

TRACKS



Inter City Railway Society – March 2021



Inter City Railway Society

founded 1973

www.intercityrailwaysociety.org

Vol 49 No.2 Issue 572 March 2021



The content of the magazine is the copyright of the Society
No part of this magazine may be reproduced without prior permission of the copyright holder

- President:** **Simon Mutten** - simonmutton@btinternet.com (01603 715701)
Coppercoin, 12 Blofield Corner Rd, Blofield, Norwich, Norfolk NR13 4RT
- Treasurer:** **Peter Britcliffe** - treasurer@intercityrailwaysociety.org (01429 234180)
9 Voltigeur Drive, Hart, Hartlepool TS27 3BS
- Membership Sec:** **Colin Pottle** - membership@intercityrailwaysociety.org Mob (07840 401045)
Flat 1, Harworth House, London Road, Kettering, Northants NN16 0EF
- Secretary:** **Christine Field** - secretary@intercityrailwaysociety.org
contact details as below for Trevor
- Chairman:** filled by senior officials as required for meetings
- Magazine Editor:** **Trevor Roots** - editor@intercityrailwaysociety.org (01466 760724)
Mill of Botary, Cairnie, Huntly, Aberdeenshire AB54 4UD Mob (07765 337700)
- Sightings: **James Holloway** - sightings@intercityrailwaysociety.org (0121 744 2351)
246 Longmore Road, Shirley, Solihull B90 3ES
- Photo Database: **Colin Pottle**
- Publications Manager:** **Trevor Roots** - publications@intercityrailwaysociety.org
Publications Team: **Trevor Roots / Eddie Rathmill**
- Website Manager:** **Trevor Roots** - website@intercityrailwaysociety.org contact details as above
- Social Media:** **Gareth Patterson**
- Sales Manager:** **Christine Field** contact details as above for Trevor
- Visits Co-ordinator:** **Tony Whitehead** – anthw884@gmail.com / **Trevor Roots / Christine Field**

Contents:

Officials Contact List.....	2	Industrial Loco Survey.....	35-37
Society Notice Board.....	3-6	Irish Railways.....	33-34
Events.....	6	Nostalgia Corner:	
ICRS Sales.....	80	BR Blue 1960/70s.....	69
Regular Current News / Sightings:		BR Blue 1960/80s.....	62
Eastleigh Works Report.....	7-13	1980s.....	6
Franchise / Network News.....	17-27	Photo Spot:	
Freight Matters.....	75-76	Depot: Nemesis Rail.....	37
Infrastructure News.....	64-67	NR Test Trains.....	28-32
Out & About Sightings.....	59-62	Preservation News.....	45-50
Stock Changes.....	76-78	Rail Tour News.....	70
Liveries.....	79	Railway Globetrotters.....	71-75
New Stock.....	79	Retro Photo Spot:	
Technology News.....	13	Departmental Coach 1.....	13
Traffic & Traction News.....	39-44	Departmental Coach 2.....	67
Tram, Light Rail & Metro News.....	68-69	Toton Yard.....	70
Underground.....	79	RSH 0-6-0ST 'Uglies'.....	14-16
Other Feature Articles:		Shunter Spot.....	63
Accidents.....	37	Signal Box Survey: 1.....	28
Gone But Not Forgotten: AC Loco.....	57	Signal Box Survey: 2.....	44
Gone But Not Forgotten: Steam.....	38	Stock Moves.....	51-57
		Winter Scenes.....	58

Front Cover Photo: Retro snow to go with this year's offerings elsewhere in this issue, 20151 + 20197, Derby 15th January 1987 (Martin Hall)

£3.00 where sold separately

Printed & distributed by: Oxuniprint Ltd, Unit 10, Oxonian Park, Langford Locks, Kidlington, Oxford OX5 1FP

SOCIETY NOTICE BOARD

Editor's Comments: Hard to believe but this issue finishes a year of issues edited whilst living under the threat of the coronavirus pandemic. Whilst many have been wondering what to fill their time with and wishing for normality, life has more or less carried on up here though normal is very hectic. Don't know how we would have fitted everything in had we still been able to travel and still involved with our other hobby, indoor bowling though missing the exercise and competition. Strange when bowling ended abruptly a year ago I had just won the men's singles and club championship in one club (not had trophies yet) and was in the final of the men's singles in the other.

I for one could now definitely do with a rest after all the book compiling, higher than ever orders which constantly need processing and fitting in the first couple of issues of **TRACKS** of the year. I definitely overstretched myself this year with the books, bad enough adding in the extra industrial diesels but by suggesting to also re-release **Irish Railways** having not done that one before has led to it being delayed. It is not a big book but trying to totally rework it and reformat from the last edition has taken longer than I thought, though I know more about Irish railways than I did before, which was very little. Hopefully it will be out soon so apologies but please be patient if you have ordered a copy as I had to put it to one side whilst I got this issue of **TRACKS** out, which is later than planned by trying to do both. One of the other reasons for the harder than expected start to the year is that we have also had to deal with the worst winter since 2009-10 in terms of snow, ice and very low temperatures in early February, as opposed to Dec / Jan as it was 11 years ago. At least it is good to see the first signs of spring and hope of the coming opening up of our lives again. Even we managed a few days of double digit warm days at the end of February though as I write this we still have pockets of snow on the ground following continuous falling snow in early February which nearly scuppered our vaccination appointments. We were given the 13th, not a Friday thankfully, but nearly as bad as our first high winds of the winter caused snow to drift over that weekend blocking our shortest route out to Huntly but fortunately an alternate route was just passable to the A96 and even this was blocked west towards Keith as its about 800ft at this point (we are half way between both towns) so a good job we were going east. I would assume many of you have or will shortly be getting your jabs so things are definitely looking up and we are still putting the sulky EU to shame and making other members think we did the right thing leaving.

Brexit is still an active topic with the Northern Ireland protocol causing chaos generally with goods between the rest of the UK and NI. A heritage railway, the Downpatrick & County Down Railway, has fallen foul simply trying to get donated redundant second-hand BR speed signs from Dartmouth Steam Rly. The bureaucratic nature of the EU is really coming to fore, shown up with its vaccine procurement process, with ridiculous amounts of paperwork required including sellers registration, item identification numbers etc. Where a 'seller' does not regularly trade with NI then this is not available and an application to get one could take 15 weeks. The ability to cut transport costs by using 'empty' backloads is also in doubt making the whole once simple process fraught.

Though there is now definite light at the end of the proverbial tunnel there was always the chance that some heritage railways were going to cut it close in terms of survival especially with the protracted on off restrictions and sadly the Llangollen Railway (LLR) has been forced to call in the receivers. The LLR had just received £147,000 grant from the Welsh Government but that hasn't prevented their demise (see **PRESERVATION NEWS**). There were already underlying financial problems but the lack of revenue caused by the pandemic has exacerbated the problem and shows how fragile the finances of running a heritage line can be, even one as well liked as LLR.

A notable but sad anniversary was commemorated on the 28th February 2021, that of a head on collision between a GNER Mk4 DVT and a FL Cl.66 at Great Heck, near Selby on the ECML 20 years ago. Ten were killed including both drivers and five other railway employees with another 82 injured, 52 seriously. This event is notable for many reasons, it had the highest impact speed of any accident in the UK and is the most serious rail accident to have yet occurred in the 21st century plus it involved the same Cl.91 as in the Hatfield derailment only 4 months earlier. The accident was the result of a series of unfortunate coincidences in the space of a few seconds and could so easily have played out so differently. The start was as a result of a road vehicle incursion (RVI) when a Land Rover Defender and loaded car trailer driven by a tired Gary Hart veered off the westbound M62 prior to the safety

barrier and down the embankment fouling the southbound ECML. Just as the emergency services were called at 06.12 the 04.45 Newcastle – King's Cross (carrying 99 passengers and crew) struck a glancing blow to the Land Rover at 06.13 but it was sufficient to derail the leading DVT 82221 to the right. Continuing upright under another minor road overbridge for 500 yards, the DVT hit points to the Plasmoor sidings throwing it towards the northbound track just as an Immingham – Ferrybridge loaded coal train was approaching hauled by brand new FL 66521. In itself this was a formidable object (127t) to hit but the devastating impact was compounded by it being a relatively lightweight DVT (45t) and the estimated closing speed of 142mph (88mph for GNER, 54mph for FL). The collision was just south of Pollington Lane overbridge and only 642m and less than one minute from the first impact which threw the by now destroyed DVT left along with several overturned Mk4 coaches into the field beyond the bridge. Most of the bogies from the GNER train were ripped off and the bridge was responsible for ripping off part of the roof of the buffet car. The leading bogie of 66521 was torn off embedding itself in the leading coach and rupturing the locos fuel tank before the loco hit the same bridge as it was pushed left and rolled over into the garden of an adjacent house with nine of the HYA coal hoppers also derailling and spilling their loads. The drivers of both trains, John Weddle (GNER) and Steve Dunn (FL) stood no chance due to the impact speed and sadly the guard and chef on the GNER train along with eight passengers were also killed. Remarkably Andrew Hill an instructor in the cab of 66521 who survived, was teaching the experienced Steve a new route. Whilst John was honoured by the naming of a new driver training school in his home town of Newcastle-upon-Tyne, both Steve and Barry Needham another employee had locos named after them. In the case of Barry it was 56115 then transferred to 60087 and currently 60091 whilst 66526 bears Steve's name. It was this loco that took part in a memorial on the 28th February 2021 as it was passed by a slowly moving southbound LNER IET with horns sounding as a service took place at the adjacent memorial garden. The trailing loco of the GNER train was Cl.91 91023 which received only minor damage, but because of it being involved in two accidents it was thought jinxed so renumbered 91132 rather than 91123, which remains vacant, on refurbishment in December 2001. Gary Hart was sentenced to 5 years in jail for dangerous driving.



above DVT 82221 Peterborough 9th November 1996 (Tony Flatt dec)

We may not all have been able to get out and certainly not to travel far, so it pretty amazing that through a hardy few contributors we have still managed to record the very busy railway scene albeit movements of new stock and many last journeys to scrapyards of surplus stock or into store. Nothing stands still and examples of Cl.142/143/317/319/321/332 plus Mk1 (WCR), Mk3 and Mk4 coaches have all recently been scrapped since our books were released. Personally it's galling to be missing so many first and last moments and it will be very different when we do get back out. At least I won't have to worry about chasing local refurbished ScotRail HSTs whilst elsewhere in the UK (forgotten what England looks like) as I have been able to pick them off over the past year. That is largely thanks to the help of Realtime Trains of late showing what stock is running on any particular day cutting out pot luck. This has allowed exercise / shopping to be adjusted so that I only now need 2 of the 54 power cars and 6 of the now all delivered coaching sets, 5 of which are stored at present.

STOP PRESS Owing to an issue with our bank rejecting ICRS shown as the payee on cheques please make all membership / book order cheques made payable to

INTER CITY RAILWAY SOCIETY

Errata: Jan / Feb 2021: On p39 the correct formation of the middle photo should be 43468 + 41407, 42402, 42585, 41204, 40205, 41209 + 43423. On p66 73199 is arriving not departing. Not an error but additional info has been submitted from Martin Eden re the lack of a location on the photo at bottom of p61. 37185 is pictured in Worcester Shrub Hill at the Northern end of the station stabled in the middle siding a few yards in front of the impressive and frequently photographed signal gantry.

AGM: Hard to believe that our last event was a whole year ago, the 2019 AGM on the 14th March 2020. We have waited to see whether we were going to be able to hold an in-person meeting for the 2020 AGM but with no relaxation on gatherings forthcoming we have decided to abandon it. We could have held a virtual meeting via Zoom etc but with many members without the technology or the knowhow and the need to probably restrict numbers it didn't seem fair to attempt this. In addition with nothing having happened through 2020 and nothing that can be said re future events there would be little point in holding a meeting. Officials reports will be put on the website and if it is deemed that it would still be beneficial once we are able later in the year to hold an in-person meeting then we will consider that option, perhaps in conjunction with an event...should we be so lucky.

Sales: As mentioned above the sales of our books are 21% up on last year which solely based on online is great but not helped my sanity !! Thankfully at the moment there have not been too many glitches or missing info that I have since spotted or been reported and nothing major, see **STOCK CHANGES**. In fact not surprisingly, considering how much extra was added, most relate to Codes. As also mentioned above please bear with me on the release of **Irish Railways**.

Website: Photo Galleries: As many of you may already know we have a page on our website which links to members **Flickr** sites etc. If there are any of you with sites who would like to be added please send me the link and I will add you.

Links: On top of all the other 'jobs' I have, managing the website is the least time consuming but I am aware I have fallen behind on housekeeping with links so this is a plea for help. Can anyone help by ploughing through them all and letting me know if any are out of date, need removing etc or if there are others, particularly preservation sites, that need adding then please send me the info / new links.

TRACKS Articles: As with links I have not had time to add links for articles for the last 3 years but hopefully that is a task I will get on top of soon. As members you might not be aware of this useful feature but it is a good way to quickly find an article on a particular subject...when I get it up to date !!

Membership Matters: New Members: (45) – a warm welcome to you all.

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

Damian Adie (Rotherham), **David Alcock** (Halifax), **Terry Aldridge** (Didcot), **John Armitage** (Warlingham), **Andy Basford** (Ripley), **Anthony Batty** (Morecambe), **Paul Brack** (Didcot), **Marc Bradley** (High Peak), **Norman Branch** (Woking), **Thomas Briody** (Belper), **Ricky Champion** (Harold Wood), **Matthew Cooper** (Petersfield), **Derek Dawson** (Abingdon), **Kevin Demain** (Morecambe), **Mark Doran** (Oxford), **Simon Ede** (Uttoxeter), **Tony Gaze*** (Gloucester), **Paul Hadfield** (Derby), **Stewart Huddleston** (Long Eaton), **Tony Irlie** (Cambridge), **Alan Jones** (Driffield), **Geoffrey Kingston** (Nottingham), **Tim Laughlan** (Harrogate), **Adam Mason** (Kempston), **Michael McCabe** (Wigton), **Steve Milsom-Payne*** (Irlthingborough), **Alan Mitchell** (Grimsby), **Clive Morant** (London), **Martyn Morgan*** (Tamworth), **Thomas Page** (Norwich), **Simon Parker** (Leicester), **John Peake** (Chesterfield), **Les Rance** (Hanworth), **Bill Routledge** (Neston), **Michael Rushton** (Macclesfield), **Howard Rutter** (Accrington), **Justin Safe** (Southampton), **Thomas Scruton** (Driffield), **David Sheldon** (Cheadle Hulme), **Doug Slater** (Wellingborough), **Andrew Smith** (Crawley), **Michael Stone** (Bristol), **Jonathan Swan** (Twyford), **Arthur Taylor** (Billingham), **Darren Woodward** (Bishops Cleeve)

Obituary: Sadly we have lost Peter Foster (76) from Hucknall and Chris Haslam (79) from Warrington. Condolences go to their family and friends.

Standing Orders: PLEASE, PLEASE can all those with SOs amend them to **£20**. Colin is still having to chase up far too many whose renewal is coming in at the previous rates to then request the outstanding difference. The convenience to members is far outweighed by the admin if not used correctly and if not rectified will result in the facility being removed....or the members !!

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: Apr 2021 The latest date for articles / info is **Wed 31st Mar 2021**
delivery to members: **PDF Tue 6th Apr 2021** with **Print** copies posted out 7 days after pdf
for updates please check the **TRACKS** page on the website

Magazine Contributors: Thanks to **Chris Addoo, Scott Aitken, Frank Barrington, Nigel Benning, Keith Blackman, Geoff Bowater, Darren Clarke, Paul Clifton, Spencer Conquest, Sean Davies, Brian Derricote, Ronnie Dunn, Martin Evans, Derek Everson, Tony Falloon, Tony Flatt (dec), Alex Ford Iain Gardiner, John Goodyer, Martin Hall, Alan Hardcastle, Charlotte Holloway, James Holloway, Geoff Hope, Colin Horner, Nigel Hoskins, Harold Hull, Bob Johnstone, Alan Jones, Ian Knight, Terry Lea, John Lewis, Bradley Marshall, Lawrence McCormick, Martyn & Paul Normanton, Keith Partlow, Gareth Patterson, Colin Pottle, Ed Pritchard, Toby Radziszewski, David Rice, Ken Rodgers, Eric Salisbury, Ray Smith, Simon Smith, Lee Spenceley, Doug Stafford, Adrian Thurley, Andrew Turnidge, Peter Ventham, Ralph Wainwright, Michael Warrick, Carl Watson, Tony Whitehead, Martyn Willcock, Neil Wilson & Trevor Roots.** We are sorry if anyone has been missed. Photos not credited are by **Trevor Roots**.

EVENTS

A new programme for 2021 will only be compiled when Government guidelines allow mass gatherings and companies can safely accept visits which may now all depend on the vaccination programme. This still may therefore not be for several months even though some restrictions are easing so watch this space and keep your fingers crossed we can get something organised in 2021 sooner rather than later.

NOSTALGIA CORNER: 1980s



above two locos still extant, celebrity heritage liveried D200 (40122) (wd 05/88) now preserved at NRM & 43117 (43317) in its last months of operation with EMR, Leeds, 21st August 1986 (Martin Hall)

EASTLEIGH WORKS REPORT

by **Carl Watson** (with assistance from **Norman Smith**)
for the period 1st February to the 5th March 2021
(All photos by Carl Watson unless otherwise shown)

Locos:

right D6515 having its cabs
stripped out 03/02

03/02 57303 came in from Eastleigh Arriva
Depot.

04/02 66786 brought in Translator Set T7
64664/64707 from Doncaster Works
Wagon Shops for a replenishment.
Two days later 08511 took Set T7 to
Eastleigh East Yard prior to an
onward move to Doncaster West
Yard by 66723.

05/02 66850 came in for fuel.

05/02 73213 left for Eastleigh East Yard
and from there to Tonbridge West
Yard.

08/02 37608 t&t 37611 + barriers brought in
442406 from Bournemouth T&RSM
for an overnight stay and left for
Wolverton Centre Sidings the
following day.

09/02 D1944 + 47593 brought in 9 coaches from Crewe HS (see Coaches below)

15/02 67023 t&t 67027 were on and off site with a NR test train before leaving for Tonbridge West
Yard three days later.



above 67023 t&t 67027 passing Portchester at 11.05 on 1Q52 Eastleigh Works round trip,
16/02 (Chris Addoo)

17/02 66743 took Translator Set T7 to Doncaster West Yard.

17/02 66715 brought in 59003 from Tonbridge West Yard.

25/02 66705 brought in 66793 from Eastleigh East Yard for a repaint (see overleaf top) initial work
having been undertaken at Doncaster Roberts Road including removal of its name.



- 01/03 43046 had nameplates fitted, 'Geoff Drury 1930-1999 Steam Preservation and Computerised Track Recording Pioneer'
- 03/03 60046 brought in 43423, 43468, 43308, 43467 from Ely. See below by Toby Radziszewski passing Waterbeach at 08.47.



- 03/03 60028 brought in 43465, 43296, 43484, 43480 from Ely. See above by Toby Radziszewski passing Waterbeach at 12.06. 60028 departed for East Yard straight after.
- 05/03 60026 departed for Willesden TMD with 43467, 43308, 43296, 43423.

Units:

- 02/02 Network Rail 313121 left for Ferme Park Rec GBRf.

- 05/02 701014 moved back to Eastleigh Depot with 701015 coming the other way (see right on 09/02).
- 12/02 701012 arrived from Eastleigh Arriva Depot and 701016 left for there.
- 15/02 66743 with Translator Set T7 brought in 317657 + 317672 for scrapping from Ely Papworth Sidings.



317657 out the back of the Works on 16/02

above 66743 + 317657 + 317672 passing Waterbeach at 12.31 on 5Q17 10.00 from Ely Papworth Sdgs (Toby Radziszewski)

- 19/02 57305 brought in 317890 for scrap (see below on 22/02) from Wembley Yard, the first LO Cl.317 and took away barrier 6330 to Derby RTC.



- 24/02 313202 brought in 313121 from Three Bridges which had failed the previous day returning from Ferme Park Rec GBRf for maintenance (see below passing Botley at 10.52 on 5Z31 (Chris Addoo))





- 04/03 57312 arrived from Ilford with 317346 + 317652 for disposal. See above passing St Cross at 14.30 (Chris Addoo). 317652 was the last operational CI.317/6 with GA
 05/03 319009 is almost complete in Orion livery, as per 319373 (see trailer 71780 below on 08/02).



Wagons: Freightliner fitters moved into Bay 4 to do maintenance on their wagons due to a blockade in the Southampton area that prevented access to their Depot.

Wagon Trips in/out during the month were:

- 05/02 66054 took 87.4376.005-6 to Southampton Eastern Docks to attach to the Halewood empty cartics
 06/02 70014 took out 92553, 93481, 97707, 607038/124, 608446/523, 641027/065, 70.4520.038-8/039-6/046-1/047-9/104-8/105-5
 06/02 70010 brought in 92561, 607004/016/049/086, 608160/275/284/310/311/378/449/461/462/479 80.4909.030-1 from Crewe Basford Hall SSM

to prove they do have snow on the south coast here is
70010 on 09/02 with a dusting



- 10/02 66538 brought in 93333/440, 613002, 608117/118, 640097/098/191/192, 704520034-7/035-4 from Crewe Basford Hall SSM and 66952 took the same wagons back there the following day
- 11/02 66553 brought in 93472/479, 607117/119, 608329/345/513/524, 641008/025/046/051 then took 92561, 607004/016/049/086, 608160/275/284/310/311/378/449/461/462/479, 80.4909.030-1 to Crewe Basford Hall SSM
- 13/02 66531 brought in 92620, 97708, 607060/070, 608002/222/325/399/401/472, 640303/304, 641003/017/057
- 14/02 66019/080/112/200 took 78200/250, 89022, 70.7899.041-9/056-7/057-5 to Margam T.C
- 17/02 66519 took 93472/479, 607117/119, 608329/345/513/524, 640008/025/046/051 to Crewe Basford Hall SSN
- 19/02 66710 took 503012/030 to Eastleigh East Yard.
- 20/02 66525 took 92620, 97708, 607060/070, 608002/222/325/399/401/472, 640303/304, 641003/017/057 to Southampton MCT
- 24/02 56090 took 78211/263/265/266/267/269/272/275/277 to Gloucester NY (see below)





Scrapping: Raxstar have disposed of the following EMU cars during the month:
 62852/71740/77206/77226 (317655)
 62678/71594/77017/77065 (317514)
 62850/71738/77204/77224 (317653)
 62889/71765/77287 (317672)

Next in line are 77283, the last coach from 317672 (see below on 04/03 and all of 317657

Cl.317s in the Raxstar scrap area
above 317514 on 04/02
below 317653 on 22/02



Coaches: D1944 + 47593 brought in 40804, 41160, 41166, 41167, 41169, 41187 and 44081 from Crewe HS on 06/02 to create a second HST for LSL together with 17056 for repairs. 47593 returned with repainted 12171 and barrier 6311 used in the move south. Barrier 6330 has been repainted into ROG livery (see below on 19/02)



Underground: Movement of LUL Stock for this period.
Arrivals: GP925/RW808/RW809 (see below)/RW811/RW812.



TECHNOLOGY NEWS

Apart from the emotional attachment to older stock having to make way for the brave new world of the IET programme and the CI.800 derivatives it would appear not only has the widely reported poor seating reduced passenger comfort but the design of the Hitachi built stock forced on them by the DfT could be a problem in accidents. The low speed collision, with a speed differential of only 10mph, entering Neville Hill Depot on the 13th November 2019 between 800109 and 43300, caused derailment of several trailing bogies of 800109 and fouling of the adjacent running line. This lateral displacement was a worrying consequence and the subsequent accident investigation has found that in similar low speed collisions over the past 30 years all vehicles remained in line. Without going into the interesting but lengthy technical details it all boils down to the DfT requiring the vehicles to be 26m to accommodate more usable internal space, 3m longer than Mk3/4s but compromised by the limit of 17m for bogie bolster centres to safely negotiate existing 'bendy' track. Therefore the longer overhang needed to be catered for in the couplers and this additional 'play' under collision forces is a problem and caused the bogies to lift and derail. It is worth noting that the proposed design for the Mk4 coach under the IC225 programme was for 26m but was not adopted by the builder.

RETRO PHOTO SPOT: DEPT COACH I



Eastern Region 88001 weed killing train spray coach,
Lowestoft Engineers Yard, 30th December 1984
(Martin Hall)

this was new in 1984 (ex BG 80725) so Martin might have caught it then
officially re-numbered DB 977229 in May 1987, it was withdrawn in December 1988

RSH 0-6-0ST 'UGLIES'

In order to operate long haul iron ore traffic from quarries owned by Stewart & Lloyds (S&L) to reach an outlying pit at Harringworth without needing to run over the LMS mainline, S&L required more powerful 0-6-0STs than were previously available. This was during improvement of their ironstone branches serving Corby Steelworks following WWII. Built by Robert Stephenson & Hawthorns (RSH) in 1950, seven were initially ordered numbered 56-62 with works numbers 7667-73 with an additional two in 1954 [7761] and 1958 [8050]. The nickname was derived from their appearance with a short saddle tank and large firebox unusually leaving an ungainly gap between the saddle tank and the front of the cab. However they were more powerful than the Hunslet built WD 0-6-0STs. All were withdrawn in 1969 with five of the nine surviving into preservation, 56/57/60/62/63 spread over three railways.

56 [7667]: Preserved at KES in 1972 it was in service between 1976-80 then moved to Woolwich Old Station Museum in 1984 remaining there until closure in 1986. It moved to Great Central Rly returning to steam from 2008-14 but was donated to the neighbouring Great Central (North) (GCN) in 2018 needing an overhaul. Requiring a replacement boiler and with no funds available it has recently been sold to the Epping Ongar Rly (EOR).



above 56 [7667] Ruddington, GCN,
7th December 2014

right 57 [7668] Tunbridge Wells West,
SPA, 3rd December 2011

57 [7668] SAMSON: Preserved at KWV arriving in May 1969 it was put into service at some point but left in the 1990s arriving at Spa Valley Rly (SPA) where it has been cannibalised to keep [7673] operational.



60 [7671] 'JUPITER': Preserved at the Colne Valley Rly (CVR) since withdrawal it was returned to steam but has been stored then under overhaul for the past 20 years. Unlike the others it has a bracket at the front of the saddle tank that carried a spotlight when in service with S&L.

right [7671] under overhaul, Castle Hedingham, CVR 1st April 2012

62 [7673] 'UGLY': Preserved at Keighley & Worth Valley arriving in June 1969 it was put on display in Oxenhope Museum once a new boiler was required then sold to East Lancs Rly before moving onto North York Moors in the 1980s. In 2007 it was sold moving to SPA in January 2008 returning to steam in 2010 until the boiler ticket expired in January 2021 and now awaits its turn in the overhaul queue.



above 62 [7673] Eridge, SPA, 7th June 2012 showing the cab roof and saddle tank top



left 62 [7673] Eridge, SPA,
19th June 2017



63 [7761] 'CORBY': Preserved at KVV arriving in June 1969 it was operational until the mid 1980s once overhauled in the early 1970s. It then moved to GCN where it returned to steam in 2011 but after it was discovered a new boiler was needed it was donated. But as with 56 there were no funds available so it has recently been sold to the EOR.



above 63 [7761], 2nd September 2018, Ruddington, GCN

FRANCHISE / NETWORK NEWS

The Wales & Borders franchise was taken over by TfW on the 7th February 2021. Four franchises still under ERMAs are in negotiation over the transfer to directly awarded contracts, c2c (03/23 – 03/25), TPE (03/23 – 03/25), GA (09/24 – 09/26) and WMT (09/24 – 09/26). SWR (03/23 – 03/25), CR (06/23 – 12/27), EMR (03/26 – 03/28), AWC (03/26 – 03/28) and GTR (09/23 – 09/27) have all settled. The agreed or proposed contract end and extendable dates are shown in brackets.

Grand Union Trains bid to become the newest TOC and operate an open access service between London and Cardiff has been rejected by the ORR.

AWC: The first Voyager, 221115, has received the interim livery so losing its unique Bombardier liver. The first Pendolino 390123, other than the two wrapped at launch 390155/56, received the full AWC livery in late January 2021 followed by 390049/104/117/119/128 with 390008 next.

EMR: In association with Porterbrook the record holder for the world's fastest diesel train, ex-LNER 43302 has regained its former identity as 43102 and Intercity swallow livery. Though it was originally named in honour of its feat, which it did with 43159, a new nameplate has been fitted 'The Journey Shrinker 148.5 MPH The Worlds Fastest Diesel Train' (note the lack of an apostrophe in Worlds). Once EMR retires 43102 in May 2021, it will join 43002 in preservation at the NRM, York.



above on its first day back in service 43102 t&t 43274 arrives at Kettering at 07.57 on 1C15 Leeds - St. Pancras (Colin Pottle)

The four Cl.180s taken over from Hull Trains until replaced by new Cl.810s in 2023 are being re-liveried in the interim purple livery as seen below with 180113 on 1D33 St. Pancras - Nottingham, passing Harrowden Jct at 13.19 on the 4th February 2012 (Colin Pottle)



All the Cl.360/1s have moved from GA with 360111 the last following repairs at Ilford. Though Bedford Cauldwell Depot is the nominal base it is not equipped for exams so the units are being hauled to Northampton Kings Heath or Ilford by GBRf Cl.47s. A trio of units ran at 110mph during a test run on the 8th March 2021 from Kettering – Luton with all pantographs up and is believed to be the first time that speed has been attained by a Cl.360.

The first of the reformed ex-XC 2 car Cl.170/5s 170531 has appeared in EMR purple livery.

Crossrail: On the 5th March 2021 TfL officially took control of the Farringdon, the first station on the central section of the Elizabeth Line and the second station after Custom House in 2020. The next stations to be handed over by June are Tottenham Court Road and Paddington.



above one of the four former LO Cl.317s now operating with GA, 317710 (+ 317504) on 2H43 15.13 Cambridge North - London, Liverpool Street Cambridge (15.20) 12th February 2021 (Toby Radziszewski)

GC: Services are to resume on the 27th March 2021

GN: The remaining Cl.365s in service are to be withdrawn from the May timetable to be temporarily replaced by Gatwick Express Cl.387s.

GA: Fourteen Cl.720/5s are now in service being used on local services to Braintree, Southend Victoria and Southminster, these are 720511/15/17/36/37/38/39/40/43/48/50/52/56/58. There are just 15 left to be released from 720575-89.



GWR: Further Tri-Mode Cl.769s have been released from Brush Traction with sets moving first to store at Nemesis Rail, Burton-on-Trent before moving to Reading Depot as with 769944 right stored at Nemesis Rail on the 22nd February 2021 (Ken Rodgers) and 769943 above hauled by 37800 on 5Q74 Nemesis Rail – Reading passing Didcot at 13.18 on the 11th March 2021 (Spencer Conquest).



The latest refurbished Castle HST short set GW15 has been released from Wabtec, Doncaster (see below).



above 43172 t&t 43192 hauling 49115, 48143-45 to Laira, Clodmore Bridge, Cheltenham
(11.26) 11th March 2021 (Terry Lea)

HEX: The final CI.332s have been taken away for scrap and the CI.360/2s moved into storage and a new life with ROG. Not all the CI.332 cars have been scrapped as three, from 332001, 78400, 72412, 63400 have been saved and plinthed in a new Siemens livery outside the new facility being built at Goole. They will eventually be used as academy classrooms following internal modifications. 78401 was not so lucky being sent for scrap at Sims, Peterborough on the 11th February 2021.



above 66748 t&t 66757 + 332006 + 332013 on OO - Sims Metals, Newport, Didcot
(10.58) 2nd February 2021 (Spencer Conquest)



above 332011 + 332009 between 66726 t&t 66791 on OO - Sims Metals, Newport, Reading (10.27) 10th February 2021 (Spencer Conquest)



above the final two CI.332s, 332004 + 332008 between 66775 t&t 66708 on 6X32 on OO - Sims Metals, Newport, Reading (10.21) 16th February 2021 (Spencer Conquest) with 'Farewell CI332 & OCEMU 1997 – 2021' headboard attached to 66775 (John Hill)

Hull Trains: Services are to resume on the 12^h April 2021 though CI.802s have been running ecs movements to allow driver training during the lockdown.



802305 on 5Z81 Edinburgh - Newcastle route learner,, Spittal, Berwick-upon-Tweed (12.19) 11th February 2021 (Gareth Patterson)

LNER: As reported last month the last convoy of vehicles north from the Bounds Green clearout was 91130 leading 91106 + 91119 + DVT 82205 + Mk4 12214 on the 28th January 2021. CI.91s + Mk4 sets are regularly swapping back and forth between warm storage at Belmont Yard, Doncaster and Neville Hill so 'allocations' are fluid are I am not bothering to report them in **STOCK CHANGES**. It looks likely that 91119/24 will be stood down in 2022 leaving 10 CI.91s, 91101/05-07/09-11/14/27/30, to continue operating until summer 2023 with the remaining 7 Mk4 sets.

NO: Driver training on the Cl.769s has recommenced with 769456 + 769448 out on gauge clearance testing on the 10th March 2021 running as 3Z01 09.18 Allerton – Stalybridge via Liverpool Lime St with 769448 detaching at Manchester Victoria where 769456 continued departing 10.50 followed by 769448 departing 10.54 as 3Z02.



above & right 769456 (11.03) & 769448 (11.17) at Stalybridge before separately returning to Manchester Victoria where they coupled up, returning to Allerton as 11.28 as 3Z04 (Harold Hull)

Refurbishment of the Cl.158 fleet has finished with 158861 the last in the old purple livery.

ScotRail: The final refurbished set HA19, 40619, 42255, 42568, 42256 plus its proposed fifth vehicle 42029 moved north from Doncaster Wabtec to Haymarket on the 25th February 2021 between 43124 t&t 43128. Also included were three extra coaches, 42032, 42213, 42351 to lengthen existing sets to 5 cars. Another four additional refurbished coaches, 42009, 42209, 42023, 42047 were also hauled north by 37611 on the 10th March 2021, both seen by David Rice passing The Sidings, Shipton-on-Beningborough at 11.38 and 12.26 respectively.



TfW: With 14 of the 15 sets operated by TfW having been sent for scrap by road to Sims Metals, Newport Docks between the 18th January and the 4th February 2021, the final set 142006 has been saved for preservation at LMM arriving there on the 15th February 2021. This is the only Cl.142 saved with a Welsh ATW interior. The Cl.143s are also now being disposed of in a similar fashion with 143611/20/21 departing leaving 143605/08/17-19/24 left.

The first of the Cl.150s, 150236 followed by 150253 have received TfW livery.

Two Cl.769s are now in service.

When the Cl.67 + Mk4 sets start operating from Cardiff – Holyhead the M4 DVTs are to carry promotional branding for charities which have been decided by a public poll. Those chosen are RNLI, Alzheimer's Cymru and Ty Gobaith Children's Hospice.

SWR: The re-opening of the Island Line on the Isle of Wight has been delayed until the May timetable change due to the pandemic. With some glitches to be resolved 484002 moved to Litchurch Lane, Derby for testing but has since moved south to Eastleigh Depot where it along with 484003-005 will be commissioned between there and Fareham. This is due to track upgrades on the island not allowing sufficient time prior to their introduction. The last set to enter service therefore will be 484001 once the line has re-opened and mileage accumulation can be undertaken.

XC: Following the reformation of six Cl.170/5s to 170/6s with the addition of centre cars from WMT 170/6s here is one of these re-numbered sets 170620 (170520). With re-liveried centre car 56632 it is seen passing Waterbeach in a snow shower on 2L98 10.13 Peterborough – Cambridge at 11.00 on the 8th February 2021 (Toby Radziszewski).



DATS: The test formation has been out and about as seen below passing Harrowden Jct at 11.21 on the 5th March 2021 with 43066 + 91128, DVT 82115 + 10237 + 11074 + 90035 + 12091 + 12092 + 11090 + 91122 + 43054 on Corby North Run Round Loop – Bedford (Colin Pottle)



DBC: Two more locos have received branding in connection with the use of HVO fuel, 60054 and 66085 bearing '**Powered by HVO – Reducing our carbon footprint**'

GBRf: The first converted CI.69, 69001 (56031) moved to the SVR for testing on the 15th February 2021 which proved successful, returning to Longport via a sojourn at Crewe due to a clearance issue at Kidsgrove. The fleet will be based at Tonbridge West Yard where a small maintenance depot will be built.



above 69001 hauled by 66702 on 0Z69 Longport - SVR, Stourbridge Jct (15.03) 15th February 2021
(Brian Derricote)

below an interesting comparison of 56031 under construction, Doncaster
16th May 1976 (Derek Everson)



The final CI.86/6 hauled intermodal service (for the time being hopefully) ran on the 5th February 2021 with 86613 + 86632, following which 86613 was stored then 86632 after a few driver training runs to use up its few remaining hours.



The first shunter to receive the striking orange livery is 08785 as seen below at Southampton Maritime on the 21st February 2021 by Ian Knight.

66795 was the next Euro spec CI.66 to arrive in the UK from Germany. It already carried a version of the orange livery which has been removed at Doncaster Roberts Road (RR) prior to moving to Toton on the 12th March 2021 where it looks like it is to be repainted. Meanwhile 66794 has moved to Doncaster Roberts Road from EMD Longport where it was seen below on the 8th February 2021 by Lawrence McCormick with 08784. 66793 has moved to Eastleigh Works for repainting (see **EASTLEIGH WORKS REPORT**).

DRS: Another of the ex-DBC CI.66s 66126 has received DRS livery.

Further to the report in the last issue DRS have established a new pool XSDP for surplus locos to be sold which are 20301-05/08/09/12, 37602-06/09, 37703, 57004/08-12, 21 in total including all the remaining CI.20/3s and ex Euro 37/6s.



Colas: Out of action since 2004, 56051 returned to service on the 23rd February 2021.



above the latest acquisition 43045 (+ 43060) having developed a fault on 0Z43 Reading Triangle - Leicester seen preparing to return to Reading, Didcot (15.57) 18th February 2021 (Spencer Conquest) the pair had been at Reading for around a week on driver training



NR: Two ex-LNER Cl.43 power cars, 43290/299 have been prepared for use on the NMT with the latter entering into service first with 43062 on the 1Q28 Derby RTC – Heaton on the 7th March 2021.

above 43299 about to depart RTC Derby with its first service with newly applied NR branding over the ex-LNER livery (another variant !!)
7th March 2021 (Tony Falloon)

the train reversed in Derby then headed to Sheetstones Jct and the Erewash line before heading north with 43062 leading

right 43062 & 43299 on 1Q19 Heaton – RTC Derby, Hambleton North Curve (14.30)
8th March 2021 (Tony Falloon)



ROG: All five former HEx Cl.360/2s have been bought by ROG and moved to Mod Bicester and no doubt will be part of their railfreight logistics EMU operation.



above 360205 + 360204 hauled by 37608 on OO – MoD Bicester running 125 mins late, Reading (13.49) 11th February 2021 (Spencer Conquest)
360201/03 followed on the 12th with 360202 hauled by 37510 on the 15th February 2021 as seen opposite top passing Tilehurst at 11.46 (Spencer Conquest)



Hitachi: In order to be globally competitive and ensure train building remains in the northeast the Newton Aycliffe site has invested in the first aluminium welding facility for decades in the UK. This will allow overseas orders to be tendered for but the EMR/AWC CL.805/807/810s will be the first to benefit.

LSL: Described as a route learner, D6817 + D6851 hauled a rake of excursion coaches 6705, 6706, 9993, 310, 3100, 10520, 17159, 6311 between the 4-8th March 2021 from Crewe – Carstairs via Berwick, Carstairs – Glenfinnan, Glenfinnan – Mallaig, Mallaig – Oban – Crewe where 40145 t&t 90001 took over to Euston and return to Crewe.

Day 1: 4th March 2021

right 5Z10 Crewe -
Berwick-upon-Tweed,
Leyland (09.55)
(Tony Whitehead)

below 5Z11
Berwick-upon-Tweed -
St Bees, Spittal,
Berwick-upon-Tweed
(15.00)
(Gareth Patterson)



WCR: The four remaining OLE coaches formerly stored for years at Portobello, Edinburgh have all now been scrapped at Carnforth. *Got the first two but it's annoying as but for the pandemic I would have seen them on one of our trips, ed.* Three of the four Mk2s 5238/5254/5333/5396 acquired from ELR for spares have also been scrapped, but not yet found out which has been kept.



above 5254 & 5333 Buckley Wells Carriage Shed
Sidings, ELR, 3rd September 2016

below 5254 & 5396 Baron Street Loco Works Yard, ELR,
10th March 2018



SIGNAL BOX SURVEY: I

Botley, Hampshire: Map Ref SU 52128 13298

Built in October 1873 to a LSWR Type design, Botley is located on the Fareham – Eastleigh line situated at the north-western end of platform 2. The former bay platform to the Bishops Waltham branch, closed in 1962, runs 'behind' the box which is used as a long siding by Foster Yeoman which operates an aggregate depot. Originally occupied by a 30 lever frame this was reduced to 26 and closed on the 20th June 1982 so is quite a survivor.



above 20007 + 20142 passing Botley signal box on 0Z23 12.57 Fareham - Eastleigh - Fareham route learner, Botley (12.55) 10th February 2021 (John Goodyer)

below looking northwest from the A334 Station Hill overbridge, 24th February 2021 (Chris Addoo)



PHOTO SPOT: NR TEST TRAINS



37219 t&t 37716
+ 975091, 72631, 977997, 9523
on 1Z01 Mossend Down Yard - RTC
Derby, Spittal, Berwick-upon-Tweed (11.03)
21st February 2021 (Gareth Patterson)

below 37418 t&t 37116 +
977868, 977983, 5981,
6263 on 1Q25 10.05
Welwyn GC - RTC Derby,
Waterbeach (15.33)
10th February 2021
(Toby Radziszewski)



above 70812 t&t 70810 + 96604, 6260,
9808, 62287, DBSO 9703 on the first
CI.70 test train trial, 5Z70 Eastleigh
Works and return via London Waterloo,
Eastleigh (14.59) 11th March 2021
(Chris Addoo)

below 37610 t&t 37612 + 975091, 72631,
6263, 9523 on 1Q98 1305 Cambridge
Reception Sdgs to Cambridge Reception
Sdgs Waterbeach (13.30)
4th February 2021 (Toby Radziszewski)



right 37099 t&t 37175 on
15.03 Ferme Park -
Dagenham, Queens Road
Walthamstow (17.40)
3rd March 2021
(Eric Salisbury)
note the remains of the old
platform alignment on the left



below 37116 t&t 37421 +
DBSO 9708, 999602, 9803,
96606 on Inverness –
Aberdeen, Huntly,
7th March 2021



below 37025 on
3Q09 Heaton – RTC Derby,
Newcastle-upon-Tyne
(23.25) 5th March 2021
(Tony Falloon)



37175 on 3Q10
RTC Derby - Peterborough,
Masborough (14.00)
23rd February 2021 (Tony Falloon)



37421 + 975025 'CAROLINE'
Fernhill Heath, Worcester (11.03)
5th February 2021 (Sean Davies)



right 97301 (minus a few bits) & 37116 RTC
Derby, 23rd February 2021 (Tony Falloon)



37610 t&t 37254 on 1Q66 to Goole & 56078 + 56105 Doncaster
Carriage Sdgs (20.30) 10th February 2021 (Tony Falloon)

right
37612 t&t
37610
on
113J from
RTC Derby,
Cambridge
(16.12)
5th March 2021
(Ed Pritchard)





above 97303 t&t 97304 + 6261,
1256, 977969 on 07.50 Canton –
RTC Derby, Gloucester,
4th February 2021 (Nigel Hoskins)



left 37254 on 1Q64 to Doncaster,
in a snowy Church Fenton
(23.05) 8th February 2021
(Tony Falloon)

below 950001 on 10.05 March –
RTC Derby, Norwood Road LX
6th March 2021 (Lee Spenceley)



IRISH RAILWAYS

Now that Industrial Diesels are in the **UK Combine** and **UK Pocket Book** and **Irish Railways** is back in the ICRS portfolio (well it will be when I can finish it !!!) it is worth looking at some of the Irish stock, some of which has made it to the GB mainland. Though there are not many mainline diesels left and precious few shunters either north or south of border in Ireland, the biggest fleet belonged to the Bord na Móna (Peat Board) to work on the many peat workings throughout the Republic of Ireland and is one of the largest industrial railways in Europe. Partly funded by the state the BnM was renamed in 1946 from the Turf Development Board set up in 1933 to operate and drain bogs to develop the turf industry. It provided economic benefit for the Irish Midland communities and a secure source of energy particularly following WWII when peat was stockpiled. From the 1950s harvested turf was replaced with milled peat and was scaled up. Over the years it diversified into biomass and the supply to power stations, waste recovery and horticulture. It is now moving into sustainable renewable energy and eco tourism as peat extraction for power generation is to be phased out by 2030. The main workings are in the counties of Kildare, Offaly, Galway, Longford, Roscommon and Tipperary with some operated on a seasonal basis. The extraction of peat is controversial and has all but been phased out in the UK as having a negative environmental impact especially in Ireland where it receives state subsidies. So in 2020 peat harvesting is to be phased out and briquettes would no longer be available after 2024. Because of this the loco fleet is already running down and many locos have headed into preservation or been scrapped. With bogs covering thousands of acres they need an extensive but light railway network which is 3' narrow gauge and is actually bigger than the mainline network with permanent tracks leading from 100 bogs to factories and power stations. Within the bogs tracks are continuously moved to run alongside the harvested piles and approx 180 miles of temporary track is laid each year. BnM originally had three steam locos which have all been preserved but the system depends on diesels of which there were approx 450 at its peak. Around 200 were originally supplied as 4wDH or 4wDM by Ruston & Hornsby up until the late 1950s from when Hunslet Engine Co (HE) supplied around another 140 0-4-0DMs up to 1980. A handful of 4wDH were then built by Dundalk Works, Great Northern Railway of Ireland in the 1980s followed by 15 4wDH by HE before BnM began building their own 4wDH from 1994 up until 2006. They built around 60 but have also rebuilt many earlier ones. Many of the earlier types are now stored. Other locos have been created from tractors and approx 100 4wPMR personnel carriers were constructed to ferry workers around though of these only a few remain on site all out of use. Many locos have now been preserved throughout Ireland.

A few items of stock from the three main gauges, 3' narrow, standard and 5'3" broad have found their way over to the GB mainland, though not all has survived. The 3' gauge is industrial BnM stock.



a well used 1946 built R&H
4wDM LM 24 [244870]



above looking like caravans on rails,
 1972 built BnM 4wPMR C67 + C68
 (underframe only) both Henllan, Teifi
 Valley Railway, 7th September 2009
 all scrapped July 2013
 note the relative sizes of the BnM
 loco and railcar against the standard
 gauge locos beyond
 led by R&H 4wDM 7 [393302] (see
 article elsewhere)



left & below examples of the Dundalk
 Works built 4wDH locos, LM 363 &
 LM 370, Wolsingham these locos
 were previously used on a contract
 for the Manx Electric Rly, IoM before
 arriving at WEA in January 2011



INDUSTRIAL LOCO SURVEY

With Industrial Steam and Diesels now part of our spotting books other than the specific series dedicated to Miscellaneous, WD Austerity 0-6-0ST, Fireless locos etc this series will look at the many hundreds of locos of various different types from numerous manufactures that are either still in or have moved on from their days in industrial service. The survey will either involve a particular location or individual locos.

Teife Valley Railway (TVR): The TVR shows the diversity of industrial stock that can often be found even on a small railway though this is now solely a 2' narrow gauge railway and the standard gauge locos have moved on. The site is based at Henllan in West Wales and was created on the standard gauge trackbed of the GWR between Llandysul and Newcastle Emlyn following closure by BR in 1973. Eventually covering 1¼ miles, the TVR closed in 2014, which was when the standard gauge stock all left, suffering damage from timber operations which tore up the track but which is now being slowly rebuilt.

For interest the only other standard gauge item of stock on site was GWR brake van 35829 (DW14170, 35629) which has moved on to a private location in Carmarthenshire.

All the photos at TVR below were taken on the 7th September 2009 and unlike today where I now photograph everything multiple times from all angles and as unobstructed as possible, back in 2009 I didn't so rue the fact I haven't got clearer angles of some of them as only took one photo of each loco.

1 [9622] 4wVBT 'SWANSEA VALE No.1': Built in 1958 by Sentinel and supposedly laying claim to be the last steam loco built by this company, it worked at Imperial Smelting Corp, Llansamlet which closed in 1971. It was first preserved at the Gwili Rly (GWI) then to Teifi Valley Rly (TVR) in May 2004 before moving to Pontypool & Blaenavon Rly (PON) March 2014.



above 9622 stored Henllan, TVR, 7th September 2009

[1385] 0-4-0ST 'ROSYTH No.1': Built in 1914 by Andrew Barclay for the Royal Naval Dockyard, Rosyth it was ready before its intended destination was built so moved to Pembroke Dock where it worked until 1955. It was fitted with a new boiler and deployed at RAF St Athan, Vale of Glamorgan as a back up to a diesel. So surplus to requirements it was sold in 1973 to the Railway Club of Wales (RCW) returning to steam in 1985 running occasionally at the Swansea Maritime Museum. RCW moved to a new home at GWI in 1987 where it was fitted with vacuum brakes in 1991 to haul passenger trains. It moved to the Swansea Vale Railway then onto TVR in March 2003 where it was stored until moving again to PON in September 2012 where it was returned to steam in June 2014. In 2016 RCW donated the loco to PON.



above 1385 stored Henllan, TVR, 7th September 2009
below 1385 looking immaculate on a test run
following its return to steam at Furnace Sings,
PON, 8th June 2014



R&H 4wDM 7 [393302]: Built in 1955 by Ruston & Hornsby for Aluminium Wire & Cable, Swansea it was first preserved at TVR with a stint at GWI from 2003 until March 2008. It has since moved to an unknown location in Mid Wales.

above 393302 stored Henllan, TVR, 8th June 2014

ACCIDENTS

Polmadie Depot: AWC Voyager 221116 was involved in a shunting manoeuvre at Polmadie Depot overnight on the 29th January 2021 when it derailed demolishing an OLE stanchion causing damage to two of the trailers.

Kirkby: At approx 19.00 on the 13th March 2021 Merseyrail 507011 from Liverpool Central appears to have run through the buffers at Kirkby 'terminus' hitting the platform build out under the B5192 Glovers Brow road bridge. This build out allows passengers to more easily walk past the pinch point under the bridge to continue to the Northern 'terminus' of services to Manchester Victoria via Wigan Wallgate further along what is the same platform on what was originally a double track through line. The route was singled in 1970 following the station being included in the new Merseyside PTE. The station was rebuilt in 1977 becoming an interchange with the line from Liverpool third-rail electrified and the remaining line to Wigan remaining diesel only.

507001 has been extensively damaged and no doubt will be written off considering replacement by Cl.777s is imminent. There is also damage to the platform and possibly the bridge as the train was thrown to the left on hitting the build out. Fortunately there were only 12 passengers on the train none of whom were injured with the driver taken to hospital as a precaution.



DEPOT PHOTO SPOT: NEMESIS RAIL



a very packed Nemesis Rail, Burton-on-Trent, 22nd February 2021 (Ken Rodgers)
left to right 08500 + Mk1s 4799 + 7931 : Mk2 6141, 153375 + 153385 (?) + 153364 + 153xxx + 769936 (?) + 153xxx : 37255 + 45112 + 47001 + 31270 + 47001 : 769944 + 153371 (on the angle) : 153311 : D3236 + 769959, 31128 : 47580, 47488 + ? + ? + 47744

GONE BUT NOT FORGOTTEN: STEAM

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

2-8-0 48735: Built in 1945, Stanier 8F 2-8-0 48735 was withdrawn in Oct 1967 and was scrapped at Buttigiegs Scrapyard, Newport as seen below in Aug 1968 alongside 1942 built Bulleid Merchant Navy 4-6-2 35008 'ORIENT LINE' withdrawn July 1967 (Derek Everson)



4-6-2 34024: Built in 1946, Bulleid West Country 4-6-2 34024 'TAMAR VALLEY' was withdrawn in July 1967 and scrapped at Cashmores Scrapyard, Newport as seen below in Aug 1968 (Derek Everson)



TRAFFIC & TRACTION NEWS

February 3

66623 passed Dr Days Jnct, Bristol at 12.24 running 27 mins late on 11.31 Avonmouth Hanson Agg - Whatley Quarry (Paul Normanton)



February 8

Rail Grinder DR 79301-04 was seen approaching Gloucester at 14.09 on 4Q01 11.38 Rugby – Exeter (Nigel Hoskins)



66525 in a snowy Felixstowe Docks at 11.49 (Michael Warrick)



February 14

142095 stored in the snow on Heaton Depot at 01.20 (Doug Stafford)



66748 t&t 66792 hauling HQA Autoballasters 380005/160/111/162/320/036/208/210/209/337 passed Hauxton LX at 10.59 on 6T64 08.40 Willesden Jnct - Whitemoor Yard (Simon Smith)



February 15

66605 stands at Kettering at 05.59 on 6M39 Crewe, Basford Hall - Radlett (Colin Pottle)



February 22

90005 now out working, passed Bobbits Lane bridge, Belstead Bank, Ipswich at 11.21 on 4L91 09.03 Wembley - Felixstowe North (Keith Partlow)





February 23

37425 looking a lot cleaner after its RHTT duties, passed Gospel Oak at 12.43 on Norwich Crown Point - Willesden Brent (Eric Salisbury)



February 24

66035 passed Tame Bridge Parkway on Southampton - Masborough (Paul Clifton)



March 2

68018 t&t 68003 passed Silverdale at 14.50 running 37 mins late on 6C51 Sellafield - Heysham Harbour flasks (Tony Whitehead)



March 4

397008 on 5M91 04.25 Polmadie - Edinburgh via Glasgow Central ecs as seen at the latter at 04.37 (Iain Gardiner)



March 6

802210 having arrived at 12.05 Edinburgh Waverley on 07.24 from Liverpool Lime St (Iain Gardiner)



March 7

66059 on 6R02 Stafford South Jct - Bescot approaching its destination (Paul Clifton)



March 8

With locos outnumbering wagons by 2 to 1, 66761 + 66766 + 66544 + 66507 passed Totters Lane (between Hook-Winchfield) at 09.39 on 6Y48 Eastleigh - Hoo Jnct (Derek Everson)



March 13

66158 passed Beighton Jnct on Masborough - Cardiff Tidal (Andrew Turnidge)

66773 + 66850 + 66849 passed Hampstead Heath at 11.42 on 09.54 Hoo Jnct Up Yard - Whitemoor Yard (Eric Salisbury)



March 9

166217 passed Dr Day's Jnct, Bristol on 2K15 10.36 Avonmouth - Bristol TM (Paul Normanton)

News from Norfolk (Stuart Moore):
Nothing to report



following Colin's move
here is a new location without any pesky OLE,
222016 on 1B43 Nottingham - St. Pancras, Great
Bowden (13.26) 12th March 2021 (Colin Pottle)



66133 Bredicot, Worcester
(14.02) 15th February 2021 (Sean Davies)



66621 on Appleford - Westbury, Chippenham
(13.12) 6th February 2021 (Keith Blackman)



90013 + 90045 on 4L97 06.15
Trafford Park - Felixstowe North,
Bobbitts Lane bridge Belstead Bank,
Ipswich (13.56) 12th March 2021 (Keith Partlow)



90012 + 90010 on 4M87 11.13
 Felixstowe North - Trafford Park, Belstead Bank,
 Ipswich (12.54) 12th March 2021 (Keith Partlow)



following the use of three
 consecutively numbered FL Cl.66s
 66951 + 66952 + 66953 on 22nd February 2021.
 Colas were not to be outdone with 66847 + 66848 +
 66849 on 6V27 Eastleigh East Yard - Hinksey Sdgs,
 Didcot (15.17) 1st March 2021 (Spencer Conquest)



66705 on 6L37 09.54 Hoo Jnct Up
 Yard - Whitemoor Yard, Waterbeach
 (14.50) 10th March 2021 (Toby Radziszewski)



66702 + 69001 on 0Z69
 Longport - SVR, Hagley (15.06)
 15th February 2021 (Geoff Bowater)



66615 on 6Z44 Tunstead - Elstow,
Harrowden Jct (11.06) 5th March 2021 (Colin Pottle)



387110 + 387129 on 1T13 07.48 Kings Lynn – London
Kings Cross, Waterbeach (08.34) 18th March 2021
(Toby Radziszewski)



with Clacton Depot temporarily closed, units were
stabled elsewhere as with 321406 at Harwich Int (13.38)
2nd March 2021 (Michael Warrick)

SIGNAL BOX SURVEY: 2

Further to the brief report in the last issue of the Durham coast re-signalling a further box, Belasis Lane, closed on the 5th February 2021 alongside the closure of the oldest working box of Norton South, built 1870. Billingham is to be demolished. The honour of the oldest working box now falls equally to Bootle, Drigg, Poppleton and Llanfair PG, all dating from 1871.

Re-signalling is taking place on the Clacton line during a 23 day blockade from the 20th February until the 14th March which will make the Clacton signal box redundant with control passing to the Colchester Power Box.

PRESERVATION NEWS

Llangollen Railway (LLR): On the 1st March 2021 LLR had to call in the receiver, the statement from the LLR website outlines the financial problems.

"It is with great regret the directors of Llangollen Railway PLC have had to take the reluctant step of inviting the bank to appoint a receiver.

The company's accounts show pre-tax losses of £330,601 in 2018, £329,175 in 2019 and £258,804 in 2020 (pre-audit). A number of significant engineering contract disputes, all of which arose in the years prior to the current board taking over in October 2020, have crystallised in the last few days. The claims against the company are compelling and are in excess of £250,000 in total. There is no prospect of meeting these liabilities, even over an extended period.

As a result the balance sheet is now insolvent to the extent of £350,000 approximately, adjusting for intangible assets also. In such circumstances the company cannot legally continue to trade.

The directors would like to acknowledge the considerable support of the Welsh Government through two significant grants, and NatWest Bank which, together with furlough payments, have enabled the company to continue to meet its commitments over recent months until now.

The Trust's balance sheet remains solvent and there is some cash in hand. The Trust board will need to take steps to negotiate with the receiver to try to secure the line and preserve rolling stock and infrastructure to the extent possible. It is intended to recommence operations in due course but this is dependent upon legal and regulatory approvals, including licensing, all of which will clearly take time.

The directors very much regret the impact this will have on our staff and employees, customers, suppliers, locomotive owners and their organisations, and anyone else with connections to the Railway. It is hoped to rehire many of our staff and employees and that it will be possible to maintain connections with many longstanding friends."

Misc News: Chasewater Light Rly now boasts the longest rake of former merry go round HAAs in the country with seven now together following the arrival of 354456 from DVY.

Departmental 55025 is to leave Long Marston for the Vale of Berkeley Rly and though it is gutted and minus engines, it will be restored.

The former four Mk1s 3746/3749/18735/34531 stored at Long Marston have moved to the Avon Valley Rly and the sole Mk2 17031 moved to the Churnet Valley Rly.

SR CCT 1770 has moved from HPS to Railway Retreats, Northiam

The former Hornby factory in Margate currently housing stock stored by Locomotive Services has gained planning permission to convert into a proper museum retaining its current name One:One. The website is theonetooncollection.co.uk New exhibits to arrive are the restored Coronation Beavertail Observation Car 1729 from Nemesis Rail (see article elsewhere) and ex-BR Inspection Saloon DB 999509 from LSL.

The second loco to move on loan to the new Danum Gallery, Library & Museum in Doncaster is Gresley V2 2-6-2 4771 'GREEN ARROW' which moved from Locomotion Shildon on the 21st February 2021. At some point during its three year loan spell it will be replaced by another relevant loco from the national collection.

A further CI.43 HST power car and one that still retains its original Marston cooler group, 43044 has been bought by the 125 Group from Porterbrook along with another two Mk3 coaches TS 42120/337, so bringing their set up to eight plus three power cars. 43044 has low mileage bogies and though it has a defective engine this will be replaced with a Paxman Valenta 12RP200L engine in store. The 125 Group now has examples of power cars with Valenta and VP185 engines and hopes to acquire an MTU fitted example in the future.

Having reported that the London Transport Traction Group was to acquire two CI.483 ex tube trains from the loW they have been dealt two blows with first set 483006 falling victim to a mindless graffiti attack and secondly a lack of space at the intended home, EOR. The first is more serious as the paintwork on 483006 was quite good but removing the graffiti from the affected car 226 might damage this. The lack of storage space at EOR can be resolved through temporary housing of the units though a base for the substantial quantity of invaluable spares is also needed....anyone got a spare shed !!

At the Crewe Heritage Centre (CQ) D1842 has moved the short distance to its former CD stamping ground now occupied by LSL for overhaul, repainting and re-commissioning. Meanwhile the two ex-Pretendolino Mk3 coaches, 11007/12011 destined to form a mini ScotRail push-pull set have finally made it to CQ from LSL

Another five CI.142 Pacers 142018/78/87/90/94 have moved from storage at Heaton Depot to the Wensleydale Rly, though only 142018 has been bought by the owners of others already based there. This brings the total on the line to ten.

With the CPR 3-CEP unit having regained its original number of 2304 in place of 1198, the centre car 70573 is to be repainted blue & grey to match 61736 completed in the summer of 2020.

The two Mk3s 40807/41161 acquired to form a Thai restaurant, The Wee Choo Choo, adjacent Pitlochry Station have moved from Reid Freight Services to WG Specialist Coating where they have received BR blue / grey livery.

Built 1962 by John Fowler 0-4-0DH [4220015] has moved from CHA to GBB, Darley Dale

Avon Valley Railway Update by **Paul Normanton**: Avon Valley Rly has been busy since the Santa Specials finished on Christmas Eve, running special 'Mince Pie' trains on Boxing Day and New Years Day, all well subscribed with people unable to get seats despite extra services being put on. Since then, track and platform maintenance has been carried out, and major work has been done on 09015.



The roof panels and radiator were removed and on 28th January 2021, the engine block was lifted out (see above), allowing access to the engine room for repair and maintenance (see left). Although the block was not too bad despite being in store for the last 15 years, there were parts that were knackered so the idea was to acquire a more decent block, strip them both down, use the best bits from both to assemble a decent block, and then recoup some of the cost by selling the remainder for scrap (which apparently is fetching a good price at present). My son Martyn learned that Meteor Power, Silverstone who are converting a CI.08 to battery / electric power had no need for the diesel engine they had removed from 08649 which we purchased and transported to Bitton. Work on stripping

down has progressed well and some of the bits that we don't actually need ourselves will be sold on to the AVR as a source of spares for their 08663 when it eventually returns from hire. The engine will be

checked, serviced and overhauled. The cylinder heads have been refurbished, and everything will eventually be reassembled and refitted. There is plenty of work to be got on with now regardless of when the current restrictions are relaxed. Sadly, due to the restrictions, attendance at the railway has been severely limited over the last few months for me. The photos were taken by Marty.



until we can get out to get a photo of 1729 here is 1719 in rebuilt condition,
above Dereham, MNR 25th June 2011, below Loughborough Central, GCR, 1st May 2011



LNER Observation Coaches: One of the best coach restoration projects has to be the recent return of a Coronation Beavertail Observation coach. In the pre WWII period when the LMS and LNER were competing with each other in the streamlining stakes to provide opulent trains, the LNER went one better than restricting streamlining to the locos, by tackling the rear of the train, by giving it what is now a double ended look common to many modern express units. With two Coronation rakes hauled by Gresley 4-6-0 A4s, just two vehicles were constructed in 1937, 1719 and 1729 which had an all too brief moment of glory cut short by war in 1939. They found use again in 1956 when transferred to the West Highland line but were rebuilt at Cowlairs Works with more practical rear ends with larger windows clearly to better view the Scottish scenery. Both thankfully ended up being preserved with

rebuilt 1719 eventually being restored at the Great Central Rly by Railway Vehicle Preservations (RVP) in 2007 and has been used on several railways since then. As for 1729 it passed from the first buyers in 1966, Gresley Society at the Keighley & Worth Valley Rly to William McAlpine in 1978 via a four year stint at the SE Steam Centre, Ashford and moved to Steamtown Carnforth. An attempt to return it to the LNER streamlined condition foundered due to excessive amounts of asbestos but not before the rotten rebuilt rear end had been removed. In 2002 the RVP then stepped in through the persistent efforts of Gordon Maslin to save 1729 and bought it from David Smith at WCR as it was then, but the asbestos had to first be removed to complete the purchase. This proved extremely difficult and the first local contractors gave up with Knightsrail, Shoeburyness eventually completing the job in 2005. It was expected that Lottery funding would be required to now fully restore 1729, which would have been forthcoming, but Jeremy Hoskins bought it passing it to the Royal Scot Locomotive & General Trust in 2014. Moved initially to Barrow Hill but latterly at Nemesis Rail, Burton-on-Trent 1729 has been painstakingly restored with non-metric fittings to be as accurate as possible. Complete with loose seating as original and painted in LNER garter blue with a mirror finish 1729 moved to the One:One collection in Margate on the 11th January 2021 to be displayed with A4 4-6-0 4464 and eventually it will be available to operate only on preserved lines.

Stock for Sale: Sadly a large proportion of the stock at Dartmoor Rly has been put up for sale.



above 51400 22nd July 2018 Leeming Bar, WEN



above left 59500 25th June 2011 above right 51572 11th March 2015, both Leeming Bar, WEN



above 56274 (+ 51572) 6th July 2010 Kirkby Stephen
(never got a photo of it a WEN)



CI.108 51572 + 56274 and CI.117 51400 + 59500 have been offered for sale by the Wensleydale Rly. The 108s have never been used on the line being stored since arrival from the STR clearout in 2015. 51400 was withdrawn in 2019 and 59500 in 2012 though 51210 from the 3 car set is under overhaul.

CI.207 DEMU 1305 (207202) 60130 + 60904 has been offered for free transfer from the ELR but as it contains asbestos its operational future may be in doubt other than for spares. It last ran around 2012 and is seen left on the 10th March 2018 in Baron Street Works Yard.

Four preserved mainline locos are in the process of departing from WEN to a new private location at Kinsley. 37503 has already moved with 31454, 60050/86 next to move.

Lineside Photographic Passes: The Severn Valley Rly is the latest major heritage railway to withdraw all lineside photographic passes following the Great Central Rly which did so at the end of 2018. With heritage lines becoming more concerned about the liability risk under increasing H&S pressure it is likely no such passes will be allowed in the future.

Stockton & Darlington Railway: With the upcoming bicentenary of the Stockton & Darlington Railway (S&D) due in 2025 there has been much anguish and disagreement between the Science Museum Group and just about everyone else over 0-4-0 'LOCOMOTION No. 1' moving to Locomotion Shildon (NRS) which it did on the 7th March 2021 from the Darlington Head of Steam Museum (HSD) where it has been resident for 163 years. Both NRS and HSD are improving museum facilities and display items ahead of the celebrations in 2025 but the move has been controversial considering the loco has been on static display in Darlington for 129 years plinthed at Bank Top Station (1892-1975) then latterly at HSD and the only reason it has moved is to display it near where it ran in 1825 as the first loco to haul a public passenger service. Prior to 1892 having been one of the first locos to be preserved in 1857 on a plinth near Hopetown Carriage Works, Darlington it was regularly exhibited elsewhere but always returned home and is so important to the town it is incorporated into the Boroughs coat of arms and both football and rugby club badges. However agreement has been reached allowing the loco to return to HSD for six months at start of 2025 with a further two loans between 2026-30 totalling 12 months. Further loans will be discussed beyond 2030. In the meantime

the 1975 built working replica moved from Beamish Open Air Museum to Locomotion Shildon will take the place of its original at HSD for the re-opening on the 17th May 2021.

below top the working replica of 0-4-0 'LOCOMOTION'; Locomotion, Shildon, 18th July 2018 and plaque denoting it took part in the 1975 Cavalcade to commemorate the 150th anniversary of the S&D



0-4-0 'LOCOMOTION'
Head of Steam, Darlington,
22nd October 2011

LOCOMOTION

STOCK MOVES

Many of the numerous moves occurring over the last month are shown below with others under **FRANCHISE / NETWORK NEWS**.



37884 + 321351 + 321350
on 5Q76 Clacton - Sims Metals,
Newport, Reading (12.51)
5th February 2021 (Spencer Conquest)

right 57312 + DVT 82202 + Mk4s 11302, 11299,
10302, 12302, 12448, 12450, 12232 on
Worksop - Sims Metals, Newport Docks,
Hampstead Heath (12.07)
8th March 2021 (Eric Salisbury)



above 317658 + 317650 hauled by 57305 on
5E46 11.09 Ilford - Ely Papworth Sdgs,
Waterbeach (13.30)
26th February 2021 (Toby Radziszewski)

right 321348 + 321442 hauled by 37884
on 5Q76 Parkeston Quay - Sims Metals,
Newport Docks, Didcot (12.50)
26th February 2021 (Spencer Conquest)





321344 + 321358
 hauled by 37884 on 5Q76
 Parkeston Quay - Sims Metals,
 Newport Docks, Reading (12.24)
 23rd February 2021 (Spencer Conquest)



left 66783 t&t 66749 + ex-EMR
 Mk3s 41077, 41064, 40749, 42151,
 42164, 42165, 42153, 42121,
 44054, 41061 on Gascoigne Wood
 - Sims Metals, Newport Docks,
 Bretforton, Worcester (13.02)
 22nd February 2021 (Sean Davies)



right 37611 t&t 37884 + 44011,
 44039, 44010, 44093, 4407,
 44018, 44001, 44038 on 07.20
 Ely Papworth Sdgs - Sims
 Metals, Newport, Norwood
 Road LX 12th February 2021
 (Lee Spenceley)



156447 + 156496 on Eastleigh Depot –
 Heaton Depot, Pangbourne (11.46)
 8th February 2021 (Spencer Conquest)



above 47593 + D1944 +
Mk3s on 5Z36 LSL
Crewe – Eastleigh
Works, Reading (11.44)
9th February 2021
(Spencer Conquest)



left 57305 hauling
ex-LNER Mk3s 42244,
42241, 42235, 42215,
42226, 42158, 42340,
42323 away for scrap
on 5Q78 Ely Papworth
Sdgs – Sims Metals,
Newport Docks,
Brockhampton,
4th March 2021
(Terry Lea)



321438 + 321356
hailed by 37884 on
5Q76 Clacton - Sims Metals,
Newport Docks, Reading (12.20)
19th February 2021 (Spencer Conquest)



above & below 37510 t&t 37611 hauling ex-LNER Mk3s 42112, 44031, 42104, 42161, 42171, 42172, 42219, 44056 with barriers 6344/38 away for scrap on 5Q76 Ely Papworth Sdgs – Sims Metals, Newport Docks, Waterbeach, 18th February 2021 (Toby Radziszewski)

Due to issues with 37510 the train was taken into Cambridge Reception Sdgs where 37611 ran around the train, but on departure an unsolicited brake application halted the train around the Cambridge South Jct area for about 20 minutes before recessing back into the Reception Sidings. After a further inspection, the fault was rectified, allowing the train to finally get underway around 124 minutes late and seen below headed passing Didcot 102 mins late at 13.52 (Spencer Conquest)



left 321345 + 321435 + 37884 on Parkeston Quay - Sims Metals, Newport Docks, Didcot (12.50) 5th March 2021 (Spencer Conquest)



above 57312 hauling Mk3s 41164, 40742, 42134, 42188, 42180, 42181, 42106 on 5Q78 09.25 Ely Papworth Sdgs - Sims Metals, Newport Docks, Waterbeach (10.16) 11th March (Toby Radziszewski)



above 317345 + 57312 on 5E46 11.09 Ilford - Ely Papworth Sdgs, Waterbeach (13.09) 5th March 2021

below 317649 + 317509 hauled by 57305 on 5E46 11.09 Ilford - Ely Papworth Sdgs, Waterbeach (13.15) 24th March 2021 (both Toby Radziszewski)

note the cab front design differences between the sub classes





above & below ex-GC Mk4 sets GC02/03 with DVTs 82201/30 moved south from storage in Wembley Yard to Eastleigh Depot (EH) on the 16th for de-branding as seen at Reading at 11.40 behind 47813 (Spencer Conquest) then they were hauled north by 47812 (later rescued by 47813 near Rotherham) on 5Q26 EH – Worksop as seen below passing Shawford (06.55) 26th February 2021 (Chris Addoo), the other two sets GC01/04 + DVTs 82200/27 having arrived at EH on the 2nd February 2021 headed north from Eastleigh the previous day (25th) behind 47813





GONE BUT NOT FORGOTTEN: AC LOCO

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

84005 (E3040): Built in August 1960 it was withdrawn in April 1977 and was seen below at Crewe Works on the 24th July 1977 by Derek Everson. This is a interesting loco in that following accident damage Crewe fitted a new cab and round buffers (both ends) the only Cl.84 with them but before it was completed the loco was withdrawn. It was cut up by Birds, Long Marston in March 1985.



WINTER SCENES

With the most widespread snow in recent years there were few members out and about to record the effect it had on the railways but here are a few from the eastern side of the UK. A few more have been included in other articles elsewhere in this issue.



above FL 66538, 08624 & 66525 Felixstowe Docks 8th February 2021 (Michael Warrick)
below ScotRail 43130 t&t 43132 on 13.42 Aberdeen - Inverness, Huntly (14.37) 12th February 2021



70815 on 6S31 Doncaster Up Decoy - Millerhill, Spittal, Berwick-upon-Tweed
(11.54) 11th February 2021 (Gareth Patterson)



802219 on 9M10 Edinburgh - Newcastle, Spittal, Berwick-upon-Tweed
(11.34) 11th February 2021 (Gareth Patterson)



66109 on 4E96 Mossend Euroterminal - Tees Dock, Spittal,
Berwick-upon-Tweed (12.14) 11th February 2021
(Gareth Patterson)



37402 + 37401 + 66429 + 66430
Stowmarket 26th January 2021
(Michael Warrick)



below 321310 + 321902 on
1Y45 14.52 Ipswich -
Liverpool St,
Belstead Bank, Ipswich
(14.59) 9th February 2021
(Keith Partlow)



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*

Bob Johnson:

14th January Radley: 66767, 66846, 70007, 70805
165118/25, 220024/31, 221128/44, 800004/19, 800306
802003
15th January Radley: 66516, 66765, 165122/24
220002/24/31/33, 221132, 800005/09/26, 802102
19th January Radley: 66053/99, 66775, 70010
165120/22/24, 221135/38, 800008/18/20/28, 800319
20th January Radley: 66053/67, 66775, 165120/24
165126, 221120, 800011/16/20/21/31/33
23rd January Radley: 66067, 66509, 165107/25/26
220034, 221123, 800003/16, 800306/17/18
25th January Radley: 66053, 66596, 66753, 66849
165126, 220020/27, 800021/24
29th January Radley: 66053/54, 66850, 70002, 165112
220020/32, 221124/27, 800010/13/21, 802002
1st February Radley: 66053/54/69, 66596, 667223
70810, 165119/23, 220010/22, 221123, 800003/10
802021, 802102
2nd February Radley: 66069, 66197, 70803, 165119/22
221129/31, 800010, 800308/19, 802006
5th February Radley: 66054/56/84, 66135, 66523, 66621
66723, 70803, 165122/26, 220014/22, 221128/29, 800004
800017, 800305, 802017
10th February Radley: 66040/53, 66545, 66848, 165121
220022, 221133, 800004/13
11th February Radley: 37608, 66053/84, 66518/45
66728, 165122, 221120/33, 360204/05, 800011/12
15th February Radley: 37510, 57305, 66413, 66544/48
66591, 165118/21, 220021/23/31, 360202, 800002/13/23
800316
16th February Radley: 66115, 66413, 66563, 165123/24
220007/19/24/27, 221119, 800029/36, 800308
17th February Radley: 66504, 66846, 165126, 220022/24
221120, 800002/18/21/23
19th February Radley: 66115, 70803, 165118/27, 220005
220020, 221119/21, 800010/21, 800321, 802012
22nd February Radley: 57305, 66087, 66197, 66701/02
66761/81, 66846, 165127, 220017, 221120/26/35, 800014
800021/27, 802013
23rd February Radley: 66021, 66167, 66414/16, 70810
165118/22, 220011/30, 221133/35, 800024/27/32, 802007
Hinksey Yard: 66040, 70812
Oxford: 66601, 165001/07, 165127, 800002/31, 802011

Ralph Wainwright:

20th February Midland Road Leeds 12.15-13.00: 59005
59103, 66419, 66515/41/52/88/89, 66607/14, 70005/08/09
70013/17/18, 90009/14, 155347

John Lewis:

2nd February Kirkby-in-Ashfield: 47739+ 56081+701026
720533
4th February Kirkby-in-Ashfield: 47727+47739+ 701027
701009, 60028
9th February Kirkby-in-Ashfield: 66726+66791+701021
15th February Kirkby-in-Ashfield: 47739+56081+701022
60046
16th February Kirkby-in-Ashfield: 720514/32
17th February Kirkby-in-Ashfield: 720565

Michael Warrick:

26th January Stowmarket: 37401/02, 66429/30
5th February Trimley: 66563, 66709/16/41
8th February Felixstowe Dock: 08624, 66525/38, 66953
15th February Trimley: 66177, 66526/69, 755331
19th February Trimley: 66528/32/49/60/66, 66748/65/67
66789, 755331



66528 on Coatbridge - Felixstowe North, Trimley (12.46)



6532 on Trafford Park - Felixstowe North empty liner, Trimley (12.27)

26th February Felixstowe Dock: 66528/34/37/38, 66748
66767/88

Levington Crossing: 66562, 66714/60, 755327

Ed Pritchard:

20th December Stowmarket 13.45-14.15: 37038/59/69
37218, 37419/22, 66426



37069 + 37059 + 37038 + 37422 + 37218

10th January Ely 10.40-11.50 & 14.33-15.05: 37175
37612, 158777/80/85, 158813, 387126, 800105/08/10/13
800207, 801101

24th January Ely 16.00-16.15: 170113, 800201, 801104
5th February Cambridge 15.45-15.55: 37610/12, 170397
379006/18

9th February Queenborough 14.15: 73136/41
Ely: 66548, 158813, 387103/15, DR80301/03

Frank Barrington:

20th February Midland Road Leeds 11.20: 59005
59103, 66515/52/88/89, 66607, 70005/17, 90009/14
24th February Kirkstall Forge 10.00-13.00: 66727
158816/51, 331105/07/08, 333002/09/11/13/16

Alan Jones:

19th January Elgin 15.10: 43130/32
20th January Elgin 11.50-12.30: 43015, 43137/41/45
800102
25th January Elgin 13.00-15.10: 43012/28/32/36, 158724
26th January Elgin 15.00: 43003, 43179, 158713/39
4th February Spean Bridge 11.55: 156476/77
5th February Inverness 10.30: 800113
7th February Elgin 10.50: 170395, 170433
9th February Tomatin 12.15-12.42: 43138/41, 70806
170433
Elgin 15.10: 43127/64, 158724, 170393
10th February Elgin 14.00: 56302
18th February Elgin 08.00: 43125/83
Nairn 12.00-13.00: 43035, 43163, 158707/09
19th February Inverness 11.30-11.50: 37419, 43033
43130/38/51, 73967/68
Elgin 16.00: 70816
20th February Elgin 15.10: 43125/83

Ronnie Dunn:

17th February Morpeth: 66434, 221139, 800105/08/10
801223/30, 802203

Alan Hardcastle:

21st January Leyton Midland Road:
13.09 66728 4M47 London Gateway-Hams Hall

22nd January Stratford:
11.50 66554 4E24 London Gateway-Leeds
12.31 66531 4M88 Felixstowe-Ditton
12.45 90046+90047 4L97 Trafford Park-Felixstowe
13.07 66772 4M23 Felixstowe-Hams Hall
13.11 66956 4L36 Wentloog-Felixstowe

27th January Leyton Midland Road:
10.36 66571 4L52 Garston-London Gateway
10.40 66107 4M07 Tilbury-Daventry
10.52 66082 6L35 Mossend- Dagenham Dock

29th January Stratford:
11.52 66520 4E24 London Gateway-Leeds
12.12 66953 4M63 Felixstowe-Trafford Park
12.38 66566 4M88 Felixstowe-Ditton
12.44 90049+90042 4L97 Trafford Park-Felixstowe
13.06 66766 4M23 Felixstowe-Hams Hall
13.10 66509 4L36 Wentloog-Felixstowe

1st February Leyton Midland Road:
11.50 66102 0Z77 Acton-Dagenham Dock

3rd February Stratford:
12.44 90003+90049 4L97 Trafford Park-Felixstowe
13.04 66716 4M23 Felixstowe-Hams Hall
13.10 37612+37610 1Q97 Ferme Park-Cambridge
13.13 66515 4L36 Wentloog-Felixstowe

4th February Leyton Midland Road:
14.27 66115 6X77 Dagenham Dock-Mossend

5th February Stratford:
11.13 66585 4L41 Crewe-Felixstowe
11.16 37884+321351+321350 5Q76 Clacton-Newport
11.32 66565 6V12 Chelmsford-Acton
11.40 66060 4E25 Bow-Heck
11.46 66603 6Z91 Bow-Willesden

11.52 66569 4E24 London Gateway-Leeds
12.02 66955 4M63 Felixstowe-Trafford Park
12.38 66513 4M88 Felixstowe-Ditton
12.43 90012+90003 4L97 Trafford Park-Felixstowe
13.04 66716 4M23 Felixstowe-Hams Hall
13.12 66415 4L36 Wentloog-Felixstowe

12th February Stratford:
11.33 59205 6V12 Chelmsford-Acton
11.44 66607 6Z91 Bow-Willesden
12.01 66502 4M63 Felixstowe-Trafford Park
12.41 90042+90047 4L07 Trafford Park-Felixstowe

Leyton Midland Road:
13.00 66014 0L35 Dagenham Dock-Acton
13.11 66760 4M47 London Gateway-Hams Hall
18th February Leyton Midland Road:
14.25 66170+66102 6X77 Dagenham Dock-Mossend

19th February Stratford:
10.27 37884+321438+321356 5Q76 Clacton-Newport
11.10 66548 4L41 Crewe-Felixstowe
11.31 66065 4E25 Bow-Heck
11.48 66520 4E24 London Gateway-Leeds
12.07 66526 4M63 Felixstowe-Trafford Park
12.29 66556 4M88 Felixstowe-Ditton

12.51 900447+90046 4L97 Trafford Park-Felstow
13.10 66762 4M23 Felixstowe-Hams Hall
13.12 66536 4L36 Wentloog-Felixstowe
720517/37-39/50/52/56/58

James Holloway:

17th February Widney Manor 13.49-15.01:
14.46 66742 4O69 Birch Coppice-Southampton
15.01 66766 6X01 Scunthorpe-Eastleigh
168106, 168217, 168328, 172331/33/36/38/41, 221144
24th February Widney Manor 14.15-15.05:
15.03 66705/50/93 6X01 Scunthorpe-Eastleigh
168216/17, 168321, 172005, 172215/18, 172338/44
220005

Martin Willcock:

8th February Brighton 10.30-11.00: 313202/05/12/15/19
377136/40/43/54/56, 377423/24/32/39/49/51/70, 387202
700104/13/15/22/29/31/46

Bradley Marshall:

21st January Yeovil Pen Mill: 67023/27
12th February Yeovil Pen Mill: 66416, 166202
22nd February Yeovil Pen Mill: 150202, 166207, 950001

23rd February Yeovil Pen Mill: 158957, DR73931
Yeovil Jct: 159013/14/20, 159104
24th February Yeovil Pen Mill: 37116, 37219, 150266
166202/11, DR73931
25th February Yeovil Pen Mill: 158749, 166209
DR73931

Colin Horner:

25th February Garforth 10.34-11.45: 43208/85, 67006
170454/57, 185112/24/29/31/42/47, 195101/08/26, 220001
220025, 802203/09



43285 t&t 43208 on Edinburgh - Bristol TM, Garforth (10.57)

NOSTALGIA CORNER: BR BLUE | 1960/80S



above D7661 built 1966 (wd 03/86, cut 03/86) Old Oak Common, October 1968 (Derek Everson)
below 47xxx, 31xxx, 20017, 20xxx + 2013x, Tinsley 2nd August 1981 (Martin Hall)



SHUNTER SPOT



08417 (above) & 08632 Loram, Derby
23rd February 2021 (Tony Falloon)



INFRASTRUCTURE NEWS

DBC is putting several of its yards up for sale: Aberdeen Raiths Farm, Dyce, Barking Eurohub, Barking Harry Sdgs, Bow East, London, Cambois, North Blyth, Carlisle Upperby, Langley, Slough, Margam, Micheldever, Montrose, Swansea, Thornaby Tees Yard, Walsall, Tasker Street, Wembley European Freight Operating Centre

Bow Street station on the eastern outskirts of Aberystwyth opened on the 14th February 2021.



above looking west with 158838 approaching Bow Street station on the hourly Aberystwyth service, with a view of the platform access from the car park, 25th February 2021 (Charlotte Holloway)

Following the removal of the last Cl.332s and the 3602s the empty former HEx Depot at Old Oak Common was decommissioned on the 21st February 2021 and is now being demolished to make way for HS2.





above 56302 on 05.45 Barassie - Aberdeen Waterloo Yard, Elgin (13.48)
10th February 2021 (Alan Jones)

After five weeks of repair to a damaged bridge, the line south of Stonehaven re-opened as planned on the 22nd February 2021. Prior to this, the diversion route brought about the rare visit of a Cl.56 (see above)...*missed this and the return working which sneaked through somehow probably overnight, double drat !!!, ed* The last freight working diverted the long way round over the top via Inverness was 70816 on Barassie – Aberdeen Waterloo Yard seen passing Huntly at 15.18 on the 19th February 2021 as seen below with the snow now receding from the hills. In between the two workings mentioned 70806 ran light from Aberdeen (see opposite top). *Sadly for me no more diversions to alleviate the restrictions on travel, ed.*





70806 held in Keith loop from 15.20-15.33
for an eastbound Inverness – Aberdeen service,
12th February 2021

*left arriving in glorious sunshine
below departing in a snow shower showing
evidence that the snow was coming
from the east*



Following a massive cleanup operation due to the oil tank derailment and spillage on the 26th August 2020 the Heart of Wales line re-opened through Llangennech on the 5th March 2021. The final work was to relay 530m of new track and repair signalling after 30,000 tonnes of contaminated soil had been removed and replaced.

Bridge Strikes: In general bridge strikes are causing headaches for preserved railways as apart from the necessary line closure, not such an issue currently, it is costly to then do the structural inspection on limited finances and can come unexpectedly at any time from what is a variable outside source. Probably because Highway Authorities just passed this over to a former public body namely BR who originally owned all bridges they still have the same mindset. The ongoing nonsense of ignorant lorry drivers hitting railway bridges is now an issue for the Spa Valley Railway (SPA) as the bridge just west of its Tunbridge Wells headquarters carrying the railway over the main A26 south to Lewes has repeatedly been hit. No fewer than eight strikes have occurred in the past six months with the latest over height artic toppling over on the 17th February 2021 narrowly missing other vehicles. An issue that has come out of these incidents is that it would appear that while the railway is responsible for the structural condition of the bridges the Highway Authority, in this case Kent County Council (KCC), is required *“to secure the expeditious convenient and safe movement of traffic”* and clearly in this case it's not. In fact KCC appears not to understand its statutory obligations and is passing the buck back to railway requesting they erect advance protection beams which is ridiculous because as a third party they have no right to do work or fund remedial work on the highway. The signing was incorrect and inadequate and damage advance warning signs also partly falls under the remit of the adjoining authority East Sussex County Council (for whom I worked whilst at Eastbourne BC as head of the Traffic Section). Now whether this is a case of no funds so being swept under the carpet or just ignorance it needs sorting otherwise a potentially fatal accident could be caused and ignorance will be no excuse. I know full well that money aside there are a lot of authorities whose approach to signing is reactive whereas I was always proactive. My attitude was if as the paid professional I could see a problem and it clearly need addressing it was my responsibility to seek a solution, not bury my head in the proverbial sand hoping it will go away. It fact my last task, prior to going farming, with EBC / ESCC was a major resigning contract in 2011 which is largely still in use today because I thought ahead and positioned signs where they would benefit traffic and generally not be hit. In travelling around the country I often tear out what little hair I have left despairing at signage and have often thought I should have set myself up as a consultant but ICRS got me first...and all for free !!

Trevor Station, Wales: With the LLR in the news there was some activity on the former line to Ruabon east of Llangollen at Trevor. The footpath which is on part of the trackbed to the west of the town was closed. In early February 2021 whilst utility contractors (Gas possibly) carried out some maintenance. Consequently a number of trees were felled which now gives new views of the former double track station, which was on a slight curve and the A539 road bridge previously obstructed.



above looking towards Ruabon under the A539, the main station building and entrance was on the westbound platform with steps accessing the eastbound platform from the bridge
below looking towards Llangollen, 27th February 2021 (Martin Evans), a shelter was on the eastbound platform with the signal box off the end of the westbound platform about where trackbed disappears from view



NOSTALGIA CORNER: DEPT COACH 2



above Mess & Tool Van DE 320803 (LNER 61684, 82347) converted in 1960, Lowestoft Engineers Yard 30th December 1984, preserved in 1987 and under cover at MAN in the museum

TRAM, LIGHT RAIL & METRO NEWS

Manchester Metrolink by Geoff Hope:

February 2021: Since Manchester moved into the current national lockdown surprisingly, taking into account the message to only travel if necessary, the frequency of trams on all lines has not decreased.

Trams still operate on the 24th August 2020 timetable: Monday - Friday 06.00 - 19.00 every 10 mins, 19.00 - 00.00 every 20 mins. Saturday 06.00 - 08.00 every 20 mins, 08.00 - 20.00 every 10 mins, 20.00 - 00.00 every 20 mins. Sunday 07.00 - 23.00 every 15 mins.

Trams 3018, 3049, 3073, 3089, 3091 and 3103 have reverted back to their original liveries having all lost their advertisements for Phantom of the Opera / B.B.C. Tiny Happy People / intu Trafford Centre / Dippy in Time / Go North Wales & Pretty Things.com respectively. Tram 3117 Cyberpunk the video game released on the 10th December reverted back to its original livery during January 2021 due to it being pulled, as mentioned in the last issue. This leaves 3066 Clean Air Climate Manchester & 3022 advertising Spirit of MCR in commemoration to the aftermath of the bombing of the Manchester Arena.

On the 6th February tram 3123 arrived at Queens Road depot for commissioning following on from 3122 arriving on the 12th December 2020 leaving a period of 8 weeks between arrivals. Presumably Christmas, New Year and the pandemic had influenced this delay. Though 3121 entered service on a limited basis, 3122 has not. The idea of course was to double up as many services as possible to meet social distancing requirements.

On the 18th February at Deansgate Castlefield tram stop a derailment involving a double tram 3019 / 3059 involved 3019's rear bogie leaving the tracks as it departed the outer platform for the city centre. I can only recall one other derailment due to vandalism at St.Werburgh's tram stop near to the junction with the East Didsbury / Airport line. Services from South Manchester terminated at Deansgate Castlefield, apart from the Airport line terminating at Firswood, Rochdale - Exchange Square, Ashton - Piccadilly. The Bury - Piccadilly service was unaffected.

Blackpool & Fleetwood Tramway by Harold Hull:

The tramway has been closed for much of its length from the 14-27th February 2021 whilst the track was re-ballasted and tamped on the reserved sections between Bispham and Rossall. A roadrailer was used for dropping the ballast whilst Plain Line Tamper 99.70.9908.018-2 was in use to complete the work. A side effect of this was that the tamper got stuck whilst crossing over due to the tighter curves on the tramway and the tamper having a fixed wheelbase rather than bogies. It was rescued by loading it back onto the trailer used to bring it into the town then realigning it on the opposite track. New track was also laid around Little Bispham on the main line. This is the first heavy maintenance since the upgrade was completed. Running was only permitted between Harrow Place, just north of Starr Gate and Cabin with extra buses on line 1 to move passengers safely from the 22nd. With the upgrade work completed by the 6th full length operation resumed on the 7th March 2021.

A couple of Flexity trams have had their seating re upholstered by a local firm recently.

Blackpool is to acquire a fleet of electric buses. As a consequence there will be a reorganisation of workshops over the coming years. The paint, body and fitting shops will all be relocated into the tram shed as and when the shed is converted. This will also mean that the number of heritage vehicles on site will be restricted afterwards. The current facilities will then be upgraded to accommodate charging and maintenance for the new fleet of buses with outdoor stabling being minimised. This project will of course see certain trams leave Blackpool ie Tram power 611 and Halle 912. The future of other privately owned trams is not yet known. This project is expected to come to fruition by 2023.

Fleetwood Heritage Leisure Trust has been wound up and new owners will be sought for their trams. The Wyre Dock area is to be upgraded by its owner Associated British Ports. Unfortunately these trams have not been undercover and being a private site their condition is not known.

No date has been set for the return of heritage tours until the pandemic is receding properly and crews have under gone refresher / retraining as appropriate. Balloons 700 and 707 have been out on the prom occasionally to allow driver trainers / assessors to maintain their competencies.

Railcoach 279 at Brimwell Road has made progress when restrictions have permitted, with windows

having been glazed and body panelling virtually complete. Painting, internal fitting and electrical work still remains outstanding.

Brush Railcoach 634 which was preserved privately and then returned to Blackpool is due to enter the paintshop 'Terror Tram' livery which it carried many years ago prior to 627 acquiring a similar livery. This tram will also require some electrical work. As with all restoration projects there are no dates for a return to traffic.

Over the first weekend in March 2021, Coronation 204 was shunted over a pit in the electrical compound at Rigby Road so that re-commissioning can begin. JRW Developments have been engaged who are rewiring Railcoach 279 to assist with full serving of the control equipment and adding additional safety features for emergency brake operation.

NOSTALGIA CORNER: BR BLUE 1960/70s



above D6343 (wd 10/71, cut 01/72), D822 (wd 10/71, cut 02/72), D827 (wd 01/72, cut 10/72) & D819 (wd 10/71, cut 03/72) being prepared for Royal Train duties, Old Oak Common 1st May 1968 (Derek Everson)

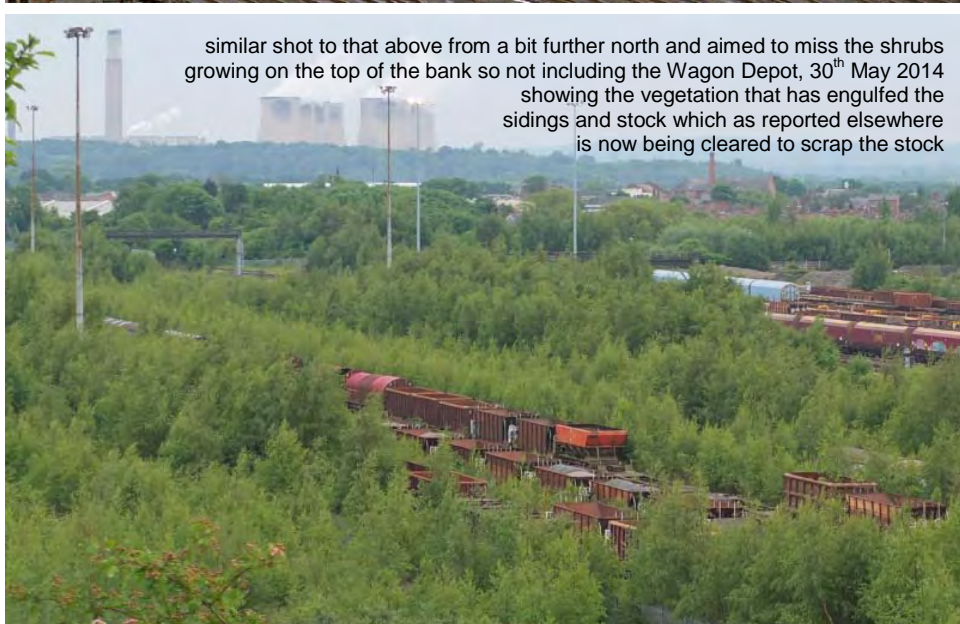
below left to right 76054 (wd 07/81, cut 05/83) & 76056 (wd 06/78, cut 03/83) Reddish, 26th June 1976 (Derek Everson)



RETRO PHOTO SPOT: TOTON YARD



Toton Yard from the bank looking south, early 1980s (Martin Hall)



similar shot to that above from a bit further north and aimed to miss the shrubs growing on the top of the bank so not including the Wagon Depot, 30th May 2014 showing the vegetation that has engulfed the sidings and stock which as reported elsewhere is now being cleared to scrap the stock

RAIL TOUR NEWS

Rail Charter Services: The 'Staycation Express' due to run Sat – Thu, no Fri service, from mid July to early September 2021 will start and finish at Appleby with the following services, Appleby – Skipton, Skipton – Carlisle return the Skipton – Appleby . The train is to be formed of a second 2 + 5 HST set which feature a new green / silver livery comprising 43058 t&t 43059 with TGF + TF + TF + TRFK + TF (with at seat dining requested on booking). The higher density airline seating is being replaced by 2 + 1 around tables at windows so should be a hit with passengers. Refurbishment is being undertaken at Eastleigh Works.

RAILWAY GLOBETROTTERS

Trains & Trams of Western Romania 2019 by Ray Smith - Part 1:

On the 2018 Lads Tour we visited Romania for the first time, all be it only Arad and Timisoara staying only one night. The weather was horrible but I was intrigued enough to want to go back. Ffestiniog Travel arranged a tram tour of Western Romania for June 2019, visiting and riding the trams systems of several towns / cities, travelling between them by train. The end product turned out even much better!

13th June 2019: Outward, our flight was from Heathrow to Sibiu, changing at Munich, where we stayed for two nights. From Sibiu we were to take the train to Timisoara, via Arad, the only two places I visited in 2018.

15th June 2019: There are no trams in Sibiu but one strange line that runs from the outskirts to Rasinari, a small town only a few miles away. We had a booked charter using ex-Stern und Hafferl (Austria) unit 26111. Although there is not a depot at Rasinari, it has a triangle and some stored stock.

*right loco topiary !!! 760mm, 0-6-2T 6845
Sibiu Railway Museum, 15th June 2019*

Off we went and soon it became apparent that all was not well. 26111 struggled and eventually failed with compressor problems. Having a group of enthusiasts determined to see what was at the end of the line, we called a taxi to take us there. Scattered about were ex AOMC (Switzerland) 101 and 306, plus 721 & 724 ex Geneva (Switzerland) and a tower wagon.

*right 760mm, 0-6-0 389 001
Sibiu, 15th June 2019*

Returning to Sibiu for lunch, the afternoon visit was to the railway museum, part of the railway depot, I prefer the word 'shed'.



*left 60 1036 pulling onto the turntable,
Sibiu, 15th June 2019*

Museums in York, Mulhouse, Budapest etc display their exhibits in immaculate condition, Berlin, and some others prefer to display them as in working order, complete with grime. Sibiu is different. Some of their exhibits are hiding behind vegetation, others are plinthed or standing on track, radiating from the turntable which also houses CRF (Romanian Railways) locomotives.



above left to right stabled around the turntable 64 1392, 64 0957, 60 0908, 60 0795 and 89 0498
Sibiu, 15th June 2019



above a closer look at heavy shunter 89 0498 Sibiu, 15th June 2019

right 760mm, 0-6-0 388 002
Sibiu, 15th June 2019



left unit 76 1412, 59 1412 and 76 1452, this is an ex DB (German) CI.614, the original numbers are 614 007, 914 024 and 614 005
Sibiu, 15th June 2019



above left to right standard gauge steam around the turntable 0-4-0F (fireless) 20 064,
2-6-0T 764 106 and 0-6-0T 077 Sibiu, 15th June 2019



above left squeezed between the shed and another locomotive is another heavy shunter 80 0252
above right 0-10-0T 94 649 Sibiu, 15th June 2019



2-10-0 150 1105
Sibiu, 15th June 2019



*top left 62 0759, top right 760mm 0-6-OT 763 148, above left 2-6-0 130 503, all Sibiu, 15th June 2019
above right 477 802 our haul to Timisoara backs onto our train, Simeria, 16th June 2019*

Romanian locomotives have a two digit class number followed by a four digit number. They are now being re-numbered with the full UIC number which is now a three digit class number and a three digit number. The six numbers are the same apart from the check digit...confused

16th June 2019: Today we took the 8 hour train journey to Timisoara. Initially diesel hauled by 640 957 but changing to electric at Simeria (see above right). We had time to get off the train to take some photographs. There was a Romanian gentleman also taking photographs and we exchanged pleasantries before re-boarding our train.





above 60 1564 and *opposite bottom* 60 0077 standing together at Simeria, these two Constantin Group Cl.60s have completely different body designs...so *not just the numbering that's confusing, ed !!*
 En route we passed Arad shed and it appeared to have quite a lot on. I explained to our guide that those are the places we would like to visit! On arrival in Timisoara we had a few minutes before going to our hotel. There was a railbus, 77 0940 (see below) in the station and a heavy shunter propelling empty stock into the platform.



After checking in to our hotel we went out for a meal (and beer) and was surprised to only see three trams.

photos by Ray Smith (to be cont)

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 the Editor Trevor Roots know if you have any amendments or wish pass on any other helpful wagon information.

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

New: Several of the improved **FWA Ecofret Triple Container Flats** from WH Davis for VTG have been delivered. Number series for new order is 83.70.4520.198-0 to 365-5 and 83.70.4521.035-3 to 118-7 and all in **UK Combine Vol.2**.

To Store: 310866/898/916/938/948/957/973/979/985/998, 311001/009/021/031/036/039/059/067/086/093/104/158/159, 370011/020/027/034/038/046/085/100/116/135/148/161/190/202/217/239/241/245

Reclassified: FKA to **FOA Bogie Intermodal Twin Container Flats** 81.70.4908.015-0/024-2/028-3/055-6/063-0/068-9/077-0/097-8/100/0/122-4/135-6

Renumbered: **FIA Bogie Megafret Intermodal Twin Container Flats** 33.70.4938.313-2/701-8/703-4/07-5/711-7/713-3/715-8/719-0/741-4/743-0 to 31.70.4938.171-6/005-6146-8/207-8/053-6/117-9/118-7/211-0/080-9/199-7 respectively

Converted (shortened): Taken to WH Davis for conversion **HHA Bogie Aggregate Hoppers** 370253/62/64/72/75/95/98

Removed from TOPS / For Scrap / Scrapped: 13705/06, 17202/03/05/07/16/18/19/23/34/43/44/47, 17309/17/18/24, 19224/29/32/35/39/40, 370293, 391315/671, 910031, 950082/333/516/590 31.83.2795.047-9 (leaving one IMA in the series) 83.4767.000-2/002-8/003-6/005-1/006-9/008-5/010-1/011-9/014-3/015-0/017-6/018-4/021-8/030-9/031-7/032-5/033-3/035-8/036-6/037-4/039-0/040-8/041-6/043-2/047-3 (leaving two IHA in the series) Dee Marsh: 391314/350/355/438/440/461/471/507/546/584/601

OTP News: Transferred: Crane ADRC 96710 to BO

Sold: Tampers DR 73111/13, Ballast Regulator DR 77903 from NR to SB Rail

FREIGHT NEWS:

A new Smart Weed System train is to start operating with GBRf from May 2021 comprising three KFA wagons with a further two sets due by April 2022.

It looks like some of the 'buried' stored wagons and Royal Mail coaches are being extricated from Toton Yard as the undergrowth is being cut back.

Clayton Equipment are to build a further two CDB90 Hybrid+ Bo-Bo locos for Tata Steel to operate at Port Talbot Works where two out the batch of five previously ordered are already working. These locos can now be seen in the new section in the **Combine Vol.1** and **Pocket Books**. Two similar CDB80 locos are also to be built for Sellafield. The company is also building a new fleet of 15 CBD90 shunters to be leased by Beacon Rail until 2023 designated Cl.18 so may well be a replacement for ageing Cl.08/09s. Construction of these will start in July with completion by the end of 2021.

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). With industrial locos now included listed by works numbers, square brackets are used below (though not shown in books) to denote these numbers to help differentiate from other numbers eg. [xxxx]. In order to compile as accurate and up to date list as possible, can members please pass on their observations, particularly name changes and multiple unit reformations to the Editor, **Trevor Roots**. Where possible, photos of new nameplates will be included as and when a suitable photo is sourced from members.*

Misc. News:

92044 has returned to service with GBRf branding minus channel tunnel roundels

New:

DMUs: 196006/07, 196108

EMUs: 484002, 701022, 720574

Transferred / (Stored): (* preserved)

D&E Locos:	08441 NC	08511 (WI)
	08683 EH	08703 (WI)
	08738 CHA	08752 (CP)
	08846 MR	
	09106 BH	43044 (LR)
	37503 P60	
	43465/68/80/84 (ZG)	86613/32 (BA)
	43296/308/423/467 (WN)	69010 (ZJ)
	[422015] GBB	

Steam: Ex BR etc: 3814 NSS, 4771 DGM

Industrial: [7667] EOR, [7761] EOR

Units: 142006* LMM, 143603 CHA (for VBR) 143601/22 CF, 196006/007/108 CF

317345 (EY), 321334 (ZB), 317509/649 (EY)
317346/652 (ZG), 360201-05 MDB, 442406 ZN
442408 BM, 701022 ZD, 720519 OD, 720559 CP
720551 WB, 720542/53/66 ZN, 720530/54 ZD
720565/70/74 (WK), 769928/38/59 (BO)
769937 ZN, 153374 (EY)
78400/72412/63400 (332001) GL

Coaches:

Mk3 HST: HA02 - 40602, 42292/562/045 (ZB)
40804, 41160/66/67/69/87, 44081 (ZG)
Mk4: 10301/18/21/30, 11319-22, 12210/11/22/
24, 12310/16/19/23/26, 12434/61/77 (WK)
DVT: 82200/01/27/30 (WK)

New Owner: 360201-05 ROG, 43044 IC

MK3 Castle Set Reformations:

GW02 has returned to original 48104-06/49102 with 49107 out of action it has been replaced by 49112 in GW07 so GW12 is disbanded with GW13 now 48134/48112/49113

Mk3 Coaches Converted to Power Doors:

GWR: GW15 - 48143-45, 49115
ScotRail: HA20 – 40620, 42200/575/129, 42009/
23/29/32/47, 42209/13, 42351 to make up 5 car
sets

Steam Status:

Ex BR etc: [3860] A 02/31, 30120 O to S

Industrial: [7673] A to O, [3783] O to A

Names:

New: (* re-applied)

43046 *Geoff Drury 1930-1999 Steam
Preservation and Computerised Track
Recording Pioneer*

43102 *The Journey Shrinker 148.5 MPH The
Worlds Fastest Diesel Train*

60002 *GRAHAM FARISH 50TH
ANNIVERSARY 1970-2020*

800003 *Queen Victoria / Queen Elizabeth II**

Not Previously Illustrated:



800025 a further revision which went into our
books at the last minute but not reported in
TRACKS (Spencer Conquest)



90014 reported Aug 2020 (Harold Hull)

Removed:

66791 *Neil Bennett*
317654 *Richard Wills*
321334 *Amsterdam*

For Scrapping / Scrapped:

CF Booth, Rotherham: 41092

Sims Metals:

Newport: 143611/20/21, 319451/53/55
321344/45/47/58/63, 321435/38/42/56
332004/08/09/11, Mk3 40742/49/53, 41046/
61/64/71/72/77, 41164, 42104/12/24/34/39-41/
51/58/61/64/65/71/72/80/81/88, 42215/19/26/
30/35/41/44, 42323/29/40, 44001/07/11/18/
31/38/48/54/56/39/85/93, Mk4 10302/19/20/29
11299, 11302/27, 12232/302/317/322/448/450
DVT 82202

Peterborough: 78401 (332001)

Raxstar ZG: 317514/653/655/672

New Codes:

Location:

GL Goole (Siemens)
NSS Northern Steam Eng, Stockton-on-Tees
P60 Kinsley (PS)

Corrections to new 2020 books: (as at 1st Feb 2020)

(CV1 – Combine Vol.1, CV2 – Combine Vol.2, PB – Pocket Book, L – Locos)

Errors / Typos:

p19 CV1, p20 PB, p19 L
p32 CV1

p53 CV1

p64 CV1, p68 PB, p67 L
p65 CV1, p69 PB, p68 L
p67 CV1, p72 PB, p71 L
p72 CV1, p78 PB, p77 L
p79 CV1, p87 PB, p86 L
p80 CV1, p89 PB, p88 L
p82 CV1, p90 PB, p89 L
p83 CV1, p93 PB, p92 L
p87 CV1, p98, p97 L
p105 CV1, p120 PB
p223 CV1, p345 PB, p122 L
p224 CV1, p345 PB, p122 L
p13 CV2, p219 PB
p34 CV2, p262 PB
p35 CV2, p263 PB
p36 CV2, p282 PB

p47 CV2, p234 PB

D6700 is at NRM
DB1 liveries in wrong column
66077/127 DB1, 66090 MB not DB5, 66162 MB
Column headings incorrect for Std Gauge, **Wks No** should be
TOPS No and **Gauge** should be Class
958 is at GKH corrected code see below
NG 800mm: works number 2868 should be 2869
1421 duplicated as already shown on p53 CV1, p55 PB, p54 L
3718 should be 3719
in **Purpose Built Coke Oven Movers** change manf HW code to HPW
281290 is named *Bertie*
247 should be 247V
2054 manf is FH
7286 named *GENERAL*
79427 & 79456 still shown in opposite sets of 170427/456
HW is duplicated so change 2nd code Hartlepool to HPW
RR Rolls Royce
2500 is ex 2909
48127 is ex 42349,41074
48150 is ex 42580,41155
2nd & 3rd TSOs in TPE TO3-12 formations should be consecutive nos
as per T01/02/13
6351 is ex 3050, 977435 and a Mk1

p52 CV2, p249 PB	transpose 21138 to 3172TL and now located at ALY
p56 CV2	40741 is ex 40341
p56 CV2	40807 is ex 40035,40435
p65 CV2	977995 is ex 40319,40719,40619
p65 CV2, p278 PB	10256 is ex 10028
p65 CV2, p278 PB	10260 is ex 10001
p140 CV2	DR 79103 + DR 79104 should be DR 79104 + DR 79105

Omissions:

p84 CV1, p94 PB, p93 L	2748 1959 6 0-6-0DE YE A CHV <i>ROGER H BENNETT</i>
p95 CV1, p109 PB, p108 L	add category Broad Gauge 5'-3" D1266/3954 1969 1 0-6-0DH EE/VF S BVP
p217 CV1, p334 PB, p114 L	BVP Beaver Power, Dowlais
p219 CV1, p336 PB, p116 L	GKD Drama, Greece
p219 CV1, p336 PB, p116 L	GKT Thessalonica, Greece
p219 CV1, p336 PB, p116 L	GKH Tithorea, Greece
p222 CV1, p342 PB, p120 L	XR Crossrail, Plumstead
p223 CV1, p345 PB, p122 L	RFS RFS Engineering, Doncaster
p224 CV1, p345 PB, p122 L	RC Resco (Railways) Ltd only applies to one loco IRON DUKE

Nameplate Photographs Required: Latest updated list of names I have not yet got which considering travel restrictions has obviously grown in the past few months. Please note I only want photos of nameplates in focus, straight and centred side on so be aware of the sloping sides of Cl.91s, Voyagers, Pendolinos etc. Photos supplied of those requested will be shown as and when space permits. (* re-applied, \$ temporary, x – no longer carried) (~ not straight / square on, + too reflective)

D&E Locos:

818	<i>GLORY</i>
01521	<i>FLACK ~</i>
08114	<i>GOTHAM</i>
08611	<i>Longsight TMD</i>
08641	<i>Pride of Laira</i>
08648	<i>Amanda</i>
D3948	<i>Zippy</i>
08790 x	<i>M.A.Smith</i>
08805	<i>Robin Jones 40 YEARS SERVICE</i>
08865	<i>GILLY</i>
08908 x	<i>IVAN STEPHENSON</i>
20107	<i>Jocelyn Feilding 1940-2020</i>
20905 x	<i>Dave Darwin</i>
37418 *	<i>An Comunn Gaidhealach</i>
37422	<i>Victorious</i>
37510	<i>Orion</i>
37518	<i>Fort William / An Gearasdan</i>
43046	<i>Geoff Drury 1930-1999 Steam Preservation and Computerised Track Recording Pioneer</i>
43102	<i>The Journey Shrinker 148.5 MPH The Worlds Fastest Diesel Train</i>
45133 \$x	<i>Brian Lockey / Gerald Lambert</i>
47245	<i>V.E.Day 75th Anniversary</i>
56051	<i>Survival</i>
57313	<i>Scarborough Castle</i>
60002 x	<i>Tempest</i>
60002	<i>GRAHAM FARISH 50TH ANNIVERSARY 1970-2020</i>
60029 *	<i>Ben Nevis</i>
60087	<i>Bountiful</i>
60096	<i>Impetus</i>

66109	<i>Teesport Express</i>
66791 ~x	<i>Neil Bennett</i>
73109	<i>Battle of Britain 80th Anniversary</i>
90001	<i>Royal Scot</i>
90037	<i>Christine</i>

DMUs:

156483	<i>William George 'Billy Hardy'</i> 14/01/1903-10/03/1950
--------	--

EMUs:

323241	<i>Dave Pomroy 323 Fleet Engineer 40 Years Service</i>
390151	<i>The Unknown Soldier</i>
399202	<i>Theo – The Children's Hospital Charity</i>
802002	<i>Steve Whiteway</i>

Track Machines:

DR 73113 +	<i>Dai Evans +</i>
DR 75503	<i>Gill Cowling</i>
DR 73939	<i>Pat Best</i>
DR 79247	<i>Roger South</i>
DR 97806	<i>Andy King Works Delivery Manager MMT Romford 12th Jul 1962-7th April 2020</i>
DR 98923+98973	<i>Chris Lemon</i>

Coaches:

348	<i>TOPAZ</i>
3229	<i>SNOWDON</i>
3426	<i>BEN NEVIS</i>
6705	<i>ARDNAMURCHAN</i>
6706	<i>MOUNT MGAHINGA</i>
6708	<i>MOUNT HELICON</i>
11074	<i>Test Coach 1</i>
13306	<i>JOANNA</i>

NEW STOCK

right WRT 730002
on a Lichfield -
Bromsgrove test run
on the line
that this class will
eventually be
deployed to, ousting
the Cl.323s,
Kings Norton
(16.12)
11th March 2021
(James Holloway)



left WMR 196105 on driver training,
Whitlocks End
(12.04) 18th February 2021
(James Holloway)

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):*

right 60002 in standard GBRf livery
on 6E09 07.11 Liverpool - Drax,
Castleton (12.08) 4th March 2021
(Harold Hull)



UNDERGROUND NEWS

London Underground:

The final design for the new articulated Piccadilly Line deep tube stock was unveiled by Siemens on the 4th March which are to be built at the Goole facility under construction at Goole. Due to open in 2023 there will be 94 x 9 car sets built with a similar walk-through design to that of the 'S' stock, with operation planned for 2025 replacing the 1973 built stock.

ICRS SALES

Orders can be made ideally via BACS, bank details on request from editor@intercityrailwaysociety.org, online via PayPal at www.intercityrailwaysociety.org or by post 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, UKRS01W & 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** (spine version of PB not shown)



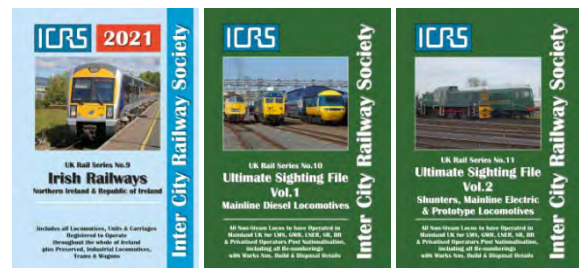
BOOKS: (Members receive up to 30% discount on ICRS books)

Titles:

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

UKRS01A	UK Pocket Book 2021	SPINE	A6	1 st Feb21	£8.00	£11.00
UKRS01WA	UK Pocket Book 2021	WIRE	A6	1 st Feb21	£8.00	£11.00
UKRS02A	UK Combine 2021 Vol.1 – Locos, Units, Trams & UG		A5	1 st Feb21	£11.00	£15.00
UKRS03A	UK Combine 2021 Vol.2 – Carriages, Wagons & TMs		A5	1 st Feb21	£11.00	£14.00
UKRS04	UK Name Directory 2021		A5	1 st Feb21	£9.50	£13.00
UKRS05	UK Locomotives 2021		A6	1 st Feb21	£5.00	£7.00
UKRS09	Irish Railways		A5	1 st Feb21	£7.50	£10.00

Size	Updated to	Member	Non-Member
A6	1 st Feb21	£8.00	£11.00
A6	1 st Feb21	£8.00	£11.00
A5	1 st Feb21	£11.00	£15.00
A5	1 st Feb21	£11.00	£14.00
A5	1 st Feb21	£9.50	£13.00
A6	1 st Feb21	£5.00	£7.00
A5	1 st Feb21	£7.50	£10.00



NEW Lower prices for current USFs

PLEASE NOTE P&P

must be added separately to book & sundry orders (except fitted PB cover)

up to £7.50, **£1.50**, £7.51 to £15.99 - **£2.00**
£16.00 to £59.99 - **£3.00**, over £60.00 - **£6.50**

Details of books and sundries can be found on our website and are shown in **TRACKS** from time to time when released or advertised. Order forms for posting can be downloaded from the website.

OTHERS: NEW LOWER PRICES

UKRS10	Ultimate Sighting File Vol.1 – ML Diesel Locos	A5	11 th Jul18	£9.00	£12.50
UKRS11	Ultimate Sighting File Vol.2 – Shunters, ML Electric & Prototype Locos	A5	11 th Jul18	£8.00	£11.00

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	£6.00
TRACKS Cordex binder (12 issues @ 32/40/48/64 pg: 2011-14 & 10 issues 32/64/80 pg: 2017-18)			M	£5.00
Polo Shirts: (name & logo) (some smaller sizes in stock / larger sizes on request only)				
(S / M / L / XL / 2XL / 3XL) BLACK / DARK NAVY / NAVY / BURGUNDY / BOTTLE GREEN				£18.00
(4XL / 5XL) BLACK / FRENCH NAVY (DARK) / BOTTLE GREEN				£20.00
Baseball Caps: BLACK / NAVY / BURGUNDY				£10.00

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