

# TRACKS



**Inter City Railway Society - June 2020**



# Inter City Railway Society

founded 1973

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

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**Front Cover Photo:** A suitably retro front cover of aptly branded APT-P 370002 (48102) Shields Road Depot, 18<sup>th</sup> July 1982 (Iain Gardiner). The APT-P project comprised 6 half sets of 7 vehicles (370001-06) which ran as 3 x 14 car formations with 2 spare cars (370007). Only lasting from 1978 until 1986, APT-P was ultimately not successful but influenced future improvements in other designs and held the UK speed record of 162.2 mph from December 1979 until broken at 208mph by Eurostar 3313/14 on 30<sup>th</sup> July 2003

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# SOCIETY NOTICE BOARD

**Editor's Comments:** This is the third issue of **TRACKS** I have now edited under lockdown and fortunately whilst experiencing, even up here, the best Spring on record they have all coincided with a downturn in the weather. Started this issue a bit later than intended as had to get the last hot day outside on the first day of June before the rain came and as I finish this on the 9<sup>th</sup> the weather is timely improving. In between, as previously mentioned, I have been steadily knocking off desperately needed outside maintenance and also getting a few new projects completed, the latest being a polytunnel, though it has yet to be delivered. Never before have I been able to mow what is about an acre of grass keeping it under control in my own time and in the dry as usually away to events. Though restrictions have eased, Nicola won't yet let us go more than 5 miles for recreation which when you live in the sticks is a bit daft (might have changed by the time you read this). The nearest towns and shops are 6 miles away so arbitrary distances are the worst part of this blanket catchall of a policy. As for social distancing, doesn't apply if you want to protest !! The only good thing with relaxation was that we managed to get my Mom out of her sheltered flat at last in the sun in our garden, twice in the four days before the weather broke. At least most members in England now have the luxury of unlimited travel so I am now getting more topical photos and from several new contributors so many thanks, 'newbies' are most welcome so keep them coming. Just remember to give me full details via the filename (see our website to see how) and email otherwise I have to chase you up for further info.

Though much is beginning to start up including sport no-one has any idea when gatherings can take place, though you wouldn't know it from the unnecessary packed protests, so our remaining Events are all still in abeyance and most likely many cannot be fitted in until 2021. Sadly Arlington Fleet Services have decided that they cannot host our Eastleigh event. It is quite understandable as safety of their workforce and site takes precedence and although they tried to find a solution, until the situation dramatically alters all visits are cancelled. Hopefully we can go for an early date in 2021. This four nation approach though has thrown up the problems of organising a UK wide hobby where advice across 'borders' varies and may yet cause us some issues like us getting south which at the moment we cannot. Considering we have no shows etc to attend the good news is that our membership continues to grow with this May being the best we have ever had if you strip out those who joined at shows in a couple of better years. We are steadily creeping up to 1400 and it is pleasing that very few have felt the need to resign due to the pandemic affecting travel for our hobby and finances.

With many going back to work the most bizarre advice, after years of pushing public transport, is not to use it !! In order to maintain social distancing seats are being taped off on trains and buses with effectively only 2 people per row limiting capacity to 20-25% for most units. How this will be work long term is anyone's guess. What is beyond doubt is that now redundant Mk3 carriages are being disposed of at a rapid rate as you will see elsewhere from the numerous photos of scrap convoys. After the recent demise of the GA and TFW Rhymney Cl.37 diagrams and GA Cl.90s, yet another loco hauled passenger service, the Fife Circle Cl.68s ended on the 29<sup>th</sup> May 2020.

With the future very much an uncertain time this issue wallows in some nostalgia with the introduction of some retro photos mostly illustrating diesels / electrics / units from 1980/90s so showing the many varied liveries. I have some from northeast depots for next month so hopefully I can include a regular section of such photos so please continue to send me any good ones. With no rail tours and all steam locos cold and idle at the moment, so no galas, it almost has a feel of the mid 60s when no-one knew if steam would ever be seen in any great numbers other than at fledgling preservation sites. I have at least included another in the WD Austerity 0-6-0ST series as some consolation. Even if you are an ardent diesel fan, hopefully the sight, sound and smell of steam returning will not be too far away.

**Membership Matters: New Members:** (25) - a warm welcome to you all.

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

**Geoffrey Bowater** (Hagley), **Stephen Carter** (Cheltenham), **Mark Cullen** (Coningsby), **Shane Dudley** (Chesterfield), **John Emmerson** (Grimsby), **David Field** (Leeds), **David Gookey\*** (Southampton), **Neil Harris** (Hereford), **David Harrison** (Chester), **Mark Hayward\*** (Crawley), **John Hill** (Basingstoke), **John Hurlbutt** (Whitley Bay), **Dafydd Jones** (Winsford), **David Jones** (Stockport), **Michael Latham** (Tamworth), **Clive Martin** (Llanelli), **Paul Melville-Larsen** (Hastings), **Stuart Murrell** (Innerleithen), **Michael Oxley** (Workshop), **Adrian Roberts** (Exeter), **Ian Roberts** (Preston),

**Bob Spence** (Leeds), **Richard Ware\*** (Gillingham, Dorset), **Dick White** (Wolverhampton), **Gary Willes\*** (Stoke St. Gregory)

**Obituaries:** Sadly we have lost four members this month though as far as we know none are coronavirus related. Barry Higgins from York (77) who was noteworthy for being the first member (numerically) on our database with a membership number of 010003 having joined in 2001, Barry Cooper from Bedford (76) a member since 2007, Les Gibbons from Scunthorpe (72) a member since 2014 and James Fail from Newcastle-upon-Tyne who was sadly only 48. Condolences go to their families and friends.

**Standing Orders:** **PLEASE, PLEASE** can all those with SOs amend them to the new fee of £20 asap regardless of when your renewal is due...you have the time !!! Colin is having to chase up far too many whose renewal is coming in at the previous rates to then request the outstanding difference. The minor convenience to members is far outweighed by the admin if not used correctly and if not rectified will result in the facility being removed.

## **Society Magazine TRACKS:**

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

**Next issue: July 2020**

The latest date for articles / info is **Fri 26<sup>th</sup> June 2020**

delivery to members: **PDF Wed 1<sup>st</sup> Jul 2020** with **Print** copies posted out 10-14 days after pdf for updates please check the **TRACKS** page on the website

**Magazine Contributors:** Thanks to **Geoff Arnold, Mick Atkin, Frank Barrington, Keith Blackman, Phil Bonsall, Geoff Bowater, Paul Clifton, Spencer Conquest, Harold Cooper, Danny Coyne, Mark Cullen, Sean Davies, Neil Dix, Martin Eden, Martin Evans, Derek Everson, Alex Ford, Ralph Ford, Paul Fuller, Steve Gillam, John Goodyer, Alan Hardcastle, Neil Harris, Chris Hatch, Robert Hill, Alan Hodge, James Holloway, Geoff Hope, Nigel Hoskins, Tony Howe, Alan Jones, John Lewis, Gordon Marshall, Stuart Moore, Gervase Orton, Keith Partlow, Colin Pottle, Davy Pratt, Ken Pryce, Toby Radziszewski, Ian Roberts, Peter Robinson, Paul Rosser, Chris Rymer, Doug Slater, Norman Smith, Ray Smith, Simon Smith, Lee Spenceley, Paul Sumpter, Ralph Wainwright, Michael Warrick, Carl Watson, Tony Whitehead, Martin Wilcock, Blake Willimott & Trevor Roots**. We are sorry if anyone has been missed. Photos not credited are by **Trevor Roots**.

## **EVENTS**

**Please note all our events are subject to change owing to the coronavirus outbreak with many cancelled by the companies. Confirmation of any that currently survive from July onwards or that can be re-arranged later in 2020 will only be given when known. Those who originally booked will be offered first choice of any re-arranged date.** In the meantime there is little point in repeating booking instructions. Continued social distancing, limited public transport, the fact that members are in a more vulnerable higher age group and that we would be converging on a site from all points of the UK may still hamper our ability to stage visits until a vaccine is available. As mentioned above **Eastleigh Works** has been cancelled until 2021.



## **ACCIDENTS**

Cl.128 Parcels Railcar 55996 (left) with accident damage sustained in 1977 as seen by Alan Jones at Allerton Depot, probably in 1979, as it was stored there between 1977-80 (w/d 02/79, cut 03/81).

# EASTLEIGH WORKS REPORT

by **Norman Smith** (Photos by **Carl Watson** unless shown otherwise)  
for the period 1<sup>st</sup> – 31<sup>st</sup> May 2020

**General:** A new entrance for Eastleigh Works is being built between the existing gates 2 and 3 in front of the Van Shop. Due to open in late June it will be the only entrance for the Works as the other entrances will service the office block and non railway areas and will eventually be fenced off from the rest of the site. The photo below was taken on the 28/05.



## Locos:

The two LSL CI.90s are undergoing repainting into InterCity Swallow livery as seen right 90002 and below 90001 on the 28/05.

01/05 66848/70815 left for Eastleigh East Yard. The CI.70 was required for an engineers train at the weekend and returned on the Monday to complete its Exam. It finally left two days later.

04/05 66848/70814 came in from Westbury Up TC for fuel. 70814 stayed for an Exam.



- 04/05 37116 t&t DBSO 9702 came in with a NR test train for a replenish and returned there later that evening.
- 11/05 66720 brought in Translator Set T7, 64664/64707, from Doncaster Works Wagon Shops.
- 11/05 73962 t&t 73964 were on and off site with a NR test train before leaving for Tonbridge West Yard three days later.
- 12/05 70814 left for Eastleigh East Yard and 70817 came in for an Exam.
- 13/05 66767 took Translator Set T7 64664/64707, to Ilford EMUD
- 14/05 08511 took 73136/212 and 11 x JGA Hoppers to Eastleigh East Yard. (see Wagons below)
- 14/05 66849 came in for fuel.
- 14/05 47813 left for Bournemouth T&RSM.
- 15/05 59003 is undergoing a repaint into revised standard GBRf livery (see below)
- 18/05 66850 came in for fuel.
- 18/05 73968 arrived from Edinburgh Craigentenny for overhauled bogies.
- 19/05 70817 left for Eastleigh HS.
- 20/05 37716 collected 37069 and took it to Crewe Gresty Bridge.
- 20/05 57301 brought in 47848 from Leicester LIP.
- 26/05 70812 came in from Eastleigh East Yard.
- 26/05 73128 came in from Tonbridge West Yard for new wheelsets.
- 28/05 70815 came in for fuel.



**Units:**

- 16/05 37800 took 20311/314 and 442402 to Wolverton Centre Sidings.
- 21/05 57301 took 442422 to Wolverton Centre Sidings.

**On Track Plant:**

- 18/05 MPVs DR 98923 + 98973 and DR 98924 + 98974 arrived for annual maintenance (see below)



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

- 07/05 66556 brought in 92557, 93329/341/404/460/469 from Southampton MCT, returning with 92642, 97742.
- 14/05 08511 took 17303/04/05/07/08/11/13/14/16/17/24 to Eastleigh East Yard.

25/05 66103 brought in 78222, 78223, 78235, 78237, 78262, 89020, 89022, 89028  
29/05 66103 collected 78204, 78220, 78226, 78231, 78247, 78260, 78276, 89007, 89013



**Coaches:**

04/05 66764 brought in ex-GWR HST Mk3s 42507, 41128, 42060, 42573, 42197, 42515 with barriers 6393/94 from Ely Papworth Sdgs for scrapping.

15/05 66739 brought in ex-GWR HST Mk3s 44025, 41034, 42552, 41008, 41106, 42356\*, 40231 with barriers 6343/94 from Ely Papworth Sdgs for scrapping (see above taken by Chris Addoo at 14.38 arriving).

\* Intended for scrapping TS 42356 (see above), which was originally one of the prototype HST vehicles (12003, 42002) built in 1972 has been set aside while negotiations are underway for possible resale...watch this space for more info.

28/05 66207 brought in Mk3B HRH 'The Prince of Wales' Sleeping Car 2922 from Wolverton Centre Sidings for bogie overhaul (see below)





**Scrapped:** (Raxstar)  
 Cl.442 MLC 62960  
 HST Mk3 TS 42060  
 (see above on 12/05),  
 42197, 42505 (see right  
 on 01/05), 42507, 42515,  
 42552, 42573, TGS  
 44025



## GONE BUT NOT FORGOTTEN

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



**25177 (D7527):** built 01/65 w/d 11/82 was then used for accident tests, firstly at Stratford Open Day 9<sup>th</sup> July 1983 as seen above by Doug Slater, where tipped over to demonstrate lifting by the resident crane, then to Temple Mills Yard for re-railing exercise on the 26<sup>th</sup> March 1984 before returning to Stratford from where it headed to Reading via a breakdown test on the 5<sup>th</sup> June 1984

at Temple Mills Yard then onto Swindon Works nine days later from where it was scrapped 05/86. Note the different health & safety culture back then !!!

# FRANCHISE / NETWORK NEWS

**CR:** The slam door Mk3 set has been stood down and stored at Long Marston with 8 ex-GA Mk3s leased from Porterbrook as they have retention toilets, though not fully PRM compliant. As reported in the May issue (**STOCK CHANGES**) the coaches 11094, 12012/19/26/27/41, 12115/151 have been sent to Arriva Traincare, Eastleigh for a refresh.

**EMR:** The first of the 9 ex-LNER HST sets began in service on 5<sup>th</sup> May 2020 with 43316 t&t 43320 and set NL51 41120, 41150, 40748, 42091, 42146, 42150, 42154, 44094 (see below) followed by power cars 43238 & 43318. The ECxx set numbers have been replaced by NL51-59 designations.



*above* now in service with EMR, ex-LNER 43316 t&t 43320 with set NL51 on 1D46 St. Pancras - Nottingham approaching Harrowden Jct (16.14) 24<sup>th</sup> May 2020 (Colin Pottle)

**GA:** All the remaining 13 Cl.90s 90003-15 have transferred to FL moving in three convoys, the final two of which can be seen below. The first convoy of 90010/03/11/14 was missed as it ran early.



*above* 90006 + 90008 + 90005 + 90007 (09.51) 8<sup>th</sup> May 2020

*below* 90015 + 90004 + 90013 + 90009 + 90012 (09.31) 15<sup>th</sup> May 2020

both ran as 0Z25 08.42 Norwich CP - Crewe Basford Hall Belstead Bank, Ipswich (Keith Partlow)



The last of 58 Stadler Cl.745/755 Flirts, 745110, arrived in the UK on the 7<sup>th</sup> May 2020.

Just 22 Mk3s now remain in East Anglia in store at the MNR a the rest have gone for scrap, to store at Long Marston or found new homes be they mainline companies or preservation lines.

**GC:** The first of the ex-GC Mk3s have gone for scrap, see **STOCK MOVES**.

**LNER:** Eight Cl.91s are now stored in the ex-Royal mail terminal at Doncaster Decoy Yard.

*right* 91116 + 91112 +  
91113 + 91129 + 91104  
the clear view didn't last  
long !!

*below* 91118 + 91102 +  
91131 pulled forward from  
the rear 5

both ex-Royal Mail  
Terminal,  
Decoy Yard, Doncaster  
6<sup>th</sup> June 2020  
(Andrew Turnidge)  
91118/02 had arrived  
after the last photo  
in the Mav issue



**LO:** All Cl.317s have been removed from traffic.

**NO:** The last four Cl.142s have moved to Blackburn King St Sdgs leaving just 142065/71 at York for training

*right* 144007 + 144006 en route from store at Keighley, KVV to Gobowen and into preservation with Cambrian Heritage Railways (CRO) passing Ruabon (14.15) 22<sup>nd</sup> May 2020 (Martin Evans)

CRO having obtained a lease via Network Rail and Salop County Council of the line from Oswestry to Gobowen including the 2 bay platform sidings which were formally the coal sidings. The Cl.144s have been gifted to the Railway by Porterbrook Leasing. In the longer term it is hoped the units will be used on a shuttle to the Orthopaedic hospital from Gobowen once the line has been brought up to standard

The Cl.321/9s & 322s have been dispensed with, the latter all now stored in Doncaster Belmont Yard.

**ScotRail:** The HST fleet set numbers have been tidied by logically allocating the number to the 406xx TGFB coaches eg. HA26 is now HA01 as it contains 40601. The 15<sup>th</sup> set HA22 (HA12) has recently been delivered with TGFB 40622. All the remaining 11 sets will now follow the same new numbering.

**TfW:** The Mk2 coaches used on the Rhymney services have all moved back to Nemesis Rail.

As all 3 Mk4 sets have been delivered, the Mk3s hired from Arriva Trains have been released and are now stored at Long Marston.

The first Vivarail Cl.230 for TfW started testing on the 8<sup>th</sup> April 2020 in new TfW livery.



230006 on test  
above with 300006  
leading Honeybourne  
(10.42) 1<sup>st</sup> June 2020  
(Graham Marshall)  
  
left 300106 tailing on  
Kidderminster –  
Honeybourne passing  
Norton (17.30) 20<sup>th</sup> May  
2020 (Martin Eden)

**TPE:** All 10 Cl.397s have been accepted into traffic with the remaining Cl.350/4s moving to WMR

## SCRAPYARD PHOTO SPOT:

left 60006 hanging on at CF Booths,  
Rotherham 17<sup>th</sup> May 2020  
(Phil Bonsall)

note the Corus lower cabside slogan  
is very apt...**"The future in metal"**  
as it will be recycled !!



# NOSTALGIA CORNER: D&E 1980s



above 33020 + 73110 with 33018 left, Salisbury 21<sup>st</sup> March 1987 (Paul Fuller)



above 87013 'John O'Gaunt' /86xxx/86xxx/86325/86322, 8xxxx & 86220 'Goliath' Shields Road, 18<sup>th</sup> July 1982 (Iain Gardiner)



above 89001 running round having brought in a train from Peterborough, King's Cross, 17<sup>th</sup> August 1988 (Chris Rymer) note the empty space on the left of Copenhagen Tunnels where the former Depot was



*above* 03066 Berwick-upon-Tweed 22<sup>nd</sup> July 1982 (Iain Gardiner)



*above* just after Trainload Freight was formed from BR Railfreight, 37278 in fresh TL Coal livery is seen at Hull on a test run from Doncaster Works, 3<sup>rd</sup> June 1988 (Chris Rymer)  
note it has yet to receive a centre headlight

*below* another of the TL sectors, Metals on 37423 'Sir Murray Morrison 1873-1948 Pioneer of the British Aluminium Industry' Glasgow Queen Street 26<sup>th</sup> July 1988 (Iain Gardiner)





above 50030 'Repulse',  
50016 'Barham' with  
33032 left, Bristol  
Temple Meads  
10<sup>th</sup> January 1987  
(Paul Fuller)



left 26037 in RF red  
stripe livery Edinburgh  
Waverley 22<sup>nd</sup> July  
1986 (Iain Gardiner)



dedicated parcels railcar CI.128 55992  
approaching London Paddington,  
17<sup>th</sup> August 1988 (Chris Rymer)



37081 'Loch Long' with Scottie dog but prior  
to receiving a white stripe, Eastfield Depot,  
15<sup>th</sup> April 1982 (Iain Gardiner)



**Scottish Stripes**

to enliven the standard BR blue, Eastfield Depot applied stripes to some of its locos but these were not approved of by BR hierarchy

above the only CI.27 to receive a stripe 27056 (+ 47430) Polmadie Depot, 17<sup>th</sup> April 1984

*left* 37196 in the unique deep red stripe which only lasted a few weeks, pre-dating the more common white stripe, Eastfield Depot, 9<sup>th</sup> February 1983

(both Iain Gardiner)



*37012 'Loch Rannoch'*  
with an ex-CI.25 ETHEL for carriage heating,  
Glasgow Queen Street, 21<sup>st</sup> September 1983 (Iain Gardiner)



*above* as yet un-named 37401  
 the first ETH Cl.37/4 conversion  
 recently delivered to Eastfield  
 Depot, 7<sup>th</sup> July 1985  
 the Cl.37/4s replaced the steam  
 heat Cl.37/0s and ETHELS

*left* 37043 Glasgow Queen Street  
 25<sup>th</sup> August 1981

*below* all the 3s  
 37325 'Lanarkshire Steel'  
 3 months after re-numbering and  
 3 days after naming, Motherwell  
 Depot, 10<sup>th</sup> August 1986  
 it only lasted 3 years until  
 reverting to 37108  
 (all Iain Gardiner)





above 47141 passing  
Eastfield Depot,  
15<sup>th</sup> April 1982



left 40128  
Edinburgh Waverley,  
22<sup>nd</sup> July 1982

below 47712 'Lady Diane  
Spencer' Glasgow  
Central, 10<sup>th</sup> April 1982



bottom Cl.101 DMU  
50197 (101302) & 26031  
Eastfield Depot,  
15<sup>th</sup> April 1982  
(all Iain Gardiner)



*above* brand new prototype Pacer 140001 & 311097 (76427) Glasgow Central, 28<sup>th</sup> August 1981

*left* 303087 in blue / grey livery with TransClyde branding, Shields Road Depot, 18<sup>th</sup> July 1982

*below* 311092 in the recently introduced SPT orange livery with Strathclyde Transport branding replacing the above livery / branding on 303087 though not all CI.303/311s were re-liveried, Glasgow Central, 21<sup>st</sup> March 1984

(all Iain Gardiner)





above 86312 outside Shields Road Depot with APT-P 370006 & 370007 flanking 303052 inside, 18<sup>th</sup> July 1982

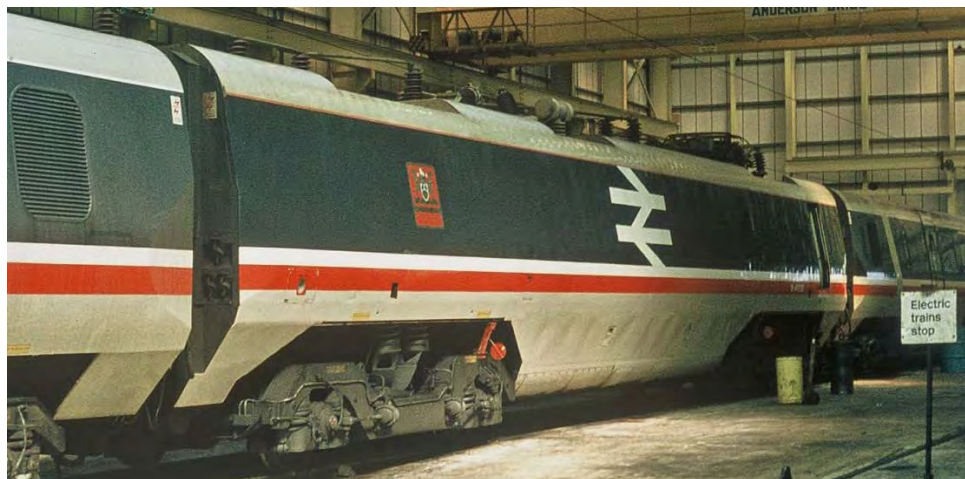
left 37011 Eastfield Depot, 15<sup>th</sup> April 1982

below an unusual view of APT-P 370006 & 370007 showing the hidden buffers (compare with front cover) Shields Road Depot, 18<sup>th</sup> July 1982

two cars (set 370007) were built as spares DTS 48107 seen here and TBF 48607

(all Iain Gardiner)





above 49003 (370003) 'City of Derby'  
the only motor car from the APT-P  
fleet to be named, Shields Road  
Depot, 18<sup>th</sup> July 1982



left 25218 Glasgow Central,  
2<sup>nd</sup> February 1982

below PO1 (08173) & 08736  
Polmadie Depot, 18<sup>th</sup> July 1982

(all Iain Gardiner)





CI.114 DMU 53045 + 54004  
 in South Yorkshire Transport unique  
 special livery celebrating 10 years of SYPTE,  
 1974-1984, Dore & Trolley, 25<sup>th</sup> May 1984 (Geoff Arnold)  
 both cars w/d 06/88, 53045 cut 02/89, 54004 cut 12/88



*left* 4-SUB EMU 4732 Brighton 16<sup>th</sup> July 1983

*below* 4-CAP CI.413/3 EMU 3304  
 (ex 2-HAP 6084 + 6085) Lewes 16<sup>th</sup> July 1983

*bottom* new 141002 (later 141103) on test from York,  
 Church Fenton, 17<sup>th</sup> April 1984

this unit survived until 2018 when scrapped at WEA  
 (all Geoff Arnold)



# PHOTO SPOT: NR TEST TRAINS

*right & below right middle* 37419 t&t  
37423 with 6263, 977974, 72639,  
9481 Elgin (19.08)  
16<sup>th</sup> May 2020 (Alan Jones)



*below left* DBSO 9708 t&t 37610  
on Exeter Riverside - Derby RTC,  
Tilehurst (12.51) 2<sup>nd</sup> May 2020  
(Spencer Conquest)



37254 t&t 37219  
with 6263, 977974, 72639,  
9481 on 1Q99 16.27 Cambridge  
TRSMD- March Down RS, Waterbeach  
(16.36) 1<sup>st</sup> May 2020 (Toby Radziszewski)



*above* 73964 t&t 73962 with 6397, 999550, 1256, 6261 on 1Q79 Tonbridge West Yard - Derby RTC  
passes Wellingborough (18.19) 9<sup>th</sup> May 2020 (Colin Pottle)



above DBSO 9703 t&t 37610 with 9808, 62287, 6260, 96604 on Derby RTC - Tonbridge West Yard approaches Wellingborough (12.18) 14<sup>th</sup> May 2020 (Colin Pottle)



left 37612 t&t 37610 on 1Z22 Tyseley - Bristol HL via Reading then Berks & Hants line, Didcot (12.38) 20<sup>th</sup> May 2020 (Spencer Conquest)



above 37175 returning to the mainline t&t 37099 with 975091, 977997, 72631, 6392 on 1Q90 15.15 Derby RTC - Ferme Park, Milton (19.15) 23<sup>rd</sup> May 2020 (Toby Radziszewski)



above 37099 t&t 37175 with 6392, 72631, 977997, 975091 on 1Q99 16.24 Cambridge Recp 1&2 - March Down RS, Milton (16.45) 29<sup>th</sup> May 2020 (Toby Radziszewski)

# ALL OUR YESTERDAYS

*I have resurrected a series last used in Sep 2013 so if anyone else has a similar article please submit.*

**Gloucester** by **Alan Jones**: When I first started collecting train numbers, Gloucester was one of the early venues that was regularly visited. Saturdays meant catching a through working from Paddington, (nearly always a Cl.52 Western) which left Stroud at 13.10 and as today, it terminated at Cheltenham Spa. It returned to London from the city at 16.30, which gave my brother and I around three hours to cop as many as we could.



Gloucester Eastgate in 1972 with Peak D56 'THE BEDFORDSHIRE AND HERTFORDSHIRE REGIMENT (T.A.)' approaching platform 4 from the east

*right* Gloucester Horton Road Depot looking east from the island platform at Gloucester Eastgate 1974, note the prime spotting position !!

the gasworks, one of the largest in the UK, closed in the early 1970s



Gloucester boasted two main line railway stations until the former LMS Eastgate station and the line to Tuffley Jct was deemed surplus to requirements, and closed to all traffic on 1<sup>st</sup> December 1975 after the departure of the last working at 04.00. Just to the south of Eastgate was the famous Midland signal box, situated above the tracks at Barton Street level crossing. This was demolished in 1968 as part of a major upgrade to electric signalling and the track work simplified. Once boasting four platforms (platform 1 was a bay at the north end) by the early seventies only island platforms three and four were still in use. The GWR Central station, which was linked to Eastgate by a 190 yard long wooden footbridge became, Gloucester's sole railway station. The station was re-developed and finally completed in 1977, and is much the same today apart from a new footbridge serving the re-opened platform 4. Presently its main claim to fame is it is the second longest platform in the country at 602.69m, with the longest being Colchester at 620m though it has the longest unbroken platform length. When Eastgate was demolished a huge mound of earth was assembled opposite the fuel point, which made getting the numbers from the shed dead easy. Further development saw the mound turned into the A3402 link road and an ASDA superstore.

At 10 years old in 1970 the only camera I had was my Great Aunties Box Brownie until I was allowed to use my Nan's Instamatic 133, so photos from the early seventies were problematic. In 1974 I decided to take photography as part of my Certificate of Secondary Education (CSE) (I even got a Grade 1!), so after using my Nan's new Helena Baldenette, my parents bought me a Zenit E SLR which gave better results. Post 1980 I bought myself a Cosina PM1 (which I still have) that was compatible with any Pentax K bayonet fitting lenses, while my brother invested in a Canon AE1

programme. This vastly improved picture quality for both of us. Developing and printing colour photos was in the hands of Truprint or Bonus Print, while I had my own darkroom from which I produced some sketchy Black and Whites.



*above 1200 'FALCON' not the best photo obscured by fence and wagon but worth showing, Gloucester Horton Road Depot, 1972*



*above Gloucester Horton Road Depot from a passing DMU with 24063 and unidentified Tamper plus dubiously pink 'liveried' MkII Ford Escort, 28<sup>th</sup> August 1976 (Andy Jones)*

The early 70s saw mainly a mix of Hydraulic classes with Cl.14, Cl.22 and Cl.35 Hymeks on local freight and trip workings. Regular locos seen most weeks on Gloucester shed were Cl.22s D6319/30/31, along with Class 08s D3991-95. Passenger traffic in the seventies was mainly in the hands of Peaks (Cl.45 and 46) along with Cl.47s with most through services to Paddington hauled by Cl.52 Westerns. Local services from Cheltenham to Swindon were DMUs or 'Bug Boxes' as they were then known, with Cl.117, 119 and 120 being the mainstay. As the years progressed, refurbished Metro-Cammell Cl.101s started to appear, replacing the 119s and 120s.

With the closure of Eastgate there came a need to change locos for services to and from Birmingham, and the practise was for locos that arrived from the north being sent back up on the next available service, and this was the case with locos returning to the southwest. Trains for South Wales usually worked through to Cardiff before being changed. Services which used the avoiding line at Barnwood changed locos at Bristol. A short siding was built opposite the shed to help with loco changes, to stop locos from blocking the through roads or having to use the busy level crossing.



with the building of the new station in the background 45052 departs the former Central station on 14<sup>th</sup> February 1976, note the broken headcode box with on the right platform 4 used for parcels and newspaper trains and still in as 1914 built condition by the GWR (Andy Jones)

The late 70s and early 80s saw an influx of ETH Cl.47s and 50s, then with the introduction of InterCity 125 saw off the need to change locos at Gloucester. Failed DMUs were often hauled by Cl.31 or 37 whichever Horton road had spare at the time.

Freight was much more frequent than it is today and the loco shed at Gloucester was kept busy refuelling many classes of loco which came from freight workings to Gloucester New Yard. This was situated in the Triangle of lines north of Horton Road level crossing. Most classes of loco could be expected from 20s to 52s on a large variety of workings from China Clay to Par, Enparts to Swindon Works, stone from Tytherington Quarry, and steel and coal workings to Wales. Locomotives from all over the UK seemed to get to Gloucester, with only Cl.26, and 55 missing in action. There was also regular parcel services to London along with late evening Travelling Post Office workings going to Newcastle, Swansea, Penzance and Scotland.

*right* 1036 'WESTERN EMPOROR' approaching the Depot for fuel after working north with china clay, Gloucester Horton Road LX 1977 (Andy Jones)



Gloucester's Diesel shed was a level two maintenance facility, which was given the TOPS location code of 68101 and the shed code GL in May 1973. Its location was on the remains of the former GWR Depot at Horton Road (85B), which consisted of a one road maintenance building, a fuelling point, and five stabling sidings which were once the covered roads of the GWR depot. At weekends a wide variety of locos would stable there until Monday came. Getting access to the shed was quite easy as if the Foreman refused, most enthusiasts just walked to the level crossing gates then turned right next to the main line, and three steps later you were in the shed! (Do not attempt anything like this today!) If the depot wasn't very busy you could get most of the numbers from the safety of Horton Road. The depot was refurbished in the early eighties which seemed to consist of painting the wall of the maintenance building white, and replacing the in-fill on the stabling point lines.



above 37177 heading east, Gloucester Central mid 1980s  
 below 47575 'City of Hereford' waiting to take over the northbound working brought in by  
 50006 'Neptune' Gloucester Central 1984 after platform 4 had been brought back into use



above to access Horton Road Depot locos had to use a short spur siding and then reverse onto the  
 shed or fuelling point as required as with 08836 + 08932 shunting fuel tanks in 1987

Some of the rarer locos seen on Horton Road were Cl.44 D1 'Scaffell Pike' and the sole Cl.53 1200 'FALCON' (see above) which after 1974 hardly ever ventured to Gloucester although allocated at Bristol Bath Road and then Newport Ebbw Jnct. The 1980s saw Scotty Dog Cl.20s, Cl.27, and even a Departmental Cl.40 which had been reinstated specifically to work engineering trains in the Crewe area while the station was being remodelled. The influx of rare classes to Gloucester was caused by the increased workload at Swindon Works. In the early 80s it became a centre for the overhaul of Cl.08, a storage and disposal point for surplus and withdrawn locos, as well as its normal workload of DMU and EMU refurbishment. Horton Road and the New Yard became a staging point for locos transiting to and from the works. Cl.08 from all over the UK began finding their way to the area,

although the GL allocation was usually three or four. I think I saw more Allerton shunters at Gloucester than in Liverpool! With the demise of Cl.24, 25, 40, and 46, many made their way through Gloucester on their final mainline journeys.



*above* NSE liveried locos sometimes made it to Gloucester as with 50026 'Indomitable' arriving at Gloucester Central in 1987

*below* D1023 'WESTERN FUSILIER' from the public footbridge passing Barnwood Yard southbound in 1975 with the daily china clay return working, the full sheeted wagons having been forwarded on by a LMR loco to the Potteries





above from the footbridge, now replaced by a road 47290 with crane is seen passing New Yard Sdgs in better days with 27019 + 08613 to the right and 08799 far distance above rear train brake van, Gloucester 26<sup>th</sup> November 1984

Just across the level crossing was the Power Box (opened 26<sup>th</sup> May 1968) which had control from Ashchurch to Berkeley Road, Awre on the line to South Wales, and also as far as Frampton Mansell on the Swindon line. Beyond that was a triangle of lines within which was situated the former LMS Barnwood shed which is now a car parts centre. To the right was Gloucester New Yard (now derelict waste land) and junction which consisted of a series of sidings next to the line which curved round to Bristol. More through sidings were and still are situated on the main line which avoided Gloucester, and these met up at Barnwood Jnct with the mainline from the station, to go north to Cheltenham. There was also Permanent Way sidings (now a Morrisons store) in between Barnwood Shed and the avoiding line sidings. Locos from these through workings often went to Horton Road for fuel before continuing their journey. Marcroft Engineering wagon repair facility, complete with Industrial shunters could be found on the other side of the running lines, just south of the New Yard sidings.



20118 (with Scottie dog) + 20009 with an empty ballast working from Bristol, Barnwood Yard, Gloucester 11<sup>th</sup> May 1985 (Andy Jones)

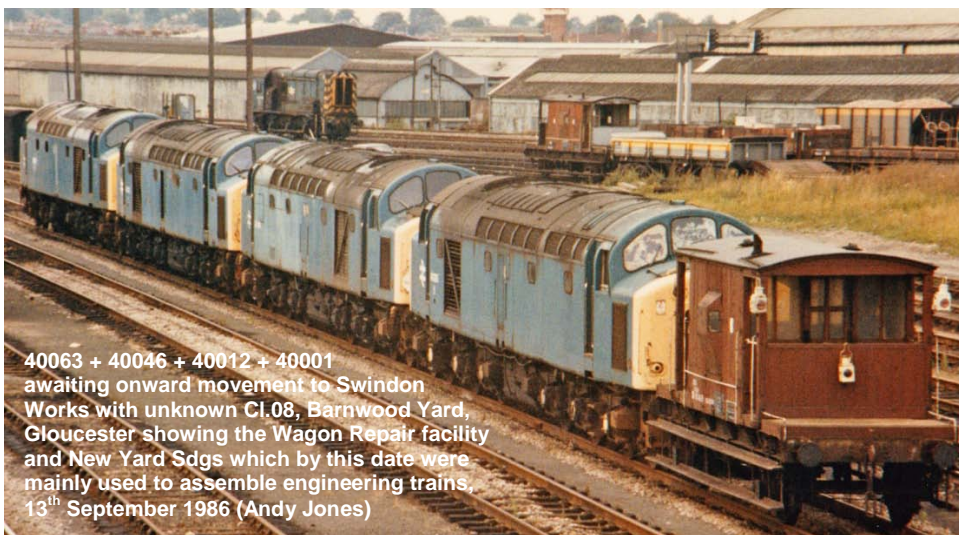


*above* 08639 + 08398 awaiting onward movement to Swindon Works with coupling rods removed and both appear to be missing an axle so jacked up on wheel skates, Gloucester Horton Road Depot, 19<sup>th</sup> February 1977 (Andy Jones)



*left* a rare visitor on the 16<sup>th</sup> October 1976 was 40195, Gloucester Horton Road Depot (Andy Jones)

the pre TOPS headcode number 4 means its a freight that can run up to 75mph, the L means its bound for the Anglia region and 45 is the working reporting number



40063 + 40046 + 40012 + 40001 awaiting onward movement to Swindon Works with unknown Cl.08, Barnwood Yard, Gloucester showing the Wagon Repair facility and New Yard Sdgs which by this date were mainly used to assemble engineering trains, 13<sup>th</sup> September 1986 (Andy Jones)

A public footpath ran from a street just off Horton Road in between the New Yard sidings and the Permanent Way sidings to a footbridge over the avoiding line, where if you had a good pair of Binoculars you could get most of the traffic in the area. A couple of miles south of Tuffley Jct at Quedgeley was the Downmac sleeper factory, which had reception sidings and an industrial shunter. There was also a freight yard at Over (now part of the Gloucester ring road), which led to Llanthony Yard on the Docks branch. The ICRS Shunter Duties book of 1983 listed a requirement for two CI.08s to cover these workings, along with Station Pilot duties. A shunter was always stabled in the Parcel sidings, which is now where GWR stable their DMUs at weekends. If a GL shunter was unavailable, any foreign shunter that was available was often used.



*above* 31216 next to the two tanks used to transport Sodium Metasilicate between Horton Road and Bristol Bath Road which was used as a degreaser and cleaning agent, Gloucester Horton Road Depot, 26<sup>th</sup> November 1984

*below* 20142 + 20105 + 37280 Gloucester Horton Road Depot, 26<sup>th</sup> August 1984



Below are sightings around Gloucester during the period of this article by myself or where shown by Andy my brother:

**29/12/73:** 32, 70 'THE ROYAL MARINES', 209, 1697, 3010, 3114, 3601, 3864, 4025, 5180, 5213, 5528, 5547 5843, 31233, 6880, 6906 (17) (Andy Jones)

**16/02/74:** 3601, 3964, 3993, 08006/826, 1667 'ATLAS, 1688, 1816, 5617, 5674, 31159, 45005, 45006 'HONOURABLE ARTILLERY COMPANY', 46001/17 DMUs 51056+59415+51084, 51064+59425+51092 (21) (Andy Jones)

**04/10/75:** 1048 'Western Lady', 1070 'WESTERN GAUNTLET', 03382, 08053/149/281/486/796/816/

25/26/49 25093/96/152/56/217/18 31311 37298/99 45001/03/07/12/16/20/31/38/53/57/61/66/69/73  
 45113/50 46005/08/17/20 47029/32/74/80 'Titan' 47104/07/22/49/95/221/26/30/31/37/58/72/78, 47442  
 50009/39 DMUs 51379+59489+51337, 50168+59082+50266+50240+59095+50245, 51057+59426+  
 51085, 51452+59551+51523 Marcroft Engineering: 2999 (industrial) (78) (Andy Jones)



above left 25217 with behind one of the 5 vehicle Speno Rail Grinders set 555A or B (DR 7920x)  
 above right 37294 both Gloucester Horton Road, 14<sup>th</sup> October 1975

**11/12/77:** 08355/637/63, 25280, 31180/94, 37176/220/35, 47237/318, 50028 (12)

**02/12/78:** 08001/265/355/65/486/778/849 20084 31222 37307 47166/496 PWM650 (13)

**29/01/79:** 08291/537/609/778/96/891, 20088/157/70/82, 31232/312/18/418, 37176/88/295, 45009/43,  
 46045/46, 50014/32, PWM654 DMUs 51450 + 59546 + 51522 (27)

**15/11/80:** 08133/162/225/396/486/598/836, 20071, 31281/96/422, 37158/175/279, 45007/34/54/64/  
 65, 47050 (20)

**24/04/81:** 08646/796/826, 25195, 31159/63/296, 37179, 40032/110/16, 45014/76, 47248/8, 50046  
 (16)

**09/04/82:** 08271/362/836/914, 25211/90, 31118/23/266, 45057/62, 46033, 47567, 50043 (14)



above 45054 Gloucester Horton Rd 30<sup>th</sup> August 1982

**28/05/83:** 08338/643/774/81/836/67, 31158/300, 37306, 43179/80, 45013/75, 47196/533 DMUs  
 51063 + 59422 + 51091, 51055 + 59417 + 51083, 50327 + 59127 + 50222, 53321 + 59120 + 53305  
 (27)

**19/05/84:** 03142/52, 08461/79/597/781/836, 31133/62, 37015/218/222/225/302, 47234/481, 50042,  
 97654 DMUs 53919 + 59352 + 53866, 53318 + 59128 + 53310, 51149 + 59106 + 51136, 51391 +  
 59501 + 51349, 53849 + 59632 + 53108 (33)

**06/06/85:** 08479/781/90/99, 45062/63, 47059, 56070, DMUs 51781 + 59682 + 51788 (11)

**29/03/86:** 03145, 08778/99/836, 31166/263/281/306/430/453, 37258, 43113/14/37/40/65/75/81/91, 45006, 47207 (21)

**21/02/87:** 08795/81/836/932, 20045/100, 31180, 33022, 37072/232, 47014/482/623, 97406 DMUs 51334 + 59500 + 51376, 51910 + 59570 + 53941 (20)

**15/07/88:** 31456, 37050/504/06/710, 47651 DMUs 150279, 153304/19 (9)

**21/04/89:** 37356, 47552 DMUs 150275, 156423 (4)

As can be seen, shunters and locos from all over the UK passed through Gloucester, which continued until Swindon Works closed on 26<sup>th</sup> March 1986. Gloucester lost its loco allocation in 1987 and the closure of the wagon repair facility at Marcroft Engineering killed off the New Yard sidings. HSTs and the sprinter revolution killed off many interesting workings and today the Gloucester rail scene is a mixture of Cl.150/170/165/166/220/221/800 units, with Cl.66 on freight workings. Passenger locos are limited to special train workings along with steam charters.

In 1983 I became disillusioned with my life as a Fabricator/Welder and joined the RAF in 1984, and after training to be a Weapon Technician I was posted to RAF Lossiemouth on the Moray Firth in 1985, so my observations at Gloucester became few and far between. On the plus side, it let me tick off my last Cl.26s and get lots of loco haulage from Elgin.

I would like to thank Andy and Maygan Jones for their help in compiling this article. All photos were by myself or Andy as shown.



above taken from the hump, re-liveried for the GWR 150 celebrations DMU 51410 + 59520 + 51368, a Bristol Marsh Jct set until transferred north to Tyseley, Gloucester 24<sup>th</sup> April 1988



above Dept 97406 ( 40135) en route to Swindon having been withdrawn but this one survived into preservation, Gloucester Horton Road Depot, 30<sup>th</sup> December 1986 (Andy Jones)



above 27036 awaiting onward movement to Swindon Works, 11<sup>th</sup> May 1985 (Andy Jones)

*For interest I have included my sightings when on two pre TOPS visits with Worcester Locomotive Society in 1972 so just before Alan's sightings and a post TOPS visit in 1974 which was my last visit to Gloucester Depot. I did pass the Depot several more times on trips from Tamworth heading to Wales or the West Country during 1972/73 and on 22/07/73 I saw 45101 one of the first batch of diesels to receive TOPS numbers, ed:*

**23/04/72 Swindon Area Tour:** 142, 145, 1593, 1711, 1721, 1827, 3114, 3255, 3992-94, 4025, 5267, 7520, 7625, 7656, 7657, 5695, 5812, 5826, 5827, 5843, 7044, 7074 (24)

**30/12/72 South Wales Tour:** 146, 1732, 1772, 3114, 3993, 4025, 4119, 5647, 5809 (9)

**07/07/74 South Wales Tour:** 3040\*, 08006/426/796/825/826/857/935, 20075/183, 25029, 37186/256/298, 45104/121 (16) just one pre TOPS number\*



## RETRO SHUNTER SPOT

above 08621 (D3788) a Scottish allocated shunter since 05/73 adorned with Highland Stag emblem having arrived at IS in 05/83 on Inverness Depot sometime in 1985 before heading south to LE in 08/87 (Alan Jones) built 10/59 it was w/d 06/88 and cut 10/89 by Vic Berry, Leicester

# TRAFFIC & TRACTION NEWS

**May 1**

90016 + 90042 passed Belstead Bank, Ipswich at 12.52 on 4M87 11.13 Felixstowe North - Trafford Park (Keith Partlow)



**May 4**

66738 passed Didcot at 13.49 on 6V32 Tilbury - Trostre Works (Spencer Conquest)



66501 + 66561 + 66590 + 66513 + 66566 passed Trimley at 12.18 on Ipswich - Felixstowe North FLT (Michael Warrick)



**May 6**

66507 + 66592 passed Pinchbeck at 10.28 on Felixstowe North FLT - Leeds FLT (Gervase Orton)



**May 7**

60046 shunting at Bevois Park at 06.58 on 6Z90 Southampton Up Yd - Westbury (John Goodyer)



**May 11**

73141 passed Barnham at 12.30 on 0Z35 Brighton - Bognor Regis route learning (Blake Willimott)



66746 passed Blofield Road LX at 10.49 on Parkeston - Felixstowe North (Michael Warrick)



**May 12**

88010 passed Lancaster southbound at 08.05 (Ian Roberts)



12122, 11018 on 3Q60 Kettering - Bedford approaches Wellingborough at 17.22 on MML Electrification test train (Colin Pottle)

**May 16**

66425 passed Carnforth southbound at 14.04 (Ian Roberts)



**May 14**

60011 passed Water Orton at 13.35 (Paul Clifton)



**May 17**

66124 passed Standish Jnct at 17.04 on Dollands Moor - Llanwern (Nigel Hoskins)



**May 15**

66747 passed Harrowden Jnct at 13.24 on 6F93 St. Pancras - Ketton (Colin Pottle)



66065 passed Bolton-le-Sands at 10.22 on 6L41 Garstang - Crewe Basford Hall (Tony Whitehead)



**May 18**

47848 t&t 47815 (above) hauling DVT 82136, 12092, 12032, 11090, 11074, 90035, 91128,

66051 passed Hatton at 14.08 on 4M71 Southampton Western Dock (Geoff Bowater)



387105 still with Gatwick Express branding has returned from hire to home turf as seen passing Waterbeach at 10.43 on 1T18 09.42 London King's Cross - King's Lynn (Toby Radziszewski)



**May 19**

66775 + 66087 passed Foxton at 14.13 on 6L37 Hoo Jct - Whitmoor Yard (Simon Smith)



**May 20**

66848 t&t 66850 passing Eastleigh heading for East Yard at 07.47 (Chris Addoo)



66587 passed Goring at 15.41 on Southampton - Lawley St (Spencer Conquest)



66783 passed Stratford on 4M23 12.59 Felixstowe - Hams Hall (Eric Salisbury)



**May 21**

66727 was in Bescot Yard at 11.00 (Paul Clifton)



**May 22**

66718 passed Didcot at 07.48 on 4E34 Southampton West Docks - Doncaster Iport (Spencer Conquest)



**May 25**

68022 arrived at Bescot en route to Yard from Crewe Basford Hall at 12.37 (Paul Clifton)



**May 29**

86612 + 86638 passed Hackney Wick at 12.40 on Trafford Park – Felixstowe (Eric Salisbury)

**May 26**

59206 passed St Denys at 12.56 on 7V62 Southampton Up Yard - Whatley Quarry, (Chris Addoo)



**May 30**

66093 passed Tilehurst at 15.01 on Dollands Moor – Margam (Paul Sumpter)

43089 t&t 43043 passed Wollaton Summit on 1B23 06.34 Leeds to St. Pancras Int. Note 43089 still carries Midland Mainline branding below the nose number (Paul Straw)



73968 passed Tilehurst at 13.00 from Brush Loughborough - Eastleigh Works (Paul Sumpter)

**May 28**

37402 passed Marks Tey at 16.55 (Neil Harris)



70814 was seen at Shildon at 14.30 on an engineering train (Davy Pratt)



**June 2**

66789 passed Waterbeach at 14.32 on 6L37 09.54 Hoo Jnct Up Yard - Whitmoor Yard (Toby Radziszewski)



66779 passed Upper Holloway at 13.01 on London Gateway - Hams Hall (Eric Salisbury)



**News from Norfolk (Stuart Moore):**

Due to restrictions, still sadly nothing much to report. but on the 30<sup>th</sup> a drive past Norwich Station produced 37402, 37611 and 745107. A similar drive past on the 31<sup>st</sup> produced 37402, which had moved from the yard to the Royal Dock siding with 37611 and 47812 which had arrived that morning from Leicester.



60039 on 6M57 Lindsey Oil Refinery - Kingsbury Oil Sidings passes Attenborough Nature Reserve, Nottingham (10.35) 22<sup>nd</sup> May 2020 (Colin Pottle)



37219 Holes Bay, Poole (13 11) 6<sup>th</sup> May 2020 (Tony Howe)



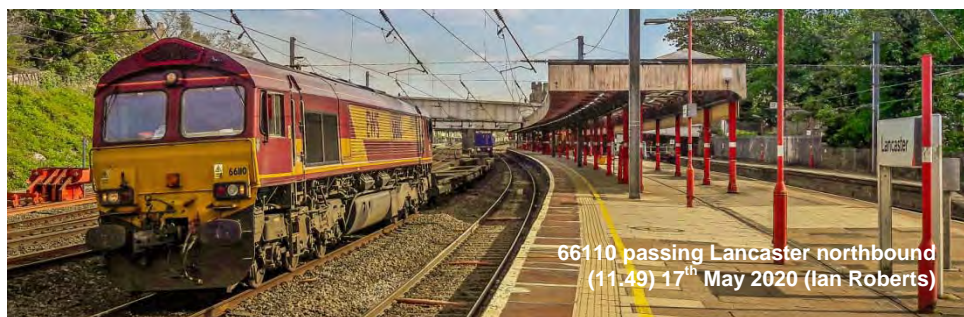
above 66731 approaching Felixstowe on Masborough - Felixstowe North FLT (19.10)  
28<sup>th</sup> May (Michael Warrick)



66720 on 4M51 Southampton - Trafford  
Park, Didcot (16.21) 15<sup>th</sup> May 2020 (Spencer Conquest)



66194 t&t 66098 Garstang  
(11.49) 17<sup>th</sup> May 2020 (Ian Roberts)



66110 passing Lancaster northbound  
(11.49) 17<sup>th</sup> May 2020 (Ian Roberts)



92043 on CS, Glasgow Central  
(22.12) 18<sup>th</sup> May 2020 (Iain Gardiner)



70802 on Westbury - Aberthaw,  
Haresfield (13.36) 15<sup>th</sup> May 2020 (Nigel Hoskins)



68025 on 1F62 10.34 Scarborough - Liverpool  
Lime St, Seamer (09.41) 2<sup>nd</sup> May 2020  
(Mick Atkin)



above 66729 on 6G11 Eastleigh East Yard - Preston Park, Barnham - (10.40)  
9<sup>th</sup> May 2020 (Blake Willimott)



LSL 87002 with ex-GA MKs 11091, 11075, 11416,  
DVT 82139 on 5Z87 Rugby - Crewe HS  
test run, Ansty (13.04) 4<sup>th</sup> June 2020 (Colin Pottle)



66423 on Daventry - Wentloog, Pirton  
(12.50) 29<sup>th</sup> May 2020 (Martin Eden)



66780 + 66732 + 73970 + 73967 on  
Doncaster Roberts Road - Craigentenny,  
Spittal, Berwick-upon-Tweed (18.51)  
8<sup>th</sup> May 2020 (Gareth Patterson)



66533 + 66547 + 66594  
Crewe Basford Hall – Southampton  
MCT, Tilehurst (13.01) 30<sup>th</sup> May 2020 (Paul Sumpter)



313220 on a Littlehampton service, Barnham  
(12.06) 11<sup>th</sup> May 2020 (Blake Willimott)



above 66711 on 6M54 Colnbrook Lafarge - Bardonia Hill approaches Harrowden Jct  
(15.19) 5<sup>th</sup> May 2020 (Colin Pottle)



92028 on 1M16 Inverness & Glasgow Central - Euston  
passes Old Linslade (07.27) 14<sup>th</sup> May 2020 (Colin Pottle)



above 56049 on Toton North Yard - Luton Airport Parkway via West Hampstead approaches Wellingborough (20.19) 6<sup>th</sup> May 2020 (Colin Pottle)



90019 + 90034, which has been returned to service, on 4S47 Daventry - Mossend passes Sytch Lane, Slindon (20.25) 5<sup>th</sup> June 2020 (Colin Pottle)



700106 on 9S41 14.54 Cambridge - Brighton, Therfield Heath (15.12) 23<sup>rd</sup> May 2020 (Toby Radziszewski)



above 325014 + 325007 + 325002 1S96 Willesden PRDC - Shieldmuir passes Sytch Lane, Slindon (18.06) 5<sup>th</sup> June 2020 (Colin Pottle)



66701 4E21 Felixstowe - Doncaster Railport Whittlesey (14.44) 28<sup>th</sup> May 2020 (Colin Pottle)

# SHUNTER SPOT



*above* though shown out of use and unloved on p47 in the Sep 2018 issue, 08296 has been resurrected and this photo shows the other side, Whatley Quarry, 27<sup>th</sup> May 2019 (Neil Dix) ironically almost a year to the day that we would have been making our first official visit...one day !!

*left* having initially moved to Wishaw, ex-Wolverton Works 08730 in ex-Knorr Bremse livery is seen at Brownhills West, CHA 28<sup>th</sup> May 2020 (Neil Dix)

# STOCK MOVES

*With so many new stock moves occurring, particularly with various barrier wagons and transfers of stock between operators or into store, I thought it best to start showing these all together as this will become a regular sight over the next few years.*



*above 20314 + 20311 with 42061, 41056, 46015, 46002, 42196, 41110 & barriers 6344/40 on 5Q76 07.36 Ely Papworth Sdgs – Sims Metals, Newport Docks, Waterbeach (07.47) 6<sup>th</sup> May 2020 (Toby Radziszewski)*



*above 47815 with 42070, 42043, 42099, 42272, 42216, 42283 & barriers 977087/975875, 6344 on 5Q76 07.36 Ely Papworth Sidings - Sims Metals, Newport Docks, Waterbeach (07.43) 27<sup>th</sup> May 2020 (Toby Radziszewski)*



*above 66764 with 42507, 41128, 42060, 42573, 42197, 42515 & barriers 6393/94 on 5Z43 09.40 Ely Papworth Sdgs - Eastleigh Works (Raxstar), Waterbeach (09.50) 4<sup>th</sup> May 2020 (Toby Radziszewski)*

*below 20118 + 20132 with 42005, 40743, 44026, 41138, 42556, 42083 & barriers 6330/38 on 5Q76 07.36 Ely Papworth Sdgs – Sims Metals, Newport Docks, Waterbeach (07.48) 18<sup>th</sup> May 2020 (Toby Radziszewski)*





*above* 20118 + 20132 with 40207, 42221, 42062, 42068, 42260, 42067 & barriers 6330/38 on 5Q46 07.36 Ely Papworth Sdgs to Sims Metals, Newport Docks, Waterbeach (07.46) 20<sup>th</sup> May 2020 (Toby Radziszewski)

*right* 20118 + 20132 with 46005, 41132, 46004, 42560, 42040, 41028 & barriers 6338/30 on 5Q76 07.36 Ely Papworth Sdgs – Sims Metals, Newport Docks, Waterbeach (07.50) 11<sup>th</sup> May 2020 (Toby Radziszewski)



*above* 47815 with 42028, 42031, 42006, 40722, 42512, 42098 & barriers 6344, 977087/975875 on 5Q76 07.36 Ely Papworth Sdgs – Sims Metals, Newport Docks, Stretham (07.40) 25<sup>th</sup> May 2020 (Toby Radziszewski)

*below* 66733 with ex-GA Mk3s 12166/148/081/051/057/139 on 5Z66 09.59 MNR - CF Booths, Rotherham, Rowston (13.48) 26<sup>th</sup> May 2020 (Mark Cullen)





above 37716 with ex-GA DVT  
82102, Mk3s 12062, 12153,  
DVTs 82105/52/32/03 on 5Z37  
08.42 Norwich CP – Sims Metals,  
Newport Docks, Belstead Bank,  
Ipswich (09.32)  
14<sup>th</sup> May 2020 (Keith Partlow)



below 37608 hauling 345026 on  
5Q73 Worksop Down Yard - Old  
Oak Depot approaches  
Wellingborough (12.04)  
2<sup>nd</sup> June 2020 (Colin Pottle)

37402 + 37716  
with ex-GA Mk3s  
12164/046/123/118/116/  
126/049/034/159/090 on  
MNR - Long Marston, Brockhill  
Farm Bridge, Worcester (13.22)  
7<sup>th</sup> May 2020 (Sean Davies)



47813 t&t 57301 hauling 710125 with  
barrier wagons 6379, 6378 on Worksop  
Down Yard - Willesden TMD, Harrowden  
Jct (14.08) 15<sup>th</sup> May 2020 (Colin Pottle)



above 37608 hauling 345023 on 5Q73 Worksop Down Yard - Old Oak Depot passes Isham (12.42) 6<sup>th</sup> May 2020 (Colin Pottle)



above 47749 t&t 47727 hauling 720511 on 5Q20 Derby Litchurch Lane - Ilford EMU Depot passes Harrowden Jct (14.34) 7<sup>th</sup> May 2020 (Colin Pottle)



above 47727 t&t 47749 hauling 720515 Derby Litchurch Lane - Ilford EMU depot towards Wellingborough (13.40) 18<sup>th</sup> May 2020 (Colin Pottle)



above 47848 t&t 57301 hauling 710272 with barrier wagons 6379, 6378 on 5Q72 Worksop Down Yard - Willesden TMD approaches Wellingborough (13.35) 14<sup>th</sup> May 2020 (Colin Pottle)

*right* 47813 complete with rainbow in windscreen with ex-GWR Mk3s 45049, 46001, 41004, 46011, 42508, 43262 on 09.44 Ely Papworth Sdgs - CF Booths, 18<sup>th</sup> May 2020 (Lee Spenceley)



*left* 47848 t&t 47815 with 350125 on Northampton - Long Marston, Brockhill Farm Bridge, Norton, Worcester (11.56) 9<sup>th</sup> May 2020 (Sean Davies)

*below* 47815 with 42568, 42351, 40426, 40433, 40210 on Ely Papworth Sdgs – Wabtec, Doncaster, Norwood Road LX (13.14) 5<sup>th</sup> June 2020 (Lee Spenceley)

*below* 47813 with ex-ATW Mk3s 12185 + 12184 + 12183 + 12182 on Crewe – Long Marston, Norton Jnct, Worcester (13.43) 29<sup>th</sup> May 2020 (Sean Davies)





*above 47815 with ex-GC\* & GWR Mk3s 40721, 42514, 40426\*, 40433\*, 40210, 40424\* and barriers 6330/44 on 5Q76 07.36 Ely Papworth Sdgs – Sims Metals, Newport Docks, Waterbeach (07.45) 8<sup>th</sup> June 2020 (Toby Radziszewski)*

*below 66739 with ex-GWR Mk3s 40727, 40710, 42516, 40739, 44022 and barriers 6393/94 on 5Z43 09.33 Ely Papworth Sdgs – Eastleigh Works (Raxstar), Waterbeach (10.07) 5<sup>th</sup> June 2020 (Toby Radziszewski)*



## INFRASTRUCTURE NEWS

The first grants have been made under the 'Restoring Your Railway' fund from an initial tranche of 60 proposals submitted for re-openings. The grants are to progress business cases and cover the following existing routes, track improvements / track re-instatements\*, station openings #:

Clitheroe – Hellifield, Bury – Heywood – Rochdale, Sheffield – Beighton – Chesterfield, Leicester – Coalville – Burton, Southampton – Fawley

Ventnor & Newport\*, crossing loop at Brickett Wood on Watford Jct – St Albans Abbey\*

Cullompton / Wellington # (between Taunton & Exeter), Lydney for Devizes # (between Pewsey & Westbury), Meir # (between Stoke & Derby)

The Second round closes on the 19<sup>th</sup> June 2020.

# OUT & ABOUT

by James Holloway

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

## Frank Barrington:

28<sup>th</sup> April Midland Rd Leeds 13.35-13.45/20.35-20.45:  
66549/89/91, 66615, 70016/19, 158849, DR75405  
30<sup>th</sup> April Midland Rd Leeds 15.50-16.00:  
66529/71/89/91/97, 66602/15/19, 66953, 156463  
1<sup>st</sup> May Midland Rd Leeds 20.46-20.50:  
66567/89/91, 66602/19  
3<sup>rd</sup> May Midland Rd Leeds 11.55-12.00:  
66529/89/91, 66602, 70019  
Holbeck Leeds 12.12-12.30:  
158905, DR80202  
14<sup>th</sup> May Midland Rd Leeds 15.40: 66589/91, 66615  
70016, 70808  
30<sup>th</sup> May Midland Rd Leeds 19.15: 66510, 66603/13  
70015/16, 70808

## James Holloway:

14<sup>th</sup> May Solihull 15.05: 66779 Scunthorpe-Eastleigh  
19<sup>th</sup> May Widney Manor 11.45-12.45:  
12.00 66009 Banbury Tarmac-Mountsorrel  
165019, 168107/11, 168214, 172001/05, 172214/17  
20<sup>th</sup> May Widney Manor 11.58-14.15:  
13.01 66416 Southampton-Lawley Street  
14.08 66051 Southampton-Birch Coppice  
14.14 66756 Hams Hall-Southampton  
165017, 168002, 168110/11, 168325/28, 172001, 172215  
172221, 172331/43  
21<sup>st</sup> May Widney Manor 13.04-14.43:  
13.56 66051 Southampton-Birch Coppice  
165013, 168001, 168113, 168214, 168325/26, 172001  
172214/16/20, 172335/37/38/41  
22<sup>nd</sup> May Widney Manor 14.32-15.16:  
15.09 66015 Didcot-Bescot, 165024, 168217, 168322/29  
172213/19/20/22, 172336/38

## Michael Warrick:

1<sup>st</sup> May Felixstowe: 66550, 66701/17/69  
Trimley: 755423  
2<sup>nd</sup> May Trimley: 755411  
3<sup>rd</sup> May Trimley: 755420  
4<sup>th</sup> May Trimley: 66501/13/22/61/66/90, 66701/26/46/53  
755409  
5<sup>th</sup> May Trimley: 66753/82, 755419  
8<sup>th</sup> May Trimley: 755329  
9<sup>th</sup> May Trimley: 66741, 755332  
11<sup>th</sup> May Trimley: 66537/42/46, 755411  
Felixstowe: 66544, 66701/46/64/83  
12<sup>th</sup> May Trimley: 66090, 66544/46/60, 755423  
15<sup>th</sup> May Felixstowe: 755404

16<sup>th</sup> May Derby Road [lpswich]: 66764, 755333  
17<sup>th</sup> May Trimley: 755405  
18<sup>th</sup> May Woodbridge: 755330  
19<sup>th</sup> May Darsham: 755328/33  
27<sup>th</sup> May Peterborough: 66086/95, 66544/50/69/85  
66701/31/32/64/77/81, 91105/09/14/19, 153335, 158780  
158785/90, 158854/62/65/66, 170112/16/17, 170518/23  
170637, 365510, 700103/05/15/16/19/20/24/29/30/47  
755338, 755409, 800101/04/10/13, 800203/05/06/09  
801105/08/10-12, 801207/11/17/19/22/25, DR98909/59  
28<sup>th</sup> May Felixstowe: 08531, 66529/41, 66731  
Trimley: 66524/85, 755329  
29<sup>th</sup> May Norwich: 37611, 158783, 158828, 745105-07  
755325/26/28/32/34/35, 755404/05/09/13/14/20/22/24

## Alan Jones:

29<sup>th</sup> April Elgin 15.05: 43033, 43179, 158713/15  
2<sup>nd</sup> May Elgin 15.05: 43012, 43141, 158712/15  
6<sup>th</sup> May Elgin 15.05: 43134/42, 158702/17  
10<sup>th</sup> May Elgin 15.05: 43033, 43179, 158713/15  
11<sup>th</sup> May Elgin 15.05: 43129/41, 158710/15  
12<sup>th</sup> May Elgin 15.05: 43012, 43141, 158702/22  
13<sup>th</sup> May Elgin 15.05: 43026/35, 158718/22  
14<sup>th</sup> May Elgin 15.05: 43127/79, 158702/22  
15<sup>th</sup> May Elgin 15.05: 43134/42, 158710/13  
16<sup>th</sup> May Elgin 15.05/19.20: 37419/23, 43015, 43145  
158717/20, cs 6263, 9481, 977974  
17<sup>th</sup> May Elgin 10.10: 158718, 170406  
20<sup>th</sup> May Elgin 15.05: 43021, 43181, 158703/18  
23<sup>rd</sup> May Elgin 15.05: 43021, 43181, 158708/20

## Paul Rosser:

7<sup>th</sup> May Woodley: 66620  
26<sup>th</sup> May Woodley 09.30: 66526  
1<sup>st</sup> June Woodley 07.21 & 09.33: 66516, 66619

## Peter Robinson:

20<sup>th</sup> March Carnforth: 57313, 57601 on ecs  
23/24<sup>th</sup> & 24/25<sup>th</sup> March Carnforth: 66548 Basford Hall to  
Carnforth via Hellfield on ballast  
27<sup>th</sup> March Carnforth: 37423 & 37424 t&t Blackpool to  
Derby on RTC test train  
57305/10 t&t 331112 Allerton-Skipton ecs  
30<sup>th</sup> March Carnforth: 57305/10 t&t 331111 AN-Skipton  
57310/05 t&t 331004 Skipton-Allerton ecs  
31<sup>st</sup> March Carnforth: 57305/10 t&t 331107 AN-Skipton  
57310/05 t&t 331012 Skipton-Preston ecs  
24<sup>th</sup> April Carnforth: 37423 & 37403 t&t Blackpool to  
Derby RTC test train with failed 37424 also attached

**Blake Willmott:****26<sup>th</sup> April Barnham:**

07.34 66848/50 6C04 Chichester-Eastleigh East Yard

**27<sup>th</sup> April Barnham:** 313205/14, 377104**1<sup>st</sup> May Barnham:** 377111/43, 377404/20**2<sup>nd</sup> May Barnham:** 377110/11/38/46/55, 377208, 377405  
377429/59

23.55 DR75502 6Q68 Three Bridges-Nutbourne

**3<sup>rd</sup> May Barnham:** 377110/38, 377429

00.26 66545 6Y84 Hoo Jnct-Chichester

00.37 66087/95 6N34 Hoo Jnct-Chichester

23.07 66594 6Y83 Chichester-Hoo Jnct

**4<sup>th</sup> May Barnham:** 313208, 377103/11/54, 377207  
377444**5<sup>th</sup> May Barnham:**

23.47 66850 6C15 Eastleigh East Yard-Preston Park

**7<sup>th</sup> May Barnham:** 313217

18.20 73961/62 1Q76 Tonbridge Wells West Yard &amp; return

**9<sup>th</sup> May Barnham:** 377129/43, 377426/39/43/45/56

00.30 66116 6N01 Eastleigh East Yard-Hassocks

08.37 70802 6C01 Eastleigh East Yard-Preston Park

10.40 66729 6G11 Eastleigh East Yard-Preston Park

15.04 66187 6N02 Eastleigh East Yard-Preston Park

23.02 66074 6N03 Eastleigh East Yard-Preston Park

**11<sup>th</sup> May Barnham:** 313220, 377142, 377428/56/68

12.30 73141 0Z35 Brighton-Bognor Regis

13.59 73141 0Z36 Bognor Regis-Portsmouth Harbour

15.11 73141 0Z37 Portsmouth Hbr-Tonbridge West Yard

**12<sup>th</sup> May Barnham:**

12.56 73962/64 1Q52 Eastleigh Arlington &amp; return

**13<sup>th</sup> May Barnham:** 313220, 377111/42/45/52, 377404

377405/07/39

**14<sup>th</sup> May Barnham:** 377450**15<sup>th</sup> May Worting Jnct:** 158886, 159008/09/11-13

159015-17/21/22, 159101/08, 220019/20/27/29/30/33

221124/27/30, 444003/08/11/13-15/21-24/27/29/31/36/42

444045, 450012/35/40/48/52/54/55/60/75/76/80/85/96

450108/11/13

09.19 66729 6Y48 Eastleigh East Yard-Hoo Jnct

09.34 66501 4V69 Southampton FLT-Bristol FLT

09.50 66506 4M55 Southampton FLT-Lawley Street FLT

10.43 66587 4O14 Garston FLT-Southampton FLT

10.48 66561 4M58 Southampton FLT-Garston FLT

11.21 66051 4M71 Southampton FLT-Birch Coppice

11.54 66013+66133+66846 6O26 Hinksey-Eastleigh Yard

13.51 66597 4M61 Southampton FLT-Trafford Park FLT

14.01 66566 4O49 Crewe Basford Hall-Southampton FLT

14.04 66739 5Z43 Ely Papworth Sidings-Eastleigh Works

14.18 59004 6V12 Woking-Merehead Quarry

15.04 66416 4M65 Southampton FLT-Lawley Street FLT

15.21 66176 4O21 Trafford Park-Southampton W Docks

15.28 66720 4M51 Southampton W Docks-Trafford Park

15.55 66748 4Y19 Mountfield Sdg-Southampton W Docks

16.40 66756 4O69 Hams Hall-Southampton W Docks

17.25 66729 0Y42 Hoo Jnct-Eastleigh East Yard

17.32 66779 6X01 Scunthorpe-Eastleigh East Yard

17.56 66587 4M99 Southampton FLT-Crewe Basford Hall

18.06 37800 0O86 Ilford EMUD-Eastleigh Arlington

Eastleigh: 01508, 08460, 08511, 08567, 08735, 08810  
20311/14, 37069, 47771, 47818, 66588, 70815/17, 73133  
73136, 73212, 142014/32, 313121, 314204, 442405/07/21  
442424, 801201, 802219, Class 117 59492

18.56 66729 6Y43 Eastleigh East Yard-Hoo Jnct

19.21 66748 6Y82 Southampton W Docks-Tonbridge

**17<sup>th</sup> May Barnham:**

00.10 66846+70806 6C03 Eastleigh East Yd-Three Bridges

**Ralph Wainwright:****22<sup>nd</sup> May Midland Road Leeds 12.00-13.10:** 66418

66510/14/36/38/40/98, 66603/15/21, 70002/03/07/13/15

70018/20, 70808

**Martin Willcock:****18<sup>th</sup> May Keymer Jnct:** 377114/39/53, 377404/11

377430/34/36/48/68, 700102/27

21.33 66848/49 6C13 Hoo Jnct-Willington Jnct

**19<sup>th</sup> May Keymer Jnct 15.30-15.55:** 377404/74

387212/22/23/25, 700106/28/39/45

**23<sup>rd</sup> May Lancing 18.45-19.15:** 377109/37/44/53, 377409

377416/24

**26<sup>th</sup> May Keymer Jnct 15.30-15.50:** 377148/52

377433/44, 387207/09/14/16, 700154

**Alan Hardcastle:****6<sup>th</sup> May Leyton Midland Road:**

10.28 66425 4M07 Tilbury-Daventry

**7<sup>th</sup> May Leyton Midland Road:**

10.23 66509 4L52 Garston-London Gateway

**13<sup>th</sup> May Leyton Midland Road:**

10.21 66596 4L52 Garston-London Gateway

10.39 66425 4M07 Tilbury-Daventry

**18<sup>th</sup> May Leyton Midland Road:**

10.38 66303 4M07 Tilbury-Daventry

10.50 66516 4L35 Avonmouth W Wharf-London Gateway

10.52 66738 6V32 Tilbury-Trostre

**23<sup>rd</sup> May Leyton Midland Road:**

09.55 66569 4L52 Garston-London Gateway

**26<sup>th</sup> May Leyton Midland Road:**

10.33 66543 4L35 Avonmouth W Wharf-London Gateway

**Kenneth Pryce:****Hazel Grove:** Freight working 6J56 Peak Forest-Hope St**6<sup>th</sup> May:** 66749, **7<sup>th</sup> & 11<sup>th</sup> May:** 66712, **18<sup>th</sup> May:** 66752**20<sup>th</sup> & 21<sup>st</sup> May:** 66786**Robert Hill:****18<sup>th</sup> May Blackpool North 05.05/22.52:** 150119

150225, 195125, 331002/06/19/28, 331105

**19<sup>th</sup> May Blackpool North 00.15/05.00/23.00:**

150120, 195101/06, 319379, 331002/05/12/20/21/23/25

331026, 331105

**20<sup>th</sup> May Blackpool North 00.05/04.56/23.44-23.55:**

150119/47, 150225, 195106/21/26, 331003/06/14/16/18

331019

**21<sup>st</sup> May Blackpool North 00.05/23.45:** 195010/18

331022/24

22<sup>nd</sup> May Blackpool North 00.01-00.03/06.35/23.52-23.58  
 37218, 37401, 150119/31/47, 195130, 331003/12/16/22  
 331024/25, cs 6263, 9481, 72639, 979774  
 23<sup>rd</sup> May Blackpool North 00.03-00.06/04.48: 195102/05  
 195112/24, 331022/24, 331105  
 26<sup>th</sup> May Blackpool North 04.51/05.27: 150111/43  
 195110/24, 319384, 331026, 331105  
 27<sup>th</sup> May Blackpool North 23.56: 331005/26  
 28<sup>th</sup> May Blackpool North 00.08/23.56: 195115/16  
 319384, 331014/20

**John Lewis:**

Workshop [safe storage site]: No side nos. on some sets  
 10<sup>th</sup>-28<sup>th</sup> February: 720503/19/20/22/30  
 4<sup>th</sup>-25<sup>th</sup> March: 720505/07/10/24/28/32

7<sup>th</sup>-29<sup>th</sup> April: 720501/06/33/35  
 1<sup>st</sup>-13<sup>th</sup> May: 720512/25/29  
 14<sup>th</sup> May: 710272 Worksop- Willesden  
 15<sup>th</sup> May: 710125 Worksop-Willesden

**Danny Coyne:**

23<sup>rd</sup> April Lostock Hall: 195003/12, 195123/25  
 29<sup>th</sup> April Lostock Hall: 195006/07/11/13, 195102  
 5<sup>th</sup> May Lostock Hall: 195010/17, 195117/23  
 11<sup>th</sup> May Lostock Hall: 195003/10, 195101/19  
 18<sup>th</sup> May Lostock Hall: 195008/17, 195107/29  
 20<sup>th</sup> May Farington 14.50-16.20: 87002, 195006, 195102  
 195111/25, 221104/14, 319384, 331001/02/12/14/18/21  
 331023/25, 390045, 390132/34  
 26<sup>th</sup> May Lostock Hall: 195015/25, 195107/18

## WEYMOUTH QUAY

### Weymouth Quay Railway by James Holloway:

Funds were found in February 2020 to allow the lifting of the old line. It was opened in 1865 but has not been used since 1999. Lifting was supposed to start in March 2020 but it would appear the coronavirus outbreak has caused a delay. The following photos show the Quay in operation exactly 35 ago in May 1980 with CI.33/1 + 4-TC sets working the boat train service.



*left* 33105 + 4-TC 4xx  
 arriving at Weymouth  
 Quay Station,  
 16<sup>th</sup> May 1985

*below* 33111 + TC 401  
 awaiting departure from  
 Weymouth Quay  
 Station, 16<sup>th</sup> May 1985





with staff walking ahead 33113 makes its way along the Quay from the Station with an unidentified 4-TC, 17<sup>th</sup> May 1985



TC 410 + ? on the rear of a service threading its way along the quayside past parked cars, 17<sup>th</sup> May 1985

## PRESERVATION NEWS

Leicester North on the GCR is to be renamed Leicester & Birstall though the official re-naming is on hold.

The Scottish Railway Industrial Society at Dunaskin Colliery, Waterside near Ayr has been renamed Doon Valley Railway. It has also been awarded National Lottery funding towards building a 140ft three road carriage / wagon shed which will hopefully commence construction in 2021 subject to planning permission and matchfunding. This will see all the lines coaches and wagons under one roof.



above one coach to benefit will be former LMS inspection saloon 45020 crammed in the former NCB 3 road loco shed, 12<sup>th</sup> August 2018, this was preserved in 2013 from departmental service latterly stored in the Toton compound

0-4-0ST [1208] 'ILLINGWORTH' is to re-named 'NIGHTINGALE' and 'SEACOLE' on either side of the tank to recognise pioneering nurses and the work of modern day health workers through the pandemic. The names will be officially unveiled once operation can resume.

The last surviving Ruston & Hornsby 165hp 0-4-0DE tandem locos 421439 & 423658 have been acquired from BKR by the Thompson Locomotive Collection and will move south from Bo'ness to Darley Dale to join YE 0-4-0DH 2679.



left [421439] steam shed, 5<sup>th</sup> July 2010, right [423658] yard, 14<sup>th</sup> April 2011 Bo'ness, BKR

# DAYS OUT

## South Wales in 1999 by Colin James:

This account is of a Saturday road trip to South Wales on the 18<sup>th</sup> April 1999 at a time when new Cl.66s were being delivered to EWS and a multitude of liveries existed on locos now owned by them. The new EWS, original EW&S, pre-privatisation Mainline, Loadhaul & Transrail sector liveries, TL Freight, RfD, RES plus even original BR. Unfortunately pretty much all my spotting notes disappeared during/after a house move, leaving me with just my photographic notes, which I hope will still give a flavour of what was seen on the day.

*right* 08795 in InterCity livery, Landore (now preserved)

Meeting first at Didcot we headed down the M4 to Swansea for a pre-booked permit visit to Landore TMD.



Apart from its HSTs, the depot had its own allocation of Cl.08s as well as the sleeper Cl.47s. Captured on film were 08780/795, 43137/189, 47811/813.

Stopping at Swansea station for a pit stop and cup of tea, it was then off back down the M4 towards Port Talbot for our next stop Margam TMD where fortunately an approachable foreman and a charitable donation allowed us to get our pictures within certain limits. Amongst the locos on site were:

08481/770/895/993, 09003, 37668/704/884/893/897, 47145/767/773, 56111, 60040/059/071 & 66053 with the still relatively new 66073 & 66076. Next door, stabled in Margam Yard itself were 08756, 56103 & 60041.

*above* 08770 in TL Coal grey, Margam (w/d 06/08 cut 04/11)

*right* 08481 still in ex-BR blue, Margam (w/d 03/03 cut 05/11)



Continuing east from Margam, we swung down to Barry Town to find the area now sadly totally bereft of locos with the exception of 66012 and the nearly new 66075.

From Barry it was a short run into Cardiff to view Canton TMD from the well known depot access footbridge, with 37225/242/402/406, 47217 & 56055 captured amongst the various Cl.08, 37, 47, 56,

60 & 66s on site. Taking the long way out of Cardiff, we came past the Allied Steel & Wire site to get 08854/932/955.



above 37897 (w/d 03/00 cut 02/08) in Transrail livery based on the former TL triple grey but never developed into a full new livery as with  
below Loadhaul on 37884 'Gartosh' or Mainline (see elsewhere), Margam



two of the pre-privatisation liveries, Loadhaul & Mainline had interim liveries based on the former TL triple grey as with below Mainline 60071 'Dorothy Garrod', Margam  
see elsewhere for the interim Loadhaul livery





above special liveried 47145 RfD liveried 47145 'MERDDIN EMRYS', Margam (w/d 02/07 cut 08/09)



above 37704 in original EW&S livery (w/d 04/05 cut 06/09) below 09003 in revised EWS livery w/d 11/10 cut 09/11 + 08993 'ASHBURNHAM' (now preserved) with cut down cab for use on the Burry Port & Gwendraeth Valley Railway, Margam





left 47767 in RES livery, Margam  
(w/d 07/03 cut 07/09)

Then it was onto Newport for the last stop in Wales. The Godfrey Road stabling point alongside the station was still open and at the time would almost guarantee to have members of Cl.08, 09, 37, 47, 56, 60 and 66s on view. On this day, brand new off the boat 66085/088/090/093 were stabled there before 66057 took them away for commissioning. 37518/714/886, 56069 & 60079 were captured on, in and around the stabling point with 60052/059 passing through on freights.



a variety of liveries can be seen on Cardiff Canton with yet another on 37402 'Bont Y Bermo' of ex-TL triple grey with no sub sector markings



47217 with RfD European livery, Cardiff Canton (w/d 06/99 cut 08/05)



*above left* new EWS 66088 + 66085 + 66088 + 66093 + 66090 hauled by 66057 heading east from Newport - Toton TMD  
*above right top* 37518 in TL Metals livery, Newport Godfrey Road  
*above right middle* 08955 in Transrail livery, Cardiff ASW (w/d 02/00 cut 08/09)  
*below* 37803 in Mainline livery, Didcot (w/d 09/00 cut 08/07), note EWS liveried 58016 behind right which has been preserved





*above* 60070 'John Loudon McAdam' in interim Loadhaul livery, Didcot

The last stop where everyone went their separate ways was Didcot. Seen here in the yard, or alongside the station, were 37133/797/802/803, 58016, 60070.



*left* nearing its end 08895 in ex-BR blue livery, Margam (w/d 09/93, cut 07/00)

all photos by Colin James

## PRESERVATION PHOTO SPOT



a rare bit of preserved action with 08604 moving a wagon of coal into the cooling tower, DRC, 20<sup>th</sup> May 2020 (Spencer Conquest)

# WD AUSTERITY 0-6-0ST LOCO SURVEY

Though some have already been covered in **TRACKS** under various headings this series will endeavour to fully record the surviving Austerity 0-6-0STs (77) that survive from the 485 built. A versatile loco, they can be found on many preserved railways either working or in a dismantled state. The background to the class was covered in the October 2018 issue of **TRACKS** on p56.



**7 [3839]:** Another Austerity that didn't travel far, [3839] was built directly for the NCB in March 1956 by Hunslet, numbered 7 it went to Cannock Wood Colliery, Staffordshire. Made redundant before the colliery closed in 1973 when it was sold into preservation at the Foxfield Railway (FXR) in the same county, where it has remained ever since. Having worked in the late 1970s, again in the 1980-90s and either side of the millennium up to 2006, when it was stored, it returned to steam in July 2017. It is seen below at on the 7<sup>th</sup> April 2019 at Caverswall Road, the main headquarters of FXR, maneuvering for the first service of the day at 11.30.



# RAILWAY GLOBETROTTERS

## The Lads Tour 2018 by Ray Smith - Part 4:

**Day 7 - Wednesday 13<sup>th</sup> June 2018:** Today we headed to Romania, where we were just popping in, destination Arad. An uneventful four and a half hour journey. Arriving in Romania at the border station of Curtici there was a good selection of locomotives stabled there but with the station teeming with border guards, I decided not to go off to take any photographs. I almost got caught out with the time though, not realising I needed to put my watch another hour forward. Arriving in Arad, the station was not as busy as I had expected and the weather was dull.

*right* my first Romanian haul, 477 742 waiting to depart from Budapest Keleti, Arad, 13<sup>th</sup> June 2018

*below* DMU 78 1031 looking the worse for wear, Arad, 13<sup>th</sup> June 2018



*right* Co-Co class 40, 40 0695, Arad, 13<sup>th</sup> June 2018

*bottom* DB Shenker Romania has ex-DB German locos working for them as with 290 516, still with its German number, Arad, 13<sup>th</sup> June





above DMU 570 518 with 970 518  
at the rear

left with the same numbering  
system as the above but looking  
nothing like each other is 970 541  
with 570 441 at the rear

below plinthed 2-6-2 131 00,

all Arad Station, 13<sup>th</sup> June 2018





above Class 40, 40 0507, Arad, 13<sup>th</sup> June 2018



above two single units, 77 0979 (left) with 77 0971 (right) behind, Arad, 13<sup>th</sup> June 2018

We then opted to go to Timisoara, an hour and a half away hoping this would be a better station....no it was not and the weather was getting worse. There were only a couple of units on the station so we decided to find somewhere to eat. Not much around, not even on the station and just as we got back the heavens opened, hence the very wet photos below. All we really wanted do was get back to Arad.



right 97 0510 with 57 0510 at the rear

below left Bo-Bo 43 0025, below right Co-Co 41 0251 all Arad, 13<sup>th</sup> June 2018





**Day 8 - Thursday 14<sup>th</sup> June 2018:**

We were booked on the 08.41 back to Budapest. Not much happening at all in the station except 89 0546 had moved slightly overnight to allow a better photo to be taken (left). I went back to Romania in June 2019 for twelve days doing a lot more of the country and the weather was much better.



Back in Budapest we arrived in Kelenfold where instead of going straight to our hotel we spent time on the station with plenty to see.

*right 480 006, below 480 008*

*bottom OBB 1116 030*

all Kelenfold, 14<sup>th</sup> June 2018



Checking in at our hotel we quickly returned to Kelenfold to go on to Keletti and Delhi, two of the main termini. Outside our hotel was a tram stop where both a variety of trams were seen with new 2232 (top) and older 1341 (bottom). From Delhi we took a tram to Varosmajor. This is the terminus of the cog railway that climbs steeply to Szechenyi-hegy, Gyermekvasut where you can transfer to the Children's Railway of the Buda Hills. We rode the cog railway and returned the same way.



The cog rail units are numbered 51/61 to 51/57.

The children's railway runs to Huvosvolgy. Here you can catch a tram back to the city, passing Varosmajor, which forms a circular tour. I have done this route a few times before but today we saved time and headed back for another session at the busy Kelenfold.



cog rail units 54/64 waiting to depart Szechenyi-hegy, Gyermekvasut, 14<sup>th</sup> June 2018



*above* unit 415 107

Vectron's are the flavour of the month and can be seen all over Europe and Hungarian private operator GySEV has some on their books with 471 002 being one of them  
*bottom* this was a mystery unit as I cannot find these numbers in my books,  
9 160 025, 774 714 in the middle and 9 160 035 but it turns out it is a Diagnostics Train  
all Budapest Kelenfold, 14<sup>th</sup> June 2018





above Loko Train 242 286

below An unusual sight indeed. Graffiti covered GySEV single unit 0247 502 is shunting a rake of engineers wagons alongside of the now closed original Kelenfold platforms, both Budapest Kelenfold, 14<sup>th</sup> June 2018



all photos by Ray Smith (to be cont)

## TRAM, LIGHT RAIL & METRO NEWS

The future of Light Rail Systems apart from Blackpool have been secured by government grants backdated from the middle of March for twelve weeks until the middle of June but is believed falling short of what is required. Metrolink received a £3m bailout on the 22<sup>nd</sup> April which would only help to keep the network ticking over. A further bailout followed for Tyne & Wear Metro on the 26<sup>th</sup> May for £7.6 m. The following grants were awarded to the following on the 2<sup>nd</sup> May: Manchester Metrolink - £11.6 m + £3m (22<sup>nd</sup> April), Tyne & Wear Metro - £8.6m + £7.6 m (26<sup>th</sup> May), NET - £3.7m, Midlands Metro - £2.1m, Sheffield Supertram - £1.3m. If further grants are not forthcoming there is a danger of Metrolink being mothballed. Further funding to the value of £29m was announced for Trams & Light Rail Systems to increase the frequency of services, the amount of the current funding Metrolink will be entitled to remains to be seen, but looks like Metrolink will be kept running until August.

## **Manchester Metrolink by Geoff Hope:**

**May 2020:** The Trafford Park line is only operated by single trams with all other services are double trams. With effect from Tuesday 26<sup>th</sup> May tram frequency will be reduced to 12 minutes Monday - Saturday and continue at 20 minutes on Sunday. Service times remain 06.00 – 22.00 hours Monday - Saturday and 07.00 - 22.00 hours on Sunday.

It has now been reported that due to the increase in passenger numbers, tram travel will no longer be free to all staff employed by NHS / Social Care Workers and Care Worker Organisations. Restrictions will in force for concessionary pass holders travelling before 09.30 at peak time commencing Tuesday 2<sup>nd</sup> June, The additional funding made available could see the frequency improved to 6 minute intervals. Mothballing is still though a possibility after August.

Transport for Greater Manchester are looking at the availability of technology to detect if a tram is speeding, which could result in an accident / derailment, that would also monitor the driver awareness of the situation.

Again due to the coronavirus outbreak I was unable to do the observations for April

## **Blackpool & Fleetwood Tramway by Harold Hull:**

Some signs of activity have been noted though no date for reopening is yet known.

Engineers car 754 has made its weekly checks of the overhead during the lockdown. On the 18<sup>th</sup> & 19<sup>th</sup> May it was noted performing overhead wire repositioning at the north end of the loop. Balloon 753 accompanied it to check that there were no issues afterwards.

An occasional Flexity has made a foray onto the system over the last couple of weeks so that driver trainers / assessors can maintain competencies.

Over at Brinwell Road work has restarted on 279 where considerable amounts of new panels have been attached to the bodysides. Areas each side of the doors are still un-panelled to facilitate the fitting of brake pipes and truck fitting once the car returns to Rigby Road. The roof has also been undercoated. New base plates for the handbrake pedestals are being fabricated. Various control handles and other cab fittings that require chroming have been taken to a company in near Oldham or attention.

## **DEPOT PHOTO SPOT: LEEDS MIDLAND ROAD**



FL Leeds Midland Road Depot showing stored CI.66/70s with 66603, 66615 & 66542 the 3 locos on view and 59002 on far end of line adjacent shed Road 3, 6<sup>th</sup> June 2020 (Andrew Turnidge)

# FREIGHT MATTERS

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

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

**Correction to 2020 UK Combine Vol.2:** p125 Check digit for 81.70.5500.049 should be 8 not 9

**Help – Mystery Wagon:** We have a FKA wagon 33.68.4943.689-7 that has been photographed but is not in our books. It has probably been re-numbered but its original identity cannot be ascertained, anyone know ?

**Out of Store:** 92513, 613005/33/41

**New: HOA Bogie Aggregates Hoppers** 81.70.6774.036 to 075 have arrived in the UK.

**Re-numbered:** 33.70.4938.512-1/332-2/528-5/720-0 to 31.70.4938.159-0/001-5/009-8/163-3 respectively. 31.70.4938.513-9 to 175-7

**Removed from TOPS / For Scrap / Scrapped:** 17501/03/05/07/09/11-14/16-20, 310266, 370276/283/287/288/290-292/296/301/302, 21.70.6094.050-9, 33.80.2693.018-4

**Reinstated - Not Removed from TOPS / For Scrap / Scrapped:** 23.80.2398.554-8/643-9

**Preserved:** 23.80.2398.630-6 at Wishaw as RSS stores van, Int User 024988 from Derby at CHA



**FREIGHT NEWS:** To allow social distancing on weedkiller MPVs they are being top & tailed by locos as with 66155 t&t 66017 + MPV DR 98956 + 98906. The ensemble was seen above at Didcot (12.06) on the 20<sup>th</sup> May 2020 by Spencer Conquest and left at Ivybridge (19.16) on 3Z15 17.56 Exeter Riverside New Yard return - via Newquay on the 18<sup>th</sup> May 2020 by Chris Hatch.

**OTP NEWS:** Missing from the April 2020 **OTP News** was that DR 75011 had also arrived in the UK and is seen overleaf top at Slough at 09.50 on the 6<sup>th</sup> June 2020 by Derek Everson.



above Plasser & Theurer **Unimat 09-4x4/4S Dynamic Tamper** Colas DR 75011 (99.70.9123.011-7)

below the last of the three 'new' (2016-17) Loram built NR Rail Grinders to be illustrated, the seven vehicle PLG(01) DR 79501-07 on Chaddesden Sidings - Micheldever Oil Sidings passing Wellingborough (22.34) 22<sup>nd</sup> May 2020 (Colin Pottle)



## WAGON PHOTO SPOT



above MBA 500079 previously stored at Beeston for 2 years, Toton 28<sup>th</sup> May 2020 (Neil Dix)

# STOCK CHANGES

*It is hoped that all major changes recorded below will help you keep the **UK Combine Vols.1 & 2, UK Pocket Book, UK Locomotives and UK Name Directory** up to date, (numerous pool code changes will not be recorded). 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.*

**Correction to 2020 books:** (CV2 Combine Vol.2, PB Pocket Book (both)

typo – 43023 should be 42023

p31 CV2

ditto above so numerically should be on p228

p234 PB

**Corrections to May 2020 TRACKS:**

p60 73140 should be 73130, 977349 etc all should be under **Units**, 91112/16 location is (DRM), 40701 to 44077 missing (BH) as location

p61 42254 should be 42284, ignore 44039/79 as incorrectly shown as scrapped

**Misc. News:**

31454 is now officially preserved

The first of the four hired DBS Cl.66s 66091 has received DRS livery

Further 9 car Cl.345s are now in service: 345021 27/28/30/33/35/37/54/58/60/63

With no work all FL Cl.70s were stored

**New:** (all Cl.745/755s delivered)

**DMUS:** 195014/19/24/25, 195131

**EMUs:** 331030, 710107/19/20/29, 720502/08/11/12/15/25/26/29/31/33/35, 745110, 777004/07801225

**Transferred / (Stored):**

\* preserved, **owners in blue**

**D&E Locos:** 08401 (LHG) 08652 (WI)

08669 HH 08754 (WO) 20901 BH

31454 WEN D5830 GCN 33201 BAT

90003-15 (BA)

**Steam:** # (on loan) 4555# 5619/37 SCR

7822 WSR 30072 RSR 46464 STP

92212 LLR [2857] MNR [7170] SVR

**Units:** 51396 WSR, 142035\*/41\* WEN,

142004/58/78/90 (BKS), 144001 (WK), 144011\*

KWV, 144006\*/07\* CRO, 170416/17 DY

Cl.423 76527/28 (ALY)

315809 (ZN), 315833/59 IL, 317708-10/19 (NN),

317714/23/29/32, 317888/90 (WBY)

321901/02 IL, 321903, 322481-85 (DBD)

331102/03/07/11/12 NL, 345002 OD

345026 OOC, 345023/48 (WK)

350402/03/06-09 NN, 442402/14/22 (ZN)

710277 OD, 720501 OD, 720506 (DY)

720511 (IL), 720526/31/33 (WK),

71451/59/65 from 314202/10/16 (LM)

373214/223 (HW), 769434/56 (CDF)

319430/44 (LB) for Flex conversion

**Coaches:**

**Mk1:** 3131 SPA

**Mk2:** 5961/98, 6024/42/54/67, 6158, 9507/20/

26 (BO) 6705 (PS) for repairs

**Mk3:** 10527\* DRC, 10722\* CRO

10406/17, 11029/31/88/93, 11101, 12015/17/34/

35/36/43/46/49/54/56/61/64/67/79/84/90/91/94,

12108/16/18/19/25/26/37/46/54/59/64/67 (LM)

10413, 11078/95, 12021/98 (GYS for ES)

10401/05/14, 11067/69/73/80/81/85, 11100,

12030/31/73, 12105/10/29/30/32/47 (MNR)

10403\*, 11096\*, 12009\*/93\*, 12107\*/50\* (MRB)

11092/99 LR for ET, 11090, 12032/97 LR for DA

11070/75/87/91/98, 12114 CD for LSL

10249, 12176-85 (LM), 10415 (CQ for ET8)

**Mk3 HST:** 42356 (ZG) 40106, 40801/02/04/08,

41149/87, 42319/583, 44078/81 46006/12/14 CD

43054/83, 42213/351/568/575/581 (ZB)

44044 (LM)

**Mk4:** 10302-04/05/07/08/15/17-19/29/32, 11201/

78/81/83/87/89/90/98/99, 11301/02/04/09/11/14/

16/18/19/27/29/30, 11401/02/04/09/11/14/16/18/

19, 12202-04/07/11/13/15/16/27/29/30/32, 12302/

04/07/08/10/12/15/17/21/24/27/31, 12400/02/10/

14/15/17/21/23/28/33/34/36/37/45/48-50/53/62/

67/68/70/71/80/83/84, 12513/14/18/26 (WK)

**DVT:** 82121 CVR\*, 82107/12/33 (MNR)

82143 (CQ for ET8)

82201-03/07/09/15/18/20/22/28/31 (WK)

**Mk3 Coaches Converted to Sliding Doors:**

42007/145/277/299/300/564

**Re-numbered / Converted to Sliding Doors:**

42211 to 48123 42003 to 48133

42264 to 48134 44036 to 49111

44008 to 49113

**Steam Status:** 60009 S 92212 O

**Names:**

**New:**

08865 GILLY

43097 Castle Drogo

43188 Newport Castle

47245 V.E.Day 75<sup>th</sup> Anniversary

800025 Captain Tom Moore

**Recent but not Previously Illustrated:**



66734 as reported in Mar 2012 (Alan Hodge)



66788 as reported in Oct 2019 (Davy Pratt)



800025 as reported in May 2020  
(Spencer Conquest)

**Removed:**

- 90001 *Crown Point*
- 90002 *Eastern Daily Press 1870-2010  
Serving Norfolk For 140 Years*
- 90014 *Norfolk and Norwich Festival*
- 156484 *Lancashire DalesRail*
- 158784 *Barbara Castle*
- 158860 *Ian Dewhirst*
- 221106 *Sir Ernest Shackleton*
- 221109 *Marco Polo*

- 221116 *City of Bangor / Dinas Bangor*
- 221142 *BOMBARDIER Voyager*
- 319444 *City of St Albans*
- For Scrapping / Scrapped:**
- GCN** 59522

**JR Adams, Glasgow:**  
64585/86 (314202), 64601/02 (314210),  
64613/14 (314210)

**Raxstar, Eastleigh Works:**  
62944/60 (from 442405/24)  
40231, 40710/27/39, 41034, 41106/28,  
42060/197, 42507/15/16/52/73, 44022/25

**Sims Metals, Newport Docks:**  
12062/153, 40207/10, 40424/26/33, 40703/21/22/  
43, 41028/30/56, 41102/10/32/38, 42006/28/31/  
35/39-41/43/61/62/67/68/70/79/83/98/99, 42126/  
96, 42216/21/60/72/83, 42332/48, 42501/10/  
12-14/56/60, 44026/28, 46002-05/15  
DVTs 82102/03/05/32/52

**CF Booths, Rotherham:**  
12016/24/51/57/81/99, 12103/20/39/41/48/66/70  
41004, 42049, 42362, 42508, 46001/11

**New / Revised Codes \*:**

- Depot / Location:** (\* revised)
- BKS Blackburn King Street Sidings
  - ET8 Greater Manchester Fire & Rescue
  - GTY Great Yarmouth carriage sidings
  - WBY Wembley Yard
  - DBD\* Doncaster Belmont / Decoy Yard

## YARD PHOTO SPOT



above a fairly packed Toton with at least 45 locos on view (13.41) 6<sup>th</sup> June 2020 (Spencer Conquest)  
below a ground eye view of Doncaster Decoy Yard with Reception Sdgs 1-4 left holding 66739 & 66749 and the ex-Royal Mail Terminal platform on the right with the 7 stored CI.91s (now 8), taken from east of Mallard Bridge, 27<sup>th</sup> April 2020 (Ralph Ford whilst working)



# NEW STOCK



*above* 720511 on 5Q12 12.06  
Liverpool St - Ipswich test,  
Belstead Bank, Ipswich (13.45)  
18<sup>th</sup> May 2020 (Keith Partlow)

*left* 195107 Lancaster (14.56)  
24<sup>th</sup> May 2020 (Ian Roberts)

*below* the 59<sup>th</sup> and final delivery  
of Stadler EMUs for GA, 745110  
hauled by 66001 on 5Q99 03.43  
Ripple Lane - Norwich CP,  
Belstead Bank, Ipswich,  
7<sup>th</sup> May 2020 (Keith Partlow)



## TRANSFERS

*left* ex-GA Mk3 TSOB 10412  
now preserved and  
temporarily based at  
Pitsford & Brampton, NLR  
on behalf of new owners the  
Ivatt Diesel Recreation  
Society  
17<sup>th</sup> May 2020 (Neil Dix)



*right* ex-GA Mk3 DVT 82114 now  
preserved at Pitsford & Brampton,  
NLR 17<sup>th</sup> May 2020 (Neil Dix)



*below* ex-CS Mk3 SLEP 10527  
has entered preservation at DRC  
after initial storage at Long  
Marston, seen after delivery to the  
Refuelling Depot, Didcot,  
6<sup>th</sup> May 2020 (Spencer Conquest)



## 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): 710272, 720515 (p49)*



*above* 700111 sporting NHS support branding on the driving cars seen on Brighton - Cambridge,  
Foxton (18.01) 21<sup>st</sup> May 2020 (Simon Smith)



above 60029 'Ben Nevis' the fourth and final re-liveried DCR Cl.60, Toton 16<sup>th</sup> May 2020 (Neil Dix)



left following Cl.68/8s the first Cl.70 has now received revised diamond Colas logo as seen on 70815 on 6V27 Eastleigh - Hinksey, Didcot (14.56) 8<sup>th</sup> May 2020 (Spencer Conquest)



above 20007 + 20205 with Loram Rail Operations stickers on 0Z20 08.27 Peterborough Waitrose Sdgs - Romford Engineers Sdgs, Waterbeach (09.31) 1<sup>st</sup> June 2020 (Toby Radziszewski)

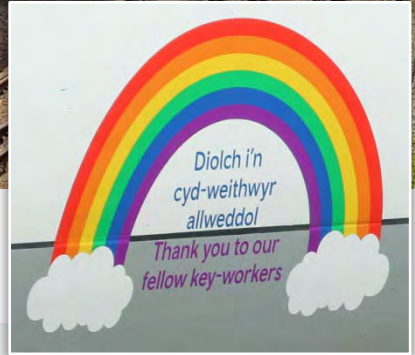
right  
 can you spot the livery embellishment on an otherwise standard liveried GWR 802114 ...nationalisation statement !!  
 Reading (11.06)  
 29<sup>th</sup> May 2020  
 (Spencer Conquest)



ex-ScotRail 170416 in new corporate EMR  
REGIONAL livery on Newark - Leicester,  
Loughborough South Jnct,  
1<sup>st</sup> June 2020 (Harold Cooper)



below a rather battered 168111 with NHS thank  
you branding on 1H30 Birmingham Moor Street -  
Marylebone passes Claydon (10.35)  
3<sup>rd</sup> June 2020 (Colin Pottle)



more NHS / key worker  
thank you  
embellishments  
above rainbow on  
50201 (170201)  
Gloucester,  
28<sup>th</sup> May 2020  
(Nigel Hoskins)

below 377111 with extra  
green vinyls on the  
driving cars on 1S89  
Portsmouth Harbour -  
Brighton, Barnham  
(14.00) 13<sup>th</sup> May 2020  
(Blake Willimott)



# ICRS SALES

Orders can be made ideally via BACS, bank details on request from [editor@intercityrailwaysociety.org](mailto:editor@intercityrailwaysociety.org), online via PayPal at [www.intercityrailwaysociety.org](http://www.intercityrailwaysociety.org) or by post from **ICRS, Mill of Botary, Cairnie, Huntly, Aberdeenshire AB54 4UD** Please make cheques payable to **ICRS**. **Postage to rest of the world will be extra, please request cost on ordering.**

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

**UKRS01 & UKRS05** are A6 size, all others are A5 size. All books are wire bound, allowing them to be laid flat, except the original perfect bound version of **UKRS01**



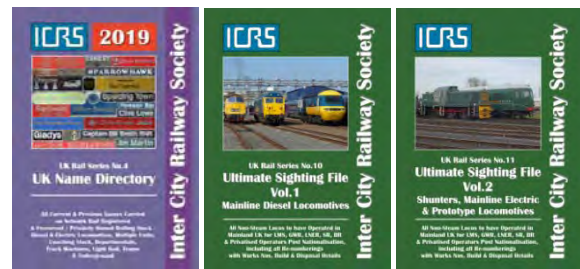
**BOOKS: (Members receive up to 30% discount on ICRS books)**

**Titles:**

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

UKRS01A	UK Pocket Book 2020	<b>SPINE</b>
UKRS01A	UK Pocket Book 2020 + cover	<b>SPINE</b>
UKRS01WA	UK Pocket Book 2020	<b>WIRE</b>
UKRS02A	UK Combine 2020 Vol.1 – Locos, Units, Trams & UG	
UKRS03A	UK Combine 2020 Vol.2 – Carriages, Wagons & TMs	
UKRS05	UK Locomotives 2020	

Size	Updated to	Prices	
		Member	Non-Member
A6	1 <sup>st</sup> Feb20	£7.50	£10.00
A6	1 <sup>st</sup> Feb20	£8.50	£11.00
A6	1 <sup>st</sup> Feb20	£7.50	£10.00
A5	1 <sup>st</sup> Feb20	£10.00	£14.00
A5	1 <sup>st</sup> Feb20	£10.00	£14.00
A6	1 <sup>st</sup> Feb20	£4.50	£6.00



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**OTHERS: NEW LOWER PRICES**

UKRS04	UK Name Directory	A5	28 <sup>th</sup> Jan19	£9.50	£13.00
UKRS10	Ultimate Sighting File Vol.1 – ML Diesel Locomos	A5	11 <sup>th</sup> Jul18	£9.50	£13.00
UKRS11	Ultimate Sighting File Vol.2 – Shunters, ML Electric & Prototype Locos	A5	11 <sup>th</sup> Jul18	£8.50	£11.50

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

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

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