

# TRACKS



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# Inter City Railway Society

founded 1973

[www.intercityrailwaysociety.org](http://www.intercityrailwaysociety.org)

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**Cover Photos: Front:** 43138 t&t 43183 + HA on Aberdeen to Inverness arriving at Keith in the snow (14.50) 7th January 2025. Of interest is that the snow started falling on New Years day and was lying on the ground by the time Storm Eowyn hit the UK 24 days later, 7th January 2025 (Trevor Roots).

**Rear:** 950001, which is destined to be withdrawn from service by NR, on 2Q08 07.50 Derby RTC to Doncaster West Yard passing the former Carlton Towers Station (11.08), 6th January 2025 (Darren Bailey).

# SOCIETY NOTICE BOARD

**Editor's Comments:** Welcome to the January 2025 issue of TRACKS! As noted in the previous issues, I am taking over from Trevor Roots as Editor of TRACKS, though Trevor will retain an involvement as photo editor – please send your photographs to him at [intercityrailwaysociety@gmail.com](mailto:intercityrailwaysociety@gmail.com). You can contact me at [editor@intercityrailwaysociety.org](mailto:editor@intercityrailwaysociety.org).

I am sure that you will all wish to join me (and indeed our President – see page 6) in saying a huge thank you to Trevor for his incredible dedication to TRACKS over the years. If I can achieve even a small proportion of what Trevor has as Editor I will consider myself to have been a success! In the short term, however, my aim is to publish Tracks on a monthly basis, towards the end of each calendar month.

The magazine will almost certainly be shorter than the final editions of Trevor's tenure, but I hope you continue to find it enjoyable and informative. This is partly because we are now putting certain items that were previously in TRACKS onto the society website. This includes stock changes, names and nameplate photographs. As these pages are online they will be updated regularly by Trevor – please direct any information regarding these matters to him at [intercityrailwaysociety@gmail.com](mailto:intercityrailwaysociety@gmail.com).

To introduce myself briefly, my interest in the railway began in my childhood when I spent many an hour with my father at the platform end awaiting freight trains. A particularly frequent haunt for me was Carlisle station, which provided plenty of entertainment in the form of CL 20, 31, 37, 47, 56, 60, 86 and 90, with the odd CL 08 thrown in now and again. There was even the added bonus of locomotive-hauled passenger services, which provided further CL 86 and 90 as well as CL 87 and HSTs. All changed now, of course. I even miss the Pacers...

I joined the Intercity Railway Society in 2021 when I was looking to find ways to visit working railway sites. Shortly after joining, I was able to join a visit to Crewe Basford Hall, and I've since been to Long Marston and Eastleigh Works with the Society. I am always very grateful to the staff at such locations who so kindly give their time to allow us to visit their fascinating workplaces.

I am fortunate at present to have Didcot Parkway as my local station. While of course the CL 66 is the most common freight locomotive here, there is at least some variety provided by a regular smattering of CL 59, 60 and 70. Going through my notes, I found that over the last few years, I have seen CL 20, 33, 37, 40, 43, 47, 50, 52, 56, 57, 67, 68, 69, 73, 91 and even a convoy of a CL 33, 31, 37, 44 and 46 make welcome guest appearances here – so there is still a bit of variety! We are also fortunate to have the excellent Didcot Railway Centre, featuring a variety of steam locomotives alongside 08604, D9516, 31270 and, sheltering from the elements in the workshop, D1023 on an extended visit from the National Railway Museum. It is probably apparent that my main interest is modern traction.

Anyway, that is enough about me. 2025 is an exciting year for the railway community. Railway 200 is a celebration of 200 years of the modern railway, and the year is set to be packed with celebratory events. You can find out more at: <https://railway200.co.uk/>. As has been reported extensively in the railway press, many heritage railways participated in a "whistle up" at noon on 1 January 2025 to launch the celebrations. I hope that we can feature your reports of your visits to Railway 200 events in TRACKS during the year.

One of the heritage railways who participated in the "whistle up" was the Chasewater Railway. As you will hopefully have already seen on our website or via our social media channels, this will be the location of our AGM on 29 March 2025. I look forward to seeing as many of you there as possible – please follow the booking instructions on the website to reserve your place. Andy Scott, our Visits Co-ordinator, is working hard to secure other visits, all of which will be posted on the website in due course, and a short report of our first visit of the year to Crewe Basford Hall is included in this issue. Remarkably, the Society organised 19(!) visits in 2024, a testament to the hard work and dedication of last year's Committee.

Finally, thank you to all of you who regularly post photographs to our social media sites. If you are not already part of it, please consider joining our Inter City Railway Society Members Only Chat Room on Facebook using the instructions below.

## Membership Matters:

**Membership Renewal:** You will be contacted via email by the Membership Secretary, Colin Pottle, prior to when you need to renew. Please 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 in fees.

**New Members:** (19) - a warm welcome to you all.

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

**Louis Ba Thein** (Neath), **Steven Bates** (Loughborough), **Richard Bithell** (Craven Arms), **Shaun Blake** (Dartford), **Shaun Brignall\*** (Brough), **Christopher Byrne** (Watford), **Anthony Calderbank** (Wigton), **Peter Couling** (Ledbury), **Anthony Ellis\*** (Immingham), **Peter Glazebrook** (Stotfold), **Graham Goswell** (Northampton), **Steve Heighton** (Rugby), **Craig Jenkins** (Burton-on-Trent), **Ronnie Lees** (Altrincham), **Alan Magill** (Thirsk), **Geoff Moseley\*** (Sacriston), **Paul Riggott** (Corby), **Alan Scragg** (Cheadle), **David White** (Alcester), **Jonathan Stangroom** (Leyland)

## TRACKS Magazine:

**Access:** The magazine is only produced as a pdf, which is downloadable from the **TRACKS LIBRARY** page of our website by clicking on the current cover and can be saved to your device. It will remain available for approximately one week after the release of the subsequent issue and then be blocked for 12 months. If you have any issues downloading the pdf or you miss the current issue whilst it is available then please contact the Editor who will email you the missed issue(s).

**Photo Submission:** Please email photos to Trevor Roots at [intercityrailwaysociety@gmail.com](mailto:intercityrailwaysociety@gmail.com). If sending multiple photos then please use WeTransfer. Please refer to the submission guidelines on our website.

**Magazine Contributors:** Thanks to Alex Ayre, Lee Baldwin, Darren Bailey, Paul Brack, Spencer Conquest, Stephen Galling, Iain Gardiner, John Goodyer, James Holloway, Paul Keightley, Alan Jones, John Matthews, Stuart Moore, Simon Mullen, Keith Partlow, Gareth Patterson, Colin Pidgeon, Colin Pottle, David Rice, Trevor Roots, Andy Scott, Jake Thorpe, Aidan Turner, Carl Watson, and Michael Warrick. If anyone has been missed, please contact the Editor and the pdf issue of Tracks will be amended.

**Next issue: Feb 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

**Website: Photo Galleries:** The Society's Flickr page can be found at: <https://www.flickr.com/photos/intercity-railway-society/>. Please note that a significant number of photographs are published on our social media accounts (see below for details). There are also links to individual member's Flickr sites at: [http://intercityrailwaysociety.org/flickr\\_sites.html](http://intercityrailwaysociety.org/flickr_sites.html). If you would like to have your Flickr site added to the list, please contact Trevor at [website@intercityrailwaysociety.org](mailto:website@intercityrailwaysociety.org) with your Flickr website address.

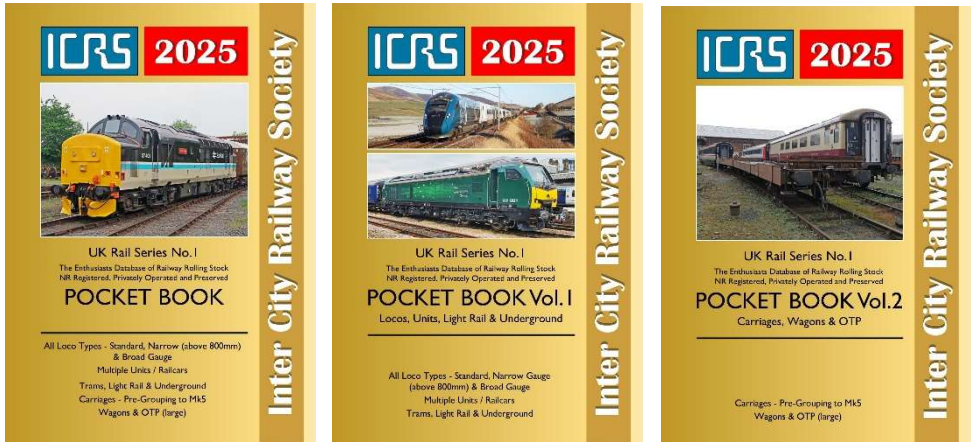
**Events / Member Visits:** All information is now on the **EVENTS** page of our website.

**Social Media:** We have accounts on Facebook, Twitter, Instagram and Train Siding. We also have a members-only Facebook group for informal chats about all things railway and Society news. Please provide your membership number to join. 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).

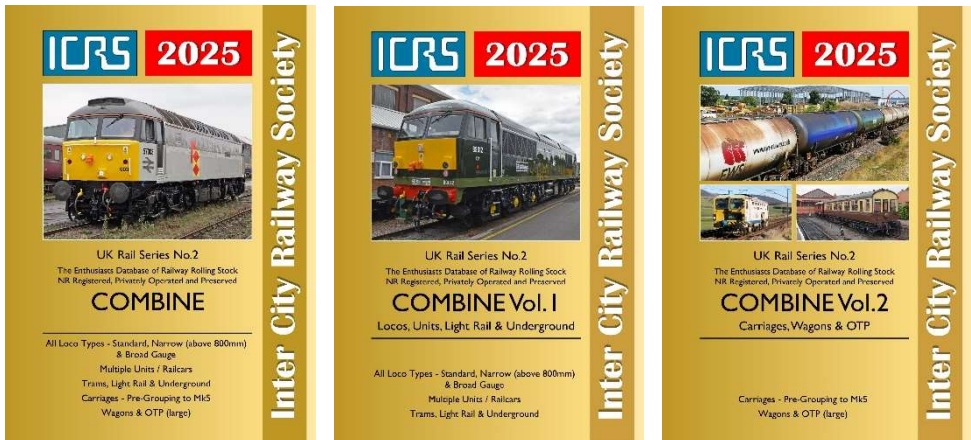
# 2025 BOOKS

by Trevor Roots

The new 2025 books were advertised on Boxing Day 2024..



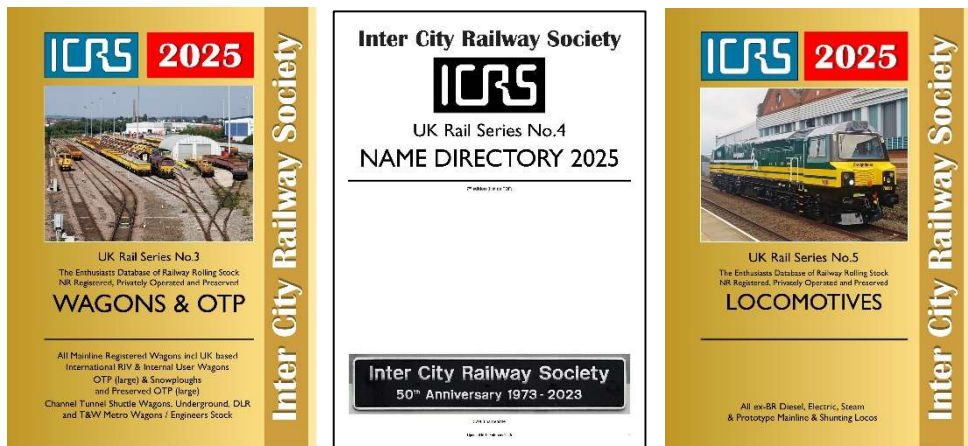
I was hoping that the new editions would contain the remaining NG locos as proposed a couple of years ago and a new section on Preserved Trams. Due to the difficult year, these ambitions have been delayed but with hopefully a little less pressure from editing **TRACKS** I propose to add them to the 2026 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 page 52 for further details.



## SHUNTER SPOT: I



above 08865 HNRC, Worksop 04.01.25 (Aidan Turner)

## TrainSpotting app for iPhone & iPad

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

The app complements 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. In addition, the Haulage function can be used 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.

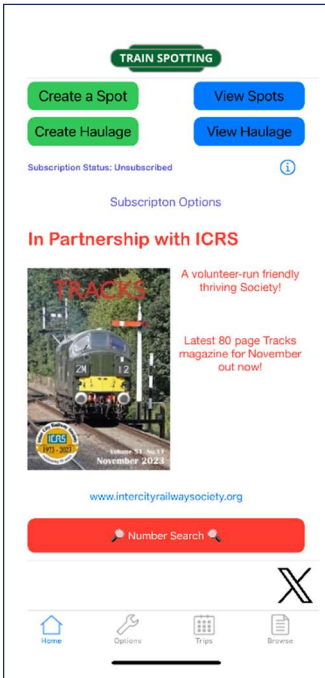
You can find the app on the App Store by searching for **TrainSpotting** but to receive your **FREE** version email Adrian via:

[support@train-spotting.co.uk](mailto:support@train-spotting.co.uk)

and importantly please include your ICRS membership

number. He will send you a unique redemption code along with instructions of how to download your **FREE** version.

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



We are pleased to announce that we are collaborating with the leading spotting apps for both Apple and Android platforms, namely the Apple Train Spotting app and the Android Trainspotter app. The former is run by one of our Members, Adrian Thurley, and the latter is run by Peter Eastwood. Both use our rolling stock data to update their apps. However, whereas the Android app is free via the Google Play Store, the Apple app is a subscription-based product. As outlined above, we are now able to offer members a **FREE** subscription for the basic data set updated once a year. This benefit is only available to those who remain ICRS members throughout the period of the subscription.

# FROM THE PRESIDENT

## THE CHANGING OF THE GUARD.....

Trevor,

On behalf of everyone connected with ICRS, I offer our sincere thanks and gratitude for all your hard work as Editor of TRACKS magazine over so many years. The time and effort you have put into editing, compiling and developing the magazine over that time has I believe been more instrumental than anything in the success and growth the Society has experienced during your tenure.

The appreciation of your contributions by Peter Britcliffe in the December magazine highlights your dedication and commitment but in many ways only tells half the story – let's not forget the literally thousands of miles you and Chris have driven over that time to provide articles and photographs for the magazine, transporting our equipment and publications for the sales stand, co-ordinating trips as well as facilitating the officials meetings.

Allied to that, your unique style of editorials has provided a window into the challenges, complexities and frustrations that go with the many aspects involved in delivering TRACKS to the membership – something that should never be underestimated.

You should therefore step back from the editorship with a justifiable sense of pride in a job well done. Your tireless motivation has left an indelible mark, and the legacy of your contribution will continue to be of immense benefit to the Society for a long time to come.

Thank You.

Paul,

Again, on behalf the Society, many thanks to you for stepping up to take on the role of editor. I sincerely hope that regardless of the challenges involved you will find the experience as rewarding as Trevor has. I will never tire of reminding members that all the officials undertake their roles, and all that entails, on an entirely voluntary basis, and your willingness to take on the role is very much appreciated. I know you will have the practical support of your fellow officials and the best wishes of the entire membership.

Good Luck!

Simon Mutton

ICRS President



# EASTLEIGH WORKS REPORT

by Carl Watson

## HEADLINES

D1935 (47805) is now repainted in BR two-tone green livery.



*above 47805 09.01.25 (Carl Watson)*

47593 arrived from Crewe on 09/01 with a mixed bag of coaches for repairs and repaints; 3344, 3348, 3100, 3426, 40804, 3122.



above 47593 09.01.25 (Carl Watson)



above 3344 09.01.25 (Carl Watson)

## As at 22<sup>nd</sup> January 2025

### LOCOS

Shunters - Operational; 2991 (07007), 08567, 323 539-7. Repair; 01508. Maintenance; 08696. Stored; 18014, 18015.

Repair; 47771 (Preserved), 50026 (Preserved).

Repaint; 47593.

Spares; 43083, 57007.

Overhaul; 57302.

Wheelsets; 57304, 57309.



*above 3348 09.01.25 (Carl Watson)*



*above 3100 09.01.25 (Carl Watson)*

#### **DIESEL UNITS**

Class 117s - Repair; 977987 (51371), 142007.

#### **ELECTRIC UNITS**

Siemens units Overhauled since last report; 450079/084/052.

Hitachi units - Repainted; 802108.

Hitachi units - Repair; 800206.



above 3426 09.01.25 (Carl Watson)



above 40804 09.01.25 (Carl Watson)

## **WAGONS**

Repair; 78273, 89014, 92632, 93482, 33 80 2693 019-2, 83 70 2795 312-9/313-7/329-3, 43 87 4333 008-8/021-1/030-2/031-0/034-4/045-0/052-6/080-7, 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.



*above 3122 09.01.25 (Carl Watson)*

Stored 319s, 319011, 319377 and 391380, are to be made ready for return to Porterbrook, either for further storage at Long Marston or direct to Newport for scrapping.



*above 319011 15.01.25 (Carl Watson)*

## **COACHES**

Mk1s - Overhaul; 3091. Repair; 3100, 3122, 35333.

Mk2s - Repair; 9502. Repaint; 3188, 3229, 3231, 3344, 3348, 3384, 3426, 3438, 17056.

Mk3s - Repair; 10212, 10416, 40804, 41059, 41208.

Pullman Cars - Mods; 255 (99539) IONE, 281 (99546) GWEN, 308 (99532) CYGNUS. Repairs; 245 (99534) IBIS. Overhaul; 280 (99537) AUDREY.



*above 319380 and 319377 15.01.25 (Carl Watson)*

A new inspection pit has been dug in Bay 3 (South) in the loco area to allow easier disconnection and lifting of locos.



*above Bay 3 Inspection Pit 15.01.25 (Carl Watson)*

# DAYS OUT

## **The Manchester 'Tommy' Hunt by Alan Jones**

Shed bashing trips to Manchester depots starting from Gloucestershire always took a lot of planning, as, due to the time it took to get there and back, there was very little time to visit the numerous depots scattered around the area.

In view of the impending closure of the Woodhead route, in the Autumn of 1980 I thought it was time to chase down my last few CL 76 and fill in a few gaps on the CL 40 and DMU front. The CL 76 had gained the nickname "Tommy's" after the prototype of the class, E26000, which was built at Doncaster Works in 1941 to a design by Sir Nigel Gresley and given the LNER number 6701. The nickname was a reference to a British soldier and originated while the locomotive was on loan to Dutch Railways from 1947 to 1952 to help counter a shortage of motive power. Because of its age "Tommy" was withdrawn in March 1970 and never received a TOPS number, being cut up at Crewe Works in November 1972.

Initially classified as EM1 (Electric Mixed Traffic Type 1), the Class 76 production fleet totalled 57. They plied the route across the Pennines, mostly working in pairs on freight workings between Sheffield and Manchester. Most passenger workings were in the hands of a small fleet of EM2 (later CL 77) locomotives (numbered E27000 to E27006) until these locomotives were sold to Nederlandse Spoorwegen in September 1969. When the route was closed on 18 July 1981, all of the CL 76 which remained in service were withdrawn. The Piccadilly to Hadfield/Glossop section was converted to 25kV AC in December 1984.

Unlike today, British Rail ran a 24hr service, and this meant that there were a couple of options which would allow those travelling from Stroud to ensure they had a full day to travel around the Manchester area. One option was to catch the 23:50 DMU to Gloucester, followed by the 02:10 Cardiff to Leeds, service, changing at Birmingham New Street to a train to Manchester. Another option was to catch the 20:00 service from London Paddington and then change at Gloucester to the 22:06 Glasgow sleeper to Crewe, giving you a few overnight spotting hours there before getting an early train into Piccadilly.

My best friend at the time, Brent Neale, was a regular travel companion, and in the late 70s and early 80s, we travelled to most parts of England and Wales, but only twice did we make it to Manchester. This left me needing lots of DMUs which were allocated to Newton Heath and Buxton, along with many CL 504 on the 1200V DC rail line from Manchester Victoria to Bury.

So, on the 24<sup>th</sup> October 1980, instead of spending Friday night with our girlfriends and then going to Eastville on the Saturday to cheer on the Gas (Bristol Rovers), we caught the 20:00 hauled by 50050 to Gloucester to await the 22:06. While waiting, 47068 and 47443 passed through on parcel workings while 08364 was the station pilot.

47191 took us to Birmingham New Street, where 86224 was waiting to take us to Crewe. Along with the usual DMUs on cross city workings, New Street hosted 31323 and 47059/486/511, while Wolverhampton had 25293, 85031 and 86246 waiting for us. 08701 was the pilot at Stafford. We arrived at Crewe around 01:30 in the morning.

At that time there were always a large number of locos stabled at Crewe Depot. Where today Locomotive Services Limited (LSL) has a number of stored carriages, in 1980 there was instead three or four rows of locomotives awaiting their next duties. It was normally only possible to take the numbers of the nearest row plus a few others seen in the gaps between cabs when passing on a train, so it was always worth spending a few hours at the end of the platform to see locomotives working on and off the depot.

Some overnight freight workings were routed through the station instead of the avoiding lines, and there was plenty of parcel and sleeper workings to keep you occupied. During the summer timetable there were also plenty of overnight passenger workings, from many Northern areas to seaside destinations all along the South Coast under the Holidaymaker Express brand. These working always seemed to be

full of bleary-eyed families crammed into Mk1 Tourist Open stock. The small hours also bought out the early classes of AC electrics in lieu of CL 86, along with plenty of London Midland CL 25 and CL 40.

During our five hours at Crewe, we saw the following:

Crewe Depot Stabling Sidings:

Locomotives (Total: 20): 08843, 25055/224/48/63/91/304, 37136, 40001, 47005/189/205/49/349, 81018, 83001/05, 85039, 86219/311

Crewe Station

Locomotives (Total: 74): 08088/112/25/81/633/737, 25063/80/197/215/16/17/45/57/90/321, 31111, 40018/110/38/94, 46038, 47081/138/89/271/332/42/440/46/49/515/38/42/47/61, 81001/08/11/17/22, 82005, 83007, 84003, 85004/07/16/19/20/27/40, 86009/36/38/102/205/12/15/19/22/24/25/26/27/33/34/37/45/47/48/52/55/321/24

DMUs (Total: 14): 51171+56350, 51581+59587+51585, 50656+59283+50730, 50500+59156+50448, 50450+59157+50501

EMUs (Total: 7): 304001/05/08/25/28/29/55

Unit 304029 deposited us in Manchester around 07:00 where we quickly took CL 506 set 1 (M59401M, M59501M, M56901M) out to Ardwick for the walk to Longsight. There were eight of these sets which plied their trade between Manchester Piccadilly and the Glossop/Hadfield triangle. All were withdrawn when the line was converted from 1500V DC to 25kV AC in 1984.

At the time of our visit, this station must have been rated as one of the worst in the UK. It had two platforms, but was heavily vandalised and in an industrial area, with a flight of steps leading to a road called Blind Lane. Even today it doesn't look much better.

I cannot remember if we asked the Foreman to let us have a look round Longsight, but from the photos and my notebook, it seems as if we got round one way or the other.

At Longsight depot, we saw the following:

Locomotives (Total: 16): 08283/399/686/820/906/14, 37042, 40055/111/24, 45002, 47182, 85007/24/36/38

DMUs (Total: 39): 56106+50514, 50351+50260, 50977+56182, 0458+59166+unknown, 50974+56230, 50629+56501, 50459+59144+50511, 51420+56232, 50945+56493, 56228+51931, 52038+50949, 50986+56221, 50985+56111, 56268+50340, 56261+56411, 50425+59141+50421, 50439+59203+50488, 50354+56109

EMUs (Total: 3): 011/33/35

Back at Ardwick we caught Gloucester built CL 143 (later reclassified as CL 100) 56113+50358 to Reddish North for the walk to Reddish Depot, spotting 08599 and 08604 in the yards around Ashburys. This was the main reason for our visit, as many CL 76 (mainly vacuum braked only) had been withdrawn or stored. Some had had their bogies removed, leaving the bodysHELLS scattered around the depot. So, we knew that this would probably be our last chance to see some of these locos before their appointment with the scrap man.

As we had expected, Reddish (Depot code RS, TOPS location 32069) was deserted with an air of desolation as most of the stock there had been withdrawn quite a while previously, so we strolled round unchallenged until we went to enter the shed. Here we were told no train spotters were allowed inside the depot and to "leave quickly". Luckily we had already noted most of what was outside the depot.

There were four grounded bodies (76043/50/56/57) which had been withdrawn in February 1977, and with their bogies removed the bodies had been balanced on wooden planking. The stabling sidings also held withdrawn 76001/41/46/47/49/52/55 and it was clear that some of the other CL 76 seen would

never work again. I copped 76001 and 76004, which left me with just 76008 and 76039 to tick off. I was hopeful that Guide Bridge Stabling Point would hold the two I needed.

We saw the following at Reddish Depot:

Locomotives (Total: 34): 25188/99/296, 40027/136/80, 47381,  
76001/04/07/09/12/14/15/22/23/25/27/30/36/39/41/43/46/47/49/50/51/52/53/54/55/56/57

EMU (Total: 1): CL 506 set 2



*above 76001, 76055 and 76013 stabled at Wath, 28 February 1976 (Alan Jones)*

Reddish Depot was the main maintenance base for Cl 76, but it also carried out repairs on LMR diesels, and the wheel lathe was put to good use on DMUs, Bury units and Mersey Rail CL 502 and 503. Major overhauls of CL 76 were carried out at Crewe Works. There was always a couple under overhaul there, but I seem to remember that they had ceased by 1980. Depot closure came in 1983.

At Sheffield on the other side of the Pennines, CL 76 could also be found stabled at Wath Depot (Code WH, Tops location 24351, closed 1983) and at Rotherwood Sidings next to Darnall Station.

CL 104 50456+56168 took us back to Manchester Piccadilly where 87029 was "on the blocks" and 08915 was the station pilot. Set 8 took us to Guide Bridge (Depot Code GU) where persistent Manchester rain and poor light made photography impossible. Access to the Stabling Point was by a footpath off the end of the platform and we were unchallenged as we walked around. It turned out to be my lucky day as both of my last CL 76 were stabled here. This of course led to comments along the lines of "What a lucky person I was!" The Stabling Point is still in use today as a maintenance base for track machines.

Guide Bridge Stabling Point

Locomotives (Total: 18): 08477, 25152/260/75, 40014/33/171, 46032, 47227/80/88,  
76008/21/31/35/37/39/54

Clearing a Class always gives me a good feeling, so I had a spring in my step as hybrid Park Royal CL 145 (later reclassified as CL 103) and Gloucester CL 100 56151+50355 took us back into Manchester where at least the weather improved. Next we took the long walk to Manchester Victoria where fatigue and hunger caught up with us, so fish and chips were the order of the day. We also sampled the delight of a Travellers Fare coffee (I vividly recall the Maxpax cup with the half-mixed powder left in the bottom, along with that lingering aftertaste!), then had a quick look round before catching Cravens CL 105 50763+50796+50765+50804 to Dean Lane.

Where the Metrolink station is today were a few bay platforms, including the 3<sup>rd</sup> rail 1200V DC system to Bury. Just two locos were seen at Manchester Victoria: 25032, which was on banking duties, and

40104. There were also a couple of CL 124 Trans Pennine units, along with Gloucester CL 128 Parcel Van 55990. Three CL 504 Bury units were observed: 65449+77170, 77168+65447 and 65446+77173.



*above* 25159, 25106, 40013 and 76024 at Guide Bridge, July 1975 (Alan Jones)

It was a short walk to Newton Heath, as the Depot entrance was next to Dean Lane Station. We walked past a couple of rows of DMUs to the Foreman's Office. He granted us permission to look at the stabled locos, but we were told to keep out of the running sheds and report back to him when we were leaving. After seeing the locos we "accidentally" got lost on the way back and ended up in the DMU maintenance sheds. Realising we had strayed from the correct path, we had to walk through the running shed to get back on course! The Foreman was none the wiser as we expressed our thanks on the way out.

Newton Heath Depot

Locomotives (Total: 19): 08475/524/611/26/75, 25124/33/87/201/85, 40008/18/25/27/112/32/76, 47049/423

DMUs (Total: 75):

50152/213/372/446/52/53/62/63/66/67/68/70/78/98/504/05/15/18/19/24/26/30/754/58/59/61/71/77/79/85/87/89/92/94/98/805/07/16/966/71/82/83, 51486/933/34/35/36/39/45/67, 52049/50/51/54/57/59/250/65/95, 55989, 56127/249/62/66 59158/60/61/69/71/74/76/82/86

With the visit complete it was time to return home via the same route by which we had arrived. Another Cravens CL 105 50761+50758 took us back to Manchester Victoria where 45032 was recorded. At Manchester Piccadilly we saw 46016 and 86311. (304) 008 was on one of the Manchester- Crewe shuttles which we caught back to Crewe. From Crewe we travelled behind 86215 to New Street, seeing 08055, 25100, 40012/118, 45066, 47483, 81014 and 86005/33/225/29/61/320 en route. 08588 was the depot pilot at Soho, with 08647 was on pilot duties at Birmingham.



*above* 76024, 76028, 76047, 76006 and 76002 at Guide Bridge, July.1975 (Alan Jones)

All that was left to do was to get 45064 back to Gloucester where 37280, 45103 and 47503 were on shed. I did not record how we got back to Stroud so it must have been one of Bristol's CL 117 or CL 119s. In total we had recorded 489 numbers of which I "copped" 88, mainly Newton Heath and Buxton DMUs. I had cleared the CL 76 (in total we saw 34) and ticked off 19 locomotives, so I have to say it had been a worthwhile trip!

It is worth reflecting that with the recent introduction of new DMU and EMU classes in the Manchester area to replace what many people thought were poor quality Pacer units, Manchester was in the same boat in 1980. The Cravens, Park Royal and Gloucester units were well past their sell by date, and were held together by the skill of the workforce until Sprinters and Pacers were introduced in 1984.

These days I try to spend a couple of days in the Manchester area once a year. Driving from Elgin, with stops at Carlisle and Carnforth, I book a couple of nights in the Premier Inn at Bolton Stadium as it is 200 yards from Horwich Parkway Station, just off the M61. With a frequent service it only takes 30 minutes to get to Manchester or Preston, with the options of Blackpool trams or a round robin via Wigan and Crewe back into Manchester Piccadilly. If staying longer I would recommend the Coast and Peaks Rover which also covers as far as Liverpool, Holyhead, Sheffield, Derby, Tamworth and Shrewsbury. In its present format, it is valid four days in eight and priced at £96.80, with Railcard discounts available. In my personal view, this ticket offers good value for money and allows the flexibility to travel as you see fit. A weekly ticket from Horwich to Bolton will connect you to the Rover area, allowing you to get to many good locations. There are many food outlets and a shopping centre dotted around the Bolton Wanderers Stadium, catering for all types of cuisine, with free car parking at the Hotel. More importantly, the Bar/Restaurant next to the Hotel serves a good pint or two!

## FROM THE PAST...

**By Paul Brack**  
**Watford Junction accident, 23 January 1975**

This January marks the 50<sup>th</sup> anniversary of a fatal collision which occurred near Watford Junction on Thursday 23<sup>rd</sup> January 1975. The details of the collision are recounted in the formal accident report to the Railway Inspectorate by a Lieutenant Colonel called I. K. A. McNaughton. The trains involved were 1A81 19.10 Manchester Piccadilly to London Euston, a 12-coach express train with two locomotives at the front, failed 86204 and rescue locomotive 83003, and 1S18 22.25 London Euston to Glasgow Central, a 14-coach sleeper train hauled by 86209.

1A81 derailed shortly after leaving Watford Junction station after it collided with two steel stillages which had fallen from open doors on 6M50 Dagenham to Halewood. The derailment had left the front right-hand corner of 83003 foul of the Down Fast line on which 1S18 was approaching at upwards of 65 mph. A matter of seconds after 1A81 had derailed, 86209 collided with 83003, ripping the front corner off 83003 and diverting 86209 and its first coach down to the bottom of the steep embankment adjacent to the Down Fast. 86209 sustained significant damage to its cab, with the right-hand window pillar being completely removed.

Tragically, the driver of 1A81 was killed in the accident. Three other members of railway staff were injured, along with eight passengers. The accident was considered to have been caused by vandals who were suspected to have opened three van doors on 6M50 at Gospel Oak, though no concrete evidence of this was uncovered.

None of the three locomotives involved in the collision are extant today. 83003 suffered such extensive damage that it was never repaired. It was the first of the CI 83 to be withdrawn and was scrapped at Crewe Works in July 1975. Both CI 86 were repaired, having suffered much less damage than the CL 83. 86204 ended its working life in the Virgin Cross-country fleet, being withdrawn in August 1998 and scrapped at Immingham in July 2003. 86209 ended up in the Anglia Railways fleet, lasting in service until October 2004 but being scrapped shortly thereafter in May 2005 at Boreham.

# PRESERVATION GALAS

Bo'ness and Kinneil Railway Winter Diesel Gala, 28 and 29 December 2024

The Bo'ness and Kinneil Railway held their Winter Diesel Gala on 28 and 29 December 2024. GB Railfreight's 66310 visited and was named "Bo'ness and Kinneil Railway" at Bo'ness station on 28 December. It was joined by Colas Rail's 70806, LSL's 47712 (currently running as scrapped classmates 47709 on one side and 47711 on the other). Meanwhile, 26038 from the home fleet made its first appearance at a Bo'ness and Kinneil Railway Gala, and 37403 and a CL 117 DMU were also in action.



*above* 26038 at Bo'ness, BKR (11.13), 28.12.24 (Iain Gardiner)



*above* 66310 with covered nameplate, Bo'ness, BKR (13.31) 28.12.24 (Iain Gardiner)



*above* Cl.117 51405 + 59510 + 51363 Bo'ness, BKR (14.06) 28.12.24 (Darren Bailey)



*above* Cl.117 51405 + 59510 + 51363 Bo'ness, BKR (14.06) 28.12.24 (Darren Bailey)



*above 70806 and 26038 Bo'hess, BKR (11.22) 28.12.24 (Iain Gardiner)*



*above Nameplate now revealed, 66310 Bo'hess and 47712, BKR (09.56) 29.12.24 (Iain Gardiner).*

Please note that photographs of nameplates are now found in the "Stock changes" section of the website, including one of 66310's nameplate

## Severn Valley Railway Winter Diesel Day, 30 December 2024

by **Paul Brack**

On 30<sup>th</sup> December 2024 I attended the Severn Valley Railway's Winter Diesel Day. Following on from the first such event at the railway in 2023, an enhanced timetable featuring a good selection of the home fleet was an enticing way to spend one of those "inbetween" days between Christmas and New Year. The diesel locomotives in use during the day were: D9551 (CL 14), 20048, 20205, 33108, 37263, 40106, 46045, 50035, D1015 (CL 52). These were joined by GWR Collett 1400 class 1450, an HST with 43094 and 43122, and a CL 108 DMU.

It being the holiday season, I was displaced from my usual haunts and thus began my journey to Kidderminster on CrossCountry service 1O06 06:39 Nottingham-Bournemouth, which I boarded at Burton-on-Trent at 07:22. The train was formed of a single 4-car Voyager, 221130, and I stayed on it as far as Birmingham New Street. En route we passed Central Rivers depot at Barton-under-Needwood, where several debranded ex-Avanti 221s were visible, presumably undergoing hand-back activities. Another notable railway site visible on the journey from Burton to Birmingham is Lawley Street Freightliner terminal, where 70002 was lurking along with 66502, 66504, and another classmate.

I disembarked at Birmingham New Street and changed platforms to catch West Midlands Railway service 2W08 07:37 Walsall-Wolverhampton for the short hop to Smethwick Galton Bridge. This service was formed of 730016, the CI 730 having recently replaced CL 323 on this route. It seems the CI 730 are going down well with at least some of the locals, as someone who boarded just after me commented to their travelling companion about how much they loved the new train smell!

After less than 10 minutes on board, we arrived at Smethwick Galton Bridge. As I clambered up the many stairs, it became apparent to me that Smethwick Galton Bridge is very much a two-level station, with the electrified Birmingham-Wolverhampton line below the non-electrified Birmingham-Worcester line. Transferring from Platform 3 up to Platform 4 was therefore more of an adventure than I expected, but I made it in plenty of time for my connection at 08:25 to Kidderminster. This train was West Midlands Railway service 2K18 07:47 Whitlocks End to Kidderminster, formed of 172337 and 172007, and took me to Kidderminster for a slightly early arrival just before 9 am.

Crossing the footbridge to the main entrance to the Severn Valley Railway's Kidderminster station, I joined a reasonably lengthy queue for tickets. Fortunately, the queue moved relatively quickly, and I was on the platform about 10 minutes before the next service, the 09:25 to Bridgnorth, was due to depart. This train was top and tailed with 50035 and 40106, the "Whistler" providing steam heat. The heating was certainly effective, with the coaches being pleasantly warm, but unfortunately there was very limited visibility from the misted-up windows. This being a Diesel Gala, of course, the problem was "resolved" fairly quickly as windows were opened to enable the "Hoover" aficionados to listen to the thrash.

I jumped off my first train onto Platform 1 at Bewdley, where I transferred over the footbridge to the combination of 37263 atop 1450 for a return to Kidderminster. Rail Adventure CL 43s were stabled in the siding south of Bewdley station, and 20142 and presumably 20189 were espied in the sidings between the main line and Kidderminster station. After arriving at Kidderminster, 37263 was uncoupled and 20048 and 20205, nose to nose with 20205 leading, coupled on to the other end of train. Unsurprisingly, double headed 20s proved popular, and empty seats were in short supply as we left Kidderminster at 10:20. Outside the Diesel Depot, various locomotives which had been sheeted over for the Winter were visible, including three "Westerns", D1023, D1048 and D1062, and two large logo blue livered CL 50s, assumed to be 50033 and 50049. They were joined by "Warship" D821 and, disappointingly, 58023, of which it had been previously stated there was an intention to use it at the event. 50031 was sheeted over and positioned next to the carriage sheds, its fuel tank missing having been removed in 2022 and fitted to 50049.

I stayed on the above-mentioned train to Highley, the "Choppers" being in fine fettle. The Severn Valley Railway's Engine Museum at Highley was still partly dressed for Christmas, with a large inflatable Santa

outside. After a quick visit, I returned to the station to catch the next train to Bewdley, which had 46045 leading and providing steam heat and 33108 trailing. At Bewdley there was a short wait for a cross-platform transfer to the CL 108 DMU. Predictably, the front coach was packed, the classic panoramic views afforded by the first generation DMU proving a significant draw. I joined the rear coach and satisfied myself with the view out the rear windows and ate my packed lunch on the journey to Highley.

After a short wait at Highley, I rejoined 20048 and 1450 (20205 having been detached at Bridgnorth) as far as Arley, my favourite station on the Severn Valley Railway due to its idyllic rural setting and reminder of happy childhood hours spent watching the BBC comedy series *Oh, Doctor Beeching!* Both my mobile phone and I were starting to feel a little tired at this point of the day, so I was glad to be able to catch the HST (43094 and 43122) and make good use of a plug socket as we travelled back to Kidderminster once more. One of the few delays of the day occurred at this point, as 33108 and D9551 were about 10 minutes late into Bewdley on a DMU drag, meaning that on arrival at Kidderminster I went directly across the platform to join 20048 and 1450 for a third time for another short run to Bewdley.

At Bewdley I rejoined my first train of the day, now led by 40106 and tailed by 50035, which was absolutely rammed – I ended up in the middle of the vestibule, not even able to see out of the window as we went back to Kidderminster. This was somewhat of a contrast to the HST I then rejoined, where, bar one volunteer, I had a coach to myself! Arriving at Bewdley once more, I noted 20007 stabled in the sidings just to the south of the station and a sheeted over 37308 opposite platform 2. I left the HST and made a rapid dash to the excellent Merchants Fish Bar, finishing my fish, chips and curry sauce just in time to join 37263, which had replaced 50035, and 40106. This was another popular train, but I was able to snag a window and enjoy the very tuneful 37 as far as Highley.

My cunning plan was now to catch the DMU back to Bewdley, figuring I would have a better chance of sitting in one of those lovely front coach seats now it was 5 pm. And while I did indeed achieve my goal of a seat in the front section of the front coach, it was, of course, too dark by this time to really see much anyway! But my efforts were not entirely wasted as I was now positioned to catch the 17:45 from Bewdley, led by D1015 and tailed by 46045, for a run with the "Western" to Bridgnorth. Before we could leave we had to wait for the southbound service headed by 20205 and 20048 to enter the station. It was notable that the 20s were unusually coupled cab-to-cab rather than nose-to-nose (20205 leading). By now the trains were becoming quieter and so it was relatively straightforward to get close to a window in the first few coaches. We arrived a few minutes later than scheduled into Bridgnorth, and then at 19:05 it was time to return to Kidderminster with the "Peak" leading. Both Bridgnorth and Hampton Loade stations were still bedecked with Christmas lights, twinkling prettily in the darkness.

After a pleasingly noisy journey to Kidderminster, it was time for me to return to Burton-on-Trent. This was done by making the reverse of my inward journey. First, I caught West Midland Railway's 2S23 2015 Worcester Foregate Street to Stratford-upon-Avon at 20:37. This was formed of the same two units that had brought me to Kidderminster earlier, 172007 and 172337. We passed Chiltern-liveried 68014 with its "On track for a greener future" branding stabled at Stourbridge Junction with its coaches. I then changed at Smethwick Galton Bridge to London Northwestern Railway's 1K67 20:39 Stafford to Birmingham New Street formed of 350115, the descent from Platform 1 to Platform 4 being far easier than my earlier climb from Platform 3 to Platform 2. After arriving at Birmingham New Street 2 minutes early at 2116, I noticed that CrossCountry's 1E73 17:27 Plymouth to Leeds was still sat in the station despite being timetabled to leave at 2103. I made my way across and boarded the train, formed of 220022, and established that the replacement driver was on a delayed incoming service. 1E73 eventually left at 2131, 28 minutes late - a delay which was no doubt very annoying for everyone else, but which had proved very useful to me, as I arrived back in Burton-on-Trent just before 2200, about 40 minutes earlier than I would have done otherwise!

All-in-all, I thought that the Winter Diesel Day was an excellent event, with a good variety of locomotives and rolling stock in use and the timetable maintained reasonably well throughout the day.

# VISIT REPORT

Crewe Basford Hall, Freightliner, 18 January 2025  
by **Aidan Turner**

A bitterly cold day, I had some sympathy with those with notebook and pen trying to write the numbers down. I was using a camera with gloves on!

Starting by the gate the CE sidings were unusually empty with only 6 wagons with numbers visible both sides in total. We started by looking through the doors into the back of the shed to see 70016, 90016/18/47 inside. I think the plan was then to cross over into the yard but our path was blocked by 66512 shunting an unloaded rake of FL flats. This did give me the chance, however, to see and photograph what was in the DRS Coal Yard, namely an FNA, 2 x PFA and a ZZA.

We then doubled back, walked up the side of the depot and looked over the barrier into the depot yard. For those who did not see it last time the highlight was that 18006 was there and in a nice position to photograph.

With good timing, just after we passed the shed yard 66760 arrived on the lightly loaded 4M11 Felixstowe South - Ditton. Wagons in order were : 83.70.4520.341-6/4521.106-2/4520.340-8, 83.70.4520.330-9/4521.101-3/4520.331-7, 630013/14/21/22, 81.70.4663.001-5/002-3, 37.80.4909.129-1, 640908, 81.70.4663.090-8/089-0, 650050/49/26/25, 630024/23, 81.70.4663.220-1/219-3, 83.70.4520.177-4/4521.024-7/4520.176-6, 83.70.4520.203-8/4521.037-9/4520.202-0, 640627/28 and 33.68.4909.618-3.

We then proceeded up the access road. With 66760 and its train being there and several rakes of FL wagons it was a difficult to identify all the numbers so I ignored the long-term resident stored MHA and SSA wagons. We crossed over the footbridge to see the 3 x CL 66 around the fuelling point, and not long after 90007/43 and 66548 arrived together alongside us.

We then took the usual route back through the yard alongside the HHA rake which has been there for some time. Finally, as we got back to the crossing point a short engineering train comprising of 66606 plus wagons 81.70.5831.218-9/215-5 and 29077 was preparing to move.

Thanks must be given to our guides, particularly with respect to the number of train movements while we were there.

*Editor's note: I am pleased to say that £560 was raised for charity on this visit – thank you to all who contributed!*



above An aerial view of Crewe Basford Hall from a couple of years ago (15.43) 16.07.22 (Darren Bailey)

# FRANCHISE / NETWORK NEWS

## OPEN ACCESS OPERATORS

On 15 November 2024, the Office of the Rail Regulator (ORR) announced that it had approved a new Open Access application by a group called Go-op, subject to certain conditions being met. Go-op is a co-operative and seeks to provide an alternative Open Access model to those presently running on the UK network. Go-op plan to operate trains in Somerset and Wiltshire, with a core service between Westbury and Taunton and some extensions to Weston-Super-Mare and Swindon. Go-op plans to reactivate stored Cl. 153 DMUs to provide rolling stock. The ORR has required that Go-op begins operations no later than December 2026. The ORR have also required that by November 2025 Go-op must provide evidence that they have the necessary finance and rolling stock in place to commence their service, along with £1.5m to upgrade 8 level crossings along the proposed route. To raise money, Go-op has launched a share issue via Crowdfunder.

## THE END OF THE “DALSTON TANKS”

One of the freights I could rely upon during my above-mentioned childhood stints at Carlisle station on a Saturday morning was what we always referred to as the “Dalston tanks”. As noted in the December 2024 edition of TRACKS (page 110), this service was due to finish by the end of December 2024. In the 1990s, a CL 60 was the usual traction for the train, before these were displaced by a CL 66. In recent years, the train has been operated by Colas Rail using a CL 70. The final “Dalston tanks” was hauled by 70811 and ran on 20 December 2024, with the final portion of the train leaving Dalston at 0932.

## NEW OWNERSHIP FOR HNRC

Swietelsky AG, an Austrian railway infrastructure company with a presence in many European countries, including the UK, and Australia, has purchased Harry Needle Railroad Company. Several HNRC locomotives, including at least 20302, 20311, 37405 and 37607, have already had new Swietelsky logos applied to their existing orange and black HNRC livery, as illustrated by 37405 on page 47 of the present issue. A full list of locomotives transferred from HNRC to Swietelsky in the sale has not yet been made public, but various sources indicate that the majority of the HNRC fleet is part of the transaction.

## RAIB REPORT: BROUGHTY FERRY INCIDENT

On 23 December 2024, the Rail Accident Investigation Bureau (RAIB) published their report on a collision between a Scotrail HST and a fallen tree which occurred at Broughty Ferry, Dundee on 27 December 2023. The leading power car of the HST, 43129, suffered severe damage to its cab during the incident, with the tree entering at approximately head height, but fortunately the driver was able to avoid serious injury by crouching behind their driving seat when they realised that a collision was inevitable. A member of the public heard the tree fall and then saw that it was fouling the railway line. They promptly attempted to raise the alarm by calling Network Rail’s public helpline. The call handler who tried to pass on the message from the member of the public only had a non-emergency telephone number for Scotland integrated control centre (SICC), and their calls were not answered by SICC until 9 minutes after the accident, which was 21 minutes after the call from the member of the public.

The RAIB reports that since the collision, Network Rail helpline staff have been provided with an emergency telephone number to contact SICC. The full report is available on the RAIB website. The report again raises the issue of the crashworthiness of HST power car cabs. In what is presumably not an unrelated piece of news, Transport Scotland reported on 17 December 2024 that procurement for a fleet of trains to replace the Scotrail HSTs had begun.

## GWR: CHRISTMAS HOLIDAYS

Over the Christmas period, engineering work related to the future HS2 Old Oak Common station necessitated a closure of London Paddington station. Some GWR services were diverted to London Euston, while others stopped short at Ealing Broadway, with passengers continuing their journeys by London Underground. As a result of the engineering work, access to North Pole depot near London Paddington was also limited, meaning that GWR were forced to find some alternative locations for stabling their IETs between December 24<sup>th</sup> and 30<sup>th</sup>.

One unusual location used for stabling was Didcot Railway Centre. While the mainline connection is in regular use to trip supplies and the occasional locomotive between the Railway Centre and DB Cargo's road-connected depot, it is rare for mainline trains to traverse the Railway Centre's internal rail network. Two IETs arrived on Christmas Eve. 9-coach unit 800318 was stabled on the line which runs through the centre of the site adjacent to the Engine Shed, while 5-coach unit 800019 was stabled on the demonstration line. In total, 9 different IETs were stabled at Didcot Railway Centre during the period: 6 x 5-car CL 800 (800007, 800008, 800011, 800019, 800022, 800032), 2 x 9-car CL 800 (800306, 800318) and 1 x 5-car CL 802 (802001)), with 800318 the only unit to make two separate visits.

A full summary of the IET visits over the festive period is provided below:

<b>Date</b>	<b>Headcode</b>	<b>Time</b>	<b>Journey</b>	<b>Number</b>
24 December 2024	5A34	2058	Reading to Didcot GWS	800318
	5Z17	2310	Reading to Didcot GWS	800019
27 December 2024	5W13	0641	Didcot GWS to Reading	800318
	5W17	0835	Didcot GWS to Reading	800019
28 December 2024	5Z03	0011	Reading to Didcot GWS	800007 and 800011
	5Z37	0037	Reading Traincare Depot to Didcot GWS	802001
	5B03	0625	Didcot GWS to Reading	800007 and 800011
	5J73	0755	Didcot GWS to Reading	802001
	5Z40	2057	Reading to Didcot GWS	800008 and 800032
	5Z15	2143	Reading to Didcot GWS	800306
29 December 2024	3W15	0737	Didcot GWS to Reading	800306
	3R40	1027	Didcot GWS to Reading	800008 and 800032
	5O81	2118	Reading to Didcot GWS	800318
	5O78	2226	Reading Traincare Depot to Didcot GWS	800022
30 December 2024	3Z02	0547	Didcot GWS to Swindon	800318
	3Z03	0607	Didcot GWS to Swindon	800022

Another unusual location used to stable GWR rolling stock was South Marston Euro Terminal at Swindon. The sidings here were installed in 2007 to serve the Honda car factory which closed in 2021. The freight traffic was short-lived, however, and the sidings saw very little use in recent years, the most recent visit until November 2024 being a railtour on 29 October 2022 (the Cotswold Caper railtour, topped and tailed by 37676 and 37668). On 24 November 2024, trials were operated using the Night Riviera (hailed by 57602 and 57603) and an IET to establish the suitability of the sidings for stabling during the Christmas blockade. This trial being presumably successful, over Christmas the sidings saw use. Only two IETs (800028 and 800309) were stabled there, both arriving on Christmas Eve and leaving on the day after Boxing Day, but the Night Riviera sleeper train, top and tailed by 57603 and 57605, spent the best part of a week there, as outlined in the table overleaf.

Date	Headcode	Time	Journey	Number
24 December 2024	3Z50	1216	Reading Traincare Depot to South Marston Euro Terminal	57603 and 57605, set PZ89
	5D42	2212	Didcot Parkway to South Marston Euro Terminal	800309
	5Z03	2228	London Paddington to South Marston Euro Terminal	800028
27 December 2024	3L02	0610	South Marston Euro Terminal to Didcot Parkway	800309
	3L03	0640	South Marston Euro Terminal to Didcot Parkway	800028
30 December 2024	3Z51	0946	South Marston Euro Terminal to Reading Traincare Depot	57603 and 57605, set PZ89

## PHOTO SPOT: GREAT YARMOUTH



*above* DVT 82114 Great Yarmouth 23.01.25 (Michael Warrick)



*above* 4TC 76277 (977335) Great Yarmouth 23.01.25 (Michael Warrick)

# TRAFFIC & TRACTION NEWS

**26 December 2024**

Various LNER and Scotrail passenger trains stalled for the Christmas period at Aberdeen Clayhills Carriage Maintenance Depot



800102 800104 43139 t&t 43169 + HA07 (Alan Jones)



43015 t&t 43134 + HA23, 43136t t&t 43141 + HA19, 43035 t&t 43152 + HA11, 43137 t&t 43151 HA15, 800102 800104 (Alan Jones)

**31 December 2024**



66555 + 66420 + 66506 + 66414 on 0M61 Leeds Balm Road - Bescot Engineers Sidings, Elford (14.37) (Paul Keightley)

**2 January 2025**



66653 + 66009 on 6D12 Lackenby to Scunthorpe, South Bank 02.01.25 (Alex Ayre)

**3 January 2025**

On 3<sup>rd</sup> January 2025, a broken-down intermodal train afforded some unsuspecting passengers the opportunity to traverse a small stretch of rare track through Oxford station. 4M32 0524 Southampton W Docks (Gbrf) to Hams Hall Gbrf hauled by 66766 failed between Wolvercote Junction and Tackley at approximately 11.30. A following intermodal train, 4M54 0931 Southampton M.C.T. Ews to East Midlands Gateway Tml Dbc, was diverted into Hinksey reception lines just south of Oxford, where the locomotive, 66030, was uncoupled and went to the rescue as 1Z99.

Due to the line northwards being blocked, CrossCountry service 1M42 1045 Bournemouth to Manchester Piccadilly, already 53 minutes late on arrival at Oxford at 1330, was occupying Platform 4. Rather than diverting 2L36 1336 Didcot Parkway to Oxford into Platform 3, this service, formed of 165120, was routed through the middle road to the other side of Oxford station, whereupon the train reversed and crossed all the way across to arrive at Platform 1 at Oxford station. While GWR trains into Platform 1 at Oxford are timetabled on a daily basis (Oxford to Banbury shuttles), a passenger train through the middle roads at Oxford is not a common occurrence at all.

To complete the rescue story, 66030 hauled 4M32 back to Hinksey reception lines, arriving there at approximately 14.40. Here, it was met by 66712, which had been dispatched to recover the GBRF train as 0Z32 1348 Eastleigh East Yard to Hinksey Sidings. Once 66030 was recoupled, 4M54 continued on its journey, passing Banbury at 16.45, 265 minutes late. Meanwhile, 66712 hauled 66766 and its train back to Southampton.



50007 and 50008 have been used to move GWR Mk3 sleeper coaches to and from Eastleigh for repainting, the first moves occurring in November. The operation involves the CL 50 first running from Eastleigh to Reading Traincare Depot to collect a Mk3. The CL 50 then hauls the Mk3 to Didcot to run round and returns to Eastleigh via Reading West. On the first run with 50008 on 14 November 2024, the run round occurred in Didcot Yard. However, on the run with 50007 on 30 November 2024, the run round was performed at Hinksey Sidings. Since then, the procedure has settled down to running around at Didcot West End, the coach left standing on the goods loop while the locomotive crosses over and reverses at Foxhall Junction and again at Platform 3 at Didcot Parkway station, before proceeding south via Platform 4.

**8 January 2025**

165120 in Platform 1 at Oxford station after its brief adventure through the middle road (14.08) (Paul Brack)

**4 January 2025**



20312 + D8069 + 47843 HNRC, Worksop, (Aidan Turner)

**6 January 2025**



50007 + 12161 on 5V50 Eastleigh TRSMD to Reading TCD whilst running around the Mk3, Didcot (11.44) (Spencer Conquest).



70008 on 4090 Leeds to Southampton intermodal, Elford (09.13) (Paul Keightley)

**9 January 2025**



08648 + Mk3 42561 (HA01) with 66031 on Tesco, Inverness (Alan Jones).

66031 is one of the five CL 66 on long term hire from DB Cargo to DRS. However, these are now in the process of being handed back to DB Cargo, which will reduce the number of CL 66 operated by DRS to only 14.

**10 January 2025**



56090 on 6Z42 10.50 Whitmoor Yard to Bradwell Up Sidings (Longport), March (10.50) (Keith Partlow)

**11 January 2025**



50007 on 5O50 Reading TCD to Eastleigh TRSMD with its weekly run around the Mk3 Sleeper 10616, Didcot (14.06) (Spencer Conquest)

**13 January 2025**



37508 + 37418 on 0Z25 Derby RTC West Midlands circular, Tamworth HL (10.55) (Paul Keightley)



69002 + 66775 on 0Z70 Peterborough GBRf to Longport, Tamworth LL (11.16) (Paul Keightley)

**14 January 2025**



66116 + 92029 + 67005 on 0A06 CE to Wembley, Crewe (13.42) (Spencer Conquest)



66120 on 6B23 11.04 Eastleigh to Marchwood, St Denys (11.16) (John Goodyer)



66711 + 66137 + 66791 + 66792 on 6O01 Scunthorpe to Eastleigh (14.14) (Paul Keightley)

**15 January 2025**



37901 + 37611 on 0V71 Derby RTC to Bicester MOD, Oxford (11.52) (Spencer Conquest)



37901 + 37608 on 0M58 Bicester MOD to Derby RTC, Oxford (14.38) (Spencer Conquest)

**16 January 2025**



810004 on 5Q42 Sheffield to London St Pancras, Wigston (12.36) (Lee Baldwin). The CL 810 are due to start entering service with EMR this year. It is rumoured that the CL 222 units which will be displaced by the introduction of the CL 810 fleet will be transferred to Scotrail to replace their HST fleet, but as yet no official announcement to this effect has been made.

**17 January 2025**



69006 on 6E30 11.34 Whitmoor Yard to Doncaster Up Decoy, March (11.32) (Keith Partlow)

**21 January 2025**



90040 + 90045 on 4M63 Felixstowe North FLT to Trafford Park FLT, Polesworth (14.58) (Paul Keightley). 90040 back in action having been purchased and revived by Freightliner.

**22 January 2025**



56105 + 70808 + wagons for brake force on 6Z30 Rectory Jct to Rugby, Portway, Tamworth (12.16) (Paul Keightley). 70808, out of action since 2022, being returned to Rugby from Colwick for attention.

# RHTT/SITT GALLERY



*above 66714 t&t 66768 on 3Y88 (09.31) Totton Yard circular SITT, Southampton Central (13.37) 07.01.25 (John Goodyer)*

With the RHTT operation wrapped up for 2024, the process of returning the RHTT sets to York Thrall Yard, where they spend the rest of the year being maintained and prepared for the next RHTT season, is illustrated below. Typically, several sets which have been used in a particular region are assembled into a single trainload which is then taken to York.



*above 66778 on 6E73 10.08 Whitmoor Yard to York Thrall with Stowmarket & Broxbourne RHTT sets, Whittlesea (10.26) 07.01.25 (Keith Partlow)*

# INFRASTRUCTURE NEWS

East Kilbride is closing for electrification and rebuilding from 25<sup>th</sup> January 2025. The new station, which is being built at the buffer end, is due to re-open by the end of May 2025. Network Rail announced that the cost of the electrification upgrade will be £140m. The programme involves further work including a new station at Hairmyres and a new footbridge at Busby station.



*above* East Kilbride (10.06) 24.03.24 (Iain Gardiner)



*above* 66430 arriving at East Kilbride on 0250 09.39 Motherwell TMD East Kilbride route refresher alongside the platform extension (10.33) 09.01.25 (Iain Gardiner)



*above East Kilbride (10.06) 12.03.24 (Iain Gardiner)*

## PRESERVATION PHOTO SPOT: DMU



*above Cl.117 51352 + 51376 Bishops Bridge, SDR (14.13) 03.01.25 (Darren Bailey)*

# NORFOLK NEWS

by **Stuart Moore**

The first spotting outing of the year was on the 2<sup>nd</sup> January when 66745 was used to run the 6P41 North Walsham to Harwich loaded tanks, seen running toward Norwich through Thorpe End.

The first run of note for me was on the 6<sup>th</sup> January when EPR operated 37423 was used to run an ECS move from ERS at Great Yarmouth to Lydney. The three coaches 6703, 1220 and 10699 had been repainted into a fictional livery for filming work on the West Somerset Railway. The coaches returned on the 19<sup>th</sup> January, again behind 37423, which then ran light to Leicester on the 20<sup>th</sup>.



*above 37423 + 6703, 1220, 10699, 9805 on 5Z05 Gt Yarmouth ERS to Lydney ECS move Brundall (12.22) 06.01.25 (Stuart Moore)*

On 7<sup>th</sup> January, 66101 was in Trowse (Norwich) with empty wagons waiting to leave having bought an aggregate load from Angestein Wharf. Aggregate traffic is starting to pick up to Trowse with more road projects underway in the county.

On 10<sup>th</sup> January, Colas 37116 and Network Rail DBSO 9702 could be found topping and tailing a structure gauging train in Norwich yard. This had run over the previous 2 nights and returned to Derby on the evening of the 10<sup>th</sup>.

For me the move of the month was the 0Q80 ERS Great Yarmouth sidings to Mid Norfolk Railway sidings, top and tailed by Rail Adventure 43's 43468 and 43480 moving stored power cars 43027, 43238, 43312, 43319. Six power cars together was quite a sight, despite the failing light.

On 17<sup>th</sup> January, 66174 lead the 6M20 Norwich yard to Toton North Yard empty aggregate wagons, passing through Trowse and on January 20<sup>th</sup> Freightliner 66620 was in Trowse with a wagon that had arrived from Tunstead the night before for emptying.



above 43468 t&t 43468 + 43027 + 43312 + 43319 + 43238 on OQ80 ERS GY to MNR sidings Brundall  
(16.08) 15.1.25 (Stuart Moore)

## 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:

**29<sup>th</sup> Dec Manningtree:** 745006, 720117  
**Colchester:** 720515/21/61/63  
**Hayes:** 37510  
**Reading:** 165123, 220028, 387144/57/59/70, 450029  
**6<sup>th</sup> Jan Trimley:** 66303/13, 66556, 66703/23/32/87  
 755336  
**8<sup>th</sup> Jan Ipswich:** 08624, 66512/87, 66784, 90004/06/07  
 90043, 720138, 720509/30, 745008/09, 745110, 755334  
 755335, 755401/02/05/17/18  
**Norwich:** 08441, 170272, 745002, 745101/03, 755325/27  
 755332, 755409/10/23/24  
**18<sup>th</sup> Jan Trimley:** 66778, 755329  
**Ipswich:** 720502/72/89  
**Colchester:** 720103/18/29/37, 720527/51/64/84  
**Kelvedon:** 720120, 720577  
**Acton:** 66023/82, 66100, 66655, 230001  
**Reading:** 66585, 66953, 165106/10/27, 220014/20  
 345041, 455868, 802111  
**20<sup>th</sup> Jan Great Yarmouth:** 08822, 321434, 755329

### John Matthews:

**14<sup>th</sup> Jan Watford Junction:** 350109, 350249, 350368  
 350409, 377705, 390126, 710267/68, 710377, 805003/08  
 807008  
**Wembley Yard:** 66188, 66510/14, 66603, 92011, 350240  
 350253  
**Willesden:** 66528/37, 66770/93  
**Clapham Junction:** 377704, 378142/45, 378210/11/20/33  
 444006/26, 450003/35/51/70/73/93, 450120, 455734  
 455874, 458420/21, 701007/25/28/35-39/42/44/46  
 701529  
**Waterloo:** 444028, 450056, 458401/03/09, 701043  
**Stratford:** 66568, 66723, 90009/10/13/47, 345003/11  
 345013-15/29/33/36/47/56/59/61-63/65/68, 378201/02/13  
 378216/31, 720101/05/18/19/22/23/35, 720501/12/20/21  
 720523/31/37/50/52-55/59/63/64/72-74/76/80/85, 745004  
 745008, 745106/07/09/10, DR73943  
**Temple Mills Depot:** 373217/18, 374019/20  
**Lea Bridge Depot:** 37601, 720508/67  
**Camden Yard:** 350237, 350406, 730041, 730217

# PHOTO SPOT: NR TEST TRAINS



above 37402 t&t 37607 on 1Q23 10.56 Newcastle circular, Croy (13.22) 30.12.24 (Iain Gardiner)



above 37402 + 37057 on 1Z77 Derby RTC to Cardiff Taff Vale Sidings, Elford (11.49) 07.01.25 (Paul Keightley)



*above 37610 t&t 37421 Mossend Yard (16.48) 03.01.25 (Iain Gardiner)*

## NOSTALGIA CORNER: JUNE 1993



*above 47310, 47033, 47313, 47316, 47219 Saltley June 1993 (Michael Warrick). All of these locomotives have since been withdrawn and disposed of as follows: 47310 (CF Booth, Rotherham, 02/04), 47033 (TJ Thomson, Stockton, 03/08), 47313 (EMR Kingsbury, 11/07), 47316 (TJ Thomson, Stockton, 04/08), 47219 (EMR Kingsbury, 07/07).*



*above* 31196 + 37063 Ipswich Station June 1993 (Michael Warrick). These locomotives have likewise been disposed of, 31196 at EWS Stratford in February 2001 and 37063 at EMR Kingsbury in December 2001.



*above* 60072 Saltley June 1993 (Michael Warrick). This locomotive is still extant in Toton yard and most of the paintwork shown in the above remains visible today as the locomotive was one of those to have a large EWS logo applied to the original two-tone grey bodyside rather than a complete repaint into EWS livery. Of the approximately 32 years since this photograph was taken, 60072 has spent just over half of them in storage at Toton.

## PHOTO SPOT: RAIL TOURS



above 37403 t&t 47709 (47712) on SRPS Glasgow Queen Street to Perth, Croy (12.27) 30.12.24 (Iain Gardiner)



above 47709 (47712) t&t 37403 on SRPS Glasgow Queen Street to Perth, Gleneagles (14.13) 30.12.24 (Iain Gardiner)



above 4-6-2 34067 + 47832 on Edinburgh Christmas Market 1Z57 from York to Edinburgh Waverley, Spittal, Berwick-upon-Tweed (11.50) 21.12.24 (Gareth Patterson)

## STOCK MOVES



above 37510 + 387131 on 5Q74 Ilford EMUD to Reading TCD, Reading (12.55) 10.01.25 (Spencer Conquest)



above 37611 + 730220 on 5Q58 Crewe Carriage Sidings to Old Dalby, Coton Lane Tamworth (12.22)  
07.01.25 (Paul Keightley)



above 37884 + 465931 + 466017 on 5Q46 12.17 Worksop to Ely Papworth Sdgs, March (13.49)  
17.01.25 (Keith Partlow)



above 47727 + 701049 on 5Q87 Eastleigh TRSMD to Long Marston, Swindon (12.45) 02.01.25 (Colin Pidgeon)



*above* 37901 + Mk3s on 5N42 Castle Donnington to Crewe South Yard, Crewe (14.56) 14.01.25  
(Spencer Conquest)



*above* 150275 on 5Q94 Neville Hill to Long Marston for corrosion repairs, Elford (12.42) 06.01.25  
(Paul Keightley)



*above 43468 t&t 43480 + 41087, 42097, 44012, 42376, 45003 on 5Q74 08.45 GY to MNR,  
Wymondham (10.15) 15.01.25 (Keith Partlow)*



*above 769002 + 769006 Eastriggs 09.01.25 (Jake Thorpe)*



above 47727 + 701049 on 5Q87 Eastleigh TRSMD to Long Marston, Tredington LX (13.44)  
02.01.2025 (Stephen Galling)



above 57303 + 458419 on 5Q45 (11.18) Wembley to Bournemouth, St Denis (13.51) 24.12.24 (John  
Goodyer)

## FREIGHT NEWS

*To allow members to keep their books as up to date as possible, stock changes are now provided on the website. Please email **Trevor Roots** on [intercityrailwaysociety@gmail.com](mailto:intercityrailwaysociety@gmail.com) if you have any amendments or wish pass on any other helpful wagon information.*

# STOCK CHANGES

To allow members to keep their books as up to date as possible, stock changes are now provided on the website. Please email **Trevor Roots** on [intercityrailwaysociety@gmail.com](mailto:intercityrailwaysociety@gmail.com) if you have any amendments or wish pass on any other helpful information, particularly name changes and multiple unit reformations. Where possible, photos of new nameplates will be included as and when a suitable photo is sourced from members.

## NEW STOCK



above 69014 + 66724 on 0Z44 Bescot Up Engineers Sidings to Longport, Stafford (11.44) 31.12.24  
(Spencer Conquest)

## SHUNTER SPOT: 2



above TH 4wDH 01547, Market Bosworth, Battlefield Line 11.01.25 (Darren Bailey)

# 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):*



above 37405 on 0Z97 Derby RTC to Coleham, Elford (11.36) 18.01.25 (Paul Keightley)



above Newly painted 66137 on 4L45 10.02 Wakefield Europort to Felixstowe North, Stowmarket (15.01) 09.01.25 (Keith Partlow)



Above Newly painted 66050 on 6V06 Burton West Yard to Acton empty boxes, Elford (12.34) 06.01.25  
(Paul Keightley)



above 801207 on 1G01 10.41 Darlington to York, South Otterington 14.01.25 (Alex Ayre). LNER has named this unit "Darlington" in honour of the 200<sup>th</sup> anniversary of the Stockton and Darlington Railway.



*above 801207 on 1G07 from Darlington, York (14.17) 14.01.25 (David Rice)*

## PHOTO SPOT: EMUS FOR SCRAP



*above 65734 & 65784 (465235) Wabtec Sidings, Doncaster 20.12.24 (Darren Bailey)*



*above 466016 Wabtec Doncaster (09.24) 20.12.24 (Darren Bailey)*

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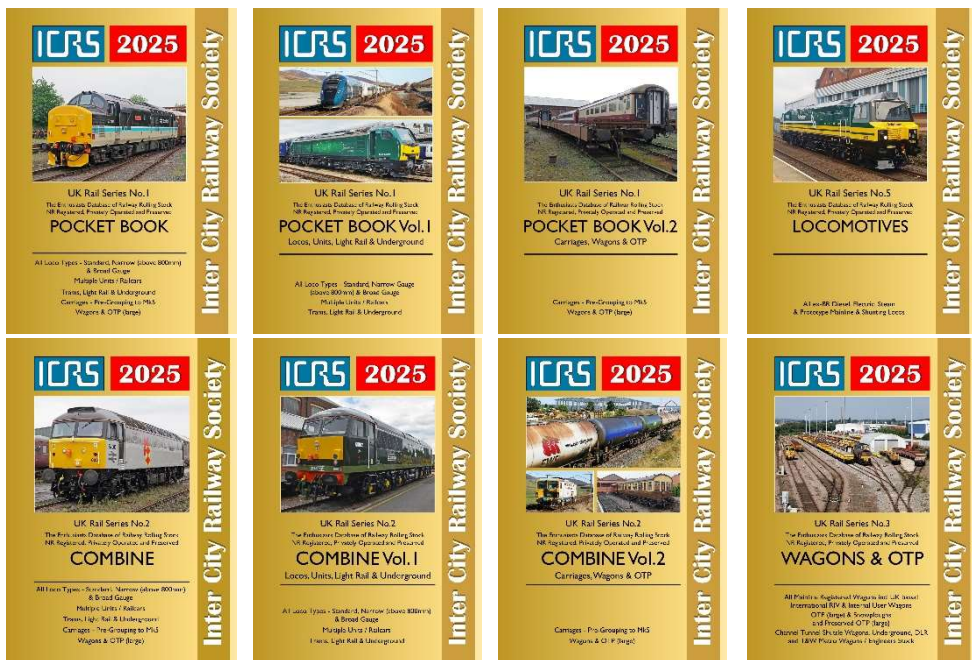
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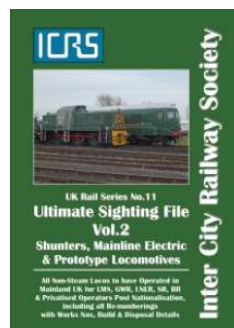
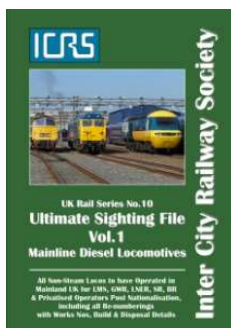
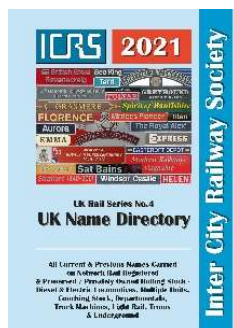
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**Spotting:**

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UKRS01-V1	Pocket Book 2025 Vol.1: Locos, Units, Light Rail & UG
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UKRS02S	Combine 2025
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UKRS02-V2	Combine 2025 Vol.2: Carriages, Wagons & OTP
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UKRS04	Name Directory		PDF	A4	1 <sup>st</sup> Feb 25	£5.00	£6.00
<b>Existing Titles:</b>			<b>Binding Size</b>	<b>Updated to</b>	<b>Member</b>	<b>Non-Mem</b>	
UKRS09	Irish Railways		WIRE	A5	1 <sup>st</sup> Feb 21	£7.50	£10.00
UKRS10	Ultimate Sighting File	Vol.1: ML Diesel Locos	WIRE	A5	11 <sup>th</sup> Jul 18	£7.50	£10.50
UKRS11	Ultimate Sighting File	Vol.2: Shunters, Mainline Electric & Prototype Locos	WIRE	A5	11 <sup>th</sup> Jul 18	£6.50	£9.00
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