

TRACKS



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Inter City Railway Society

founded 1973

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Front Cover Photo: As I used 2013 on our 40th Anniversary it follows that D2023 should be on our 50th, which apart from having never been illustrated before, I photographed it in preservation in 2007, my first full year editing **TRACKS**...a very tenuous link !! Tenterden Town, KES, 14th June 2007,

£3.00 where sold separately

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SOCIETY NOTICE BOARD

Editor's Comments: As promised here is your bonus issue and an important one at that with news of major organisational change and new books. Hopefully everyone had a good Christmas and New Year without being badly affected by strikes or the weather. We haven't had the rain most of you have had it seems, but our first snow of the winter fell on the 6th December and with further falls we had snow lying on the ground on Christmas Day, a fresh fall on New Years Eve and we still have it as I write this almost a month later...though it is finally raining now. Let's hope the coming year will be a good one. Certainly, we want it to be, as it is the Society's 50th Anniversary, but in order for it to thrive for the next 50 years, we are making some radical changes. The majority of members will benefit but sadly some will not. Please read the following report that I largely compiled before the continuing problems with the December post and printer problems, both just reinforcing the need to change. In fact many of you may not have even had the Dec issue before the end of the year, three weeks after posting and a full month from when the pdf was available. This is not only frustrating for you but soul destroying for me, not helped when I am contacted to query the late delivery...it is the Royal Mail strikes, which have been the last straw and as a result, as you will read below, RM will now lose our business.

IMPORTANT PLEASE READ

Revised TRACKS Production & Membership Structure:

Aim: *With price rises and an overwhelming workload, this effectively is a risk assessment for the production of the Society magazine **TRACKS** and the post of Editor. Revised arrangements will streamline production. lowering costs substantially and help retain the current Editor, enabling future replacements to come forward. The consequent side benefits will reduce the membership fee, allow more equitable booking of visits and eventually help reduce book prices.*

Background: *The production of a monthly magazine is one of the main aims of the Society and the sole draw for many members joining, but although being done on a volunteer basis, it has become a full time job. This has led to various models being tried over recent years to reduce the workload. Bi-monthly with supplements was tried but it didn't really help as photo submission and the daily flow of topical news / info remained constant. The last couple of years it has settled down to 11 issues from Feb – Dec leaving Jan free to concentrate on book production. The size of the mag has increased since 2006 up to the current size of 80 pages but is not necessarily a given and solely a result of the current Editor's ability and desire for improvement, inclusion of interesting articles and to cope with the increasing amount of topical info. This increase in size with a consequent increase in content has contributed to increased membership. Whatever the size, the editing in itself is not necessarily an issue, being stimulating, challenging and rewarding. It takes approx a fortnight's solid work, though in practise it is a daily task prior to that dealing with emails and monitoring numerous railway sources, up to the point of producing a Word doc, at which point it is converted into a pdf (approx 18Mb), proof read and subject to fixing typos etc, can be electronically disseminated to members, effectively job done. It is worth saying to get to this point, there is nothing governing the number of pages, which could vary from month to month, other than the need to meet the agreed printing schedule. In fact, it is the printing process that actually limits the size of the mag, which during editing is often over 80 pages in draft form requiring work and time to trim and remove content and resize photos.*

Therefore to then produce a printed mag for posting requires numerous other processes and can be highly pressurised greatly adding to the workload. Apart from the extra technical processes, discussed later, printing a mag is subject to several outside variable factors and rising costs. Firstly, quotes need to be obtained from printers based on a fixed monthly page size which includes a printing and postage element. What can be printed, at what size and for how much postage are major factors that determine what mag we can produce and how much we have to charge in a membership fee. Should we have to change printers, as we have been forced to several times, this process has to be repeated with multiple quotes sought from printers, who often have different systems and printing schedules. This then will likely force the mag size and membership fee to be changed. Ideally the printer then prefers to have a press deadline for at least a few months in advance, though this has hugely varied in the past with some

more accommodating than others. So then any delay in editing, which can be for various reasons, late submissions, topical news that needs including, or a domestic situation that takes precedence, means either the printer has to change their schedule to accommodate our delay, or a tiring 'all-nighter' is done to finish. The latter then compromises proof reading, which is anyway often rushed with proof readers given little time, leading to niggling typos / errors being left in. The extra technical work firstly involves extra covers with bleed margins to be designed and pdfs created. As above, once the standard pdf is created, another commercial quality pdf needs to be created with specific settings. Then because of its size at approx 254Mb it can take up to an hour to send by secure email which on occasions can be interrupted so requiring a re-send. The Editor then has to wait until the printer produces a proof to be submitted for 'signing off', which can take hours, at which point the authority to print is given and is set in motion. Within the next few days, a mailing list then needs to be prepared and sent by secure link for data protection. This list will also include renewals etc to print the carrier sheets and because some of these will be paid before the mag hits doormats, there will be an overlap. This is not an issue with eMembers. The effect of external influences on printing / delivery has been highlighted by the pandemic, though more so by the chaotic aftermath and the global economic issues be they supply issues, war or strikes. All these cause stress in post-production for the Editor, then uncertainty in delivery, affecting members. Increasing the membership rate to then cover the rising costs, rather than as in the past for extra pages, is not a principle we want to continue and may force members to leave especially with the current squeeze on income. Yes, we could reduce the number of pages to reduce printing costs but that impacts the content forcing material to be left out and variety reduced, so a backward step. In summary to produce the mag in print requires constant work liaising with printers and then dealing with members with no real break. This almost never ending rolling cycle is why as stated at the start it has become a full time job. It should be enjoyable and to some extent it is a vocation to commit so much time to what is a hobby.

Overarching all of the above is the growing use of technology, again accelerated during the pandemic and movement towards consuming media in digital forms and members interacting with such platforms. The use of printed media has declined whilst access to and ease of use of digital media has been steadily improving. All proprietary railway mags now have digital versions, be they provided in house or via Pocketmags. At one point we prided ourselves in a mag that had photos not seen by anyone else and personally that still holds, but many members now regularly send photos for inclusion in **TRACKS** and at the same time to other digital sites like Railway Herald or WNXX and I am sure to many other social media private group sites not always known about. These photos then are seen effectively immediately or within a few days whereas by the time the mag drops on doormats they might be up to a month old, not an issue before as stated but more so now. It is less of an issue for those seeing the mag as a pdf as there is less of a delay with photos appearing before seen elsewhere. However, the growing problem is those photos that appear elsewhere may not get submitted for **TRACKS**. The thought process is definitely shifting away from automatically submitting for print production, whether consciously realised or not. Therefore, many of these photos if spotted by the Editor need to then be requested, which is more work. I can fully understand the gratification of seeing your photos online very quickly after being taken and many want this content, but what may not be realised is that those often 'raw' photos when put in **TRACKS** are often improved to look better, so benefiting the photographer. Were it not for the workload of producing the mag then the Editor would also submit photos to others and to our own social media platforms, which would be of benefit.

As volunteers we all have other aspects of our lives to deal with, which varies from month to month, so the ability to release the mag on the day estimated in the previous issue is not always kept. This is especially now more difficult if the Editor travels to the many events. Though a few days delay in final editing doesn't seem bad it has knock-on effects for the printing process with a delay if spread over an extra weekend for example. Solely producing a digital only mag has no knock-on issues and everyone would be kept in the loop through the website / social media. At present non-computer members can be more affected by delays and have to ring up to check on delays.

The issue of a Society like ours is that the older members may be the ones that do not have an email or necessarily have computer access so still rely on a printed mag and enjoy their monthly 'fix'. But on the flip side as time goes on, not only do some of these members become more technically able but generally all new members are more computer literate. We introduced eMembership in 2015 specifically to cater for the latter and those that do not want a printed version and the number taking up this option rose quickly to just approx 125 but this number has stayed fairly static since the initial reduced

membership rate was removed at the end of 2020 to ease admin. We also introduced the option to take both versions and this benefit has become popular, borne out by the fact we now have 533 members taking a pdf every month, including eMembers, which is just over a third of the membership at 35%. Of the other members, 51% have email but it is not known if that would translate into tech that can read a pdf comfortably. Those known not to have an email are 145, just under 10% of the membership, of which 65 have no mobile either, that we know about. The average age of this latter group is 71 and would most likely be the ones to be most impacted by switching to digital.

Membership Stats: (as 01.11.22)

Currently taking a pdf		Not Currently taking a pdf	
pdf (eMembers)	132	with email	770
print + pdf	401	with no email	145

Of interest is that since starting in Feb 2021, the members only Facebook Group has risen to 241 which includes 112 who do not take a pdf.

Costs / Membership Fee: Ignoring the cost of a couple of overseas members (since resolved) during Nov & Dec 2022 the approx monthly printing costs for **TRACKS** was £2861 with postage / packing costs rising to 90p and £1.26 respectively with the latter a huge 59% of the total. So projecting forward to print 12 issues as promised in 2023 would cost £34,332, but with an expected postage rise still to come, whereas the approx projected income from membership fees had they stayed at £20 would have only been £29,116, a substantial shortfall. With the increase to £25 for full members the total membership income is expected to be £36,304. Both figs as at 31.12.22 based on 1521 members with 1330 taking a printed copy. The latter income does allow for future cost increases but more importantly allows a fee reduction for eMembers who do not take a printed copy of **TRACKS** but pay the same, so effectively subsidising those that do.

Traditionally the membership fee has only just about covered the production of the mag leaving little or nothing for admin of approx £9000pa, which therefore is covered by book profits. The fee also does not cover having to deal with sending missed issues for members slow in renewing, not an issue with pdfs. Our desire to keep the rate as low as possible has always been governed by the cost of printing the mag. Without the cost of printing a mag, a substantially much lower membership rate can be introduced across the board, not just for eMembers, which will not only benefit members but adequately cover admin costs without relying on books. The latter can then be more competitively priced to encourage sales and perhaps attract non-members away from other publishers. We could even offer alternative niche books in smaller quantities that make no profit but have enormous benefit to members.

For those who think well why not just print less mags with more taking the pdf only. Unfortunately having a smaller print run would cost more per copy and remove the preferential postage rate for bulk mailing above a 1000 pm. So those that continued to receive a printed mag would have to pay substantially more. It is therefore a case of producing a full print run or none at all.

The Post of Editor: As stated above, the current Editor due to their own particular abilities and personal circumstances has developed the mag to a point that probably cannot be replicated. Anyone who is working, has less space at home, less technical know-how or artistic flair would struggle to cope with the existing format. As stated above the actual editing of the mag is enjoyable and varies from month to month requiring interesting research to inform members. It is the work involved around printing that has become more onerous and time consuming. Even should the existing Editor continue, change is desperately needed. This will allow all future successors the chance to come forward and more importantly put down their own stamp without being chained to a particular format or number of pages and a frankly ridiculous schedule, where outside influences only add to the pressures requiring constant monitoring, negotiation and diplomacy. They will be able to grow into the role, most probably producing a smaller mag to start with, which is exactly what the current editor did over the years moving from 16 to 80 pages and 4 to 200+ photos.

Print Quality / Delivery: One issue that has caused us problems over the years is the print quality over which we have no real control. Whereas the quality of the pdf can be guaranteed to be exactly as edited in Word, the printing can vary in colour or the mag trimmed incorrectly. These problems have affected many issues particularly in recent years and have become an annoying frustration. There is nothing worse than seeing your work perfect in digital form to then be ruined by the physical process of printing, packing and delivery. Another problem is delivery failures either because of the printer's fault with carrier

sheets or Royal Mail delays or losses and inconsistent service quality throughout the UK. This leads to extra cost in replacements at £1.65 and member dissatisfaction. A third issue is the need to send new members a mag on joining for which the cost has risen. Though we need to send a welcome pack / membership card, the cost of this would be just 68p (2nd class) so 97p cheaper. The cost of this is not covered in the membership rate. We have also run out of the current mag on occasions. Neither of these is an issue with a digital mag so current eMembers must wonder what all the fuss is about.

Other Issues: One problem with the delivery of digital and print versions is the inability to simultaneously inform members of important news. The instant members receive a pdf they have the info, but print members have a delay of 10-14 days usually. This has been an issue since we introduced eMembership but has got to be more of a problem since expanding the availability of pdfs. It is a growing problem with a much fuller events programme and where bookings are limited, so disadvantaging those who have to wait to read about it in the mag. Delaying the announcement is impossible and compromises the whole point of our website and social media. Constantly having to think ahead on lead times for announcements is also very wearing. The website / social media allows info or visits to be instantly relayed to members, very useful if changes are made or a visit added after the mag has gone to print. In addition the effect of strikes in recent times has meant needing to react quickly to prevent visits being badly compromised, not easy if relying on print.

Print v Digital Production: The following are based on the fact that whichever way the mag is finally delivered, computer hardware / software is required for the editing of a magazine up to the point of producing a pdf so none of that has an effect and is included in the ongoing admin costs. As you can see the pros / cons speak for themselves.

Print:

Advantages:

- flexibility to read wherever and just the pleasure of holding a print version
- can be read by members with no computer / email access

Disadvantages:

- cost requiring a high membership rate
- print quality can vary or be poor
- size of print for those with eyesight issues
- photos have to be reduced in size to fit
- fixed number of pages locked in by printer quote causing conflict with variable monthly submissions and time available
- need to factor in bank holidays re printer closure and post
- uncertainty of release date when delayed from previously proposed date
- physical storage required if kept
- pressure of the press deadline means proof reading often rushed or not fully undertaken if an 'all-nighter' needed to finish editing
- errors not picked up in proof reading left in though could be revised easily in pdf but would lead to two archive versions
- max page limit for an A5 saddle stitched (stapled) magazine is 96 pages

Digital (pdf):

Advantages:

- no printing / postage costs so enabling a very low membership rate to be set potentially increasing membership
- no delays or lost in post
- quality cannot be affected
- can be enlarged to read
- photos do not have to be reduced allowing full page features if required
- number of pages flexible so can better cater for varied monthly submissions, the Editor's domestic circumstances and available time
- no need to factor in bank holidays re printer closure and post
- more certainty of release date
- no physical storage issue if kept, either on hard drive, memory stick etc

- no print deadline pressure so proof reading can be extended if needs be with no 'all-nighters' required to finish editing
- errors still not picked up in proof reading can be amended and revised pdfs re-sent out
- no limit on number of pages

Disadvantages:

- needs computer / email access though could be read on a Kindle
- will lose existing members without any computer / email access

Changes:

- The magazine is to be delivered to members as a pdf and printing dispensed with from 1st Jan 2024. This will allow members to adjust and still allow our Golden Anniversary year to be recorded in print. Though it will be difficult for those members without computer / email access, especially longstanding members some of whom we may well lose, there are overwhelming benefits for the vast majority switching to digital production. These are in time saving, release of pressure and not least, cost. As mentioned above a pdf can be read on a Kindle so that may help some members. Being wedded to producing a mag in printed form against the backdrop of all the issues mentioned above is now more problematic than ever. If the existing Editor, who has presided over the growth of the mag whilst absorbing these pressures, steps down or is prevented from continuing through ill health etc then a replacement must be given the easiest remit to take on the role.
- A new lower Membership Fee structure will be introduced, AFAs excepted. This will still adequately cover admin, which includes the necessary equipment / software to provide the best service. As stated above this would also take the pressure off book sales to provide a profit, so benefiting members in cost and variety. The reduced rate should encourage more members.
- In order to implement this as seamlessly as possible we will need to verify everyone's email address over the coming year. Those that already receive pdfs by email do not have to do anything. For all others, firstly, everyone should ensure they have Acrobat Reader installed though these days most should have. Secondly, everyone should ensure their email can receive a pdf that is 18Mb in size. For those who can't or use a work server that limits the size the pdf will be sent out in two parts of approx 9Mb as is currently done for a handful of members. If necessary, it can even be split into three parts. You can easily stitch the parts together in Acrobat Reader. Thirdly, if you haven't provided an up to date email address to Colin by way of a Renewal Form or via PayPal and have changed it since you last renewed, then do so. This may be necessary with those who renew by BACS and don't need to fill out a form. Please bear in mind this latter method of payment is by far the most practical method of payment and incurs no cost to you or the Society. Obviously for those with Standing Orders we apologise, as you will have to amend them again, but at least to a lower value.
- **From 1st Jan 2023:**
 - The membership fee will be reduced to just £12 for those taking **TRACKS** as pdf only and for all those switching during 2023.
 - All new members joining at £12 with **TRACKS** pdf only
 - The membership will be further simplified from the by removing the AFA rate with all paying the £12 fee to become full members.
 - The £5 AFC rate (child) will be retained.
 - The existing rolling monthly joining / renewal system will also be maintained as it is the most efficient and spreads the load of the Membership Secretary.
 - All members still taking a printed copy of **TRACKS** will have their Renewal fee adjusted during the year tapering down by £1 pm from £25 in Jan to £14 in Dec which will cover the production costs for each member as appropriate
 - Those using SOs will be notified what fee to use initially for 2023 but which will then move to £12 from 2024.
- **From 1st Jan 2024:**
 - The new lower £12 fee will then be extended to all full members from the 1st Jan 2024.
 - A full 12 issues pa to be re-introduced, though the Jan issue may be smaller to just provide important news on forthcoming new books, events and the AGM.
 - With no printers involved, the size of the mag can be altered from month to month to suit the varied submissions and Editor's circumstances. There would be no need to constantly postpone articles

to future issues, unnecessarily reduce photo sizes to fit in or worry that an important late submission / piece of info could not be squeezed in at the last minute, all of which is time consuming. The latter often requires major re-formatting and can lead to an error introduced after proof reading. Overall, the number of pages annually would no doubt probably increase, so a win-win.

- Another important side benefit is that everyone would get an equal chance to book limited place visits on a first come basis as all members would see the announcement simultaneously. This would allow extra visits to be added which currently cannot be considered with the lead time required for a printed mag. With a low Membership fee those that cannot take a pdf can still remain members or join to allow them access to visits.
- Future improvements to the pdf in time could be made to provide direct hyperlinks to sites and possibly to videos that we could start providing on the website etc. There is scope to add further functionality which will benefit members.

Conclusion: On a personal level I have been struggling to balance the huge ICRS workload with other domestic commitments, especially since moving my disabled Mother in to live with us during the pandemic and have wrangled with how the situation could be improved. The events of recent years and technological advances have now enabled, I think, a workable solution and it also builds in the ability to replace me. I was always determined to get the Society through to our 50th Anniversary but beyond that, having completed 17 years, the difficult decision to resign as Editor was a likely probability had nothing changed.

This change is a necessary, though difficult, decision that unfortunately will exclude some existing members but it will vastly reduce stress and costs. With the likelihood of continued chaos in the economy and with a busy ICRS year ahead, ideally I would prefer we implemented the changes immediately. It would help me sooner and financially benefit members in the current bad economic climate. However, it is fairer that it be brought in from the 1st Jan 2024, so giving members chance to sort out solutions to take a pdf. Hopefully the majority of members can understand the situation and continue to support what is a good Society, still with its best years ahead.

Trevor Roots, Editor

I despair at times when morons have nothing better to do or the brains to understand the distress they cause when vandalising rolling stock, especially that at preservation lines. Only five days after the photo was taken of freshly painted LT 10289 (Cl.483 DMSO 129 from 483009), which appeared in the last issue, it suffered a graffiti attack.

With the departure of 143617 from St Philip's Marsh Depot into preservation, the disposal of all Porterbrook, Angel Trains and GWR owned Cl.142/143/144 Pacers has been completed.

Sales: The new 2023 books are now available to order, **UKRS01 Pocket Book (spine)**, **UKRS01W (wire bound)**, **UKRS02 Combine Vol.1**, **UKRS03 Combine Vol.2** and **UKRS05 Locos**. We have held the prices, with the exception of **UKRS05**, as low sales and a small print run meant we didn't break even in 2022, however it is still the same non-member price as Platform 5, cheaper for members, but includes far more locos. Hopefully as outlined in the Society changes above book prices may well fall in 2024 so encouraging more sales. Note the titles no longer include **UK** as that was duplication and already stated on the covers plus implicit in the code **UKRS**.

One notable issue in deciding on the print runs for this year was the lower sales in 2022. For whatever reason you bought only as many of our main titles as you did way back in 2014. If you want the books to continue, which take a lot of effort to produce you need to buy them...not others !! Please encourage your friends to do so also. It may be that many more produce their own spreadsheets, another 'advantage' of increased digitisation but could these be done without our base data ? Certainly it is far more convenient to have a handy book to take out spotting. As I have always maintained we may suffer from not having photos included, but other publishers do not have a companion mag like **TRACKS** which provides all the photos you need. I have investigated adding photos, which though would take more effort to include, would more importantly also raise the book prices.

PLEASE get your orders in as these are only half of what they were during the first week after the Boxing Day notification on our website last year. Hopefully you are just bidding your time rather than not ordering at all.

2023

Inter City Railway Society

Combine Vol. 1
Locos, Units, Trams & Underground

All Diesel & Electric NR Registered, Private Owner & Preserved Locos incl Misc, Eurotunnel & Exported
All Std Gauge Preserved Steam plus
Preserved & Industrial Diesel / Electric Locos
All NR Registered & Preserved Multiple Units / Railcars
Tram, Light Rail, Metro & Underground Systems including Locos

Inter City Railway Society

2023

Inter City Railway Society

Combine Vol. 2
Carriages, Wagons & Track Machines

All NR Registered, Departmental, Internal User & Preserved ex-BR Carriages
All NR Registered Wagons incl UK based International RIV & Internal User Wagons
Large Track Machines & Snowploughs incl Preserved
Channel Tunnel Shuttle Wagons, Underground, DLR, & T&W Metro Wagons / Engineers Stock

Inter City Railway Society

2023

Inter City Railway Society

Pocket Book
UK Rail Series No.1

All Diesel & Electric NR Registered, Private Owner & Preserved Locos incl Misc, Eurotunnel & Exported
All Std Gauge Preserved Steam plus
Preserved & Industrial Diesel / Electric Locos
All NR Registered & Preserved Multiple Units / Railcars
All NR, Dept, Internal User & Preserved ex-BR Carriages
Tram, Light Rail, Metro, Underground Systems including Locos
Large Track Machines / Snowploughs incl Preserved

Inter City Railway Society

2023

Inter City Railway Society

Pocket Book
UK Rail Series No.1

All Diesel & Electric NR Registered, Private Owner & Preserved Locos incl Misc, Eurotunnel & Exported
All Std Gauge Preserved Steam plus
Preserved & Industrial Diesel / Electric Locos
All NR Registered & Preserved Multiple Units / Railcars
All NR, Dept, Internal User & Preserved ex-BR Carriages
Tram, Light Rail, Metro, Underground Systems including Locos
Large Track Machines / Snowploughs incl Preserved

Inter City Railway Society

2023

Inter City Railway Society

Locomotives
UK Rail Series No.5

All Diesel & Electric NR Registered, Private Owner & Preserved Locos incl Misc, Eurotunnel & Exported
All Std Gauge Preserved Steam plus
Preserved & Industrial Diesel / Electric Locos
Tram, Light Rail, Metro & Underground System Locos

Inter City Railway Society

spine

wire bound

Membership Matters: New Members: (30) – a warm welcome to you all.

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

Peter Banks (Thornton Cleveleys), **Andrew Barrett** (Poole), **Stephen Bennet** (Gretna), **Alfie Blaber** (Sturminster Newton), **Ronnie Blaber** (Sturminster Newton), **Tom Bott** (Workshop), **Anna Crowson** (Bourne), **James Edmunds** (Weston-Super-Mare), **Michael Fletcher** (Workshop), **Steven Gregory** (Atherton), **Andy Hollis** (Nottingham), **Chris Kirton** (Leicester), **Paul Knight*** Stoke-on-Trent), **Andy Masters** (Santa Barbara, California), **Bernie Mather** (Insch), **John May** (Plymouth), **Ian Murray** (North Tawton), **Louise Parker** (Kettering), **Gary Pearson** (Houghton-le-Spring), **Mark Peplow*** (Birmingham), **Daniel Perrett*** (Bristol), **Simon Poinon** (Stoke-on-Trent), **Jason Roberts** (Taunton), **Aaron Roscoe*** (Manchester), **Ian Shenton** (Leeds), **Mike Shepherd** (Warrington), **John Vipond** (Darlington), **Douglas Wailes** (Leeds), **Richard Woolley** (Loughborough), **Chris Young*** (Boston)

Standing Orders: All those paying by standing order will be contacted to amend their amount in light of the new Membership Fee changes. Incorrect use of a SO with under payment or double payments will now not be tolerated and those who offend will be asked to stop their SO for future renewals. If you are not able to correctly manage a SO then do not use this option to pay for membership.

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.

Social Media: We have Facebook, Twitter and Instagram accounts plus we also have a members only Facebook group for informal chats about all things railway and Society news. All can be accessed via our website (see bottom of **HOME** page for links).

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 to complete 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: Feb 2023, the latest date for articles / info is **Tue 31st Jan 2023**
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EVENTS

GENERAL BOOKING CONDITIONS: PLEASE READ

Most visits are organised by volunteers from the companies so please treat them with respect, likewise any ICRS official in control on the day.

Health: Please be aware most visits require a lot of walking on rough ground having possibly already walked to the venue. If you have health or mobility issues affected by this it is not recommended you book. We have had a few incidents at different venues and other than an accident, if our host has to deal with a known health condition it will impact our ability to arrange future visits as Health & Safety issues are taken seriously by the companies.

Booking: DO NOT BOOK UNTIL VISIT IS SHOWN AS OPEN FOR BOOKING. Unless shown otherwise all visits are unlimited so there is no need to pre-book in advance. Where places are limited, the number of places still available is shown in brackets. Where there are limited places the visits will be advertised as practicably as possible in TRACKS and on the website simultaneously as the pdf is sent out. Sadly however, members who do not have internet access or email will be disadvantaged but there is no other way. If you are in this category and are likely to want to go on a limited places visit then please indicate this in advance by phone before bookings commence.

Bookings should be made to Christine, contact details are on p2 in TRACKS (note if you phone you will most likely get Trevor). **Clearly state your name, membership number, and importantly a contact telephone number.** If it is for an event with multiple dates eg Carnforth then indicate your preference / availability for the dates shown. Note we cannot accept bookings by letter only, as there is no way to quickly contact you if plans are amended at short notice.

Please note your booking will not be confirmed if you do not provide full details. With limited places this may mean you miss out as a later booking correctly submitted will take precedence. As

volunteers we should not have to chase you up wasting our time if you fail to provide details. It is seconds of your time to get it right. Checking the membership database doesn't always help as it also seems we then find members have not told us about changed telephone numbers or email addresses.

Delay in travelling notwithstanding, please note that there is no excuse for booking then not notifying us you cannot then attend. As with events where numbers need to be accurately known by the hosts for a tour, food or room capacity this is not acceptable. We have tried to ease the official's organising burden and saving you money in postage by allowing members to pay on the day, but this can be abused as it can be then seen as nothing to lose if you can't be bothered to turn up. It may also prevent your place being offered to someone else. Conversely where numbers permit, we will allow applications right up to the day to be as flexible as possible but do this **by phone only** as officials will be travelling to the event.

Visit Payments: Unless shown otherwise payment is cash on the day so please try to bring exact cash. If you pay by BACS then use the correct Ref code as shown, NOTHING ELSE please.

Due to problems with cancellations and members not confirming during 2022 some events will change to payment up front with a non-refundable part.

Clothing: Generally please wear sturdy shoes as most visits involve walking on rough ground. If required for the visit, as shown, Hi-viz vests and bump caps can be bought from Trevor who will be at most events. Ideally let him know in advance of your requirements.

Members Only Visits 2023

VISITS WHERE BOOKING IS OPEN: (see above for conditions) **Contact: Christine**

West Coast Railways, Carnforth: for dates see below

Cost £25. Places limited to 30 but for visit to proceed we need a min of 20.

The tour will take approx. 3 to 3½ hours **so if you are travelling by train, please arrange your return time accordingly. Needing to leave early can cause problems and we don't want to risk future visits.**

Entry will be at the main WCR access off Jesson Way (**Postcode: LA5 9UR, OS Grid Ref: SD 49128 70057**). By car from the station turn right onto the A6 at the traffic lights then having passed the turning for Tesco turn right at the mini roundabout into Crag Bank, over the railway bridge which is the first bridge over the WCML 1.25 miles south of the station, then into Jesson Way. Start: 10.30 so meet no later than 10.00 at the station (**Postcode: LA5 9TR, OS Map Ref: SD 49713 70649**) where the fee will be taken and clothing bought if required. Those who have arrived by train will be ferried down to the entrance. It is a big site especially when you have gone up and down the various lines, requiring stepping over numerous tracks. Therefore, due to the terrain, distance and pace this visit is not advisable for anyone with mobility problems. However, should anyone with mobility problems wish to go then transport can be provided within the site to access the main sheds where most of the locos can be seen. Hi-viz jacket / vest, sturdy footwear and hard hat / bump cap required. **All photos taken are for private use ONLY, no public display either online, in magazines or via social media.**

- **Sat 21st Jan, 15th Apr:** (both FULL) Reserve lists in operation if cancellations

PROPOSED VISITS: (arranged so far with details TBC) **(DO NOT BOOK YET)**

AGM - provisionally **Sat 18th Mar:** TBC unlimited

WCR, Carnforth - **12th Aug & 14th Oct:** limited to 30 places

FL Crewe Basford Hall - (multiple visits): TBC unlimited

Long Marston - **Fri 19th May:** unlimited

Eastleigh Works - **Sat 9th Sep:** unlimited

Scunthorpe Steelworks - **Sun 9th July:** TBC limited places - probably 40

Wishaw (Moveright International) - **Sun 21st May:** (others TBA) unlimited

Other Locations under investigation: LSL Crewe, Fawley, Toton

EASTLEIGH WORKS REPORT

by **Carl Watson** for the period 29th Nov - 31st Dec 2022 (photos by Carl unless shown otherwise)



Locos: 69007 arrived for repainting on 30/11. This will be another 'special' and is virtually complete at the end of December just awaiting nameplates to be fitted for a naming ceremony on 10/01/23.

LT 12 *SARAH SIDDONS* has been repainted in a very similar livery to what it carried previously and is now wrapped up to protect it while it has overhauled wheelsets fitted.

66783 arrived on 1st December, for cleaning following a fatality nearby. It departed on 06/12.

LHCS: 20107 + 20096 arrived with Mk3 TF 41108 between barriers 6393 and 6394 on 06/12. Midland Pullman 41108 is for upgrade work to the interior including new carpets and improved toilet décor.



D8107 + D8096 + Mk3 41108 on 5Z43
Crewe - Eastleigh ecs, Hadmore
near Tamworth (11.03)
6th December 2022
(Paul Keightley)

20096 t&t 20107 departed on 07/12 (see opposite top) with the barriers and Mk3 TFs 41149, 41166 and 41187. Midland Pullman 41149 is the first with the revised interior. RCS 41166 and 41187 have had CET fitted but no repaint, yet.



above 20096 + 20107 + 6393, 41149, 41187, 41166, 6394 on Eastleigh - Crewe, Eastleigh (10.32)
7th December 2022 (Tony Gaze)

Units: Siemens units in for Overhaul: 450042, 450026, 450029. These are spending two weeks here with overhauled bogies and intermediate couplers being fitted as well as few other jobs.



73133 awaiting repainting having been sold to a private buyer before a move to BBR, 13/12



FRANCHISE / NETWORK NEWS

Due to the strike and financial chaos, the competition to find a HQ for GBR has been paused until 2023.

The proposed GC service from London Paddington to Carmarthen, South Wales has been approved by Office for Road & Rail (ORR). This will be operated by new bi-mode units and include a new P&P at Felindre north of Swansea though this will require a separate application. This will be the first time that the GWML has been opened up to competition so clearly GWR not happy. It is expected to start in 2025.

With the cold and icy weather in early December 2022, various locos have been employed to clear ice and check routes as with WCR 47245 seen below at 05.02 by Tom Culshaw having been stabled overnight in Sheffield Up Station Sidings. It was due to work 0Z99 on the morning of the 15th December from Sheffield to Sheffield reversing at Hazel Grove on a route proving run before the first train of the day over the Hope Valley route, but it was cancelled.



Two pairs of LSL electric locos were deployed for OHL ice breaking duties between Crewe and Carlisle on the WCML. 87002 + 90002 ran north as 0Z90 to Carlisle on the 13th December 2022 in readiness to start the following day. Meanwhile 86101 + 90001 were in Crewe for the second diagram. The workings were 0Z69 08.24 Crewe - Carlisle and 0Z70 08.25 Carlisle - Crewe on the 14th with 0Z69 07.05 Crewe - Carlisle and 0Z70 05.40 Carlisle - Crewe on the 15th. They were out again on the 17th with both pairs running between Crewe and Carlisle. On their return to Crewe 87002 + 90002 hit a deer near Grayrigg so needed assistance onward from Preston, with 86101 brought south by 90001. The latter then headed back to Carlisle, returning south to Crewe on the 18th after being replaced by 86101, which itself left for Crewe on the 19th, the day of the big thaw, so for now their duties have ended.

GWR: Get them while you can as all the HST Castle sets are to be withdrawn by December 2023 with the number reduced to 10 from the December 2022 timetable change, with eight diagrams plus two on maintenance. Further reduction during the year will see only 7 sets in use from May and three from September. So after all the expense on refurbishment of the Mk3 coaches and re-naming of the Cl.43 power cars, their service has been relatively short lived. Though universally liked their demise has been accelerated by the fatal ScotRail derailment and now by both cost and environmental factors. Replacement traction could be Cl.800s and Cl.158s, the latter cascaded from TFW once replaced by Cl.197s !! Under the name 'Operation Churchward' GWR is also looking at the eventual replacement of all its Cl.150/158/165/166 DMUs on local and regional services with one standard design.

SER: New rolling stock is to be procured for introduction by October 2027 though there are no details on which classes of the existing fleet will be replaced.

TfL: The operational sphere of the Cl.197s has expanded to include Liverpool and Manchester Airport (see opposite top)



NO: More CI.156/170s have transferred from EMR with 170508/509 + 156497/70/73 temporarily stored at Barrow Hill as seen below on the 3rd December 2022 by Stan Bown.



From the December timetable change the 3-car CI.150/0s are now operating on Sheffield to Huddersfield stopping services.



TfL: Two Cl.315 farewell tours were organised by the BLS and MTR Elizabeth Line on the 26th November 2022 using 315847 + 315856 on the London Liverpool Street - Shenfield route, though it was badly affected by strikes preventing many from travelling to see or join it. The former was then sent for scrap with 315838 (see **STOCK MOVES** on the 5th December) and the latter has been donated by Eversholt to the Class 315 Preservation Society for preservation. It will be based at LMM though initially moved to the DFR on the 23rd December 2022 (see below) for onward movement by road. The last four units 315837/53/56/57 operated until the 9th December when withdrawn ahead of the timetable change. The last service train was operated by 315856 + 315837 on the 18.04 Liverpool Street - Gidea Park.



left 315856 Liverpool Street (18.04)
right about to depart to the sidings,
Gidea Park (18.36)
9th December 2022 (Lee Spenceley)

below 37884 + 315856 on 5Q76 Ilford -
Lydney Jct, DFR, Stratford (11.20)
23rd December 2022 (Keith Partlow)



37884 + 315856 Lydney Jct, DFR
23rd December 2022
(Nigel Benning)

GA: The first of the Renatus refurbished Cl.321s has gone off-lease and moved into store with 321301 + 321324 seen below by Keith Partlow passing Colchester on the 21st December 2022 at 13.15 on 5H72 12.48 Clacton CSD - Wembley Yard.



WMR: The first of the Cl.730/1s in LNW livery left the Old Dalby test track on the 22nd November 2022 to begin mileage accumulation

Colas: After being side-lined since September 2021, 56051 made its first test run on the 20th December 2022 as seen below by Lee Baldwin passing South Wigston at 13.45 on 0Z57 Stafford - Nottingham Eastcroft, with 56090 along for insurance.

VivaRail: Administrators were appointed on the 2nd December 2022 resulting in the Marston Vale line being temporarily suspended as operated by LNW with Cl.230s which are maintained by VivaRail. A rail replacement service will operate until a solution is found.

ERS: Ex-EPS generator car 96371 has been repainted into CS livery and temporarily relocated to Inverness Depot to power stabled CS stock.

GBRf: The first of the eleven imported Cl.66/77s has arrived in the UK with CB1001 which will become 66306 seen by Andrew Turnidge below at Doncaster Roberts Road on the 26th December 2022.





ex-DRS and now nameless
 37409 with patch painted D6851
 Barrow Hill 3rd December 2022 (Stan Bown)

HNRC: Since both being used on the 30th November 2022 to transfer 37409 from Worksop to Barrow Hill (see above) both newly refurbished



CI.37s have since had problems with 37405 heading to Leeds Midland Road for tyre turning and 37607 t&t DBSO 9708 stopped at Berwick-upon-Tweed whilst on 21.03 3Q14 Slateford - Darlington test train on the 15th December 2022 . It was terminated at Berwick at 23.15 running 80 minutes early finally departing south for Derby RTC at 10.59 as 3Z01 on the 18th December 2022.

*left 37405 Leeds Midland Road
 15th December 2022 (Harold Hull)
 below 37607 t&t DBSO 9708 Berwick-
 upon-Tweed, 17th December 2022
 (Tony Falloon)*



IRISH RAILWAY NEWS

In order to extend the DART system, IE is to order 18 x 5-car BEMUs from Alstom for delivery by 2026. A tender process has been started by IE to provide up to 400 new wagons.

Reconstruction work on the 42km mothballed Limerick to Foynes line started on the 9th November 2022 with re-opening to freight expected in 2025. The future return of passenger services would require further infrastructure upgrades.

FL CREWE BASFORD HALL VISIT REPORT

Having not been able to attend myself, the following report is by Colin Pottle with photos courtesy of several members, one of whom attended a visit prior to our own, ed.

This was the first time we had a later start of 14.00 and after a few flurries of rain beforehand, we had a nice dry walk around the yard. Fifty-three members ending up attending, so not a bad show considering the weather was not looking promising. The usual route was taken, walking up the driveway to the end, then over the footbridge and through the middle of the yard. The line of Cl.86s to the south still managed to evade some members as there was a line of ballast wagons next to them, blocking the view. Unfortunately, I didn't get much further past the footbridge, as one of our members was taken ill and

needed assistance so by the time we got him safely back on the drive the visit had finished. Everyone else seemed to be enjoying themselves and we had favourable comments afterwards on social media. I checked with the chap that evening and he reported that he was fine.



left 90009 (Colin Pottle)



above 66571 + 70016 & 66537 (Caroline Snelling)

below looking south, 90004, 90007, 90043, 90015 with 66711 and 88005 behind (Neil Dix)



Stock List: (compiled by Colin Pottle & Clair Cowen)

Locos: 66503/517/571/572/590/592/711, 70016, 88004/05, 90002/04/07/09/10/11/12/13/15/42/43/44/47/49 (stored Cl.86s incl those to the south of the yard) 86251, 86604/05/07-10/12-14/27/28/32/37-38

Wagons: **JGA** 12912/29/31/39/47/49/63, **JNA** 29003/040/075/141/175/213/352/406/503

KFA 92643/45, 93421/33, **KTA** 97727/728/742/757, **OBA** 110229/363, **HYA** 370033/133/188/195/227, **HQA** 380702-05, **MEA / MFA** 391113/143/271/447 **MHA / MPA / MTA** 394022/095/102/142/162/201/207/221/231/239/280/282/315/321/331/521/571/579/643/650/657/765/837/844/845/866/894/897/937, 395211, 396004/034/064/110/124/142, **SPA** 460610, **SSA** 470051/169

MDA / MOA 500209/223/253/288/322/332, 501054/281/282, 503024/042/054/129/139/575

FLA 606150/59, **FTA** 607098/127/128, **FSA** 608076/182/370/388/425/476/477/537/545, **FRA** 613037

FEA 630007/08/11/12, 640013/014/035/095/096/256/275/276/287/288/323/324/408/459/460/719/720/723/724, 643023/024, **MXA** 950914, **YKA / YWA** 996104/142/426

FWA 83.70.4520.014-2/140-2/141-0/142-8/143-6/147-8/148-5/149-3/154-3/155-0/214-5/215-2

83.70.4521.006-4/007-2/010-6/013-0/043-7, 81.70.4846.045-2/046-0/054-4/061-9

IKA 33.68.4909.193-7/600-1/903-9/950-0, 37.80.4909.147-3/190-3/435-2/600-1/903-9/950-0

33.68.4943.067-1, **IEA** 31.70.5892.010-7/024-7/096-5, **MLA** 81.70.5932.227-8/282-3/342-5/367-2

IOA 31.70.5992.096-5

Railvac 99.70.9515.004-8, Snowplough ADB 965241



above & below looking north from the footbridge (Colin Pottle)



INFRASTRUCTURE NEWS

Misc News: The 9 mile Bristol to Potishead route has been given a Development consent Order by the DfT to re-open for passenger services.

The derelict former Lydd Town Station on the Dungeness branch was destroyed by fire on the 8th November 2022, most probably an arson attack. It had been the subject of attempts by locals to get it listed and restored.

With repairs completed at Petteril Bridge Jnct following the cement train derailment on the 19th October 2022, the routes from Carlisle to Newcastle and Skipton re-opened on the 7th December 2022.

Barrow Haven on the Barton-on-Humber branch re-opened on the 10th November 2022 after major work to upgrade the single platform, see p29 in the July issue.

In early December 2022 the 315 tonne bridge carrying the new East – West Rail line was lifted into position over the HS2 route which passes through Calvert cutting north of Aylesbury.



PHOTO SPOT: NR TEST TRAINS

left 37610 t&t 37612
on 1Z22 Derby
RTC - Bristol Kingsland
Road, Didcot (12.41)
30th November 2022
(Spencer Conquest)

97303 t&t 97304 + 99606, 99605, 9801, 5971, 5995
on 3Q64 10.18 Cardiff Canton Sdgs - Swindon,
Gloucester (12.28) 22nd December 2022
(Nigel Hoskins)



SIGNAL BOX SURVEY

Reigate: OS Ref: TQ 25396 50749

Situated on the North Downs Line between Redhill via Guildford to Reading, it sits on the northern side of the line at the western end of Reigate Station platform 1 adjacent the level crossing on the A217 London Road. It was built in 1929 by the Southern Railway with a 24 lever Westinghouse A2 frame.



NOSTALGIA CORNER: 1980s DIESEL



STOCK MOVES

37884 hauling 315853 on 5Q25
Ilford - CF Booths, Offord (13.47)
20th December (Tony Brzosko)



37884 + 315838 + 315847
on 5Q86 Ilford - Sims Metals
Newport Docks, Stratford (11.16)
5th December 2022 (Keith Partlow)



47727 + 720118 5Q68 Derby, Litchurch Lane - Wembley
Inter City Depot, Kettering, 9th December 2022 (Colin Pottle)



37510 + 730006 on 5Q65 Old Dalby - Oxley,
Walsall (12.02) 2nd December 2022 (Peter Davis)

NOSTALGIA CORNER: CL.47s



right in Virgin livery whilst named
Strathclyde (09/00 – 03/03)
Stafford, 25th July 2002 (Martin Hall)

Strathclyde

below in Intercity livery minus the swallow
logo, Sattley, 21st June 1998 (Eric Leece)



47818 (D1917, 47240, 47663):

With 47818 still extant at Eastleigh Works in ex-DRS blue livery here it is showing the four previous main liveries Mainline, Intercity, Virgin and One Anglia, carried since re-numbered 47818 in 03/89. Both names carried are also illustrated prior to moving to DRS.

left in Mainline livery Reading
December 1989 (Michael Warrick)





above in One Anglia livery, Derby, 15th October 2005, below in de-branded One Anglia livery carrying the name *Emily* (04/08-07/08) Derby, 7th May 2008 both (Martin Hall)



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.



above 31464 (D5860,31325) shortly after arriving at Doncaster Works, 21st October 1990 (Eric Leeke) wd 11/91 following accident damage at Allerton, cut 11/91 MC Metal Processing, Glasgow twenty-one days after arriving from Doncaster

ACCIDENTS

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



08898 (D4128): Allocated to Landore at the time, 08898 was mistakenly routed along the Cwm Mawr branch on the 9th November 1988 which has bridges with restricted headroom. Hence the revised design seen above after hitting Pontnewydd bridge neat Ponyates. It was withdrawn on 02/89 after being written off and was sold to Vic Berry on 09/89 for disposal moving around various locations until arriving at Bescot 11/89. It was stored here until moved to RFS Doncaster in 10/97 where it was scrapped by Booth Roe Metals in 02/98

GRAFFITI



745010 (312010)
Chelmsford, 22nd December 2022 (Michael Warrick)

TRAFFIC & TRACTION NEWS

November 25

170923 was seen approaching its destination of Worksop on 2W11 11.25 from Nottingham (Alex Ayre)



170453 passed Meadowhall on 1J46 11.02 Scarborough – Sheffield (Alex Ayre)



December 5

66415 + 59101 + 66541 in middle passed Reading at 14.03 on 7C77 Wembley Receptions - Merehead Quarry (Spencer Conquest)



70817 + 66784 + 66702 passed Didcot at 12.12 on 0V27 Eastleigh East Yard - Hinksey Sdgs (Spencer Conquest)



December 6

66590 passed Northampton at 10.47 (Graham Stockton)



December 9

66418 passed Didcot at 10.44 on 4L36 Wentloog to Felixstowe North FLT (Spencer Conquest)



December 11

60002 + 60026 + 60095 passed Castleton at 13.33 on 6Z51 Drax – Tuebrook. 60002 + 60026 had previously hauled OD99 09.28 Doncaster - Drax (Harold Hull)



805011 was seen returning to Asfordby at 08.27 after a stint on the test track (Terry Lea)

66771 passed Bescot at 09.40 on Stone Jct - Bescot (Paul Clifton)



December 18

66083 passed Tame Bridge Parkway at 09.55 on Wolverhampton Steel Terminal – Bescot (Paul Clifton)



December 21

4-6-2 6233 + support coach passed Kilby Bridge Jct at 13.35 on 5Z34 Southall - Butterley MRB (Lee Baldwin)



December 20

67020 was seen at Crewe at 11.38 (Spencer Conquest)

December 22

59004 passed Chelmsford at 10.58 on 6M12 Chelmsford Reception Sdgs - Wembley Reception Sdgs (Michael Warrick)



66743 passed Stratford at 13.21 on 07.03 Masborough - London Gateway (Ian Sinclair)



December 29

91111 was seen departing London King's Cross at 14.40 on 5Y85 to Ferme Park Sdgs passing 91130 (Lee Baldwin)



4-6-0 45407 + MK1 35517 support coach passed Mills Hill at 14.23 on 5Z46 Northallerton - Bury, ELR. The loco had been at Leeming Bar, WEN since the 16th November for Santa specials (Harold Hull)



Ex-RHTT 57312 + 57306 passed Norwood Road LX at 12.19 on 11.03 Stowmarket - Crewe Gresty Bridge (Lee Spenceley)



December 30

37422 (6966) passed Norwood Road LX at 14.22 on 11.05 Crewe Gresty Bridge - Stowmarket (Lee Spenceley)



56094 passed Stafford at 10.57 on 6K38 Longport - Crewe Basford Hall (Spencer Conquest)



Norfolk News (Stuart Moore):

December 2022: On the 1st, 2nd and 5th the 3S01 RHTT was in the care of 37069 t&t 37611, while on the 7th it was 57306 t&t 66432 (a recent arrival) having the honours. On the 8th the monthly 1Q98 Cambridge to Cambridge was powered by 37610 t&t 37612. 37610 lead the service into Norwich station being seen at platform 6 with 37612 being prepared to power to Great Yarmouth via Acle. The 3S01 RHTT on the 9th was powered by 66126 t&t 66426. It was running slightly early as it past

Whitlingham Jct on its way to Gt Yarmouth. While the RHHT was due to run for longer in the area, the cold snap put paid to that and this was my last RHHT observation for the year. A proper disappointment as some new arrivals had recently arrived at Stowmarket and with the change in weather, they saw little use and no use on 3S01. Still maybe next year!

A chance look at Realtime Trains on the 11th showed that some of the movements from the weekends engineering work, which were due through Brundall in the early hours between Saxmundham and Whitemoor were late. This gave me the chance to see Freightliner 66538 pass through Brundall with the last of the engineers moves from Saxmundham.

On the 12th the Christmas Northern Belle luncheon service ran from Norwich to Cambridge via Ipswich. A spell in Trowse on the 11th to see the Northern Belle produced the following:

158846 11.57 Norwich to Liverpool Lime Street, 47813 t&t 57313 on the Northern Belle 745003 on route to Norwich from London 57312 light form Norwich to Stowmarket. A visit to Norwich station on 16th found 158788/813, 170531 745008/109 755329/405/419 /420/421, and DR73933 all present in the station and yard area.

A return to Norwich station on Christmas eve found 37219 t&t DBSO 9714 + 99666, 72630, 62384, 156408, 158846, 745002/010, 755406/413/417/419 & DR73906/908. 37219 left Norwich with the rolling stock on 09.50 3Z39 Norwich to Derby RTC. About 85 minutes later ROG 37608 arrived light into Norwich from Derby. The loco was stabled in Norwich Yard until the 30th when it was used to move two Cl.745 units one to Cambridge and one from Cambridge.

The final spotting expedition of 2022 was on the 29th when 66713 was seen at the head of the 6A32 North Walsham to Harwich loaded tanks.



above 37418 + DR 98002 + 99.70.9594.017-4 + DR 98004 + DR 98003 + DR 98006 after conducting new laser RHHT technology on ELR, Castleton (15.45) 1st December 2022 (Harold Hull)



88005 on diverted 4Z48 Daventry -
Tilbury, Stratford (14.47)
24th December 2022 (Ian Sinclair)



above 66301 on 6G10 Hoo Jct Up Yard - Nunhead, Tonbridge (11.46) 10th December 2022
(Spencer Conquest)



66795 on 6Y40 Grain Foster Yeoman - Tonbridge West Yard, Tonbridge
(11.57) 10th December 2022
(Spencer Conquest)



720606 + 720610 on WCML mileage accumulation, Northampton (10.19)
20th December 2022 (Graham Stockton)



above a very filthy 66174 on 3J42 Doncaster circular RHTT passing 755328, Peterborough (15.40)
2nd December 2022 (Andrew Turnidge)



67025 t&t DVT 82227 + 12222, 12323, 10330, 11321 on 5Z79 from Shrewsbury, Manchester Piccadilly then as 5Z80 to Crewe (14.14) 5th December 2022 (Harold Hull)



37608 + 745108 on 5Q38 11.05 Cambridge - Norwich Crown Point, Waterbeach (11.16)
30th December 2022 (Toby Radziszewski)



above 66013 on 4O21 Trafford Park Euro Terminal - Southampton West Docks, Oxford (13.58)
8th December 2022 (Spencer Conquest)



37254, 37421 & 37901 Derby RTC (21.49)
6th December 2022 (Tony Falloon)



66155 on 6Z71 Wembley - Dollands Moor, Tonbridge (12.23)
12th December 2022 (Spencer Conquest)



66425 + 66427 on 4Z36 13.28 Wentloog - Daventry, Gloucester (13.57)
24th December 2022 (Nigel Hoskins)



56081 + 73965 + 73107 + 73964 Tonbridge West Yard (10.21) 10th December 2022 (Spencer Conquest)



90010 + 90003 + 90041 + 90042 + 90048 + 90014 + 90043 illustrating all three current FL liveries, Ipswich SP adj the station (13.02) 28th December 2022 (Keith Partlow)



397002 on 1M94 on 09.06 Glasgow Central - Manchester Airport, Abington (10.46)
7th December 2022
(Iain Gardiner)



above 68007 + 88004 on 6Z50 09.55 Crewe Coal Sidings – Sellafiel flasks, Crewe (10.50)
22nd December (David Inett)



66513 + HYA barriers on 4G97
Crewe Basford Hall - Wolverton Works,
Tamworth LL (11.55) 1st December 2022 (Paul Keightley)



43303 t&t 43285 on 1V50 Edinburgh - Plymouth, Teignmouth (14.08) 2nd December 2022 (Spencer Conquest)



60010 on 6B13 Robeston Sdgs - Westerleigh Puma, Severn Tunnel Jnct (10.46) 29th November 2022 (Chris Addoo)



88009 + 88002 + FNA
11.70.9229.040-4 + 016-4 + 034-7 on 6M63
Bridgewater - Crewe Coal Sdgs, Filton Abbey Wood (12.57) 30th November 2022 (David Moreton)



66793 + 66755 + 66796 on diverted
6M51 Drax PS - Tuebrook, Guide Bridge (14.12) 1st Jan 2023 (Harold Hull)



Robel Rail Grinder
 DR 97806 + 97606 + 97506 on
 6U86 Romford CE Yard - Southend
 Victoria, Wickford (13.34)
 20th December 2022 (Ian Sinclair)

SHUNTER SPOT

left 08703 minus GBRf branding at Wishaw prior to taking up duties in Whitemoor Yard, 20th December 2022 (Terry Lea)



TECHNOLOGY NEWS

Following on from the report on p57 in the November issue concerning fitment of ECTS to traction running on the ECML, the first loco to enter the programme is 66039 which is now at Doncaster Roberts Road. Apart from Cl.66s, other traction to receive ECTS will be Cl.60, 67 and 325.

Further to the report on p36 in the last issue, Northern Rail 150136 is now in its multipurpose role collecting data and carrying passengers. The equipment is carried on 57136, with appropriate do not couple brandings in the centre cab front window. There is a communications pod below the central cab front window with forward facing and downwards facing cameras below the light cluster on the drivers side.



150136 on 1018 2J28 Blackburn - Rochdale, Castleton (11.24) (Harold Hull)

OUT & ABOUT

by James Holloway

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

David Wainwright:

28th Nov Wakefield Westgate 07.10-07.55: 91111
158790, 158907, 220001/16/22/28, 331110/12, 801106/08
801213, DVT 82211

Doncaster 08.15: 66003/98, 66110/51, 66748/70/86
220015, 331101/04, 800206, 801103, 801229

Ely 11.45-15.00: 66116/81, 66546, 66731/38/55, 158780
158788, 158846/52/65/66/89, 170102/07/10, 170398
387102/04/08/11/12/14/17/22/23-25/29, 387201, 387306
755401/06-08/16/22/23, DR80206

Peterborough 15.40-18.40: 66067, 66169/79, 66304
66623, 66722/32/67/73/76/93, 91109/11, 156907, 158846
170104, 170514/15, 170618/39, 387115/18, 387304/05
700104/08/27/52/54, 755328, 755406, 800101/04/06/12
800113, 801201/03/09, 801102/04/08-10, 801201/13-16
801222/30, 802303/04, DVT 82211

30th Nov Leeds 07.15-08.15: 91111, 158786/89/92/96/97
158869/71, 158901, 170453, 185105/12/28
195003/06/12/14, 195114/23/30/32, 220014/33, 221122
221136, 331102, 333003/14/15, 800113, 801102/09
802209/19, DVT 82211

Huddersfield 08.40: 144001, 158909, 185109/41/51

Manchester Victoria 09.10: 09009, 185106/44, 195122
Liverpool Lime Street 10.00 & 15.30: 153323, 153972
156423/27-29, 158785, 319385, 331020, 350237, 390107
507008, 508128/36, 802206

Sandhills 10.30-11.10: 507002/12-14/32, 508117/20/22
508125/39, 777003

Kirkdale 11.15-11.30: 507003/15/28, 508120, 777004/09
777010/15/18

Birkenhead North 11.55: 230006/09/10, 507007/10/17/27
508127/38/41

Birkenhead Central 12.25: 777049

Chester 13.00-14.40: 56049, 67012, 150118/38, 150225
153323/25/27/29/69, 153972, 158823/24/35/36, 175005
175010, 175116, 195104, 197003/08, 197102, 221104
507007/09/17/23/30, 508104/28, DVT 82229, DR73921

Edge Hill 15.50-16.10: 60076/96, 150119/28, 156427/29
319379, 331005/20/23/31, 350120, 350241, 390141
802215

John Matthews:

28th Nov Walford Jct: 37884, 66551, 221109/11
319012/17, 319429, 350101/15/27, 350231/45/56-58
377215, 390104, 710258/66, 710376

Wembley Yard: 66001/76, 66506/49/61/71, 92044
465933

Willesden: 08605

Shepherds Bush: 66795

Ealing Broadway: 345016/25/26/53, 387148/71

Stratford: 66505/06/24/62, 66778, 321314/19/26/28/29
345004/08/10/17/18/27/28/39-41/45/62/64/68, 378208/18
378223/27, 720108/11/12, 720506/07/14/15/22/23/28/31
720538/39/47/49/50/52-56/58/67/73-75/77/78/81/88/89
745004/06/07/10, 745104, 755327/37, 755404

Temple Mills: 66711, 373215-18

Tottenham Hale: 720107/09, 720525/35/67/87, 745101
745109

Michael Warrick:

1st Dec Norwich: 745001/06, 755325/28/30/32/35
755410/15/21

2nd Dec Trimley: 66592, 66726/31/55/62, 755328

5th Dec Trimley: 66304, 66739/46/47/49/65, 755328

6th Dec Blofield LX Felixstowe: 66503/12, 66785



66512 on 4L89 on Crewe - Felixstowe Dock North Blofield LX (13.30)

8th Dec Trimley: 66543/47, 755410

10th Dec Ipswich: 08891, 66557, 90008/14/16/43

745004, 745108, 755417

Colchester: 321313/23, 720551, 755424

Shenfield: 345005/12/21/39

Romford: 345003/19/49

Ilford Depot: 345014/22/31, 710113/16/19

Liverpool Street: 720567/87, 745006

Paddington: 345032/39/46/49/68, 387130/34/41/67/73/74

Acton: 66103/60, 66221, 66603, 66720

Southall: D1953, 47593

Reading: 221122/34, 345059, 387131/38/39/45/61

800004/17/24/25/33, 802001

12th Dec Trimley: 66548/68/85, 66952, 755414
13th Dec Trimley: 66536, 66739/47
20th Dec Trimley: 66301, 66758/76, 755332
22nd Dec Trimley: 66594, 755336
Ipswich: 66514/31/48/71/94, 66798, 66956, 90014/43
321308/13/20, 7250512, 745008/10, 755333/34/38
755401/06/15/16/19/21
Colchester: 66513, 321328, 720535/52/72/74/88
Witham: 720538
Chelmsford: 59004, 66536, 720114/16, 720524/30/32/33
720540/68, 745001/03/09/10
23rd Dec Trimley: 66302, 66533, 66787

Derek Place:

6th Dec Euston 08.40-09.15: 92018/23, 319214/15
319220, 319433/57, 350103/04/10/11/16/20, 350249/52
350369, 350404, 378222, 390040, 390103, 710256/376
Willesden: 710258/77
Marylebone 09.55-10.02 & 17.20-18.10: 68010/11/13
165001/08/11/13-15/17/27/29/31/32, 168106, 168214/16
168218, 168325/27/29
King's Cross: 91109, 387119/22/26/28, 387201, 387301
700001/28/47, 800105, 800202/04/06/08, 801104/05/09
801112, 801202/10/21/22/24/26/30, 802302/03, 803002
Paddington: 345001-03/07/09-12/14-16/19-22/24-26
345029-36/38-42/48-50/55-57/59/60/63-67/69, 387130/32
387133/35-42/45/46/50/51/55/60/62/66/68/69, 800005/09
800013/14/21-23/25/29/30/33/35, 800301/10/14-17
802008-10/12/13/17/20/21, 802102/004/07/10

Martin Willcock:

3rd Dec Tonbridge West Sidings: 66716/34/66/68/72/94
66799, 69001/02/04-06, 73109/41, 73212, 73962, 375310

Dennis Dey:

9th Nov Liverpool Street: 720529/54/80/83
Aldersbrook Sidings Ilford: 315837/53
Stratford 11.10-14.20: 37099, 37175, 66142, 66305
66419, 66511/13/33/34/36/37/88, 66710/15/35/49/68
321305/07/10/11/15/18/19/22/29, 720105/08-13, 720501
720506/12/14/23/25/26/29/31-33/40/47/48/50/51/53/55/57
720561/63/64/66/67/69/72-74/76/77/80/84-86/88/89
745001/02/05/08-10, 755416
16th Nov Liverpool Street: 720529, 720515/31/32/87
Ilford: 08588, 08700, 321302/09
Stratford 11.05-14.20: 37611, 66305, 66424, 66508/11
66524/36/54/97, 66711/44/55, 321302/05/07/09/11/14/15
321322/23/27/28, 357321, 720106/07/09-13, 720501/11
720512/22/26/32/36/37/40/50/52-55/57/59/62/63/65/66
720568-70/72/76/77/80/81/84/86-88, 745001-05/07/09
23rd Nov Crawley Yard: 66142
Liverpool Street: 720564/73
Stratford 11.05-14.20: D8096, D8107, 66504/59/68/93
66732/67, 66956, 90003/41, 321305/13/16/19/27/28
357323, 710379, 720109/11-13, 720501/06/07/12/14/15
720526-30/32/33/35-37/39/42/43/45/46/54/56/61-66/68/70
720575/77-79/81/88/89, 745001-04/07/08/10, 755401/12
30th Nov Clapham Jct: 701014/28/47

Crawley Yard: 66169
Feltham Depot: 701022/23
2nd Dec Crawley Yard: 66602
Liverpool Street: 720113, 720522/23/39/43/46
Ilford: 315837
Aldersbrook Sidings Ilford: 315847/53
Stratford 11.05-14.20: 57307, 66108, 66526/45/62/67/71
66953, 90042/45-47, 321309/11/14/15/18-20, 720105/08
720113, 720506/07/11/13/14/22/23/27/30/32/33/35/37/39
720540/43/45/47/50/51/54/57/58/60/61/63/64/68-75/78
720581/84-86, 745001/02/05/07, 745105/06, DR73906

Peter Robinson:

25th October Skipton 09.40: 60087
26th October Ribbleshead 10.00-11.00: 60095, 158786
158787/94
29th October Wennington Jct 09.00: 37521, 37688
3rd Nov Ribbleshead 09.00-09.30: 60002, 158902
4th Nov Helwith Bridge 13.15: 66786
Ribbleshead 13.45: 60026
18th Nov Wennington Jct 00.55: 37610/12
19th Nov Pudsey 11.30-11.40: 158759, 195106
20th Nov Wennington Jct: 68003/05 RHTT
Leeds 11.55-17.35: 68022, 150210, 158757/93/94
158850/60, 158904, 170454/55/58/76/77, 185104-06/09
185110/13/17/29/31/35/38/40-44/48/50, 195001/02/04/06
195009/10/13/15/16/18-20/22/23/25, 195104/13/17/27/29
220012/17/30, 221121/25, 331103/04/06/09, 333002/07
333009/11/13, 800112, 800204, 801108, 802202/05/09/16
21st Nov Ribbleshead 11.30: 60096
22nd Nov Arco Quarry Helwith Bridge: 66720
30th Nov Wennington Jct: 68003/12 RHTT
2nd Dec Wennington Jct: 37219, 43257/72, 68003/06
70810
5th Dec Wennington Jct: 68003/06
20th Dec Ribbleshead: 60011, 66749

Frank Barrington:

18th Dec Midland Road Leeds: 37405, 66596/601
70005/07/11/13
19th Dec Holbeck Leeds: 150204, 195013/19
22nd Dec Holbeck Leeds: 150204/15/75, 195018

Bradley Marshall:

6th Dec Yeovil Jct: 44871, 47813, 159001/03/04
159105/06/08
9th Dec Taunton: 43022, 43155/56/89, 220011
802013/15
Bridgwater: 43122/62, 68003/07, 220013/29, 221120
DR80301
20th Dec Taunton: 43029/92/93, 43155/56/87/94, 43198
43239/378, 220020/22, 800011, 80311, 802004/06/15/18
802020, 802111
21st Dec Yeovil Pen Mill: 43257/72, 165111

PRESERVATION NEWS

Dean Forest Rly (DFR) Update by Nigel Benning: Having been turned in August for a filming contract, GWR Small Prairie 2-6-2T 5541 was turned again via lorry on 30th November 2022 and has regained its more familiar smokebox north orientation.

Recently purchased from the Colne Valley Railway, BR Mk 1 Corridor Composite E15984 arrived at DFR on 2nd December (see below). It will be temporarily stored but plans are for it to be overhauled and enter service next year.



Misc: Further to the report on p50 in the September 2021 issue, the restoration of 12w LMS sleeper 378 has continued, with it having been painted in crimson & cream and gained the name *Charlotte Emily* as seen below on the 3rd December 2022 by Stan Bown.



D1062 *WESTERN COURIER* at SVR has regained its original identity having lost its temporary identity of D1040 *WESTERN QUEEN*.

The unique Cl.119 DMU 51074 + 51104 based at SCR is out of action after a fire broke out in an oil bath air filter causing some damage, but it is repairable.

Spares donor CI.108 DMBS 51947 has been grounded at Cranmore, ESR and had its cab removed.



GWR Autotrailer 174 previously at LLR has moved to PON to complete its restoration.

*left 174, showing the opposite end to that illustrated on p32 in the Nov 2019 issue, Pentrefilin Carriage & Wagon Works, LLR
7th September 2019*

At least for the foreseeable future, SPA has become the home of 4-6-2 BoB 34072 257 **SQUADRON** which arrived for Polar Express duties, initially to cover for 4-6-2 BoB 34053 **SIR KEITH PARK** whilst it undergoes an overhaul. The other long term visitor 0-6-0 828 from STP is to undergo repairs having been stopped since late summer 2022 which will enable it to resume services through to October 2023.

Another UK source of alternative coal is a now a possibility following the approval of the Woodhouse Mine in Cumbria. Notwithstanding the need to reduce the use of coal and find green alternatives, the heritage sector along with major industries still need it and the ridiculous importation from the other side of the world is not the answer. This produces far more emissions than locally sourced coal let alone providing much needed employment. What is annoying is the way the media portray it, trotting out the environmentalists incensed at the government for making a mature decision. Out of sight out of mind environmentalism that doesn't engage in the logical argument is not at all helpful.

NARROW GAUGE PHOTO SPOT



ex-South African Rlys Beyer Peacock 2' gauge
2-6-2 + 2-6-2 NG130 [7431], one of five
based at the Welsh Highland
Rly, Porthmadog
25th August 2022
(Martin Hall)

imported to the UK in the
1990s, it moved to the WHR in
2015 where it was returned
to service on the 30th April 2021

RAIL TOUR PHOTO SPOT



4-6-0 7029 t&t 47773 on 1Z70 Solihull
- Bristol TM Vintage Trains 'The
Merchant Venturer', Swindon (11.33)
6th December 2022 (Colin Pidgeon)



4-6-2 4498 t&t 47805 on 1Z70 Ealing
Broadway - Lincoln Central, Ealing Broadway
(08.43) 2nd December 2022 (Ian Sinclair)

4-6-0 45231 t&t D1935 on 1Z45 06.57
Southend Central - Chichester, Gospel Oak
(09.14) 9th December 2022 (Ian Sinclair)



57010 t&t 57012 on Southall
WCR - Burton-on-Trent Wetmore
Sdgs ecs, Didcot (13.40)
4th December 2022 (Spencer Conquest)



57313 t&t 47812 on 11.38
Glasgow Central - Perth Xmas
Special, Uddingston (12.49)
4th December 2022 (Iain Gardiner)





67007 t&t 67021 on 1Z82
London Victoria to Oxford, Reading
(10.06) 14th December 2022 (Spencer Conquest)



above D345 t&t
57012 + 4998, 5009,
4927, 4991, 1813,
3110, 3146, W1651,
3121, 3119, 17105
on 1Z40 Swindon -
Newcastle, Askham
Bar P&R (11.49)
3rd December 2022
(David Rice)



4-6-2 6233 t&t 47813 on 1Z62 King's
Cross - Lincoln Central, Pinchbeck
(11.50) 3rd December 2022
(Gervase Orton)



left 47593 t&t 47828 on 1Z41 Preston
to Bristol Temple Meads 'Christmas
Statesman' Swindon (11.59)
7th December 2022 (Colin Pidgeon)



above
 43046 t&t 43055 on
 1Z57 Holyhead - Bath,
 Tamworth
 10th December 2022
 (Paul Keightley)



43055 t&t 43046 on Ely - LSL
 Crewe, Whittlesea (13.20
 4th December 2022 (Paul Fuller)
 43046 t&t 43055 on 1Z72 from
 Edinburgh Waverley -
 Peterborough, Doncaster (21.41)
 3rd December 2022 (Tom Culshaw)



4-6-0 46115 on 1Z18 York - Edinburgh
 Waverley 'Edinburgh Christmas Market',
 Spittal Berwick-upon-Tweed (09.55)
 10th December 2022 (Gareth Patterson)



above 50049 t&t 50007 operated the middle two legs of 1Z50 London King's Cross - Beverley Christmas Cracker (11.35) having taken over from 90034 (left 11.00) at the ex-Royal Mail Terminal, Doncaster, 22nd December 2022 (Lee Baldwin)



4-6-0 61306 t&t D1924 on Saphos Trains 1Z61 14.37 Blackburn – Leicester 'The Pennine Moors Christmas Cracker' return, Castleton (15.36) 21st December 2022 (Harold Hull)



57313 t&t 47812 on 1Z08 London Victoria – Westbury Northern Belle, Reading (14.24) 19th December 2022 (Spencer Conquest)

PRESERVATION GALAS

North York Moors (NYM) Annual Steam Gala by Colin James:

The NYM held its annual steam gala over 4 days from Thursday 22nd to Sunday 25th September 2022. Arriving on Friday lunchtime for 2½ days of travel and photography, the railway was very busy on stations and trains. This was the same on Saturday, with Sunday noticeably quieter. The weather produced everything over the course of the event, from bright sunshine and cotton wool clouds on Friday, to sun and heavy rain on Saturday to all over cloud on Sunday and a noticeable drop in temperature.

right 0-6-2T 85 on 13.37 from Grosmont, Goathland (13.53) 23rd September 2022

Star of the show was A4 4-6-2 4498 *SIR NIGEL GRESLEY*, still in its pseudo wartime LNER matt black after the completion of its latest 10-year overhaul, from its now regular base of LSL, Crewe. Also visiting the railway were BR Std 5MT 4-6-0 73156 (courtesy of GCR) and Taff Vale 02 0-6-2T 85 (courtesy of KWV).



0-4-0VB 8 with demonstration freight, Levisham (15.05) 24th September 2022



above left 2-6-4T 80136 Grosmont, shunting saloon (12.52) 24th September 2022
above right 4-4-0 926 on 13.57 from Grosmont, Pickering (15.42)

2-10-0 92134 Grosmont
(11.00) 24th September 2022



The home fleet locomotives in service were: BR Std 9F 2-10-0 92134 (the only locomotive facing north), SR Schools 4-4-0 926 *REPTON*, SR S15 4-6-0 825 *GREENE KING* (a temporary name previously carried by preserved sister 841), BR Std 4MT 2-6-0 76079, BR Std 4MT 2-6-4T 80136, LNER Q6 0-8-0 63395, LNER J27 0-6-0 65894, Lambton tank 0-6-2T 29 and Belgium class IV 0-4-0VB 8 *Lucie*. LMS Black 5 4-6-0 5428 *ERIC TREACY* had been listed



0-8-0 63395 on 17.15 to
Pickering, Grosmont (17.26)
24th September 2022

to run, but it was not ready to run after tyre turning. Also in service working the Grosmont - Whitby shuttle was 31128 *CHARYBDIS*, in top and tail mode with 76079. That was until 76079 failed on Saturday evening and 37403 *Isle of Mull* was drafted in as a replacement on the Sunday, with some services extended to Goathland.



31128 on 17.05 from
Whitby, Grosmont (18.00)
24th September 2022



Friday and Saturday's timetable were broadly the same. Roughly an hourly service between Grosmont and Pickering with the Grosmont to Whitby shuttle as outlined above. A demonstration goods train operated between Grosmont and Goathland with 85 on Friday and 29 on Saturday. 8 *Lucie* was out stationed at Levisham and worked a small demonstration freight and shunting duties in the station limits. Sunday's timetable saw the longer demonstration freight run between Pickering and Levisham worked by 65894. This allowed extra Grosmont to Goathland shuttles to run using the Whitby stock. It's great to stand at Darnholme and see and hear the steam engines working hard up the grade to Goathland, but 37403 out did all those with the sound it made on the same stretch of line. Sunday also saw 29 + 85 paired together, which was appropriate as both worked at the Lambton, Hetton & Joicey Colliery in NCB days.



76079's failure wasn't the only issue during the event. 63395 didn't run Friday or Saturday until late in the afternoon requiring repairs. Its duties covered in part by 92134. Point / signaling interlocking issues

at Goathland caused late afternoon delays on Friday. Saturday's running slipped to ½ hour behind schedule. Then 8 Lucie had problems on Sunday which put an hour's delay into that timetable and causing the last of 65894's freight runs to be cancelled.



0-6-2T 29 + 85 on 10.27
Grosmont - Pickering, Darnholme
(10.45) 25th September 2022



4-6-0 825 on 11.43 Grosmont -
Pickering Darnholme (12.45)
25th September 2022

The Whitby stock was 5 BR Mk1s in blood and custard. The Pickering services were run with 3 sets, 2 x 7 BR Mk1s in maroon and 1 x 6 LNER teak carriages, including Thompson TK 1623 in 'scumbled' teak livery (see below). With 4498 being very popular it ran with the BR Mk1s except for one turn on Sunday afternoon with the LNER teaks, a combination all the photographers were waiting for. There was some double heading in the

timetables and top & tail working to move locos back from Pickering in the late afternoons.



TK 1623 Goathland (14.05)
23rd September 2022

Other locomotives and stock seen along the line were:

Grosmont: Running Shed / Works: 4-6-0 44806, D2207, D5032 *Helen Turner*, D7628 *SYBILA*
Deviation Shed: 2-6-4T 80135, 4-6-0 75029 *THE GREEN KNIGHT*, 4-6-2 34101 *HARTLAND*, 0-6-2T 5 [3377], 08495, 12139

Yard: 47077 *NORTH STAR*, 3672 *DAME VERA LYNN*, D5061 *Ian Johnson 1950-2014* with 08850 the yard shunter **Siding:** Cl.101 50204 + 51511

New Bridge CE Yard: 08556

Carriage Shed, Pickering: Cl.101 50160 + 53539 + 50164 with 37264 in the long siding

Trade and association stands could be found at Pickering and Grosmont. Real ale and ciders were available at Levisham and Goathland and in the LNER Teak buffet car. There was also a display of vintage stationary engines at Levisham.

Bluebell Rly (BBR) Giants of Steam Gala by Colin James: The BBR held its Giants of Steam Autumn Gala over the 14-16th October 2022. I visited on the Saturday, a day of bright sunshine and blue skies or heavy black clouds and pouring rain.

The theme for the gala was 'Raising Standards' as the visiting locomotives gave it a distinctly BR bias, these being BR Std 4MT 2-6-0 76017 (courtesy of the MHR) and BR Std 5MT 4-6-0 73156 (courtesy of the GCR). These joined BR home fleet locos BR Std 4MT 2-6-4T 80151 and 5MT 4-6-0 73082 *CAMELOT*. Making up the roster were Q 0-6-0 30541 and summer visitor, Hall 4-6-0 6989 *WIGHTWICK HALL* (courtesy of the BCR). This gave the opportunity of a preservation first with double headed BR 5MTs. Long stored BR 4MT 4-6-0 75027 was displayed in the down bay platform at Sheffield Park.

right 2-6-0 76017 Sheffield Park (08.57)

A four-train timetable was in use, with Metropolitan teaks, Maunsell & Bullied SR and BR Mk1 coaches all in service, with all six locos appearing on these, with some double heading and two northbound non-stop runs. 30541 also ran a short demonstration goods train within the station limits at Horsted Keynes during the morning, before joining the passenger roster. The timetable worked very well and any loco changes at Horsted Keynes smartly carried out. At Horsted Keynes itself only platforms 2 & 3 are in use, due to scaffolding on the main station building extending onto the tracks of platforms 4 & 5, with the ongoing 'Jewell in the Crown' renovations.



4-6-0 73156 + 73082 10.45 Sheffield Park -
East Grinstead Horsted Keynes (11.00)



0-6-0 30541 on demonstration freight, Horsted Keynes (12.10)

2-6-4T 80151 on 12.35 East Grinstead - Sheffield Park, Horsted Keynes (12.26)



4-6-0 6989 on 15.30 Sheffield Park - East Grinstead Sheffield Park (15.31)





0-6-0PT 72 Sheffield Park (15.40)

Bulleid BoB 4-6-2 34059 *SIR ARCHIBALD SINCLAIR* and A1X 0-6-0T 72 *FENCHURCH* were in the works building (see above). 72 now has its boiler fitted as it closes in on a return to service. New builds, BR Std 2MT 2-6-2T 84030 has gained its rear bunker plate work as work continues whilst H2 4-4-2 32424 *BEACHY HEAD* now looks almost complete in its shed, now the boiler has been fitted to the frames, though much work still remains.



Steam locos 672, 55, 96, 30583, 473, 323, 178, 592, No.3 *CAPTAIN BAXTER* were on display or stored in the Steamworks and engine shed at Sheffield Park. 34023 *BLACKMOOR VALE* is stored in the Sheffield Park up bay platform. D4106 was the yard shunter at Sheffield Park.

Steam locos 92240, 1638, 58850, 80100 can still be found stored at Horsted Keynes. A 'wake the giant' fundraising stall was alongside 92240. Also at Horsted Keynes were Wickham Trolley DXN 68001.01 in platform 1 and Carriage Works shunter Sentinel 4whdH [10241] (see below).



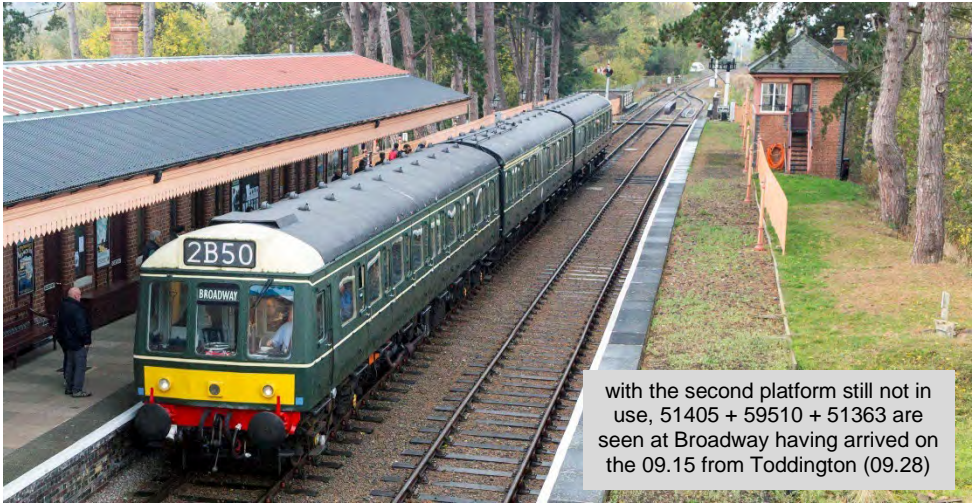
Gloucestershire & Warwickshire Rly (GWR) Mixed Traffic Gala

by **Colin James:** The GWR held a Mixed Traffic Gala over the weekend of the 29-30th October 2022. I visited on the Saturday of the event, a day starting grey and damp, but changing into a mild, sunny autumnal day. This was the last chance to enjoy a ride behind summer visitor, Deltic 55019 *ROYAL HIGHLAND FUSILIER* (courtesy of the Deltic Preservation Society) which was due to return to Barrow Hill shortly after the event.



Joining the Deltic working on both days were steam locomotives, Bulleid MN 4-6-2 35006 *PENINSULAR* & *ORIENTAL SN CO*, Hall 4-6-0 7209 *FOREMARKE HALL*, Manor 4-6-0 7820 *DINMORE MANOR* and 2-8-0T 4270 with Cl.117 DMU 51363 + 59510 + 51405. Working on the Saturday only were diesels, 47105 & 47376 *FREIGHTLINER* 1995. Sunday's diesels were scheduled to be 5081 (subbing for failed 20137) and 37215.

All trains worked between Cheltenham Racecourse and Toddington, with about half extending to Broadway, with rakes of BR Mk1s, 1 x 6 car and 2 x 7. The DMU worked services were the only ones to stop at Hayles Abbey Halt. A demonstration freight also ran during the day, hauled in turn by the three GWR locomotives, this also included the chance to ride on either the GWR Toad brake or the SR Queen Mary brake for an additional fee.



with the second platform still not in use, 51405 + 59510 + 51363 are seen at Broadway having arrived on the 09.15 from Toddington (09.28)

The 47s worked double headed, the Manor and Hall singularly and back-to-back doubled headed during the day, the others worked solo. Locos swapped at Cheltenham Racecourse, with footplate visits available for the locomotive laying over. Trains from Toddington to Broadway were top and tailed to negate the need for run rounds at Broadway. The second platform at Broadway has not been completed, nor the signal box commissioned, though at least the footbridge is now accessible to view the trains.



47105 + 47376 on 11.55 Broadway – Cheltenham, Winchcombe (12.46)



4-6-0 7903 + 7820 on 15.02 from Cheltenham, Toddington (16.37)

At Todington the steam and diesel sheds were open to see the restoration and repair works ongoing on steam locos 2-8-0 2807, 2874 and 3850, diesel locos 20228 (see below), 5343 and D6948 plus freshly painted DMU CI.122 bubblecar 55033. Also in the diesel shed were 5081 and 37215 ahead of their Sunday appearances. Stabled on the yard unloading line was 45149, available for cab visits. Viewable in the yard were the resident shunters D2280 and RSH 0-6-0DM 11230 [7860/DC2574], failed 20137, stored shunters YE 0-6-0DE 372 [2760] and JF 0-4-0DM 21 [421030] MAVIS with CI.117 DMU cars 51360, 51372, 59505.



2-6-2T 4270 on 14.18
Cheltenham - Broadway
demonstration freight,
Todington (15.51)



right 20228 Todington
Diesel Depot (10.19)

4-6-2 35006 on 14.05 Broadway -
Cheltenham, Todington (15.06)

At Winchcombe the carriage and wagon sheds were open to view the current works, with RBR 1675 and CK 16221 undergoing restoration. A viewing area was set up at the north end of the sheds to view

the passing trains, where the resident shunter D2182 was stabled. Engineer's railcar, ex-Army, Baguley-Drewry 9127 was stabled on the other side of the line in the Permanent way sidings.



A good and varied timetable made for a good day out, but an operating incident at the Cheltenham end of the line in the morning put 35 mins delay into timings, which over the course of the day extended to 60 mins by the late afternoon.



Severn Valley Rly (SVR) Autumn Diesel Gala:

The following reports and photos are by various members who attended the SVR Gala.

Report by Lee Baldwin: The Severn Valley Railway is a picturesque 16 mile line from Bridgnorth to Kidderminster in Worcestershire, held their second Diesel Gala of 2022 from Thursday 29th September to Sunday 2nd October. Unlike the Spring Gala held in May, which usually features a variety of visitors from other preserved railways and main line locomotives, the Autumn event is usually limited to 'home fleet only'. However this year, the event featured three high profile visitors: 55009 *ALYCIDON* (courtesy of the Deltic Preservation Society) and recently repainted celebrity CI.56s, 56081 and 56098 (courtesy of GBRf). Both locomotives are to be converted into CI.69s but may both still run the delayed 56 'Grid' rail tour in January next year? 55009 arrived at the railway during September and had been in

regular service since, the CI.56s arrived on the Friday evening and were therefore only in attendance on the last two days of the Gala, Saturday and Sunday. Also attending was D182 (courtesy of MRB) though unfortunately it failed on Thursday and was unable to run on Friday. It failed again on Saturday which meant a few alterations to the timetable and D4100 was utilised on the Kidderminster / Bewdley shuttles for most of the day releasing the planned locomotives to cover for D182.

The resident locos to feature were: D9551, 20048, 31466, 40106 *ATLANTIC CONVEYOR*, D182, 50033 *Glorious*, 50035 *Ark Royal*, 50049 *Dauntless* and D1040 *WESTERN QUEEN* (aka D1062). In addition, D4100 *Dick Hardy* substituted for the failure of D182



20048 departs Bewdley (09.50)
1st Oct 2022 (Lee Baldwin)

I visited on the Saturday where an intense timetable saw services running the full length of the line along with local shuttle services between both Bridgnorth and Hampton Loade and Kidderminster and Bewdley.



50035 approaches Bewdley, SVR
(11.40) 1st Oct 2022 (Lee Baldwin)

The CI.56s were only timetabled to run one return trip on Saturday and Sunday. Incompatibility of the brakes with the lines coaching stock also meant they had to run doubleheaded with 20048 tucked inside. 56098 did the turn on Saturday and 56081 on Sunday. The unused loco was visible from Kidderminster station outside the goods shed, but slightly frustratingly not parked in the station.

Trains were busy, especially the services featuring the CI.56. As per usual the Class 50 Alliance volunteers offered regular shed tours of the impressive Kidderminster TMD facility for a donation. On the tour I was able to view 33108 nearing completion of its overhaul and repaint in Dutch livery and D821 *GREYHOUND* similarly repainted but in Br blue. Other locos under repair and restoration included 50007 *Hercules*, D1013 *Western Ranger*, D7029, 50031 *Hood* and 50044 *Exeter* plus various CI.08/09 shunters including 08635 numbered H3802.



55009 departing Kidderminster Town, SVR
(15.50) (09.50) 1st Oct 2022 (Lee Baldwin)

Overall, a very enjoyable event with the rare opportunity to ride behind a CI.56s definitely the highlight.



56081 & 56098 Kidderminster Town, SVR (16.39)
1st Oct 2022 Spencer Conquest

Report by Spencer Conquest: I attended on the Friday and Saturday. On Friday, the heavens opened up from 12.00 and didn't stop raining until I left at 17.00 whereas the weather on Saturday was slightly better, cloudy but no rain. However, there was a rail strike on the Saturday.

Certainly, the highlight locomotives for me were the resplendent 56081 and 56098 in immaculate plain BR blue and large logo liveries respectively. 56081 ran one round trip on the Saturday while 56098 did the honours on the Sunday.



40106 Bewdley, SVR (10.23)
30th Sep 2022 (Spencer Conquest)

This year I did one of the official organised maintenance/carriages shed visits which took an hour and half and included the stabling point next to the signal box which enabled you to photograph the two 56s (see previous page) as well and locomotives' coming into and leaving Kidderminster. It was a most informative guided tour with a very knowledgeable tour guide who was only too happy answer any questions from the party, allowing you to photograph everything. In all the time I've been attending the SVR I've never visited the carriage sheds which are enormous and seem to go on for ever with a few steam locomotives stabled inside too (see photos below and opposite by Darren Bailey). The guided tour was £10.00 and worth every penny I thought and can thoroughly recommend it if you get the chance at future galas.



0-6-0T [686] *LADY ARMAGHDALE* Kidderminster
Carriage Shed, SVR 10.50 30th Sep 2022 (Darren Bailey)



2-6-0 7325 Kidderminster
Carriage Shed, SVR 10.50
30th Sep 2022 (Darren Bailey)



4-6-0 45110 Kidderminster
Carriage Shed, SVR 10.50
30th Sep 2022 (Darren Bailey)

Of particular interest in the Diesel Shed was The Hydro Shunter project to convert a CI.08 from diesel to hydrogen traction. 08635 has had its engine and generators removed. These will be replaced by a hydrogen fuel cell stack and battery, as a hybrid installation. The project involves the University of



Birmingham, Vanguard Sustainable Transport Solutions, and the Severn Valley Railway. Meanwhile 08635 (H3802) is receiving a new paint job.

Certainly, on the Saturday, the SVR car parks at the station were rammed by 09.00 due to the rail strikes, but there was other parking next to Kidderminster station and in the town centre. There was also plenty of sales stands dotted around Kidderminster concourse offering all sorts of railway related items for sale.

Considering the awful weather on Friday afternoon and the rail strike on Saturday it was well attended with a good mixture of home fleet

locomotives & visiting Deltic, and two Grids, combined with friendly staff and a well time tabled service.



33108 Kidderminster Diesel Shed, SVR (10.22)
30th Sep 2022 (Darren Bailey)



37308 Bewdley, SVR (08.53)
1st Oct 2022 (Darren Bailey)

50033 Kidderminster Town. SVR (16.42)
1st Oct 2022 (Spencer Conquest)



left D821 Kidderminster Diesel
Shed, SVR (17.21)
1st Oct 2022
(Spencer Conquest)

There was still no sign of a new footbridge at Kidderminster Town. A fortnight after the event it was installed by Network Rail but has yet to open to the public, ed.

below D182 prior to failure,
Kidderminster Town, SVR
(09.11) 1st Oct 2022
(Spencer Conquest)





above 50031 + 50044 Kidderminster Diesel Shed, SVR (17.12) 1st Oct 2022 (Spencer Conquest)



56098 + 20048 Kidderminster Town,
SVR (10.43) 1st Oct 2022
(Spencer Conquest)

PRESERVATION GALA PHOTO SPOT



East Lancs Rly (ELR) Autumn Diesel Gala

featuring 68030 (DRS/TPE)
D9531, D5054, 25279,
26007, 37109, D345, 832,
45108, 47765, 50015 &
144009

left visiting 68030 *Black
Douglas* Bury Bolton
Street, ELR (16.43)
16th Sep 2022
(Spencer Conquest)



33109 + 26007 Summerseat
(12.28) 17th Sep 2022
(Spencer Conquest)



24054 + 25279 + 26007 Rawtenstall
(17.31) 17th Sep 2022
(Spencer Conquest)



D345 Summerseat (11.51)
17th Sep 2022
(Spencer Conquest)



832 & 45108 Bury Bolton Street,
ELR (10.09) 17th Sep 2022
(Spencer Conquest)



37403 Bo'ness (12.36)



**Bo'ness &
Kinneil Rly
(BKR) Winter
Diesel Gala**

29th December 2022
(Iain Gardiner)

featuring visiting
60021 (GBRf)
& resident 37025,
37403, 47643

left GBRf 60021
PENYGHENT
Bo'ness (12.36)

RHTT / SITT GALLERY

With many RHTT diagrams ceasing by mid-December 2022, SITT workings from Tonbridge West Yard became more frequent due to the icy weather. Diagrams were disrupted by strike action and the cold weather experienced throughout the UK in the second week of December, which caused water tanks to freeze and therefore effectively ending the 2022 RHTT season.



above 37401 t&t 68001 on 3S60
Stowmarket circular RHTT,
Wickford (13.21)
8th December 2022 (Ian Sinclair)

right 66850 t&t 66848 on 3S59
Hereford - Swindon Transfer RHTT,
Severn Tunnel Jct (11.14)
29th November 2022 (Chris Addoo)



below 66734 on 3Y74 Sevington
Sidings - Tonbridge West
Yard SITT, Tonbridge (13.29)
10th December 2022
(Spencer Conquest)





above 66745 on 3Y88 Eastleigh East
Yard circular via Woking NR SITT
(12.11) 11th December 2022
(Chris Addoo)



left 56094 t&t 56078 on 3S32
Cheltenham Lansdown Road - Swindon
Transfer RHTT, Swindon (11.12)
6th December 2022 (Colin Pidgeon)

below 66154 t&t 66186 on 3J83 10.25
Worksop Down Reception - Holton-le-
Moor RHTT passing Elmtou & Creswell
Jnt signal box 25th November 2022
(Alex Ayre)





66126 t&t 66432 on 6Z78 12.18 Stowmarket -
York Thrall RHTT, 20th December 2022

above Thurston (12.27)
(Keith Partlow)

right Whittlesea (Paul Fuller)



above RHTT 'liveried' 73107
Tonbridge West Yard (11.14)
22nd December 2022
(Spencer Conquest)

right 66779 t&t 66727 on 3J01 Kings
Norton OTP - London Euston RHTT,
Walsall (12.48)
2nd December 2022 (Peter Davis)



TRAM, LIGHT RAIL & METRO NEWS

Tyne & Wear Metro: The first of the new Cl.555s arrived at the Velim test track in the Czech Republic in December 2022. The first unit to arrive in the UK is due in January 2023



Nottingham Express Transit: Some NET trams were named for Christmas after Santa's reindeer. Complete with eyes, antlers and red nose, 234 *Dasher* aka *George Africanus* was seen by Terry Lea at Nottingham Station stop at 11.36 on the 20th December 2022.

West Midlands Metro: New tram No.48 arrived on the 25th November 2022 at Wednesbury Depot.

Manchester Metrolink by Geoff Hope:

December 2022: During Operation Sceptre from the 14-20th Nov 2022, 123 knives were seized and 74 arrests made for knife related offences on the Metrolink network. To deter anti-social behaviour and crime on public transport increased stop and searches were made on the 6th Dec at Oldham Metrolink tram stops, along with a similar operation at Wythenshawe Interchange and surrounding area by the Travelsafe Specialist Operation. On the 16th Dec Operation Avro involving Greater Manchester Police and Travelsafe issued 600 fines to fare dodgers, stopped and searched 18 people with 7 arrests made for possession of drugs and weapons at Piccadilly Gardens / Cornbrook / Piccadilly and Victoria rail stations along with Bury and Bolton Interchanges.

At the beginning of Dec, the Trafford Centre service was extended to Deansgate / Castlefield.

Trams 3059 / 3061 / 3081 have returned to the original livery losing their GET ON BOARD adverts, along with 3064 advertising USDAW. Long term absentees 3005 (Feb 20) 3019 (Feb 21) 3083 (Feb 22) should return to service in the near future. Tram 3019 was seen during the observations below.

Observations at Cornbrook on Tuesday 20th December 08.58 - 11.10: (103 trams in service)

Altrincham / Bury: 3001 + 3018, 3002 + 3033, 3003 + 3004, 3007 + 3012, 3011 + 3058, 3019 + 3037, 3020 + 3024, 3026 + 3040, 3032 + 3052, 3038 + 3060, 3039 + 3044, 3051 + 3057

Piccadilly / Altrincham: 3009, 3010, 3013, 3017 + 3049, 3041, 3043 + 3048, 3045

Eccles / Media City / Ashton: 3022, 3047, 3053, 3066, 3085, 3087 + 3102, 3098, 3101, 3112, 3122, 3130 + 3142, 3133 + 3137, 3140

Trafford Centre / Deansgate Castlefield: 3070, 3109, 3127, 3132, 3145

Airport / Victoria: 3030, 3055, 3062, 3073, 3094, 3104, 3110, 3120, 3134, 3136, 3138

East Didsbury / Shaw / Rochdale: 3008, 3031, 3046, 3054, 3061 + 3097, 3063 + 3086, 3076, 3077 + 3108, 3079 + 3082, 3081, 3084 + 3090, 3088, 3096 + 3117, 3105, 3113, 3115, 3119, 3123, 3126, 3128, 3135, 3141, 3146, 3147

Old Trafford Depot 11.15 - 12.05:

3015, 3036, 3065, 3067, 3072, 3078, 3083, 3089, 3092, 3093, 3095, 3107, 3118

Queens Road Depot 12.33: 3021, 3042, 3071, 3075, 3114, 3143 + 13 unidentified

Crumpsall 12.38 - 13.21:

Piccadilly / Bury: 3068, 3103, 3111, 3116, 3121, 3124, 3139, 3144

Not seen: 3005, 3006, 3014, 3016, 3023, 3025, 3027, 3028, 3029, 3034, 3035, 3050, 3056, 3059, 3064, 3069, 3074, 3080, 3091, 3099, 3100, 3106, 3125, 3129, 3131 including 13 unidentified

Blackpool & Fleetwood Tramway by Geoff Hope:

Balloon 710 is back at Rigby Road for cosmetic restoration only, after 12 years outside on Fleetwood Dock in the care of Fleetwood Heritage Leisure trust. Its claim to fame being that it 'killed' Alan Bradley in Coronation Street. Balloon 715 bowed out for overhaul after its farewell tour in November. Modified balloon 713 is now devoid of its vinyls and has been out on test. Modified balloon 719 is rubbed down in the paint shop. Balloon 704 has had its new underframe completed and is now awaiting completion of body overhaul. Open top balloon 706 should be next for a new underframe.

726, 625 & 627 are now at the East Anglian Transport Museum.

Fylde tramway Society Christmas tour took place on the 30th December 2022. 680 ran the first leg in lieu of 713, which had inverter problems, but promptly failed with a defective transponder meaning an extra trip to Little Bispham.



621 took over the second leg as planned with a trip to Fleetwood (see left at 13.38)

This made use of crossovers not normally used by either Flexity or heritage trams including entering Bispham loop from the north (Fleetwood end). 631 came out as planned for the third leg (see above at 09.29 on Rigby Road), which included the remaining crossovers not covered by 621. It

also included a trip into Starr Gate Depot with various roads and crossovers being traversed, leaving your scribe needing only roads 4 & 6 to 'clear' the depot. It concluded with an illuminations tour so 6.5 hours tram riding and track bashing for £10

The only Flexity tram out of traffic is 005 after having suffered an electrical compartment fire in the summer heatwave

Blackpool Transport Services have got £8M to upgrade the bus side of Rigby road depot from the council. All buses should be electric within 3 - 5 years and the tram depot revamped



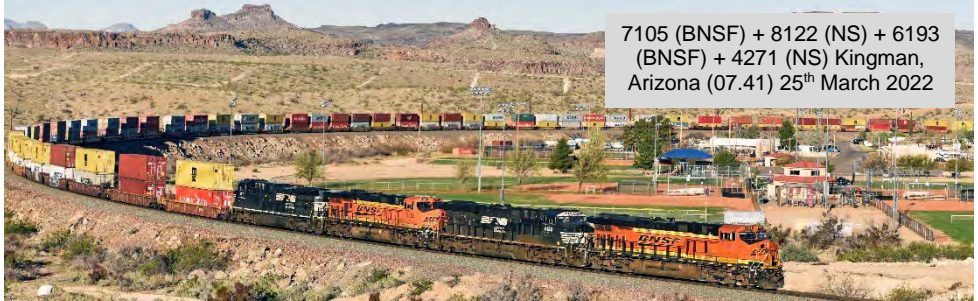
680 back at Rigby Road Depot (12.40)

RAILWAY GLOBETROTTERS

Chasing trains around Phoenix, Arizona USA by Colin Pottle - Part 4:

Day 5 - Friday 25th March 2022:

Up nice and early again and a short jaunt to the Canyon to get some shots of trains as they curve around Kingman (see below). The sound of 4 or 5 locos thrashing away at the head of the train certainly reverberated around the canyon.



7105 (BNSF) + 8122 (NS) + 6193 (BNSF) + 4271 (NS) Kingman, Arizona (07.41) 25th March 2022



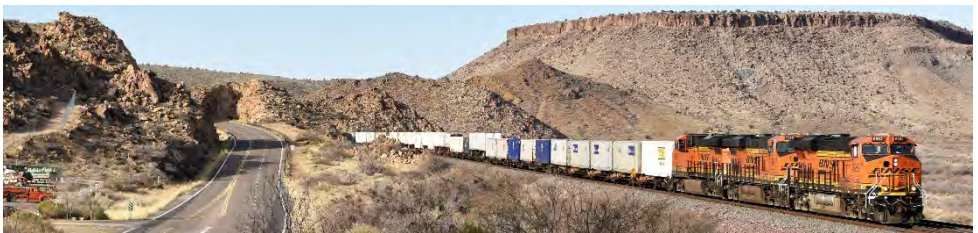
4705 tails 7691 + 7590 (BNSF)
seen over the top of the loco curving away in the distance Moabi Park, California (10.01) 25th March 2022

We were heading for Crozier Canyon today and got onto the 'World Famous' Route 66 northbound. This road also follows the railway and we passed a military train full of tanks and armoured vehicles going in the opposite direction. Another day, another chase with a quick U-turn and we were soon hammering along Route 66 southbound. We easily got in front of the train and stopped at a place in the middle of nowhere, McConnico AZ. Photos taken, we chased the train again and got more shots of it at Yucca AZ. By this time, we were almost back at Topock so decided to get another shot of the same train as it curved around a mountain, one last picture was also achieved by crossing the Colorado River into Moabi Park where we managed to get the tail end as it passed (see above)..



above 7269 + 7174 + 5198 + 3844 (BNSF) Crozier Canyon, Arizona (13.41) 25th March 2022

After all this excitement we spent most of the afternoon in Crozier Canyon AZ, a fantastic setting with many trains passing. From here we headed back to Kingman for the night, stopping off at Valentine AZ for the last few shots of the day.



Day 6 - Saturday 26th March 2022:

Up at 06.00 again, we had breakfast of coffee and Twinkies and headed out for another fun packed day. As we passed the station in Kingman a train passed with an old fashioned and liveried Santa Fe loco in the consist (see overleaf top). Normally these locos are only used for shunting as they were superseded by the newer, cleaner machines, but occasionally they are moved between yards in a consist such as this, an opportunity not to be missed. Getting on Route 66 we headed north with no particular destination in mind, but as already mentioned, the road follows the railway most of the time. We were looking for a rocky outcrop that we could scramble up to get some height for the shot, we eventually found such a place at Hackberry. Cameras at the ready, we waited for the train to arrive and waited and waited some more. The curse of the railroader strikes again! After approximately one and a half hours in quite a chilly breeze we had a train heading south west, so we knew the railroad had reopened, in one direction at least. It was to be another 37 minutes before the train we were waiting for passed us.



above 5004 + 4386 + 1751 (Santa Fe) + 8022 (BNSF) with Route 66, *left* 1751 Hackberry, Arizona (09.07) 26th March 2022

Continuing on the 66 north and west, we came to the tourist town of Seligman and stopped to have a look in some of the shops there. The railway passes right through the centre of the town and whilst we were in the shops, trains could be heard rumbling by. Just past Seligman was Crookton Crossing, a bridge over the railroad and a good place to stop for a while with great vantage points in either direction. We ended up staying there for a few more hours with many trains passing.



3775 + 8232 + 7600 (NS) + 701 + 5106 (BNSF)
Crookton Crossing, Arizona (14.12) 26th March



passing trains with on the left 7689 + 3033 (CN) + 5373 and on the right 6895 + 4423 + 976 (BNSF)
Crookton Crossing, Arizona (14.49) 26th March 2022

Heading further eastwards on the I40, we ended up at a city called Williams. This is where the 64 mile Grand Canyon Railway departs for the Canyon, which was built in 1901 by the Atchison, Topeka & Santa Fe Rly. Though it ceased running to passengers in 1968 and freight in 1974 it re-opened as a tourist railway in 1989.

This was the first and only passenger train we experienced on the whole holiday and is purely for tourists heading to the Grand Canyon. It was quite surreal to be in blazing sun with snow on the sides of the road as Williams is over 6700 feet above sea level. By the time we arrived we managed a quick look at various locos and rolling stock belonging to the GCR and Arizona State Railroad Museum (ASRM), then headed off to find dinner and a motel. *The ASRM was founded in Williams in 2009 and is due to open a new 21 acre site in 2024 bringing together other railroad exhibits currently stored elsewhere, ed.*

Shay 5 erroneously carrying Saginaw & Manistee Lumber Co branding, Williams, Arizona (17.23) 26th March 2022



Built in 1923 by Lima Loco Works, Shay 5 [3203] for the Anaconda Mining Co and was never owned by S&M although classmate [2905] was leased from Southwest Lumber Mills in 1943 and later scrapped. It was acquired by the ASRM, to represent the Shay type of loco used by various logging and short line railroads in Northern Arizona. Previously stored in Montana it has been on display outside the Grand Canyon Hotel in Williams since 2014.

2-8-0 29 Grand Canyon Railway, Williams, Arizona (17.23) 26th March 2022



Built in 1906 by Alco, 29 was originally numbered 14 on the Lake Superior & Ishpeming Rly which was rebuilt from a wreck in 1916 and further re-built in 1925. It has operated on the GCR since 1990 but is currently awaiting a boiler inspection

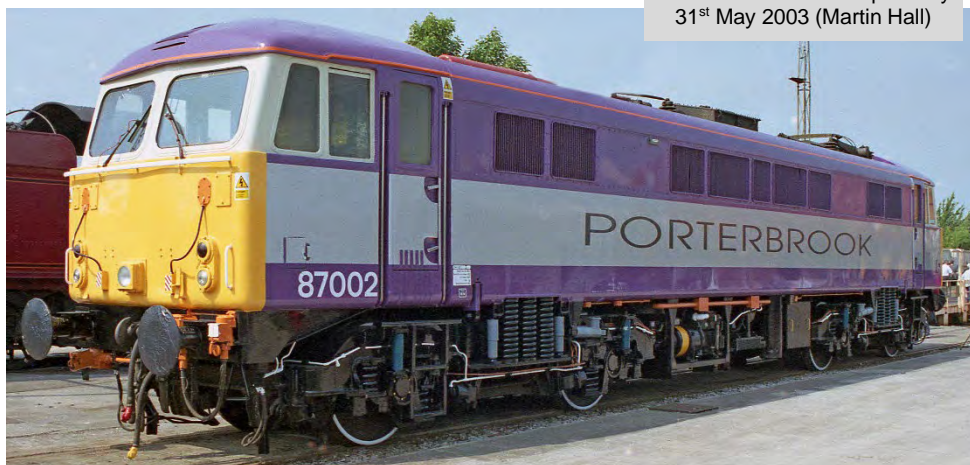
photos by Colin (to be cont)

PORTERBROOK PURPLE

Porterbrook was established in March 1994 as a subsidiary of British Rail just prior to its privatisation and is one of the three original rolling stock leasing companies (ROSCO). It most famously drew attention to itself with a striking purple livery applied from the mid-1990s through into the mid-2000s to locos 47807/17, 57601, D9016 and 87002 and barrier coach 6396. 47817 was illustrated on p6 in the Oct 2021 issue, but here are 87002 showing two livery options on either side and barrier coach 6396.



87002 Crewe Works Open Day
31st May 2003 (Martin Hall)



6396 Derby 28th July 1995 (Martin Hall)

FREIGHT MATTERS

To allow members to keep their copy of **UKRS03 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.

New: **MLA** 81.70.5932.401 to 421 moved from Dollands Moor to Eastleigh East Yard on the 21st December 2022 behind 66791

For Conversion: **MRA** tippler sets to Derby RTC 501170/169/171/077/017

OTP NEWS: **New:** Plasser & Theurer USP 5000 RT Ballast Regulator DR 77910 (99 70 9125 008-1)

FREIGHT NEWS: Services from the Highland Spring freight terminal at Blackford commenced on the 4th December 2022 behind 66434 with 68008 + 68006 running a week later. Daily services are due to start from the 9th January 2023 .

STOCK CHANGES

It is hoped that all major changes recorded below will help you keep the **UKRS02 Combine Vol.1**, **UKRS03 Combine Vol 2**, **UKRS01 Pocket Book**, **UKRS05 Locomotives** and **UKRS04 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.

Liveries: 66050/54/88 DBC red

66508 FL orange

323221 Regional Rlys / Centro and lost the BTP livery on the centre car

New: Locos: CB1001 (66306)

DMU: 197111

EMUs: 720118, 730017/21

Transferred / (Stored): (* preserved)

D&E Locos: 08511 TSR 08523 EL
08613 PDP 08703 WM 08738 FX
08899 (WI) 20309 HOP 31106 BO
81 (20168) (BH)

Steam: ex-BR: 5643 RSR

Units: Cl.411 69013 CPR

Cl.416 977924/25 (930206) (RFC)

143617* TKV, 170514/17 DY, 197111 (ZN)

156470/73/97 (BH), 315856 DFR for LMM

466024/43 (ZB), 720541 IL

Coaches:

Mk1: 6364*/65* CHV, 15984 DFR

Mk3: 96371 IS

Mk3 HST: 41108 (ZG), 41149/66/87 CD

Steam Status:

Ex-BR: 5643 to O, 34092 to O

Industrial: [1931] to O, 2088 to O

Names:

Removed:

37419 *Carl Haviland 1954 – 2012*

323221 *Northfield*

Not Previously Illustrated:



802301 as reported Dec 2022 (Terry Lea)



43366 as reported Oct 2022 (Terry Lea)



66799 as reported Oct 2022 (Terry Lea)

For Scrapping / Scrapped: (* revised)

CF Booth, Rotherham: [647] 315853

EMR Kingsbury: Mk3 44020/24/35

Nemesis Rail: 43052

Raxstar, Eastleigh Works: Mk2 17080

Sims Metals, Newport: 43086/087/196

315838/47

New Location Code:

TKV Tarka Valley Rly, Torrington Station

NAMEPLATE PHOTOGRAPHS REQUIRED

Here is the latest updated list of 'recently' applied names I have not yet got. Some of these have been submitted but 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.

(* re-applied, \$ temporary, x – no longer carried) (~ not straight / square on, + too reflective)

D&E Locos:

01521 ~ *FLACK*
 08611 *Longsight TMD*
 08641 *Pride of Laira*
 08648 *Amanda*
 08790 x *M.A. Smith*
 08790 *LONGSIGHT TMD*
 08805 x *Robin Jones 40 YEARS SERVICE*
 08865 *GILLY*
 08908 x *IVAN STEPHENSON*
 37518 *Fort William*
 45133 x\$ *Brian Lockey / Gerald Lambert*
 60002 x *Tempest*
 66425 *Nigel J Kirchstein*
 66791 x~ *Neil Bennett*
 66792 *Collaboration*
 73212 *Stephen Eaves*
 97303 ~ *Dave Berry*

DMUs:

168001 *Adrian Shooter CBE*
 59513 *JEAN*

EMUs:

150233 *Peter West OBE*
 399202 *Theo in support of The Children's Hospital Charity*
 802302 *Jean Bishop (The Bee Lady)*
Track Machines:
 DR 73113 + *Dai Evans*
 DR 73939 *Pat Best*
 DR 97806 *Andy King Works Delivery Manager MMT Romford 12th Jul 1962-7th April 2020*
 DR 98923+98973 *Chris Lemon*

Coaches:

4507 *HANNAH*
 4915 *MADELINE*
 5856 *DERWENT FLYER (one side)*
 34565 *DAVE*
 11074 *Test Coach 1*
 96602 *Henry*
 96603 *Oliver*
 96605 *Ernest*
 96607 *Philip*

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):



left having been repainted into BR green livery D2996 has now gained pink & white stripes on the bonnet sides, Barrow Hill, 3rd December 2022 (Stan Bown)

TRANSFERS



above 56097 Longport (13.33)
20th December 2022 (Spencer Conquest)



58012 rescued from Ron Hull's
scrapyard on 19/04/16 having moved there from long term storage at Toton in early 2016,
along with 58023 which was also rescued and is now at Leicester, both were illustrated at
the scrapyard on p56 in the May 2016 issue, 27th December 2022 (Spencer Conquest)

above & below several locos moved to Shackerstone, BAT have not previously been illustrated,
mostly because they get shunted up the two long storage sidings on the former trackbed



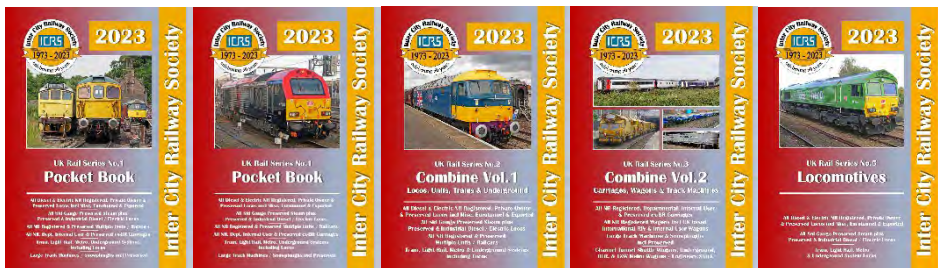
08701 from Long Marston on 04/03/22 having moved there from
long term storage at Toton on 20/01/16, 27th December 2022 (Spencer Conquest)

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 (incl your tel no.) from ICRS, Mill of Botary, Cairnie, Huntly, Aberdeenshire AB54 4UD **Please add P&P** (see below for rates) make cheques payable to **INTER CITY RAILWAY SOCIETY**. **Postage to Europe / 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. Wire bound books can be laid flat so ideal for hands free reference with computer.



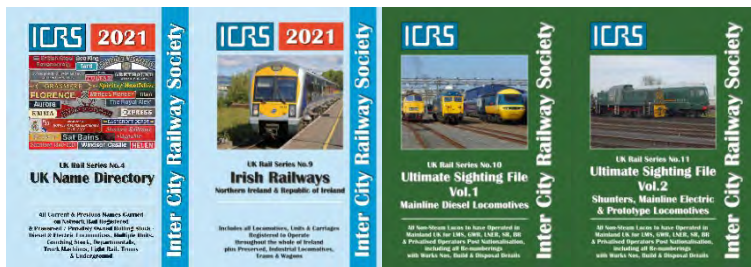
BOOKS: (Members receive between 20-30% discount on ICRS books)

New Titles: (DUE Late Feb 2023)

- UKRS01 Pocket Book 2023
- UKRS01W Pocket Book 2023
- UKRS02 Combine 2023 Vol.1: Locos, Units, Trams & UG
- UKRS03 Combine 2023 Vol.2: Carriages, Wagons & TMs
- UKRS05 Locomotives 2023

Binding	Size	Updated to
SPINE	A6	1 st Feb23
WIRE	A6	1 st Feb23
WIRE	A5	1 st Feb23
WIRE	A5	1 st Feb23
WIRE	A6	1 st Feb23

Prices	
Member	Non- Member
£9.00	£12.00
£9.00	£12.00
£11.00	£15.00
£10.00	£14.00
£6.00	£7.50



PLEASE REMEMBER to add P&P

value up to £7.50: **£1.50**
 £7.51 to £15.99: **£2.00**
 £16.00 to £59.99: **£3.50**
 £60.00 to £99.99: **£7.00**
 over £100: **£10.00**
 However if only ordering the wire Pocket Book on its own, please add **£3.50 P&P**

Order forms for posting can be downloaded from the website.

Existing Titles: * **NEW reduced prices**

- UKRS04 UK Name Directory 2021
- UKRS09 Irish Railways
- UKRS10 Ultimate Sighting File Vol.1: ML Diesel Locos
- UKRS11 Ultimate Sighting File Vol.2: Shunters, ML Electric & Prototype Locos

Binding	Size	Updated to	Member	Non- Member
WIRE	A5	1 st Feb21	£8.00*	£11.50*
WIRE	A5	1 st Feb21	£7.50	£10.00
WIRE	A5	11 th Jul18	£7.50*	£10.50*
WIRE	A5	11 th Jul18	£6.50*	£9.00*

Shunter Hunter Class 08 SPINE A5 n/a £10.00 £14.00

SUNDRIES: (same price for Members & Non-members)

- ICRS branded notebook 75 pages (blue) £2.75 50 pages (red) £2.25
- 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