

TRACKS



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December 2024



Inter City Railway Society

founded 1973

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Cover Photos: Front: 4-6-2 34046 *BRAUNTON* on 1Z70 King's Cross to York running 34 mins late having substituted for the failed 4-6-2 70000, Spalding (10.30) 28th November 2024 (Gervase Orton)

Rear: RSH 0-6-0T [7597] built 1949, Loughborough Central, GCR 7th June 1989. This loco has had a nomadic life since preserved from Rye House PS and is currently undergoing restoration at LWR (Martin Hall)



SOCIETY NOTICE BOARD



MERRY CHRISTMAS & A HAPPY NEW YEAR

The Committee of ICRS would like to thank you for your continued support and send best wishes to you and your family for the coming Festive Season

Editor's Comments: After 18 years at the helm, this is the last issue and another bumper one of **TRACKS** in its current format from myself with Paul taking over from 2025. Even though I only managed 8 issues this year it still totalled 890 pages, only beaten by 1008 in 2023. I very much enjoyed providing information for members and creating the look of **TRACKS** but I will not miss the increasingly difficult task of trying to fit everything in and will not have to worry about monthly deadlines. As many think, I will not be getting much of a rest as in the interim I will still be editing photos for Paul until a practicable solution can be found, so please remember to send them to me at intercityrailwaysociety@gmail.com Paul will now have the editor@intercityrailwaysociety.org so send any written articles to him. **please remember to amend your email contacts list.** I also still have the demanding task of compiling the books which will keep me busy until February, then a break before the initial rush of posting out. As explained some sections will move onto the website so keep an eye out for updates and new info / features. This may well evolve during the year as Paul gets up and running. I will still when time allows, compile articles for Paul to put in **TRACKS**. Embarrassingly a couple of members have penned a few words on my efforts over the years.

Trevor.....an appreciation

I first met Trevor in 2006 following an appeal from the then magazine editor, Jeff Hall, for someone to take on the job of editor. Jeff told me there was one other person showing interest in doing it...a sheep farmer from the north of Scotland...fortunately for the society this turned out to be Trevor. Trevor and I decided he would produce the first issue and then we would do alternate months. December 2006 was completed and as I read through, I realised that Trevor had a talent for IT. far better than mine so the alternate month idea never happened We had joint titles of Editorial Managers. I was just the proof reader. The first issue in December 2006 had 28 pages and this number slowly increased under Trevor's editorship until it reached 96 pages packed with colour photographs. September 2008 saw the magazine named to become TRACKS. As it developed it helped to attract more people to become members and the society grew from 600 in 2009 to over 1500 by the time the final printed copy of TRACKS appeared. Trevor has not just been editor. He spent quite some time as Membership Sec. and devised the current numbering system of... month/year/number joining... which gave the 6 figure number. He is the Website coordinator and has been our Publications editor and distributor and been heavily involved in Visits. The only positions he hasn't held are Secretary and Treasurer. His better half Christine is the current Secretary and our Treasurer isn't getting any younger, so who knows what may happen in the future. Thankyou Trevor.

*Peter Britcliffe
Hon. Treasurer ICRS*

As Trevor is on the brink of giving up the job of editor of the magazine, I would just like to say, and I hope I speak for all members in this, a very big thank you for all his efforts over the long period he has been compiling the magazine, and books. As I publish books myself, I know the long hours it takes on producing the goods consistently, and the strain on family life it can create. Editors often get little thanks for all the work they put into producing a document. So, many thanks to him, and all the best for the new editor.

Roger Harris

With the switch to a digital mag and my stepping down as Editor, the opportunity is there to more fully integrate the mag and the website, as in essence the mag does not need to be in the fixed printable format as it is at present. It will be up to Paul how he wants to develop **TRACKS**. Having gone through a full year where we have unfortunately lost members as they came up for renewal because of the switch, hopefully everything will settle down with those committed to staying members enjoying the many

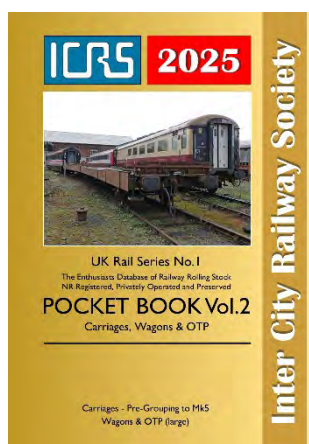
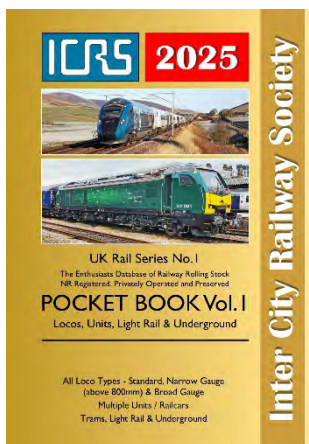
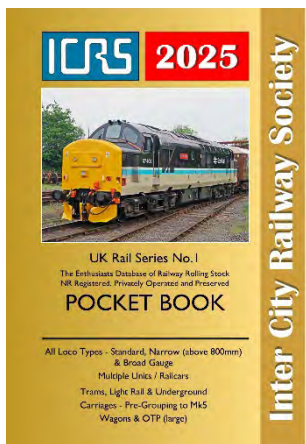
benefits the Society has to offer. Membership is still twice what it was when I became Editor. An interesting fact from my 18 years as Editor is that I have edited 205 issues out of a total of 612 (33.5%), 11478 pages out of 18626 (61.6%) but used 27926 photos out of a total 29024 (96.2%). Pioneering the use of photos from the start I have had the privilege to have received photos from 314 members. Of those, other than myself with 6284 photos, there have been nine members who have contributed over 500 photos. The two most prolific since 2007 have been Ray Smith (1843) mostly non UK for his many **GLOBETROTTER** articles and Carl Watson (1624) again mostly for his **EASTLEIGH WORKS REPORTS**. The other seven have submitted photos across many articles and all started much later between 2013-18, Colin James (1290), Spencer Conquest (1196), Colin Pottle (1141), Colin Pidgeon (754), Iain Gardiner (590), Keith Partlow (571) and Toby Radziszewski (559). Outside of the top 10 there are another 33 with 100+ photos of which 26 are still members and most still active. Some recent regulars only started in the last couple of years like Darren Bailey (363), Tony Gaze (215) and Lee Baldwin (171) so their yearly average has seen them rapidly rise up the list. My thanks to all contributors without which the mag would not have been as informative as it is, so please continue.

As part of making the website more user friendly and less worrying to those less technically minded, we have bought a SSL licence so that you no longer should see warning messages about our website being insecure, which it never was anyway. Also to stop those who are not members from accessing new pages like **STOCK CHANGES** etc and the vast amount of info that is contained in issues of **TRACKS**, an accessible library page and any new pages will be put behind a Members Login page. All you have to do is click on the **Members** button at the top of any webpage and that will take you to a login page. Here you just enter your Surname and Membership No. Issues of **TRACKS** will no longer be blocked so any can be accessed whenever you want. Non-members will still see a **TRACKS** library page, to encourage them to join, but all issues will be blocked from downloading.

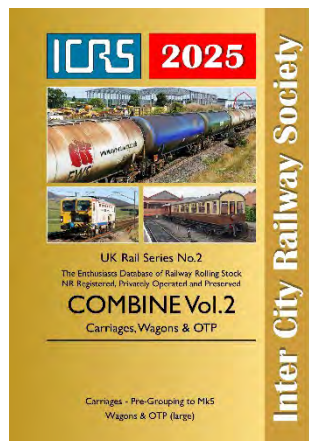
The visit programme is now being put together for 2025 (see **EVENTS** page on website) which includes our AGM which will held at Chasewater Rly on the 29th March, where we hope to see as many of you as possible. This could be a busy year for enthusiasts with our visits intertwined with Railway 200 events around the country. For an idea of what is happening look at their website where there is an interactive map. I have included 3 of the missing ICRS visit reports but didn't manage to finish the RSR report as still not sorted out my photos and the text needs amending following the demise of the bitumen tank traffic. I will complete for Paul to use in a future issue.

With the new Labour Government committed to bringing the railways back into public ownership The Passenger Railway Services (Public Ownership) Act 2024 became law on the 28th November 2024. This will allow TOCs to be taken over by the Operator of Last Resort as their contracts / franchises come up for renewal with three due in 2025. The government therefore took no time in announcing on the 4th December 2024 that the first three TOCs to be affected are South Western Railways (SWR) in May 2025, c2c in July 2025 and Greater Anglia (GA) in the autumn.

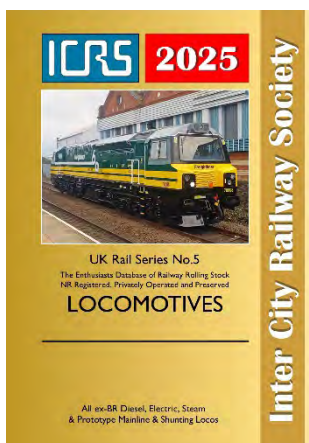
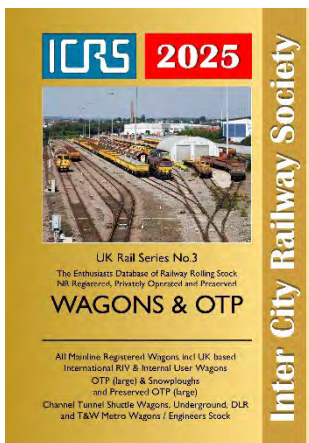
2025 Books: On Boxing Day you will be able to order the new 2025 books.



I was hoping that the new editions would contain the remaining NG locos as proposed a couple of years ago and a new section on Preserved Trams. Due to the difficult year, these ambitions have been delayed but with hopefully a little less pressure from editing **TRACKS** I propose to add them to the 2026 books. The extra pages though may require a rethink on the number of volumes needed to produce the wirebound books. I also hope then to release a new book detailing stock by location.



But back to these editions, as you will see they are as last year with 8 books in total. The only change is that the Loco book is back to just showing the original ex-BR Network Rail registered / preserved



locos with the industrial etc locos removed. This makes it more useful for its intended purpose as an annual spotting book though it is possible this will be the last year in this format if sales (76) are again poor. The split volume wire Pocket Book also suffered with sales of Vol.2 (91) only just breaking even, therefore as stated above a rethink on how the books are formatted is needed.

One book being re-released after an absence of 4 years is an updated **Name Directory** but in a major departure this will be produced in A4 pdf format. This means it can be much cheaper

and at the very least, be updated annually. It will, as no printing is involved, also be released at the beginning of February ahead of the release of the other books. The A4 format allows the data to be compiled in portrait rather landscape, which not everyone liked and can be easily printed if required.

Prices have remained the same as 2024, Name Directory aside, but some P&P has increased due to postal increases during 2024. See inside rear cover for further details.

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: (12) - a warm welcome to you all.

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

Darren Attwood (Heckmondwike), **Alex Ayre*** (Yarm), **Julie Grafton*** (Preston), **Jonathan Granger*** (Marton), **Gareth Lawson** (Bristol), **Ronnie Lees** (Altrincham). **Philip Parfrey** (Newton-le-Willows), **Roy Pickering** (Sheffield), **Brian Reid** (Kettering), **Dylan Roberts** (Bicester), **Ian Sharman** (Woodbridge), **Gordon Whitehouse** (Birmingham)

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 you have a site contact Trevor at website@intercityrailwaysociety.org with your link address.

Events / Member Visits: All info is now on the **EVENTS** page of our website.

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).

Next issue: end of Jan 2025

for updates please check the **STOP PRESS** section of the Home Page and the **TRACKS** page on the website for when the pdf will be ready to download

TRACKS Magazine:

Access: 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 Editor who will email you the missed issue(s).

Photo Submission: Please email photos to Trevor Roots at intercityrailwaysociety@gmail.com If sending multiple photos then please use WeTransfer as this very user friendly. Refer to the submission guidelines on our website.

Magazine Contributors: Thanks to, **Chris Addoo, Alex Ayre, Lee Baldwin, Darren Bailey, Nigel Benning, Geoff Bowater, Ian Brown, Stan Bown, Paul Clifford, Spencer Conquest, Harold Cooper, Neil Dix, Paul Fuller, Iain Gardiner, Tony Gaze, John Goodyer, Martin Hall, Greg Hartle, James Holloway, Harold Hull, Geoff Hope, Paul Keightley, Colin James, Alan Jones, Terry Lea, Bradley Marshall, John Matthews, Stuart Moore, Gervase Orton, Keith Partlow, Ollie Pepper, Colin Pidgeon, Colin Pottle, David Rice, Adrian Roberts, Andy Scott, Graham Stockton, Jake Thorpe, Michael Warrick & Trevor Roots.** We are sorry if anyone has been missed. **Photos not credited are by Trevor Roots**

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 ICMS members throughout the period of the subscription.

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



www.intercityrailwaysociety.org

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>



EUROPEAN PHOTO SPOT



above 620 068 [SBB] Lausanne, Switzerland, 8th June 2024 (Martin Hall)

EASTLEIGH WORKS REPORT

by **Carl Watson** for the period 18th Nov – 20th Dec 2024 (photos by Carl unless shown otherwise)

Headlines:

D1935 is almost complete in a repaint of its BR two-tone green livery (see right on 19/12). Maintenance completed, 18014 and 18015 are now parked up in our yard awaiting further developments. 59003 arrived for maintenance in late November and has since left (see below on 10/12). Stored 458405 and 458418 departed in early December.



08696 arrived for maintenance from East Yard under its own power on 10/12 (see below), having been delivered to East Yard from Wembley by lorry.

66108 brought in 57304 for wheelsets on 11/12 and departed on 12/12 with three

overhauled PFA wagons, 92723, 92731 and 92801.

68018 brought in 57309 for wheelsets on 18/12 and departed light on 19/12.

YEA 979510 and JZAs 93346, 93741, 93602, 93612, 93743 and 93747 were completed and awaiting collection on 20/12 (see below) but paperwork issues meant they remained on site.





Locos:

Shunters: Operational: 2991, 08567, 323 539-7.
 Repair: 01508. Maintenance: 08696
 Stored: 18014, 18015
 Repair: 47771 (Preserved), 50026 (Preserved)
 Repair: 47805 (D1935)
 Spares: 57007
 Overhaul: 57302
 Wheelsets: 57304, 57309
 Repair / Repaint: 73002 (On Hold - for Margate
 One:One Museum)



Diesel Units:

Cl.117s: Repair: 977987 (51371), 142007
 Repair / Repaint: 141108 (On Hold - for Margate
 One:One Museum)

Electric Units:

Siemens: Overhauled since last report:
 450103/118/056/071/101
 Hitachi: Repainted and Departed: 802015
 Repair: 802114
 Repair: 800017, 800206

802114 and 802015 (rear) 28/11



Coaches:

Mk1: Overhaul: 3091. Repair: 35333.

Mk2: Repair: 9502. Repair (Preserved): 14123. Repaint: 3188, 3229, 3231, 3312, 3384, 3438, 17056.

Mk3: Repair: 10212, 10416, 41059, 41208.

Pullman Car: Mods: 255 (99539) IONE.

Wagons:

Conversion to Translators: 210413, 210465.

Repair: 78273, 89014, 92632, 93482, 640509, 640510, 640513, 640514, 33 80 2693 019-2, 83 70 2795 312-9/313-7/329-3, 43 87 4333 008-8/030-2/031-0/034-4/045-0/080-7, 23 87 4375 001-6/015-6, 23 87 4385 002-2, 33 87 4908 608-2, 33 87 4909 300-5.

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

DAYS OUT

Stalybridge / Huddersfield Pint(s) & Pie by Andy Scott:

On Tuesday 10th September I travelled to Manchester Piccadilly from Rotherham Central, I first boarded 2N04 07.48 Leeds to Sheffield as far as Meadowhall with Northern 158906.



left 158906
Rotherham Central
(08.53) 10th September 2024
(Andy Scott)

Then I went from Meadowhall to Manchester Piccadilly boarding 1B69 07.27 Cleethorpes to Liverpool Lime Street with 185101. At Manchester Piccadilly I met with my mate Andrew Scott and we got a few photos including TFW 197120, which has a large red dragon on the side,

working 1V39 10.30 Manchester Piccadilly to Cardiff Central. As I had a South Pennine Day Ranger, we had a ride to Hadfield boarding 2G10 10.33 Manchester Piccadilly to Hadfield with 323225 and then back on the same unit as 2G51 11.14.



185124 Manchester Piccadilly
(12.48) 10th September 2024 (Andy Scott)

After a Subway lunch it was time to head to Stalybridge so we boarded 2E75 12.58 Manchester Piccadilly to York on 185124. On arriving at Stalybridge, we noticed 769448 sat in platform 5 waiting to work 2W17 13.52 Stalybridge to Southport. We then met our third friend Mel Caddick. At 13.19 66005 passed through platform 1 on 6M16 05.40 Wilton EFW Terminal to Knowsley Freight (see below).



After a couple of pints and meeting our fourth friend, Steven Taylor we boarded 2E77 13.58 which should have been Manchester Piccadilly to Huddersfield. However, due to some passengers kicking off on the train, it was cancelled at Stalybridge so we boarded 1P29 13.54 Liverpool Lime Street to Newcastle with 802202.

A few pints and a lovely mothership pie, mash and mushy peas, we said our goodbyes and I boarded my train back to Sheffield, 2B31 18.13 Huddersfield to Sheffield with 150268. A great day was had with some great company.

FRANCHISE / NETWORK NEWS

As happens annually, many TOCs made operational / stock changes from the timetable change on the 14th December 2024.

A failure of the GSM-R radio network used by signallers to contact drivers in emergencies failed on the morning of the 6th December 2024 bringing services to a halt nationwide but particularly affecting Thameslink and the Elizabeth Line. A hardware update in the Stoke relay hub was to blame preventing cab radios from logging in automatically requiring drivers having to login in manually with a 'wildcard' code. Services were disrupted all day even after the fault was fixed by later in the morning.

AWC: All CI.221 Super Voyagers were removed from service on the 14th December 2024 with the last services being 221105 + 221106 on Holyhead to London Euston then north to Birmingham New Street.



above 43480 t&t 43468 + 43162, 43160 10553, 10551 on 5Q44 Laira to MNR, Swindon (11.33)
12th December 2024 (Colin Pidgeon)

GWR: Further HST stock has left Laira Depot with 43480 t&t 43468 hauling ex-CS Mk3 sleepers 10551/53 and power cars 43160/62 to MNR (see above). The sleepers will be used by Romic staff and the power cars will move onto ERS Gt Yarmouth for eventual export.

The second Cl.175 to head south to Laira is 175114.

GTR: All Cl.379s have been accepted having run back and forth between storage at Worksop and Hornsey. The first service is to be on the 16th December following the timetable change.



801204 on 1E06 06.48 to King's Cross, Glasgow Central (06.24) 14th December 2024 (Iain Gardiner)



DVT 82225 t&t 91127 on return 5G91 13.20 Newcastle to Neville Hill, Sunderland Bridge (13.34) (Alex Ayre)

LNER: From the timetable change no more Azumas will be operating to / from Glasgow Central west of Edinburgh, the last southbound working was 801204 (see above).

The first Cl.91 north of York for three years conducted OHL pressure tests between Leeds and Newcastle on the 17th December 2024 (see left & below)

below 91127 t&t DVT 82225 on 5G90 Leeds Neville Hill to Newcastle via Doncaster, The Sidings, Beningbrough (12.37) (David Rice)



ScotRail: 43024 has been extricated from Ely Papworth Sdgs and moved north to Haymarket to be stripped for spares.

Northern: The cascaded ex-WMR Cl.323s began operating from the timetable change. Two further 3 car sets have been formed by disbanding 150226 and inserting into 150132 and 150111 which have been re-numbered 150007 and 150008 respectively.



150007 on 2P13 11.14 Lincoln Central to Huddersfield, Penistone
8th December 2024
(Alex Ayre)

SWR: By the summer of 2025 15 Arterio Cl.701s should be in service trebling the number from the current 5. In recognition of sporting venues across the region, several of the sets have been named alongside the Arterio branding.

The Cl.458/4 conversion programme has been completed with the last set 458414 moving south from Widnes to Bournemouth Depot on the 17th December 2024 followed by 458419 on the 24th December.



57303 + 458419 with translators 64707 & 64664 on 5Q45 Wembley Receptions to Bournemouth, Reading (12.28)
24th December 2024 (Spencer Conquest)

TfW: The first trains to be operated with electric power commenced on the 18th November 2024 between Merthyr, Aberdare, Rhymney and Cardiff Central using CI.756s.

197126 the last CAF built CI.197/1 has left the Newport factory.

Fire damaged 150279 has returned to Cardiff after repairs.

TPT: The Mk5 sets continue to move back and forth between Long Marston and Manchester



*above 68029 + TP04 on 5Q94 Longsight TMD to Long Marston, Crewe (09.48)
3rd December 2024 (Spencer Conquest)*

XC: The first direct service between Cardiff and Edinburgh Waverley since 1987 commenced on the 16th December 2024. The northbound 09.45 departure joins the 06.28 from Penzance at 15.43 at Birmingham New Street. It arrives at Edinburgh at 17.08. The southbound service departs at 13.07 en route to Plymouth which divides at Gloucester, arriving at Cardiff at 20.07.

DBS: All the former DBS long term stored CI.90s have been scrapped at Sandbach Commercial Dismantlers, Middlewich.

GBRf: The first mainline test of 69014 was undertaken on the 13th December 2024 from EMD Longport to Bescot and return accompanied by 66307.

Rail Sdgs: As reported in the Sep issue here is a photo of L153.



*L153 inside the former MoD site at Eastriggs adjacent the original shed which
is ½ mile from the mainline connection and the new shed
3rd December 2024
(Jake Thorpe)*

ROG: Testing finally got underway with 93001 between Crewe and Carlisle with a solo run in the early hours of the 11th December 2024 then a loaded test overnight on the 11/12th. 37423 brought the Mk3 stock, 10229, 11078/95, 10413, 12021/64/91/98, 9525 in from ERS Gt Yarmouth and returned them on the 14th. Further light engine tests were conducted with 37510 overnight on the 13th & 14th.

BS SCUNTHORPE / AFR VISIT REPORT

by Aidan Turner

On a rather drizzly day 24 members attended our second visit on the 14th July 2024. Having all assembled by 10.00 we then moved over to the Frodingham platform, the internal AFR start point, but by the allotted start time of 10.30 no-one was to be seen from AFR. However, our train of three brake vans B955160 + LMS 295516 + BR 7606 (B95xxxx and supposed to be 7605 ?) hauled by Rolls Royce 6wDE 1 [2877] duly arrived at 10.35.



955160 had finally been renumbered from its incorrect 955010 identity it has carried for some years as the real 955010 is the dilapidated brake van in the headshunt, Appleby platform, AFR (Neil Dix)

Just as we started, we had to wait for 66150 to pass with a long rake of JTA/JUAs it was tripping down to Trent Yard, rake in order was: 105/057/011/081/014/072/082/067/054/048/094/053/044/031/059/033/089/077/039/021/100/098/050/001/074/016/069/038/037/008/022/051/028/045/020/092/083/043/104 I have included these in the full list below. 66150 was acting as the DBS shunter / trip loco, so we saw it several times either in the works or in Trent Yard.

Stock List:

Locos: 18003 (97.70.0018.003-3), 81 (20056), 66110/50

HE Bo-BoDE 70 [7281] *BIG KEITH* t&t 72 [7283]+ torpedoes 53 + 64, 71 [7282] on shed, 73 [7283] seen running light and waiting for us to pass in a line between 70 and 30, 75 [7286] on shed, 76 [7287] remains on shed

MK Bo-BoDE 8.701 [1600001] Works stabling point
8.703 [1600003] on shed, 8.704 [1600004] Works stabling point, 8.708 [1600008] on shed
8.716 [1600016] on shed, 817 [1600017] stabled near CWR sidings, 8.719 [1600019] Works stabling point, 820 [1600020] *POPPY* on shed
There was one other I couldn't see 8.702 or 8.712 hidden behind 8.701/04/19 unlike last year we did not pass the locos stabled here.

YE 0-6-0DE 29 [2938] frame only and 2 cabs on wagon 6203
44 [2768], 51 [2709], 90 [2943], 91 [2944], 92 [2788], 93 [2902], 95 [2690] also carries 29 on end

RR 0-6-0DE 94 [10238]

BD 0-4-0DE 1 [3734] High line, 2 [3735] on shed (behind 18003), 4 [3737], 5 [3738] High line with Coke Mover 01, 7 [3740] High line with Coke Mover 0x

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

Stored Coke Movers: 03/05

Track Machines : TSU51030/31

Wagons: Trent Yard: HKA 300660/79 HTA 310342/449/571/623/664/968/971, 311012/038/121
FCA 61000x/265 BAA 900049 BDA 950206

Mainline: JUA/JTA 26001/08/11/14/16/20-22/28/31/33/35/37-39/43-45/48/50/51/53/54/57/59/67/69/72/74/77/81-83/89/92/94/98, 26100/03-05 HTA 310380/385/412/460/507/634/712/766/803/865/876, 311013/109/117. FCA 610143/144 BAA 900180/245 JZA 93610, 93706/27/71
BBA 910088/183/326/590 **BDA/BEA/BFA** 950223/227/253/304/341/385/392/512/605/613/616/694/706/718/741/797/798/895/931/981, 951065, 951148/172/196 **BYA** 966022 **YEA** 979062/64/91
IGA 33.80.4647.002-1/005-4/008-8/010-4/012-0/018-7/020-3/021-1/025-2/028-6/031-0/035-1/039-3/043-5/045-0/046-8/047-6/048-4, 33.80.4736.013-0/016-3/021-3/025-4/034-6/037-9/041-1
83.80.4736.118-6/123-6/130-1 **FIA** 31.70.4938.188-0/218-5/722-6

Internal User: Torpedoes: 44/45/48/53/54/55/56/57/59/62/64/66/68/70.

Bogie: 202/203/204/205/206/207/208/211/217/218/220/222/225/226/228/232/233
2288 (carrying 4wh coal charger). 5028. 5420/25/26/27/28. 5501/02/03/04. 5608
5701/02/04/08/09/12/13/14/19/20/22/23/24/25/26. 6101/05/06/08/09/10/11/12/14
6159 (95247) /6160 (95253) /6161 (95258) /6162 (95245) /6163 (95292) /6164 (95275) /6165 (95269)
/6166 (95256) /6167 (95265). 6170/71 (ex TIPH KFA). 6181/82/83/86/88/89/94. 6203 (carrying frame of
loco 29 + 2 cabs), 6204/07/08/13/15, 6301 (33.87.4729.009-0) / 6302 (33.87.4729.000-9) / 6303
(33.87.4729.012-4). 6607/10. 7501/03/04/05/08/09. 8601

4wh: 2051/62. 2201/02/04/11/12/13/15/16/20/86/87 (carrying 4wh coal charger). 2 x (other) 4wh coal
chargers off track behind 2287/88

8005 (24529) / 8007 (24387) / 8009 (24xxx). 8012/17/ 19 (24576) / 24 (24xxx) / 31/32/34/39/64/65/ 71
(243xx) /88/90/92/ 99 (24537). 8105 (24380?) /07/16/ 22 (24470), 8211 (24409) / 13 (24xxx) /16/ 21
(24365) /39/ 43 (24394)

3 x ex BTP wagon underframes (off track) - 24355/24xxx/24xxx

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.

Appleby Frodingham Railway:

Steam Locos: (4) (* dismantled under overhaul with frame & boiler inside shed) AB 0-4-OST 54 (22)
[2320], PEC 0-4-OST [1438]*, AB 0-4-OST [2369]*, Polish FAB 0-6-OT 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-ODH 58 [7409], RSH 0-4-ODM [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 tipplers: 8552/8553, flat roll trolley 6001, sludge tank
33, fish van 6005 (975329)

Another very fascinating and worthwhile visit but there were a lot less mainline wagons seen with very
few BAA / BBAs and no SSAs as these get sent for scrap.



ELR VISIT REPORT

by **Andy Scott**

With the weather set fair and a full allocation of 20 people attending, everyone was signed in we started bang on time at 09.30. However there was a important message from John Tate, our tour guide, stating that a minimum age had been stipulated in by H&S meaning nobody under 18 can attend in the future. As there were two members aged 15 and 16, John acted as 'guardian'. A subsequent email from John to myself and Trevor says the minimum age is 16 for visits.



ready for the off

Firstly, we visited the main shed at Baron St, in which John said stock had moved, but the majority was in the same place as previous visit. We were informed all money from visits is going into restoring LMS



Crab 2-6-0 13065. As we walked to the end, 09024 and D5054 (see left at 09.47) could be seen but with the doors all closed to the yard we walked back up the other side. Heading out the way we came in we walked through the car park passing Mk3 sleeper 10573 and the Irish Cl. 80 DEMU 8099 which is known as Paddy. In the main yard Austerity 2890 known as Douglas was seen getting ready to work the dining service. Again, John mentioned that stock had been moved around and also that some had been stripped for parts and may now have gone completely. Of interest was that ScotRail liveried 47765 had a different number 47555 on one side. We headed right down to the far end of the yard where we then

crossed the tracks heading to the top right corner. At this point we could pass up and down the lines of stock but at all times staying safe. The yard did seem quite a bit emptier, but there was still plenty to see.

We then headed up towards the gates where the tracks cross Baron Street, once into the other side we saw 07013 then headed into the Buckley Wells Carriage Works. Leaving the Works we passed 08164. The line of stock adjacent the track from the yard to the station was pretty much the same as previous visit, including both CI.504 vehicles 77172 + 65451.



After walking up to Bury South signal box we waited for 37109 to pass at 11.19 with a service to Heywood with coaches Mk1 5040, 4996, 14019 & 1833. Half of us then viewed inside the box whilst the other half moved onto the Standard 2 shed to view Ivatt 2-6-0 46428. Before this though, 2890 passed at 11.37 making its way to station to work the Dinning Train As we walked back from the seeing 46428, we were held again as 40012 moved to the station at 11.56 (see above) to take over from 37109. We then headed back to Baron Street car park passing stock adjacent the outside of the Carriage Works.

A good visit was had by all though a couple of incidents where members disobeyed instructions which was addressed by John with those involved. A total of 24 diesel locos, 14 steam locos, 16 DMU vehicles and 25 coaches plus 4 in service.

Locos:

Diesel: 11506 (D2956), D2062, 13594, 08164 *Prudence*, 07013, 08944, 09024, D9502, D9531 *ERNEST*, D8233, D5054 *PHIL SOUTHERN*, 25279, D5705, 26007, 33109 *Captain Bill Smith RNR*, 37109, 40012 *AUREOL*, 40135, 45108/35, 47765 (47555) 50015 *Valiant*, 56006, , 0-6-0DM 4002 [D1076] *ARUNDEL CASTLE*

Steam: 4-6-0 45337, 2-8-2T 7229, 2-8-0 3855, 2-6-0 13065, 2-6-4T 80097, 0-6-0T 72 (30072) 0-6-0 2890, 0-6-0T 32 [680] (masquerading as Thomas), 0-6-0T 47298, 0-6-0T 47324, 0-6-0ST 11456 0-6-0ST 35 (WD 75030) [7086] *Norman* (dismantled) off track), 0-4-0ST 11243, 0-4-0ST [2800] 4wVBT 7164 [7232] *ANN*, 4wBE [1378]

DMUs: Irish CI.80 8099

CI.104 50455 + 50517, CI.105 56121 + 51485, CI.110 51813 + 59701 + 51842, CI.121 56289
CI.122 55001, 144009 (55809 + 55832), 144010 (55810 + 55833)

Coaches: (rake with 37109 see above)

Mk1 1665, 1837/71, 3127, 3771, 4647, 4784 *BOROUGH OF RAWTENSTALL*, 4866, 4917/33, 15928, 17077, 25385, 35314/452, GUV 86654 CCT 94705 (024721) **Mk2** 5685, 35513 **Mk3** sleeper 10529/73,

TYSELEY LOCO WORKS VISIT REPORT

by **Andy Scott & Trevor Roots** (visit report / photos)

As with NYM, two hour public guided tours of Tyseley Loco Works were being offered by Vintage Trains throughout the summer if you booked online. We therefore asked for our own slot with a max of 20. Initially we asked for one visit on Sat 31st August 2024 but as demand was high, we managed to get another on the same day with start times of 11.00 and 13.30. I was able to attend both visits due to people dropping out



*above members gather ahead of the second afternoon tour with (13.59)
note the usurper from the morning visit on the right !!*

My day started at Sheffield Station at 07.30 where I waited for my first train, EMR 222102 on 1C23 08.00 Sheffield to London St Pancras which I got as far as Derby. A short wait at Derby and my next train was 1V05 08.07 Nottingham to Cardiff Central worked by XC 170622 which I got to Birmingham New Street. On the way we passed Nemesis Rail, Burton-on-Trent where 20904, D3236, 08575, 20903, DVT 82136, 09014 and 09006 could be seen then a bit further on we passed LHG, Barton-under-Needwood where approx 5 Shunters could be seen.

Getting to Birmingham New Street at around 09.24 I had a bit of time to spot WMT new CI.196/230s and old CI.350s. I then walked over to Moor Street where I saw CR 168005, 168107 and WMT CI.172s before boarding my train to Tyseley, WMT 2S29 09.22 Kidderminster to Whitlock's End worked by 172343 + 172006 I arrived at Tyseley at 10.15 and made the short journey to Vintage Trains off the A41 Warwick Road. The site is dominated by a turntable and is sandwiched between the WMR Depot on the southwest side and the stabling sidings alongside Tyseley Station on the northeast side. The visit description that follows is by Trevor.



Unlike Andy we arrived by car and the first things we saw on arrival were WMR 172102 being shunted on the depot tracks at 10.06 (see above) and TS Depot shunter 3783 *TYSELEY 100 / Bam Bam* (see left).

Both visits were started with a cuppa and a 15 min talk by our hosts in the original GWR Staff Club explaining the history of

the former GWR Depot site which started out as the Birmingham Railway Museum. This eventually became separated into three organisations, Vintage Trains who operate steam tours on the mainline, Locomotive Works who maintain the locos and the original collection of preserved vehicles.



4-6-0 5952



Following our talk and a H&S briefing we headed through the car park, which is a bit of a building site, to first look at the stored stock and track from the closed 15" gauge Sutton Miniature Rly. This was all located in a secure compound between the carriage shed and the WMR sidings (see above). It closed in 1962 then the stock moved to the Cleethorpes Light Rly in 2001 but largely unused and was rescued by VT. The collection comprises two steam locos, No.1 *SUTTON BELL* and No.2 *SUTTON FLYER*, No.4 the former Dudley Zoo based petrol Railcar in the style of a 1930's GWR railcar, four closed and four open carriages plus an original coal wagon from the Douglas Clayton collection dating back to the 1930s.

A good description is on the Vintage Trains website <https://vintagetrains.co.uk/locomotives/>



above left to right unidentified boiler, 4-6-0 7822, unidentified boiler on bolster 900907 & 4-6-0 7027 (donor for 4709)



above left to right the turntable with 2-6-0 46521, [376] + Mk1 17015 and crane ADB 139 then 700013 tender Q + Mk1 17090 then beyond the shear legs 70013 boiler on bolster 949578 + 08417
 below left to right 0-6-0T 41708 frame under the shear legs, unidentified boiler on lowmac 024928, 4-6-0 5952, LNWR 806, 0-6-0ST 65, 08623, unidentified tender under white tarp



coach Mk1 5191 & (Pullman) 353 (99353) under tarp, Carriage shed from the gala platform

From here we headed to view the stock surrounding the western half of the turntable then into the new carriage shed / platform. Unfortunately, we encountered an unhelpful grumpy worker. From here we circumnavigated the eastern half the turntable heading to Tyseley (Warwick Road) signal box which gave a good view into the neighbouring WMR Tyseley Depot. The signal box was previously located at Holesmouth Jct on the Avonmouth & Severn Tunnel Rly. It was dismantled and moved to Tyseley in February 1988, From here it was through the running shed to view stock at the northern end of the site with stock stabled adjacent the access track to the mainline connection. Then we were allowed to pop

our heads into the workshops where locos are under restoration / overhaul for various clients so photography was restricted. Even so our presence wasn't appreciated by a suspicious chap working on 4-6-0 5080.

Carriage shed / gala platform
from the car park



*above left to right shunters truck 43958
+ brake van 35938, 0-6-0T [1977],
04-ODM [376], 2-6-4T 80104 and the
front of 2-6-0 46521*

left 08417

*below Mk2 5212 & 5157 on the carriage
shed access tracks with the signal box
on the left and WMR sidings to the right*





above view looking north from the signal box with D1755 outside the running shed left, Mk1 Pullmans 335 + 311 + 349 + Mk1 35470 and WMR 172005 to the right



left heading from signal box into the running shed beyond the workshop on the left passing Mk1 BG 977405, 37240 & D1755 (see below left)





Mk2 3351 + 3416 + 3309 on the raised No.1 Engine Line



cannibalised 4-6-0 7027 being a donor for other locos including the boiler for 4709 & Mk2 5314 behind



the frames of new build 2-8-0 4709 with the tender from 4-6-2 70013 & Mk1 17090 behind

Stock List:

Around Turntable: Diesel Locos: 08417, 08623, AB 0-4-0DM [376], RH 0-4-0DM [299099], 0-6-0DM [347747] (green tarp) **Steam Locos:** Avonside 0-4-0T [1977] HC 0-6-0ST 65 [1631], 0-6-0T 41708 (frame), 2-6-2T 5164 (blue tarp), 2-6-0 46521, 2-6-4T 80104, 2-8-0 4709 (frame), 4-6-0 5952 *COGAN HALL, 7027 THORNBURY CASTLE, 7822, various boilers & tenders*

Coaches: Mk1 17015, Mk2 5314, 17090, LNWR 806

Cranes: steam ADB 139 + crane runner 998526, hand ADW 438

Wagons: brake van 35938, shunters truck 43958, 6w milk tank barrel 061007 (44069), bolster 900907 + boiler, bolster 949578 + 70013 boiler, lowmac 024928 (230963) + boiler

Workshop / Running Shed: Steam Locos: Peckett 1 0-6-0ST [2004] 4-6-0 4936 *KINLET HALL, 4965 ROOD ASHTON HALL, 5043 EARL OF MOUNT EDGCUMBE, 5080 DEFIANT, 5551 THE UNKNOWN WARRIOR, 7029 CLUN CASTLE,*

Carriage Shed / Gala Platform: Mk1 3110, 5191, 353 (99353) **Outside:** Mk1 17018, GUV 96100

Adjacent Signal Box: D1755, 37240, Mk1 977405 (80898), 35470, Pullman 311 (99971) *EAGLE, 335 (99361), 349 (99349), 353 (99353), Mk2 5157, 5212, 9101, lowmac Hydra 42194*

Rear of Running Shed: 13029, Mk2 1201, 3309, 3351, 3416



above crane runner 998526 + steam crane ADB 139 with 0-4-0DM [299099] to the left

Following the visits I made my way back to Tyseley Station where I got a few WMT Cl.172s before boarding 2V80 16.08 Dorridge to Worcester Foregate Street with 172001 + 172339. On arriving into Moor Street, CR 168107 was still there, After seeing 168325 + 168112 arrive I then walked back to New Street to see more WMT Cl.196/730s including Pride liveried 730018 *HURST STREET* (see below).

I then boarded 1S55 14.27 Plymouth to York worked by XC 220006 + 221134. My ticket required a change at Derby to a EMR Cl.222, but as I was tired I asked the friendly lady conductor if it was ok to stay on to Sheffield. Yes its fine, so sit back and relax was her answer so I got into Sheffield around 20.15 instead of 22.30ish. A very good day was had with great company and lovely volunteers at Tyseley Vintage Trains



RAILWAYS & MUSEUMS

*This is an occasional series aimed at featuring those museums around the UK that contain railway traction / rolling stock. Whilst there are several railway based museums and many preserved sites with collections housed in museums there are a myriad of various industrial, transport and country life museums that have the odd railway item, some of which are featured in the **UK Combine**. If you come across an obscure museum please let me know or better still write an article accompanied by photos.*

Hopetown Darlington: On the 16th July 2024 a new 7.5 acre museum complex, on the north side of Darlington, opened incorporating the original Head of Steam Museum, now North Road Station Museum, Darlington Locomotive Works, Carriage Works and the Goods Shed. The latter built in 1833 now housing the entrance, shop and café was home to the Darlington Railway Preservation Society (DRPS) and which have relocated to the 1861 Shed west of the main complex. A comprehensive article was written in the Nov 2021 issue, p40-44 which can be used to compare 'before and after' photos of my visit on the 15th September 2024. The £35 million redevelopment was part of plans to celebrate the 200th Anniversary of the Stockton & Darlington Railway (S&D) on which the complex stands.



above the Goods Shed & clock tower from the paved former yard



above the paved former yard to the Goods Shed looking towards North Road Station with the branchline on the right



North Road Station Museum entrance from the former Station Road access



The North Road Station Museum built in 1842 is adjacent the NR North Road Station on the Darlington to Bishop Auckland branchline and is largely the same as its predecessor, the Head of Steam Museum.

This houses various locos and items of rolling stock and the story of rail engineering in Darlington. Access to the separate NR station is via a fenced footpath now off the new entrance and around the newly paved yard once occupied by DRPS stock. This area now has seating for the café and is the walkway to the Station Museum (see above).



NER 2-4-0 1463 + coach
S&D 31 + coach NER 3rd
+ 39 (see above)



RSH 0-6-0T 39 [6947]
on loan from DRPS



0-4-0 Locomotion No.1 (replica)
& 0-6-0 *DERWENT* with
chaldron 189

The Carriage Works built in 1853 was the home North Eastern Locomotive Preservation Group (NELPG) and the A1 Steam Locomotive Trust which built A1 4-6-2 60163 *TORNADO* and is now building P2 2-8-2 2007 *PRINCE OF WALES*. These have relocated to the new Locomotive Works adjacent the station with the building now occupied by the stores / artefact collection containing over 30,000 items to the right of the central entrance and an exhibition space to the left.



above North Road Station from the new walkway to the Locomotive Works (left) and Carriage Works (right) incorporating paving in the form of a turntable with railway job titles embossed in brick ie driver, fitter etc



above & below Carriage Works with D6898 plinthed to the left



with the station building on the right the walkway to the Locomotive Works and the footbridge over the branchline accessed by stairs or lift



The newly built Locomotive Works on Bonomi Way is accessed by crossing over the branchline with a viewing gallery above the workshop area. Access to the workshop is available on the first and third Saturday of the month at 11.00 and 13.00.



The 1861 Shed or North Road Locomotive Works is on Whessoe Road (Postcode: DL3 0QT, Map Ref: NZ 28619 16096) approx 500m northwest of the station on the northeast side of the branchline. It was originally a wagon repair shop and latterly housed carriages in the 19th century. It is open to the public on the first Saturday of the month. At the time of my visit it had not yet opened and the trackwork between it and the Locomotive Works was still being remodelled.

Locomotive Works from the 'turntable'



Locomotive Works from Bonomi Way
en route to the 1861 Shed



looking northwest from the footbridge with
the branchline to the left and the 1861 Shed
just visible over the roof of the Locomotive
Works with tracklaying in progress

the 1861 Shed from Whessoe Road



Also part of the complex is Grade I listed Skerne Bridge spanning the River Skerne adjacent the new car park, which is the oldest railway bridge in continuous use in the world having carried the first train on the opening day of the S&D on the 27th September 1825 (see below).



For the young at heart there is also a railway themed adventure play park between the station and the Carriage Works. The open area around this and between the buildings will host festivals and events but at the time of my visit, landscaping was still to be finished.

Whereas access was originally from Station Road with parking directly outside the station building, car parking is now directed to the newly built pay & display Skerne Bridge Car Park accessed via John Street which requires crossing the A167 High Northgate. Access up to the Goods Shed entrance is either by a wide flight of steps or a ramp from the corner of High Northgate and McNay Street. The latter also has accessible parking which is nearer than that in the main car park.



Opening times: Tue – Sun 10.00 – 17.00 (last entry 16.00) and Mons during School Holidays. Free Admission though some separate exhibitions in the Carriage Works may charge.

The next event at Hopetown from the 2nd to the 12th January 2025 is a free exhibition in the Carriage Works with the Locomotion No.1 replica and newly built S&D coal wagon and passenger coach *EXPERIMENT*. The exhibition details its history and its role in the upcoming Railway 200. On Sat 4th you can visit both the Locomotive Works and the 1861 Shed.

SHUNTER SPOT



buried deep in a West Midlands forest...actually the scrapyards of EMR Kingsbury is Sentinel 4wDH 7 [10040] (15.00) 11th October 2024 (Darren Bailey)



GMC Bo-BoDE 44 [798033] WESTERN YEOMAN II Merehead Stone Terminal (10.29) 10th November 2024 (Darren Bailey)

STOCK MOVES



above reported in the Sep issue here is 43467 t&t 43423 + 48142, 48141, 49114, 45001, 41035, 45004, 42372 on 5Q35 13.27 from ERS, Gt Yarmouth to MNR for storage, Gt Yarmouth (14.23)
11th September 2024 (Keith Partlow)



37884 + 321325 + 321310 on 5Q76
Wolverton to Unimetals, Newport Docks
11th December 2024

right (14.50) Swindon (Colin Pidgeon)
above (14.22) Didcot (Spencer Conquest)



above 47739 + 701503 + 701504 on 5Q87 Eastleigh TRSMD to Long Marston, Swindon (11.24)
4th December 2024 (Colin Pidgeon)



above left & right 37884 +
465915 + 466004 on 5Q46
09.45 Worksp Up Yard to Ely
Papworth Sdgs, March West
Jnct, 13th December 2024
(Keith Partlow)



above 37884 + 465921 + 466005 on 5Q46 09.45
Worksp Up Yard to Ely Papworth Sdgs
March (12.37) 23rd December 2024
(Keith Partlow)



below
37884 + 465921 + 466005
on 5Q46 09.45 Worksp to
Ely Papworth Sdgs, Whittlesea
(12.27) 23rd December 2024 (Paul Fuller)

above 37800 + 730216 on 5Q16
from Oxley, one of the many Cl.730
moves to Gascoigne Wood Sdgs for
modification work, Elford
(15.53) 18th September 2024
(Paul Keightley)





37884 + 321303 + 321304 on 5Q76 Wolverton Centre Sdgs to Unimetals Newport Docks
18th December 2024



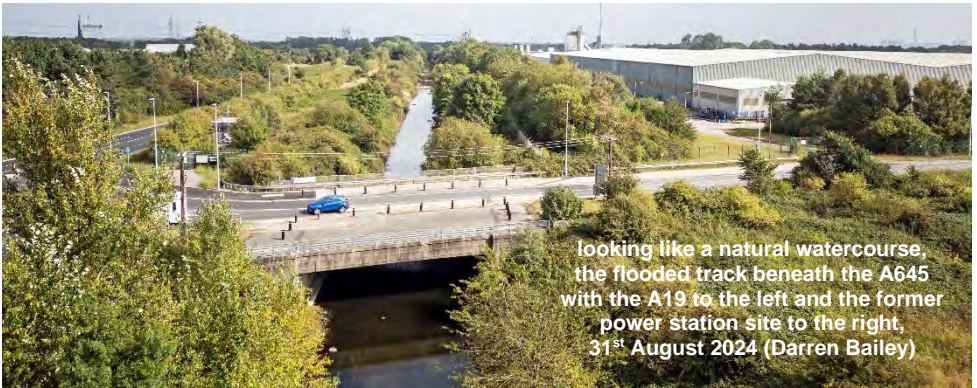
above 57310 + 701045 on 5Q87 Eastleigh TRSMD to Long Marston, Swindon (11.20)
19th December 2024 (Colin Pidgeon)

DISUSED BRANCHLINES

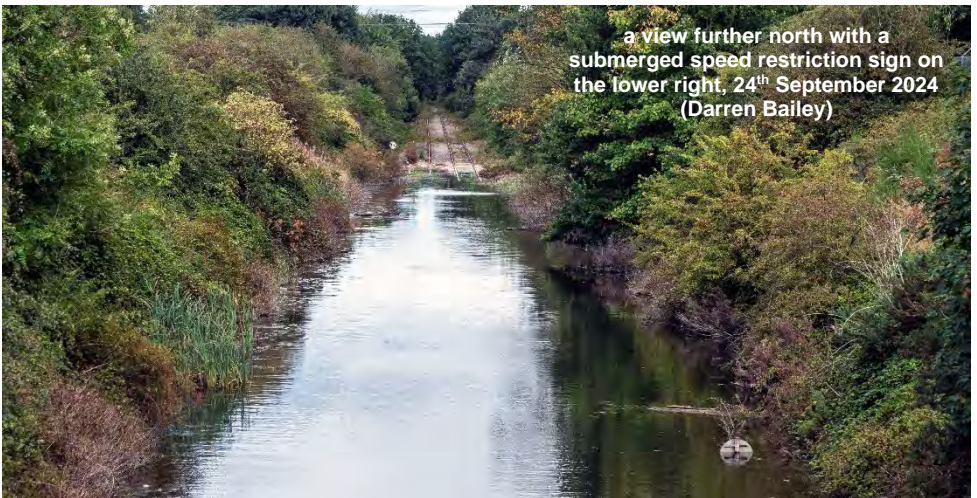
Eggborough PS Branch: Four miles east of Knottingley, the former branch mothballed in 2017 when the power station closed is now partially under water where it passes beneath the A645 road overbridge



above with the Eggborough PS branch curving away to the left and Drax PS in the top centre distance, 66116 passes Whitley Bridge Jnct at 13.42 on 6D19 15.15 Drax PS to Milford West Sdgs note new industrial units being built on the power station site to the right of the branch



looking like a natural watercourse, the flooded track beneath the A645 with the A19 to the left and the former power station site to the right, 31st August 2024 (Darren Bailey)



a view further north with a submerged speed restriction sign on the lower right, 24th September 2024 (Darren Bailey)

OFF THE BEATEN TRACK: I

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.

CL.411 TCK 70345: Located at a private residence, Hydraulic House, Sutton Bridge, Spalding, Cambridgeshire is an EMU car from 4CEP 7153 then 1500 and lastly 1547. It was formerly preserved at the Electric Rly Museum Coventry which closed in 2017, though this vehicle was moved in 2006.



PRESERVATION PHOTO SPOT: CL.37



above 37703 on Paignton to Kingswear, Goodrington, PDR (14.57)
1st June 2024 (Spencer Conquest)

NARROW GAUGE MATTERS

Bord na Móna: Four ex peat railway 3' gauge locos have left the Irish Republic. LM389 and LM396 have moved to the Manx Railway on the Isle of Man together with a few wagons. LM319 and LM407 moved to Statfold Barn Rly on the 17th October 2024.

Steeple Grange Light Rly (SGR) by Stan Bown: Map Ref SK 28817 55475

After the Andrew Briddon / PEA visit on the 7th April 2024 we decided to drop into the 18" gauge Steeple Grange Light Rly situated between Peak Rail and the Ecclesbourne Rly, it being only 1.5 miles north of Wirksworth Station heading along the B5036 then left onto Porter Lane B5035. The access road is off to the left after 200m. The SGR is adjacent the former Cromford & High Peak railway, now the High Peak Trail. The next access along the B5035 a little further west is to the National Stone Centre where you may have to park, should the limited parking at SGR be full, with a short walk back along the trail. The short track heads west along the former Killer's branch to Middleton under the B5035 past a platform and shed at Quarry Lane built 1884. The journey takes 25 mins. Another line, t&t by two locos drops down from the station to Steeplehouse Quarry. In the station area is a café / workshop / battery charging room.



*left Greenwood & Batley 4wBE 3 [6061]
Greenbat outside the station building
(Stan Bown)*

There are 19 locos on site of which only R&H 4wDM ZM32 [416214] *HORWICH* is currently in our books (see below). Volunteers were absolutely great and took us around the sheds and works uncovering all the locos so we could take photos.



*ZM32 on the Middleton train
with man rider 103 for
passengers (Stan Bown)*

right the Steeplehouse Quarry train
4wBE 16 [BO109B] PEGGY &
Clayton 4wBE 18 [BO111C] HAZEL
with the owner

below Clayton 4wBE 17 [5942] inside
the station building

bottom 2-2PMR 2 Quarry Lane shed
all 7th April 2024 (Stan Bown)





above unidentified loco & 4wBE 1 [2493] under the B5035 overbridge



left passenger vehicle JOAN R Quarry Lane shed

*below wagons adjacent the shed at Quarry Lane
all 7th April 2024 (Stan Bown)*



SGR is open 11.00-16.00 every Sunday and Bank Holiday Monday from 31st March until the end of September 2024. For more info visit <https://www.sgr.co.uk>



Steeplehouse Station area with *above top* the Middleton line passing to the right of the building and below the sales van at the end of the track beyond the lifting gantry and the platform for the Steeplehouse Quarry line

left the Middleton line from the B5035 with *above* the Quarry Lane platform and track to the shed

all 29th July 2024 (TR)



TRAFFIC & TRACTION NEWS

August 15

67010 was seen at Crewe at 13.41 on 1W57 10.52 Cardiff to Manchester Piccadilly (Iain Gardiner)



November 30

50007 hauled Mk3 17175 via a shunt at Didcot on 5V50 Eastleigh TRSMD to Reading TCD seen arriving at Didcot at 14.57 (Spencer Conquest)

September 9
150141 was seen at Bedford on a Marston Vale service at 10.27 (Graham Stockton)



December 3

92020 was seen in London Euston at 07.20 having arrived on 1M11 sleeper from Glasgow Central & Edinburgh (Spencer Conquest)

October 8
730008 passed northbound through Northampton at 13.05 (Graham Stockton)



67029 + 67017 passed Crewe at 14.03 on 5Z67 Arriva Depot to Crewe Electric Depot (Spencer Conquest)

November 17
455868 + 455732 on 14.40 2F39 to Guildford, at London Waterloo at 14.34 (Greg Hartle)



08531 was seen on Ipswich Depot at 13.25 (Keith Partlow)



December 5

47739 passed Didcot at 19.37 on 0Z87 Long Marston to Eastleigh East Yard (Spencer Conquest)



December 6

66651 passed Didcot at 14.28 on 6B33 Theale Puma to Robeston Sdgs (Spencer Conquest)



Norfolk News (Stuart Moore):

November: On the 3rd 66303 t&t 66774 on 3S01 RHTT were seen climbing Strumpshaw Bank heading for Great Yarmouth. On the 4th 3S01 was powered by 66761 t&t 66799, seen at Acle waiting for a GA Cl.755 service to pass.

On the 5th newly named 66312 was seen on 6P41 Harwich North Walsham tanks passing Salhouse. The same day produced 66747 t&t 66776 on 3S01 RHTT at Strumpshaw.

The RHTT on the 7th was powered by 66719 t&t 66725, while on the 10th, 3S01 was powered by

66717 t&t 66799 and on the 11th and 12th it was in the hands of 66747 t&t 66776.



66717 t&t 66799 on 3S01 RHTT, Brundall (14.00) (Stuart Moore)



66710 t&t 66774 on 3S01 RHTT Great Plumstead (12.08) (Stuart Moore)

On the 13th the 6P41 Harwich to North Walsham tanks were seen in the care of 66718 passing Wroxham. The same day produced 66710 t&t 66774 on 3S01 RHTT.

3S01 RHTT on the 14th was seen in Norwich Yard with 66717 t& 66799 waiting to head to Great Yarmouth.

Gold Drax livered 66301 was seen on 6A32 North Walsham Harwich loaded tanks passing Great Plumstead on the 21st whilst 66718 was seen in Acle on 3S01 RHTT heading towards Yarmouth.

On the 27th another GBRF Cl.66/3 was on 6P41 in the form of 66314 passing Great Plumstead heading toward North Walsham.



66314 on 6P41 Harwich to North Walsham empty tanks, Great Plumstead (12.51) (Stuart Moore)

December: The month started positively with the sight of 37800 t&t 37901 + Mk2 1203 from Derby RTC to Yarmouth and then ERS sidings. It was seen heading through Trowse south of Norwich before taking Wensum curve and heading east.

On the 6th 66741 t&t 66776 were seen on 3S01 RHTT. On the same day WCR 57601 t&t 57315 ran ecs from Burton Wetmore sdgs to Norwich before running a Northern Belle luncheon trip from Norwich – Ipswich – Cambridge – Norwich – Ipswich



66729 t&t 66710 on 3S01 RHTT, Brundall (13.19) (Stuart Moore)

On the 9th 66710 t&t 66729 were on the 3S01 RHTT climbing Strumpshaw bank. The same pair were seen on the same RHTT duty on the 11th passing Brundall.

A visit to Norwich station on the 14th produced 37901 in the Royal Dock having run light from Ely Papworth Sdgs. Also in the station were 20142 + 20189 t&t 37402 operating a tour from King's Cross to Norwich and a bolt on tour from Norwich to Yarmouth to Lowestoft (via a reversal at Reedham) and back to Norwich. This arrived 20 mins late back into Norwich delaying the return to King's Cross.



20189 + 20142 on 1Z42 from Lowestoft, Norwich (16.26) (Stuart Moore)



37901 on 0G48 Norwich low level to ERS Yarmouth Vauxhall Sdgs (10.26) (Stuart Moore)



37510 + 37901 on 5G99 Gt Yarmouth to Gt Yarmouth, Brundall (12.55) (Stuart Moore)

On the 15th 37901 ran light to Yarmouth to join ROG operated 37510 which had arrived the night before with the Mk3s used with the testing of 93001. 37510 + 37901 then ran a stock move to

turn 1203 and DVT 82306 on Wensum curve and return them to ERS in Yarmouth. They then ran back to Derby with coaches 1203 and 9525, both to be understood to be used as barrier vehicles. 66560 operated a Basford Hall to Trowse aggregate move on the 16th, seen in Trowse stone terminal while the wagons were being discharged. The 3S01 RHTT diagram had an extra week's operation with 66717 t&t 66718 being used on the 17th & 18th.

On the 19th 66707 ran as OP32 light move from Ipswich to North Walsham for the loaded tanks. However, due to signal failure it was held in Norwich Yard for a couple of hours before continuing to North Walsham. Also in Norwich at the time was 37607 t&t DBSO 9702 which had run on 3Q71 King's Cross to Norwich gauging run. It returned to Derby on the 20th.



66301 on 6A34 North Walsham to Harwich Thorpe End (14.03) 21st November 2024 (Stuart Moore)



69002 on 4L99 08.47 Peterborough North Yard-Ipswich Rec, Needham Market (11.07) 23rd October 2024 (Paul Keightley)



above 66711 + 73967 on diverted Aberdeen Clayhills to Inverness, Bridge of Allanbuie, Keith (10.17) 30th November 2024 (TR)

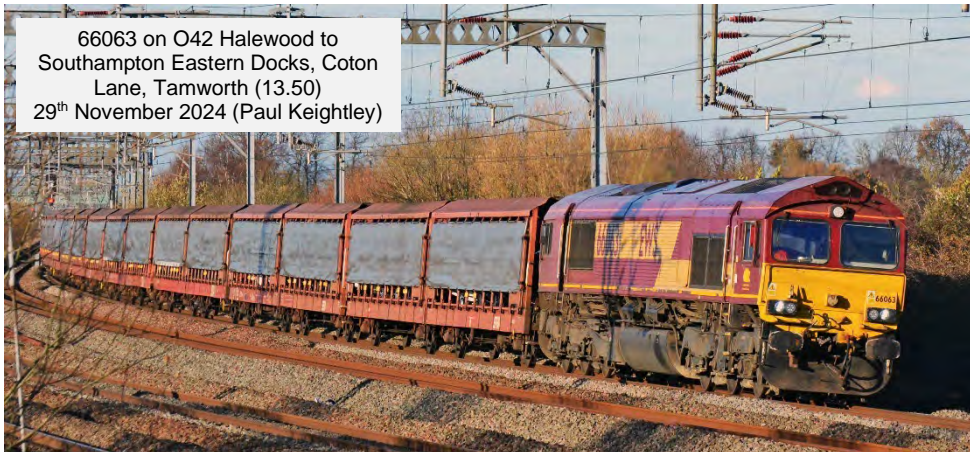


above 20901 t&t 20905 on 6J09 10.25 Welwyn Garden City to Diss Reception, Colchester (13.51) 29th November 2024 (Keith Partlow)



37901 t&t 37800 + 1203 on 5L48 09.18 Derby RTC to ERS, Gt Yarmouth, March 5th December 2024 (Keith Partlow)

66063 on O42 Halewood to Southampton Eastern Docks, Coton Lane, Tamworth (13.50)
29th November 2024 (Paul Keightley)



390119 on 9S77 14.46 from Birmingham New Street, Glasgow Central (19.37)
22nd September 2024 (Iain Gardiner)



a well-timed shot 66144 on 6E54 Kingsbury to Humber empties passing 66175 on 6V06 Burton West Yard to Acton empty box wagons, Tamworth HL (12.44) 3rd October 2024 (Paul Keightley)





59003 on 6C21 Tilehurst to Westbury
Down TC, Tilehurst (12.51)
1st September 2024 (Spencer Conquest)



above 69011 + 66101 on 6Y48 Eastleigh East Yard to Hoo Junction Up Yard, Basingstoke (09.49)
11th December 2024 (Spencer Conquest)



above 66162 + 92011 on 0A06 CE to Wembley, Tamworth LL (14.48)
6th December 2024 (Paul Keightley)



156480 on 13.54 to Whitby,
Carlisle (13.36)
22nd September 2024 (Iain Gardiner)



above 57310 + translators on 5M95 Widnes to Leicester, Crewe (10.38) 14th November 2024
(Spencer Conquest)



56078 on 6K38 Basford Hall to Bradwell Up Sdgs,
Crewe (10.45) 14th November 2024 (Spencer Conquest)



above 66117 + 66014 running 203 mins late after 66014 failed on Sapperton Bank on 6V15 Boston Sidings to Swindon Civil Engineers, Kemble (09.55) 26th September 2024 (Andy Jones)
note the disused platform 1 on the former Golden Valley Line branching off to the right



60096 on 6N22 Tyne Coal Terminal to Lynemouth PS, Newcastle 28th November 2024 (Geoff Bowater)



above Northern 150114 on 5H70 Manchester to Wolverton Works, Northampton (13.24) 1st October 2024 (Graham Stockton)



above 701044 on 5Q31 London Waterloo circular passing 3 stabled classmates, 701035/12/4x, Clapham Jct (09.55) 12th November 2024 (Spencer Conquest)



above 88010 on 4M27 Coatbridge to Daventry, Tamworth LL (12.23) 3rd December (Paul Keightley)



66742 + 66154 on 6D44 Bescot to Toton with RHTT stock, Elford (12.53) 11th December 2024 (Paul Keightley)



66308 in RHTT 'livery' on 4L04 East Midlands Gateway to Felixstowe South intermodal, Elford (14.12)
26th November 2024 (Paul Keightley)



57605 t&t 57603 on 5A50 London Paddington to Reading TCD, Reading (08.23)
9th September 2024 (Spencer Conquest)



above active 153305 + 156476 on 1Y21 09.56 Glasgow Queen St to Oban, Cardross (10.30)
3rd November 2024 (Iain Gardiner)



66162 on 6C03 Northolt Sdgs to
Sevenside , Reading (11.16)
11th December 2024 (Spencer Conquest)



70010 on 6G65 Earles Sdgs to Walsall
cement, Elford (12.39)
26th November 2024 (Paul Keightley)

807001 on 1F12 London Euston to Liverpool Lime Street, Crewe (09.33) 3rd December 2024 (Spencer Conquest)



70803 running 97 mins late on 6H51 Oxwellmains to Milburn Yard, Kingussie (10.24) 11th October 2024 (Alan Jones)



66789 on 6M26 Eastleigh to Mountsorrel, Shawford (09.09) 24th September 2024 (John Goodyer)





66301 on 6N86 09.11 Tyne Coal Terminal to Lynmouth PS, Newcastle (09.43)
14th December 2024 (Iain Gardiner)



66655 on 6B33 Theale Puma to Robeston Sdgs, Didcot (14.39) 17th December 2024
(Spencer Conquest)



60028 on 6Z60 Willesden DCR Sdgs to Merehead Quarry, Reading (12.07)
16th December 2024
(Spencer Conquest)



66067 on 6S50 12.19
Carlisle New Yard to Millerhill,
Float Viaduct, Carstairs (15.34)
15th October 2024 (Iain Gardiner)



66614 on 6L85 Basford Hall to
Middleton Towers, Downham
Market (09.56)
10th September 2024 (Alan Jones)



90010 (prior to naming) + 90042 on 4L67
Trafford Park to Felixstowe North, Stafford
(12.12) 8th October 2024 (Spencer Conquest)



Eurostars at Stratford Int 28th September 2024 (Ollie Pepper)
above 373016 below 374027



PRESERVATION PHOTO SPOT: STEAM



above 4-6-2 60163 *TORNADO* Loughborough, GCR 14th September 2024 (Paul Keightley)

VIEW FROM ABOVE: SIEMENS, GOOLE

As reported in the last issue the 3 CI.332 vehicles have moved position inside the newly opened Siemens facility at Goole as seen from the aerial views below. 72412 plinthed adjacent the admin building / car park and visible from the road with 63400 & 73400 at the eastern end of sidings on the south side of the site adjacent the Assembly Hall.



looking east with the A161 Tom Pudding Road on the left and centre top the 'salt & pepper pot' water towers and football ground either side of the mainline, beyond which is the station

above 72412 (centre) above the car park below 63400 & 73400 (centre) on the southern boundary with the branch line to the right of the watercourse which passes under the A161 just above the end of the building (14.50) 1st December 2024 (Darren Bailey)



above looking northeast showing the new rail connection halfway along the 1 mile branch to Guardian Glass, which curves away around the site towards the 'salt & pepper pot' water towers where it connects onto the single line from Knottingley then onto the Doncaster to Goole line at Potters Grange Jct underneath the A161 road overbridge (14.50) 1st December 2024 (Darren Bailey)

TECHNOLOGY NEWS

The trials of battery fitted TPT 802207 have proved to be very successful surpassing expectations. Fuel savings of 35-50% facilitated zero-emission operations at stations without affecting performance and with range of 40 miles achieved on battery power. The lithium-ion battery was supplied by Turntide Technologies and its size and weight mirrored the original engine it replaced. This trial between Hitachi, TPT and Angel Trains proved that existing units could be retrofitted helping to decarbonise the railway. Hitachi are proposing an inter-city battery train is now possible with a range of 60-90 miles allowing through running onto non-electrified routes. Using units in this configuration will allow new electrification projects to be simplified and cheaper to install with no need for costly infrastructure in tunnels or stations. A programme to retrofit trains will boost manufacturing in the northeast. Improved battery technology is also ongoing between Hitachi, Innovate UK and the University of Birmingham.

802207 will be reunited with the MTU diesel generator on its centre car before returning to service in the New Year.

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*

Michael Warrick:

26th Nov Great Yarmouth: 08870, 43027, 321434
14th Dec Ipswich: 08531, 66519/44/88, 66710/29
90007/16/41/45
Colchester: 720102/26, 720533/69
Liverpool Street: 720138, 720506/55/74
Acton Yard: 66005/96
Paddington: 345016, 387155, 800315

Alan Jones:

20th Nov Stirling: 43128/79, 170414, 385103
Glasgow Queen Street: 43035, 43163, 156464, 158731
170451, 385018/40, 385116/19/21
Glasgow Subway: 305/07/11/16
Partick: 318255/70, 320306/17/18/20/21, 320404, 334005
334026/34, DR98906/56
Rutherglen CE: DR73904/32/33, DR77001
Whifflet: 334008
Mossend: 66047/65, 66434, 90013/16/48, 321427
Motherwell: 385044
Glasgow Central: 156430/31, 156510, 318265, 320309
380002/22, 380101/14, 385007/29
Shields Road: 43026, 43142, 320316, 380004/08/11
Corkerhill: 153350/73/77, 156450/53, 158738
Paisley Canal: 380112
Eastfield: 385036, 385109/21
Cadder MPD: 43127/38
21st Nov Inverkeithing: 158712
Edinburgh Waverley: 92020/23, 170394, 170431/52
334011/17/25/38, 385019/45, 385102/15, 801204
802211
Craigtintny: 66785, 385115, 802212, 803004/05
Newcastle: 60096, 66111, 156421/54, 158851/55
221130, 800104, 801201/21/23, 802203, 803001
Pelaw: 60087, 156454/71, 555021
South Gosforth MPD: 555001/03/07/13/27/28
Dunbar: 802213

John Matthews:

2nd Dec Watford Jct: 59101, 350105/15/19
350241/43/46/57/58/62/63/65, 350372, 377706, 390006
710262, 710375
Wembley Yard: 60055, 66116/92, 66302, 66540, 66761
350244
Willesden: 66511, 66762/95, 69005, 710374
Clapham Jct: 377134, 377704, 378152, 378201/19
378228/30/33, 387201/12, 450006/18/30/56/63/64/66
450110/15/21/25, 455701, 455920, 458401/08/16/27
701025/37/39/44/46, 701529

Waterloo: 450067, 458428
Stratford: 66598, 66747, 345002/09/27/35/37/40/53-55
345059/64, 720501/02/13/15/17/49/54/57/59/61/63/64/66
720568, 745003/06/07/10, 745107
Lea Bridge Depot: 37601, 720580
Euston: 350107, 350249, 350410, 390043, 390130
805003/13
Camden Yard: 730012/27
6th Dec Stevenage: 700016/41, 700105/06/18/53
717011, 800112, 801206
Peterborough: 08632, 66716/40/56/88
Doncaster: 57009/10, 66040/87, 331003, 730219/23
Leeds: 47832, 57009/12, 57313, 60002/85, 91105/11
150002/03/07, 150204/06/20/22/28/73/76, 158752/54/55
158757-59/74/82/86/92/94/95/97, 158844/67-69/71/72
158902-04/06-10, 170452-56/60/72/75/78, 185105/07/08
185111/12/16-19/25/30-32/34/36/40/41/43/45/47/48/50
195001-03/05/08/10/13/15-22/24/25, 195106/07/15/21/27
195129/31/32, 220016/34, 221101/27/29/32/34/41
331004/05/07-09, 333001/03/04/06/07/09-11/13-15
800104/10, 800202/07, 801107/12, 801213/19/23, 802201
802202/04/06/08/11/14/19, DVT's 82212/13

Bradley Marshall:

1st Oct Bristol Temple Meads: 158750/71, 165108/33/35
166205/09/10, 220020/34, 221123/33-35/41/44, 800034
800311/15, 802010, 802103
Filton Abbey Wood: 166202, 220020, 221144
Pilning: 66419
Severn Tunnel Jct: 66140, 800308, 802004
Newport: 67047, 150235/84, 170117, 197020/45
800015/21/25/26/29, 800314, 802001/04, 802106
DVT 82229
Bristol Parkway: 66140, 220006/09/13/24, 800034
800302, 802105/06
Stoke Gifford: 60028, 66569/96
Westbury: 66541, 66750
Yeovil Pen Mill: 166206, DR73931
1st Nov Bristol Parkway: 66075, 66159, 166210/17
220004/32, 221135/39, 800008, 802008
Stoke Gifford: 66418, 66553/60, 66610
4th Nov Westbury: 66107/54/79, 165101
Bath Spa: 158748/66, 166207
Bristol East Yard: 66311, 66757
Bristol Temple Meads: 158749/65, 166216/20, 221137
800307/21, 802004
Bristol Parkway: 66142, 165102/33, 166203/08/18
220014/23/24, 221123/30, 387146/69, 800004/23/24
802008, 802110

5th Nov Bristol Parkway: 158771, 166220, 220003/11
800012/17
Filton Abbey Wood: 66654, 66791, 66846, 68007/34
70802, 158748/50/60/66, 158958, 165133/37, 166201-03
166208/09/13/20, 220012/19/24/28/34, 221116/26/28/30
221137, 800004/13, 802007/13/16/19/21
Lawrence Hill: 158745/67, 165103/37, 220033, 802016
28th Nov Westbury: 67005, 165135, 166205/12, 802103

2nd Dec Bath Spa: D1924, 66616, 66791/92, 158745/62
158771, 165101/08/32/35, 166202/07/12/19, 800302/13
800315-17/20, 802102
Bristol Kingsland Road: DR75017, DR75406/07
Bristol Temple Meads: 43272, 43357, 66034, 66589
158768, 165101, 166203/11/12/17/19, 220007/11/12/21
220024/25/28, 221120-22/36/41, 800001/14/19/25/26
800030-32, 800301/07/09, 802112

SIGNAL BOX SURVEY

Rainford Jnct: Map Ref SD 47729 02519

Located on the former east west through line between Liverpool and Wigan, south of Skelmersdale controlling the former junction with the Skelmersdale Branch to Ormskirk (north) and the St Helens Rly (south) line, Rainford Jnct signal box has been extensively altered over its life. It was originally an imposing three storey Saxby and Farmer Type 7 built in 1874 by the LYR with a 46 lever frame. In 1896 one of the lower brick storeys was removed and a LYR 52 lever frame installed which was then extended to 56. In 1933 the top was replaced with a LMS Type 11c. The lines north and south of the junction closed in the 1960s with the line to Liverpool singled as far as Fazakerley then severed at Kirkby where passengers had to change trains. East of Kirkby it is Merseyrail with the terminus extended eastwards to Headbolt Lane. The box, the only one left on this line, now just controls the 4 ½ miles of single track to the new terminus.



above looking west from the Rainford Station footbridge 66090 on 6E26 10.51 Knowsley Freight Terminal (just east of Headbolt Lane) to Wilton EFW Terminal passing Rainford Jnct signal box (11.24) 25th October 2024 (Darren Bailey)

the box stood between the original north spur to the Skelmersdale Branch to Ormskirk and the south spur to the St Helens Rly, the former now housing to the right of the loco whilst the latter is still countryside with the Rainford Heritage Railway Trail occupying the trackbed to the left of the box

PHOTO SPOT: NR TEST TRAINS



37607 t&t DBSO 9708 on
5X22 to Slateford to
Slateford
above Croy (10.25)
right Glasgow Queen
Street (11.40)
below Lenzie (12.45)
all 8th December 2024
(Iain Gardiner)





above 43357 + 43272 on 0Z22 Bristol Kingsland Road to Derby RTC driver familiarisation via the Thames Valley, Didcot (15.35) 4th December 2024 (Spencer Conquest)



above 43274 t&t 43303 on 1Q22 Derby RTC to Bristol Kingsland Road (13.48)
18th December 2024
below 43274 t&t 43303 on 1Q23 Bristol Kingsland Road to Derby RTC (10.16) 19
both Swindon (Colin Pidgeon)

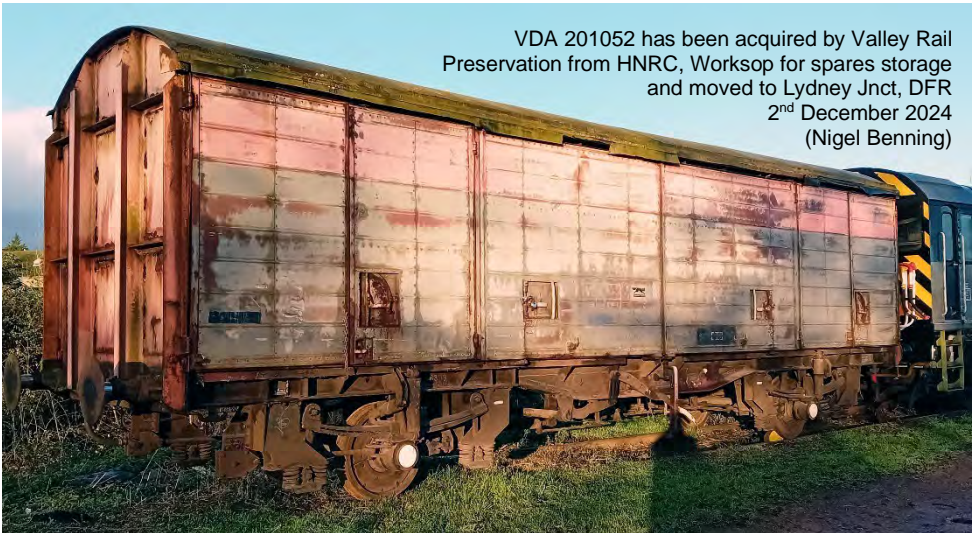


PRESERVATION NEWS

Avon Valley Preservation: Another wagon, OCA 112013 has been saved from CF Booths scrapyards, two weeks after having been delivered there on the 24th November 2024. It has moved to Lydney Jnct, DFR.



above OCA 112013 Lydney Jnct, DFR 16th December 2024 (Nigel Benning)



VDA 201052 has been acquired by Valley Rail Preservation from HNRC, Worksop for spares storage and moved to Lydney Jnct, DFR 2nd December 2024 (Nigel Benning)

Misc: Standard gauge SR PMV 2151 is an unusual arrival at the narrow gauge Ffestiniog Rly as they are to carry removal and shortening of its underframe to carry Hull & Barnsley vintage coach body Brake Third 1 built 1884.

Gresley Pigeon Van 70470 has been acquired by SRPS and has moved from KVV to BKR where it will house a signalling collection.

After spending two summers operating at WSR 4-6-0 7812 *ERLESTOKE MANOR* based at SVR, will move to WSR from May 2025 until the end of 2027

Mk2 5524 reported on in the last issue has been re-sited in Gibbons Road adjacent London Stratford Station as part of the Carpenters Estate Regeneration project. It will be turned into a Community Café with decking being built around it together with a community garden / allotments. This is likely to only be a temporary feature whilst the 3-5 year regeneration is carried out. The carriage is a few minutes' walk

from the newly opened Jubilee Line entrance on the south side of the station by turning right then following the road. The carriage can be seen from the DLR line.



consecutively numbered C1.20s

above D8000 screened off whilst undergoing work within the Great Hall at the NRM, York
11th December 2024 (Darren Bailey)

below following its move from EOR for a Gala in August D8001 is still at GCR, Loughborough Central,
14th December 2024 (Paul Keightley)



Surplus to requirements Barclay 0-6-0T 38 [1605] AJAX has moved from its long term home of IOW to NLR. Preserved in 1972 at the IOW it was returned to steam in 2005 but has largely been on static display since its boiler ticket expired.

*right 38 Wootton, IOW
8th August 2008 (TR)*

HST barrier 6398 has moved into preservation from Derby Etches Park to Andrew Briddon collection, Darley Dale as a stores vehicle

47580 and 47596 have been bought by MNR from the Stratford 47 Group which is winding down its activities.

As reported in the last issue 0-6-0ST 51456 has been renumbered 11456 and re-liveried from BR to LMS as seen below at Highley, SVR on the 19th September 2024 by John Goodyer.



DMUs: CI.101 DMU DTSL 56062 at NNR has been cosmetically restored to resemble a Metro-Cammell Lightweight and re-numbered 78263 in as built condition. Its multiple working apparatus, necessary to work with other DMUs, has been retained below the buffers but painted black to blend in. Its partner MBS 51228 is to be similarly treated as 79047.

153374 which is being converted into a community hub / stroke café has been moved into its final position at Llanelli & Mynydd Mawr Rly.

CI.107 52005 + 52031 have been restored at Nemesis Rail and moved on hire to GCR in November.

CI.108 DCML 52054 (see below) is currently one of five contenders for Railcar of the year 2024 in recognition of the work carried out by the owning group to return the unit to operational use following damage caused by a shunting incident back in 2022



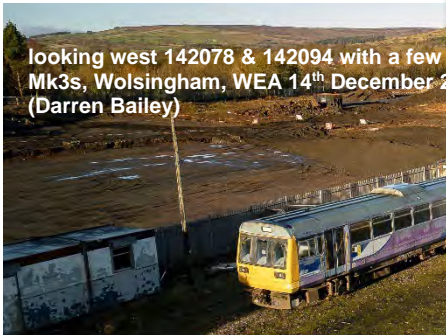
52054 + 50980 Wolsingham, WEA
14th December (Darren Bailey)
note the yard is now considerably emptier
since RMS Locotec vacated



As reported in the Sep issue here is Cl.117 51400 at Leeming Bar, WEN being stripped as seen left by Nigel Benning on the 27th September 2024.

Cl.117 trailer 59500 has been sold to Nemesis Rail as a source of spares after failing to find a new home at WEN where it was seen below at the end of the storage sidings at Leeming Baron the 31st March 2023 awaiting its fate (TR).

Cl.119 51073 moved from EVR to SCR in November 2024 to join the other two remaining Cl.119 vehicles where it received a temporary coat of BR blue. It has been temporarily paired with 51074, which had to be turned 180°, to create a working set. It will ultimately pair with 51104, which has been stopped for restoration. This will be very appropriate as the two cars ran between 1977-94 as set L594 in BR days.



looking west 142078 & 142094 with a few Mk3s, Wolsingham, WEA 14th December 2024 (Darren Bailey)

142094 has joined 142078 at Weardale Railway (see above). Following the proposal to run it folded at EMB, the Pacer was sold and very quickly move to Wolsingham in August 2024 (see above). Note the former Wolsingham Steel Works to the south of the heritage railway site is now being developed for housing after laying derelict since buildings were demolished in 2008. This will ultimately restrict views of the depot.

Pacer 144003 which never worked since preservation at GCN has moved to Nemesis Rail.



144003 (55803 + 55826)
Ruddington, GCN
27th July 2024 (TR)

PRESERVATION PHOTO SPOT: CL.55



55019 on service to Leicester
North, Loughborough Central,
GCR (15.35) 24th August 2024
(Lee Baldwin)

INFRASTRUCTURE NEWS

Northumberland Line: The first scheduled service since 1964 to Ashington departed Newcastle at 07.57 on the 15th December 2024 with 158861 + 158871 having the honour. The only other new intermediate station currently in use is Seaton Delaval with the remaining four to open during 2025, the first being Newsham.

OFF THE BEATEN TRACK: 2

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.



with PMV 1156 leading on the former trackbed, looking west from Allerston Lane where the railway crossed the road with the B1415 Penniston Lane to the right and Malton Lane to the left which form a staggered crossroad either side of the former level crossing, Ebberston Station (17.16) 21st June 2024 (Darren Bailey)

Ebberston Station: Located at the former Ebberston Station which is in fact west of the village and to the south of Allerston in North Yorkshire 5 miles east of Pickering, are four coaches and a brake van providing self-accommodation. Mk2a FK 13467 + 13462 + Mk2b FK 13482 are individual self-contained units, whilst SR PMV 1156 latterly a staff tool van which operated with crane DRP 7822 provides washing facilities. Aimed at families, each carriage has either three (13462 & 13482) or two (13467) bedrooms with a mixture of double, single or bunk beds. Access is from the B1345 Penniston Lane.

For further info refer to their website <https://www.theoldstationallerston.co.uk/>



looking east with brake van
951175 + 13467 + 13462 + 13482
Ebberston Station (17.13)
21st June 2024 (Darren Bailey)

RHTT GALLERY

With the season winding down some diagrams have finished. Scottish based MPVs DR 98961 + 98911, DR 98956 + 98906 & DR 98957 + 98907 were hauled south by 66109 from Mossend to Wigan on the 11th December 2024. The FEAs used were also seen parked up in Carlisle station. Other wagon sets have also been on the move back to base with most diagrams ceasing mid-month.



37516 + MPV DR98911 + DR98961
on 6Z99 from Oban, Mossend Down
Yard 1st November 2024 (Ian Brown)



above 67023 t&t 67027 on 3S32 Cheltenham to Swindon Transfer RHTT, Swindon (12.44)
4th December 2024 (Colin Pidgeon)



37175 t&t 37116 + FEA 642020 + 640021
on 3J51 York to Scarborough RHTT, Haxby
(10.43) 26th November 2024 (David Rice)



66791 t&t 66792 on 3S59 Hereford to Swindon Transfer RHTT, Swindon (13.07) 4th December (Colin Pidgeon)



69002 t&t 69005 on 3W90 Tonbridge West Yard RHTT, Clapham Jct (09.43) 4th December 2024 (Spencer Conquest)



56105 t&t 56090 on 3S71 Coleham circular RHTT, Crewe (14.36) 3rd December 2024 (Spencer Conquest)



66066 t&t 66182 on 3J84
05.00 Stapleford & Sandiacre
to Toton RHTT, Nottingham
27th November 2024 (Andy Scott)

right 66718 t&t 66717 on
3S01 Stowmarket circular
RHTT, Stowmarket (09.20)
17th December 2024
(Keith Partlow)



below 66308 t&t 66782 + FEA
642043 + 642042
on 3S81 07.12 Broxbourne
circular RHTT, Cambridge
22nd November December 2024
(Keith Partlow)





above MPV DR 98952 & DR 98902 RHTT (11.51) 21st November 2024
 below 56113 t&t 56090 RHTT (11.47) 24th November 2024
 both Chester (Graham Stockton)



above 66710 t&t 66729 on the last 3S60 09.00 Stowmarket circular RHTT of the season,
 Ipswich (09.16) 20th December 2024 (Keith Partlow)

RAIL TOUR NEWS

WCR: Another rake of ex-Riviera coaches, Mk1 1691, Mk2 3334/36/79, 3417, 5921/50/64, 9504/20/37 left Nemesis Rail for Carnforth on the 21st October 2024 behind 47826.

Several coaches have been hired out to preserved railways to bolster Santa specials, Mk1s 4608/60/73, 4994 to SDR, 5035, 99328 to SPA and Mk2 5216 to CHV.

SPRS: The three Mk1s, 3112, 4832 and 35185, refurbished at Rampart Eng, Barrow Hill were returned north by 37403 on the 6th November 2024 and now carry crimson & cream livery.

Belmond: Complementing its existing two luxury trains, Belmond British Trains is to launch a third train in July 2025 utilising 10 re-gauged and refurbished ex-Irish Grand Hibernian Mk3s currently nearing completion at EG Steele, Hamilton (see reports in previous issues). Liveried in pigeon blue the coaches will tour the UK as the 'Britannic Explorer' and be based at Stewarts Lane Depot.

PHOTO SPOT: RAIL TOURS



33207 + 33029 on 5Z86 Carnforth to Euston ecs, Hademore (16.41)
4th October 2024 (Paul Keightley)



left 37407 on UK Railtours 1Z37 Preston to Stevenage 'Capital Tractor' positioning move for railtour the following day, South Wigston (13.18)
13th December 2024 (Lee Baldwin)

4-6-0 44871 t&t 47848 on 1Z20 'The Christmas White Rose'
Cambridge North to York, Pinchbeck (09.55)
18th December 2024 (Gervase Orton)





67005 on 1V80 London Victoria to Bath Spa, Basingstoke (11.16)
28th November 2024 (Spencer Conquest)



above 4-6-0 7029 CLUN CASTLE + 5043 EARL OF MOUNT EDGCUMBE on 5Z20 Tyseley to St Phillips Marsh (12.57) 26th September 2024

below 4-6-0 44871 t&t 47812 on RTC 1Z52 'The Cardiff Christmas Express' London Victoria to Cardiff Central (10.55) 27th November 2024
both Swindon (Colin Pidgeon)



4-6-2 70000 *BRITANNIA* t&t 57311 on Steam Dreams 1Z60
08.45 London Victoria to Bath Spa 'Christmas Market',
Botley (12.11) 30th November 2024
(John Goodyer)



below 57311



below 4-6-2 34046 BRAUNTON
on Saphos Trains 1Z46 Three
Bridges to Bath Spa 'Christmas
Market', Portchester
(08.36) 9th December 2024
(Chris Addoo)



right 20189 + 20142 t&t
37407 on UK Railtours
1Z39 'Carols at the
Cathedral' London
King's Cross to Norwich
Whittlesea (11.31)
14th December 2024
(Paul Fuller)



4-6-2 35028 CLAN LINE t&t 47848
on RTC 1Z86 07.35 Three Bridges to
Bath Spa / Bristol Temple Meads,
Hedge End (10.46)
14th December 2024 (John Goodyer)



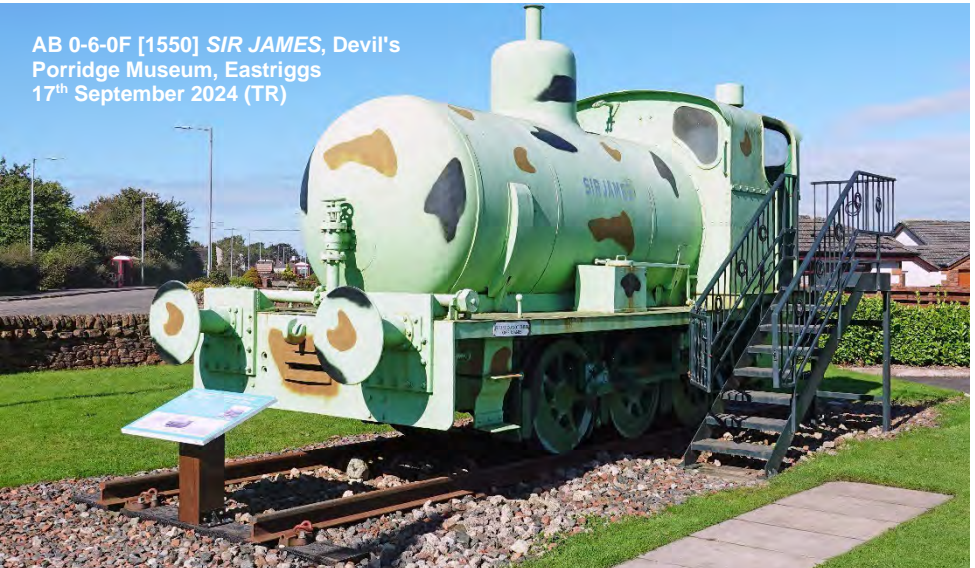
4-6-2 35028 *CLAN LINE* t&t 47848 on RTC 1228 London Victoria to Yeovil Jnct, Basingstoke (10.45) 4th December 2024 (Spencer Conquest)



RAILWAYS & MUSEUMS

Devils Porridge Museum, Easttriggs - Update: An article on this museum and its one plinthed fireless loco can be found in the September 2015 issue. Nine years on almost to the day, a recent visit on the 17th September 2024 found the loco in a different lighter camouflage livery and named, together with an information board.

AB 0-6-0F [1550] *SIR JAMES*, Devil's Porridge Museum, Easttriggs 17th September 2024 (TR)



PRESERVATION GALA PHOTO SPOT: I



East Lancs Rly (ELR) Autumn Diesel Gala:

ELR held its Autumn Diesel Gala over the 13-14th September 2024 featuring mostly resident locos with visiting 26007 (courtesy of Barrow Hill Roundhouse). The following photos are by Spencer Conquest who attended on the Friday 13th...very brave !!

left D7076 Ramsbottom (16.52)



right D832 Ramsbottom (16.01)

below 40012 + 37109
Rawtenstall (14.21)





26007 Rawtenstall (12.07)



above 50015, 47765 & D7076 Bury Bolton Street (17.32)

PRESERVATION GALAS

Wensleydale Rly (WEN) Industrial Diesel Weekend by Andy Scott:

The WEN held a Gala using its shunters over the Summer Bank Holiday from the 24-26th August 2024. I attended on the Monday. Resident locos in use were Sentinel 0-6-0DH [10156] recently arrived from Hope Cement Works, ex-Tyne and Wear Metro 0-6-0DE WL4 [804], 03144 WESTERN WAGGONER, 38 (D9513) and D9523 plus EWS liveried 37250. CI.121 Bubble Car 55032 was used as coaching stock. Unfortunately, WL4 failed on the Sunday so I didn't get to see this in action.

right WL4 [804] 0-6-0DE Leeming Bar, WEN (11.38) 26th August 2024 (Andy Scott)



I got to cab everything that was working and even a look inside the shed at Leeming Bar where a coach was being refurbished alongside newly painted 143623 in Regional Railways livery plus 142060 getting some attention ready for service trains on the Tuesday.

right 142060 Leeming Bar, WEN (11.39)

below [10156] SEN 0-6-0DH + shark brake van 993881 + 03144 (12.32)

both Leeming Bar, WEN 26th August 2024
(Andy Scott)



142090 + 142087 Leeming Bar, WEN (09.31) 26th August 2024 (Andy Scott)

The lad showing me round the shed then took me up the storage sidings where both Cl.142s 142087 & 142090, involved in testing dry ice rail head treatment equipment, could be seen along with stored 47785. Some of The Polar Express Stock was seen along with a good selection of coaches.

Also seen along the line at Bedale and near Leyburn during train rides were several stored DMUs, ex-Northern Cl.142/144 Pacers including 142018/28/35 and 144020 and Cl.101/117s vehicles, including 51353 The Community Hub at Leeming Bar.



37250 Scruton, WEN
(14.57) 26th August 2024 (Andy Scott)

My first train was at 09.30 hauled by both Cl.14s all the way to Leyburn with the return hauled by 38. I then did the shed tour before taking the 12.35 shuttle to Scruton hauled by 10156 with the return hauled by 03144. On this train I was joined by fellow ICRS member Russ Kinder. I then had a ride behind 37250 at 13.30, which should have been WL4, alighting at Bedale to see the Pacers in the sidings before back to Leeming Bar at 15.04. I watched 10156 t&t 03144 depart at 16.00 before calling it a day.



D9523 + 38 (D9313) + 55032 Leeming Bar,
WEN (15.44) 26th August 2024 (Andy Scott)

I did have a little bonus en route as RAF Leeming has a viewing area where a couple of Airbus A400 landed. I missed the one at just after 16.00 but saw the one just after 17.00 then headed home.

North Norfolk Rly (NNR) Autumn Showcase by Gervase Orton:

I attended this two day event on the first day, Saturday, 5th October, a dry day with some cloud and a moderate south-easterly wind. Visiting locos were 4-6-0 6880 *BETTON GRANGE*, 2-8-0T 4277 *HERCULES*, both of which had been on the line for some time, and D7659. Home locos running were 7F 2-8-0 53809, HC 0-6-0ST [1700] *WISSINGTON* and D5631. The Gresley 1930s art deco buffet car and the 1950s bar car were included in selected trains. There were also two freight trains scheduled each day.

6880 approaching Kelling Holt from the north at 12.47 on Sheringham to Holt (Gervase Orton)



53809 pulling out of Weybourne at 13.39 (Gervase Orton)





above D5631 on the Sheringham to Holt goods train nearing Kelling Halt at 14.42

right D7659 approaching the level crossing on Kelling Heath from the north at 15.18

bottom 4277 on the non-stop train nearing Weybourne at 13.26 all (Gervase Orton)



Some of the trains seemed to be very well patronised, others quite lightly loaded. This presumably reflected the haulage or possibly that some trains ran only between Weybourne and Holt. I suspect the latter. All trains that I saw were pretty much on time. The only hiccup I witnessed was that the only non-stop train on Saturday, the 13.19 from Sheringham to Holt, hauled by 4277, was brought to a dead stand by signals just north of Weybourne Station because both tracks in the station were already occupied. This was unfortunate, given how well the event was run.



above 1700 entering Weybourne Station on the 13.45 Sheringham to Holt service at 14.00
(Gervase Orton)

Didcot Rly Centre (DRC) Take 2! Gala by Colin Pidgeon:

DRC held its Take 2! Autumn Gala on Friday 20th and Saturday 21st September 2024 featuring two visiting 2-6-2T Ivatt locos. These were 41241 (courtesy of KWV) and 41312 (courtesy of MHR).



These performed alongside resident 0-6-2T 4144 and 0-4-0ST TOJAN. 41241 and 41312 were used on the demonstration line trains hauling Churchward Autocoach 92 on the branch line (see above) and Collett Third 53 + Brake Composite 7372 on the main line. Wickham Trolley PWM 4303 B42W [7506] was running on the mixed gauge demonstration line on the Saturday, see below at 11.43. I attended on both days but all photos shown here were taken on the Saturday.

41241 + 41312 DRC (15.36)
(Colin Pidgeon)



At 15.00 on both days the 2 Ivatt tanks double headed on the main demonstration line as seen above at 15.36. 1340 was being used for doing shunting demos around the site as seen below hauling Railcar 22 out of the carriage shed onto the traverser at 12.01. Castle 4-6-0 4079 *PENNENNIS CASTLE* and 5051 *DRYSLWYN CASTLE* plus 2-6-0 5322 were on static display outside the main steam shed.

The event was well attended both days despite nature's attempts to wash it out.



above 41312, 41241, 5051 & 4079 with 5322 on the far left, DRC (13.56) (Colin Pidgeon)

Mid Hants Rly (MHR) Autumn Steam Gala: MHR held its Autumn Steam Gala over the 4-6th October 2024. The following photos were taken by John Goodyer on the first day, Friday.



above 4-6-0 506 on 12.53
Alresford to Alton (13.35)

left 4-6-2 34072 257 SQUADRON
on 14.36 Alresford to Alton
(14.49)

both Medstead & Four Marks
(John Goodyer)

2-6-0 41312 on 11.40 Alresford
to Alton, Medstead & Four Marks
(12.00) (John Goodyer)



Several members attended the following gala with photos by Lee Baldwin and John Goodyer in addition to those by Spencer Conquest in his report.

Severn Valley Rly (SVR) Autumn Diesel Gala by Spencer Conquest:

The SVR held its Autumn Diesel Bash from the 3rd to the 6th October 2024. I attended on the Friday and Saturday, and a few hours on Sunday morning. The weather on Friday and Saturday was sunny and warm but it very cloudy on the Sunday.



40106 on 14.17 Highley to Kidderminster Town, Highley, SVR (14.26) 3rd October 2024 (John Goodyer)



50033 on Kidderminster Town to Bridgnorth, Highley, SVR (14.03) 3rd October 2024 (John Goodyer)



43122 & 43094 on 14.28 Arley to Highley ecs, Highley, SVR (14.42) 3rd October 2024 (John Goodyer)

Resident locomotives in action were: D8568, 20048, 20142 SIR JOHN BETJEMAN, 20189, 33108, 37263, 40106 ATLANTIC CONVEYOR, D821 GREYHOUND, D182, 50007 Hercules, 50033 Glorious, 50049 Defiance, D1015 WESTERN CHAMPION, D1062 WESTERN COURIER



37263 Kidderminster Town, SVR
(15.38) 4th October 2024 (Lee Baldwin)



25262 + D7628 Bridgnorth, SVR (16.06)
4th October 2024 (Spencer Conquest)



20189 + 20049 Bewdley, SVR (09.17)
6th October 2024 (Spencer Conquest)

Visiting locomotives were: 58023 *Leicester Depot* (courtesy of Edward Stevenson), 25262 (courtesy of The South Devon Diesel Traction Group) and D7628 (courtesy of North Yorkshire Moors Rly) plus a GWR HST set (courtesy of GWR) namely 43094 t&t 43122.



58023 + 20142 from Bridgnorth,
Kidderminster Town, SVR (15.55)
4th October 2024 (Lee Baldwin)

The highlight locomotive for me was 58023 in its Mainline Livery. It only ran one round trip on the Friday and Saturday with either 20189 or 20142 tucked inside for braking assistance purposes. The locomotive making its first appearance in the UK since 2002. With only one full round trip the number of passengers crammed onto both trips would seem to confirm the popularity of this class during the gala. I believe on the Saturday it had a coolant leak but made it back to Kidderminster from Bridgnorth.



58023 Bridgnorth, SVR (14.18)
4th October 2024 (Spencer Conquest)



Most of the services ran to the time table but there was a mixture of late running services due to issues with D821 which didn't run on the Saturday with mechanical issues requiring other locos having to be utilised.



33108 to Highley, Kidderminster Town, SVR
(14.54) 4th October 2024 (Lee Baldwin)



left
D1015 Bewdley, SVR
(12.36)
5th October 2024
(Spencer Conquest)

below
D8568 Bridgnorth,
SVR (15.36)
4th October 2024
(Spencer Conquest)



50007 Kidderminster Town, SVR (11.55)
5th October 2024 (Spencer Conquest)



Certainly, over the three days I attended, all trains and platforms were full and busy. The footpath bridge spanning over the SVR seemed a popular spot as usual, ideal for capturing locomotives departing / arriving at Kidderminster. Daily visits around Kidderminster shed were arranged as usual and the regular assortment of sales stands on the concourse at Kidderminster station.

The SVR managed to pull off another successful Autumn gala with a good mixture of locos, friendly staff, a well timetabled service and a lucky break with the weather over the four day period.

PRESERVATION GALA PHOTO SPOT: 2

Severn Valley Rly (SVR) Autumn Steam Gala:

SVR held its Autumn Steam Gala between the 19th - 22nd September 2024 with the photos below taken by John Goodyer who attended on the first day. Visting locos were Jubilee 4-6-0 45596 *BAHAMAS*, Stanier Black Five 4-6-0 44932, L&Y 0-6-0ST 11456 (see photo in **PRESERVATION NEWS**) and Saint 4-6-0 2999 *LADY OF LEGEND*. Resident locos were Mogul 2-6-0 13268, Hall 4-6-0 4930 *HAGLEY HALL*, 0-6-0PT 7714, BR Std 4-6-0 75069 and Cl.108 DMU 52064 + 51941.



above 4-6-0 2999 *LADY OF LEGEND* on Arley to Bridgnorth, Highley (14.43) (John Goodyer)



above 4-6-0 45596
BAHAMAS on 10.55
 Bridgnorth to
 Kidderminster Town,
 Highley (11.41)

above 52064 + 51941
 from Kidderminster
 Town, Highley (11.57)



above 4-6-0 4930 on 11.35
 Kidderminster Town to Bridgnorth,
 Arley (12.12)



left 4-6-0 44932 on
 12.22 Bridgnorth to Kidderminster
 Town, Highley (12.58)

all (John Goodyer)

SANTA SPECIALS



50008 on 12.00 Santa Express,
Stanhope, WEA
14th December 2024 (Darren Bailey)



operating its first services since
arriving at the railway 47714 t&t 4-6-0
45212 on 14.15 Leeming Bar to
Constable Burton. Polar Express, WEN
14th December 2024 (Darren Bailey)

IRISH RAILWAY NEWS

The 3' gauge locos from the closed peat industry continue to find new homes with two moved to the Isle of Man, LM389, LM396 and two to Stafford Barn Rly, LM313, LM407.

DAYS OUT: 2

Barrow Hill Roundhouse (BH) by Andy Scott: I visited Barrow Hill on Saturday 30th November 2024 as The Roundhouse was due to close two weeks later for its winter break. I had a great look round seeing a good selection of Cl.37s mainly belonging to Harry Needle plus a few of his Cl.20s and two from LSL. I also saw 46010, my last CL.46, along with two Colas barrier coaches 6392/97.



37612 + 20xxx, 20118 + 20132
30th November 2024 (Andy Scott)

On site were 33 new JNA Open Boxes 81.70.5932.837 to 869 stored on behalf of DRS.
837-4, 838-2, 839-0, 840-8, 841-6, 842-4, 843-2, 844-0, 845-7, 846-5, 847-3, 848-1, 849-9, 850-7, 851-5, 852-3, 853-1, 854-9, 855-6, 856-4, 857-2, 858-0, 859-8, 860-6, 861-4, 862-2, 863-0, 864-8, 865-5, 866-3, 867-1, 868-9, 869-7,



JNA 81.70.5932.859-8 BH
30th November 2024 (Andy Scott)

Also present was London Underground 1938 Q Stock DM 4417 which is normally based at Acton Depot Museum but along with DM 4416 and trailer 08068 they are to be returned to operational condition in 2025 to make a three car set. All require underfloor equipment to be restored along with the traction motors on the two driving cars which is to be undertaken by Rampart Eng with 4417 the first to arrive in late November 2024. As part of this project two brake vans, B583 and B584 have been restored by Rampart Eng to act as match wagons for some movements of the set.



LU 4417 BH
30th November 2024 (Andy Scott)

At £9 for adults, it's still worth paying, especially as the entrance fee is put back into the Roundhouse



brake vans LTM 95803 (B583) +
95802 (B584) BH 27th July 2024 (TR)



ACCIDENTS

It's extrication from Eastgriggs already thwarted by a points failure along with ADB 965224 a few days earlier, once moved north to Slateford Yard on the 23rd December 2024, ADB 965230 derailed on a dipped rail joint as seen see right by (Jake Thorpe)

On the 28th November 2024 SER 395008 derailed in a slow speed accident in a siding south of Ramsgate station, demolishing the buffer stop. Having still not been recovered by the 8th December it then suffered a further indignity by being vandalised in a graffiti attack.

UNDERGROUND NEWS

Glasgow Subway: 21 of the remaining 40 second generation subway cars (122 was scrapped in 2017) recently made redundant have been saved for preservation, motor cars 105-07/10-12/17/18/20/21/24-26/28-30/33 plus 4 trailers 202/04/06/07. The other 19 have now all been scrapped 101-04/08/09/13-16/19/22/23/27/31/32. 201/03/05/08 Previously reported, 128 is now in Glasgow Riverside Museum with the others bought privately or donated to organisations for conversion to various uses. 107/129 have moved to Northumbria Rail, 112 to RSS Wishaw, 117 to Beatroute Arts Community Centre, Glasgow, 120 to Hutchesons Grammar School, Glasgow, 124 to Ivy in the Park nursery school, Carnynte, Glasgow and 126 to a private site in Cambridgeshire. The remainder initially moved from SPT Broomloan Depot in early November to temporary storage at Springburn Works. Several cars are expected to find a home at Joe Mullholland's Hidden Lane shops, studios and cafes sited at the former Finnieston Central station off Argyll Street, Glasgow. Other locations are a school in Northamptonshire, a charity in Perthshire and a community café by Make it Glasgow at Stockingfield Bridge, Glasgow (Forth & Clyde Canal)

Having been withdrawn from service several cars could be seen at Broomloan Depot on the 11th September 2024 by Paul Clifford, as seen below. Identifiable were 106/07/10/11/17/20/21/24/25/29/33, 204/06/07, 14 out of the 15 present all of which have been preserved.



above 117 + 129 to the fore looking west from the Ibrox stadium car park
117 was the last to leave the site on the 7th November 2024
below looking south from Edmiston Drive both (Paul Clifford)





Clayton 4wBE 2 [B4624B] built 2017 for shunting new cars, Broomloan Depot, Glasgow
11th September 2024 (Paul Clifford)

TRAM PHOTO SPOT



NET 201 Old Market Sq, Nottingham
27th November 2024 (Andy Scott)

TRAM, LIGHT RAIL & METRO NEWS

Manchester Metrolink by Geoff Hope:

November 2024: On the 3rd no services operated before 09.00 due to an upgrade of the technical systems across the network. After 09.00 the Bury service did not operate and the Altrincham / Piccadilly service operated to Etihad Campus. On 10th services did not operate through St Peter's Square between 10.00-12.30 due to Remembrance Sunday. On the 17th no services operated before 10.00 through Victoria to allow continued work on the pedestrian walkway to Corporation Street and renewal of the OHL between Victoria / Queens Road. On the 24th there were no services through Victoria until 10.00. The Bury / Rochdale /Victoria, East Didsbury / Exchange Square & Airport / Cornbrook. The Ashton and Trafford Centre and Altrincham / Etihad Campus services ran as normal. On the 23rd a points failure at Cornbrook mid-afternoon affected all services in south Manchester.

Tram v car incidents on the Ashton line caused services to be suspended for approximately one hour, on the 9th between Edge Lane / Clayton Hall and on the 13th close to Audenshaw.

Metrolink is the latest UK Tram network to join the nationwide safety campaign following Blackpool and Edinburgh

Tram 3061 has lost its advert for 4th ARQ replaced by OSOS another fashion retailer. Tram 3118 is now advertising JD Sports. Trams 3075 / 3099 have returned to their original liveries losing adverts for CANO WATER & Beetlejuice with a FANTA logo.

Tram 3033 has returned to service after being out of service since December 2023 leaving trams 3005 / 3027 out of service since February 2020 / May 2019 respectively and tram 3053 involved in the head on collision with a bus in Piccadilly Gardens on the 18th October.

I was unable to conduct any observations this month due to illness in the family.

December 2024: No maintenance / replacement works were programmed for this month. It has been announced by TGM that the fare structure for Metrolink 2025 will not see increases for the fifth year running to encourage people to use public transport, including the £2 cap for single journeys on buses. A business plan is being prepared to extend Metrolink to Stockport via the East Didsbury service, a new Bus Interchange having already been built to accommodate trams, but the cost could be as high as £1 billion. The business case should be completed by September 2025.

In the early hours off the 3rd a stationary car was found on the tram tracks at Wythenshawe facing an oncoming tram, the driver was found to be over the limit and taken into custody. On the 4th a medical emergency on board a tram at the Market Street tram stop on the Airport / Bury / Altrincham line delayed services for two hours.

Trams 3038 / 3047 have lost their adverts for encouraging passengers to use public transport / Greater Manchester Good Employment Week 2024 returning to their original liveries. Tram 3081 is now advertising David Hockney exhibition at the Aviva Studios Manchester

Observations on the 7th Dec: helped by a game at Old Trafford, Manchester Christmas Markets, sell out concerts at A.O. Arena (Victoria) & Co-op Live at the Etihad Campus again helped with a healthy return (126 trams in service)

Old Trafford Depot 09.35: 3100 / 3102 / 3133 + 3 unidentified

Cornbrook 09.48 - 11.58:

Eccles / Ashton: 3061 / 3065 + 3105 / 3079 / 3080 / 3084 / 3086 / 3089 / 3090 + 3095 / 3092 / 3118 / 3119 / 3135

Media City / Etihad Campus: 3030 / 3043 + 3046 / 3057 / 3104 / 3121 / 3125 / 3129

Trafford Centre / Deansgate Castlefield: 3073 + 3103 / 3075 + 3128 / 3087 + 3094 / 3091 + 3096 / 3101 + 3141

Airport / Victoria: 3007 / 3017 / 3034 / 3050 / 3076 / 3077 / 3085 / 3093 / 3115 / 3117 / 3122 / 3123

Altrincham / Bury: 3001 / 3009 + 3055 / 3011 + 3058 / 3012 + 3022 / 3014 + 3052 / 3016 + 3041 / 3021 + 3033 / 3024 + 3049 / 3025 + 3054 / 3029 + 3059 / 3047 / 3056

Altrincham / Piccadilly: 3002 + 3023 / 3003 + 3042 / 3004 + 3010 / 3008 + 3060 / 3019 + 3048 / 3031 + 3045 / 3037 + 3044

East Didsbury / Shaw / Rochdale: 3013 / 3015 / 3018 + 3026 / 3028 / 3036 / 3038 / 3039 + 3069 / 3040 / 3051 / 3062 / 3066 / 3068 / 3070 / 3072 / 3078 / 3081 / 3082 + 3106 / 3083 / 3098 / 3099 + 3134 / 3108 / 3111 + 3130 / 3131 / 3132 / 3137 / 3138 / 3143 / 3145

Queens Road Depot 12.17: 1027 / 1028 + 4 unidentified

Crumpsall 12.22 – 13.14:

Piccadilly / Bury: 3035 / 3064 + 3127 / 3067 + 3109 / 3071 / 3088 + 3116 / 3120 + 3124 / 3136 + 3140 / 3142 + 3147

Not Seen: 3005 / 3006 / 3020 / 3027 / 3032 / 3053 / 3063 / 3074 / 3097 / 3107 / 3110 / 3112 / 3113 / 3114 / 3126 / 3139 / 3144 / 3146 including 7 unidentified

Tyne & Wear: Cl.555s entered service on the 18th December 2024 with 555021 operating the 11.04 Pelaw to Monkseaton via Newcastle city centre

EUROPEAN RAIL TOUR

On the 8th June 2024, emigrant 047-375 (47375) *FALCON* hauled the 'The Frontier Brush' railtour. Having been in Hungary since 2015, 47375 based in Budapest is predominantly used for spot hire often hauling heavy freights which has seen it cross into neighbouring Croatia and Romania. Prior to the tour it had been out of use requiring a main generator and traction motor overhaul along with engine and bogie attention, but these were all completed in time. The tour departed Budapest-Nyugati at 07.26 for Zahony and Debrecen. Organised by the Brush Type 4 Fund, to raise funds for 47105 and 47376 at GWR, it was advertised via Retro Railtours and the majority of the participants were Brits. 47375 was t&t by various locos including Soviet era M62 locos built in Ukraine. The circular two day tour of the eastern half of Hungary took in rarely used lines for passenger traffic or diesel hauled locos. The loco reached the furthest east it has ever been when it arrived a few miles from the Ukrainian border at the East West Gate Terminal at Fényeslitke, which only opened in 2022. The tour returned to Budapest-Nyugati on the 9th June 2024 via Szob, departing Debrecen at 09.35 and arriving at 20.14. From research I believe the locations on the photo captions are correct as I was unable to get the info from Adrian as he didn't supply any and left ICRS shortly after submitting the photos. Even with repeated requests I couldn't get a response.



above 047-375 (47375) + M62 629-002 Fényeslitke intermodal facility (18.36) nearing end of Day 1, 8th June 2024 (Adrian Roberts) the M62 ran round the train



047-375 (47375) Debrecen (09.28) start of Day 2 9th June 2024 (Adrian Roberts)



047-375 (47375)
Miskolc-Gömöri (12.14) Day 2
9th June 2024 (Adrian Roberts)



047-375 (47375) Budapest Nyugati (20.30) end
of Day 2 & tour, 9th June 2024 (Adrian Roberts)

LIGHT RAIL PHOTO SPOT: 2



TWM 4035 + 4008 Newcastle (10.34)
14th December 2024 (Iain Gardiner)

CL.387 BOGIE REFURBISHMENT



above 37800 + 387132 on 5Q74 Ilford to Reading (12.51) 29th November 2024 (Spencer Conquest)



PHOTO SPOT: ISLE OF WIGHT

left 484004 on 08.07 Shanklin
to Ryde Pier Head,
approaching Ryde Esplanade
(08.31)
9th July 2024 (Tony Gaze)

NOSTALGIA CORNER: DMU



above in the twilight of their careers CI.101 53293 (50293) + 54065 (56065) stand at Ipswich en route to Felixstowe c1991 (Michael Warrick) w/d 12/92 cut ? MC Metal Processing, Springburn

SHUNTER SPOT: ED MURRAY

by Trevor Roots

One of the handful of companies that hire out shunters is northeast based Ed Murray whose main yard is in Hartlepool just south of the station on the corner of Casebourne Road and Sydenham Road. There are often several stored locos that can be seen easily from outside of this compact but congested site. On the occasion of my visit on the 15th September 2024, visible were 5 locos plus an unidentified cab, a Robel trolley and a BSS ex-internal user wagon.



there is evidence of locos being maintained as with the loco that can be seen through the gate on the corner of the two roads
above Sentinel 0-6-0DH [10107] CHARLIE 20th June 2024 (Darren Bailey)
below the same loco 3 months later but with name painted over... drat !! (TR)





above 01555

left 9 [287V]

below TH 4wDH 9 [287V],
TH 4wDH 01555 (8) [288V]
& GEC 0-6-0DH 306 [5383]



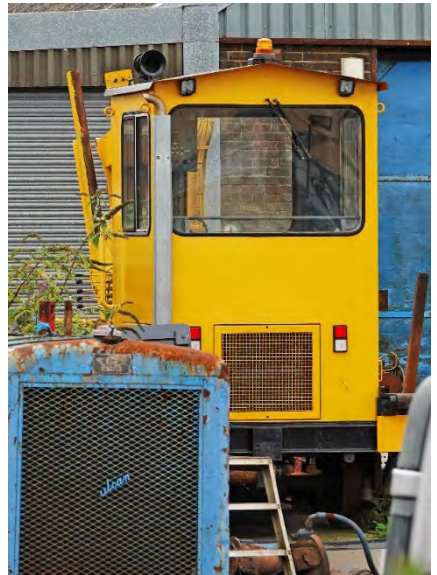


above GEC 0-6-0DH 306 [5383]

left LG Moysse 4wDE 3 [1365]

below Robel trolley 54.12-107 [AD183]

bottom left unidentified cab probably from
a GEC 0-6-0DH...anyone know ?



Also on site was an internal user brake van
from BSS Lackenby, numbered 184 (see
below)



PRESERVED TRAM PHOTO SPOT



above ex-Croydon Tramlink 2w-2DMR Type 54.13 Maintenance Trolley 058 *John Gardner* + trailer 061
Crich Tramway Village, 1st May 2023 (Martin Hall)

OTP PHOTO SPOT



above Plasser & Theurer Unimat
09-4x4/4S Dynamic Tamper
DR 75017
99.70.9123.019-0 operated by Colas
Rail on 6Q76 Bristol Kingsland Road
to Swindon Transfer, Swindon
(14.02)
4th December 2024 (Colin Pidgeon)

right & below
Plasser & Theurer
Beaver 90/4 ZW Tamper TPB 51002
99.70.9908.008-4
operated by Volker Rail
Shaw & Crompton, Manchester
(13.30) 18th September 2024
(Harold Hull)



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: 33.80.4647.005-4/010-4

Removed from TOPS / For Scrap / Scrapped: 300677, 391256/270/275/310/311/319/374/498/542/587/602/611/615/631/647/674/695, 900285, 950047/141/212/374/794, 951122/38, 965061/69/77

FREIGHT NEWS: DRS has extended its contract with Tesco for another 3 ½ years.

Oil tank traffic between Grangemouth Refinery and Dalston Oil Terminal has ended, the loss making latter, owned by Petroineos being closed. As it the only oil depot in Cumbria this will affect petrol deliveries and prices in the area. The service involves the 18 full tanks on 6M34 from Grangemouth being split in Carlisle New Yard before tripping back and forth in rakes of 6 to Dalston as 6C32 to 6C36, then the empties reforming before heading back north. The final working was expected to be on the 6th December 2024 (see below) but services still ran on the 8th (70009), 11 and 13th December 2024.





70811 on its fifth pass with the third rake of 6 full tanks on 6C36 Carlisle New Yard to Dalston Oil Terminal, Carlisle (08.18) 6th December 2024 (Iain Gardiner)

As stated in the last issue the bitumen traffic from Preston ended on the 1st November 2024 with the final 6E43 to Haverton leaving Ribble Rail tracks 3 hours late due to the inbound 6M43 delayed by slippery rail conditions.

Alvance British Aluminium has agreed a 10 year lease with VTG for 20 JPA powder tank wagons retrofitted with VTG's iWagon technology for their alumina powder traffic from the port of Blyth to Fort William from June 2025

Breedon Group has placed an order for 54 new JPA powder tank wagons to be built by Fieldbinder and fitted with VTG's iWagon technology for delivery in January 2026.

OTP NEWS: Four more Drift Snowploughs from Crewe have moved north to Eastriggs (RSE), ADB 965206/41 from Gresty Bridge and ADB 965203/43 from Basford Hall arriving on the 5th November 2024.

The first UK built Rail Grinder by Loram, Derby is due to be completed in the New Year. Formed of three sections with Scania V8 engines, RGX-02 is primarily designed to grind switches and crossings though it can do plain line particularly suited to urban / metro networks and in tunnels. This is a speculative build with hopefully orders coming from the UK though it is likely to be sold more widely worldwide with a similar machine, RGX-01 being built in the USA for use there.

WAGON PHOTO SPOT



above Carlsberg branding on Land Recovery operated JNA 81.70.5932.706-1 on 4D61 Bradwell Up Sidings to Penmaenmawr Quarry, which was delayed for 451 minutes, eventually leaving Crewe at 16.00 Crewe (12.00) 9th December 2024 (Spencer Conquest)

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.

Liveries: 37423 ex-DRS base blue
66053/57 DBC red, 67028 branding removed
EMR 170501 Pride

New:

Locos: 29003 (66316)
DMUs: 197026/030/126
EMUs: 730209/34, 807008

Transferred / (Stored): (* preserved)

D&E Locos: 03119 **DFR** for **GVR**, 08296 **P54**
08375 **(WI)**, 08507 **PDP**, 08530 **SZ**, 08531 **IP**
08633 **(BO)**, 08691 **BO**, 08696 **(ZG)**, 08785 **BO**
08822 **GY**, 09022 **BOS**, 29003 (66316) **(LB)**
43024 **(HA)**, 43160/62 **(GY)**

Units: 64649 (508201) **EKR**, 977335 **GY**
51073 **SCR**, 52005 + 52031 **GCR**, 59500 **BO**
150250 **(LE)**, 150279 **CF**, 180109 **(WID)**
197027 **CP**, 197030/31/33 **(HD)**, 321303/04 **(ZN)**
458414/19 **BM**, 465915/20/21, 466004/05/09 **(EY)**
701018 **EH**, 701503/04 **(LM)**, 701518/24 **ZD**
701045 **(LM)**, 769426 **(LM)**

Misc Non-Steam:

Diesel:

Industrial: 653 **MDB**, 690 **(WI)**
NG (3'): LM389/396 **IOM**, LM319/407 **SBR**

Steam:

Ex-BR: 34081 **ELR**

Coaches:

Mk1: 4946*/49* **SPA**, 6398 **GBB**
Mk2: 3334/36/79, 3417, 6067 **CS**, 5524 **CEC**
Mk3: 10551/53 **MNR**
Mk3 HST: 42347 **VLR**
Mk5: 11510, 12728-30, 12810 **(ZN)**
11506, 12716-18, 12806 **(LM)**

EMUS Converted: 5 car to 4 car
458514 to 458414 458519 to 458419

Re-numbered

DMU 56062 to 78263
66147 to 66658

Re-numbered / Re-formed:

150132 to 150007 (52132 + 52226 + 57132)
150111 to 150008 (52111 + 57226 + 57111)

Disbanded: 150226

Ownership / Operator Changes:

08822 **ES**
Mk2 3334/36/79, 3417, 6067 **WC**

Mk3 10406, 11092/93/99, 12125/54 **NR**

10551/53 **RC**

Mk3 HST 41194, 42370/77, 44021, 48127-29/
43-48, 49110/15/16 **RC** Mk3 42347 **VL**

Names:

New: (* reinstated)

D&E Locos:

37402* Oor Wullie
37425* Sir William McAlpine / Concrete Bob

Units:

231005 Gavin & Stacey
701031 NIGHTHAWK



701031 (Terry Lea)

Gavin & Stacey

231005 (Terry Lea)

Deleted:

Units:

325008 Peter Howarth CBE
507018 Merseyrail - celebrating the first ten
years 2003-2013
507023 Operations Inspector Stuart Mason

For Scrapping / Scrapped:

Unimetal Metals, Newport: 321303/04/10/25
68312/366/313 (325007), 62842/77845 (5917)
507003/08/18/23

Unimetal, Beeston: 70730/77846 (5917)

New Codes:

Owner / Operator:

VL Very Light Rail, Dudley

Location:

CEC Carpenters Estate Community Café adj
Stratford Sta

NEW STOCK



730209 + 37611 on 5Q72 Derby Litchurch Lane to Wembley Inter City Depot, Derby (10.06) 12th October 2024 (Spencer Conquest)

above 730209 + 37611 on 5Q72 Derby Litchurch Lane to Wembley Inter City Depot, Derby (10.06) 12th October 2024 (Spencer Conquest)



the two vehicles from 197026 were seen heading southbound in convoy at Jnct 10 on the M5 20th December 2024 (Terry Lea)

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. ^ re-applied with one side revised)

D&E Locos:

01521 ~ *FLACK*
 03063 *Paul A Mobbs*
 08611 *Longsight TMD*
 08641 *Pride of Laira*

08790 x *M.A.Smith*
 08790 *LONGSIGHT TMD*
 08799 *Ian Goddard*
 08805 x *Robin Jones 40 YEARS SERVICE*
 08805 *Hunslet*

08908 x IVAN STEPHENSON
 37402* Oor Wullie
 37407 * Blackpool Tower
 37409 Loch Awe
 37425* Sir William McAlpine / Concrete Bob
 37518 Fort William
 43025* Exeter
 45133 x\$ Brian Lockey / Gerald Lambert
 58023 ~ Leicester Depot
 60002 x Tempest
 60047 SCAFELL PIKE
 60056 GREAT GABLE
 60085 SNOWDON
 60087 INGLEBOROUGH
 66050 Yorkshire Rose
 66301 Drax Power Station 50
 66526^ Driver Steve Dunn (George) /
 Maszynista Steve Dunn (George)
 66768 Yvonne Bradley
 66774 Sue Coles
 66798 Justine
 73128 Kent & East Sussex Railway 50 Years
 of Heritage 1974-2004
 73212 Stephen Eaves
 91117 Project Electra
 97304 RHEILFFORD TALYLLYN RAILWAY

LU Locos:

L50 ALAN BROWN

Ind Steam Locos:

1903 MERLIN

Ind Diesel Locos:

D1387 Dwayne the Train
 V325 STEELMAN DH75

Units:

143617 Founder Member & Chairman
 Rod Garner 1943-2020
 150233 x Peter West OBE
 196102 The Shropshire Flyer
 197125 The Cheltenham Spa Express
 800111 THANK YOU
 801225 ELEANOR
 802210 Hailes Castle

Coaches:

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

DVTs:

82139 \$ My Lovely Horse

Track Machines:

DR 73113 + Dai Evans
 DR 73931 Brian Hill
 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): 25262 (p91), 58023 (p92)

left
 newly liveried 66186 +
 66024 on 6E54
 Kingsbury to Humber
 empty tanks, Elford
 (12.12)
 19th December 2024
 (Paul Keightley)





185143 with Christmas branding +
185135 on 1P70 10.51 Saltburn to
Manchester Airport, Yarm
9th December 2024 (Alex Ayre)



70008 in its 60th Anniversary FL livery
on OE08 to Leeds Balm Road,
Loughborough
2nd December 2024 (Harold Cooper)

below a better view of 70020 in its orange FL livery on 4O49 Basford Hall Yard to Southampton MCT,
Coton Lane Tamworth (10.45) 5th December 2024 (Paul Keightley)



greateranglia



GA Remembrance Day
poppy branding
(Keith Partlow)

right 755414 on 2W13 10.46
Cambridge to Ipswich,
Stowmarket (11.43)
4th November 2024

below 745005 on 5Q52
11.25 Liverpool Street to
Norwich Royal Dock test run,
Ipswich (12.40)
6th November 2024



ICRS SALES

Orders can be made via the following options:

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

SMS link by phone via Trevor on **07395 064388** or email as above

Online via PayPal at www.intercityrailwaysociety.org

Post (incl your tel no.) from ICRS, Mill of Botany, Cairnie, Huntly, Aberdeenshire AB54 4UD

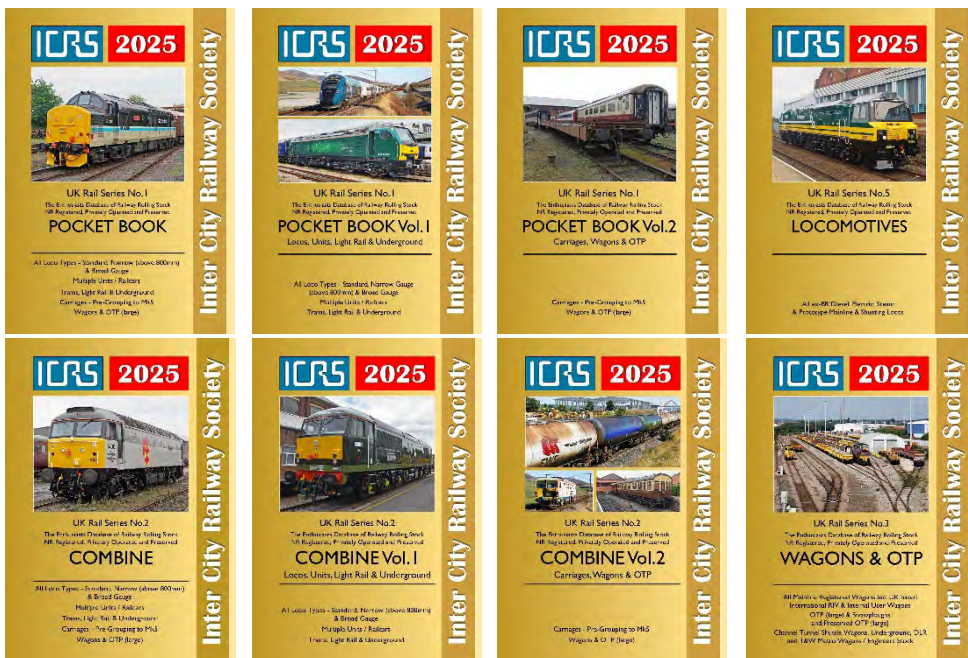
An Order Form for posting can be downloaded from the website.

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 other books are A5 size. Wire bound books can be laid flat so ideal for hands free reference with computer.

UKRS04 is an A4 PDF emailed after purchase and can be printed at home if required.



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

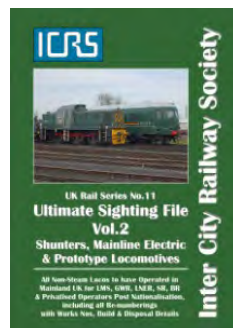
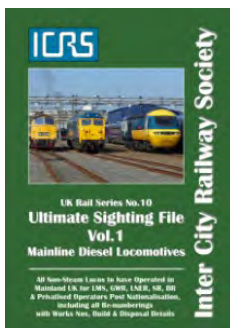
New 2025 Titles:

Spotting:

UKRS01S	Pocket Book 2025
UKRS01-V1	Pocket Book 2025 Vol.1: Locos, Units, Light Rail & UG
UKRS01-V2	Pocket Book 2025 Vol.2: Carriages, Wagons & OTP
UKRS02S	Combine 2025
UKRS02-V1	Combine 2025 Vol.1: Locos, Units, Light Rail & UG
UKRS02-V2	Combine 2025 Vol.2: Carriages, Wagons & OTP
UKRS03	Wagons & OTP 2025

Binding	Size	Updated to	Prices	
			Member	Non-Mem
SPINE	A6	1 st Feb 25	£11.00	£14.00
WIRE	A6	1 st Feb 25	£7.00	£9.00
WIRE	A6	1 st Feb 25	£7.00	£9.00
SPINE	A5	1 st Feb 25	£20.00	£25.00
WIRE	A5	1 st Feb 25	£11.00	£14.00
WIRE	A5	1 st Feb 25	£11.00	£14.00
WIRE	A5	1 st Feb 25	£8.50	£11.00

UKRS05	Locomotives 2025		WIRE	A6	1 st Feb 25	£6.00	£7.50
New PDF:							
UKRS04	Name Directory		PDF	A4	1 st Feb 25	£5.00	£6.00
Existing Titles:			Binding	Size	Updated to	Member	Non- Mem
UKRS09	Irish Railways		WIRE	A5	1 st Feb 21	£7.50	£10.00
UKRS10	Ultimate Sighting File	Vol.1: ML Diesel Locos	WIRE	A5	11 th Jul 18	£7.50	£10.50
UKRS11	Ultimate Sighting File	Vol.2: Shunters, Mainline Electric & Prototype Locos	WIRE	A5	11 th Jul 18	£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

ICRS Branded Notebooks (21 lines per page)

75 sheets / 150 pages (blue)	£2.75
50 sheets / 100 pages (red)	£2.25

ICRS pin badge (25mm dia)

£2.50

ICRS 50th Anniversary Printed Merchandise:

Printed Pens:

BLUE / RED	£1.00
YELLOW (Ltd Ed of 87)	£2.00

Coaster

£4.00

Mug

£6.00

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

PLEASE REMEMBER to add P&P to Orders

value up to £5.99: **£1.50**, £6.00 to £13.99: **£2.70**, £14.00 to £39.99: **£4.00**, £40.00 to £99.99: **£8.00**
over £100: **£12.00**

