

TRACKS



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STADLER

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June / July 2024



Inter City Railway Society

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Cover Photos: Front: ROG 93001 on display at Rail Live, Long Marston, 20th June 2024 (TR)

Rear: CS 73966 + 73971 in the Fuel Terminal, Fort William looking northeast from Earl of Inverness Road (15.54) 7th July 2024 (TR)

SOCIETY NOTICE BOARD

Editor's Comments: Apologies for the delay but here is another record breaking issue and possibly the biggest I will ever produce at 150p with 362 photos. Note this has been revised to pick up errors spotted after releasing on the 25th July just before we headed south to the Fawley Hill visit. It also made sense to incorporate a few relevant extra photos to illustrate text but didn't have time to sort out beforehand or that I was able to take on our travels. I have also amended the Visit info as there is no point still including Fawley Hill. Consequently, some pages Have moved around from the first release.

The curse of 2024 struck again when during our gruelling trips south, involving four visits in June and another 2000 miles of driving, I buggered my right knee. After hobbling around for about 12 days during the last two visits it suddenly gave way with a snap at home a week before we were due to go to the DRS Open Day. Thankfully it was not serious but with crutches and a sexy 'cricket' splint, I had to rest it whilst preparing to head south again. Somehow, we managed the packing and loading and by the weekend I was able to drive again and walk again with just the splint. All this again meant taking time away from editing **TRACKS**, so has resulted in combining the June and July issues. Then in the last couple of weeks of July I began been having computer issues which has again added delays. Though I have caught up with stock movements and have some of our visits covered, Traffic & Traction, Railtours and Galas in particular, have been held over again especially as I have not had a chance to download most submitted photos since the start of April, except those that appertained to any item included in this issue...but I bet I have missed some. The August issue will therefore cover these items in particular with the remaining outstanding ICRS visit reports. In some ways the bi-monthly release of mags harks back to the experiment in 2019 but with one big difference, the ability to increase the number of pages to match the content. The previous try was thwarted by not being able to include everything in the restricted printing limits. it may be that a mixture of monthly and bi-monthly is the way forward to fit around life. Time will tell but due to the combination of circumstances it is unlikely an issue as large as this will be produced again. However, many issues are released by the end of the year, the total number of pages covering as much content as possible is what matter. So far, the four issues this year total 452 pages, an average of 64ppm, which not that long ago was more than acceptable.

The increased number of visits, whilst good to see what is happening around the country and meet members, takes time in organising, travelling and is tiring on both our bodies and car, which is racking up the mileage. Therefore, Chris and I will probably cut back in 2025, with the organising / booking taken on by others so if anyone else wishes to step up to help Andy and Tony please let us know. On the subject of visits please see below.

URGENT

PLEASE book your place asap for our visits to **Tyseley** and our annual bash at **Eastleigh Works**

Another sad but inevitable milestone was reached on the 28th June 2024 when the last trainload of coal was delivered to a UK power station (see **FREIGHT NEWS**). From supplying 95% of our energy consumption at the turn of the century that had fallen to 1% by 2023.

As reported elsewhere another long standing rail contract is now in jeopardy with Royal Mail announcing it is to stop using the Cl.325s which flies in the face of de-carbonisation targets and removing traffic from roads !!

Notwithstanding the above momentous events, the biggest news affecting rail is the election of a Labour government and with a huge majority meaning the plan to create GBR will now be acted on and in the Kings Speech on the 17th July 2024, re-nationalisation is to become a reality. With many franchises already in public ownership it will mean all others will be taken in house as the contracts expire or earlier if stripped due to failure. However, the political rhetoric will come up against lack of public finances and cold hard commercial considerations and will require a lot of legal wrangling for the policy to be achieved....watch this space !!

Membership Matters: Membership Renewal: You will be contacted via email by the Membership Secretary, Colin prior to when you need to renew. Ideally, we now encourage as many as possible to use online banking via BACS as it is secure, quick, easy and has no extra costs, unlike posting a cheque or paying by PayPal where the Society loses what is now a sizeable percentage on the now cheap rate.

New Members: (16) - a warm welcome to you all.
(* ex-members re-joined, AFC - Additional Family Child)

Philip Adshhead (Stafford), **Alan Banks** (Long Stratton), **Chris Downes** (Northwich), **James Gordon-Cocker** (Ipswich), **Andrew Hobson** (Stoke-on-Trent), **Neil Mickleburgh** (Hull), **Simon Mills** (Alnwick), **Paul Nash*** (Brighton), **Gavin Needham** (Daventry), **Peter Outram** (Nottingham), **Hugh Quigley** (Birchington), **Kevin Robinson** (Keelby), **Steven Smith** (Bristol), **David Thorne** (Eccles), **Andrew Watts** (Doncaster), **Clive Wiltshire** (Immingham)

Standing Orders: Apologies that you may have to yet again have to make amendment but this will be the last for the foreseeable future as we settle down with the new system. **From Jan 2024 the correct SO should be £12 so please adjust where appropriate.** Remember if you are not able to correctly manage a SO then do not use this option to pay for membership.

Website: Photo Galleries: 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.

TrainSpotting app for iPhone & iPad

TrainSpotting is the ultimate user-friendly app built by a fanatical train enthusiast & ICRS member.

The app compliments the ICRS paper books with an extensive database of locomotives (diesel, electric and preserved mainline steam), Diesel and Electric Units, Industrial locos, all London Underground stock plus increasing numbers of preserved and scrapped stock. Trams and all Loco Hauled Coaching Stock are also included.

The app is normally £9.99 via the App Store but is **FREE** to ICRS members which gives you the basic database updated annually. However, should you wish to pay a Premier Service subscription option is available which is updated at least once a month (including all TRACKS updates) but usually several times a month.

You can log a sighting with just a number or you can add: date, location (three-letter station codes supported), a photo and notes. Or you can use the Haulage function to add complete journey information including: number, location and times of departure and arrival plus photos and notes. Ideal for RailMiles users.

You can review your data in several ways: via date, location or by class, Operator, Name or Depot. You can choose to include or exclude scrapped locos from the Browse page.

You can see the app on the App Store just search for TrainSpotting but to receive your **FREE** version email Adrian via:

support@train-spotting.co.uk

and importantly please include your ICRS membership number. He will send you a unique redemption code along with instructions of how to download your **FREE** version.

<https://www.train-spotting.co.uk>



In yet another new leap forward we are collaborating with the leading spotting apps for both Apple and Android platforms ie the Apple Train Spotting app and the android Trainspotter app. Both use our rolling stock data to update their apps so we already have a connection. The former is run by one of our Members Adrian Thurley with the latter run by Peter Eastwood. However, whereas the android app is

free via the Google store, the Apple app is a subscription based product. Many members may already subscribe to the Apple app but we are now able to offer members a **FREE** subscription for the basic data set updated once a year, as per buying a book. There are premium options should you wish to upgrade to get regular updates, see the advert overleaf for more details. Using the app could be seen as an add on to continuing to buy our books and gives you a database / logbook facility on the go via your phone or tablet.

This benefit is only available to those who remain ICRS members throughout the period of the subscription.

Social Media: We have accounts on Facebook, Twitter, Instagram and our latest, Train Siding. We also have a members only Facebook group for informal chats about all things railway and Society news...so keep it friendly, no mudslinging. If you have a particular issue then contact the relevant official separately by email or telephone. All sites can be accessed via our website (see bottom of **HOME** page for links).

Society Magazine TRACKS: The magazine is now only produced as a pdf, which is downloadable from the **TRACKS LIBRARY** page of our website by clicking on the current cover. If required it can then be saved on whatever storage device you have. It will remain available for approx one week after the release of the subsequent issue and then be blocked for 12 months. If there are issues downloading or you miss the current issue whilst it is available then ideally please contact the Membership Secretary who will email you the missing issue(s).

Next issue: August 2024
for updates, please check the **STOP PRESS** section of the Home Page or the **TRACKS** page on the website for when the pdf will be ready to download

Magazine Contributors: Thanks to Chris Addoo, Robert Anderson, Frank Barrington, Steve Bartlett, Ian Brown, Tony Brzosko, Darren Bailey, Spencer Conquest, Danny Coyne, Ian Cozens, Sean Davies, Neil Dix, Alex Ford, Iain Gardiner, John Goodyer, Martin Hall, Greg Hartle, James Holloway, Geoff Hope, Harold Hull, Paul Keightley, Colin James, Alan Jones, Terry Lea, Jonathan Longbottom, John Matthews, Stuart Moore, Keith Partlow, Gareth Patterson, Colin Pidgeon, Colin Pottle, Toby Radziszewski, David Rice, Andy Scott, Michael Warrick, Carl Watson & Trevor Roots (denoted by TR). **We are sorry if anyone has been missed.**

MEMBERS ONLY VISITS 2024

GENERAL BOOKING CONDITIONS – IMPORTANT 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, then it is recommended you do not book.** We continue to have incidents at different venues and other than an accident, if our host has to deal with a known health condition or you are too slow it will impact our ability to arrange future visits as Health & Safety issues are taken seriously by the companies.

Booking: DO NOT TRY TO 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 after the date of the visit. 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, the few members who do not have internet access or email will be disadvantaged but there is no other way (see advice in TRACKS)

Bookings should all be made to **Christine**, contact details are on p2 in **TRACKS** (note if you phone you will most likely first get Trevor). Clearly state your name, membership number, and importantly a contact telephone number. 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. If you book a visit please then do not go and book something else on the same day thinking you can easily cancel, we do not always have reserves waiting.

Visit Payments: Payment is either cash on the day or in advance, via BACS or cheque, as this is how we have to pay the company / railway. If it is cash, please try to bring exact money. With advance payments this is **non-refundable** which deals with the issue of late cancellations. When you pay by BACS then use the correct Ref code as shown, NOTHING ELSE please. **If the visit requires payment in advance, PLEASE pay asap after your confirmation of booking.**

Clothing: Any specific safety gear is determined by what the individual company / railway requires. Hi-viz vests are normally required, preferably orange but can be yellow, though for some visits vests are not required. **Please do not wear shorts.** Sturdy shoes are always essential and steel capped safety ones if required, as most visits involve walking on rough ground. Hope Cement Works requires full PPE + hard hat, though this can be lightweight long sleeved vest and trousers. A full lined jacket or over trousers are not necessary or ideal, especially if it is hot.

Orange hi-viz vests and possibly other items can be bought from Trevor who will be at most events, but ideally let him know in advance of your requirements.

Photography: We seem to be asked more and more what are the rules around the taking and subsequent use of photographs as we have been caught out by this, particularly on recent visits. Basically all photographs taken on any visit should be considered solely for your own use. However, if you want to post them on Social Media, include in your online gallery or send to magazines this is often restricted but may be relaxed so will need to be ascertained from the individual railway / company at the time of the visit, as getting this information beforehand is not always accurate. Remember our hosts set the rules by which we can visit and they may change them on the day due to security, health & safety or considerations which in the end we must comply with. Failure to do so will jeopardise future visits as happened at WCR as caused by another organisation. We do not organise visits where photos cannot be taken but can be caught out as happened at Long Marston in 2023 when this was banned on the day.

When photos are restricted, you may still see photos from our visits in TRACKS but this is by special permission.

VISITS

Tyseley Works - Sat 31st Aug 2024 (2 time slots): **Booking OPEN** **Contact: Christine**

Max 20 per time slot (5 available for 11.00 & 1 for 13.30). Cost £15 payable only once place confirmed in advance by BACS (ref TW + membership number, bank details on request if not known) or by cheque (made payable to Inter City Railway Society) and posted to Chris (address on p2). Start 11.00 & 13.30, duration approx 2 hours. Meet 10.45 & 13.15. Access and parking is off A41 Warwick Road (**Postcode: B11 2EX, Map Ref: SP 10781 83952**). If travelling by train, the station is 200m to the east. The tour includes:

- briefing in original GWR staff club
- visit to locomotive roundhouse footprint & turntable
- miniature railway and loco depot to view operational locos (but not the engineering workshop)

Hi-viz jacket / vest and sturdy footwear required.

Eastleigh Works - Sat 7th Sep 2024: **Booking OPEN Contact: Christine**

Places unlimited though it will be ticket only (89 currently attending). Cost £25 payable by BACS in advance, ref ZG. Cheques can be sent as alternative. The tickets (or an alternative TBC) will be handed out on the day which will be used for entry & exit. Please arrive by 13.30 at the latest so that you can be given your ticket then gather for the safety briefing, prior to starting your visit at 14.00. You will get access to most areas until 16.30 but must be off site by 17.00. The Works is ½ mile south of the station via A335 Southampton Road which runs adjacent the railway (10-15 min walk). Access is via new main gate off Campbell Road opposite NR building, which is beyond where the lefthand footpath starts. (Postcode: SO50 5AD, OS Map Ref: SU 45661 18367). Only disabled car parking on site but the Swan Centre multi-storey car park is between the station and Campbell Road (Postcode: SO50 5PB). On-street parking may be available but restrictions apply.

The fee covers the normal Arlington visit fee (which they donate to charity) and organising stewards. It is a deceptively big site, especially when you have gone up and down the various lines and inside Works roads, so be prepared to walk. The Works canteen will be open to purchase refreshments. Undercover arrangements will be made on the day whilst awaiting entry if we suffer from extreme heat as we did in 2023 (remember to bring water) or if it rains. **Hi-viz jacket / vest required**

Hope Cement Works Mon 16th Sep 2024: **FULL**

Max 15 (**FULL**). Start 10.00, 4 hour duration with stop for lunch but as canteen is closed for lunch but as canteen is closed bring your own lunch. Cost £15. Meet in the village by the SPAR shop on the A6167 Castleton Road (Postcode: S33 6RD, Map Ref: SK 17251 83505) at 09.30 where money will be taken. We will then travel in convoy along Pindale Road opposite the shop, so ideally orientate yourselves to go in that direction.

Full orange PPE safety gear (you only need lightweight trousers and long sleeved vest) with steel toe capped boots and hard hat (NOT bump cap), glasses and level 3 cut gloves. You only need lightweight trousers and long sleeved vest. We do have glasses and gloves in stock, see Sales.

East Lancs Rly (ELR) - Sat 10th Aug **FULL**, Sat 28th Sep 2024: **Booking OPEN Contact: Christine**

Max 20 (**FULL** for 10/08 & 5 available for 28/09). Cost: £20. Start 9.30, duration 3 hours. Meet 09.15 at Baron Street, parking sensibly whilst you wait for gates to be opened to Loco Works car park on left just past houses. Drive in to yard for approx 50m going left then right to park facing the Loco Works. (Postcode: BL9 0TY, Map Ref: SD 80031 10206). Baron Street is just south of Bury town centre off the A56. Turn first into Manchester Old Road then right into Baron Street. Beyond the Works car park entrance Baron Street is a very rough and potholed cobbled road leading across the track to a School. Views can be had of both yards but do not obstruct the track / gates as there may well be stock movements between the south yard and the station for the first services of the day. Bury Metrolink stop is a 10 min walk, cross the A58 ring road into Knowsley Street which leads to the A56 / Old Manchester Road junction. **Orange hi-viz jacket / vest and sturdy footwear required.**

You will be emailed H&S instructions for which you will need to sign on the day to confirm you have read them

PROPOSED VISITS: (arranged or yet TBC) (DO NOT BOOK YET)

Wishaw - 5th Oct unlimited, hopefully followed by **Chasewater Rly - TBC**

SVR Diesel / Carriage Sheds - TBC unlimited but 10 per tour, this needs thinking as to how it will work as ICRS will need to provide stewards.

Darlington Loco Works / Heritage Quarter - TBC unlimited

FL Crewe Basford Hall - TBC unlimited

Papworth Sdgs, Ely – TBC most likely limited

Blackpool Rigby Road Tram Depot (later in year as currently closed)

PRESERVATION PHOTO SPOT: DIESEL



above having been out of service since it was damaged in floods in 2019 at Haworth, KVV, 25059 moved to Barrow Hill on the 16th March 2024 where it is being overhauled by Pioneer Diesels, 7th April 2024 (TR)

NOSTALGIA CORNER: EMU



above 302992 (68102 + 68022 + 68209) in Royal Mail service, Ipswich 1991 (Michael Warrick) seven 4 car Cl.302s were converted to 3 car 302/9s with 302990-93 for Royal Mail and 302996-98 for Sandite duties, later re-classified Cl.937, 302992 conv 04/89, cut 01/94 Gwent Demolition

RAIL LIVE 2024 REPORT

The now annual major infrastructure show for the rail industry took place at the Long Marston Rail Innovation Centre on the 19-20th June 2024. We went on the Thursday, the second day, staying about an hour away as accommodation was not surprisingly all booked up locally. Though many members have attended in their capacity as rail employees over the years, this was the first time I had attended, partly due to the debacle of our 2023 visit. Having heard about traffic chaos at last year's show we decided to get there early even if it meant waiting to get through registration. However, we sailed straight up to the turn into Station Road by 08.00, only then queuing to get into the car park which was the field opposite LMRIC. Along with Chris, we met up with Neil Dix, having managed to get in right at the start at 09.00. It was already packed with exhibitors and blessed by good weather. Andy Scott was due to meet us as well, but his train journey was disrupted and only arrived after we left.



93001 with 799201 behind (TR)

Though a show has successfully run at Long Marston since 2013 and before at the Network Rail Westwood Training Centre, Rail Live as it is now, was born in 2018 with seminars and plant demonstrations and apart from 2020, cancelled due to the pandemic, has run in this format ever since.



153376 (TR)



Amongst the 300+ stands there were a multitude of track machines and items of rolling stock highlighting new technology ie. Stadler tri-mode 93001 (ROG), Video Inspection Unit 153376 (NR) and HydroFLEX 799201 (Porterbrook). The larger items of OTP as listed in our books included Robel MMT DR 97504/604/804 and new Plasser & Theurer 08-16/90 Tamper / Liner LRR 34 (DR 73503) 99.70.9908.019-1 Grace.



above 769939/28/47/23/37 below 701034/023/518/026 (TR)





769925/27/40/44 (36 hidden) & MMT 97804 (TR)



777053 (TR)



above de-branded ex-TPE Mk5a set T06 across the poppies (TR)



de-branded ex-TPE Mk5a sets *above* T07 *below* T11 (TR)



de-branded ex-TPE Mk5a set T09 with 730226 & un-numbered Cl.197 in the shed (TR)



de-branded ex-TPE Mk5a 12804 + set T04 & 769943/38/46/32/30 (TR)



The site also contains many stored items of rolling stock, either new awaiting entry into service, TfW Cl.197 (un-numbered), SWR Cl.701, WMR Cl.730 and Merseyrail Cl.777 or a new lease of life, ex-GWR & TfW Cl.769 and ex-TPE Mk5a. As the doors were partly open, in the Chrysalis Rail shed could be seen ex-EMR Cl.153s 153356 and 153365 with the other four on site most likely inside. Several wagons were also present and along with resident Porterbrook Cl.01 shunters, 01543 right and 01529 below (both TR).



The main show area was on the eastern side and though no-one was allowed to cross the centre, which was ablaze with poppies, some stored stock could be seen on the western side. So after leaving the show, Neil Dix and I spent 30 mins trying to view more stock on the western side from the outside by walking to the road bridge over the Honeybourne branch access, though the heat haze didn't help. One thing we found was that mobile signal reception is poor in the area as we attempted unsuccessfully

to get Chris to come and pick us up to save the long hot walk back to the car park, which we ended up having to do.

Stock List:

On Display: **Loco:** 66309 *Charley Wallace*, 93001 **Units:** 153376, 799201

OTP: Mobile Maintenance Train DR 97804/604/504

Plasser & Theurer 08-16/90 Tamper /Liner LRR 34 (DR 73503) 99.70.9908.019-1 *Grace*

Chrysalis Rail: 153356/65

Porterbrook Shunters: 01529/43

Stored: (* seen from road / bridge)

Units: 319371*, 769006*/07*/08*, 769923/25/27/28/30*/32/36-40/43/44/46/47, 701002/05/13/18*/23-26/30/33/41/48*/50/51*/52, 701517-19*, 730226 (since moved to Oxley), 777053

Coaches: Mk5a T02/04/06/07/09/11 - 11502/04/06/07/09/11, 12704-06/10-12/16-21/25-27/31-33, 12804/06/07/09/11/14, T10* - 11510, 12728-30, 12810

Tram: ex-WMM 10 in British Transport livery **Crane:** 34358

Wagons: (all seen from bridge) IKA 37.68.4909.552-4, JIA 33.70.0894.xxx-x

JGA 19189/91/75/73/ ? / ? , 19193/ ? /82/70/83/95/76/86/71/8x/84/ ? / ? / ? / ? , 19190



right 66309 (TR)

below 701050/517/025/005/013/002/041/023 & 66309 (TR)





above looking north from the road bridge over the access branch from Honeybourne with 701051 + 319371, 701030 + unidentified Mk5a set + T10, JGA 18189 & 19193 to the fore, 701048 (since moved to Wimbledon), 701018 with JGA 19190 + JIA 33.70.0894.xxx-x then Mk5a sets beyond (TR)



looking east from the road with yet to be de-branded ex-TPE Mk5a DT 12810 and ex-TfW 76900x behind (TR)

Apparently attendance broke records with approx 7,000 visitors. A very interesting event with much to see from the rail industry that you might not otherwise do.



Land Recovery
Tamper LRR 34 (DR 73503)
99.70.9908.019-1 (TR)



MMT DR 97804 interior (TR)

EASTLEIGH WORKS REPORT

by **Carl Watson** for the period 26th May - 18th July 2024 (photos by Carl unless shown otherwise)

Due to Carl's work pattern and not seeing everything that goes through the Works he has decided that the format of his report needs to be modified but hopefully this still gives a good account of activity. Remember a report in this detail does not feature anywhere else and has always been a bonus for members via **TRACKS**.

Headlines: 66019 arrived on 18/05 for attention to a wheelset issue. It arrived from Southampton Docks overnight t&t by a pair of 66s and on a wheel skate. It was repaired and departed at the end of May. 73128 was repainted in NSE livery with new nameplates covered over and departed on 30/05 for naming at Robertsbridge on 31/05.

59104 was repainted in Freightliner orange livery and departed in early June.





JLE7, RW804, GP902, GP904, GP938 departed 12/06 to East Yard for road moves to Ruislip.
73967 departed on 19/06 with new wheelsets (see left on 30/05).

below 59104 on 7B12 Merehead to Wootton Bassett, Swindon (13.47) 2nd July 2024
(Colin Pidgeon)

69010 departed 10/06 following a repaint into GBRf livery (see below top).





Mk3 TFs 41160, 41166 (see below on 01/07) and 41187 were repainted in Blue Pullman livery with 'West Highland Pullman' logos and departed for Crewe with TGF 44078 on 02/07 (also see elsewhere)





66066 brought in 9 x IPA quad sets on 12/07 all for repair (see below). This is probably the longest train received into the Works for a long time (see above).

above 69012 on 0069 EMD Longport to Eastleigh Works, Basingstoke (13.24)
4th June 2024 (Spencer Conquest)

69012 arrived on 04/06 (see above) for painting and was released on 12/07 in BR two-tone green as carried by D0280 *FALCON* when allocated to Bristol Bath Road, including cast falcons and *FALCON 2* nameplates plus 82A shed plates.



50021 has been away visiting KVV and MHR for their Diesel Galas. It is then due to go to SPA Diesel Gala.

50008 was onsite with various combinations of other locos working charters with the LU 4-TC set and returning 50021 from Keithley.



73961 departed with new wheels on 15/07.

69004 arrived for minor repair behind 08683 from the East Yard on 16/07 (see above) departing on 18/07.

Current Update:

Locos - Shunters: Repair: 01508 (Arlington)

Locos - Mainline: Headlight Conversion and Repaint: 43050 (see above on 19/06), 43058 (see below)

Repair: 43059 (see below), 47771 (preserved)

Overhaul: 57302

New Wheelsets: 12 SARAH SIDDONS



above 43058 + 43059 on 0Z62 LSL Crewe to Eastleigh Works, Reading
(13.04) 1st July 2024 (Spencer Conquest)



50007 (50034) + 50049 ZG 01/07

Repaint: 50007 (50034) + 50049 into large logo (see above), 66301 into GBRf (see below)



66301 16/07

Repair and Repaint: 57003, 73002 (for Margate One:One Museum)

Units - Diesel: Repair: Cl.117 977987 (51371), 142007
Repair and Repaint 141108 (for Margate One:One Museum)

Units - Electric / Bi-Mode: Stored (new) Cl.458 458416, 458423, 458424, 458425, 458428
Siemens units Recently Overhauled: 450035, 450010, 450080, 450082, 450032, 450087, 450012
Hitachi units for Repair: 800105, 800303, Hitachi units for Repaint: 802007
Hitachi units Repainted and Departed: 802016, 802009, 802014



802016 on 5X82 Eastleigh Works to London Paddington, Basingstoke (13.35)
4th June 224 (Spencer Conquest)

Coaches: Mk1s - Overhaul: 3091. Repair: 35333, Mk2s - Repair: 1203. Repair (Preserved): 14123
Mk3s - Repair: 10212, 10416, 40804, 41182, 41208
Pullman Cars - Overhaul: 284 (99543) *VERA*. Repair: 301 (99530) *PERSEUS*.

Wagons: Conversion to Translators: 210413/465
Repair: 78273, 89014, 92723, 92731, 92801, 93482, 640501/02/09/10/13/14
33 80 2693 022-6, 83 70 2795 309-5/333-5/336-8
43 87 4333 010-4/039-3/040-1/045-0/057-5/076-5, 23 87 4375 001-6/015-6
23 87 4384 022-1/025-4/030-4/031-2033-8/037-9/038-7/039-5/043-7, 23 87 4385 002-2/006-9

LUL Wagons: Repair: HW204, HW214, RW809, RW816, GP913, GP934, CM952, CM953, MW956, MW959, MW960, MW961

FRANCHISE / NETWORK NEWS

The latest operators to have PRIDE liveried stock are XC with 170618 & 220005 and WMR with 730018, the later gaining the name *Hurst Street*, the location of Birmingham's gay village.

right PRIDE branding & name on
730018, Bromsgrove
25th June 2024 (Terry Lea)

HURST STREET

The ORR has given the go-ahead for Grand Union Trains to launch an open access passenger service between London and Stirling.



Virgin has applied to ORR to run trains as an open access operator between London Euston, Preston, Liverpool Lime Street, Birmingham New Street and Glasgow Central. First Group has also applied to extend its Lumo business with services between London Euston and Rochdale.

AWC: The CI.390 Pendolino refurbishment programme has been completed after nearly 3 years and £117 million, with 390020 the last to go through the Widnes facility emerging on the 22nd June 2024.

The Voyager fleet now only consists of 8 sets, 221101-06/08/09 which will be handed back in December 2024.

805013 the final CI.805 has entered service with just 805002 on test and as reported in the last issue, 805006/07 to follow.



Elizabeth Line: Finally on the 14th June 2024 an order has been agreed between TfL and Alstom to build 10 additional CI.345s, 345071-080 and provide maintenance until 2046, so safeguarding Derby Litchurch Lane Works.

GN: With the fleet moving back and forth between Worksop and Hornsey, all 30 CI.379 sets have been assessed at the GN depot for a return to service, the last being 379009 on the 14th June 2024.

387201 the last ex-Gatwick Express on hire to GN unit has rejoined the SR fleet.

GWR: In honour of Shania Twain performing in the Sunday Legends slot, 30th June 2024, at the Glastonbury Festival, GWR picked up on a podcast discussion via social media to quickly produce some appropriate vinyls on 802109. GWR services operate to Castle Cary, the nearest station to the Festival.

right & below 802109 with SHANIA TRAIN vinyls on 1A16 Bristol TM to Paddington, Swindon (11.13) 8th July 2024 (Colin Pidgeon)



EMR: 810004, the first fully fitted out CI.810 moved on the 19th June 2024 from Hitachi Newton Aycliffe for testing at RIDC Melton between Old Dalby - Sheffield - St Pancras.



810004 taking a 40 minute break at Derby en route with 5Q44 Sheffield to Kentish Town test run (11.37) 23rd July 2024 (Greg Hartle)

recently lengthened set HA17 with 42096 leading behind 43175 Huntly on 1H27 10.03 Aberdeen to Inverness (10.55) 21st July 2024 (TR) named 43134 was on the rear note how much cleaner 42096 is compared to 42250 42096 was stored at Inverness Rose Street Depot on arrival at the start of 2022 after conversion at Wabtec Doncaster, see p74 in the March 2022 issue



ScotRail: The lengthening of HST sets has resumed after a long hiatus with 42009, 42032, 42047, 42096 & 42213 retrieved from store at Slateford Yard. They have been added to sets HA14, HA09, HA03, HA17 & HA16 respectively. This now makes 10 x 5 car sets out of planned 17.



43128 which has never turned a wheel in service having been stored at Haymarket since its acquisition in June 2018 and been used as a source of spares, has moved to UKRL Loughborough for reactivation. 43150 has moved to Brodies, Kilmarnock.

Another Scottish depot, Haymarket has regained a CI.08 shunter with RMS owned 08754 now allocated there after modifications at Chesterfield.

SWR: The first converted CI.458/4s entered service on the 24th June 2024 initially with 458421/22 in use. 18 of the 28 have so far been converted 458401/04/05/07/12/13/15-17/20-28

Having lost its previous name, *THE D-DAY STORY PORTSMOUTH* when repainted earlier in the year, 444040 has regained its named with the addition of *80TH ANNIVERSARY*



444040 on 1W61 London Waterloo to Poole, Southampton Airport Parkway (11.53) 11th June 2024 (Chris Addoo)

Merseyrail: Not mentioned though noted in **STOCK CHANGES** was that 777035 was the last of the Cl.777s to be delivered moving north from Dollands Moor behind 66067 on the 12th June 2024.

Northern: More Cl.323s have transferred north to Allerton from WMR with 323206/09 on the 13th May, 323207/43 on the 31st May, 323217/19 on the 10th June , 323213/42 on the 20th June and 323203/41 on the 27th June 2024. This leaves just 323218 to transfer.

156478 has returned to service with its new operator after being out of use since May 2022. Previously operated by ScotRail then bought by Brodie Rail after being written off due to flood damage it was subsequently bought by Northern in October 2023. Brodie completed the overhaul and repainting.

Royal Scotsman: 316 a new State Car has been added to the rake after extensive refurbishment at Assenta Rail, Hamilton (HN). It has replaced 99961 which has moved to HN for overhaul.

TPT: Most of the MK5 sets are now at Long Marston with some moving to and from Longsight.

TfW: Two Mk4 sets have lengthened with the addition of an extra coach, 12461 added to HD06 12461 and 12452 added to HD07.

WMR: As the Cl.730s enter service, 8 of the remaining 9 Cl.323s transferring Northern have departed north leaving only 10 in service, of which 9 will be returned to Porterbrook and stored once withdrawn.

XC: The ex-AWC Cl.221 Voyagers are now appearing in service with XC branding applied creating an interim livery. The first in service was 221116 on the 2nd June 2024 on the 09.03 Birmingham NS to Edinburgh Waverley. 221114 was the second in service on the 7th June 2024.



above 221114 in XC livery Tyne Yard 30th July 2024 (TR) unfortunately it has already been subject to a graffiti attack on the other side of the set
below ex-AWC 221115 in XC livery on 1V55 12.03 Manchester Piccadilly to Bristol Temple Meads Stafford (13.04) 3rd July 2024 (Colin James)



HNRC: 08892 has been fitted with a hydrogen generator which has increased fuel efficiency and reduced emissions. After a 3 month trial at the Dudley Very Light Rail Innovation Centre it returned to Worksop on the 15th May 2024.

D6593 from BAT and 33053 from NLR have been acquired.

01526 has moved to Worksop, the last ex-MoD CI.01/5 at WEN, seen right in the stored lines at Leeming Bar, where it was in the company of 47785 on the 23rd March 2023 (TR).



TH 0-6-0DH 01562 [257V] at Barrow Hill has been de-named and outshopped by HNRC in the blue livery of Breedon Aggregates and numbered 6 and will be moved to Hope Cement Works once its lengthy overhaul is completed. See left tucked in beside the DPS Shed, 4th April 2024 (TR) and below in the company of

HNRC de-named ex-DRS 37402 and repainted 20302 + 20311 on the 27th July 2024 (TR)



DATS: Damaged 43054 has departed CPR for LSL where it will receive the cab from scrapped 43052, currently at Nemesis Rail.

DBC: Four of the ten re-gearred CI.66s are now in service as CI.66/6s with 66655 (66167) seen below re-numbered at Toton on the 27th July 2024 (TR). Note the different number font with 66206

90022 was the first of the eight CI.90s at Middlewich to be scrapped with 90027, 90038 and 90023 following.

Tata Steel: The second of its two additional CDD90 hybrid Bo-Bo

shunters has been delivered from Clayton Equipment to Port Talbot. Works No. [B4666/2] it is numbered 936 and follows on from 935 [B4666/1] delivered in October 2023.

ERS: Mk2 5797 moved by road to ERS Gt Yarmouth on the 7th June 2024 having previously been in LSLs reserve store at Rowsley South, PEA (see below) 7th April 2024 (TR). Further stored Mk2s were retrieved from Kimberley Sdgs, MNR by D6851 on the 10th June 2024, 5866, 5960 & 17079. The loco then returned to LSL with newly acquired ex-CS Mk2 coaches (see below). On the 31st May ex-Eurostar Mk3 96371 moved south from Inverness for a C4 bogie overhaul to allow it to work on the mainline



Having spent a relatively short life in preservation, four ex-GA Mk3 coaches and a DVT, 12049/067/118 & 82114 have been bought from NLR as have the three ex-GWR Mk3s 42504/11, 44059 from AFR.

LSL: Three more ex-CS Mk2 sleepers, 6702/04 & 9809 have been bought from ERS and after moving to Crewe were moved north to store at Carlisle Upperby together with 9804.



45118 returned to the mainline with a loaded test run on the 4th July 2024 with 17056, 3312, 3188, 80043, 3231, 3229, 1211, 3348, 3384, 3344 tailed by 57311.

43050/54 have been acquired by LSL bringing the number of HST power cars they own up to nine.

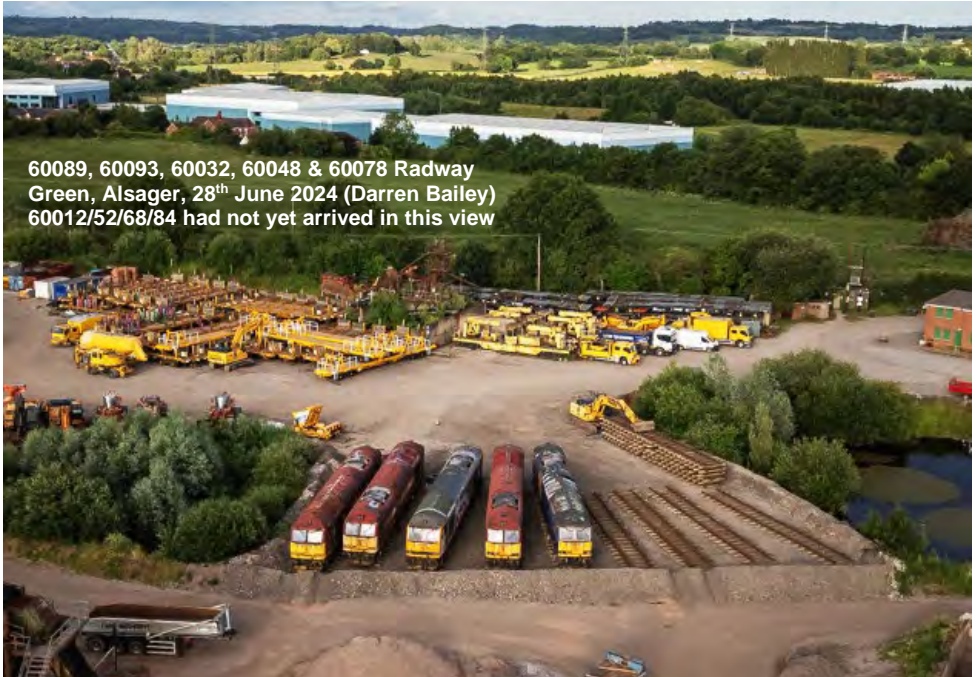
Eurostar: Some of the CI.374 sets have received a golden livery to mark the upcoming Paris 2024 Olympics. The first is 374017 which was officially seen departing St Pancras Int by Dame Jessica Ennis-Hill, Maisie Summers-Newton and Perri Shakes-Drayton on the 25th June 2024.

FL: With the painting of the overhauled 08530 at LHG into orange livery, the fleet of seven shunters in the DDIN pool are now all orange. The others are 08531/585/624/691/785/891 with only 08891 non-operational at Nemesis Rail (see elsewhere). They are normally based at Southampton, Ipswich, Felixstowe and Trafford Park.



above having replaced 08891 which moved to Nemesis Rail the day before, 08624 has taken up residence at Ipswich (08.19) 11th April 2024 (Keith Partlow)
 note 08530/531/585 have yet to be illustrated in orange in **TRACKS**...anyone got photos ?

Land Recovery: Nine of the twelve Cl.60s acquired from DBS have now moved to Radway Green, Alsager, 60012/32/48/52/68/78/84/89/93. This leaves 60036/37 & 77 to be moved.



60089, 60093, 60032, 60048 & 60078 Radway Green, Alsager, 28th June 2024 (Darren Bailey)
 60012/52/68/84 had not yet arrived in this view

RSS: The Sentinel shunter 10252 previously based at South Coast Steam is now owned by RSS and under repair at Wishaw.

GBRf: 66305 the first of the five ex-DRS Cl.66/3s has received standard GBRf livery as have 57306/10 and ex-European Cl.66s, 66312-14, 66312 the latest to enter traffic with a test run on 24th July 2024.



above 66305 on 4L02 05.33 Hams Hall to Felixstowe South, Bury St Edmunds, 16th July 2024 (Keith Partlow)



right 66730 hauling 66313 en route to Longport from Peterborough, Tamworth (11.21) 24th June 2024 (Paul Keightley)



left & below 57306 t&t 57310 on 5Z53 Burton Wetmore to Bo'ness Jct Exchange Siding ecs, Fine Lane LX between Wichnor Jct & Lichfield Trent Valley (15.51) 21st June 2024 (Paul Keightley)





above 66312 with 60021 Doncaster Decoy Yard 27th July 2024 (TR)

NR: The seven Mk3 coaches, 10406, 11092/093/099/101, 12125/54 operated by Hanson & Hall under the Real Charter Train Co banner have bought and moved to Asfordby.

Romic Consultancy Ltd: Four Mk3s 42097, 42376, 44012 & 45003 have been acquired for hiring out with them initially to be used for MML electrification testing. They were moved from ERS Gt Yarmouth to Kidderminster, SVR via Loughborough for further storage ahead of their use.

43301 t&t 43303 now sporting Colas Rail branding + ex-XC Mk3 42097, 44012, 42376, 45003 on 5Z40 09.00 Gt Yarmouth to Loughborough, Ely (11.42) 5th April 2024 (Keith Partlow)



Rail Sidings Ltd: A new entrant to the market has leased 17 acres of land at the former MoD Eastriggs site in Dumfriesshire, Rail Sidings Ltd has started taking stock with the NR Snow Train, Mk2 977869 + KFA 99.70.9594.014-1 moving on the 19th June 2024 behind 56113 as 6Z31 from Motherwell TMD. The first loco to enter the site in 14 years.



56113 on 0Z32 11.30
Eastriggs to Grangemouth, Carmyle
(14.42) 19th June 2024 (Ian Gardiner)



325006 + 325015 on 5Z58 Tyne Yard to Mossend Down Yard, Spittal, Berwick-upon-Tweed (16.51) 16th June 2024 (Gareth Patterson)

Royal Mail: As reported in the last issue the use of CI.325s did finish on the 15th June 2024 with 325015 on the last northbound service. However, this wasn't the end of the story as RM has now informed DBC that it will cease using the CI.325s from the 10th October 2024 predominantly due to electricity costs. The same reason DBC stopped using CI.90s. RM also stated that the CI.325s are getting long in the tooth with only 6 currently operational out of the 15 strong fleet. No indication has been given as to their future or if mail is to continue to be moved by rail and by whom especially as with the coaches also long gone what over dedicated stock is there that is non electric.



Sellafield: A new CB40 4w battery shunter numbered 3, has been built by Clayton Equipment for Sellafield and after trials at CHV it moved north on the 24th May 2024.

ROG: 93002 arrived in the UK via Portbury Docks on the 22nd July 2024 and has moved to Worksop.

*left 93002 on M1 en route to Worksop
23rd July 2024 (Steve Bartlett)*

*below 93002 with 08892 (see report elsewhere)
Worksop, 27th July 2024 (TR)*



DRS: All 14 ex-TPE CI.68s 68019-32 have been de-named and de-branded with them based at either Crewe or Carlisle Kingmoor (see **DRS Open Day Report**).



above 68022 + 68031 on OT38 16.00 Crewe Gresty Bridge to Crewe Coal Sidings, Crewe (16.11)
3rd July 2024 (Colin James)

PHOTO SPOT: UKRL LOUGHBOROUGH



92006, 60018 + 66315 (77505) + 180002,
66314 (77506) & 56301 below 43367
Loughborough Works, 27th April 2024
(Darren Bailey)



SHUNTER SPOT: LHG



left HE 0-6-0DH
290 [9382]
awaiting a hire
contract

below HE 0-6-0DH
DH50-1 [9376]
SAMMY
another Hunslet
hire loco from
Tata Steel Trostre
still sporting its
GBRF livery and
number
from its time at
Cardiff Tidal

both
20th June 2024
(TR)





above HE 0-6-0DH [6769] from the Hunslet fleet based at ICL (Cleveland Potash) terminal, Tees Dock
now operated by RSS
below ex-BS now owned by Ed Murray, GEC 6wDE 460 [5425] from Daventry Int Railfreight Terminal
both 20th June 2024 (TR)



ELR VISIT REPORT

Yet again strike action was to blame for disrupting another visit on the 11th May 2024 so that what should have been an easy ask to get 20 members to attend a popular railway resulted in late cancellations but few available reserves. In the end we paid ELR for 20 which included Chris who was cajoled into going round by John Wade, our guide. She wasn't mad enough to walk round the main yard but 'enjoyed' the tour chatting to members and our Guides John and Dave, who once again ensured we had a good visit. The weather was glorious, which it always seems to be when we attend, but this led to several members attending in shorts which as stated in the General Booking Conditions should not be worn. Fortunately, some were able to change

There were two service trains operating on the day, 4-6-2 WC 34092 *CITY OF WELLS* and 37109 leaving Bury Bolton Street at 09.05 to Rawtenstall and 09.10 to Heywood respectively. So prior to the tour there was a chance to see either or both of these. I opted to catch 37109 as it passed Bury South Jct as easily seen from Belle Vue Terrace, a short distance from our starting point. I had already witnessed 34092 the evening before as it rolled through Baron Street Works Yard at 17.45 just as we arrived to have a quick pre tour viewing. It eventually crossed Baron Street for Bury Bolton Street to work the evening dining train at 18.20.



above 34092 waiting to cross Baron Street (17.51) & *below* from Belle Vue Terrace footbridge (18.01) with stock behind in Baron Street Loco Works Yard, if you follow the running line through the yard, note the Manchester Metrolink tram passing in the mid distance (TR)





views from Belle View Terrace footbridge *above* Buckley Wells Carriage Works with 09204 and D2062 *below* looking towards Bury South Jnct signal box and Bury Bolton Street beyond with a set of service coaches stabled in Buckley Wells Carriage Works Yard (TR)



below eager to get going, our motley bunch outside Baron Street Loco Works (TR)





seen from Belle Vue Terrace
37109 passing Bury South Jnct heading
for Heywood (09.11) (TR)



above 2-8-0 3855 & 4wBE [1378] with bonnets raised, hence the odd look
western side of Baron Street Loco Works (TR)



47298, 32 (alias Thomas), 80097, D9502 & [4002]
eastern side of Baron Street Loco Works (TR)

55001 Baron Street Loco Works Yard (TR)



above 50015, 08164, 13594, 56006 & 25279 in the pit area
below 50015, 08164 & 13594 (TR)



Baron Street Loco Works Yard
with 6536 (under tarp) (TR)

Baron Street Loco Works Yard looking north
with wagons & Mk3 sleeper 10529 (TR)



Baron Street Loco Works Yard looking north
with 144010 and 50531 (under tarp) (TR)



D9531 & 50517 western side of Baron Street Loco Works (TR)

At 09.40 we got underway on what turned out to be a longer than usual tour lasting nearly 3 hours, finishing at 12.35. As usual we started in Baron Street Loco Works on the western side then out into the Yard where this time we headed right as 2890 was moving in the pit area. Prior to being given free rein to wander up and down the tracks we waited for 2890 to move through the yard heading for Bolton Street Station and its booked turn on the diner. Once safely past at 10.10 and waiting to cross Baron Street we were let loose.



above former Austerity 0-6-0ST 2890 (WD 75041)
converted to tender 0-6-0 passing through Baron
Street Loco Works Yard (10.12) (TR)

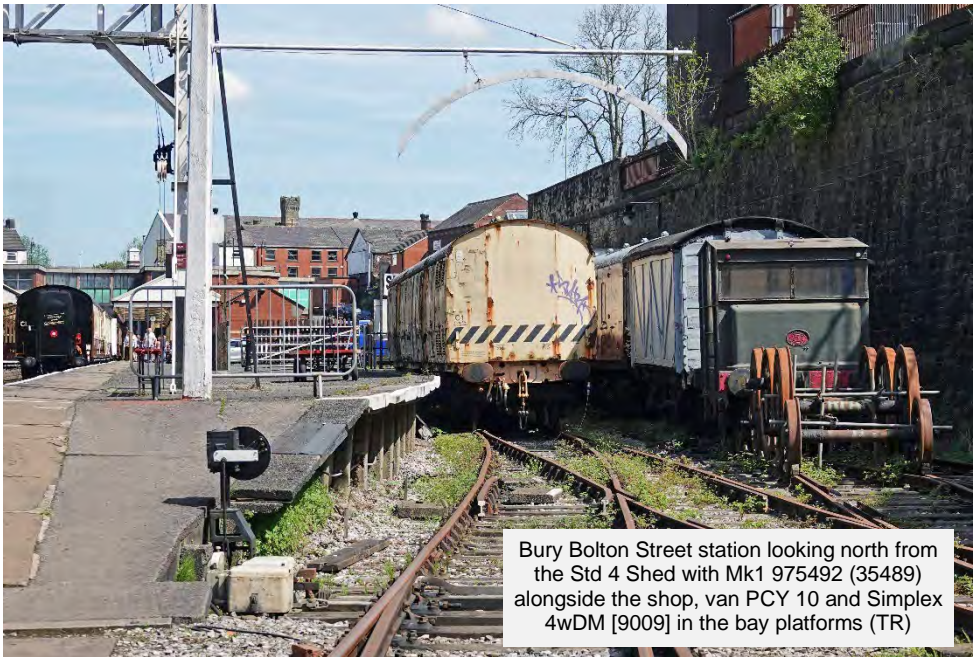
70549 (207202) + Mk2 9418,
Baron St Works Yard (TR)



Cl.504 77172 + 65451
Buckley Wells Carriage
Works Yard

John had informed us that they had disposed of some stock which was beyond viable restoration and one item that was clearly missing, was the remains of 33046. Also in the yard now was 6546 all wrapped up having previously been inside and the line of stored locos normally on the right of the pit area, as you look south. 30 mins later we reformed and after viewing stock in the pit area, though not able to walk through it, we headed up the eastern side of the Loco

Works. We then crossed over Baron Street and entered Buckley Wells Carriage Works.



Bury Bolton Street station looking north from the Std 4 Shed with Mk1 975492 (35489) alongside the shop, van PCY 10 and Simplex 4wDM [9009] in the bay platforms (TR)

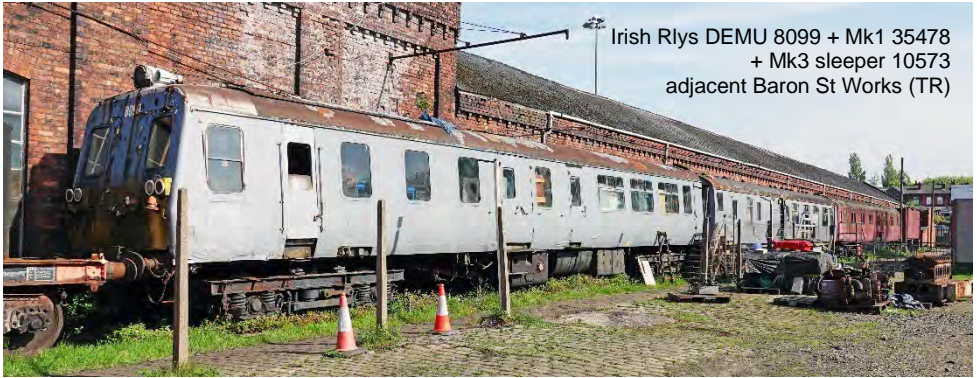
above Bury Bolton Street station looking north from the Std 4 Shed with Mk1 975492 (35489) alongside the shop, van PCY 10 and Simplex 4wDM [9009] in the bay platforms

We then walked through the Carriage Yard to Bury South signal box where we waited to see 37109 on a service train to Heywood. Those that wanted then were able to look inside the box. This time we then headed up to the Std 4 Shed to see 46428 and view the stock in the bay platforms on Bury Bolton Street station (see above). The dining train rake of coaches could also be seen in the platform, later identified as (south to north) 80933, 80993, 3114, 3144, 4371 *BOROUGH OF BURY*. It was then back through the Carriage Yard to finish with the wagons on the two tracks to the east of the Carriage Works.



wagons Buckley Wells Carriage Works Yard with tank 832 to the fore (TR)

A very good visit so thanks to John and David. Hopefully the two remaining visits this year in July and September will be equally as good.



Irish Rlys DEMU 8099 + Mk1 35478
+ Mk3 sleeper 10573
adjacent Baron St Works (TR)

Several of us then went over to Bury Transport Museum to view the revised layout including three recent steam loco arrivals plus one resident diesel which has been re-numbered. Newly displayed are [2825] 0-4-0ST+T *WREN* (1'6" gauge) & 2-6-4T 2500 from NRM York, 0-6-0T [1223] from Penrhyn Castle and resident 11506 previously D2956. The change follows the move away by 60009 *UNION OF SOUTH AFRICA* and the temporary filling of the space with wagons (compare with photo on p14 in the Oct 2023 issue).



11506 (D2956) & 2500 Bury Transport Museum (TR)



[1223] Bury Transport Museum (TR)



11506 (D2956) Bury Transport Museum (TR)



2500 Bury Transport Museum (TR)



narrow gauge WREN
Bury Transport Museum (TR)

Stock List: listed by track (diesel locos, steam locos, DMUs & coaches)

In Service: 37109 + Mk1s 5040 + 4866 + 14019 + 4917 + 4996, Bulleid WC 4-6-2 34092 CITY OF WELLS + Mk1s 4937 + 5031 + 35070 + 4350 + 4232 + 1829

Buckley Wells Carriage Works Yard:

- 09024
- Mk2 5685, 07013, Mk1 95229 (81341), D2062,
- Cl.504 65451 + 77152 + Mk1 1665 + RMB 1871 Howson Bar + 25385 + 3771
- MCV 889011 + PMV 1391 + GUW 86654 + CCT 94705

Bury South Jct:

- Crane 96707 (ADB 141) [C85]

Buckley Wells Carriage Works:

- Mk1 4784, LYR 1
9580 (150266) WATERMAN SALOON
- Mk1 95210 (80731), 1833, 35455
- Mk1 024743 (80788), 56289,
LMS Stove R 32978

right freshly painted Mk1 35455 Buckley Wells Carriage Works (TR)



Baron Street Loco Works:

Eastern Side:

- 4-6-0 45337, D9502,
D5705, 0-6-0DM 4002 [D1076]
- D8233, 0-6-0T 72 (30072), 0-4-0ST
11243, D9502, 4wVBT 7164 [7232]
ANN, 2-6-4T 80097, 0-6-0T 32 [680]
(masquerading as Thomas), 0-6-0T 47298

Western Side:

- 2-8-2T 7229, 2-8-0 3855, 2-6-0 13465, 50455 + 50517
- 0-4-0ST [2800], 4wBE [1378], 0-6-0T 47324, 08944, D9531 ERNIE

Baron Street Loco Works Yard:

- NIR 8099, Mk1 35478, Mk3 10593 (adjacent Works)
- 0-6-0ST 35 (WD 75030) [7086] (dismantled) off track),
- Mk1 975489 (34786), 56006, 25279, Mk2 17077, 35513, PMV 1360, crane (diesel) 95205 (RS 1013)
+ crane runner 299852, LYR 12 (body)
- 0-6-0 2890
- 13594
- 08164 PRUDENCE, 50015 Valiant
- 33109 Captain Bill Smith RNR, 40012
AUREOL, 55001, 56121 + 51485, 6536,
45135, 40135, Hibberd 0-4-0DM 1 [3438]
- 144009 (55809 + 55832), 59701, 51813 +
51842
- 45108, 47765, Mk1 35452, 59228, 50531
- Mk1 4928 + 4992 + 4895 + 35314 + 4873
+ (RMB) 1837 + 4933 + 4885, 144010
(55833 + 55810)
- Mk1 1848, 4199, 15928, 3127, 70549
(207202), Mk2 9418, Mk1 4880,
CCT 86283
- GUW 86702, Mk1 3124, GUW 86500
Mk3 (sleeper) 10529,



above 07013 + Mk2 5685 Buckley Wells Carriage Works Yard (TR)

Bury Transport Museum: D2956, WREN, 0-6-0T VESTA, 2-6-4T 2500

BS SCUNTHORPE / AFR VISIT REPORT

On the 12th May 2024 we undertook our third brake van tour around Scunthorpe Steelworks and as they are now known, the Appleby Frodingham Railway (AFR) base therein. This was to be the first of two tours in 2024, the second being in July as previous years. We had a reduced number of 24 members attend this time which allowed 4 per verandas. This was far more comfortable for viewing and photography.

As in both previous years it was another glorious day and as usual I found an 'electronic notebook' was the only way most stock could be recorded with hours spent afterwards pouring over the photos finding numbers. With stock in the distance and often on both sides of our train I reckon it would have been difficult to have recorded by eye the amount of numbers we got or verify them when many are indistinct without a camera. Both Colin Pottle and myself on the rear veranda tried to get everything but as before some got missed though many more were identified after studying photos.



with Andy Scott to the fore, members stream onto the platform as our tour loco ran round at the start of our visit Frodingham, AFR (10.28) (TR)

Having all assembled by 10.00 we then moved over to the Frodingham platform, the internal AFR start point, by 10.15 as no-one had appeared but found the gate still locked. Our train of three brake vans B955010 + LMS 295516 + BR 7606 (B95xxxx and supposed to be 7605 ?) hauled by Rolls Royce 6wDE 1 [2877] arrived at 10.20 before we were then let onto the platform. Once all aboard we were handed a very useful map of the site lettered up to represent areas to be referred to in the running commentary. The map had been produced by AFR in co-operation with the Branch Line Society (BLS). We then left at 10.35 on what was approx a 4¼ hour tour of the 2000 acre site, arriving back at 14.40.

Unlike last year, we passed the AFR site for the first time without stopping for the toilet, then we headed out onto the internal steelworks railway system of over 100 miles of track. We would later return for a lunch stop at 12.50. Our hosts from AFR were welcoming and gave us a running commentary during the tour.

Apart from the obvious chance to see the many internal user and mainline wagons, the latter either on movements in and out of the site or stored, I personally was hoping to clearly see the two 0-4-0DE high line locos, 6 & 7, not definitely seen from our tour last year and in this respect I was successful. To recap from previous reports, there are 37 locos based on site, a CI.20, seven 0-4-0DEs, nine 0-6-0DEs, nine 1972 built Hunslet centre cab Bo-BoDEs and the eleven GBRf owned ex-Norwegian Di-8 Bo-BoDE centre cab locos built in Germany in 1996. These latter locos were bought from Cargonet by GBRf in late 2011 and initially based at Tees Dock then Lackenby until moved to Scunthorpe in 2016. In addition, a new Clayton CI.18, 18003 was on site for trials and evaluation

pacer 144017



above & below passing the AFR Depot (10.40) (TR)

brake van 955160 + flat + hopper 197 & DMU 59245 + 54207 (TR)



returning to the AFR Depot
for the lunch stop (12.50) required
a bit of shunting back and forth to
reach the platform with views from
the rear veranda of Polish 0-6-0T
[3138], ex-GWR Mk3s 44059
+ 42504 + 42511 & DMU 54207 (TR)

The tour circumnavigated the entire site covering over 20 miles of track and gave us a chance, though sometimes only from a distance, a view of most areas. What was noticeable was that some track had been removed with new tracks laid and a new Rail Stocking Centre was seen under construction. As last year, the highlight was the run up the highline tracks to the blast furnaces where on parallel tracks could be seen three 0-4-0DE locos + coke movers plus another loco. Unlike last year, definite identification of the locos was possible. 3 [3736GECT5436] was still on its own, as last year, with two of the other three pairs moving with 5 [3737GECT5436] + coke mover 07 seemingly stationary. Of the moving two, 7 [3740GECT5440] + coke mover 01 was clearly seen from the side when we passed later on which by elimination meant the other was 1 [3734GECT5434] + coke mover 06 (educated assumption by comparing previous photos). Of the remaining seven 0-4-0s that operate on the highline, 2 [3735GECT5435] and 6 [3739GECT5439] were by the depot and 4 [3737GECT5437] was in the loco scrap line. The loco scrap line, which we passed en route up the incline, contained nine locos and this was later viewed from the adjacent track. The missing loco from previous visits was HE Bo-BoDE 80 [7474] which was not seen elsewhere. We didn't see any of the Bo-Bo locos working with torpedoes as previously. We also saw two of the three redundant tall 4wRE Appleby Coke Oven locos, the third now scrapped. Also seen were the two stored highline coke movers, 03 & 05 from the closed Dawes Lane Coke Ovens. The haul of locos also included the now sole ex-BR loco on site, yellow liveried Cl.20 81 (20056). Not seen this year were two cannibalised Bo-BoDEs, 76 [7287] and 8.718 [1600018], one from each batch. We saw all the 0-6-0DEs and all but two from each batch of the of the working Bo-Bos, Norwegian 8.704 and 8.712 and HE 73 [7284] and 74 [7285] though one of these was at the head of a line of torpedoes, lead by 42, at the BOS Plant, but unidentifiable due the partial end on view. Because we visited the loco repair depot on different track some may have missed three locos 51 [2709], 75 [7286] and 820 (8.720) [1600020] briefly seen, I certainly did as I was looking the other way. This might also account for not seeing 76, 80 & 8.718. The total of 30 seen was therefore the lowest out of our three visits.

During our tour two DBS Cl.66s could be seen in Trent Yard, 66120 + 66175 (would have to be the Rail Riders named loco !!), along with other mainline wagons, a good proportion of which we identified this year.



left AB 0-4-0ST 54 (22) [2320] & RSH 0-4-ODM [8369WB3213] (TR)

As mentioned above, we stopped at the AFR Depot at 12.50 for the toilets and those that wished were able to purchase tea and cake from the buffet car 4668. We then had a chance to look round most of the stock in the yard though not that on either side of the shed. This stock though was seen clearly from our tour. The shed doors were opened and we were able to view several locos (see left) but not enter due to safety concerns, which was a little disappointing as not all could

be clearly seen. After 50 mins we were on our way again at 13.40. AFR were good in that they accommodated requests to pass slowly by the loco scrap line. At 14.10 the loco ran around to finish the last 40 mins of the tour, the last part being to view the wagon and loco maintenance depot. As mentioned above we didn't go up on the high level track overlooking the depot and instead just reversed up to the five locos stabled slightly away from the depot, 2, 6, 8.708, 8.716 and included 18003. Those locos nearer the building, other than the three some saw as we passed, were therefore not seen clearly and it was not possible to confirm if any of the missing locos were in this area. It was then back to Frodingham platform and tours end.



Wagons in the stock list below are shown by location, time and by track, which will help with identification. Some areas we passed through two or three times on different tracks so sightings amalgamated on first visit.

Stock List:

BS Locos: (30) (29# dismantled on wagon 6203) 81 (20056)
HE Bo-BoDE 30 (79) [7290], 70 [7281] *BIG KEITH*, 71 [7282], 72 [7283], 75 *GENERAL* [7286]
MK Bo-BoDE 8.701 [1600001], 8.702 [1600002], 8.703 [1600003], 8.708 [1600008], 8.716 [1600016], 817 (8.717) [1600017], 8.719 [1600019], 820 (8.720) *POPPY* [1600020]
YE 0-6-0DE 29 [2938]#, 44 [2768], 51 [2709], 90 [2943], 91 [2944], 92 [2788], 93 [2902], 95 [2690] (carried both current and former number 29 on ends) **RR 0-6-0DE** 94 [10238]
BD 0-4-0DE 1 [3734GECT6434]*, 2 [3735GECT5435], 3 [3736GECT5436], 4 [3737/GECT5437] 5 [3737GECT5436]*, 6 [3737GECT5437] & 7 [3737GECT5438]* (* behind their attached coke movers)

The loco scrap line comprised: 94/92/95/44/4/91/90/63*/61* (* AFR locos)

OTP: (2) Unima 1 Tampers TSU 51030 (Winn's Sdgs), 51031 (Wagon Repair area)

Coke Movers: (7) **4wRE** 03/05 (stored) + 01/06/07 (with 0-4-0 locos 7, 1 & 5 respectively), 10-310-0070 (blue), 10-310-0054 (grey) (from former Appleby Coke Oven)

Other Locos: 18003, 66122/175

Wagons: (* torpedo end covers removed) **numbers in red to be confirmed**

Total - approx 383 (Internal Users - 162, NR - 221)

Winn's Sdgs: (10.44, 13.40, 14.33)

- 6203 + 6213 + 6204 + 6215 + 6208 + 6207, 8012 + 8018 + 8017
- 5504 + 5501 + 5503 + 5502 + 5715 + 5516 + 5507 + 2210, torpedo 59* + torpedo 56* + 2062 + 6194
- Coke mover 03, torpedo 54 + torpedo 68
- 2282, 5730 + 5726 + 5734 + 5731 + 5023 + 6609 + 6607 + 6605 + 6603 + 6610

Rail Service Centre / Corus Rail Sdgs: (10.50)

- JZA 93615 (adj 817)
- JZA 93771 (no buffers)
- JZA 93418 + YEA 979512 + JZA 93610 + 93706, JZA 93729
- 6301 + 6302 + 6303
- IGA 33.80.4647.034-4 + 001-3 + 002-1 + 007-0 + 017-9
- IGA 33.80.4647.015-3 + **xxx-x** + **xxx-x**
- IGA 83.80.4736.109-5 + 130-1 + 145-9 + 144-2 + 123-6 + 127-7 + 108-7 + 103-8 + 102-0 + 138-4
- IGA 33.80.4647.010-4 + 4736.118-6 + 111-1, 4736.016-3 + 041-1, 4647.027-8
- IGA 83.80.4736.141-8 + 112-9 + **xxx-x** + **xxx-x** + 4647.036-9 + 022-9, 004-7 (gb)

Trent Sdgs: (north of site adj mainline) (10.49 – 11.29)

High Yard:

- BAA 900xxx (behind 470158)
- HTA 310524 + 310950 + 310915
- HTA 310609 + 310886 + 310571 + 310971 + 311012 + 310311 + 310923 + 310554 + 310460 + 310585 + 310522 + 310691 + 310768 + 310856
- HTA 310503, 310818, (66122 + 66125)
- BQA 81.70.4842.015-9 + 016-7 + 017-5
- BDA 950748 + BEA 950816 + BDA 950xxx + BEA 95xxxx + BEA 950266 + 950651 + 950645 + BDA 950157 + YKA 99659x + BDA 950461 + 950401 + BEA 950976 + BAA 910502 + BEA 950773

Low Yard:

- HTA 311044 + 311033
- SPA x + x hidden behind 950263 + SSA 470xxx + 470xxx + 470097 + 470067 + 470083 + 470098 + 470082 + 470xxx + 470034 + 470140 + 470015 + 470158
- FCA 610074 + 610073 + BAA 900146 + SSA 470162 + 470150 + 470167 + 470176 + 470164 + BDA 950916 + BAA 900301 + 900176 + BDA 950489 + 950263 + BBA 910399 + 910468 + 910101 + BAA 900207
- FCA 610368 + 610367

En Route to Blast Furnaces: (11.35, 13.49)

- 6159 + 6162 + 6163 + 6164 + 6160 + 6161 + 6166 + 6167 + 6165

Loco Scrap Line / adj High Lines: (11.38, 13.49)

- 2287 + 2288
- torpedo 45 + torpedo 48, torpedo 63

North Lincoln Sdgs: (between Trent & Anchor Sdgs) (11.51)

- BBA 910495 + HTA 330xxx (buffers one end)

Anchor Exchange Sdgs: (north of site adj mainline) (11.51, 14.28)

- HTA 310639 + 311140 + 311133 + 310781 + 310918 + 310864 + 311100 + 311025 + 310775 + 310370 + 310563 + 31xxxx + 310670 + 310884 + 310946 + 311071 + 310802 + 311098 + 311127 + 310751 + 310896
- HTA 310786
- BAA 900237 + several BAAs / BDAs + SSA 470074 + BAA 900141 + BAA 900xxx + MEA 391446 + SSA 470029 + BAA 900025 + BAA 900178 + BDA 950981 + 950447
- HTA 31xxxx (several) + 3111xx + 310966 + 311058 + 310623 + 311026 + 310415 + 310510 + 310718 + 310661 + 310535

Iron Ore Terminal: (elevated track) (11.58, 14.22)

- JTA 26100 + JUA 260043 + 26083 + 26092 + 26009 + 26045 + 26028 + 26051 + 26022 + 26038 + 26002 + 26017 + 26069 + 26016 + 26074 + 26008 + 26001 + 26087 + 26040 + JTA 26098
- ? + 26011 + 26018 + 26032 + 26014 + 26057 + 260x3 + 26070 + ? + approx 10 hidden by first rake

Mills Exchange Sdgs: (11.58, 14.21)

- 8107 (off rail)
- 2218 + 8204 + 4802 + 8109 + 2206 + 2216 + 2220 + 2201 + 2051 + ? + ? + ? (hidden behind stone pile)
- 7508 + 7505 + 7509
- 5608 + 5604 + 5914 + 5606 + 5911 + 5916 + 5607 + 5915
- 6105 + 7507 + 7512 + 7514 + 7513

there were two trains of loaded wagons on adjacent tracks headed by 8.701 & 8.702 on our first run through in addition to 4 rakes of wagons above, several wagons from 8.701 rake being hidden by 8.702 rake

- (8.701) 83.80.4736.147-5 + 132-7 + 131-9 + BFA 950931 + 950771 + BDA 950490 + BEA 950392 + 950650 + 951151 + BBA 910008 + BDA 950227 + BFA 950607 + BDA 950441 + BAA 900xxx + BEA 95114x + 9510xx + BEA 951172 + FIA 83.80.4736 .xxx-x + BDA 95xxxx + BDA 950253 + BEA 950605 + BDA 950223

- (8.702) FYA 610008 + 610007 + FCA 610265 + 610266 + 610350 + 610349 + FIA 81.70.4938 185-6 + 138-5

Slab Yard: (12.04 then 14.19)

- 5720 + 5713 + 5711 + 5721

Concast Sdgs: (12.15 then later at 14.00 hauled behind 8.701)

- 5705 + 5717 + 5706 + 5710
- 5719 + 5714 + 5709 + 5724

Scrap Bay: (12.17)

- 8216 + 8065 + 8226 + 8223 + 8xxx
- 6112 + 6110 + 6111

BOS Plant: (12.30)

- torpedo 42 + ? + ? + ?

en route to Loco Scrap Line / adj High Lines: (12.43)

- torpedo 45 + torpedo 48, torpedo 63

en route to Appleby Coke Ovens under High Lines: (12.46)

- Coke mover 05 + 6101 + 2286 + 6186

AFR (lunch stop) (12.50 - 13.40)

En Route to BOS Yard: (13.58)

- FIA 81.70.4938.030-4 + 527-9 + FCA 610383 + 610384 + 610093 + 610094 + 610199 + 610200
- 204 + 205 + 227 + 228 + 202

Concast: anchor cast cars, 5 car rakes with buffers on outers only (14.01)

- 214 (remainder of set hidden)
- 201 + 221 + 230 + 212 + 213
- 233 + 207 + 220 + 218 + 225

loco runs round (14.08)

Bloom & Billet Mill: (14.17)

- 7503 + 6109 + 6106 + 6108
- 6188 + 6183 + 6189 + 6182 + 6181 + 6171 + 6170
- 5910 (inside)

Wagon Repair Area: gb – grounded body (10.48, 11.29, 14.34)

- 5522 gb
- 3006 + 8212, 8099 + 8071 + 8243 + 8024 + 8122 + 8049 + 8xxx + 8211 + 8009 + 8007 + 8005,
- torpedo 55*
- 6712 + 6710 + 6711
- 6601
- 8039 + 8088 + 8032 + 8090
- 2081 + 2084 + 2080 + 8105 + 2211 + 2213 + 2202 + 8239,

Armour Road: (between Repair Depot and AFR Shed) (14.36)

- 5414 + 5436 + 5417 + 5415 + 5413 + 5416

For the wagon nerds amongst you I was comparing photos between this visit and our one last year to see if some of the same JZA wagons were still on site and to establish the identity of the one by loco 817 when I discovered it was probably 93615. More interestingly the superstructure has clearly been moved to 93610, which last year was a bare flat. The superstructure on 93615 having been replaced with signs it has been spruced up as have the bogies, up but a telltale marking on the buffer proved the wagons were the same one. Sad isn't it, but fascinating detective work !!

Three wagons that haven't moved during all our visits and which can be seen from Brigg Road are a former slag ladle, 12, displayed by Entrance D and two 125t Test Weights 32 + 47 (see below).

38t slag ladle 12 on display near Entrance D off Brigg Road (TR)



125t test weights 32 + 47 (19.00) 11th May 2024 (TR)



Appleby Frodingham Railway:

Steam Locos: (4) (* dismantled under overhaul with frame & boiler inside shed) AB 0-4-0ST 54 (22) [2320], PEC 0-4-0ST [1438]*, AB 0-4-0ST [2369]*, Polish FAB 0-6-0T 3138

Diesel Locos: (6) (* in loco scrap line with other BSS locos, see above, others inside shed) YE 0-6-ODE 1 [2877], RR 6wDH 61* [10277], TH 6wDH 63* [317V], YE 0-6-ODE [2661] *ARNOLD MACHIN*, HUN 0-6-0DH 58 [7409], RSH 0-4-0DM [8368/WB3213]

Units: (5 cars) Cl.108 54207 + 59245, 144017 (55840 + 55853 + 55817)

Coaches: (5) Mk1 4668 (buffet), Mk3 42504, 44059, 42511, LMS Inspection Saloon 395280 (30106)

Wagons: (14) (* uf only) bolster 4023, brake vans 7606 (7605)/68494/295516/953867*/955010/955160, shark brake van 993829, ironstone hopper 197, 25t tippers: 8552/8553, flat roll trolley 6001, sludge tank 33, fish van 6005 (975329)

The range of internal wagons was still fascinating and though it appeared that there fewer visible there were in fact only 20 less than last year and slightly more than in 2022. It has been rumoured that many have been scrapped but that is hard to verify and I personally copped another 35 which added to the 74 last year and the 152 in our first year making 264 seen out of approx 452 which may now be less. Similarly of the NR wagons, many bogie steel carriers have recently been scrapped which were previously seen stored on site so the numbers of these were down by half, though again only 20 less overall than last year but 40 more than 2022 including many more HTAs. What helped was that we passed Trent Sdgs slowly three times, allowing virtually all seen to be identified.

Another very fascinating and worthwhile visit with the location of stock again different than before. With the energy scene and market for steel changing, clearly future visits will see major changes as already witnessed so take advantage of these tours whilst you can. Photos used were with the permission of AFR.



members at the end of a successful tour alongside the brake vans, Frodingham platform (14.50) (TR)

Outside of the northern boundary of the Steelworks is the east - west Doncaster to Barnetby line with Scunthorpe Yard and OTP Depot with Scunthorpe station just to the west. Wagons in the yard can be seen from the A1029 Brigg Road bridge, the road used to access Gate E.



above though I didn't stop to view the yard on the day, I called in Saturday evening, Scunthorpe Yard looking east from A1029 Brigg Road with fortuitously 66053 + 66051 passing (see below) (18.50.) 11th May 2024 (TR)

HTA 310928 + HKA 300612 + 300623 + HTA 310955 then 9 MBAs are to the fore with 4 hidden MBAs behind then to the rear are HKA 300667 + 300617 + 300636 + HTA 310350 + 310935 + 310931 + 310353



66053 + 66051 westbound with 6N80 18.45 Scunthorpe to Tees Yard with 20 BAA/BBA/BDA/BEA/BFAs + 4 FCAs + 3 twin FIAs (18.50.) 11th May 2024 (TR)

SHUNTER SPOT: HNRC WORKSOP



showing two different versions of HNRC branding on an orange livery
above 08799 Ian Goddard and below 08877, both Worksop, 27th July 2024 (TR)



DRS CARLISLE OPEN DAY REPORT

After cancelling last years Open Day, DRS held its now bi-annual event at Carlisle Kingmoor Depot on the 6th July 2024. This was earlier in the month than previously held and was in a different format. Firstly the number of tickets was restricted, I believe to only 1600 which were only available through a third party company, Eventbright, who added on a booking fee. Secondly Kingmoor has had extra security fences added due to the nature of its connection with moving nuclear materials, though why now after all these years doing the same thing. This meant that our stand along with the handful of others, not as many as previously, were set up in the car park as normal it felt like a medieval fortress with us in the encampment outside the castle walls. It was also odd as no locos were positioned near us with all of the locos displayed tightly around the depot building, so from the stand we didn't see much at all or feel part of the event. Because of the new inner security gate we were not allowed, as previously, to wander round prior to the public to get some unhurried 'clean' shots. Ironically with my dodgy knee this would have been the one year that would have been a big advantage as I needed to take it slowly. As it was we only got a 100m head start as the gates opened.



above left to right the sales crew, Gary Mutten, Andy Scott, Christine Field, Simon Mutten (trying to hide), Trevor Roots, Peter Britcliffe, Caroline Snelling & Colin Pottle (n/k)

There were no celebrity locos other than 68006 in its eco livery and all 17 on display were DRS locos, 1 x CI.57, 3 x CI.66, 11 x CI.68 & 2 x CI.88 with 2 Mk2 coaches, a snowplough and an internal unnumbered user PFA wagon. Two of the CI.66s were named during the day with one receiving an existing name removed from 66301 when it transferred to GBRf. Personally I was hoping they would have had 88010 in its special livery, but as it happened it passed by on the Daventry to Mossend Tesco service at approx 11.30. Whether this was planned I know not, but it wasn't easily photographable due to two fences between the depot and the WCML. This also applied to GBRF 66784 which was sat in the Up

Through Sdg opposite the Depot all day, again I don't know if this was planned. The other snowplough ADB 965242 was located in the headshunt near Etterby Road overbridge so visible as people approached the Depot.



above Kingmoor Depot looking north from Etterby Road with ADB 965242 in the headshunt with all locos already in position, 66429 to the left and showing the extra fencing / gate on the left (TR)



looking from the car park (our stand was over to the left) showing the extra security gate with the DRS stands inside and fencing on the right (TR)

Stock List: * named on the day

57309 *Pride of Carlisle*, 66424 *Nigel J Kirchstein 1957-2021*, 66421 *Gresty Bridge TMD*, 66429* *Charlie Birse*, 66431* *Kingmoor TMD*, 68001 *Evolution*, 60886 *PRIDE OF THE NORTH*, 68007 *Valiant*, 68016 *Fearless*, 68017 *Hornet*, 68019, 68021, 68024, 68025, 68033 *The Poppy*, 68034 *Rail Riders 2020*, 88005 *Minerva*, 88008 *Aurora*
Mk2 9506, 9508, snowplough ADB 965210

Passing: 88010, 90005 + 90014, 156431/437/509, 397001/02/04-07/09/10/12 (9 out of the 12 in class)

Locos were positioned to show off all of the facilities with 66429 on the loading ramp in the front, 66431 in the washer at the rear and 68016 up on jacks inside

66431 post naming (14.59) (TR)



66429 post naming (14.50)



Of the CI.68s present, four of them were de-branded, de-named ex-TPE in plain blue livery. Seventeen nameplates (one from each loco) from the recently sold CI.37s, 37401/07/22/23/25 (two from 37425), transferred 66302 plus de-named ex-TPE CI.68s, 68019-23/25-27/29/32 were on display and up for auction.

The one thing that did go well was that we kept dry for a change. Though rain was forecast and there were showers all around we had sunshine all day with the rain only arriving at about 16.30 as we finally departed.



above 68007, 68006, 68034, 88005 & 68033, below 68033, 68034, 68006 & 68007 (TR)



*above 68016 on the jacks
note the seats were for a
silver band that played
during the event (TR)*



*left 88005 with 66784
behind to the left (TR)*



left to right above 68016, 68025, 68021 & 88008, below 57309, 66421, 68001, ADB 965210 (TR)



66424, 68024, 68019 with
66431 (part) on the right
and the PFA on the left

Several of the loco were available for cab visits, 57309, 66431 (post naming), 68024 & 68025



above 68017
with 66431 in the washer (TR)

right 68019 showing its
de-branded & de-named livery (TR)

A total of £65,000 was raised for charity through ticket sales, a raffle and the mostly from the nameplate auction.

It will be 4 years before the Open Day returns to Carlisle, with the next event at Crewe Gresty Bridge in 2026, assuming nothing changes in the meantime.

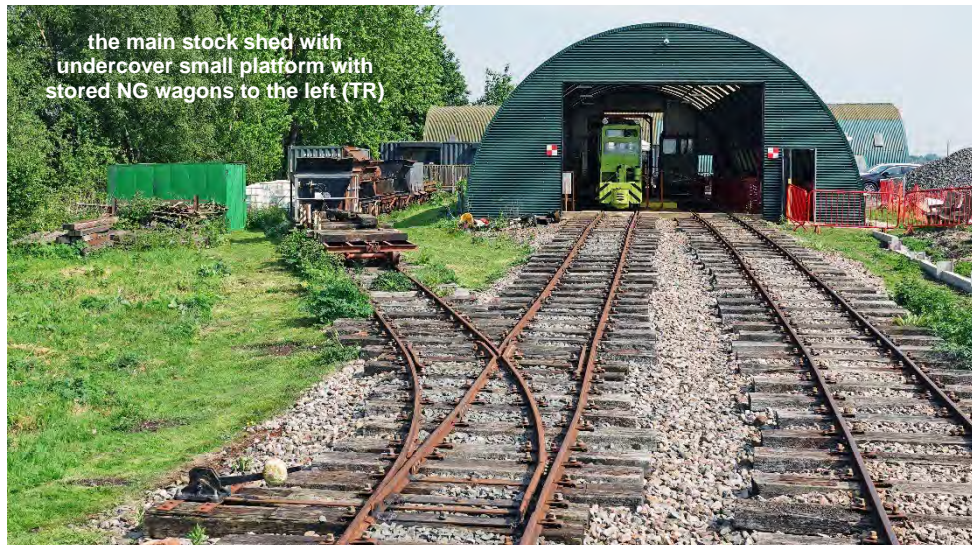
below looking across the depot
access tracks 66784 seen through
the inner security fence but
obscured by the outer fence
adjacent the WCML (TR)



NARROW GAUGE MATTERS

Crowle Peatland Rly (CPR): Map Ref SE 75778 14136

This fairly new small narrow gauge railway is located at the Old Peatworks 1 mile northwest of Crowle in North Lincolnshire and approx 6.5 miles south of Goole and 7 miles west of Scunthorpe. The nearest station is Crowle 2 miles away to the southeast of Crowle on the A161 near its junction with the A18. Several members decided to visit after our visit to Scunthorpe Steelworks on the 12th May 2024.



the main stock shed with
undercover small platform with
stored NG wagons to the left (TR)

It is based around two large Nissen style sheds and a ¼ mile of very uneven track running northwest parallel to the Peatlands Way footpath. It was officially opened on the 30th April 2020.



the track laid in 2019
running northwest to a
small halt and showing
the uneven nature of
the track (TR)

The railway represents the peat extraction industry that operated in the low lying moorland area between Crowle and Thorne since medieval times but on a commercial scale from the 1880s. Based initially on 3' gauge horse drawn tramways, the first use of a loco was steam which ceased use in 1903. Other rudimentary forms of mechanical traction were then used from 1947 with purpose built locos arriving in the late 1950s from Ruston & Hornsby. Others followed from Lister, Simplex, Motor-Rail, Hunslet and finally three from Schöma in 1990/91, 4wdH 5129, 5130 & 5220 *THE THOMAS BUCK*. These were master & slave units, the slaves being 5131, 5132 & 5221. 5129, 5130 and slaves were rebuilt by Alan Keeffe in 1998. Nine locos were saved for preservation once operations ceased and the track lifted with

Schöma 5130 minus slave, plinthed at the entrance to Hatfield Peat Works. One Motor-Rail loco, 1967 built 4wDM 40S302 was abandoned at Bank Top along with some bin harvesters.

5129 + slave 5132 returning to the shed with the home built coach (TR)



5129 at the end halt taken from the Peatlands Way (TR)



The idea of restoring a railway and rescuing the remaining stock to retain the history and heritage of the area took shape in 2013 with funding obtained to promote local projects. The abandoned stock was moved to a local farm in 2015 and restoration begun on the 40S302 by students at Lindsey Technical College in 2018. The refurbished parts were moved to the new railway, the site of which had been bought by North Lincolnshire Council in 2016, for reassembly by the students. However this was prevented due to the pandemic, so finished by the CPR and is now named *LITTLE PEAT* (see right). It ran under its own power for the first time in 30 years on the 19th June 2021. Note the extended height cab to enable a better view over the wagons.





Meanwhile two of the Schöma locos, 5129 & 5220 along with the three slave units were bought after being offered for sale in 2014, finally moving on site in 2016, followed by the donation of the plinthed 5130 in 2019 by Evergreen Horticulture. Slave 5131 is under a tarpaulin in the car park.

left 5130 + slave 5221 (TR)

Three other vehicles on site are two Wickham Trolleys on loan from the Rail Trolley Trust and 2' gauge 1934 built FC Hibberd 4wPM 1881.

1881 was originally used at Crowle Brickworks and previously plinthed at Steeple Grange Light Rly, Wkrsworth. It is stored, missing its wheels, in the second storage shed, see right (TR) whilst all the other stock is in the main shed along with a small platform and second-hand items for eg books, DVDs.



Extraction of peat ceased in 2001 with stockpiles processed at Hatfield Peatworks until 2005. Most of Crowle and Thorne Moors are now nature reserves managed by the Lincolnshire Wildlife Trust. An interesting video can be viewed on YouTube.

<https://www.youtube.com/watch?v=EMCtw6V87T8>

THE THOMAS BUCK

right 5220 (TR)

Also on site (see opposite top) is a compatible 900mm gauge Lisbon tram, 711, built in 1936 by Companhia Carris de Ferro de Lisboa. It was withdrawn from service in 1996 and moved to the UK at Walton-on-Naze from where it was obtained in 2020 with funds from the SSE Keadby Windfarm. It will eventually be used to



carry passengers hauled by a Schöma loco. It arrived in yellow livery with AGFA advertising branding and has since been repainted into green & white

The railway is normally open for rides on the second weekend of the month between 10.00 - 16.00. The café is also open on other days so please check the website <https://peatland.co.uk/>



Lisbon tram 711 with unknown Schöma slave to the left (TR)



left & below the two Type 17A Wickham Trolleys alongside the small platform (TR)



The motorised Wickham Trolley (opposite bottom) on the left is [4091] built 1946 for the North British Aluminium Co Ltd, Fort William and originally numbered W6/501 it was withdrawn in 1961 and dumped off track until 1978 where along with sister [4092] they started their life in preservation. After a convoluted journey [4091] was partnered with an unknown unpowered trolley (on left) and both were eventually donated to the Rail Trolley Trust in 2014 from Statfold Barn Rly. They were restored to working order at a private site in Derbyshire moving to CTP where their wooden bodywork was fitted with the unpowered trolley used as for passenger carrying, hence the guardrails.

After penning this article another loco has been delivered, Hunslet Wagonmaster 0-4-ODM LM336 [8943] built 1980, a working loco from the Bord na Móna peat system in the Republic of Ireland. It was based at Boora, County Offaly and was made redundant at the end of March 2024 when peat haulage ceased (see **IRISH NEWS**) .



LM336 13th July 2024
(Jonathan Longbottom)

IRISH RAILWAY NEWS

After 98 years the haulage of peat by rail on the Bord na Móna ended on the 29th March 2024. The final stockpile was on the Bellair system near Ballycumber, Co Offaly which required 1.5 miles of temporary track and a number of locos drafted in having been made redundant elsewhere. The honour of the last train fell to LM434. Several of the vast fleet have been preserved with LM336 moved to the UK and the Peatlands Rly (see elsewhere). LM340 and LM384 have moved to the Cavan & Leitrim Rly with LM335 moving to Stradbally Woodland Rly.

After 185 years, Belfast Great Victoria Street station closed on the 10th May 2024 ahead of its replacement opening later in the summer at Grand Central.

TECHNOLOGY NEWS

Steamology, a green start-up company, has developed a new system to generate steam with no carbon emissions and is to trial the technology with a Cl.60 in conjunction with Arup and Eversholt Rail. The locos engine will be replaced by 20 steam generators, four steam turbines and 140kg of gas storage to create a 2Mw steam loco !!

CL.387 BOGIE REFURBISHMENT

Further to the report in the Feb / Mar issue, GWR and Heathrow Express Cl.387s have continued to be moved back and forth between Reading TCD to Ilford EMUD for bogie refurbishment.



above 37510 + 387141 on 5Q74 Ilford EMUD to Reading TCD, Reading (12.21)
29th March 2024 (Spencer Conquest)



37800 + 387145 on 5Q50 Reading TMD
to Ilford EMUD, Reading (14.05)
3rd May 2024 (Spencer Conquest)



above 37884 + 387136 on 5Q74 Ilford EMUD to Reading TCD, Reading (12.16)
2nd April 2024 (Spencer Conquest)



above 37884 + 387148 on 5Q50 Reading TMD to Ilford EMUD, Twyford (15.10)
12th April 2024 (Spencer Conquest)



37611 + 387139 on 5Q50 Reading TMD
to Ilford EMUD, Twyford (14.23)
19th April 2024 (Spencer Conquest)



above 37601 + 387133 on 5Q99 Reading TMD to Ilford EMUD, Reading (14.42)
7th June 2024 (Spencer Conquest)



37611 + 387148 on 5Q74 Ilford EMUD to Reading TCD, Reading (12.22)
19th April 2024 (Spencer Conquest)



37601 + 387144 on 5Q74 Ilford EMUD to Reading TCD, Reading (12.44)
7th June 2024 (Spencer Conquest)



37800 + 387171 on 5Q74 Ilford EMUD to Reading TCD, Reading (12.49)
3rd May 2024 (Spencer Conquest)



with clearly no CI.37s available, hired in 57312 is seen hauling 387134 on 5Q74 Ilford EMUD to Reading TCD, Reading (12.31) 31st May 2024 (Spencer Conquest)

STOCK MOVES



above 37884 + 6346 + ex-GWR Mk3 48127, 49115, 48143-45, 48128, 49110 + 6330 on 5G48 12.32
Ely Papworth Sdgs to Norwich Crown Point, passes the MNR track on the right, Wymondham
(14.05) 1st July 2024 (Keith Partlow)



37608 + 9525 + ex-GWR Mk3 48148-46,
49116, 48129 + 12091 on 5G48 13.02
Ely Papworth Sdgs to Norwich Crown
Point, Brandon (14.11) 24th June 2024
(Keith Partlow)



175105 + 175001 on 5Q96
Landore to Ely Papworth Sdgs,
Tilehurst (12.05) 6th June 2024
(Spencer Conquest)



175113 + 175003 on 5Q46
Landore TMD to Ely Papworth
Sidings, Swindon (11.34)
4th July 2024 (Colin Pidgeon)



175112 + 175115 on 5Q46
Landore TMD to Ely Papworth
Sdgs, Swindon (11.00)
30th May 2024 (Colin Pidgeon)



69011 + 458426 on 5X64 Wembley to Southampton Central, St Denis (15.02) 2nd July 2024 (John Goodyer)



above 43480 t&t 43468 hauling Tyne and Wear Metro sets 555001 + 555020 on 7Q55 from Wembley, York Holgate Sdgs (14.43) 17th April 2024 (David Rice) passing 802218 on Liverpool to Heaton



69009 + 458412 on 5X64 Wembley Yard to Southampton Central, Southampton Airport Parkway (15.17) 11th June 2024 (Chris Addoo)



D6851 + 17079, 5866, 5960 on
5Z60 09.50 MNR to ERS Gt
Yarmouth, Brundall (10.59)
10th June 2024 (Keith Partlow)



above one of the many Cl.379 moves, 57306 + 379008 + 379022 on 5Q77 08.40 Worksop to
Hornsea, Peterborough (10.45) 30th May 2024 (Keith Partlow)

TRAFFIC & TRACTION NEWS

Norfolk News (Stuart Moore):

May 2024: The aggregate traffic continued into May with 66102 seen in Norwich Yard on the 2nd with the Toton to Norwich aggregate run. The DBS red 66 was back the following day on the same service. However, that departed Norwich a little after midday bound for Toton, rather than the usual 15.53 booked departure time.

A novel loco for the monthly 3Q71 King's Cross to Norwich infrastructure train was 37418 in company with 37057. The locos arrived on the 9th and departed on the 10th back to Derby as 3Q76.



above 37418 10th May 2024 (Stuart Moore)

66785 was seen passing through Great Plumstead on the Bittern line heading to North Walsham with

the empty Harwich to North Walsham Tanks on 13th May.

That week's Tunstead to Trowse stones saw 66614 on the 16th and 66610 on the 17th

A further Network Rail Cl.153 in the form of 153376 was seen in Norwich yard on the 18th between assessment duties.

The monthly 1Q98 Cambridge to Cambridge via Great Yarmouth and Lowestoft was powered by 37175 t&t HNRC hire in 37612. It was seen running up Strumpshaw Bank on the 23rd on the first run to Great Yarmouth.



37612 t&t 37175 23rd May 2024 (Stuart Moore)

The next day saw 66172 in Norwich yard shunting the wagons from the Toton to Norwich stone train. This also left Norwich in the earlier 12.13 departure path, although slightly delayed to 12.20.

66613 was also in Norwich on the Tunstead to Trowse run.

On the 28th there was a bit of Cl.37 activity in the area with 37608 running light from the Mid Norfolk Railway (having been involved in the gala the weekend before) to Great Yarmouth to collect stock for the upcoming class Cl.93 tests. Running as 0G48, the 37 was seen passing through Brundall.



above 37608 28th May 2024 (Stuart Moore)

The 5M56 ERS Great Yarmouth to Castle Donnington was due through Brundall at 12.01 but failed to materialise. This was later cancelled and 37800 sent light as 0Z48 to Great Yarmouth to work a delayed 17.30 Great Yarmouth to Chaddesden sidings with 37608 in top and tail formation. Due to run via Acle it was 30mins late off Yarmouth and ran via Reedham.



above 37800 Brundall, 28th May 2024 (Stuart Moore)

Also on the 28th, a Steam Dreams tour from Windsor and Eton Riverside behind 4-6-2 70000 *BRITANNIA* arrived into Norwich 96mins late and was seen in the yard getting being coaled and watered in readiness for the run back.



above 70000 28th May 2024 (Stuart Moore)

On the 29th 37607 arrived in Norwich in the early hours on the 3Q67 Cambridge to Norwich Goods gauging train. It departed later to Yarmouth, Lowestoft and down the East Suffolk Line.



above 59103 on 6A61 Whatley Quarry to West Drayton Frays Sdgs, Twyford (15.04)
12th April 2024 (Spencer Conquest) the last Cl.59/1 in Hanson livery



above & below 92028 + 92044 + 92041 on 0Z45 Crewe EMD to Wembley Inter City Depot, Crewe
(13.11) 28th May 2024 (Spencer Conquest)





above CS Mk5 15509, 15103, 15214, 15307, 15312, 15301 Fort William (15.40) 7th July 2024 (TR)
the locos were stabled in the Fuel Terminal (see rear cover)

INFRASTRUCTURE NEWS

Carstairs Jnct: Further to the report in the April 2023 issue work here are more photos of the remodelled station and revised track layout to the southeast of the station. Work on constructing step free access with a lift shaft to the island platform started in March and is nearly complete, which has required building an additional footbridge alongside the existing one. It is due to open in August 2024.



above ScotRail 385025 departing platform 2 (16.23) towards Carstairs East Jnct on the left and Edinburgh Waverley
with Carstairs South Jnct on the right with a chord between forming a triangular junction
below ScotRail 385039 departing platform 1 for Glasgow Central (16.19) both 4th April 2024 (TR)





the two station entrances from Strawfrank Road onto the new (left) and existing (right) 18th June 2024 (TR)



looking northwest with the new lift shaft and footbridge built to the north of the existing footbridge, note the steelwork of the new footbridge matches that of the road bridge beyond (18.05) 18th June 2024 (TR)



looking southeast from platform 1 with the ECML through tracks on the right (18.05) 18th June 2024 (TR)

Misc News: Following the demolition of the fire damaged Ayr Station Hotel, services resumed from the 17th June 2024 to Glasgow. Services south of Ayr to Stranraer resumed on the 1st July 2024.

Leven Line: Having closed in 1969, the reinstated six mile branch from Leven to Thornton Jct on the Fife Circle started services on the 2nd June with an intermediate station at Cameron Bridge. The official opening on the 29th May saw the Scottish First Minister John Swinney and 300 invited guests travel aboard re-liveried 158719 (see below).



above 158719 has been wrapped in vinyls to promote the opening of the Leven Line though seen here a long way from the line, Elgin 11th June 2024 (Alan Jones)

Northumberland Line: Further to reports in the November 2023 and Feb / Mar 2024 issues here is the latest on the ongoing works.



above Newsham Station looking south from the level crossing showing the completed double track / new signalling, with both platforms, the lifts and footbridge nearing completion, 16th June 2024 (TR)



Bedlington Station looking north, 16th June 2024 (TR)

showing gantry semaphore signals and former level crossing gates, 20th May 2019 (TR)



Marcheys House signal box

left being demolished
29th March 2024 (Kevin Tait)

below site cleared with new
signalling and upgraded level
crossing, 16th June 2024 (TR)



Hartlepool Station: Further to the report in the July 2023 issue here are photos of the remodelled station taken on the 20th June 2024 (TR) just 18 days after its official opening. Of interest is that the station is aligned on an east-west axis but approach tracks are north and south.



the new brick built lift shafts dominate the original station buildings as seen from the access road



looking west from platform 2 with the disused bay platform 3 on the left and the reinstated platform 3 on the right with emergency exit



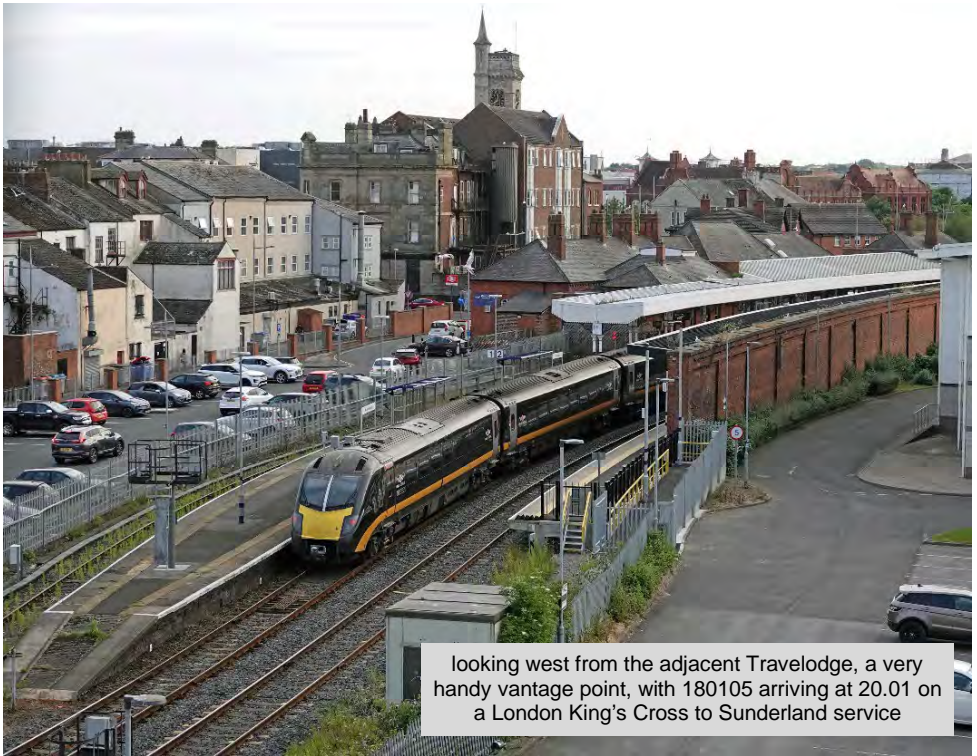
looking east from platform 2



looking west from platform 2



looking east from the A689 with 158843 on Nunthorpe to Newcastle Metrocentre departing platform 2 at 20.11, note the emergency exit from platform 3



looking west from the adjacent Travelodge, a very handy vantage point, with 180105 arriving at 20.01 on a London King's Cross to Sunderland service

For interest the four storey Hartlepool Marina Travelodge on The Lanyard was an excellent location adjacent the eastern end of the station between it and the Marina (former harbour) so views on both sides. By pure chance we were allocated the perfect room, 406 on the top floor overlooking the station. Though the silly security locks prevent the windows being opened more than 150mm, this was enough to take photos through and at the right angle. What I then discovered the following morning was that an

end window on the corridor a few paces from our room gave east facing views of the level crossing a 100m west of the station as the track curves to the south (see below)

158907 + 158845 departing westbound at 08.46 on 07.34 Newcastle to Nunthorpe crossing Victoria Terrace which leads to the Marina on the left



PRESERVATION PHOTO SPOT: STEAM



above recently acquired from TFR, 6 [1366] 0-6-0ST
RENISHAW IRONWORKS No.6
Alnwick Lionheart, 16th April 2024 (TR)

OUT & ABOUT

by James Holloway

*For clarity, **steam locos are 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*

Alan Jones:

19th May Elgin: 158702/12
Aberdeen 12.15-13.40: 43026, 43124/30, 158714/15/18
158740, 170404/20/26/52, 800110
Montrose: 43142/52
Arbroath: 158722, 170408, DR73915
Kirkcaldy: 170423, 800113
Inverkeithing: 170402/06
Haymarket: 43125/32/43, 158733, 170394, 170413/15/27
170471
Edinburgh Waverley: 334016, 380113, 385103/13/24
801207
Heaton: 800204
Newcastle: 158845
Darlington: 68002/18, 156479, DR97501/02, DR97601
DR97602, DR97801/02
York NRM: **60103**, D2860, 09017, M51562
York: 170461, 185105, 331005/25
Doncaster: 37175, 37612, 60076, 66537, 66755
Newark: 47826, 57314, 66787
Peterborough: 08632, 66026/94, 66179, 66712/14/67
Hornsey: 801224, 717001
King's Cross: 91111, 801210
20th May Bethnal Green 07.20-08.45: 345046/58/60
710101/03/04/06-08/10/12/13/16/19/21/23-25/28/30
710262/67/68, 720101/05/10/11/13-22/24-31/34/35
720501/07-09/13-15/18-20/22/23/26/27/30/32/36-39/41
720543-46/52/53/55/57/60/62/63/71/77-80/82/86, 745002
745004/06/10, 745101/02/06/07/10
King's Cross: 387129/72, 800101, 801227
St Pancras: 374002/19/27/28/31, 395001
Ashford: 377507/09, 395010/21, DR73917/25, DR75501
DR81513/17, DR98003/04/10-12/19, DR98921A/B
Dollands Moor: 66199, 92032/44
Dover Priory: 395006/09/20, 375626, 375711, 375811
375926
Paddock Wood: DR97503/603/803
Tonbridge OTP Depot: DR79201-04, DR98925/31/32/75
DR98981/82
Tonbridge Yard: 66732/90/94/96, 73109/36/41, 73201/12
73213, 73961/63/65, 465048, 465195, 466034, DR98905
DR98908/55/58
Tonbridge Station: 66765/95, 375306, 375602/13/16/24
375807/18/22/28, 375920/22, 377312/13, 465024, 466041
707017
Sevenoaks: 375924, 465014, 465160/74, 700045
Grove Park: 66782, 375805/08, 376020, 466002/08/39
St Johns: 465925, 707014
London Bridge: 375807, 377507/18, 465026/36, 465172

465906, 700121/3, 707006/19/29
West Ealing: 66543/54, 345001/06/17/18/32/50/57/59/66
345068, 387134/35/41/52, 800002, 800319
Shepherds Bush: 377702, 378205/28/30
Clapham Jct: 377462, 378206, 444001/08/29
450025/32/85, 450117, 455707/13, 455854/65/68, 455903
458810/12, 701028/36/39/44, 701510
21st Jun Bethnal Green 07.40-09.00: 710103-18/21-25
710127/29/30, 710259/62/67/68, 720102/03/06/09-11/13
720115/17/18/20/21/25-27/30-35, 720506/09/11-14/18/19
720522/26/29/30/32/35/39/40/51-53/55-59/62-67/71/74
720575/77/79/82-88, 745003-05/08, 745102/06/10
Liverpool St: 345002/68
North Pole: 345057/59, 800006, 802009
Acton Yard: 66179, 66205
Southall: 345010/11/13/19/31, 387131, 800013, 802013
West Ealing: 165124, 345003/12/15/36/45/48/50/66
387133/35-37/41/43/58/59/62/70, 800003/09/20, 800317
802020
Greenford: 66198
South Ruislip: 168112
Shepherds Bush: 66592, 66751, 378212/16/19/25
Willesden Jct: 08605, 710258
Stonebridge Park: 92043, 755413
Harrow & Wealdstone: 221101, 350247/51/55/60
710377
Wembley Yard: 59102, 66546, 90006/15
Camden Yard: 730002/10/33/36/38
Euston: 221107, 350409, 390125/37/41, 710270
805010
St Pancras: 373205/19, 374030/31, 700114/21/31
Farringdon: 345034/38, 700134
Ilford: 345017, 720515
Romford: 90044/48, 345058/60/62/68, 710102, 755335
755417, DR73906/08/43, DR79401/02
Upminster: 357204/10, 357327
Barking 13.30-15.00: 66556, 66620, 357002/05/07/10/11
357020/26/27/30/37, 357208, 357317/20, 710261/65/69
710272, 720608/12
Temple Mills: 373015, 374011/15/17
Blackfriars 17.00-17.30: 465194, 700004/17/20/25/31/32
700037/57/60, 700109/11/12/26/27/37/38/54/55
London Bridge: 375606, 376012/24, 377504, 465022/49
465050, 465151/61, 466002, 700027, 700141, 707008
22nd May Limehouse: 66594, 357001/13/39/45, 357205
357326
Barking 07.45-08.45: 357002/03/08/10/14/16/17/19/20/21
357029/32/33/35/36/41/42, 357202/03, 357314-17/19/20
357323/27/28, 710260/65/70/72, 720601/06/08-12

Waterloo: 444021/31, 450048/91/98
Euston: 350102/18/19, 350237/46, 390104/56, 805002
St Pancras: 373015, 374017/24/28
King's Cross: 387111, 700033/40/60, 700142
Farringdon: 345020/28/68
North Pole: 800310/17, 802014, 802101/11
Acton Yard: 66115/36
Ealing Broadway: 345009/46/62
Richmond: 378204/31/32, 450013/19/49
Willesden Jnct: 710263/66
Camden Yard: 730210/12/17
23rd May Waterloo: 158737, 444015/40, 450017, 455708
 455737, 458535
Euston: 350266, 350373, 390129, 710376/77
Camden Yard: 730212/17
Willesden Jnct: 378213/17, 710263, 720142
Wembley Yard: 59004, 90004/06
Harrow & Wealdstone: 350121, 730003/33
Stonebridge Park: 321419, 390010, DR73923
Clapham Jnct: 159010/12, 378145, 444024, 450030
 450044/46/87/91, 450100/12/23/26, 455730, 455859
 701017/28/39/44, 701528
St Pancras: 374003/21
King's Cross: 91110/24, 387128, 800108, 800205
 801104, 801204
Finsbury Park: 387117/25, 700043, 801108
Welwyn Garden City: 700032, DR73903, DR75011
Stevenage: 66102, 66752, 700147/50, 717019
Doncaster: 66547
York: 185146, 195124, DR73303, DR75402
York NRM: 09017, 47798
Darlington: DR79251-56/61/71
Newcastle: 47826, 156481/96, 800109
Craigtinny: 66746, 73968/69, 385010, 385117
Edinburgh Waverley: 334014, 380112, 385017, 385111
 385124
Dundee: DR73934, DR77001
Montrose: 158711
Aberdeen: 70804, 158709/18/22/23/27, 170393, 170408
 170429
Elgin: 170395

Michael Warrick:

2nd May Trimley: 66416/18, 755403
Ipswich: 66505/67/68/85, 66712, 90004/09/43/44/48/49
 720129, 745001, 755320/30/31/37, 755406
Norwich: 08441/84, 66102, 158770, 745006/08, 755329
 755335, 755402/08/10/11/15/18/22
13th May Ipswich: 66502/11, 66772/85, 90044/48
 720135, 720519/80, 745001/05, 745102, 755325//28/32
 755337, 755401/02/04/11
Colchester: 66729, 720121/28, 720508/32/49
Witham: 720525
Chelmsford: 66415, 90006-08/12/43, 720101/34
 720517/44/77/82, 745002/03/07/09
20th May Ipswich: 08624, 66419, 66538/53/63, 90006/09
 90015/41, 720512/48/75, 755405/14/24
Manningtree: 720547



69009 + 73119 on SVR to Wembley, Acton
(12.50) 20th May 2024

Colchester: 66304, 720582, 755334
Stratford: 720120
Liverpool St: 710113/17/23, 720515/32/59/85, 745005/06
Acton: 66050/86, 66415, 66547/56/58, 66607/19, 66721
 66793, 66951, 67024, 69009, 70015, 73119, 345006/16
 345018/25/32/33/37/43/48/50-52/57/66/67, 800307/21
 802014
21st May Trimley: 66308, 755337
24th May Southend Central: 357313/25, 720601/10



720601 on 2B82 London Fenchurch Street to Shoeburyness,
Southend Central (13.05) 24th May 2024

29th May Ipswich: 66413, 66503/48/69, 66760/86, 66957
 90003/04/11/13/47-49, 720101/36, 720584, 745103
 755328, 755412/13/19/20/22-24
Norwich Crown Point Depot: 08484
Norwich: 37607, 158770, 158866, 745001/05/06, 745105
 755325-27/33/34, 755401/02/17
2nd Jun Ipswich: 66585/88
Peterborough: 08632, 66086, 66735/66/87
March: 69006
Newcastle: 156443/49
Glasgow Central: 47746, 380116, 385006
Rutherglen: 20901/05
3rd Jun Glasgow Queen St: 43003/15/28/32/35, 43134
 43135/42/47/48/50/51, 158707
Glasgow Central: 92023/28, 318251/53/57/63/69, 320302
 320310/13, 320404/12, 385006/28/33/36, 385102/04/08
 390127/30/31, 397004/11
Motherwell: 320311
Mossend Yard: 66122, 66511, 325004/05
Coatbridge Central: 66537, 66740, 70817, 88010, 90008
 90012



88010 on Coatbridge to Motherwell, Coatbridge Central (16.55) 3rd June 2024



66740 on 6E45 Fort William to North Blyth, Coatbridge Central (14.54) 3rd June 2024

4th Jun Glasgow Queen St: 43036, 43125/32/36/81
156446, 158716/39

Glasgow Central: 385119, 397007

Falkirk: 385038/41

Haymarket: 43139/52

Edinburgh Waverley: 221137, 43037, 43124, 170395
170405/09/12/13, 158708, 334018, 803005

5th Jun Glasgow Central: 156430/34, 397002

Glasgow Queen St: 43021, 43133/46

Haymarket: 43131/41/68

Newark Northgate: 47815

Doncaster: 66073

Peterborough: 66306, 66707/12/81, 91127

James Holloway:

21st May Nuneaton 11.05-14.37: 66003, 66100, 66533
66562, 66731/45, 68008/18, 170105/06, 170397. 170618
170619/23/38, 196004/09, 325005, 350101/05, 350231/41
350242/63, 350401/08, 805003-05/10/12

25th May Kings Norton Birmingham 09.50-10.40: 37884
170115, 196107/11, 220009/10/30, 323203/04/13/16-19

323222/41/43, 730009/18, 730207 to Long Marston

13th Jun Kings Norton, Birmingham 11.12-11.50:

68029+TP09, 170116, 170623, 196104, 220014/19

221127/30, 323201/18/41, 730006/11/17/18/45/46

21st Jun Kings Norton, Birmingham 15.39-16.12:

37601, 68003/34, 93001, 170618, 196111, 220016/22/33

323222, 730006/07/11/15/19/20/46/47

Sean Davies:

2nd May Worcester Shrub Hill: 172216/17, 172332

196001/03, 196102/03/09

Soho Depot: 730005/09/13/44

Lawley St: 66531/63, 70003/07

Nuneaton: 66105/69

Leicester: D6836, 47749, 56091, 58023, 60060, 69009

170117, 170207, 222012

Melton Mowbray: 66605

Peterborough: 08632, 66059/61, 66148/81/98, 66413

66566, 66708/23/32/40/53/58/66, 69004/05, 91105/09/19

91124, 158770/83/85/88, 158810/12/54/89, 170101/02/06

170206, 170511/31/32, 170621, 180102/04/05/08/12

221142, 700101/11/13/18/22/38/45/53, 755403/17

800102/04/10/11, 800202/07-10, 801101/04-07/09/10/12

801201/04/05/08/09/11/12/14/15/17-21/29/30, 802301/02

802304/05, 803001/03/05

16th May Worcester: 800015/25, 800310

Oxford: 66524, 66849, 165005/08/26, 165118/24, 220018

Didcot: 66085

Reading: 57603, 165110, 220024, 345015/66/69, 387132

387137/144/46/50/54/68, 455702/05, 800016, 800309

802003/22, 802104/09

Acton Main Line: 66070/94, 66115/58/82

Paddington: 345004/11/25/26, 387122/36/41, 800016/22

800032/36, 800301/12/16/17, 802009, 802107/08

John Matthews:

2nd May Watford Jct: 90044/49, 350101/06/08/12

350117/30, 350240/44/46/49/59/60/65, 350404, 377707

390039, 390115/41, 710263

Bletchley: 150139, 730001/03/14/32/46/48

Rugby: 221109, 730004/27

Crewe: D3948, 43059, 67005/22, 68024/29/33, 86101

87002, 88006/09, 170273, 197004/10, 197118, 221105/08

221112/13, 323236, 331010, 350116/29, 350267, 350401

390039/49, 390104/15/17/18/56, 730015/31/45, 730205

730220, 805006/08

Chester: 150138, 150224, 156409/13/26/66, 158822/25

158827/30/33/35/38, 195016/20, 195105/28/39, 197002

197005/07/08/12/19/21/43, 197101-03/12/22/24, 221104

221107/09/17, 777002/04/08/09/28/30/31, 805007/12

15th May Watford Jct: 90003/07, 350101/07/16/29

350236/38/42/44/52/54/67, 350368/77, 350406, 377708

390131, 730001/03

Bletchley: 66707, 150137, 730033

Rugby: 86259, 350102/15, 390042, 390136, 730004/27

Tamworth: 66652, 66710/80, 170115, 170622, 220017

350113, 350250, 350404/05, 390050, 390135/36

Derby: 37057, 37884, 43290/99, 170109, 170422, 170505

170517/31, 170618/19, 220029, 222005/10/18-20

Nottingham: 66089, 158783, 158845/57/58, 170104/09

170112/14, 170202/73, 170417/18, 170506/16/30/32/34

222006/15/23, 222102/04

Nuneaton: 170108, 90044/48

17th May Watford Jct: 66790, 221101/03, 350104

350110/16/28, 350231/38/42/48/55, 350369/70/76

377707, 390002/43/49, 390104/25/52, 805002/10

Wembley Yard: 66415/33, 66518, 66604, 66796, 67005
90003/07, 92029, 321304/09/10/15/18/22/27
Willesden: 08605, 66509, 66732/65, 710266, 710376
Clapham Jct: 66066, 66510, 69002, 158883/84/86
159002/05/06/08/10/12/19-22, 159101/04/07, 377108/12
377113/15/21/26/29/31/34/37/45/47/48/54/55/60, 377214
377215, 377401-03/05/13/14/16/19/20/23-25/29/34/37/39
377442/49/52/58/71/72, 377607/17/22, 378139/48/49/52
378202/12/13/15/18/25/34/56, 387208/10/12-15/19/23/24
387226/27, 444004-07/11-13/16/21-24/26-28/30/32/34
444036-40/42/43/45, 450004/05/09/11/12/18/20/22/23/26
450029/33/34/36/38/39/42/45/48/50/51/54/57/58/63-67/72
450073/77/81-84/87/96-98, 450102/04/06/08-11/14/15/17
450119/20/22/24/25/27, 455702/03/05/08-10/13/19/23/25
455727/30/31/37/38/41/42/50, 455851/52/57/59/61/66/68
455870-72, 455902/03/05/06/08/12/13/17/20, 458415/20
458502/06/10/14/18/29-32/36, 701017/28/36/39/43/44/59
701528, 707024/30
Camden Yard: 730002/03/10/18/36/38, 730212
29th May Watford Jct: 66413, 350114/19/29
350232/39/42/44/48/51/55/60/67, 350401, 377704
390112/18/28, 710258/64, 730001/17
Bletchley: 150141, 730014
Northampton: 43167, 43423, 66593, 66737/70, 321334
321339/41, 321440, 325003, 350106, 350377, 350405
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Daventry IRFT 08629, 66031, 66414/33
Rugby: 66023, 66543/47, 221103, 730004/27
Birmingham New St: 158819/24/25/28/38, 170103
170621/22, 196106/08/11, 220003/09/24/27/29, 221124
221130/31/35, 323203/16/21/41, 350102/08/23/25/27
350242/43/49, 350406/08/09, 390001/47, 390112/53
730011/12/15/19/20/44
Birmingham Snow Hill: 172331/33/35
Wolverhampton: 350243, 730007/08
30th May Watford Jct: 221108/18, 350103/29/30
350237/38/65, 350369/77, 350401, 377703, 390049
710269, 710376, 730007/48, 805012
Wembley Yard: 66020, 66413, 90009/41, 321309/10/15
321318/28
Willesden: 08605, 59204, 378220/30, 710374
Clapham Jct: 159013/17, 159106, 377131/53
377215, 377402/24/26/36/46/63, 378215/28, 387202/12
387218/27, 444003/05/10/22/29/30/35/37/45, 450010/25
450041/56/59/61/67/71/81/88/89/95, 450111/22, 455703
455720/33/34/39/41, 455856/66/73, 455902/05/14
458502/31/35/36, 701017/25/36/39/43/44, 701528
Waterloo East: 375604/29, 465158/86/94, 465909
466038, 707001/18/21
London Bridge: 375615/24, 375709, 375803/10/23/24/30
376001/04/06/17, 377505/09/17/22, 465011/25, 465154
465197, 465925, 700007/32/34/58, 700102/17/25/39/47
707008/10/16/28
Stratford: 66503/04/25/38/48, 66730/44/87, 345003/04/10
345014/17/19/20/23/30/37/39/42/43/45-47/49/53/60/65
378212/23/25/34/56, 720506/09/22/29/32/33/35/38/43/45
720547/54/60/63/65/73/84/85, 745001/02/04, 745101/05
745110

Temple Mills: 373215-18
Lea Bridge Depot: 37611, 720124/36, 720537/38
Euston: 350123, 350405, 390153, 730002/10, 805002
Camden Yard: 730023/24, 730212
6th Jun Watford Jct: 66957, 350105/17, 350231
350239/41/51/57/65/66, 350402/08/10, 377702, 390107
390127, 710265/69
Bletchley: 150137, 730001/36/38
Milton Keynes: 66590, 350102/12, 350250/58, 730007
730048, 805001/11
Rugby: 730004/27, 805010
Nuneaton: 70015, 90013/47, 196004, 390127/57
Stafford: 57304, 66001/78, 66305, 66523/37/38/49
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220030-32/34, 221103-06/16/34/39/44, 325004/05
350105/11/17, 350234/39/42/62/65, 350370/71, 390005
39001113/20/39/44/45/47, 390104/15/17-19/21-23/25/26
390128-32/34-36/38/48/51/53-55, 730222, 805002-05/09
11th Jun Watford Jct: 221101/05, 350102/04/11/12
35024/25, 377703, 390044, 390122/23/25/26/30/34/37/38
390157, 710374/77/78
Wembley Yard: 66067, 66594, 66603, 69006, 90007/43
Willesden: 66549, 66728, 378223, 710272
Clapham Jct: 159018, 159105, 377148/58, 377441
377443/52, 377702, 387212/13, 444001/09/40/45, 450012
450041/49/55/56/59/66/67/94/99, 450102/09, 455716/18
455737/50, 455866/67, 455905/19, 458531, 701017/28/31
701039/42/44, 701528
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345015/16/20-22/26/30/37/46/48/49/56/57/65/69, 378201
378203/10/18, 720108/13-16/19/22/34-36, 720507/08/12
720514/19/21/29/44/46/51/53/55/61/68/74/75/79/85/89
745006/10, 745108/10
Temple Mills: 373215-18, 374007/08/13/14
Lea Bridge Depot: 37611, 720507/57/67
Camden Yard: 730001/36/38/48, 730212
15th Jun Stevenage: 57306/10, 387126/28, 700050
700117/37/43, 717006/17, 801201, 803003
Peterborough: 08632, 66002, 66124, 66302/04/08
66703/48/56/62/65/69/80, 69008, 91110, 700043/47/60
700118, 755411, 801223, DVT 82225
Doncaster: 66090, 60076/87, 66009/28/79, 66170, 66523
66733/37/83/84, 69003, 70009, 70803/16, 730214
York: D2860, 09017, 47798, 66100, 66532, 195011
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158795, 158842/60, 801215, 802203/11/12
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334012/28, 385010/13/18/20/31/33, 385117, 801224
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Danny Coyne:
23rd Apr Leyland: 331025/29, 390127, 397006
Preston: 47830, 68002, 88007, 156406/15/18/63, 195102
195121/23/26/32, 331014/28, 331101/11/12, 390005/16
390123, 397012
Accrington: 195130
Halifax: 158797

Bradford Interchange: 150224, 158872, 195108, 221143
Leeds: 66782, 91109/19, 150201/22/28/69/70/74, 158787
158816/68/71/72, 158905/07/10, 170456/73/78, 185125
185151, 195004/13/14/16-18/20/22, 195101/16/30
221120/27, 331007/09, 333002/04/05/09/13/15, 800210
801102/04, 801218/19, 802212
Neville Hill: 911124, 150002, 158756, 170452/60, 800109
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York: 911130, 155344, 170472, 185102/17/32, 195116
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331012/19, 397011, 769448/58
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777051
30th Apr Leyland: 331018/26, 331103, 390125, 397002
397003/05
Salford Crescent: 150122, 156461, 397010, 769424
Manchester Victoria: 150107/44, 158789, 185120/37/44
185149, 195012/18
Newton Le Willows: 331016
Warrington Yard: 66179
Chester: 37610, 150114/42, 156403/22/24, 158818/20/23
158828/31/36, 195001/05, 195112, 197002/04/10/12
197014-16/19/20/44/46, 197102-05/07/08/12/22, 221102
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331024, 390044, 390153
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221105/07/09/10/13, 323224/25/31, 325004/14/15
331027, 350113/15/16/19/25/27/29, 350242/46/50/57/63
350265/67, 350376, 350401, 390001/05/06/08/10/11/16
390043/45/47/49/50, 390103/07/12/14/17-19/22-24/26/28
390130/32/34/35/51/52/54, 730047, 805001/08/10/12
Crewe Diesel Depot: 60532, D6817, 86101, 87002
Manchester Airport: 195106/18, 197019, 323224
331016/25, 397005
15th May Leyland: 88005, 331012/22/31, 331109
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Salford Crescent: 150133/35, 156409/28 195123
331016/26
Manchester Victoria: 150114/38/49, 150226, 156403/04
158792, 185109/14/18/44, 195008/23, 802204/13/17

Warrington: 66023/84, 66169, DR73921
Chester: 70809, 150134/43, 156425/52, 158820/22/24/27
158828/35/38/40, 195006/24, 195120/30, 197004/05/10
197014/19-21/42/45/47, 197101/05/16/22, 221101/04/07
221109/12/13/17/18, 777012/17/18/24/28/49
Bolton: 150225/29, 195109/23, 331014/25, 769456/58
21st May Leyland: 331112, 390008
Preston: 43013/62, 66518, 68008, 70812, 88005, 150143
156405/19/25/52/66, 195105/08/17/21/24, 331012/13/16
331022/24/26/31, 331111/12, 390001/02/42/43, 390104
390121/28, 397004-06/11
Accrington: 195106/13
Hebden Bridge: 195110
Bradford Interchange: 150201, 195019/20, 195101/06
Leeds: 150215/76, 158792, 158851/60, 158910, 195006
195012, 220025, 333004/15, 801204/26, 802219
Neville Hill: 91101/07/09/19, 333012, 800201
York: 91111, 155344, 156454/84, 170459/78, 180107
185108/45, 195109, 802216, 803003

Danny Scott:

15th Jun Preston 15.00-18.30: 34067, 57313/15, 66738
68002, 150136, 156409/25, 195110/16, 323208, 331010
331022/27, 331112, 390005/49, 397001/06/08

Frank Barrington:

20th Jun Keighley Station & KVR: 75078, D0226, D2511
24 (D9520), 37250, 50021, 60056/75, 333001/06/09
24th Jun Grantham: 43013/62, 60096, 91105, 158813/46
180106, 221142, 800106, 800201/06, 801209, 802203

Geoff Hope:

26th Apr Manchester Piccadilly & Longsight: 08887
68027/31, 150133, 156408/66, 197014, 197116, 323224
323230, 331024, 390010/39/49, 390123
Crewe 11.00-16.45: 08483, 43059, 47815, 66504/05
66708, 67005/12/13/22, 86101, 86401, 90002/18/40
153333, 170272, 170501/30/31, 197002, 197101/20/22/24
221102/07/08/10/17/18, 323220/32/36/38, 325004/14
350103/05/17/19/20, 350243/52/56/61-63, 350372/73
350401/05/06/30, 390005/06/08/11/16/20/39/40/42-45/47
390049, 390103/04/14/15/17-19/21/22/24/26-28/30-32/34
390136/37/41/48/51-56, 730020/47, 805005/06/08/09
DVT's 82216/27/30
17th May Manchester Piccadilly & Longsight: 68019/20
323228/39, 390008/40, 390155, 397001
Crewe 11.00-16.45: 37419/22, 37716, 57307/13/15
66430, 66721/35/73, 66846, 67012/13/15, 68002, 70806
90001/02, 158838, 170272, 170501/04/32, 197043
197108/13/15/18/22, 221105-07/11/13, 323227/31/36
325003/11/15, 331018, 350101/05/07/17/18/22/25/25/28
350130, 350240/49/50/64, 350371/74, 350408, 390001/02
390005/16/42/43/46/49, 390103/04/07/12/14/17-19/21/22
390125/26/28-32/34-37/52-54/57, 730009/15, 730214/19
805002/08/10/12, DVT's 82201/27/29

PRESERVATION NEWS

Strathspey Rly (STP): Ivatt 2-6-0 46464 has been painted and was due to operate for the first time in late June. The nomadic hulk of derelict BR std 9F 2-10-0 92219 has been moved into the shed at Aviemore.

with its paint still fresh, 46464 stands outside Aviemore shed, 14th June 2024 (TR)



Embsay & Bolton Abbey Rly (EMB): The extended headshunt southeast of Bolton Abbey station is now being used to store coaches (also see p59 in October 2023 issue).



above looking northwest towards the station with Robel trolley GR 5093 by the gated crossing point giving access from the improved, enlarged and resurfaced car park to the island platform and stock sidings at the station, Bolton Abbey 15th June 2024 (TR)
just about visible, the extended platform has been completed



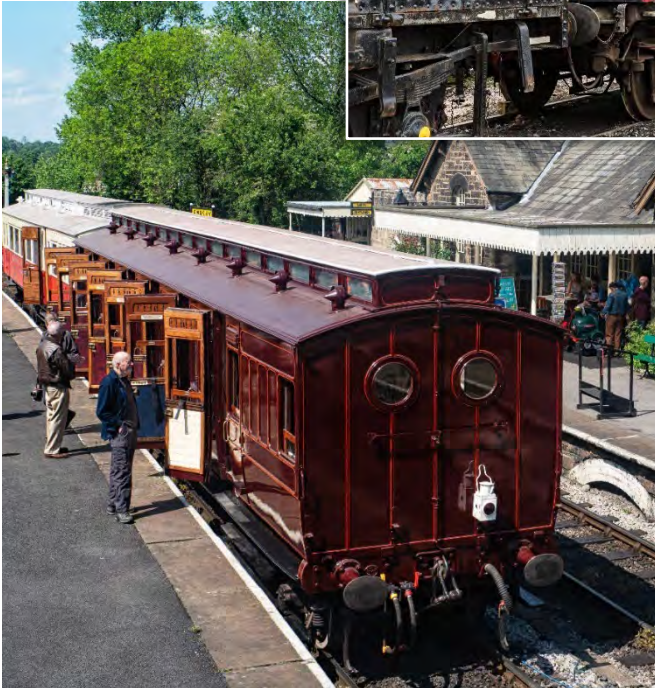
above looking northwest with LMS inspection saloon 45053, LMS 5757, Mk1 25472, (Q), Mk1 4215
below looking southeast with 4215 (99810) leading the line of five coaches
between the crossing point and the bridge (private farm track)
both Bolton Abbey 15th June 2024 (TR)



Two BR Mk1 TSOs 4215, 4844 recently arrived from SRPS, Bo'ness. 4844 is stripped out to be re-floored and will be modified to accept wheelchairs with double doors at one end.

above 4215 (99810)
15th June 2024 (TR)

right 4844 (99819) Embsay
27th May 2024 (Darren Bailey)



53 years since it entered preservation and 15 years since it was donated to a private owner based at EMB, North Eastern Railway Driving Trailer Third 8 Compartment 3453, built York Works in 1904, has been superbly restored to working order. Donated to the 1903 Autocar Trust in 2023 to operate with NER 3170 Autocar, it was launched on the 25th May 2024.

left 3453 + 3170
Embsay 25th May 2024
(Darren Bailey)

Also now at EMB is D2084 on a 12-18 month hire from WCR, Carnforth which has only been away once since it arrived

from LWR in 2011, since when it has largely been kept in the dilapidated steam shed between duties. It is nice to able to finally show a resident loco from Carnforth that we always saw on our visits.



Embsay
15th June 2024
(TR)

Derwent Valley Light Rly (DVR):

After 3 years hard work by volunteers of the DVR whilst on long term hire from NYM, EE / Drewry [1195DC2164] made its first run in over 23 years on the 5th June 2024. It has had a new cab as the original was badly corroded.



The occasion of its run was to celebrate the 80th anniversary of D-Day hauling appropriately a 1938 built Class A 14t (4,275 gallon) tank wagon 5081 operated by Shell-Mex & BP Ltd (see below). Both carried grey War Department livery.

Numbered 37, it was built in 1941 as part of a batch of 20 for the MoD for use in munitions depots / fuel dumps and so was flameproofed. It was shipped abroad in 1943 to the Middle East and re-numbered MEF 44 (as 37 was already in use), then 70037 before returning to the UK in 1947 from Suez. Sold to Shell-Mex & BP in 1948 from Kings Norton Depot it was re-numbered 12 and based at Trafford Park, Manchester then transferred to Jarrow Shell Depot in 1950 and re-numbered 16, then transferred to Hull BP Saltend Refinery in 1964 It was donated to the York Area Group and moved to NYM based at Newbridge CE Yard, retaining the number 16. It was stored in 1998 with the expectation it would be revived but spent a long time before this became a reality. Initially stored in the yard it moved into the shed in 2013 for assessment which found it needed much attention but then went to the back of the queue and eventually moved to DVR in June 2021. See p40 in the September 2021 issue for a photo of it in the yard in 2011.

above right undergoing a repaint into green, 37 Murton, 21st June 2024 (TR)
below WD 37 + tank 5081 Murton, 5th June 2024 (David Rice)



The loco is to be dedicated on the 24th July 2024 and as it served in Palestine it is going to have the number MES 37 (Middle East Services) and be named.

BR Mk1 BFK 35405 arrived at Murton on the 10th May 2024. Built as a BSK at Wolverton Works in 1963 to Diagram 181, Lot No.30720. It has 32 seats and fitted with Commonwealth Bogies. Withdrawn December 1982 it was originally acquired by Fulmar Engineering Services in January 1984 and moved to Invergordon for accommodation from Heaton CS. Following the demise of the firm, it was bought by the Scottish Railway Preservation Society (SRPS) in and moved to Falkirk Grahamston in August 1984 then Perth in 1980 and finally Bo'ness in August 1980 where it was re-numbered 99815 until reverting back to 35405 in 1983. After some tidying up, she will be put into service on the line and the brake area of this coach adapted for wheel chairs users.



above D2245 (11215) has been repainted and reverted to its original number, No.2, as applied by DVR when bought from Goole Depot in 1968 after withdrawal by BR in 1967, 21st June 2024 (TR) it had a period at BAT between 1978 and 2014

Locomotion, Shildon: As reported in the last issue, the New Hall is now open with improved car parking, though this and landscaping has yet to be finalised. The new hall can be directly accessed from the car parks with a walkway between it and the existing Main Hall which passes the Gaunless Bridge and through the yard. Designed by George Stephenson and built in 1823, this spanned the River Gaunless connecting the Stockton & Darlington Rly with Witton Colliery and was one of the earliest iron railway bridges in the world. It was only strong enough for horse drawn wagonloads and was used until 1901.

The 2000m² New Hall has six pairs of tracks with four 2m wide visitor walkways and additional 1m wide maintenance access walkway between each pair. The visitor walkways are not that wide so when

people, particularly a family group, stop to look at the display info boards there is little room to pass especially on the outside where support columns protrude. The same 2m walkways at the ends make photography problematic. With only a few pictures on the walls it gives the impression of a stark stock warehouse with at present no other railway items on display, though other than the walls there would be nowhere for them to go. Though the hall is supposed to represent an engine shed it has none of that ambiance and so does seem a bit soulless. With only two areas of glass on the ends of the northern wall, most of the light is artificial.



*above the approach to the New Hall from the car parks
showing the stock access doors on the eastern end
below the walkway past the Gaunless Bridge to the main Hall, both 22nd June 2024 (TR)*

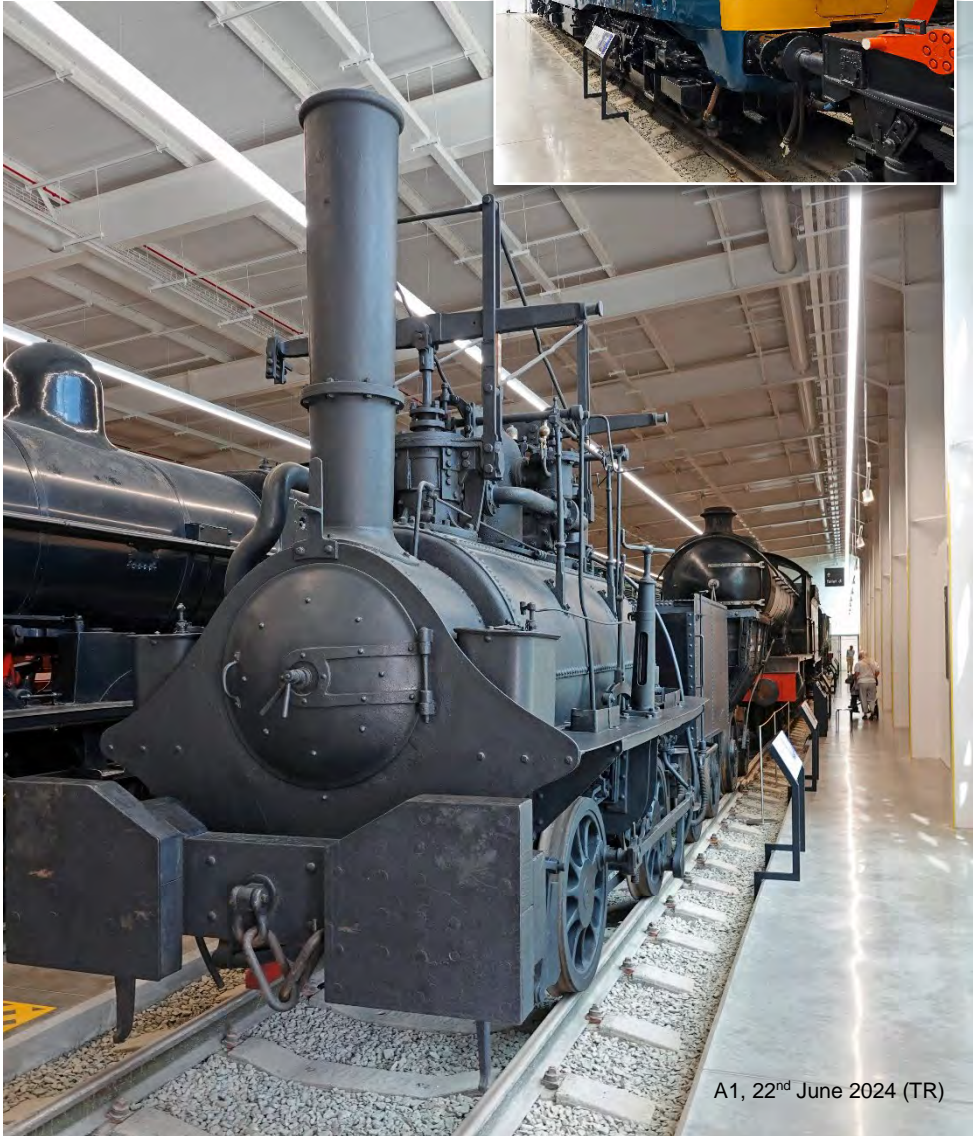


With 43 railway vehicles on display, currently the stock is mostly wagons and miscellaneous items of rolling stock with just 9 locos, Hetton Colliery A1 0-4-0VC, 0-6-0ST [3850] *JUNO*, 2-4-2T 66 *AEROLITE*, 0-8-0 901, 0-8-0 49395, Simplex 2 [4217], Sentinel H001 [10003] 4wDH, 13079, 31018, No.1 (26500). Another 4 vehicles are listed as exhibits but these carried on wagons, notably the Stirling single tender, Speedfreight container BA 4324 B plus road vehicles, a tracked bren gun carrier and furniture trailer

Rolling stock has been brought in from the Main Hall, NRM York and from what was Head of Steam, Darlington. Many items stored outside at both Shildon and York have got an undercover place, finally giving them protection.

The first sight on entering the New Hall on the northeast corner is Hetton Colliery A1, with chaldron L31 and 901 behind. See below showing the outside walkway. No1 (26500) is on the end of this track. Note this side of the hall is the highest hence why it contains the taller and larger locos.

right 31018 on the fifth track with the access doors beyond, 22nd June 2024 (TR)





above with the maintenance walkway in between, the second track over from the entrance is headed by 43935

below the third track is top & tailed by snowploughs, NER 12 and ADB 965232 showing an internal walkway with 66 behind and Sentinel H001 on the fourth track, both 22nd June 2024 (TR)



The other locos are Simplex [3417] at the end of the fourth track, 31018 at the head of the fifth track with 13079 midway along the sixth track.



above the ends of the fifth and sixth tracks features HDA 368459 and open 7pl coal tippler STANTON 9988 showing the other internal and outside walkways
below some of the many items of wagons on display, weltrol 900805 with horse drawn furniture van and coal hopper 4551 behind on the first and second tracks, both 22nd June 2024 (TR)



Exhibits in the main Hall have changed with some re-positioned. On the day we visited, there was a model railway exhibition so not ideal for uncluttered photos.



above E5001, 65217 (306017), APT-E, 41001 & LEV1, 22nd June 2024 (TR)

Following 12 years at WEN, which arrived operational, the pioneer second generation railbus LEV1 RDB 975874 owned by the NRM has moved back to Locomotion, Shildon for display and been cosmetically restored in 1980s condition as now non-operational (see below).



After having moved on loan from the National Collection to STR, Kirkby Stephen East in 2011, NER 2-4-0 910 has escaped and is in the workshop area of the Main Hall receiving much needed cosmetic attention (see below).



NER 2-4-0 910
22nd June 2024 (TR)

Misc: 5759 (65373 + 77558) has moved back to Southall (SO) being noted half out of the shed on the 3rd July 2024

33053 has left preservation having been bought by HNRC and moved from BAT to Worksop

On the MNR, Mk2f RFO 1218 is to move north from Dereham to the isolated section of track at County School to operate as a static tea room.

08896 the long term resident around the turntable at Kidderminster Town Diesel Depot, SVR has been moved into the depths of the carriage shed.

Having been sold by Andrew Briddon, EE 0-6-0DH [D1197] has moved to FXR where it will be restored with its life expired Dorman 6QT engine replaced by a Cummins 855.



[D1197] Darley Dale, GBB
7th April 2024 (TR)

YWR has gained YMA Salmon 996366 from PEA which moved in May 2024

An arson attack at Rushden destroyed Mk1 35073. The slightly damaged adjacent vehicle 975496 has moved to Cockshute Yard for storage.

Mk2f BSO 9521 from Riviera Trains, stored at Nemesis Rail, has been acquired by Ivy House School, Littleover near Derby and will be converted into a library.

Though not strictly preserved, 153334 has been acquired by aggregates company Ashville Holdings at Thorney Mill, West Drayton where it will be used as a reception 'building'.

Having been in store for two years since expiration of its boiler ticket Schools 4-4-0 925 *CHELTENHAM* has moved to the NRM York for display. It is part of the national collection but was restored to working order after moving the MHR in 2010. It is unlikely it will be steam again in the near future, if ever.

ACCIDENTS



66768 (09.00)
20th June 2024
(Keith Partlow)



(Keith Partlow)
(09.00)

At 21.30 on the 18th June 2024, two wagons in the consist of 4L07 14.40 Birch Coppice to Felixstowe North hauled by 66768 derailed on points within the docks, blocking both the North and Central Terminals. The wagons were not lifted until the 23rd June then moved away on the 24th June. Whilst the trackwork was repaired several CI.66s were stranded in the Port until services resumed on the 4th July 2024.

above & below the derailed wagons FEA 81.70.4663.115-3 + 116-1 (MAERSK) 20th June 2024



(Michael Warrick) (14.40)

SIGNAL BOX SURVEY

West Highland Lines (WHL): Further to the article on p51-52 in the April 2022 issue here are six more boxes, all now redundant.



Glasgow to Crianlarich:

Garelochhead: Map Ref: NS 24282 91109 Council Area: Argyll & Bute

Located on the north end of the island station platform, accessed by a subway, between the stations of Helensburgh Upper to the south and Arrochar & Tarbet to the north.

Grade B listed. Built in 1894 to North British Rly Type 6a with a 18 lever frame. The station is at the boundary between the Strathclyde Partnership for Transport (SPT) and the WHL



Ardlui: Map Ref: NN 31691 15515 Council Area: Argyll & Bute

Located on the north end of the island station platform, accessed by a subway, between the stations of Arrochar & Tarbet to the south and Crianlarich to the north at the northwest end of Loch Lomond. Built in 1894

Ardlui, 6th July 2024 (TR)



Crianlarich, 6th July 2024 (TR)
note the buildings behind are the
Tearoom and a replacement
station building built in 1999
after fire destroyed the
original in 1962



Crianlarich: Map Ref: NN 38457 25115 Council Area: Stirlingshire

Crianlarich is located at the junction of the Oban and Fort William / Mallaig lines. Located at the north end of the island platform, accessed by a subway, between the stations of Ardlui to the south and Upper Tyndrum (Mallaig) and Lower Tyndrum (Oban) to the northwest. Built in 1894

left Crianlarich, 6th July 2024 (TR)



Crianlarich to Oban:

Taynuilt: Map Ref: NN 00371 31214

Council Area: Argyll & Bute

Located at the east end of the westbound platform between the stations of Falls of Cruachan to the east and Connel Ferry to the west.

Built in 1921 to replace an existing box. Originally located on the south side of the line to the west of the station it was moved to the east end of the station following introduction of RETB in 1986 and used as a waiting room, though no longer used for such.



Taynuilt, 6th July 2024 (TR)



Tulloch, 6th July 2024 (TR)



Crianlarich to Fort William:

Tulloch: Map Ref: NN 35531 80228 Council Area: Highland

Located on the eastern end of the eastbound platform between the stations of Corroul to the south and Roy Bridge to the west.

Preserved Grade B listed. Built in 1894 with a 15 lever frame.



Tulloch, 6th July 2024 (TR)



Spean Bridge, 6th July 2024 (TR)

Spean Bridge: Map Ref: NN 22170 81428 Council Area: Highland
 Located at the eastern end on the eastbound platform between the stations of Roy Bridge to the east and Fort William to the west.
 Grade C listed. Built in 1949 by BR to an LNER Type 15 with a Stevens 30 lever frame.



Spean Bridge, 6th July 2024 (TR)

The final six boxes will be illustrated in the third and final part including the two remote stations of Corour and Rannoch plus those from Fort William to Mallaig.

STATION SPOTLIGHT

Hellifield: The station, which is in North Yorkshire lies on the Bentham Line between Leeds and Morecambe via Skipton It oozes charm mixed with isolation and dereliction but houses an excellent café, overnight accommodation and an interesting little museum where you can buy railwayana. The main station buildings were listed Grade II in 1977. Built by the Midland Rly (MR) it opened on the 1st June 1880 at the same time as the final section of the Lancashire & Yorkshire Rly line from Blackburn via Clitheroe. This connected at Hellifield South Jct to the southeast of the station and created a busy junction as Hellifield was now on the MRs main route from London to Scotland with expresses to Glasgow running until 1975. The station replaced a much smaller design built ¼ mile south built by London & North Western Rly in 1849. Passenger traffic was withdrawn from the Blackburn line north of Clitheroe in 1962 but is still open to freight and used as a diversionary route if the WCML is closed north of Preston. The station boasted a loco depot and large goods yard. The depot closed in 1963 with part

of the yard still in use. The last of three signal boxes, Hellfield South Jct is only one of two manual boxes between Leeds and Carnforth, the other being at Settle Jct. The station still boasts several semaphore signals.



158910 departing westwards past the disused western platform ends at 14.14, 5th April 2024 (TR)



above looking from the disused western platform ends towards the yard shed still containing four ex-mail coaches Mk1 94504 + PCV NAA 94333 (75016) + 94495 + 94546, with 158910 passing the signal gantry, 5th April 2024 (TR)



66423 passing through on the Up Goods Loop adjacent platform 1 with an engineers train composed of point carriers & MOAs (14.31) 5th April 2024 (TR)

The large island platform is accessed by a step free subway. Originally there was a single track bay platform at either end. The platforms adjacent the buildings, which are now privately run, and at the western ends are disused with only the eastern half towards the signal box in use. Managed by Northern Trains it is served by CI.158s. There is a regular service each day from Hellfield to Leeds and to Carlisle

and Lancaster. Five of the Lancaster trains continue to Morecambe. There are ambitions to return passengers services between Clitheroe and Hellfield. There are several freight workings that pass the station via the Settle & Carlisle Line and various enterprises have used the yard, the most recent being timber. The shed in the yard is used by WCR to store ex-mail coaches.

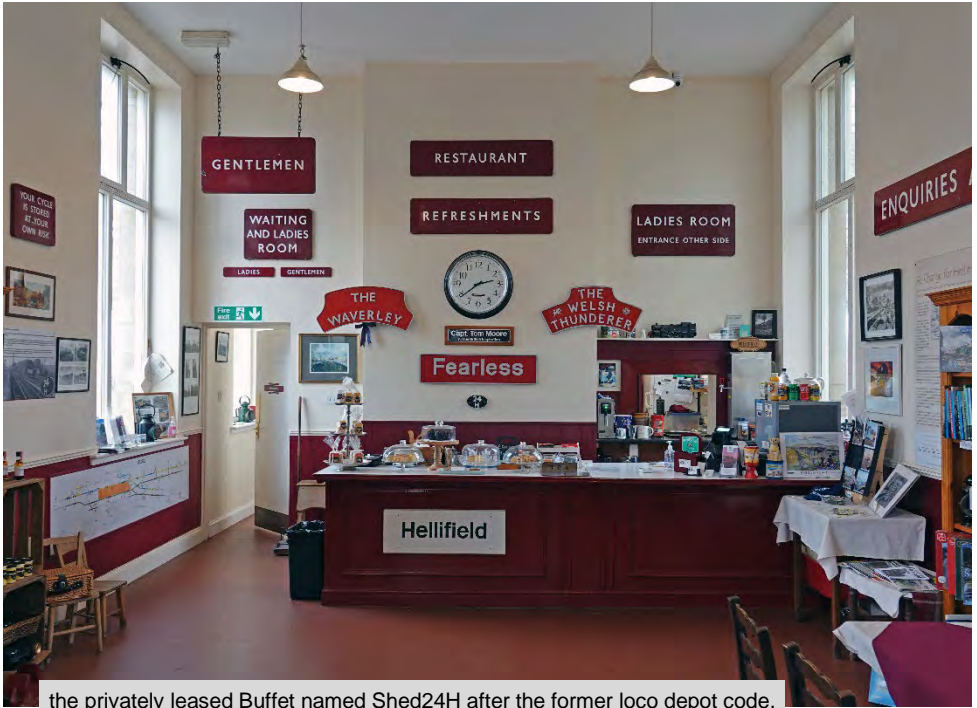


158910 on Leeds to Carlisle passing Hellfield South Jnt signal box on the line from Skipton with the Bradford line diverging to the right (14.10)
5th April 2024 (TR)



158757 departing eastwards from platform 1 on Carlisle to Leeds passing Hellfield South Jnt signal box (15.14) 5th April 2024 (TR)





the privately leased Buffet named Shed24H after the former loco depot code, open Tue 10.00-14.00, Wed-Sun 09.00-16.00, 5th April 2024 (TR)





above the station buildings and ornate canopies restored in 1994 looking east from the disused western platforms with 56090 stabled in the sidings between duties on timber workings, 20th August 2022 (TR)

below having been recently repainted, the ironwork at the eastern end is shown off to its full glory with 37218 passing through platform 1, 17th July 2014 (TR)



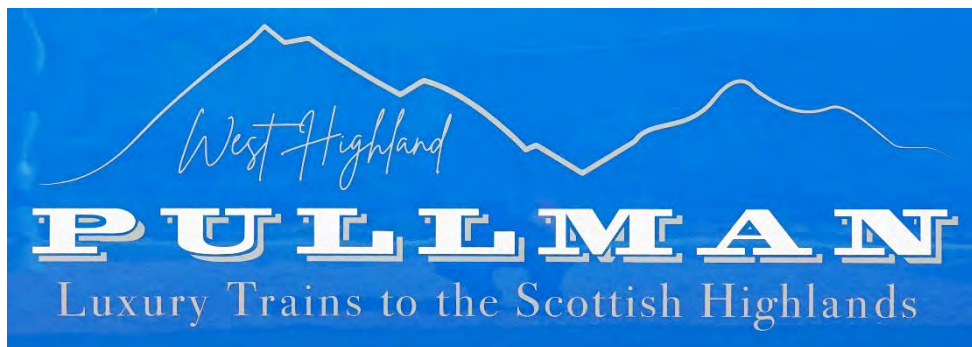
The station also plays host to steam hauled excursions as it has a water column.

The operators of Shed24H have also refurbished the first floor apartment to provide holiday accommodation.

RAIL TOUR NEWS

Riviera Trains: Mk2 3340, 5921, 6042 & 9507 along with Mk1 6310 & 80042 have gained blue / grey livery having been painted at WCR Carnforth. 5921 & 6042 were previously in Anglia livery and 6310 & 80042 were in chocolate & cream livery.

West Highland Pullman: LSL have created a West Highland Pullman HST set with distinctive branding on some of the Mk3 coaches (see below). Having used it between Fort William and Mallaig on the 08.52 and 11.34 return on Saturday 6th July 2024 it returned south the following day on 1Z46 09.05 to Crewe. This working was seen at Crianlarich by pure chance as we were heading through the West Highlands ostensibly photographing signal boxes. We literally arrived as it had arrived and luckily it stayed 4 mins instead of the planned 1 min allowing me to get onto the platform.



above West Highland Pullman branding on Mk3 TF 41160/66/87, TGF44078
below looking south 43059 t&t 43049 arriving at 11.51, both Crianlarich, 7th July 2024 (TR)



right 43049 t&t 43059 + 44078,
41162, 41166, 41160, 41187
Criarlarich during a brief stop
(11.51-11.55) 7th July 2024 (TR)

right looking north 43049 t&t 43059
(11.54) 7th July 2024 (TR)

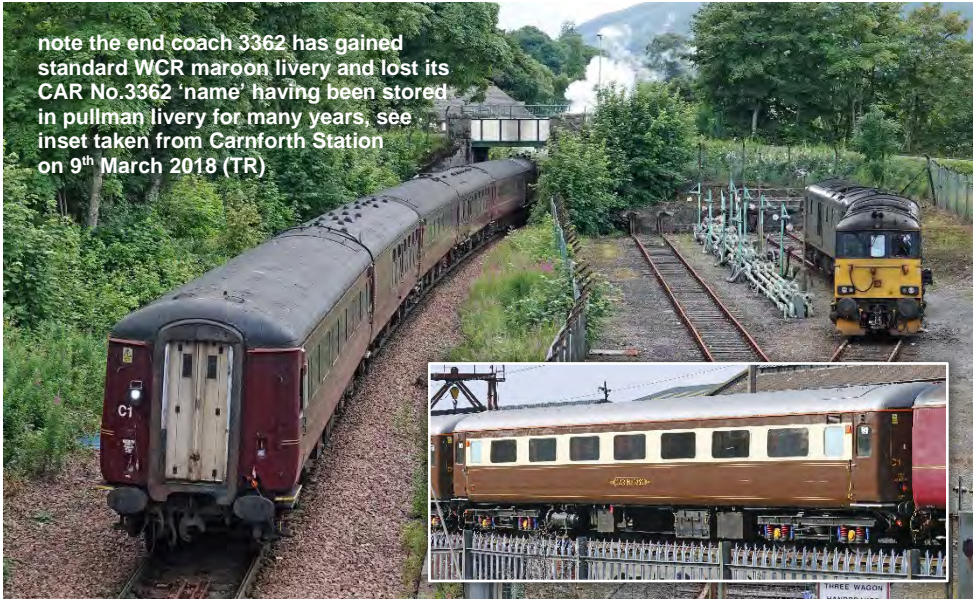
note 43049 has MIDLAND PULLMAN
whilst 43059 has PULLMAN branding
and the different heights of the
standard and new West Highland
PULLMAN branding on the coaches
with 41162 compared to 44078 below



above looking south 43059 t&t 43049 (11.55) passing the former West Highland Rly loco shed used by NR with road railer 99.70.9977.054-4, 7th July 2024

Jacobite: On our journey back north from the DRS Open Day I had a chance to see what WCR stock was around Fort William in connection with the Jacobite. With the WCR operated Jacobite now running two daily services, the afternoon service resuming on the 17th June 2024, a bit of luck was needed if one of them was to be seen. The timetable is: dep FW 10.15 (arr 12.30, dep 14.10 Mallaig) returning at 15.59 and dep FW 12.50 (arr 15.03, dep 17.00) returning at 18.46. As it seemed to be our lucky day, we saw the returning morning service behind Stanier Black Five 4-6-0 45407 *THE LANCASHIRE FUSILIER* reversing its rake of mixed Mk1 & Mk2 coaches 3362, 99318, 3232, 21266, 6103, 5453, 6021 from the station to the Depot. A rake of Mk1s were also seen in Inverlochy Yard and three Cl.37s on the Depot. It is not known what was operating the afternoon service. The Mk1 rake is most likely awaiting a positive decision from the ORR to allow them to be used as they are non-compliant for CDL. To cover for the Mk1s, WCR has dug deep to find suitable Mk2s with previously stored pullman liveried 3362 repainted and 6021 plus 3232 in use for the first time since acquisition from LSL in 2018.

In addition, the stabled Caledonian Sleeper was also seen awaiting its evening departure with the coaches in the station (see **FRANCHISE / NETWORK NEWS**) and the two Cl.73/9 locos in the Fuel Terminal (also see rear cover).

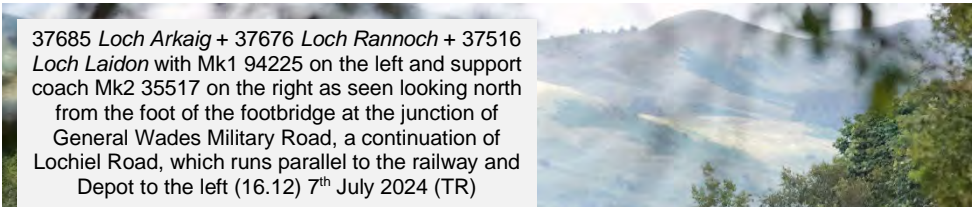


above & below 45407 reversing from the station to the Depot passing the CS locos 73971 + 73966 in the securely gated Fuel Terminal, then Fort William Jnct signal box as seen from the 'footbridge' between the A82 (accessed between the Certas Energy Fuel Depot and KFC) and Nevis Road





Mk1 13306 *JOANNA*, 13320 *ANNA*, 99329, 99326, RBR 1840, 4951, Inverlochry Yard as seen looking south from the footbridge between Lochiel Road and the A82 (16.08) 7th July 2024 (TR)



37685 *Loch Arkaig* + 37676 *Loch Rannoch* + 37516 *Loch Laidon* with Mk1 94225 on the left and support coach Mk2 35517 on the right as seen looking north from the foot of the footbridge at the junction of General Wades Military Road, a continuation of Lochiel Road, which runs parallel to the railway and Depot to the left (16.12) 7th July 2024 (TR)



45407 (left) having stabled its coaches (right), Fort William Depot looking southwest as seen from 'Cemetery Hill' on the access road to Inverlochry Castle (16.24) 7th July 2024 (TR)

SRPS: Having not worked since March 2023 due to the requirement to fit CDL, toilet retention tanks and inspect crash pillars, Scottish Railway Preservation Society (SRPS) is to return its Mk1 rake to the mainline having reached an agreement with the Royal Scot Locomotive & General Trust, part of LSL who are helping finance the overhaul. Of the ten coaches planned for the rake 1859, 3112, 4832 & 35185 have been moved to Barrow Hill with 3115 moved to Cranmore, ESR for repairs. In return LSL will be able to stable stock at Bo'ness and will take over from troubled WCR in operating SRPS day excursions within Scotland.



above Mk1 35185 with repairs already in hand at Bo'ness prior to moving to BH,
4th April 2024 (TR)

below 1859, 35185 & 3112 Barrow Hill, 27th July 2024 (TR)



1859 & 35185



3112

PHOTO SPOT: EAST MIDLANDS GATEWAY RAILFREIGHT TERMINAL

East Midlands Gateway RFT looking south showing the new loading pad and two extra tracks to the right of 66720 on 4M04 01.47 from Felixstowe South, 28th June 2024 (Darren Bailey)
compare with photo on p22 in the Nov 2022 issue



RE-GEARED DBC CL.66/6s



66654 (66149) on 6E03
Wolverhampton Steel Terminal to Toton
Up Sidings empty steel, Portway near Tamworth
(11.54) 13th July 2024 (Paul Keightley)



66651 (66221) on 6E54 Kingsbury to Humber empty tanks, Tamworth HL (12.30) 14th June 2024 (Paul Keightley)



66652 (66164) on 6E26 10.51 Knowsley to Wilton binliner passing Grangetown signal box, Lackenby Steelworks (18.46) 21st June 2024 (TR)



above 66653 (66194) + 67020 + 67016 on OD54 to Toton, Crewe (15.09) 13th June 2024 (Spencer Conquest)

PHOTO SPOT: TEES YARD



looking east from the road bridge spanning Tees Yard above 66129 setting back into yard with a rake of FKAs with 66155, 66005 & 66652 stabled outside the Wagon Repair Depot, 15th June 2024 (TR)



former French based 66205
+ recently repainted 66177
21st June 2024 (TR)

the increasingly common site of multiple all red DBC Cl.66s
below 66128 + 66177 & 66100 stabled on the west side with FYAs + a rake of binliner FCAs, MXAs,
MEAs and FIAs, 15th June 2024 (TR)



PRESERVATION GALAS

Bo'ness & Kinneil Rly (BKR) Spring Diesel Gala by Gareth Patterson:

On Saturday 25th May I decided to head up to the BKR Spring Diesel Gala. leaving home in Berwick Upon Tweed at 07.15. With thick sea haze rolling in off the North Sea I was thinking is this a wise move heading to a railway gala for pictures with this rubbish weather !! Thankfully I arrived at Bo'ness Station Car Park at 08.50 in glorious sunshine with beautiful blue skies and I was also glad I decided to take the deck chair so I could set up camp lineside with the camera and packed lunch for the day.



66309 t&t 73970 Manuel, BKR
25th May 2024 (Gareth Patterson)

below 37403 Bo'ness, BKR
25th May 2024 (Gareth Patterson)



Sadly, unlike previous years there were no real big crowd pullers. The guest locos being in the form of two GBRf locomotives 73970 and 66309 *Charley Wallace* (though the 66 was a cop). However, prior to the diesel gala starting, 73970 was named *W.S Sellar* in a special event at Bo'ness station on the Friday. The name was once carried by ex-resident loco 37175 before she was sold off to Colas.



They were joined by resident loco 37403 *Isle of Mull*. Unfortunately, 26038 *Tom Clift* which was due to be in the gala was withdrawn a few days previous. For what reasons I don't know, but it could be seen sat up the back of the yard near to the maintenance shed which was somewhat disappointing. They could have at least dragged it out to the station for people to photograph and put it in the platform bay.

Sadly a few days before the gala, someone broke into the model railway room and deliberately set fire to it causing extensive damage. Thankfully two men aged 32 (morons) have been arrested and charged and are due to appear before Falkirk Sheriff Court.



Overall, it was a good day out the weather was great, the timetable ran on time and to schedule with no loco swap overs on the day etc.

Gloucestershire Warwickshire Rly (GWR) Cotswold Festival of Steam by Colin James:

The GWR held its Cotswold Festival of Steam over the bank holiday weekend of the 25-27th May 2024 and I visited on the Saturday and Sunday of the event. This was marketed as a 'Western Workhorses' event, celebrating the GWR 2 cylinder locomotives that used to work over the line in BR days. With the bonus of an SR interloper in the form of a Merchant Navy pacific.



There were 3 new build locos visiting the railway for the event. GWR Mogul 2-6-0 9351 (courtesy of West Somerset Railway), GWR Saint 4-6-0 2999 *LADY OF LEGEND* (courtesy of Great Western Society, Didcot) and GWR Grange 6880 *BETTON GRANGE* (courtesy of Betton Grange Society). These joined resident locos GWR Hall 4-6-0 7903 *FOREMARKE HALL*, GWR Manor 4-6-0 7820 *DINMORE*

MANOR, GWR 2-8-0 2807 and SR MN 35006 *PENINSULAR & ORIENTAL S.N. Co.* The home based 2 cylinder locomotive that was not quite ready was GWR 2-8-0 3850, looking structurally complete in the Works Shed as it nears the end of its restoration. Also, in the Works Shed, much further removed from completion, were GWR 28xx 2-8-0 2874 and Peckett W6 0-4-0ST 1976. 26043 was also present for bodywork repairs.



2999 + 7903 on 13.28 Broadway to Cheltenham Racecourse, Winchcombe (14.05)

With the diesel locomotives not in service, most were in their 2 road shed, 20228, 5081, 37215, D6948, 47105 & 47376. The exceptions being 20137 and 45149 stabled in the yard, with the yard shunters RSH [7860] masquerading as Cl.04 11230 and real Cl.04 D2280, which has been recently repainted in BR green. DMUs Cl.117s 51360, 51363, 51405, 59505 & 51510 and Cl.122 55003 were stabled in the yard sidings. Winchcombe's Carriage and Wagon Works shunter was Cl.03 D2182.



6880 on 15.28 Broadway to Cheltenham Racecourse, Toddington (16.01)



2807 on 7C49 14.23 from Winchcombe arriving Cheltenham Racecourse (15.01)

The timetable was varied with trains starting and terminating at the four main stations of Broadway, Toddington, Winchcombe and Cheltenham Racecourse utilising four sets of coaches, all BR Mk1s, in 2 rakes of 5 and 2 rakes of 7. All trains called at Gotherington and selected trains called at Hayles Abbey Halt. Also in use was the demonstration goods train, for which brakevan rides were available for a fee, working a similar pattern to the passenger trains and also recessing at Winchcombe for pathing reasons. Toddington and Winchcombe were the busiest stations. A number of trains to and from Toddington and Broadway were top and tailed to alleviate running round at Broadway, with locos attaching and detaching at Toddington. Winchcombe saw passenger and freight trains laying over in the sidings between through services. The timetable worked well, though at times the sheer number of passengers alighting and boarding caused delays to some services. A bonus 'sighting' on Sunday afternoon was the removal of a defective wagon, suffering with a hot axle, from the middle of the goods train using D2182 at Winchcombe, with quick work by the operations department completing the move with no delay to other services.



35006 2W41 11.40 from Broadway arriving at Winchcombe (12.25)



left 3850 below 2874
both Toddington (09.50)
25th May 2024

The main works shed at Toddington was open to see the progress on the restoration projects, with locomotive support groups having sales stands in there. The boiler of BR 4MT 2-6-0 76077 sat outside the works as fund raising continues for its restoration.

A marquee was set up in the main car park for trade stands and most of the rest of the car park played host to a range of steam traction engines. At Winchcombe the Carriage and Wagon works was open to view the current projects, with a viewing area set up to the north end of the shed to see the approaching trains from Toddington. A new feature at Winchcombe is the completion of the re-



building of the coal office from Usk station on its own loading dock, complete with 3 restored wagons and for a donation to the station fund, the veranda of the GWR Toad Brake could be used as a nice vantage point to view the services coming and going.



D2182 Winchcombe (14.10)



left Peckett 1976 (09.49)

below D2280 (16.18)

both Toddington, 25th May 2024



All the main stations offered buffet facilities, with extra hot food outlets at Toddington and Winchcombe, which allowing for the warm weather were doing a roaring trade.

all photos by Colin James

DAYS OUT: I

Peak Forest by Andy Scott:

A fellow YouTuber and I planned a day to Peak Forest on the 6th March 2024, somewhere I hadn't been since the mid-90s. I first boarded Northern 150005 on 2N02 Leeds to Sheffield at Meadowhall at 07.47.



150005 at Meadowhall (Andy Scott)

Having met my mate Steven Cook at Sheffield we boarded Northern 195126 on 2S75 Sheffield to Manchester Piccadilly at 09.14 as far as New Mills Central. After walking to New Mills Newtown, we then boarded Northern 150146 + 156429 on 2B14 Manchester Piccadilly to Buxton at 10.45 as far as Dove Holes where a Skyline bus took us to Peak Forest via Buxton Town Centre.



66127, 66026 & 66028
from the rough footpath (Andy Scott)

We arrived at Peak Forest and to our delight we saw six DBS Cl.66s. In the sidings south of the road bridge EWS liveried 66194, de-branded EWS 66028/127 and newly painted DBS 66026. North of the bridge on the Quarry side was de-branded EWS 66200 shunting and DBS 66206. Just before we left Peak Forest, EWS 66003 passed on 6H11 11.04 Toton North Yard to Dowlow Briggs Sdgs at 12.33 (see below)



66003 from the bridge
(Andy Scott)



After getting the bus back to Dove Holes, we boarded Northern 150149 on 2B33 Buxton to Manchester Piccadilly at 13.51. We had about an hour at Piccadilly seeing various AWC Pendolino's, Northern stock, Transpennine stock, Transport for Wales and a surprise in the form of Colas Rail 37057 (see left) which was working 0Z32 Manchester Piccadilly to Manchester Piccadilly route learner.

We boarded Northern 195105 on 2S88 Manchester Piccadilly to Sheffield where we parted company at 15.48 upon which I boarded Northern 150005 on 1L76 Lincoln Central to Leeds at 17.54.

A very good day and nice to be back after 30 years.

PHOTO SPOT: NR TEST TRAINS



37057 t&t 37175 + 6122, 9801, 72631, 6263 on 1Q90 15.14 Derby RTC to Ferme Park Reception Sdgs, Waterbeach (19.21) 17th June 2024 (Toby Radziszewski)

PHOTO SPOT: NEMESIS RAIL



above ex-TfW 769002 moved from store at Long Marston with WCR 57010, Nemesis Rail, 20th June 2024 (TR) WCR 47812 and 47760 behind are the left



above 08473 + 08442 now minus its engine with 769002 behind
below FL 08891 with 47701 behind, both Nemesis Rail, Burton-on-Trent, 20th June 2024 (TR)



SHUNTER SPOT: RSS WISHAW



above recently named 08605 *Jermaine* below Sentinel 0-6-0DH [10150] now stripped as compared to photo in last issue, both RSS Wishaw, 20th June 2024 (TR)



RSS WISHAW UPDATE



above 64649 (508201) from Merseyside Emergency Services Training Centre, Wallasey has been donated to the 400 Series Preservation Group and is to move into preservation at EKR where it will be returned to passenger use and converted into a translator vehicle to operate with 313201 below ex-mail Mk1 POS 80434 from VBB believed to now be owned by a film production company (alongside IVA 23.80.2398.630-6) both RSS Wishaw, 20th June 2024 (TR)





above Mk2 5238 from WCR en route to CHV

left barriers 6364 & 6365 from CHV... anyone which is which ?

below 08706 back from a spell at BAT

all RSS Wishaw
20th June 2024 (TR)



OFF THE BEATEN TRACK

An occasional series on odd items of rolling stock found around the UK, not dumped or formally preserved, but in private use as part of a leisure facility, pub or holiday accommodation.

BR Mk1 TSO 4494: Built in 1956 to Lot 30243 at York, 4494 was withdrawn in late 1987. It was saved by Dalriada Steam Packet Co and moved to Loch Awe station on the 29th May 1988. Loch Awe station is on the former Callander & Oban Rly between Dalmally to the east and Falls of Cruachan to the west on what is now the West Highland Line. It is on the northwestern shore of Loch Awe beneath Loch Awe Hotel on the A85 with access steps to the hotel above and a landing pier below. The station originally had a single platform when opened in 1880 but a second platform was added in 1902. It actually closed in 1965 but was re-opened in 1985 using the newer platform, with the original platform now disused and overgrown.



above looking southwest from the footbridge with Loch Awe to the left and 156476 arriving on 1Y24 Oban to Glasgow Queen Street (13.00) one of the three return services running on a Sunday
below looking northeast from the small car park (12.38) 7th July 2024 (TR)





above looking southwest from the station with the overgrown original platform to the left to which the footbridge gave access

below looking from the access path the former advertising poster is still in place showing the interior of the coach, all still in place, both 7th July 2024 (TR)



The coach was initially used as a café then sold to become self-catering holiday accommodation from 2009 but is now out of use and the area around the coach is becoming overgrown. This is a great location with rail access and considering where some coaches have recently been converted for glamping, it seems crazy to allow this coach to deteriorate. It would even make a great quirky annex to the hotel.



looking from the path to the loch landing stage the coach can just be seen on the left below the imposing Loch Awe Hotel 7th July 2024 (TR)

MERSEYRAIL ALL CHANGE

Having not been near the Merseyrail system since 2008 I took the opportunity to travel that way en route for our Ribble Steam Rly and headed for Southport, somewhere I have never visited by car or train. Knowing this was the last stronghold for Cl.507s before they are all finally withdrawn, I hoped I would be lucky and see one at least, having missed so many final days in the last few years. Being a terminus for Northern services as well there was a chance of seeing a variety of units. With not much time allowed, as usual, remarkably I managed to see not only two 507s but my first Cl.777s and converted Cl.769/4 in the 35 mins I was there.



above soon to replace the remaining 507s, 777041 departing for Hunts Cross passing 777043 in the sidings, Southport (14.41) 19th June 2024 (TR)

Spotting is all about right place, right time and this was one of those times as the only named 777 was present. Though this will change, the expected variety of units materialised with 156403 + 150108 seen departing as I arrived, making five classes in all.



507010 + 507029, two of the remaining nine, having arrived at 14.50, Southport 19th June 2024 (TR)



769431 which arrived and departed whilst I was there Southport (14.39) 19th June 2024 (TR)

DAYS OUT: 2

Scoring New Track - Bidston to Wrexham Central by Andy Scott.

On Monday 4th March 2024 I ventured out for a day riding new lines and new units for me taking advantage of cheap tickets. Firstly, I boarded Transpennine Express 185126 on 1B63 05.36 Doncaster to Liverpool Lime Street at 08.04. At Liverpool I headed down to Merseyrail and boarded 777026 on 2W05 07.51 West Kirby to Bidston. Here I got my first ride on a TfW Cl.230 as 230010 (see below) arrived at platform 2 on 2J52 08.51 Bidston to Wrexham Central as far as Neston.



Here I changed to TfW 197005 working 2J56 09.36 Bidston to Wrexham Central as far as Hawarden Bridge. After a walk over the Swingbridge and views I boarded TfW 197004 2J60 Bidston to Wrexham Central as far as Wrexham General. After a walk to see the famous Wrexham AFC Racecourse ground (unfortunately the Hollywood owners not in town) I boarded my second TfW Cl.230 230009 on 2J72 13.21 Bidston to Wrexham Central (see right at Wrexham General).



After a bit of spotting at Wrexham General I caught TfW 158834 + 158828 (see below) on 1D14 13.08 Birmingham International to Holyhead as far as Chester. After seeing my dad who was spotting at Chester (he then departed to Leeds) I boarded Northern 156425 on 2H32 15.56 Chester to Manchester Piccadilly where it was onto EMR 158788 + 158857 on 1L16 16.51 Liverpool Lime Street to Nottingham.



I great day was had with various things seen passing the trains including a Colas Cl.60 near Edge Hill Depot, 66099, 66591, 66766 plus many new Cl.197s and 777s.

all photos by Andy Scott

UNDERGROUND NEWS

Glasgow Subway: The last Metro-Cammell second generation sets introduced in 1980 were withdrawn on the 28th June 2024 with all services now in the hands of the new Stadler stock. Second generation car 128 has been donated to Riverside Museum and has gone on display in the main hall whilst car 102 has been scrapped at S Norton & Co, Glasgow. Other cars are being offered for sale.

TRAM, LIGHT RAIL & METRO NEWS

Manchester Metrolink by Geoff Hope:

May 2024: On the 8th OHL issues, thought to have been caused by a third party, resulted in all Altrincham / Piccadilly services being suspended at Old Trafford in each direction at 12.30 affecting afternoon peak times and evening services. The Bury / Altrincham services terminated at Deansgate / On the 9th a motorcyclist and passenger collided with tram tracks at Droylsden with the bike bursting into flames with both rider and passenger fleeing the scene causing services between Ashton and Etihad Campus were delayed for about 20 minutes. On the 18th all services on the Ashton line were suspended for approx one hour between Piccadilly / Ashton in both directions due to a van blocking the tracks at Holt Town. During this time the Eccles services operated via Media City / Crumpsall. Tram.

During the month 4.1 million passenger journeys were recorded, beating the previous record of 4 million in November 2019. This was helped by several events, including the Great Manchester Run, a series of packed out concerts at the AO Arena and the newly opened Coop Live. The growth in passenger numbers and tackling the fare evasion will help Metrolink's finances following the decline in passenger numbers during the pandemic.

3116 has lost its National Trust advert and is now advertising SEPHORA a selection of makeup, hair, skincare and fragrances. Tram 3031 has lost its PEPSI advert reverting to its original livery. 3097 returned to service after derailment damage on the Airport service on the 8th March. A further long term absentee tram 3100 (Jul 2022) is also back in service. This leaves just tram 3005 (Feb 2020), 3027 (May 2019) and 3033 (Jan 2024) absent from service. 1027 part of the original Metrolink fleet comprised of a crane and enclosed cab at one end was used for maintenance purposes on the network has been put up for sale. 1028 was not put up for sale.

Observations on the 15th May: (125 trams in service)

Old Trafford Depot 11.45: 3033 / 3130 / 3133 + 4 unidentified

Cornbrook 11.55 - 14.05:

Eccles / Ashton: 3020 / 3035 / 3064 / 3090 / 3093 / 3097 / 3101 / 3108 / 3112 / 3113 / 3114 / 3118

Media City / Etihad Campus : 3001 + 3040 / 3002 + 3046 / 3069 / 3087 / 3104 / 3106 / 3127

Trafford Centre / Deansgate Castlefield: 3063 + 3092 / 3067 + 3089 / 3084 + 3128 / 3109 + 3139 / 3116 + 3134

Airport / Victoria: 3003 / 3011 / 3023 / 3025 / 3045 / 3060 / 3075 / 3082 / 3091 / 3096 / 3122

Altrincham / Bury: 3007 + 3021 / 3008 + 3018 / 3009 + 3017 / 3013 + 3028 / 3015 + 3042 / 3016 + 3037 / 3022 / 3034 + 3055 / 3047 / 3050 + 3052 / 3054 / 3056

Altrincham / Piccadilly: 3004 + 3041 / 3010 + 3032 / 3012 + 3057 / 3014 + 3024 / 3031 + 3038 / 3043 + 3058 / 3048 + 3049

East Didsbury / Shaw / Rochdale: 3006 / 3019 / 3026 / 3030 / 3039 / 3044 / 3051 / 3053 / 3059 / 3061 / 3062 / 3068 + 3142 / 3070 / 3074 + 3100 / 3078 + 3080 / 3083 / 3085 + 3094 / 3095 + 3135 / 3105 / 3107 / 3110 + 3143 / 3117 + 3126 / 3121 / 3123 / 3132 / 3137

Queens Road Depot 14.23: 3027 / 3102 / 3119+ 2 unidentified

Crumpsall 14.28 - 15.20:

Piccadilly / Bury: 3065 + 3141 / 3073 + 3145 / 3079 + 3115 / 3081 + 3136 / 3099 + 3103 / 3111 + 3129 / 3124 + 3140 / 3125 + 3146

Not seen: 3005 / 3029 / 3036 / 3066 / 3071 / 3072 / 3076 / 3077 / 3086 / 3088 / 3098 / 3120 / 3131 / 3138 / 3144 / 3147 including 6 unidentified

STOP PRESS: As of the 12th July 2024, services have been suspended until further notice on part of the Oldham to Rochdale route due to land movement. This has affected some OHL masts.

Docklands Light Rly: The entry in to service for 54 new trains has been further delayed until later in the year. Only 4 out of 30 built so far have been delivered with problems encountered during testing.

Tyne & Wear Metro: Further trams from the original fleet have been scrapped, 4070, 4077 & 4088.

Blackpool & Fleetwood Transport by Harold Hull: The long awaited extension to Blackpool North Station finally opened on the 16th June 2024.

018 (14.19) (Harold Hull)



700 (11.00)
(Harold Hull)



Ahead of the public opening there were various trips over the extension. With civic dignitaries and competition winners having travelled over the extension on the Wednesday 12th June 2024, it was the Turn of Fylde Tramway Society members the following day. Flexity 018 was used as per the previous day with a straight run from Starr Gate to North Station and back with time for a photo shoot at the terminus (see above) which is still basically a building site. Thanks to Jane Cole MD at Blackpool Transport for arranging this as a thank you to members for the generous donations to enable work on the heritage Fleet to continue. On the Friday more tours to North Station were undertaken using Flexity 018 but this time featuring a ride to Fleetwood. The Saturday was 'Enthusiasts Day' when pioneer Balloon

700 *Sir Ken Dodd* became the first heritage car on the extension (see below). This also featured a run to Fleetwood and gave driver Martin Gurr and Guard Andy Cleaver the honour of being the first heritage crew on a prepaid revenue service.

Timetabled services on the system are now:

T1 Starr Gate - Fleetwood - Starr Gate at 30 minute intervals.

T2 Starr Gate - North Station - Starr Gate at 30 minute intervals

T3 North Station - Fleetwood - North Station also at 30 minute intervals

This effectively maintains a 15 minute headway, assuming taxis and police cars don't block Talbot Road. Trams on T2 & T3 connect at North Station with a stop being provided in Talbot Square itself to allow passengers to alight or enter in the North Pier area.



BFT 011 & 015
(09.07) (Harold Hull)

I boarded Flexity 015 at the Cabin just after 09.00. This had formed the 06.55 T2 Starr Gate to North Station and subsequently the first T3 service to Fleetwood and of course the first from Fleetwood as well. Lady driver Sam Tennent was the lucky driver.

NOSTALGIA CORNER: EUROPEAN STEAM



narrow gauge, rack-pinion 0-4-2RT Z13 Schafberg Bahn, Austria 28th June 2012 (Martin Hall)

OTP PHOTO SPOT



above & below Robel ROMITAMP GWS75 Mini-Tamper 99.70.9908.021-7 Garelochhead (10.40)
6th July 2024 (TR) the other one in this class of two was shown on p73 in the Nov 2022 issue



FREIGHT MATTERS

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

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

Out of Store: 82760, 85963, 80.4909.129-1, 7792.031-7

Converted: JNA (ex-MRA) 81.70.5831.260-1/261-9/262-7/2635/264-3/265-0/2668/266-8/267-6/268-4/269-2/275-9/276-7/277-5/278-3/279-1 moved on the 13th June 2024 from Derby RTC to Toton behind 37405 + 37610

81.70.5831.280-9/281-7/282-5, 283-3/284-1 & 285-8/286-6 moved on the 27th June, 4th July & 11th July 2024 from Derby RTC to Toton behind 37219, 37405 & 37610 respectively

BYA 964006/021, 966001/10/66/68/69/76/78/91/99, 966101/04/06/07/28/66/77/86, 966202/19/25/46/55/57

For Conversion: MRA (to **JNA**) 501118/501293/292/294/058 & 501014/160/162/161/074 moved on the 13th & 27th June 2024 from Toton to Derby RTC behind 37610 +37405 & 37219 respectively

BYA 966022/053/061/137/164/173/178/179/230/248

Removed from TOPS / For Scrap / Scrapped: 110613, 112054/055/101/112/173/199/209/211/214/258/259/298/307, 200852, 310034/041/070/075/094/184/190/805/866/898/948/951/958/979
311001/1036/1067/1093/1104/1158, 391447, 394838, 394284/336/340/517/578/591/734/750/774/879/918/980, 396004/014, 470001/03/04/18/26/27/30/35/37/42/43/46/49/50/53/59/66/75/76/77/80/87

470121-123/138/144/145, 621915, 900047/066/080/091/101/121/124/135/137/161/174/183/184/191/193/197/215/217/218/224/236/244/248/281/295, 910029/049/067/082/098/100/102/103/169/192/205/214/232/242/248/257/261/262/267/273/283/290/295/313/323/331/341/351/372/373/385/404/406/443/498/505/511/512/534/548/569/570/571/576/581/583, 950034/046/179/330/400/540/749/862/879/984
951004/112/55, 965006, 967638, 990009/12/15/18/29/33/40/41/45/48

Sunderland Docks 3401/02/09/18/26/34/52/59/70/73-76/87, 3512

North Blyth: 19200-04/06-17, 33.70.6790.006/07/10/17-21/27/32/35/40/45/53/75/89/91

Internal Users: MHA 394094 & 394780 reported as being at Wishaw in the last issue are to move to Wolverton Works as barrier wagons.

Previously reported as sent for scrap in August 2023, **SPA** 460578/904 are in use with Mendip Rail at Whatley Quarry along with **YMA** salmon 996904 not shown in our books.

Preserved: YGB Seacow 980116 has been acquired by WEN from LSL (see below).



above YGB 980116 Leeming Bar, 7th April 2024 (TR)

FREIGHT NEWS: As mentioned in the editorial the last trainload of coal arrived at Ratcliffe PS at 11.02 behind newly re-named 66781 *Ratcliffe Power Station* (former name transferred to 66770) on the 28th June 2024 having departed from Humber International Terminal behind 66784, which then recessed in Doncaster Down Decoy before moving on. Only 11 of the 24 wagons were actually loaded.

66781 on 6M61 08.25 from Doncaster Down Decoy (11.29) Ratcliffe PS, 28th June 2024 (Darren Bailey)
inset the staff all gathered for the naming ceremony



66781 departing Ratcliffe PS
on 4E87 to Barnetby at 14.49
28th June 2024 (Darren Bailey)



One class of wagon has all but been eliminated when 10 of the remaining 11 long stored RRA 9900xxs along with 2 other RRAs and a BPA were tripped first by 66144 on 6Z62 Tees Yard to Milford Sdgs on the 7th July 2024 then onwards behind 66012 on 6Z82 to CF Booths on the 11th July 2024 (see below). Only RRA 990026 now remains from that series.



Though they have been through Eastleigh Works in recent years for similar work, WH Davis is to undertake general repairs, the heaviest overhaul procedure possible for wagons, on the Touax TEA tank fleet, 89001-28.

310604 the prototype Biomass HTA conversion to CGA has been scrapped having been stored at DBC facility at Stoke since 2016.

29 of the next batch of 30 BYA conversions have now been completed with more donors arriving at WH Davis so more are likely.

The sole FJA 621915 has been scrapped

WH Davis has completed the speculative build of 35 JNA-Z Open Megabox wagons, 81.5932.xxx-x, a follow on to the DRS batch of 25 (see p100 Feb / Mar 2024 issue).

Wagons, including HQA/JGA/JRA & KFAs as listed in the last issue and above, are now being scrapped at North Blyth with a mobile crane lifting them off the track. Just one extended high sided JRA now remains, 81.70.6790.000-7. Some reports had the wagons all scrapped by the end of May but the photo below shows wagons still extant in mid-June.



right DR 73307 with RSS branding, Ruddington, GCN, 12th May 2012 (TR)

OTP NEWS: In an unusual reversal of preservation status, Tamper DR 73307 has been sold to Plasser & Theurer from its base at Newbridge, NYM, arriving at West Ealing in April 2024 to be used as a training / overhaul project. This Jarvis Fastline machine was acquired from RSS following withdrawal in 2008 and spent its time moving around various heritage lines, AVR, BBR, DSR, GCN, GCR, GWR, NLR, SWG & WSR. In 2018 it was bought by the York Area Group at NYM after a six month period in store at RSS Wishaw.



Swietelsky Construction Co has reached an agreement with HNRC to provide 26 mainline locos and access to Worksop Depot for heavy maintenance of its fleet of tampers and Kirow cranes operated by SB Rail.

WAGON PHOTO SPOT



above 59003 + 2017 built Y1A 99.85.9352.058-3 + YDA 99.85.9552.056-5 + 055-7 not previously illustrated heading an HOBC train on 6C25 Hinksey Sidings to Patchway, Swindon (12.06) 5th July 2024 (Colin Pidgeon) note the Rhomberg Sersa branding



PCAs to the left of the ship unloading facility, North Blyth 16th June 2024 (TR)



PCA 555xx, 55566, 55573, 55561, 55538, 55532, 55539, 55572, 55543, 555xx, 555xx

STOCK CHANGES

*It is hoped that all major changes recorded below will help you keep ICRS books up to date, (numerous pool code changes will not be recorded). In order to compile as accurate and up to date list as possible, can members please pass on their observations, particularly name changes and multiple unit reformations to the Editor, **Trevor Roots**. Where possible, photos of new nameplates will be included as and when a suitable photo is sourced from members.*

Misc News:

Last Cl.175 moved from store at Holyhead
Cl.720/1s all delivered

Liveries: 20901/05 Balfour Beatty, 37250 EWS
66002/133/139/147/177/181/183/224/654 DBC
43301/03 Colas Rail branding
08530/31, 59104 FL orange, 08877 HNRC orange
57306, 66305/12-14, 69010/11 GBRf
69012 two-tone green (GBRf), 73128 NSE (GBRf)
59003 Colas decals, 68019-032 plain blue
158719 Leven Re-opening
170618, 220005 PRIDE

New:

Locos: 93002

DMUs: 197028/33/37, 197119/25

EMUs: 720141/44, 730208/14/19/25
777033/35/41/47, 805011-13, 807003, 810004

Light Rail: 398016/17

Industrial Diesel: B4666/2, B4668

Transferred / (Stored): (* preserved, + on loan)

D&E Locos: 01526 WK D3489+ BWR

08202+ LLR 08359 AVR 08472 ABH

08483 ICL 08507 ICL 08605 WI

08623 TS 08700 GCT 08703 WHS

08754 HA 08846 WM 33053 WK

43029 (GY) 43054 CD 43128 (LB)

43150 (ZM) 43290 (RJ) 47714* WEN

66312 PG 93002 (WK)

60012/32/48/52/68/78/84/89/93 (RWG)

Units: 51512/51205 CRO, 55034 CWR

74401/02/04/22/25/27/51 (from 458520/24/15/

25/05/12/04 respectively), 153334* ASH

175001/07/10/11, 175102/05/06/10/12/15 (EY)

175006/07, 175108/11/14 (LE)

197027-29/37 (LM), 197031/119/125 CP

197103/13/14/16/17/22/25 CH

323202/03/05/06/07/09/10/13/17/19/41-43 AN

398016/17 TAF, 465929 (EY), 701002/05/58 (LM)

701008/45/48/60 WD

701004/14/16/22/32/38 (MM)

701005/12/22/25 EH

701503/04 ZD, 701530 (MDB)

720101/02/38/40/42 IL

720144/503-05 ZD, 720511 (LM)

720139/41/44, 720511/15 (WK), 720519 IL

730028 (GC), 730029/37/39-41 WN

730036-39, 730206/07/08/13/24/25 OY

730042/043/205/214/219/222 (DBD)

730205/12/13/17/20/22/26 (LM)

769002 (BO), 769006 (ZM)

769935/49 ZB, 807003 OY, 810004 OD

Misc Non-Steam: 9

Steam:

Ex-BR: 6435 WSR, 30925 NRM, 92203 BSM

Industrial: 1366 ALN

Diesel:

Industrial: 278V, 297V, 6768, 6769 (LHG), 2872
BRC, 5430, 5465 DAV, 7189 WK, 8902 (RFC),
10252 (WI), 281266 WRS, 394014 LMM,
B4666/2 TSP, D1197 FXR, V325 ABH

Coaches: (* preserved, ^ repair, + loan)

Pre-Nat: Barry 163 GWI, Autocoach 232 WSR

Mk1: 1813 EVR, 3115^ A, 4393 NIT, 4990

NYM, 15981 WRS, 14059 CHV, 21272+ GWR,
975496 (RFC)

1859^, 3112^, 4832^, 25743 GWI, 34627 NLR,
35185^ (BH), 35334 CRO

Mk2: 5238 (WI), 5866, 5960, 17079 (GY)

9521* IHS, 6702/04, 9804/09 CU

977869 RSE

Mk3: 10406, 11092/093/099/101, 12125/54 OD

12049/067/118 (GY), 10591/689 (RFC)

42504/11, 44059 (GY)

Mk3 HST: 48127/43-45, 49110/15 (NC)

DVT: 82114 (GY)

TfW Mk4 Sets: 4 car to 5 car

HD06 12461 added HD07 12452 added

ScotRail HST Sets: 4 car to 5 car (Mk3s)

HA03 42047 added HA14 42009 added

HA09 42032 added

EMUS Converted: 5 car to 4 car

458501 to 458401 458526 to 458426

458520 to 458420 458527 to 458427

Re-numbered: 66149 to 66654

Ownership / Operator Changes:

33053 HN, 37407 EP, 37419/22/24/25, 37716 HN

43050/54 LS, 90018/40 FL, 221107/10-18 AX

10406, 11092/093/099/101, 12125/54 NR

6702/04, 9809 LS, 5797, 5866, 5960, 17079,

42504/11, 44059 DVT 82114 ES

42097, 42376, 44012, 45003 RC

Steam Loco Status:

Ex-BR: (S store, O overhaul, A active

to S: 30925, 92203

Names:

New: (* reapplied, ^ transferred, + replacement)

D&E Locos:

03063 Paul A Mobbs

08605^ Jermaine (from 08703)

08694 *Annesley MPD*
 08805 *Hunslet*
 D9504 *Grimwood*
 37407+ *Blackpool Tower (replacement)*
 43025* *Exeter*
 59201 *Westbury PSB 1984-2004*
 66429 *Charlie Birse*
 66431^ *Kingmoor TMD (from 66301)*
 66770^ *Darius Cheskin (from 66781)*
 66781 *Ratcliffe Power Station*
 73128 *Kent & East Sussex Railway 50 Years of Heritage 1974-2004*

Units:
 156424 *The Yorkshire Dales Explorer*
 802109 *SHANIA TRAIN (temporary for festival)*

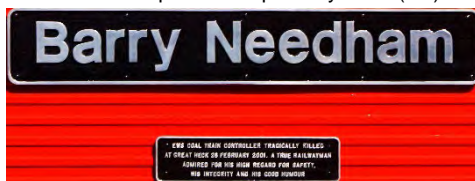
Industrial Diesel Locos:
 D1387 *Dwayne the Train*

OTP:
 DR 73942 *Nathan Hayes*

Recent Not Previously Illustrated:



66309 as reported in Apr / May 2024 (TR)



66653 as reported in Apr / May 2024 (Colin Pidgeon)



197001 as reported Apr / May 2024 (Terry Lea)



197004 as reported Apr / May 2024 (Terry Lea)



66569 as reported in Apr / May 2024 (Keith Partlow)



66306 as reported Oct 2023 (Ian Cozens)



Mk1 16221 as reported Jul 2023 (Colin James)



73119 as reported Jul 2023 (Colin James)



66433 as reported Jun 2023 (Colin James)



08865 as reported Jun 2020 (Terry Lea)



37518 as reported Oct 2012 (Colin James)

Deleted:

D&E Locos:

D3937 *Gladys*
 37424 *Avro Vulcan XH558*
 57306 *Her Majesty's Railway Inspectorate 75*
 60036 *GEFCO*
 60052 *Glofa Twr - The last deep mine in Wales - Tower Colliery*
 68020 *Reliance*
 60821 *Tireless*
 68022 *Resolution*
 68025 *Superb*
 68026 *Enterprise*
 68028 *Lord President*
 68029 *Courageous*
 68031 *Felix*

73128 O.V.S. BULLEID C.B.E. 1937 CME
SOUTHERN RAILWAY 1949

97304 John Tiley

Industrial Diesel Locos:

01562 CHUG

V325 LILY IZABELLA

Units:

323203 Aston

323019 Kings Norton

323242 Alvechurch

507004 Bob Paisley

Coaches:

3362 CAR No.3362

For Scrapping / Scrapped:

CF Booths, Rotherham: DR 73241, 73405

Crossley Evans, Shipley: 284838, 425483

Sandbach Dismantlers: 90017/22/32

New Codes: (* revision)

Location:

ASH Ashville Holdings, Thorney Mill

IHS Ivy House School, Littleover

RWG Radway Green, Alsager

RSE Rail Sidings Ltd, Eastriggs

WHS Willesden HS2 Railhead

Pool:

BBXX Balfour Beatty - cl.20s

Owner / Operator:

RC Romc Consultancy

Deleted Codes:

Location:

WWP Wynyard Woodland Park, Stockton on
Tees



above newly named 66770 *Darius Cheskin* the name having transferred from 66781
Ipswich 25th June 2024 (Keith Partlow)



above newly named 800024
HRH The Princess Royal on 1G07
Paddington to Cheltenham Spa, Swindon
(09.30) 30th June 2024 (Colin Pidgeon)

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
 03063 Paul A Mobbs
 08611 Longsight TMD
 08641 Pride of Laira
 08694 Annesley MPD
 08805 Hunslet
 08790 x M.A.Smith
 08790 LONGSIGHT TMD
 08799 Ian Goddard
 08805 x Robin Jones 40 YEARS SERVICE
 08805 Hunslet
 08908 x IVAN STEPHENSON
 D9504 Grimwood
 31105 Radio Caroline
 37407 Blackpool Tower
 (replacement as new owner)
 37518 Fort William
 43025* Exeter
 43045 The Grammar School Doncaster
 AD1350
 43048 TCB Miller MBE
 43060 County of Leicestershire
 45133 x\$ Brian Lockey / Gerald Lambert
 59201 Westbury PSB 1984-2004
 60002 x Tempest
 60047 SCAPELL PIKE
 60085 SNOWDON
 60095 WHERNSIDE
 66781 Ratcliffe Power Station
 66798 Justine

73128 Kent & East Sussex Railway 50 Years
 of Heritage 1974-2004
 73212 Stephen Eaves
 97304 RHEILFFORD TALYLLYN RAILWAY

Units:

143617 Founder Member & Chairman
 Rod Garner 1943-2020
 150233 x Peter West OBE
 156424 The Yorkshire Dales Explorer
 800106 YOU BELONG
 801225 ELEANOR
 802008 RNLB Solomon Browne

Light Rail:

399202 Theo in support of The Children's
 Hospital Charity

Coaches:

3313 WARWICK
 5856 DERWENT FLYER (one side)
 11074 Test Coach 1

DVTs:

82139\$ My Lovely Horse

Track Machines:

DR 73113 + Dai Evans
 DR 73939 Pat Best
 DR 73942 Nathan Hayes
 DR 97806 Andy King Works Delivery Manager
 MMT Romford 12th Jul 1962-7th April
 2020
 DR 98923+98973 Chris Lemon

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): D2245 (p89), 08624 (p29), 43301 (p31), 57306/10 (p30), 59104 (p16), 66183 (p), 66305/13 (p30), 66654 (p111), 69010 (p17), 69012 (p18), 73128 (p16), 158719 (p75) LEV1 (p94)



re-liveried DBC Cl.66s



66177 on 6E54 Kingsbury to Humber empty tanks, Portway near Tamworth (12.36) 4th April 2024 (Paul Keightley)

below 66147 lurking on shed Toton, 20th June 2024 (TR)



37250 has lost its authentic Dutch livery for EWS which it never carried whilst working, Leeming Bar, WEN (14.25) 5th July 2024 (Tony Brzosko)



above prior to moving south to attend the '14s at 60' Gala at EVR, D9553 has been repainted into an unusual livery, seen working services, Bridge of Dun, CAL, 13th July 2024 (Ian Brown)

NEW STOCK



above 720101 on 1F20 London Liverpool St to Braintree, Chelmsford (11.20)
13th February 2024 (Michael Warwick)

ICRS SALES

Orders can be made via the following options:

BACS, bank details from Trevor at editor@intercityrailwaysociety.org

SMS link by phone via Trevor on **07395 064388** or email editor@intercityrailwaysociety.org

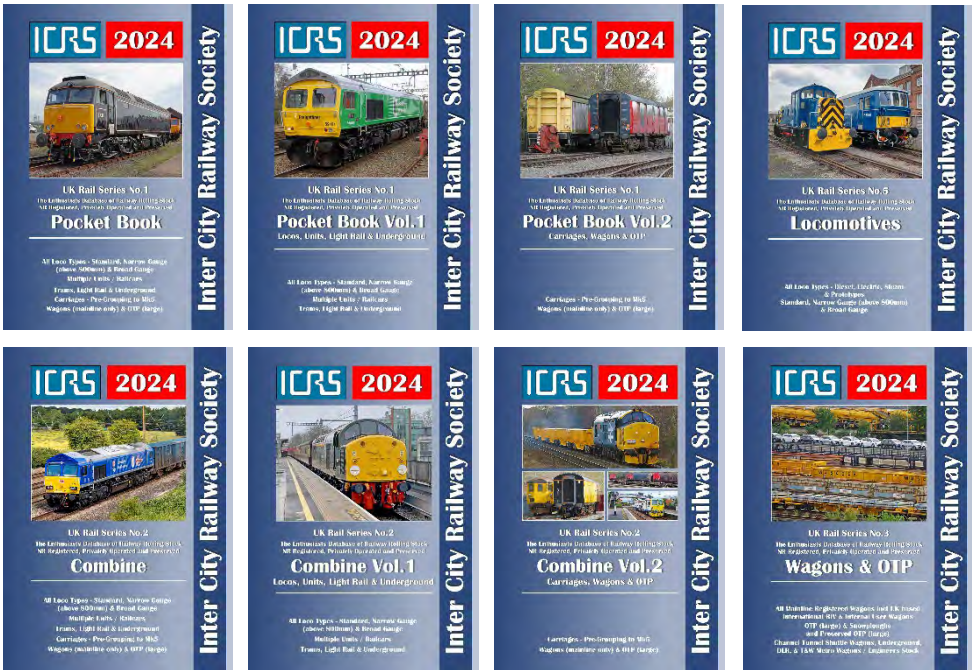
Online via PayPal at www.intercityrailwaysociety.org

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. Always check our website for up to date info on dispatch of orders before contacting Trevor (details on p2)

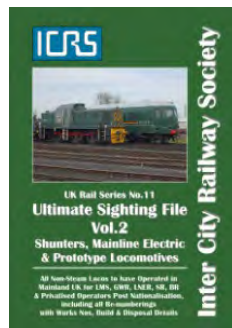
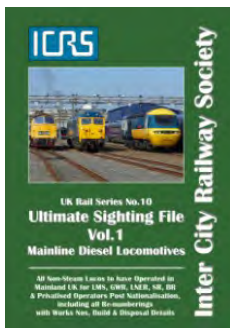
UKRS01, UKRS01-V1, UKRS01-V2 & UKRS05 are A6 size, all others are A5 size. Wire bound books can be laid flat so ideal for hands free reference with computer. An Order Form for posting can be downloaded from the website.



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

New 2024 Titles: # first time released			Prices			
Spotting:	Binding	Size	Updated to	Member	Non-Mem	
UKRS01S	Pocket Book 2024 #	SPINE	A6	1 st Feb24	£11.00	£14.00
UKRS01-V1	Pocket Book 2024 Vol.1: Locos, Units, Light Rail & UG #	WIRE	A6	1 st Feb24	£7.00	£9.00
UKRS01-V2	Pocket Book 2024 Vol.2: Carriages, Wagons & OTP #	WIRE	A6	1 st Feb24	£7.00	£9.00
UKRS02S	Combine 2024	SPINE	A5	1 st Feb24	£20.00	£25.00
UKRS02-V1	Combine 2024 Vol.1: Locos, Units, Light Rail & UG	WIRE	A5	1 st Feb24	£11.00	£14.00
UKRS02-V2	Combine 2024 Vol.2: Carriages, Wagons & OTP	WIRE	A5	1 st Feb24	£11.00	£14.00
UKRS03	Wagons & OTP 2024	WIRE	A5	1 st Feb24	£8.50	£11.00
UKRS05	Locomotives 2024	WIRE	A6	1 st Feb24	£6.00	£7.50

Existing Titles:		Binding	Size	Updated to	Member	Non-Mem
Spotting:						
UKRS04	UK Name Directory 2021	WIRE	A5	1 st Feb21	£8.00	£11.50
UKRS09	Irish Railways	WIRE	A5	1 st Feb21	£7.50	£10.00
UKRS10	Ultimate Sighting File Vol.1: ML Diesel Locos	WIRE	A5	11 th Jul18	£7.50	£10.50
UKRS11	Ultimate Sighting File Vol.2: Shunters, Mainline Electric & Prototype Locos	WIRE	A5	11 th Jul18	£6.50	£9.00
Pictorial:						
Shunter Hunter Class 08		SPINE	A5	n/a	£10.00	£14.00



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

Adjustable clear book covers:

A6 (fits spine Pocket Book)	£1.00
A5 (fits spine Combine)	£1.50

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75 sheets / 150 pages (blue)	£2.75
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ICRS pin badge (25mm dia)

£2.50

ICRS 50th Anniversary Printed Merchandise:

Printed Pens:

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Coaster

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TRACKS Cordex Binders:

12 issues @ 64 pages: 2015-16, 11 issues @ 64/80 pages: 2019-23	LARGE	£6.00
12 issues @ 32/40/48/64 pages: 2011-14, 10 issues @ 32/64/80 pages: 2017-18	MEDIUM	£5.00

Polo Shirts: (name & logo) (most sizes M to 4XL in stock)

M / L / XL / 2XL / 3XL	BLACK / DARK NAVY / NAVY / BURGUNDY / BOTTLE GREEN	£18.00
4XL	BLACK / DARK (FRENCH) NAVY / BURGUNDY / BOTTLE GREEN	£20.00

Baseball Caps: BLACK / NAVY / BURGUNDY £10.00

Available on visits (unless requested to be posted beforehand):

Bump Cap (black) which look like baseball caps but with a protective inner plastic shield	£10.00
Hi-viz Vest (orange) M to 4XL	£5.00

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value up to £5.99: **£1.50**, £6.00 to £13.99: **£2.70**, £14.00 to £39.99: **£3.50**, £40.00 to £99.99: **£7.00**
over £100: **£10.00**

Refer to our website for more info and photos of Sundries

