a car garage on the roundabout to Raigmore hospital today. Welsh Bridge Junction Box was situated in front of the Portland Blue Circle Cement building where the TESCO sidings are. Here there was also a large signal gantry which covered all tracks on the eastern station approach.

The writing was on the wall for these manual boxes with the introduction of Radio Electronic Token Block (RETB) working between Dingwall and Kyle on the 6th July 1984, with the line to the Far North following suit in December 1985. To allow for the re-signalling around the station area, Inverness Signalling Centre was built and commissioned in 1987 next to the path to the depot off one of the northbound platforms. This replaced the four boxes previously mentioned, plus the one at Culloden Moor. The RETB was transferred from Dingwall in 1988 and further upgrades have taken place, expanding the Centres area of influence. 2000 saw Nairn East and West closed, stopping the practice of the signaller using a push bike to shuttle along the platform between the two. More recently in October 2017 expansion resulted in the demolition of Elgin West and Forres boxes (see TRACKS Nov 2017 p25-36), leaving Keith as Network Rails furthest north manually operated signal box. The latest expansion was along the main line to Aviemore in 2019.

Rebuilt by BR between 1966 and 1968, the station was much the same as it is today, but with the addition of the Motorail loading bay and customer building to the right of platform one. This is now a 20 minute waiting zone for cars and taxis. In the summer up to five vans were added onto the rear of the overnight sleeper, which required a pair of Cl.37s to haul them over Slochd and Drumochter summits.

When loaded the vans would be shunted onto the front of the sleeper, just before departure. Just beyond that was a derelict goods building and the un-surfaced station car park on the site of the former steam shed (60A) and Eastgate Goods Yard. The Goods Yard often stabled locos at the weekend, usually Cl.26, 27 & 37. This area is now a Morrisons Superstore and the main shopping mall in the city has been named after the former goods yard.

Opened in 1960 after Lochgorm Works had closed (1959) the diesel shed at Inverness (TOPS location Code 01113) has always been an attraction for enthusiasts. With typical Scottish hospitality, you usually had a good response from the Shed Foreman if you wanted to have a look round. The early 1980s saw a mixed allocation of Cl.26, 27, 37 & 47 along with two or three Cl.08s allocated to the depot. With steam heating being abolished Cl.37/4 and more Cl.47/4 began appearing along with three converted ex-Cl.25 converted to Electric Train Heating Locomotives (ETHEL). These had been deemed surplus to requirements as enough Cl.37/4 were now available to provide ETH for the Mk 3 sleepers over lines which Cl.47s were barred. They had been sent south and had worked inside steam locomotives on charters (see overleaf), but due to complaints by enthusiasts BSK 35469 was converted with a generator, sealing their fate. Rose Street carriage sidings were situated just north of Millburn Yard and also north of the current carriage shed and sidings.

ETHELs:

No (former No)	Conv	Withdrawn	Scrapped	Livery
97250 (25310)	06/83	10/87	08/94	MC Metals Glasgow blue / grey
97251 (25305)	08/83	11/93	08/94	MC Metals Glasgow b / g, then Inter City 01/88
97252 (25314)	10/83	03/91	08/94	MC Metals Glasgow b / g, then Inter City 03/87



above 97251 ETHEL 2 Fort William 15th September 1985 (Alan Jones)
below 97250 + 97252 (left) & 97251 (right) stored Inverness 14th February 1993 (Alan Jones)





newly re-liveried 97252
+ 4-6-2 4472 'FLYING SCOTSMAN' Derby 21st
March 1987 (Martin Hall)



left in original blue / grey livery
97252 ETHEL 3,
Fort William 6th October 1985
(Alan Jones)

At 08 30 on 7th February 1989, rising flood water caused the Ness Viaduct, connecting Inverness to the Black Isle, to collapse into the River Ness leaving just the rails hanging, before these then later fell into the river around 22.00. With rolling stock and locos trapped to the north, a temporary depot was set up at Dingwall,

along with a loading ramp in the remains of Eastgate Yard to allow the transfer of stock between the two sites. Ness Viaduct was eventually rebuilt at a cost of £3.4 million and re-opened on 9th May 1990. Sadly I cannot find any photos for this period.

Trips to Inverness became a regular Sunday afternoon journey unless I was working, or on detachment aboard. I sometimes made road trips to Perth, Fort William and Thornton Jct ticking off the Type 2s I required apart from 20220 and 26005. I didn't get either until after they had been withdrawn and had to make special trips to see both although 26005 was stored at Inverness once withdrawn.

From late 1988 to late 1991 my observations were curtailed, as work commitments overtook my hobby. It started with a four month deployment to the Falkland Islands at RAF Mount Pleasant, and then many detachments abroad to Bermuda, Puerto Rico, Canada, Gibraltar, Cyprus, Norway, Denmark, Holland, France, Germany, and Sardinia. It was a hard life at times!

Sample observations during the period: 07/09/85: 08621/754, 20156/201, 26026/43, 27001/02/20/25/37, 27208, 37183/261, 47157/210/517/541/562 (19)

02/02/86: 08621/754, 26025/31/32/35/36/43, 27038/48/65, 37261/414, 47224/478/633, DMU 55200+55300 (16)

Inverness Depot Open Day: 26/06/86: D9000, 08621/717/754, 26034/36/38, 37154/260/420/421, 40122, 47363/454/541/586/614/637/643 0-6-0 673, 4-6-2 60009 (20)



above 37421, 26038, 47541 below with Inverness Station platform in use as part of the open day 40122 and 0-6-0 673 'MAUDE' are on display, 28th June 1986 (Alan Jones) note the lady descending into the pit top...no chance under current H&S I suspect and the lad up the signal gantry above
left 4-6-2 60009 'UNION OF SOUTH AFRICA' (Alan Jones)

21/09/87: 37113/160/262/421, 47206/430/461/469/536/546/656/665 Observation Coach (ex-DMU) 54356 (12)

27/07/88: 37046/196/260/261/262, 47451/550/636/643 (9)

D9000 'ROYAL SCOTS GREY'
(Alan Jones)'



29/01/89: 37109/175/260/262/416/417, 47470/540/569/644/657, 156446/58 (13)

29/04/90: 08717/54, 37421, 47562/636, 156435/58/96 (8)

14/03/91: 08717/62, 37185/407, 47808, 97251, 156446/74 158707/17/36 (11)

12/01/92: 08717, 47636/43/72/74 97250/51/52 156458 158707/19/22/40 (13)

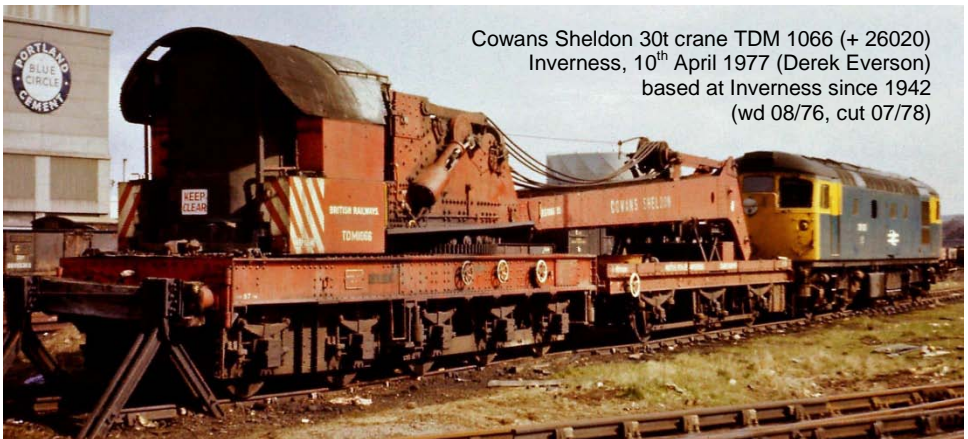
10/01/93: 08754, 26002/04/10/15/35/41/42 37059/175/404, 47643, 97250/1/2, 158702/32/35/42 (19)

30/05/93: 26001/03/06/07/25/32/35/36/37, 37510, 156457/58/74 158703/09/35/44 (17)

The last Cl.26s in service were withdrawn en-mass on 04/10/93 (26001/03/05/07/08/25/32/36/37) and the last time I recorded any at Inverness was on 28/11/93 (26003/05/32/35).

to be cont

NOSTALGIA CORNER: OTP



Cowans Sheldon 30t crane TDM 1066 (+ 26020)
Inverness, 10th April 1977 (Derek Everson)
based at Inverness since 1942
(wd 08/76, cut 07/78)

OUT & ABOUT

by James Holloway

*For clarity, steam locos are now shown in red. To be more helpful for those interested in where stock was exactly, can I ask all contributors who list trip sightings over long distances, to please add all locations when submitting to James. Please also ensure your sightings reach James a few days before the press deadline, see **SOCIETY NOTICE BOARD**...*

Ronnie Dunn:

6th March Morpeth 11.00-11.45 & 14.20-16.00: 66503
66768, 156484, 220026, 800103/07/13, 801201/06/11/14
801228, 802210
21st March Morpeth 16.00-16.40: 66752/53/86, 220010
221122/33, 801206/23
26th March Morpeth: 156489, 170428, 221133, 800113
801203/17/23, 802204
28th March Morpeth: 43306/66, 66745/67, 800106/09
800202, 801206/14/23/30

James Holloway:

Kings Norton 15.30-16.12: 43239, 43357, 170503/13
172332, 323203-05/08/10/12-14/20/42/43, 730002 on test
16th March Widney Manor 14.00-15.34:
14.00 66040 Southampton-Birch Coppice
14.11 66749 Birch Coppice-Southampton
15.06 66786 Doncaster-Eastleigh
15.34 66704 Southampton-East Midlands Gateway
168005, 168215/17, 168323/25, 172002, 172215/19
172331/34/35/38/40/45, 220009
18th March Widney Manor 14.35-15.05:
15.04 66733 6O01 Doncaster Decoy-Eastleigh
168326, 172211/12
24th March Widney Manor 14.20-15.32:
14.20 66760 4O69 Birch Coppice-Southampton
14.45 66753+66718 0O01 L/E Doncaster Decoy-Eastleigh
14.49 70808 t/t 70803 Reading-Rugby
15.32 66704 Southampton-East Midlands Gateway
168003, 168217, 168321/23/28, 172001, 172218/20
172339/41/42, 220026
25th March Widney Manor 16.17-16.31:
16.31 47749+66798 0O01 Doncaster Decoy-Eastleigh
168002, 168323/28, 172335/39, cs 64664, 64707
26th March Widney Manor 14.17-15.48:
15.46 66793+47749 5E02 Eastleigh-Doncaster Decoy
15.48 66704 4M19 Southampton-East Midlands Gateway
168001, 168323/28, 172002, 172332/38

Martin Willcock:

10th March Lancing 10.30-11.30: 313214, 377120/22/23
377130/33/47, 377412/53/75

Michael Warrick:

1st March Harwich Town: 321338
Harwich International sidings: 321318/26, 321406/32
322484
Mistley: 66741/48, 745108
2nd March Harwich Town: 321440

Harwich International Station: 321306, 321436, 745004
Parkeston Yard: 66528, 321328/47, 720522, DR73120
Manningtree: 66555/56, 66703, 321312, 321419/21
322481, 745103/06
5th March Marks Tey: 37884, 66418, 66528/55/66, 66703
90004/42/43/49, 321301/02/08/09/14/21/22/29/32/35/36
321338/41/43/45/48, 321423/24/32/33/35/40, 321903
322482/84, 745001/06/07, 755330
8th March Blofield Track nr Felixstowe: 66551/54
66730/48/62/67
Levington Crossing: 66513, 755327
9th March Blofield Track nr Felixstowe: 66569/92/99
66730/62/67



above 66592 on Garston - Felixstowe North, Blofield LX,
Felixstowe (10.02)
below 66767 on Doncaster - Felixstowe North, Blofield LX
Felixstowe (10.37)



12th March Manningtree: 57305, 66598, 321313/19/47
321363, 321407/24/33/34/36, 720552/58, 745001/08/10

745107

Felixstowe Docks: 66564/87, 66707

15th March Hythe: 321306/24/33, 321406/28/30



321324 on Colchester Town - Walton-on-the-Naze, Hythe (12.11)

Colchester Town: 321314, 321901



321314 + 321901 (12.43)

19th March Marks Tey: 57312, 66506/20/63/69, 66771
90007/08/10/12, 321301/05/10/11/13/18/22/23/26/30/32
321336/39/41/49/66, 321406/07/23/26/28/29/33/34/36
720539/40, 745001/08-10, 755331



90007 + 90008 on Trafford Park - Felixstowe North, Marks Tey (10.43)

23rd March Witham: 37425, 66523/62/70, 66713/62
88001, 90003/16/42/44, 321305/06/09/10/11/13/15/19/26

321328/31/32/36/38/39, 321406/09/10/19/21/23/27/29/30
720543/53/56, 745001/04/07

Frank Barrington:

10th March Midland Rd Leeds 16.00: 59005, 66529/52
66588, 66614, 70004/05
21st March Garforth 14.30-15.10: 155342, 158790
185106/30/35/40/42, 195023, 195101/24/30, 221120/33
802201/10

Paul Rosser:

3rd March Woodley: 66587, 150119/24/42, 150223/25
10th March Woodley: 66736, 150105/06/45, 195103
12th March Woodley: 66736, 150105/27, 150226, 195115
16th March Woodley: 66736/42, 70003, 150101/06/45
195130
17th March Woodley: 66732/40/42, 70003, 150111/23/48
195129

Alan Jones:

26th February Elgin 18.00: 43015, 43175
27th February Elgin 15.10: 43026, 43144, 158713/22
28th February Inverness 10.30: 73967/70, 158702/13/14
170408/32/37
2nd March Elgin 15.15: 43137/81, 158723, 170407
6th March Elgin 15.05: 43037, 43129, 158704/07
7th March Elgin 17.55: 37119, 37421, 158708/10
8th March Elgin 15.05: 43146/76, 158714, 170393
10th March Elgin 15.05: 43127/50, 158709, 170414
11th March Elgin 15.05: 43033, 158719, 170395
12th March Elgin 15.05: 43127/50, 158720, 170403
16th March Elgin 12.50: 37419
17th March Elgin 11.50: 43028, 43147, 158708
19th March Elgin 18.00: 43028, 43147, 158707
20th March Elgin 15.10: 43124/83, 158717/19
21st March Elgin 13.15 & 20.00: 37025, 37116
43035, 43163
23rd March Elgin 15.15: 43130/34
24th March Elgin 15.10: 43141/81, 158704, 170396
25th March Elgin 15.10: 43003, 43169, 158704, 170427



43003 t&t 43169 Elgin

26th March Keith 12.00: 43146/76
27th March Elgin 15.10: 43032, 43175, 158704/16

Alan Hardcastle:

24th February Leyton Midland Road:
13.13 66731 4M47 London Gateway-Hams Hall
25th February Leyton Midland Road:

10.36 66504 4L52 Garston-London Gateway
 10.52 66096 6L35 Carlisle-Dagenham Dock
26th February Stratford:
 10.09 90014+90009 4L89 Coatbridge-Felixstowe
 10.30 66722 6O60 Bow-Tonbridge
 10.34 37884+321442+321348 5Q76 Parkeston-Newport
 10.57 66303 4M07 Tilbury-Daventry
 11.10 66536 4L41 Crewe-Felixstowe
 11.30 57305+317650+317658 5E46 Ilford-Ely Papworth
 11.42 59203 6V12 Chelmsford-Acton
 12.00 66505 4M63 Felixstowe-Trafford Park
 12.33 66556 4M88 Felixstowe-Ditton
 12.51 66502 4L97 Trafford Park-Felixstowe
 13.06 66767 4M23 Felixstowe-Hams Hall
Leytonstone High Road:
 13.28 66151 6M53 West Thurrock-Mountsorrel
2nd March Leyton Midland Road:
 13.51 66602 6L45 Earles Sidings- Dagenham
 13.58 66569 4M56 London Gateway-Garston
 14.10 66615 6M92 West Thurrock-Tunstead
3rd March Leyton Midland Road:
 10.41 66424 4M07 Tilbury-Daventry
 10.51 66167 6L35 Mossend-Dagenham
Camden Road:
 12.05 60046 6O42 with 43308, 43423/67/68 Ely-Eastleigh
Camden Central Jct:
 12.18 66524 6V12 Chelmsford-Acton
Highbury & Islington:
 12.23 66504 4M63 Felixstowe-Trafford Park
Stratford:
 12.56 90046+90048 4L97 Trafford Park-Felixstowe
 13.04 66703 4M23 Felixstowe-Hams Hall
 13.10 66563 4L36 Wentloog-Felixstowe
5th March Stratford:
 10.29 66711 6O60 Bow-Grain
 10.32 37884+321435+321345 5Q76 Parkeston-Newport
 10.42 DR80301 5U40 Romford-Exeter Old Yard
 11.12 66560 4L41 Crewe-Felixstowe
 11.18 59101 6V12 Chelmsford-Acton
 11.27 66186 4E25 Bow-Heck
 11.29 67312+317345 5E46 Ilford-Ely Papworth
 11.51 66594 4E24 London Gateway-Leeds
 12.20 66418 4M63 Felixstowe-Trafford Park
 12.34 66955 4M88 Felixstowe-Ditton
 12.48 66528+66566 4M94 Felixstowe-Lawley Street
 13.05 66703 4M23 Felixstowe-Hams Hall
 13.13 66551 4L36 Wentloog-Felixstowe
9th March Leyton Midland Road:
 09.56 88007 6X43 Dagenham-Garston
11th March Leyton Midland Road:
 10.43 66431 4M07 Tilbury-Daventry
12th March Stratford:
 10.07 90014+90009 4L89 Coatbridge-Felixstowe
 10.03 66598 4M94 Felixstowe-Lawley Street
 10.29 57305+321363+321347 5Q76 Parkeston-Newport
 10.40 66015 6L69 Peterborough-Bow
 11.15 66587 4L41 Crewe-Felixstowe
 11.20 DR73906 6J13 Broxbourne-Marks Tey:

11.51 66529 4E24 London Gateway-Leeds
 12.16 66532 4M63 Felixstowe-Trafford Park
 12.33 66542 4M88 Felixstowe-Ditton
 12.45 90013+90045 4L97 Trafford Park-Felixstowe
 13.07 66730 4M23 Felixstowe-Hams Hall
 13.11 66559 4L36 Wentloog-Felixstowe
West Hampstead Thameslink:
 14.04 66018 6M53 West Thurrock-Mountsorrel
 14.28 66953 t&t 66501 6M20 Whatley-Churchyard Sidings
 14.36 43238 t&t 43310 1F42 St Pancras-Sheffield
 14.52 66152 t&t 66172 4O62 Churchyard Sidings-Hither Gn
 15.37 43102 t&t 43295 1F47 St Pancras-Sheffield
19th March Stratford:
 10.02 66553 4M94 Felixstowe-Lawley Street
 10.04 90010 t&t 90012 4L89 Coatbridge-Felixstowe
 10.28 57312+321349+321366 5Q76 Clacton-Newport
 10.41 66130 6L69 Peterborough-Bow
 11.11 66569 4L41 Crewe-Felixstowe
 11.40 66517 6V12 Chelmsford-Acton
 11.51 66564 4E24 London Gateway-Leeds
 12.08 66520 4M63 Felixstowe-Trafford Park
Leyton Midland Road:
 13.55 66607 6L45 Earles Sidings-Dagenham
 13.59 66590 4M56 London Gateway-Garston
 14.26 66095 6X77 Dagenham-Mossend
25th March Leyton Midland Road:
 10.26 59205 7V29 Purfleet-Acton
 10.37 66503 4L52 Garston-London Gateway
 10.39 66433 4M07 Tilbury-Daventry
 10.51 66103 6L35 Mossend-Dagenham

Boyd Williams:

25th March Milton Keynes Central: 47727, 57312, 66074
 66415/33, 66502/03/16/69, 66713/20/40/85/88, 90009/10
 90012/16/41/44, 92006, 360110

Bradley Marshall:

28th February Yeovil Pen Mill: 159010, 166218
1st March Yeovil Pen Mill: 166204
Yeovil Jct: 159005/16, 159101/03, DR73931
4th March Yeovil Pen Mill: 150233, 158747, 159108
 166205/11
9th March Yeovil Pen Mill: 165128
11th March Yeovil Jct: 43062, 43299, 159004/05
 159009/14
12th March Yeovil Pen Mill: 159101, 166211
13th March Yeovil Pen Mill: 165131, 166206
16th March Yeovil Pen Mill: 158749, 166220
18th March Yeovil Pen Mill: 158767, 166217
20th March Yeovil Pen Mill: 158763
24th March Yeovil Pen Mill: 67023/27, 165130, 166207

Danny Coyne:

8th January Lostock Hall: DR80213
9th February Farington Jct 16.20-16.35: 68008
 70008, 90005, 195112, 331011/14/19/29
9th March Farington Jct 10.40-11.15: 66702
 195109/20, 319383, 331014/22/26/31, 390104/18

22nd March Farington Jct 15.52-17.35: 66127
66846, 195104/12/30, 319375/78/85, 331003/06/07/09/14
331018/21/22/29/30, 390011/45, 390122/31/57, 397004/09

Chris Rymer:

16th March Northallerton 10.33: 66143

Blake Willmott:

1st March Barnham: 166216, 313201/02/05/10/13/17
377104/08/27/44/62, 377214, 377435/38/39/43/58



313205 on 2S24 14.55 Littlehampton -Portsmouth & Southsea, Barnham West foot crossing (15.05)

2nd March Chichester: 59101, 313201/13/17, 377160
377421



59101 on 7V07 12.41 Chichester Receptions - Merehead, setting back into Chichester (12.40)

3rd March Barnham: 66848, 158950, 313202/05/08/09/13
313217/20, 377105/06/09/11/17/18/21/34/42/48, 377402
377408/16/17/21/25/34/36/37/39/41/54/63-65/67/75
DR98922/72

4th March Barnham: 158957, 313202/04/05/08/15/17/20
377405/11/12/15/23/29/36/42/48/50/51/55/61, 377214
377402/08/10/14/22/23/30/34/39/43/50/61/67/68/71/74/75
DR98917/67

5th March Barnham: 66175, 377440/68

6th March Barnham: 66544, 73212/13, 377119/45

7th March Barnham: 377144, 377215, DR98918/68

8th March Barnham: 313210, 377458

9th March Barnham: 158798, 313204/09/11-13/15/17
377105/08/10/15/18-20/25/28/41/45/61, 377212/14
377403/10/24/34/37-40/49/55/58/67/68, DR73917

10th March Barnham: DR73917

11th March Barnham: 73961/65, 313211/14/15/20

377126/34/51/57, 377401/36/43/60, DR73917

Bognor Regis: 313201/10, 377139, 377407/34/47/58

13th March Chichester: 313201, 377150, 377407/54

15th March Barnham: 313203, 377215, 377401

16th March Barnham: 37099, 37254, 66850, 70811

313216, 377140, 377406/11/19/21/54/69

17th March Barnham: 66850, 70811, 313205, 377140

18th March Barnham: 158951, 166218, 313212/15/20

377109/47/50/51, 377212, 377414/19/39/51/66/68

19th March Barnham: 66761, 313204/16, 377105/39/47

377444/58/65

Bedhampton: 444031/36

Chichester: 166219, 377430

Cosham: 377418/45, 450095

Eastleigh Works: 07007, 08567, 37602, 43480/84

73002, 142032/89, 442405, 701018, C1117 59492, 977988

Eastleigh East Yard: 08460, 08683, 66076, 66172, 66706

66761/64/92, 66847/49/50, 70802/05

Emsworth: 377111

Fareham: 158747/63, 444006/10

Havant: 313206, 377460

Hedge End: 444028/37

Portchester: 166218

Shawford: 66030/51, 66172/81, 66505/70, 66721/39/49

66761/64/80, 70001, 70805, 220004/18/22/28, 221128

444001/04/06/08-10/15-18/23/25/27/28/30/32/34/35/37/40

444044, 450011/33/40/49/51, 45106/16/18/21

Southbourne: 313216

Winchester: 66415, 66739, 444017/32, 450049, 450116

450118

20th March Barnham: 66848, 313210, 377111/22/39

377403/08/12/43/44/63/66/75

21st March Barnham: 66748/64, 313202, 377133

377414/15/62/63

Sean Davies:

1st March Worcester: 43285, 50049, 60092, 66019/82

66113/88, 68018, 158959, 166205/16, 170620, 220023

800027

2nd March Worcester: 66149, 68002/06

4th March Worcester: 66019, 66777/83, 166212, 170101

220019, 221139

5th March Worcester: 66192, 166219, 800005/30

802013, 802113

6th March Worcester: 37601, 66174, 350120, 800005/14

7th March Worcester: 158767, 165132, 172338/40

800318, 802105

9th March Worcester: 66054, 68003/18, 800319

11th March Worcester: 66502

13th March Worcester: 56094, 66106/65/92, 66428

70809, 158749, 170104, 221135/39, 800016/24, 800316

14th March Worcester: 43093, 43156, 800010

15th March Worcester: 66158, 166217, 800005/06

16th March Worcester: 43062, 43299, 47749, 66197

66428, 66737, 165136, 166203, 170102, 220029, 221134

800303

17th March Worcester: 43062, 43299, 66106, 166216
 800036, 800311, 802003
 19th March Worcester: 66124, 68003/18, 70810, 170620
 220011, 221119, 802006
 20th March Worcester: 166205, 800017, 802015
 21st March Worcester: 43160/87, 43239, 43301/04/78
 158849, 170105, 170506/14, 170620, 172007, 172332/36
 172338/42, 220006/14/16/21, 221123, 800012/13/16
 802101
 23rd March Worcester: 68004/16
 24th March Worcester: 56094, 800011
 25th March Worcester: 166206, 170533, 172331/34
 800318
 26th March Worcester: 37240, 800307
 27th March Hatton: 66200, 66415, 66523, 66708, 70803
 70809, 165020, 168003/05, 168106/13, 168214/15
 168321/22/26, 172004, 172339/40/44
 29th March Worcester: 20118/32, 37510, 158957
 166212, 800001, 800312, DVT's 82307/08
 30th March Worcester: 37510, 43207/39, 43357, 66030
 66148, 166207/10, 170621/37, 220024-26/32, 221120/30

221131, 800036, 802009, DVT's 82307/08, DR98004
 DR98009-11

Ed Pritchard:

28th February Ely 19.15: 158856, DR73926
 12th March Ely 19.20: 158812/57, 378119/27, 700054
 DR73908
 19th March Ely 19.00: 66713, 700055, DR73908
 DR77802
 26th March Ely 20.20: 66004, 66753, 755401/04
 DR73908
 27th March Ely 11.20-12.30: 156414, 158864, 387105/09
 387116/28, 700001/35, 755337, 755417, DR73908
 DR80216

Ralph Wainwright:

27th March Wakefield Kirkgate 09.30-11.39: 60002
 70010, 158790/97, 158843/69, 158909, 180112, 195016
 Midland Road Leeds 13.20-14.15: 59005, 66413/19
 66509/13/20/38/56/87/88/94, 66610/13, 68025, 70005/09
 70013/16/18/20, 155343

NOSTALGIA CORNER: IOW



CI.485 034 + CI.486 046 Sandown, IoW, September 1971,
 (Derek Everson)

CI.485/486s were introduced in 1967 to work the newly electrified Ryde - Shanklin line being replaced by CI.483s in 1989, which in turn are being replaced in 2021 by CI.484s, all ex-LU tube stock



CI.486 036 Ryde Esplanade, IoW
 September 1971, (Derek Everson)

INFRASTRUCTURE NEWS

Electrification of the line south of York is now underway with masts erected at Colton Jct, part of the first stage between Colton Jct and Church Fenton under the £600 million TransPennine upgrade on the route between Manchester, Leeds and York. Unfortunately this now mars another well known photographic spot.



Motherwell Station: Redevelopment work is ongoing to upgrade facilities, parking, bus interchange and the adjoining shopping centre. Motherwell is a Y shaped station rebuilt in the 1970s by BR when electrification was introduced with platforms 1 & 2 on the WCML separated by station facilities from local lines using platforms 3 & 4 with stabling sidings to the south of platform 4. Access is from Muir Street above the station down to the platforms via two footbridges. The triangle between platforms 2 & 3 is occupied by a staff traincrew depot, staff car park and BTP office.



above 320309 in platform 4, Motherwell on the WCML showing the ongoing work to improve the station facilities to the right (05.31) 1st April 2021 (Iain Gardiner) note the stabling sidings to the left

London King's Cross Station: To provide extra capacity and facilitate more movements in and out of the station the third unused eastern bore of gasworks tunnel, closed since the 1970s, has been reopened together with new simplified station throat trackwork. The remodelling which has taken place from Jan – Mar 2021, with half the station closed, has involved removing the former thunderbird stabling sidings on the eastern side with the ends of platforms 0 - 6 being realigned with the tunnel and new track layout. In addition the signalling has been upgraded to allow control to move to the York ROC, platform 10 has closed and the OHL has been upgraded. One unseen piece of work which hampered trains accelerating away from the station involved rebuilding Camden sewer which ran underneath the approach tracks and this was completed in Dec 2020. The first train since 1977 through the eastern bore was 66726 on the 6th March 2021 and at one point on the 1st March there

were 25 GBRf locos moving materials. The work should be completed by the end June 2021 when the tunnel is due to open.

With travel restrictions it has been hard to keep abreast photographically of this major work, which will transform the look of the station throat, but Eric following a request from myself managed to grab the following shots before being accosted by security who said photography was banned. Hopefully this pandemic doesn't set us back in terms of access but it might mean everyone reads up on the BTP photography guidelines before you start to get out again.



above looking from platform 8 across the new throat trackwork towards the newly re-opened eastern bore of Gasworks Tunnel
below 66777 t&t 66788 (concourse end) on a spoil train, both 2nd April 2021 (Eric Salisbury)



To overcome congestion and bottlenecks between freight and passenger services on the Hope Valley route double track is to be reinstated at Dore & Totley Station with the existing platform extended by 37m and a second platform added. To further allow trains to pass the existing Dore South Curve is to be extended and a 1km loop is to be built at Hathersage.

It will be interesting once open to get comparison photos with those I used on p25 in the May 2010 issue to illustrate the construction of platform 0 though the top lefthand one cannot be repeated...from an open HST window !!

Exeter MPD: The newly completed depot has been undergoing testing with examples of the GWRs frontline trains visiting, 802007 on the 30th and 43170 t&t 43040 + GW11 on the 31st March 2021.

HS2: The first of the 300 piles to support the 2.1 mile long Colne Valley Viaduct was driven into the ground on the 16th March 2021. This viaduct which will have 57 spans will be the longest railway bridge in the UK once finished. Almost simultaneously the first tunnel lining segment for the Chiltern tunnels was cast on the 18th March 2021 at the onsite factory near the southern portal.

Camp Hill Line, B'ham: With all the funding now in place work to re-open three former stations, Moseley, Kings Heath and Hazelwell closed during WW2 has begun, with an opening date of 2023.

Global Centre of Rail Excellence, South Wales: Bit of a mouthful but £30 million was earmarked in the Budget on the 3rd March 2021 for this facility to be built on the former Onllwyn Coal Washery and adjacent open cast mine, Nant Helen, Neath. The project will the UKs first dedicated circular test track with two electrified loops of 3 and 4½ miles, the latter capable of 110 mph running, plus storage sidings, training centre and a two platform station. Hopefully to be opened in 2025 it will negate the need to test stock in Europe at the Velim or Wildenrath tracks.

RAIL TOUR NEWS

Jacobite: Coaching stock formed of two rakes of eight for the 2021 Jacobite season will move north from the WCR base at Carnforth on the 12th and 14th April. Locos to be used are Black 5 4-6-0s which will move north on the 9th April and K1 2-6-0 62005 later in April in its last season before overhaul. With both the morning and afternoon services now due to start on the same day, the 26th April 2021 the latter has been retimed to allow it to operate with eight carriages as per the morning service crossing at Arisaig, which has a longer loop, instead of Glenfinnan. The revised timings for weekdays and Sundays (Saturday in brackets) are 12.45 (14.40) dep Fort William 15.01 (16.42) arr Mallaig, 16.55 (18.40) dep Mallaig, 18.53 (20.32) arr Fort William. Saturdays remain as previously to prevent conflicts with the Belmond Royal Scotsman.

PRESERVATION PHOTO SPOT: DIESEL



08473 now in use as an engine carrier, Lydney Jnct, DFR 31st March 2021 (Nigel Benning)

PHOTO SPOT: TOTON YARD

Following up on the photos shown on p70 in the last issue further tree clearance has been undertaken in Toton Yard uncovering the twelve long term stored Mk1 mail coaches in two rakes of five and seven as seen by David Knight on the 27th March 2021. The second photo taken by Neil Dix on the 2nd April 2021 shows a close up of the southern end of the seven coach rake.



*above (left to right) PCV 94344 + GUVs 94208 + 94177 + PCV 94316 + GUV 94207 + PCV 94317
+ GUV 94104 then ex-BGs 94470/435/422/501/479,
also just visible are four YLAs in between the two rakes, 967550/603/631/605 (David Knight)
below 94344 + 94208 + 94177 + 94316 (part) (Neil Dix)*



The twelve coaches arrived at Toton in two batches, eight from Old Oak Common and four from Swansea Maliphant Carriage Sidings in 2009. In researching more facts for this article I looked back over my photos to see if I had any of these, which I did. In fact some were not fully captioned as not all the coaches were identified at the time so it just shows the value of taking photos as they not only aid future research but can then be retrospectively captioned because of new info coming to light. I hadn't realised I had taken a photo of a rake of eight coaches in October 2009 in Old Bank Sdgs as a general view of the yard but now realise it was the eight from OOC. I had also taken a photo of the four at Swansea a month earlier from a passing train though I missed off the end PCV, but my log confirmed

the identities. Amazingly they are still coupled together in the same order nearly 12 years later as shown in Neil's photo. I took individual photos in 2012 of the northernmost six of the eight coaches (south to north) 94104/470/435/422/501/479 before they moved and again confirming that over the intervening years they have stayed in the same order apart from 94104/317/207 joining with the Swansea set.



above the eight stored coaches from OOC hidden behind MEA wagons, Toton 11th October 2009
(left to right) GUV 94207, PCV 94317, GUV 94104, ex-BGs 94470/435/422/501/479
below the (four) stored coaches prior to moving to Toton, PCV 94344 + GUVs 94208 + 94177 + PCV 94316 (not in view) Swansea Maliphant carriage sidings 10th September 2009



NOSTALGIA CORNER: BR BLUE | 1980s



40099 Leeds, 30th August 1984 (Martin Hall)

TRAM, LIGHT RAIL & METRO NEWS

Government emergency funding of £33 million was confirmed on the 20th March for six operators, WMM, NET, SST, MM, BFT and T&W taking the total to approx £200 million since the pandemic started and will cover up until the start of June 2021. Meanwhile the current package for TfL, totalling over £3 billion of Government support over the past year, has been extended until the 18th May at which point following local elections a new deal will need to be agreed with the newly elected Mayor of London.

Manchester Metrolink by Geoff Hope:

March 2021: March 2021: Since January 2021 there have been 62 recorded incidents of criminal damage on the network including 31 smashed windows on trams and 31 damaged shelters and validators. With affected trams being taken out of service for repairs this reduces the number in service so not helping the social distancing restrictions. The bus companies didn't escape either with 49 incidents reported over the same period. From Saturday evening 27th February until late morning Sunday 28th February all services were suspended passing through St. Peters Square due to three teenagers 15, 17 and 19 years old who were arrested on driving and firearms offences with a suspicion of involvement in drugs.

At present the Trafford Centre service runs as far as Cornbrook and then continues empty to Deansgate Castlefield. I understand this is for crew changes and use of amenities only. On the 3rd March there was more pantograph problems, isolating Victoria, with trams unable to use both the First City Centre and Second City Centre Crossings. Only one tram was involved but services were suspended from early morning until late afternoon. Rochdale services terminated at Monsall, Bury at Queens Road, East Didsbury / Airport lines terminated at Deansgate Castlefield or Firwood. The Altrincham – Piccadilly, Eccles / Media City – Ashton services were unaffected.

On the evening of the 30th March tram 3124, the fourth of the new batch, arrived at Queen's Road depot for commissioning. This is a bit behind on the delivery schedule as 3123 was delivered Saturday 6th February and deliveries were expected to be every 3 / 4 weeks. 3122 and 3123 have yet to be used in service to help with social distancing requirements.

RETRO PHOTO SPOT: WAGON



above KWA 95504 + Army scout car (hauled by 31160) Derby 5th August 1987 (Martin Hall)
built by BREL, Lancing in 1942 this transporter wagon is still extant but stored

BARRY SCRAPYARD

Though it is remarkable how many steam locos have been restored from rusting hulks not all have been so lucky with a few still either languishing in 'Barry' condition little more than a rolling chassis and boiler. Here are a couple, one SR and one GWR, that have been 'saved' but are still a long way from returning to steam.

4-6-0 30830: Built in August 1927 830 was a S15 originally designed by Robert Urie for the LSWR but was improved under Richard Maunsell once part of the SR after 1923. Withdrawn in July 1964 30830 moved to Barry along with six others all of which have survived into preservation but is one of two yet to be restored though the other 30499 at the MHR is under active restoration. Bought by the Maunsell Locomotive Society (MLS) for use on the Bluebell Railway where it arrived on the 23rd September 1987. But as MLS it already had 30847 it was sold to the Essex Locomotive Society in September 2000 and moved the North Yorks Moors (NYM) where it has acted as a spares donor to keep sister 30825 operational.

Barry Scrapyard, 11th December 1976



above 30830 Grosmont Depot, NYM 19th April 2017

2-8-0 3862: Built in November 1942 at Swindon Works by the GWR to a modified Churchward design it went straight into hard work moving goods in WW2. It was withdrawn from Croes Newydd in February 1965 from where it moved to Barry Scrapyard in July 1965 along with eight others all of which survived into preservation. 3862 very nearly didn't survive to be saved as it was moved to the cutting area around 1979/80 and was progressively robbed of most parts as other locos left the yard. However after being stored longer at Barry (24 years) than it did in service (23 years) it left Barry on the 10th April 1989 having been bought in 1987 by the LNWR Preservation Society and moved to Pittsford, Northampton & Lamport Railway (NLR). It was in fact the 211th loco to leave Barry with only 2 others remaining. It was another 5 years before restoration started and dismantling only from 2000 during which time many of the missing parts had been sourced. The original tender left Barry on the 25th June 1981 when sold for use with 4-6-0 7821 'DITCHEAT MANOR' so a new 3500 gallon tender will have to be built.

right 3862 under restoration,
Pittsford, NLR 13th May
2017

As can be seen in the photo below taken on the 11th December 1976 the then unknown dangers of asbestos meant it was often exposed as boiler cladding sprung though it appears the cladding had already been removed a short time earlier.



RAILWAY GLOBETROTTERS

Trains & Trams of Western Romania 2019 by Ray Smith - Part 2:

17th June 2019: A full day was planned riding the nine tram routes. The day started slow, the reason, being it was a public holiday. Only two tram classes were seen, Hansa AM4 GT4c 34xx series and Wegmann AM4 GT4d. Disappointing! We got to the end of one line and discovered this was the depot.



Like many tram depots it was surrounded with a high wall and through a few gaps we managed to see just a few. As this was going on, our guide went off to the office and persuaded the security man to contact someone in charge to see if we could get round. This took a long time but lo and behold we were allowed in. An English speaking female driver met us and basically said off you go. We went through the shed and beyond it was a yard, full of working, stored and dead vehicles. 96 were noted, wonderful. Romanian trams carry two numbers, their fleet number and a vehicle registration number as seen on Hansa AM4 GT4c 3449, Timisoara 00164 on the 16th June 2019.



above an overall view of Bulevardul Dambouita Depot

The following photographs show at least one member of every class allocated to Timisoara, Bulevardul Dambouita Depot, 17th June 2019

right 3512 (00309) Wegmann AM4 GT4d known as Armonia's, stands outside the depot



The fact it was a public holiday probably helped us to visit this depot. Had it been a working day then I am certain we would not have got around and missed all of these older classes.



above inside the depot were
 Hansa AB4 GB4a 3638
 (00081) and 3646 (00116),
 these are ex-Bremen
 (Germany) and still carry their
 Bremen numbers



left also in the depot was
 ex-Munich (Germany),
 Rathgeber AM4 2013 (00128)



below 252 long withdrawn
 and not in the book



above dumped. Timis 2,
M4 363



left Wegmann AB4 GB4d
3716 (00465)
ex-Bremen (Germany)

below 830 (00975) another
long withdrawn tram, also
not in the book, but probably
ex-Frankfurt am Main
Duedwaa





above withdrawn
Rathgeber AB4 3033 (00148)
ex-Munich (Germany)

left how long has this been here,
no identification and it looks
nothing like any of the types
already seen



below works vehicle
Timis 2, 263





left an unidentified Bo-Bo works vehicle.

for component recovery it is easier if the trams are on their sides

below Hansa AM4 GT4d 3452 lies alongside ex-Karlsruhe (Germany) JM6's 170 & 167, note only 167 does not have its Karlsruhe number of 177

bottom our guide with AM6 2418 ex-Dusseldorf (Germany), the only one of its type with on the left Wegmann AM4 GT4d 3512 (00165)



Timisoara has a tram museum inside the old tram depot. When we got there it was closed for renovation. Our guide spoke to the security man, trying to get in touch with someone who could help. Eventually she spoke to someone who agreed to open it up especially for us at 09.00 the following day.



We returned to the city passing the Gare Est where we saw passing heavy shunter 81 0935 above and stabled GFR (Grup Feroviar Roman) 62 1548 from a private operator.

Returning to the main station we saw 640 910 ready to depart on a passenger working and looking down from the station was plinthed 2-10-0 150 1091 (overleaf top).



right works vehicle 6411, Muzeul Cornelio Miklosi

18th June 2019: Today we were to take the short journey to Arad, but not before returning to the tram museum. This is called the Muzeul Cornelio Miklosi. As promised, at 09.00 a guide was waiting to give us a private tour of the museum. He explained the history of the vehicles then left us on our own to take photographs. After that we went over the road to see some trams being restored in another building. We were not allowed to take photographs there as they were embarrassed at the state the un-restored vehicles were in.





left ex-Frankfurt (Germany) 825 (00974)
bottom left Horse drawn tram 1869 (01107)
bottom right Vienna (Austria) 524 (00878)

all Muzeul Cornelio Miklosi,
18th June 2019





above left 3546 (00868) tourist tram, ex-Bremen (Germany) above right Timisoara M4 334

both Muzeul Cornelio Miklosi, 18th June

We then headed to the station for our afternoon train to Arad but while we waited for the off the following locos were seen.

below GFR 40 0691 passing through the station Timisoara, 18th June 2019



above 461 066 our haul to Arad

below 2016 750 from private operator Cargo Trans Vagon. Austria (OBB) has 100 of these locomotives as well as some working for private operators, both Timisoara, 18th June 2019





private operator TRC (Tim Rail Cargo)
60 1634 Timisoara, 18th June 2019



Once in Arad we had free time to ride some of the tram system and saw every type of tram operating.

left 132 ex-Rhein-Necker
(Germany), Duewag class M4,
Arad, 18th June 2019



011 (00146) ex-Ulm (Germany),
Esslingen class GT4, Arad, 18th June 2019

In the meantime our guide told me that she had a contact, who had a contact, who had a contact in the headquarters in Bucuresti (Bucharest) and was trying to get permission for us to visit Arad depot. Fingers crossed.

photos by Ray Smith (to be cont)

FREIGHT MATTERS

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

also see **EASTLEIGH WORKS REPORT** for further updates.

Out of Store: 81.70.4908.015-0

To Store: Long Marston: 370005/12/49/60/82/95, 370101/09/27/29/31/45/64/97, 370225/29/44

Reclassified: FKA to **FOA Bogie Intermodal Twin Container Flats** 81.70.4908.000-2/026-7/044-0/061-4/090-3/114-1/132-3/140-6

Converted (shortened): **HHA Bogie Aggregate Hoppers** 370256/60/61/66/79/81/84/86/95

Removed from TOPS / For Scrap / Scrapped: 112138, 310038/112/179/533/592/593/618/708 391445/533/696, 950167/234/333/425/615/958, 996604, 967600, 950082



as reported in the last issue here are a couple of the interesting wagons which have recently been scrapped in the ongoing clearance of the overgrown West Yard at Toton *above* cable drum carrier YVA 950082 21st October 2011, *below* IMA 31.83.2795.047-9 which was the penultimate extant vehicle of its type in the UK, 23rd June 2012, at the time photographed both were in New Bank Sidings



OTP News: **Exported:** ADRC 96710

FREIGHT NEWS: A new rail freight terminal has opened at Grangemouth catering for 775m long trains and with a direct link to the port's container terminal.

Though not in use for many years rules and instructions for the use of brake vans remained in the 'White Pages' (manual for freight operations) but with these withdrawn by the RSSB so has the 200 year old requirement for their provision.

Following on from the ROG Orion project converting Cl.319 EMUs for freight, Eversholt Rail is to convert 321334, another EMU, at Wabtec, Doncaster. To be launched in the summer it is to be branded Swift Express Freight

On behalf of Beacon Rail Leasing, WH Davis is to construct 45 'new' MegaBox Bogie Box wagons utilising the underframes and brake gear from scrapped HHA Hoppers.

GBRf and Porterbrook are to acquire 100 new Intermodal Twin Container Flats from Greenbrier which will be delivered from August 2022.

Taking advantage of the lack of passenger services freeing up paths, a jumbo 39 wagon Tarmac aggregates train operated on the 16th March 2021 between Tunstead Quarry to Wembley Yard hauled by 70017 with 66620 (dead in tow) along for insurance. The weight at 3,840t required banking by 66610 through Peak Forest

INDUSTRIAL LOCO NEWS

The overhaul of the hire fleet operated by Ed Murray & Sons of Hartlepool has moved from its Brownhills West base at Chasewater Rly after five years.

OTP PHOTO SPOT



above not illustrated before, the second of two Matisa R24 S Ballast Regulators, ZWA DR 77802 built 2005 and operated by Volker Rail on 6J35 09.56 Ely - Marks Tey, Ingatestone (12.38) 26th March 2021 (Colin James)

RETRO PHOTO SPOT: DEPOT - 2



40115, 40118 & 40178 (centre)
Reddish, 26th June 1976
(Derek Everson)

STOCK CHANGES

It is hoped that all major changes recorded below will help you keep the **UK Combine Vols.1 & 2, UK Pocket Book, UK Locomotives and UK Name Directory** up to date, (numerous pool code changes will not be recorded). With industrial locos now included listed by works numbers, square brackets are used below (though not shown in books) to denote these numbers to help differentiate from other numbers eg. [xxxx]. In order to compile as accurate and up to date list as possible, can members please pass on their observations, particularly name changes and multiple unit reformations to the Editor, **Trevor Roots**. Where possible, photos of new nameplates will be included as and when a suitable photo is sourced from members.

Misc. News:

66795 has gained standard GBRf livery
90015 has gained FL orange livery
91110 has been reactivated at NL

New:

Locos: 66798 (561-03)
DMUs: 196002-04/08/09, 196107
EMUs: 701023/25, 701501/05

Converted:

EMUs: 769928/37/38/59

Transferred / (Stored): (* preserved)

D&E Locos: 08417 PEA 08580 OD
08588 GY 08630 CFT 08892 WK
08922 OD 08956 BH 20227 MRB
31190 PVR 56098 (EL) 60086 P60
66797 RR 69001 EL 69002 (ZG)
47812/13/15/48 (ZA)

Steam: Ex-BR: 5952 TM

Industrial: [1788] MHR, [2201] AVR
[4220016] NIT

Units: 196008/09 (CDF), 442403/04 (BM)
442417/23 (ZN), 484002/03/04 EH, 701017/24
(WK), 701022 (ZD), 701023/25 EH, 704501 (OD)
701505 (WK), 720514/55/65/70/74 (WK)
720529/30/32/54 (ZD), 720550/52/53/58/64 IL
720557/59 CP, 720551/63 WB, 720566 (ZN)
720561 WN, 811109 (800109) (NA)
50632/52044 DFR

Coaches:

Mk1: 17015 TM

Mk2: 5922/24/59, 6036, 6152, 9529/31 (WK)

Mk3 HST: 40730/41, 41057/67, 42111/19/20,
42337 (R.J) 40713, 42504/11, 44015/59 (SAY)
41063, 41117, 42100/220, 44047 CD
42570/82 (ZB)

DVT: 82111/45 (LM), 82307/08 (MDB)

New Owner: 47812/13/15/48 WC

Names:

New: (* re-applied)
3783 Bam Bam



3783 (Terry Lea)

Not Previously Illustrated:



323241 reported Oct 2020 (Terry Lea)



above & below names re-applied to 800003
reported Mar 2020 (Spencer Conquest)



Removed:

08805 Robin Jones 40 YEARS SERVICE
British Rail Old School 1948-1997
60002 Tempest
66791 Neil Bennett
158861 Magna Carta 800 Lincoln 2015
221114 Royal Air Force Centenary 1918-2018
317345 Driver John Webb
321442 Crouch Valley 1889-2014

For Scrapping / Scrapped:

Carnforth, WCR: 37710

CF Booth, Rotherham: 42069/118, 44023,
46010

Sims Metals:

Beeston: 91132

Hull: 11219, 12216/449,522 DVT 82228

Newport: 321349/64/66, 321425

41113/15/85/90, 42160/286/307/330, 44010/51

Peterborough: 10303, 11281/303,

11403/05/11, 12201, 12301/18/19,

12459/78/88, DVT 82219

Raxstar ZG: 317346/657/890

Ward Recycling, Ilkeston: 11029/31

New Codes:

Location:

SAY Scunthorpe Anchor Yard (T)

Corrections to new 2020 books: (as at 1st Feb 2020)
(CV1 – Combine Vol.1, CV2 – Combine Vol.2, PB – Pocket Book, L – Locos)

Errors / Typos:

p98/99 CV1, p112/113 PB 153305/70/73/77/80 are at (ZK)
p142/144 CV1, p162/163 PB 71532/77744 & 71720/77826 in sets 5709 & 5907 need reverting
back to correct set as still showing when they temp swapped cars
p218 CV1, p334 PB, p115 L CDW Cadbury World, Bourneville
p221 CV1, p341 PB, p119 L SEL Nuclear Decommissioning Agency, Sellafield
p18 CV2, p236 PB 9497 is a Mk2e

Omissions:

p84 CV1, p93 PB, p93 L 2745 1960 LO52 0-6-0DE YE A SDR
p108 CV2 967544

Nameplate Photographs Required: Latest updated list of names I have not yet got which considering travel restrictions has obviously grown in the past few months. Please note I only want photos of nameplates in focus, straight and centred side on so be aware of the sloping sides of Cl.91s, Voyagers, Pendolinos etc. Photos supplied of those requested will be shown as and when space permits. (* re-applied, \$ temporary, x – no longer carried) (~ not straight / square on, + too reflective)

D&E Locos:

818 *GLORY*
01521 *FLACK ~*
08114 *GOTHAM*
08611 *Longsight TMD*
08641 *Pride of Laira*
08648 *Amanda*
D3948 *Zippy*
08790 x *M.A.Smith*
08805 x *Robin Jones 40 YEARS SERVICE*
08865 *GILLY*
08908 x *IVAN STEPHENSON*
20107 *Jocelyn Feilding 1940-2020*
20905 x *Dave Darwin*
37418 * *An Comunn Gaidhealach*
37422 *Victorious*
37510 *Orion*
37518 *Fort William / An Gearasdan*
43046 *Geoff Drury 1930-1999 Steam
Preservation and Computerised Track
Recording Pioneer*
43102 *The Journey Shrinker 148.5 MPH The
Worlds Fastest Diesel Train*
45133 \$x *Brian Lockey / Gerald Lambert*
47245 *V.E.Day 75th Anniversary*
56051 *Survival*
57313 *Scarborough Castle*
60002 x *Tempest*
60002 *GRAHAM FARISH 50TH
ANNIVERSARY 1970-2020*
60029 * *Ben Nevis*
60087 *Bountiful*

60096 *Impetus*
66109 *Teesport Express*
66791 ~x *Neil Bennett*
73109 *Battle of Britain 80th Anniversary*
90001 *Royal Scot*
90037 *Christine*

DMUs:

156483 *William George 'Billy Hardy'
14/01/1903-10/03/1950*

EMUs:

390151 *The Unknown Soldier*
399202 *Theo – The Children's Hospital Charity*
802002 *Steve Whiteway*

Track Machines:

DR 73113 + *Dai Evans +*
DR 75503 *Gill Cowling*
DR 73939 *Pat Best*
DR 79247 *Roger South*
DR 97806 *Andy King Works Delivery
Manager MMT Romford 12th Jul
1962-7th April 2020*
DR 98923+98973 *Chris Lemon*

Coaches:

348 *TOPAZ*
3229 *SNOWDON*
3426 *BEN NEVIS*
6705 *ARDNAMURCHAN*
6706 *MOUNT MGAHINGA*
6708 *MOUNT HELICON*
11074 *Test Coach 1*
13306 *JOANNA*

ACCIDENTS: 2

Kirkby: In hastily adding a piece on the accident as I was finalising the March I attempted to identify from the images available which Cl.507 EMUs were involved but these now need correcting to 507006 (leading) + 507021. Services resumed on the 29th March 2021.

NEW STOCK

701025 + 66737 on 6X24 Derby Etches Park – Eastleigh Depot, Winchfield (10.10) 17th March 2021 (Derek Everson)



below a couple more CI.195s, one of each sub class, which are still relatively new having been introduced into service just prior to the pandemic, 195002 on 2T09 09:18 Leeds - York (09.44) & 195124 on 2T07 08:18 Leeds - York (08.44) Earfitts Lane, Copmanthorpe 20th March 2021 (Mike Brook)



LIVERIES

This section will endeavour to show all new liveries / variations or those existing ones where not carried on the stock before. Liveries that become 'extinct' will also be covered. As with names, it may take a while after the livery application before a photo is sourced from members. New liveries may also be shown in other articles (**NEW STOCK** excluded): 37240 (p15), 66793 (p9), 1987 (p9),



above 60054 with 'Powered by HVO' branding on Theale – Margam, Reading West (12.29) 20th March 2021 (Spencer Conquest)



left 37240 showing the opposite side to that shown elsewhere, on Long Marston - Derby RTC, Brockhill overbridge, Worcester (15.12) 26th March 2021 (Sean Davies)

below 180109 on 1D33 12.34 London St Pancras International - Nottingham, Oakley (13.06) 1st April 2021 (Toby Radziszewski)





above 90039 carrying its freight advertising branding, Mossend Yard, 19th March 2021 (Tony Falloon)
 below following repainting at Toton 66795 was hauled by 66771 as 0Z95 EMD, Longport, Kidsgrove (09.48) 27th March 2021 (Lawrence McCormick)



REFORMED STOCK



XC 170621,
 formerly 2 car 170521
 with centre car 55633 from WMR
 3 car 170633, on 1N45 Leicester – Birmingham
 New Street, Water Orton (10.33) 1st April 2021 (Geoff Bowater)

ICRS SALES

Orders can be made ideally via BACS, bank details on request from editor@intercityrailwaysociety.org, online via PayPal at www.intercityrailwaysociety.org or by post from ICRS, Mill of Botary, Cairnie, Huntly, Aberdeenshire AB54 4UD Please make cheques payable to INTER CITY RAILWAY SOCIETY. **Postage to rest of the world will be extra, please request cost BEFORE ordering.**

As volunteers we do our very best to dispatch items as soon as possible, but please allow 21 days for delivery, especially when a new book has just been released, or 28 days for embroidered clothing if not in stock. If you have not received your book after that time please **ONLY** then contact **Trevor / Christine** (see p2 for details)

UKRS01, UKRS01W & UKRS05 are A6 size, all others are A5 size. All books are wire bound, allowing them to be laid flat, except the original perfect bound version of **UKRS01** (spine version of PB not shown)



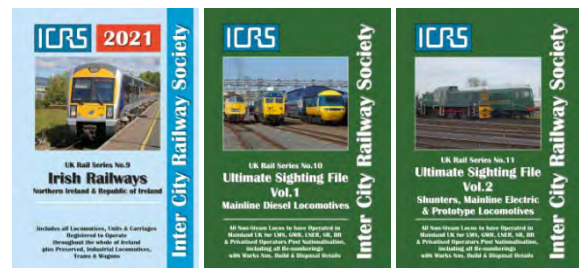
BOOKS: (Members receive up to 30% discount on ICRS books)

Titles:

NEW: (UK Wagons now part of Combine Vol.2)

UKRS01A	UK Pocket Book 2021	SPINE WIRE	A6	1 st Feb21	£8.00	£11.00
UKRS01WA	UK Pocket Book 2021		A6	1 st Feb21	£8.00	£11.00
UKRS02A	UK Combine 2021 Vol.1 – Locos, Units, Trams & UG		A5	1 st Feb21	£11.00	£15.00
UKRS03A	UK Combine 2021 Vol.2 – Carriages, Wagons & TMs		A5	1 st Feb21	£10.00	£14.00
UKRS04	UK Name Directory 2021		A5	1 st Feb21	£9.50	£13.00
UKRS05	UK Locomotives 2021		A6	1 st Feb21	£5.00	£7.00
UKRS09	Irish Railways		A5	1 st Feb21	£7.50	£10.00

Size	Updated to	Member	Non-Member
A6	1 st Feb21	£8.00	£11.00
A6	1 st Feb21	£8.00	£11.00
A5	1 st Feb21	£11.00	£15.00
A5	1 st Feb21	£10.00	£14.00
A5	1 st Feb21	£9.50	£13.00
A6	1 st Feb21	£5.00	£7.00
A5	1 st Feb21	£7.50	£10.00



NEW Lower prices for current USFs

PLEASE NOTE P&P

must be added separately to book & sundry orders (except fitted PB cover)

up to £7.50, **£1.50**, £7.51 to £15.99 - **£2.00**
£16.00 to £59.99 - **£3.00**, over £60.00 - **£6.50**

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

OTHERS: NEW LOWER PRICES

UKRS10	Ultimate Sighting File Vol.1 – ML Diesel Locos	A5	11 th Jul18	£9.00	£12.50
UKRS11	Ultimate Sighting File Vol.2 – Shunters, ML Electric & Prototype Locos	A5	11 th Jul18	£8.00	£11.00

SUNDRIES: (same price for Members & Non-members) **Please add P&P to any sundries separately to books**

ICRS branded notebook	75 pages	£2.50	50 pages	£2.00
ICRS pin badge (25mm dia)				£2.50
ICRS printed pen				£0.50
Adjustable clear book covers (A6 fits PB with spine)	A6	£1.00	A5	£1.50
TRACKS Cordex binder (12 issues @ 64 pg: 2015-16) (11 issues @ 64/80 pg: 2019 onwards)			L	£6.00
TRACKS Cordex binder (12 issues @ 32/40/48/64 pg: 2011-14 & 10 issues 32/64/80 pg: 2017-18)			M	£5.00
Polo Shirts: (name & logo) (some smaller sizes in stock / larger sizes on request only)				
(S / M / L / XL / 2XL / 3XL) BLACK / DARK NAVY / NAVY / BURGUNDY / BOTTLE GREEN				£18.00
(4XL / 5XL) BLACK / FRENCH NAVY (DARK) / BOTTLE GREEN				£20.00
Baseball Caps: BLACK / NAVY / BURGUNDY				£10.00

We still have a supply of the original polo shirts in NAVY & WHITE with logo only which can be bought direct from our sales stand for £5.00