

# TRACKS



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# Inter City Railway Society

founded 1973

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**Cover Photo: Front:** GWR 4-6-0 4079 *Pendennis Castle* at the coal stage at Didcot Railway Centre, 15th February 2025 (Paul Brack)

# SOCIETY NOTICE BOARD

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

Our AGM is imminent and we look forward to seeing many of you at Chasewater Railway on 29<sup>th</sup> March. Our AGM (and, indeed, our earlier visit that day to Wishaw) kicks off a busy few months of Society events, the details for which can all be found on the website. I will publish reports from the events as soon as I can in TRACKS, though please note that while we endeavour to compile as comprehensive a stock list from each visit as possible, we cannot guarantee that we will list everything.

Those who are part of our Members Only Chat Room on Facebook will have seen an image of a rather large pallet of ICRS books. Trevor, Christine and a dedicated group of proofreaders have worked tirelessly for much of the first quarter of the year updating the books, organizing stock and posting out orders, for which they deserve a huge amount of thanks. I hope all those who have purchased books are pleased with them, and for those who have not yet purchased books, there's no time like the present to get your orders in! Remember to request your member's discount as detailed on pages 71-72.

I hope you enjoy our articles this month – if you would like to submit a report of one of your days out, or indeed any other article, please get in touch with me at [editor@intercityrailwaysociety.org](mailto:editor@intercityrailwaysociety.org).

## Membership Matters:

**Membership Renewal:** You will be contacted via email by the Membership Secretary, Colin Pottle, prior to when you need to renew. Please use online banking via BACS as it is secure, quick, easy and has no extra costs, unlike posting a cheque or paying by PayPal where the Society loses what is now a sizeable percentage in fees.

**New Members:** (12) - a warm welcome to you all. (\* ex-members re-joined, AFC - Additional Family Child) **Terry Andrews** (Gloucester), **Paul Antcliff** (Derby), **Matthew Bradshaw** (Newark), **Stuart Durham** (Doncaster), **Alan Finkle** (Leeds), **Sean Fountain** (Brentwood), **Stuart Fox** (March), **Paul Green** (Norwich), **John Impey\*** (Cambridge), **Peter Miller** (Weymouth), **Jessica Morgan** (Llanwern), **John Talbot\*** (Abingdon)

## TRACKS Magazine:

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

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

**Magazine Contributors:** Thanks to Alex Ayre, Lee Baldwin, Darren Bailey, Frank Barrington, Geoff Bowater, Paul Brack, Tony Coleman, Spencer Conquest, Ian Costello, Peter Davis, Stephen Galling, Iain Gardiner, Tony Gaze, James Holloway, Geoff Hope, Harold Hull, John Hurst, Paul Keightley, Alan Jones, John Matthews, Stuart Moore, Keith Partlow, Colin Pidgeon, Colin Pottle, David Rice, Trevor Roots, Daniel Scott, Aidan Turner, Peter Ventham, Carl Watson, and Michael Warrick. If anyone has been missed, please contact the Editor and the pdf issue of Tracks will be amended.


**Next issue: April 2025**

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

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

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

**Social Media:** We have accounts on Facebook, Twitter, and Instagram. We also have a members-only Facebook group for informal chats about all things railway and Society news. Please provide your membership number to join. If you have a particular issue then contact the relevant official separately by email or telephone. All sites can be accessed via our website (see bottom of **HOME** page for links).



## TrainSpotting app for iPhone & iPad

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

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


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

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

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

You can find the app on the App Store by searching for **TrainSpotting** but to receive your **FREE** version email Adrian via: [support@train-spotting.co.uk](mailto:support@train-spotting.co.uk) and importantly please include your ICRS membership number. He will send you a unique redemption code along with instructions of how to download your **FREE** version.

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



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

# EASTLEIGH WORKS REPORT

by **Carl Watson**

66601 and 69014 (ex-56104) both arrived for repainting (separately) on 26/02.

Stored 450052 departed back into service on 27/02.



*above 66025 + CYGNUS 28.02.25 (Carl Watson)*

66025 collected Pullman 308 (99532) CYGNUS and returned it to Stewarts Lane on 28/02.



*above FO 3344 ZG 28.02.25 (Carl Watson)*

The three stored 319s were moved inside for work to prepare them for departure.

47593 required repairs to its roof and was removed from the Paintshop for repairs to take place.



*above* 319377 05.03.25 (Carl Watson)



*above* 319380 05.03.25 (Carl Watson)



*above* 319011 05.03.25 (Carl Watson)

66726 collected various car carrier wagons for return to Dagenham Dock after maintenance / overhauls; 43 87 4333 045-0/030-2/031-0/080-7/008-8/034-4, 33 87 4908 608-2/534-8.

Repainting of Mk2 FOs for Statesman Rail was completed by 10/03, see below for departure.

37401 brought D9000 (55022) from Crewe for a repaint on 10/03. 37401 returned to Crewe with a variety of coaching stock on 11/03; 3100, 3122, 40804, 3426, 3348, 3438, 3188, 3344.



*above 47593 05.03.25 (Carl Watson)*



*above D9000 11.03.25 (Carl Watson)*



*above 37401 11.03.25 (Carl Watson)*

RSS 08511 and 08683 both visited for maintenance during the month.



*above 08511 13.03.25 (Carl Watson)*

66792 and 66846 were both on site for maintenance on 18/03, both departing by 20/03.



*above 66792 18.03.25 (Carl Watson)*



*above 66846 18.03.25 (Carl Watson)*



*above Branding on 66601 18.03.25 (Carl Watson)*

66601 departed for Southampton Maritime on 19/03, repainted in Freightliner's green and yellow 60<sup>th</sup> Anniversary livery.



*above 66601 19.03.25 (Carl Watson)*



*above 69014 19.03.25 (Carl Watson)*

69014 departed for Longport on 20/03, repainted in an EMD livery very similar to HS4000 Kestrel in the 1960s. Its nameplates were fitted but covered ready for a naming ceremony at Longport on 26/03. It also had a 'Happy Birthday Bob' banner on one end as it was Bob Tiller's birthday on 14<sup>th</sup> March. Bob is the man at GB Railfreight responsible for the Class 69 project.



above Branding on 69014 19.03.25 (Carl Watson)

Class 455s, 5734 and 5869, arrived 21/03 for bogie overhauls.

As at 21<sup>st</sup> March 2025

### **LOCOS**

Shunters - Operational; 2991 (07007), 08567, 323 539-7. Repair; 01508. Maintenance; 08683, 08696. Stored; 18014, 18015.  
Repair; 47771 (Preserved), 47818 (AFSL), 50026 (Preserved). Maintenance; 59003, 66791  
Repaint; 47593, D9000 (55022). Spares; 43083, 43296, 43308, 57007.  
Overhaul; 57302. Wheelsets; 57304. Stored; 73002, 73101, E6016 (73110), 73139.

### **UNITS:**

**Diesel:** Class 117s - Repair; 977987 (51371), 142007. Stored; 977988 (51413), 59492.  
Stored; 141108, 142014.

### **Electric / hybrid:**

Siemens units - Overhauled; 450101, 450104, 450078, 450033, 450103.  
Hitachi units - Repaint; 802103. Repair; 800110, 800013.  
Hitachi units Departed - Repaint; 802012, 802102.  
Preserved; 313201. Stored; 319011, 319377, 319380, 701007, 701052.  
Bogie Overhauls; (45)5734, (45)5869.

### **COACHES**

Mk1s - Overhaul; 3091. Repair; 35333, 99545. Stored; 94515.  
Mk2s - Preserved; 14123. Stored; 5922, 5924, 5959, 6036, 6162, 72509, 72635.  
Mk3s - Repair; 10212, 10416, 41208. Stored; 40755, 40808, 41106, 41167, 46006. Preserved; 42356.  
Pullman Cars - Overhaul; 280 (99537) AUDREY.

### **TRANSLATORS/BARRIERS**

Operational; 68501, 68504. Stored; 68505.

### **WAGONS**

Repair; 78273, 89014, 92632, 93482, 33 80 2693 019-2, 83 70 2795 312-9/313-7/329-3, 43 87 4333  
021-1/052-6/054-2/062-5/075-7, 23 87 4375 001-6/015-6, 23 87 4376 001-5/007-2, 23 87 4385 002-2,  
33 87 4667 099-5/110-0, 33 87 4909 300-5.  
Stored; 210413, 210465, 640931, 640933, 640934, 640935, 640936, 640937, 640938, 640939,  
640940, 640941, 640942, 640943, 23 87 4384 008-0, 83 70 4574 005-2/006-0/007-8/010-2/012-  
8/014-4/016-9, 99 70 9319 001-2/002-0/003-8/004-6.

### **LONDON UNDERGROUND WAGONS**

Repair; HW204, HW214, RW809, RW816, GP913, GP934, CM952, CM953, MW956, MW959,  
MW960, MW961. Stored; 240.

# RAILWAY GLOBETROTTERS

## The Railways of Delhi

by John Hurst

India is a popular tourist destination, and so many railway enthusiasts may pass through Delhi – the capital city. This article presents a contemporary account of the railways of Delhi, as seen through the eyes of a British visitor who spent three months living in the city between February and April 2023. With most trains remaining loco-hauled, and considerable volumes of freight, there is much to interest the enthusiast – if you know where to look!

The Indian Railways (IR) system is enormous with more than 42000 route miles, 36000 of which are broad gauge (5' 6") and electrified at 25KV AC. There are eighteen mainline 'zones'. There are more than 13000 passenger trains each day serving more than 7000 stations, and more than 8000 daily freight workings. IR has more than 12000 locomotives – most mainline trains remain loco-hauled - classified by gauge (e.g. W for Wide), then power (e.g. A for AC, and D for diesel) and usage (e.g. G for goods and P for passenger) with a class number and suffix used to indicate sub-classes. This is also a time of massive investment in the railway, with introduction of 'Vande Bharat' high-speed EMUs from 2019 ahead of a new high-speed line between Mumbai and Ahmedabad, and two new 'Dedicated Freight Corridors' totalling 2000 miles connecting Delhi and Mumbai, and Punjab and West Bengal. These are already semi-operational and set to carry 70% of India's freight trains when finally compete – including double-stack intermodals. Meanwhile, something remains of the feel of 1980s British Rail that I grew up with – loco-hauled passenger trains, diverse loco fleets allocated to far-flung depots, well maintained and extensive infrastructure, and goods brake vans to name just a few...

Passenger trains are readily identifiable by a Train Number on the carriage side, and progress can be checked by searching for that number and 'live status' online. A printed timetable is available (Image 1). Wikipedia provides a good introduction to the IR locomotive fleet, from where much of the background information in this article was sourced. In addition, the IRFCA (Indian Railways Fanclub, available at <https://www.irfca.org/>) has lots of useful information including a database of every locomotive, describing detail variations, livery and depot allocations – and it's absolutely free.

The main terminals in Delhi are Old Delhi, New Delhi, Hazrat Nizamuddin to the south of the city and Anand Vihar Terminal to the east, across the Yamuna River. A detailed map is shown as Image 2. Note the circular line around the south of the city which carries significant volumes of freight. Unlike Mumbai, Delhi does not have an extensive suburban rail service, with much of the city better served by the excellent Delhi Metro. All the locations shown in the photographs that follow were visited by public transport, walking from the closest Metro stations and with vantage points found using 'Google' maps satellite imaging. Delhi is also home to the National Rail Museum, close to Safdarjung station.

I wasn't approached by staff whilst taking photographs at any of the stations I visited, but clearly one should comply with local regulations. That said, as a foreigner, you may well find yourself the object of friendly attention, with people wanting to make conversation.

As with the cultural richness of India itself, the railways of Delhi are diverse and fascinating, and I hope this short article inspires you to explore them yourself. The sixteen photographs, all taken between February and April 2023, have been selected to illustrate the variety of traction, consists and locations that it is possible to see with just a little effort. I hope you enjoy your time in India as much as I did.

*Editor's note: to accommodate the larger captions in this article without having to reduce the size of the images, the captions for each image are included in a list at the beginning, with a simple indication of image number beneath each individual image.*

**IMAGE 1:** Printed 2022-2023 Indian Railways timetable, with a 'Vande Bharat Express' on the cover.

**IMAGE 2:** The Railways of Delhi.

**IMAGE 3:** Many trains from the south of India approach Delhi on the busy North Central Railway route from Mathura, passing through the satellite city of Fardiabad, and on to Tughlakabad where there is a locomotive depot and extensive marshalling yards. This image is of a WAG-7, a Wide-gauge AC-powered Goods locomotive. 1970 of these 5000hp Co-Cos were constructed between 1990 and 2015. Initial deliveries had a WAG-5 style cab but this loco has the later streamlined WAP-4 style cab. 24669 is allocated to Jhansi depot of the North Central Railway. It is seen leading a long train of oil tankers through Tughlakabad on the morning of 23<sup>rd</sup> February 2023. Note that the first vehicle is a bogie brake van.

**IMAGE 4:** A convenient footbridge crosses the electrified yards and depot at Tughlakabad, accessible from the station platforms. This view was taken on February 24<sup>th</sup> 2023. 13652 is a Northern Railway, Ludhiana-allocated WDG-3A, seen paired with a blue-liveried sister. Also visible are a blue WDM-3A, a WDG-4G, a WAG-7 and four WAG-9s. 1998 WDG-3A 3500hp 105kph Co-Cos were produced between 1994 and 2015 to this classic 'ALCo' design, ubiquitous across India. The WDG-3A is a dedicated freight version of the WDM-2 (of which 2700 were built from 1962) and shares the design and engine with the later WDM-3A fleet (1402 strong).

**IMAGE 5:** North of Tughlakabad is Okhla, where there are loops either side of the four-track mainline. It's a busy station for both passenger and freight traffic, and a great place to watch some trains. The morning of 15<sup>th</sup> February 2023 found a pair of WAG-5 electrics heading south through Okhla with a train of box wagons. 24036 and 23161 'Chetak' are both allocated to Jhansi (JHS) depot on the North Central Railway. 1196 3850hp Co-Co WAG-5s were built between 1978 and 1998, entering service in 1980. Now being withdrawn following the introduction of newer and more powerful WAG-9s and WAG-12Bs, 923 remained in service during April 2023, relegated to secondary duties.

**IMAGE 6:** The 'Vande Bharat Express' is the future of IR passenger operations. The 20171 0540 Bhopal Rani Kamalapati (Habibganj) – Delhi Hazrat Nizamuddin and 20172 1440 return services of the West Central Railway started on April 1<sup>st</sup> 2023. On 17<sup>th</sup> April, 20172 is seen speeding through Okhla with vehicle 235082 trailing. This is the only Vande Bharat authorised to travel at 160kph, on the section between Tughlakabad and Agra, making it India's fastest train (along with the loco-hauled 'Gatimaan Express'). The bridges in the background carry the Delhi Metro 'Magenta Line', and outer ring road across the railway. Vande Bharat trains are manufactured by ICF in Chennai and entered service in February 2019. More than 400 sets are planned.

**IMAGE 7:** North of Okhla the mainline has a triangular junction with the route around the south side of Delhi, before continuing to the major station at Hazrat Nizamuddin. Held at a signal on the west to north curve of that triangle on 17<sup>th</sup> February 2023 is WAG-9HC 41375. The consist is empty coal hoppers. WAG-9s are the standard IR freight electric with 3973 of these Co-Cos in service by April 2023, having first entered traffic in 1996. Limited to 100kph, the original design developed 6122hp. Variants include the ballasted WAG-9H, and the 9000hp ballasted WAG-9HH. They see service across India, including use on secondary passenger trains. 41375 is allocated to Tatanagar depot of the South Eastern Railway.

**IMAGE 8:** Delhi Hazrat Nizamuddin is one of the four main stations serving Delhi. WAP-4 22355 is seen stabled to the east of the platforms on March 29<sup>th</sup> 2023. The loco is part of the South Central Railway fleet, based at Vijayawada depot in Andhra Pradesh. New in August 2000, the loco is a long way from home. 778 5050hp Co-Co WAP-4s were delivered between 1993 and 2015. Despite introduction of faster WAP-5s, and more powerful WAP-7s, 773 remained in service in April 2023, although now relegated to secondary work.

**IMAGE 9:** Trains from the east of India generally approach Delhi through the satellite city of Ghaziabad, with most then heading southwest on the route via Anand Vihar. Some terminate at Anand Vihar Terminal, whilst others (including freight traffic) cross the Yamuna River to meet the line north of Hazrat Nizamuddin at a triangular junction. With the platforms of Anand Vihar Terminal just visible to the right, Ghaziabad-allocated WAP-5 30135 is seen speeding through Anand Vihar on 26<sup>th</sup> April 2023 with empty stock. There are 240 5900hp Bo-Bo WAP-5s, which are the only locos permitted to work at 160kph.

They are thus allocated the fastest trains. Introduced from 1997, they wear a white livery, with two red stripes.

**IMAGE 10:** WAP-7s are the standard IR passenger electric locomotive, with 1463 deliveries by April 2023. In service from 2000, these 6350hp Co-Cos have a maximum speed of 140kph and are the passenger variant of the WAG-9. Most wear a white livery with one red stripe. Shivaji Bridge station is just south of New Delhi, and close to Connaught Place which will be familiar to many visitors. The afternoon of 23<sup>rd</sup> March 2023 saw WAP-7 37469 leading a lengthy train 12561, the 1720 (previous day) 'Swatantrata Senani Superfast Express' from Jaynagar, in Bihar, on the final approach to its New Delhi terminus. The train has been routed via Anand Vihar to cross the Yamuna River. The schedule allows 22 hours and 20 minutes to cover 1234km.

**IMAGE 11:** We now return to the busy line around the south side of Delhi, to a location between Lodi Colony and Sewa Nagar stations. WAG-12B 60023, new in September 2020, is hauling an eastbound intermodal on April 3<sup>rd</sup> 2023. Developed by Alstom for use on the new Dedicated Freight Corridors, hauling 6000 tonne trains at 120kph, these mighty Bo-Bo+Bo-Bo 12000hp locos are the most recent electric freight locomotives in India. 300 of the planned 800 were in traffic by April 2023, having first entered service in 2020. They are allocated to the Central Railway (at Nagpur depot in Maharashtra) and Northern Railway (Saharanpur depot, 'SRE' in Uttar Pradesh).

**IMAGE 12:** A little further west of Lodi Colony is Sarojini Nagar station. On 19<sup>th</sup> February 2023 I found WDG-4G 49387, allocated to Gandhidham depot in Gujarat, accelerating through the platform with an eastbound intermodal. Dead in train is WDG-4D 70414 of Siliguri Junction depot in West Bengal. Delivered from 2017, the WDG-4Gs are the newest diesel locomotives in India. Confusingly, they are not a development of the WDG-4, but a General Electric 'Evolution' derivative. 438 from a planned build of 700 4500hp 100kph Co-Cos had entered service by April 2023, with 300 WDG-6Gs rated at 6000hp also ordered.

**IMAGE 13:** Trains from the south can also approach Delhi via Rewari, passing the satellite city of Gurgaon. This route sees more diesel traction, and on 29<sup>th</sup> April 2023 I found WDP-4D 40506 pausing at Shahabad Mohammadpur with train 14727, the 2030 'Express' from Sri Ganganagar to Delhi Tilak Bridge. Sri Ganganagar is in Rajasthan, close to the border with Pakistan. WDP-4s were constructed from 2000-2017 to an EMD design and are the most recent diesel locomotives built for passenger work. 711 were constructed in total, including the original 100 (single cab) 4000hp Bo1-1Bo WDP-4s, 86 4500hp Co-Co WDP-4Bs and 525 similar but dual-cab WDP-4Ds.

**IMAGE 14:** The line via Shahabad Mohammadpur meets the south circular route at the busy junction station of Patel Nagar in northwest Delhi. North of here is a series of triangular junctions providing access to routes to and from north and west India, or east towards Old Delhi. On 27<sup>th</sup> February 2023 I found WDG-4 12888 heading south through Patel Nagar with bogie box wagons. The loco is allocated to Andal depot of the Eastern Railway in West Bengal. The WDG-4 is the freight version of the WDP-4, with 1772 4000hp Co-Cos constructed between 1997 and 2018. 583 of these are dual-cab WDG-4Ds.

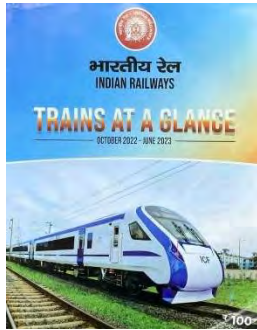
**IMAGE 15:** A route from the west of India, via Bathinda in Punjab makes a triangular junction with the lines north of Patel Nagar around Daya Basti station, with platforms on two sides of the triangle. On 7<sup>th</sup> April 2023, EMU vehicle 20009 is leading train 04934, a 1120 'Express Special' from Shakurbasti to Dankau in Uttar Pradesh into Daya Basti station. The route diverging to the left connects to Patel Nagar. There is much less information available online about IR multiple units compared to locomotives, but I believe this to be a 'WAU-4' design. Note the open doors, and the number of people using the railway as a right-of-way.

**IMAGE 16:** East of Daya Basti are parallel routes, one of which passes through the platforms of Delhi Sarai Rohilla station. On March 10<sup>th</sup> 2023 I found DEMU Driving Power Car 11057 leading a 16-coach rake into Sarai Rohilla as train 04470, a 1345 Old Delhi to Rewari 'DEMU Express Special'. This will take 2 hours and 25 minutes to cover 82km. Three of the four power cars were labelled as being powered by compressed natural gas (CNG). A convenient foot bridge crosses the line here and

continues over the Sarai Rohilla Coach Care Facility just visible in the background, and the parallel route from Daya Basti which runs just to the north.

**IMAGE 17:** A route via Ambala in the state of Haryana approaches Delhi from the north, passing through Subzi Mandi station before joining the lines east of Daya Basti. A little further east of here the lines split again, in a triangular junction providing access to New Delhi, or Old Delhi – the two main stations. Approaching Subzi Mandi station on March 7<sup>th</sup> 2023 is WDP-4B, hood leading. The locomotive is hauling train 14508, the 0205 Fazilka (Punjab) to Old Delhi 'Intercity Express'. This is the penultimate stop on a journey of 522km that was scheduled to take 10 hours and 40 minutes. 40058 is part of the Northern Railway fleet, based at Tughlakabad (TKD).

**IMAGE 18:** A second route crosses the Yamuna River, east of Old Delhi station, towards Delhi Shahdara Junction. Here lines diverge north towards Saharanpur in Uttar Pradesh, or east to meet the route via Anand Vihar at Sahibabad and on towards Ghaziabad. Both junctions are triangular. At Shahdara Junction in east Delhi on 15<sup>th</sup> March 2023, I found EMU vehicle 188169 leading train 04942, a 1010 Old Delhi – Ghaziabad EMU 'Express Special'. There is no mistaking that this Northern Railway rake was built at ICF, the 'Integral Coach Factory' at Perambur, Chennai, in Tamil Nadu.



above IMAGE 1 (John Hurst)



above IMAGE 2 (John Hurst)



above **IMAGE 3** (John Hurst)



above **IMAGE 4** (John Hurst)



above **IMAGE 5** (John Hurst)



above **IMAGE 6** (John Hurst)



above **IMAGE 7** (John Hurst)



above **IMAGE 8** (John Hurst)



above **IMAGE 9** (John Hurst)



above **IMAGE 10** (John Hurst)



above **IMAGE 11** (John Hurst)



above **IMAGE 12** (John Hurst)



above **IMAGE 13** (John Hurst)



above **IMAGE 14** (John Hurst)



above **IMAGE 15** (John Hurst)



above **IMAGE 16** (John Hurst)



above **IMAGE 17** (John Hurst)



above **IMAGE 18** (John Hurst)

# DAYS OUT

## A trip to Crewe

by **Daniel Scott**

On 18 February 2025, the day started with my train, the 09.12 1J09 Leeds to Manchester Victoria service at New Pudsey 09.22 formed of 195116. We arrived in Victoria at 10.28 then boarded a tram up to Manchester Piccadilly via Piccadilly gardens. We saw plenty of Metrolink trams and then boarded our next train 2K35 11.06 Manchester Piccadilly to Crewe formed of 323203 which has recently been painted into Northern colours.

At Crewe we saw various trains, including 3 Avanti West Coast CL 807: 807006 on 1A52 Liverpool Lime Street to London Euston, 807004 on 1F22 London Euston to Liverpool Lime Street and 807002 1A46 Liverpool Lime Street to London Euston. The only freight train we saw at the station was 66597 on 4L54 Ditton (O'Connor) Freightliner to Felixstowe North FLT.

At Crewe Gresty Bridge, I saw 66108 in DRS colours, 57308, snow plough ADB965576, unbranded ex-TPE 68029, 66423 and Chiltern low emission liveried 68014.

At Basford Hall I saw various locomotives including Colas 70815, GBRf 66311, Network Rail 97304, Harry Needle with Swietelsky branding 37405, Freightliner 66518, 70017, 90014, 90040, 90042, 90046, and the highlight of the trip for me, Clayton 18006.

I walked back to the station where I saw departmental DR76921, DR76922 and DR76923 along with Avanti CL 805 805003, 805007 and 805011. I then caught 1W59 Cardiff Central to Manchester Piccadilly, hauled by 67013 with DVT 82230 on the rear, travelling on this train to its destination.

Having arrived back at Manchester Piccadilly, I got the tram back to Victoria. My train back to New Pudsey from Manchester Victoria Leeds was formed of 1J22 195004 and 195023.

We had a very good day, with good weather.

## A 'Northern' Mission

by **Aidan Turner**

**Saturday 8<sup>th</sup> March 2025**

Knowing that the forecast was good for the day I decided it would be a good idea to take advantage of Northern's promotional £10 day ticket. This was obtained by collecting two tokens from our local newspaper, downloading and completing a form and then handing them in at a staffed station served by Northern. The tickets are only permitted on Northern trains. I also only had two Saturdays left before the offer expired.

My mission was to try and see as many of the following as possible: my last two CL 331 (331104/107), my last TPE CL 397 (397011), my last Manchester Metrolink Tram (3147) plus as many of the six CL 195/0 (195003/004/012/014/015/022) and four CL 195/1 (124/126/128/131) needed as possible.

The trip actually started with some homework the night before. With the aid of Realtime Trains I tried to work out as far as possible where each unit had stabled overnight to help make plans. Most were tracked to Allerton, Barrow, Newton Heath and Polmadie. As three of the CL 397 had spent the night at Polmadie it was impossible to predict which would leave Glasgow first and to where it would be going.

On the Saturday morning, I drove the few miles to Crewe. After purchasing my ticket, I boarded the 07.16 to Manchester Piccadilly (323212) as planned. This was an interesting journey as this was one of the locals routed via the Styal line and Manchester Airport. It was the first time I had ever traversed the southern part of the triangle. (It was that long since I last travelled from Manchester Airport station by train that only the northern spur towards Manchester was open, the station then only had a couple of platforms and years before the Metrolink got there too).

Before leaving home I had checked which CL 397 was on the first working out of Glasgow (the 04.52 to Manchester Airport) and was pleased to see it was 397011. Amazingly it was due to arrive in Piccadilly one minute before me and leave two minutes later! As both trains were on time, 397011 was sitting in Platform 13 as we pulled in. First unit seen and I hadn't even got off a train! By the time I was off my train the CL 397 had left so no time for a picture. I would have to wait until it came back from the Airport.



above 397011 on 1S40 09.04 Manchester Airport to Glasgow Central, Manchester Piccadilly (09.16)  
08.03.25 (Aidan Turner)

Back on my phone to check Realtime Trains but unfortunately it wasn't showing which specific CL 195 were working on the Sheffields and the New Mills locals. By using the search function, I did work out that the (needed) 195131 was on the 09.32 arrival from Sheffield. One of the CL 331 I wanted, 331107, was shown as due in at 11.02 on a Lime St. to Manchester Airport working.

While waiting for 331107 two more of the needed CL 195 appeared, 195124 from Sheffield and a graffiti covered 195004 from New Mills. Also seen were two Trafford Park bound container trains hauled by 88005 and 66502, respectively. This was the first time I had seen a CL 88 here. In the other direction 66020 passed through on Trafford Park - Arpley working comprising a single twin wagon for repair. One other loco seen was 67029 on the 10.30 to Cardiff Central.

I then worked out if I caught the 11.33 to Blackpool (331013/026) and got off at Preston then my final CL 331 (331104) would arrive literally two minutes later on a Blackpool - Lime St. Impeccable timing as it was in Manchester - as I got off 331026 I watched 331104 pull in! Only 12.30 and I had classed two classes of units already.

Going back onto Realtime Trains, I worked out that I had forty minutes to wait for my CL 195 that had spent the night at Barrow to arrive. This unit (195128 Calder Champion) was only shuttling between Barrow and Preston and not beyond so could only be seen this far south. Time for lunch I thought. Conveniently across the road from the side exit there is a McDonalds.

Once fed, I was back onto the platform. As I had seen 195128 and nothing else needed was due to pass through here I decided to head back on the next train into Piccadilly (331026/013 again). On the journey back I had a look at which of my CL 195 were running through Victoria and was pleased to see at least three were. Unfortunately, one (195012) was due through Victoria ten minutes after I arrived back at Piccadilly, so, knowing that it was impossible to get over there in ten minutes, I worked out that it was due back in (from Chester) at 17.20 and planned to stay there until at least then.



above 67029 Royal Diamond + set HD04 leaving Manchester Piccadilly on 1V39 10.30 to Cardiff Central (10.33) 08.03.25 (Aidan Turner)

Now at Victoria, I stayed at the north end of the island platform (4/5) as from here you can see everything including all the Metrolink trams. One tip here for anyone going - make yourself known to the security staff patrolling the platforms. A fellow spotter and myself were both asked what we were doing and we both explained we were watching the trains - I showed one of them my ICRS notebook to clarify. They were quite happy once we explained.

While waiting for 195012 to return from Chester I saw two others which were needed on various Leeds - Manchester Victoria workings (195003 and 195014). In the meantime, tram after tram went through and still no sign of my last, 3147! Finally, some 89 trams later, 3147 came through in tandem with 3079.

By the time 195012 came back from Chester (with 195021) it was nearly dark and as a result it was starting to get cold. That, coupled with a dead phone (too much time checking where units were) and a faulty booster pack cable, meant I decided to head back to Piccadilly.

On arrival at Piccadilly, I went to the free phone charging point on the concourse to check and see if any the other CL 195 I still needed were around. In the end only one was running and unfortunately between Nottingham and Leeds (so not through Manchester), so I headed for the next train back to Crewe. I left on the 19.06 aboard 323220. Annoyingly this unit has USB charging points whereas on the CL 331 there are 240v 3 pin plugs so I could charge the phone. Once back at Crewe I had one last check of the now charged phone to see if any of the needed TFW CL 197 were around - none were, so I headed for the car and home.



above 331107 on 2A14 Liverpool Lime St to Manchester Airport, Manchester Piccadilly (11.04)  
08.03.25 (Aidan Turner)



above 331104 on 1F05 Blackpool North to Liverpool Lime St, Preston (12.28) 08.03.25 (Aidan Turner)

A very successful day. In the end I saw my last two CL 331, my last CL 397, my last Metrolink Tram and seven out of the ten CL 195 I wanted. Of those I needed to see just two CL 195/0 and one CL 195/1 not seen.

I do have two vouchers left and one more weekend. I still need 3 of Botanic Gardens' CL 170/4 and there is still those last three CL 195 - perhaps look at the forecast for next Saturday...



above 195128 Calder Champion arriving at Preston with the IY96 11.51 from Barrow in Furness (13.18) 08.03.25 (Aidan Turner)



above Now back in service 323220 at Crewe after arriving with 2K33 19.06 from Manchester Piccadilly (20.05) 08.03.25 (Aidan Turner)

# PHOTO SPOT: SHUNTER SPOT I



*above 08375 Wishaw 06.03.25 (Colin Pottle)*



*above 14 Wishaw 06.03.25 (Colin Pottle)*

# The last 100 units: tracking them down

by Peter Ventham

*This article continues Peter's story from last month's article in TRACKS*

And so here we are the last 100 units that I needed, as at 29<sup>th</sup> May 2024.

Chiltern 165004/25 (both long term stopped but could be back soon)

C2C 720601/05

Grand Central 180103/05/07 (6 cars needed from these three because of reformations)

Great Western 230004 (stored)

Greater Anglia 720101/02, 720519, (755)327/32/33

London Overground 710374

Lumo 803001/03/04/05

Merseyrail 777002/05/06/07/08/10/11/13/14/15/16/17/19/22/23/24/25/26/34/36/38/39/41/45/51  
777142/46/50/52

Scotrail 158714, 170413, 334040, HST Cars 40601/02/07/08/12/17/21/23/24

South Western Railway 484001/02/03/04/05, 701028/36

Southern 171807/10

Transport for Wales 197007/13/19, 197102/03/08/09/11/12/13/16/17/25, 230007/09/10, 231007

West Midlands 139001/02, 730001/03/10/12/15/17/20/21/30/31/32/33/44/46/47/48

Note that the above list is 104 units but 4 are stopped/stored and I have not yet included them in the totals.

Tracking them down, my first visit was to Norwich and the "City of Ale" There were three class 755/3 there that I needed for travelling on. On the 29<sup>th</sup> May the first of two days that I was going to Norwich Realtime Trains showed that two of the units were working. I travelled from home to King's Cross and caught the fast train to Ely. While waiting for the first unit several freight trains passed through the station and I managed to clear my 70-4846-xxx wagons before 755327 turned up and whisked me to Norwich. On arrival at Norwich I had about 45 minutes to wait until 755333 arrived. I did not need the full 10 miles on this and so caught the train to Brundell before catching a train back to Norwich. I then went for some food and a beer before heading to my hotel for the night.

The following day on the 30<sup>th</sup> May I was lucky enough to find that 755332 was now out and about and was working from Ipswich to Lowestoft and then back to Norwich. I had a leisurely breakfast and caught the train to Lowestoft. Unbelievably 755333 turned up to take me there and I had 755332 back to Norwich. Another class cleared. I celebrated by visiting a few more pubs on the Norwich Ale Trails before making my way home.

The following day on the 31<sup>st</sup> May I caught the train to Windsor and the bus from there to Fifield. Here we visited David Buck's private railway which runs round a large field. There were several engines in

steam and a very pleasant afternoon was had but it was soon over and I had to head for home after a few trips round the field.

The 10<sup>th</sup> June found my brother Michael and I heading North for a couple of days. Michael wanted some bus pictures in Chester while I was searching for some 197 units to travel on. There were not many running in the Chester area that I needed but there were potentially 4 available. I did a return trip to Runcorn East with 197102 one way and 197112 back. I met Michael and we had a walk round the City to the bus station and had some tea. Back at the station we saw some more 197 units and some of the new class 805 units. We headed to Runcorn East on 197125 for the remaining unit back but on checking it had been taken off diagram so we stayed on the train to Warrington Bank Quay, caught a train to Wigan North Western, and then a train via St Helens to Liverpool Lime Street from there.

The following morning after breakfast I did some travelling up and down on the Northern Lines of Merseyrail while Michael went for some more bus photographs before we met up at Sandhills a bit later. 777010/13/19/26 and 777150/52 were knocked off and after meeting Michael we did a little more travelling getting 777002/11/22/51 before calling it a day and going to get some food and a drink at the hotel and retiring for the night. The next day Michael again went for some photographs before we met up to work our way home. I was on the Wirral lines that day and managed to get 777007/17/34/39/45 before meeting up with Michael and then getting 777006/08 on our way home via Chester, Crewe and Euston. On the way home we found a couple more 805 units and several 730 units.

The 14<sup>th</sup> June saw me heading to Peterborough for a two night stay as we were booked on a Railtour to the Aln Valley Railway with UK Railtours. I had a pleasant ride up and spent the afternoon watching the freight coming and going. I was lucky enough to see my last Plasmoor block wagon. The following day we had a good run up the East Coast behind 57310 to Alnmouth. Here we had a coach waiting to take us to the Aln Valley Railway for a very pleasant visit which included seeing 12088, one of the last few shunters I needed to see and which had been hiding at Widdrington Open Cast pit for many years. After a trip on the line the coach took us to Alnwick for some refreshments and then back to Alnmouth for the trip home. The trip back to Peterborough had 57306 on the front and we went via York Avoiding Line. The following day I caught 91127 on a train to Kings Cross and headed home.

On the 18<sup>th</sup> June I went out with another friend, Ashley, to do a little photography before going to meet some friends in Richmond (London). We met at Richmond and went across to Willesden Junction. While there we saw 710374 my last London Overground Unit. We went up to Watford High Street and caught the unit from there back to Euston. From Euston we caught a train to Watford Junction and then a train to Clapham Junction before heading to North Sheen.

An odd journey to meet some friends saw 701036 working on the Windsor Lines morning service, so I went to Staines and caught the unit to Clapham Junction.

On the 11<sup>th</sup> July we were going to visit Ealing Beer Festival in the afternoon. Two 458/4 were working from Weybridge to Waterloo and so I caught 458424 from Addlestone to Virginia Water with 458420 from there to Feltham and going to Richmond and on to Acton Central for the short walk to Acton Main Line to have a look at the freight for an hour or two.

I did a few visits to Eastleigh going back and forth to see my brother before my next trip which was a railtour weekend combined with another visit to Liverpool and Manchester. The railtour on the 14<sup>th</sup> July was to Runcorn Folley Lane and the Ribble Steam Railway, again with UK Railtours. To join the tour, we stayed in Northampton, travelling there on the afternoon of the previous day. I saw that 730010 was working on the Euston to Tring services and so I caught that from Euston while heading to Northampton changing at Watford and Milton Keynes.

The 14<sup>th</sup> July saw us heading north to Runcorn Folley Lane, once again behind 57306. At Crewe, 60047 was added to the rear and we went to the end of the line at Folley Lane. 60047 took us back to Frodsham Junction where 57306 took us to Preston Ribble Steam Railway. We only had time for a quick visit to the sheds and museum. 60047 took us from Preston back to Chester where it was detached. 57306 ran round and we departed for London via Wrexham, Wolverhampton, Soho North Junction, Perry Barr Junction and onwards to Northampton. At Daventry we saw Industrial locomotive 961.

The following day I went from Northampton to Liverpool Lime Street via Milton Keynes. Trains were running a little late but after picking up 4 biomass wagons that I needed we soon arrived at Liverpool and time to travel on some more Merseyrail units. This time thanks to Part Time Spotter I saw that there were units working on every line with two working to Chester and Ormskirk and three on the Southport line. I managed to get 777146, 777005/15/16/21/24/37/41 before catching a train to Manchester where I was staying for two nights. The idea was to do some Trams on the first day and then go to Sheffield and do some more there. In the end I decided to stay in Manchester and concentrate on those there. I managed to get 21 of the trams I needed over the two days leaving just 22 to go. After a very enjoyable two days I caught the train home. With the units new in service and the ones I completed I was now down to 83 units.

So, as at 18<sup>th</sup> July 2024, the units in service still needed were as follows:

Chiltern 165004/25

C2C 720601/05

Grand Central 180103/05/07 (6 cars needed from these three because of reformations)

Great Western 230004 (stored)

Greater Anglia 720101/02/42, 720519

Lumo 803001/03/04/05

Merseyrail 777009/14/23/25/36/38, 777142/44

Scotrail 158714, 170413, 334040, HST Cars 40601/02/07/08/12/17/21/23/24

South Western Railway 484001/02/03/04/05, 701028

Southern 171807/10

Transport for Wales 197007/13/18/19/46/47/49, 197103/08/09/11/13/14/16/17, 230007/09/10, 231007

West Midlands 139001/02, 730001/03/12/15/17/20/21/30/31/32/33/36/38/44/45/46/47/48

**Total 83**

*The story continues next month.*

## The Thames Valley Wanderer railtour

by Peter Ventham

We had booked a while ago to go on a Pathfinder Tour along the Thames Valley. The tour was originally meant to run just before Christmas 2024 but had been postponed until Saturday 15<sup>th</sup> March 2025. We had several options for boarding stations but we fancied an evening at Swindon having a wander round some of the good pubs that are in the area. We booked a hotel for the Friday night/Saturday morning before the tour intending to come home Saturday evening. The tour was booked to cover branches in the Thames Valley from Appleford to Brentford.

On Friday 14<sup>th</sup> March I decided that I would not leave home too early but catch the 1007 from Addlestone to Virginia Water to see 6Y48 the 0901 Eastleigh Yard to Hoo Junction as long as it was running and spend the day at Reading seeing if I could pick up any of the Mendip wagons that I needed. I would then go to Swindon, book into the hotel and meet my friend for some food and a beer or two.



*above 66731, 66555, 66596 on 6Y48 Virginia Water 14.03.25 (Peter Ventham)*

I was up fairly early on the Friday and after some breakfast and clearing up I went to the station to catch the 1007 from Adlestone. 458411 arrived on the front of the train and took me the four miles to Virginia Water. I had looked on Realtime Trains and saw that 6Y48 was running. It followed my train into Virginia Water with three engines on the front, 66731 leading with 66555 and 66596 dead in train with a grand total of five wagons behind. Fortunately, I needed one of the JNA's 29433 leaving me needing just nine to get. I took a couple of pictures but one was not very good being into the sun. After the train had departed I caught the 1101 from Virginia Water to Reading where I had the chance to see eight freight trains before about 1345. I then went to Didcot to have a look at the Theale to Robeston tanks. I picked up three MWA wagons and 12 Mendip HOA wagons. Locos seen were 59202/05, 60046, 66127, 66505/28/33/93/97 and 66610, plus the usual parade of Class 165, 220/1, 387 and 800 stock. I stayed at the west end of the station as the wind was very cold and caught the 1348 from Reading to Didcot Parkway with 802019.

At Didcot I did not have very long to wait until 66655 arrived with the Theale to Robeston tanks. Another three wagons in the book. There were just another two freight trains due before the evening peak and as there was not a great deal of shelter from the wind having seen 70016 on a Freightliner and 66206 in the yard I decided to head to Swindon and book into the hotel. 800303 whizzed me to Swindon in about 15 minutes overtaking the Robeston Tanks, so on arrival at Swindon, I videoed the train on my phone. After a walk to the hotel I wandered over to Wetherspoons for some food and a beer. There I met another friend and he suggested we went up to the Old Town which we duly did having a pleasant evening before retiring for the night.

The following morning, I wandered over to the station for about 0930 meeting several people that I know and having a chat. All too soon 57009 in two-tone green livery arrived at the head of the train. We boarded our coach and were soon departing from Swindon towards Didcot.

It was a bright day with sunny spells but had a fairly chilly wind blowing. Travelling up the Vale of the White Horse towards Didcot we passed Uffington White Horse and Dragon Hill on the right. As we arrived at Didcot we turned left towards Oxford and then took the branch to the left to enter the rail terminal at Appleford. There was a train in the terminal being unloaded when we arrived. The yard looked quite busy. We ran via No 4 road to no 6 road arriving on time and watching the unloading process while

the crew changed ends. Once this was done we retraced our steps towards Didcot heading back towards Swindon before going into Milton Siding which is the long siding that parallels the GW Main line on the Up side. 57315 was on the rear of the train to draw us back to the siding. It has been cut back by a considerable amount and no longer goes into the factories that it was built to serve. As we waited, a Brentford to Severnside rubbish train passed us. On leaving Milton Siding, with 57009 back in charge, it was time for coffee, obtained from the well-equipped buffet. There was also time for a quick look at the book stand in the same coach while heading toward West Drayton. En route we visited the goods lines from Scours Lane Reading to the station, then Slough Up Loop, Langley Loop, and the Goods Line from between Langley and Iver passing a popular spotting point for us when we were younger. Also, while going to West Drayton the raffle came round and we brought some tickets. Arriving at West Drayton 57315 was back in charge to take us to Colnbrook. The Programme said that we would only be going as far as the stop board, however we proceeded as far as the gates into the oil siding before reversing. Along the way were the aggregates sidings and oil sidings on the left. From Colnbrook with 57009 back in charge we headed along the slow line before crossing over prior to Southall and into Paddington on the fast lines arriving at platform 1 for a break of about 45 minutes. Here we took a few photographs and found that the Great Western was at a standstill because of a fatality between Reading and Didcot.



*above 59202 Reading 14.03.25 (Peter Ventham)*

Once everyone was back on board we headed out of Paddington going west. 57315 did the bulk of the work now with 57009 just taking us down the Brentford branch. As we left Paddington and ran via Royal Oak siding A, the lines had reopened after the fatality and trains running again, so there was a small procession of trains passing us after we arrived at Southall to reverse. We travelled down the branch and into the far right siding stopping about 0.21 miles from the end of the line. After our final reversal 57315 headed us back to Didcot where we were going to alight. We departed via Southall Yard and crossed over to the Down Relief where we trundled along following a Crossrail service. While doing this some food was consumed, the buffet selling a small selection of hot food, and of course some more tea and coffee. The scenery was quite magnificent as we went down the main line with the sun beginning to set, just relaxing and enjoying the journey.

Approaching Reading we were booked to go in the Kennet Loop but this was not possible. We were also booked to go from platform 7 to the Down Fast but this was also not done and we continued to go down the Relief. By now it was nearly dark and we arrived just outside Didcot on time, however the platforms were occupied with late running trains and it was some while before we were allowed into Platform 4, arriving about 20 minutes late. Trains were running quite late but, luckily, after saying farewell to our tour train and fellow passengers, we caught a train almost straight away to take us back to Reading. In Reading there was time for a quick pint before heading home after a very enjoyable day visiting some branches that we had not done for some time.



above 57009 London Paddington 15.03.25 (Peter Ventham)



above 57009 t&t 57315 on 1Z57 The Thames Valley Wanderer Derby to Didcot, Standish Jct (09.31)  
15.03.25 (Stephen Galling)

# FRANCHISE / NETWORK NEWS

## ORR PASSENGER RAIL PERFORMANCE STATISTICS

On 6 March 2025, the Office of the Rail Regulator (ORR) released their quarterly Passenger rail performance statistics. In the last quarter of 2024, punctuality (recorded station stops arrived at early or less than one minute after the scheduled time) was down slightly compared to the equivalent quarter of 2023 (62.1%, down 0.04%, while cancellations were up 0.2% to 5.1%, which is the highest since these statistics began to be compiled in April 2014. Avanti West Coast was the least punctual operator (35.6%), while Greater Anglia was the most punctual operator (82.8%).

## NORTHUMBERLAND LINE RE-OPENING

Newsham station on the Northumberland Line opened to passengers on 17 March 2025. The first passenger service to call was the 2T02 0600 Ashington to Newcastle. Operated by 158851, the train called at Newsham on time, departing at 0612, shortly after the first train of the day through the station, 0458 Tyne Coal Terminal to Lynemouth Power Station hauled by 60026. Northumberland County Council reported that 135,000 journeys have been made on the line since its re-opening. The next station planned to open is Blyth Bebside in Summer 2025. Stations at Bedlington and Northumberland Park are also under construction.

## CLASS 175 TO GWR

After many months of speculation, it has finally been confirmed that GWR will take on 26 CL 175 trains for use on services in Devon and Cornwall, specially between Exeter St Davids and Penzance and to Barnstaple and Okehampton. The 26 units consist of 10 two-car sets and 16 three-car sets. The fleet will start to enter into service in 2025, with GWR stating that the entire fleet is expected to be in use "from the end of next year". It is expected that the entry into service of the CL 175 will spell the end for the few remaining HST "Castle" sets still being operated by GWR.

## NETWORK RAIL FINED AGAIN FOR A TRACK WORKER DEATH

Further to the report in last month's issue of TRACKS that Network Rail had been fined £3.75m after pleading guilty to a single breach of section 2(1) of the Health and Safety at Work Act 1974, on 27 February 2025 the ORR reported that Network Rail has been fined a further £3.41m in connection with another incident in which a track worker tragically lost their life. Tyler Robert Byrne was struck by a passenger train at Surbiton on 9 February 2021. The ORR "identified failings with the planning, monitoring and supervision to ensure the workers were adequately protected while carrying out their maintenance activities on the track".

## RAIB REPORT: WALTON-ON THAMES INCIDENT

On 17 February 2025, the Rail Accident Investigation Bureau (RAIB) published their report on a derailment of a passenger train which occurred at Walton-on-Thames in Surrey on 4 March 2024. The train which derailed was 2L10 04:54 Basingstoke to London Waterloo, operated by South Western Railway and made up of an 8-car Cl. 450 formation. The RAIB reported that the train was travelling at ~85 mph when the front coach collided with a piece of redundant rail which had been left on a road rail access point during engineering week the previous weekend, causing the front coach to derail. The rail had previously been hit by an earlier train, 2F02 04:30 Working to London Waterloo, operated by South Western Railway and made up of a Cl. 444. However, this train did not derail, and the driver was at the time unable to ascertain with what he had collided or exactly where the collision had taken place, meaning it was not possible to forewarn the driver of 2L10 of the redundant rail. The RAIB concluded that the collision was caused by redundant rail inadvertently being left foul of the track after engineering work as the "arrangements in place for planning and delivering the work did not effectively manage the risk of a section of rail being left foul of the running line".

# PHOTO SPOT: EASTRIGGS



*above* 769006 (77300) Eastriggs 20.02.25 (Trevor Roots)

769002 with snowplough ADB 965210 & ADB 977569 then snowploughs ADB 965242 & 965231 beyond the 'shed' which has suffered recent storm damage.



*above* Eastriggs 20.02.25 (Trevor Roots)

Stored ex-Bitumen Tanks ICA 35.70.7790.xxx-x & ex-Cement Tanks JPA 39.70.9316.000-020 being re-purposed for Aluminium traffic.

# PHOTO SPOT: CALEDONIA WORKS

by Trevor Roots



*above* 769959 Caledonia Works, Kilmarnock 21.02.25 (Trevor Roots)

Just happened to arrive in the adjacent Morrisons Car Park (on the hunt for a loo !!) and witnessed recently repaired 43129 being moved prior to transferring back to Haymarket. Also on site prior to moving to Eastriggs was 769959.



*above* [3209RSH8364] WGB 0-4-0DH + 43129 & 769959 Caledonia Works, Kilmarnock 21.02.25 (Trevor Roots)

# PHOTO SPOT: WCR CARNFORTH



*above* WCR Carnforth 20.02.25. The view from Crag Bank Road looking north showing the acquired ex-Riviera coaches with an unidentified ex-DRS Mk2 in the headshunt (Trevor Roots)

# TRAFFIC & TRACTION NEWS

19 February 2025



66010 on 6C03 Northolt Sidings to Severnside SITA, Hanwell (Alan Jones)



66742 on 4Z09 12.11 Tees Dock to Kineton MOD, Middlesbrough (Alex Ayre)



92014 London Euston (Alan Jones)

23 February 2025



73967 on 0E15 08.15 Craigentenny TRSMD to Doncaster Robert Road, Stockton (Alex Ayre)

25 February 2025



66718 on lightly loaded 4L04 East Midlands Gateway to Felixstowe South intermodal, Portway (13.56) (Paul Keightley)

26 February 2025



387156 + 387148 & sunset, Didcot (07.04) (Spencer Conquest)

The electrification equipment features prominently in the above photograph. This remains a hot topic in Oxfordshire, with finishing the electrification from Didcot to Oxford being one of the topics of a recent conference in Oxford. Electrification would enable the CL 387 units shown above to run directly from London Paddington to Oxford as initially intended when they were ordered almost a decade ago.

**27 February 2025**



56113 on 0M56 Doncaster Colas Sdgs to Bescot Up Engineers Sdgs, Elford (13.26)  
(Paul Keightley)

Colas is beginning to run down its CL 56 fleet, with 56087 and 56096 stored at Colwick TMD in January 2025, 56078 and 56105 following in March 2025 at the same location, and 56094 presently limited to shunting at Rugby. In happier news for "Grid" fans, DCR-operated 56103 and 56301 have returned to service, being released from repair at Colwick TMD on 13 March and used by DCR since, typically as a pair. This means that there are 8 examples of the class in regular traffic (5 Colas (56049/51/90/113/302), 2 DCR (56103/301), 1 GBRF (56098)).



70802 on 6H51 02.48 Oxwellmains Lafarge Colas to Inverness Millburn, Balavil (Alex Ayre)



66424 on 4D47 13.40 Inverness to Coatbridge, Balavil (Alex Ayre)

**28 February 2025**



37423 t&t 37901 on 5M57 Laira T&RSMD to Derby RTC, Elford (14.57) (Paul Keightley)

**1 March 2025**



68007 on 4E59 04.16 Trafford Park Euro Terminal to South Bank Tees Dock trial, South Bank (Alex Ayre)

**3 March 2025**



66598 + 70005 on 4O99 Leeds FLT to Southampton MCT, Portway (14.20)  
(Paul Keightley)



66309 on 4R43 Colchester Goods Loop to Felixstowe North FLT approaching the Blofield LX (10.55) (Michael Warrick)



90005 + 90040 on 4L67 Trafford Park to Felixstowe North, Coton Lane Tamworth (13.00) (Paul Keightley)

90040 has been joined by its former DB Cargo classmate 90018 in sporting DB Red with Freightliner decals. 90018 is also nearing a return to traffic, being sent out on test with 90040 to Stafford and back on 17 March and to Carlisle and back on 19 March.

**4 March 2025**



57311 + 35461 on 5Z31 Crewe Holding Sdngs to Southall ecs, Coton Lane Tamworth (12.03) (Paul Keightley)

57311 enjoyed some adventures to Cornwall in March, going on hire to GWR to operate the Night Riviera due to availability issues with the GWR CL 57/6. The locomotive returned from hire to Southall

Depot on 21 March, working in from Reading Traincare Depot as 0Z57.

On 8 March, GWR took 57305 on hire from GBRf, the locomotive working light from Leicester Locomotive Inspection Point to Reading Traincare Depot as 0V55. It joins fellow blue 57312 in the GWR fold along with the dedicated 57602/3/4/5.



88006 + 68006 on 0Z88 Crewe to Leeds MR, Castleton (10.02) (Harold Hull)

**5 March 2025**



66653 on 6B41 11.45 Westerleigh Puma to Robeston Sdgs, Cardiff (14.08) (Tony Gaze)



66179 + BAA 900412 + 900422 + 900413 on 6V71 09.58 Warrington Arpley Sidings to Margam TC, Cardiff (14.45) (Tony Gaze)

**8 March 2025**



20905 & t&t 20901 + KHA 70-4574- 013-6 + 70-4574-009-4 on 6J09 Stratton up goods loop, Swindon (10.57) (Colin Pidgeon)

The “drain train” was stabled during the day in the loop before embarking on its nocturnal activities the following evening.

**10 March 2025**



66428 + 66126 + 66660 + 66200 on 0D95 Bescot to Toton, Elford (15.37) (Paul Keightley)

66126 is one of the 5 CL 66 leased to DRS in 2019 which has now been returned to its owner. The locomotive has recently been repainted in DB Cargo red and named “Driver Jack Mills”, the nameplates taken from stored 90036, which is in store at Crewe IEMD. Jack Mills was the driver attacked during the Great Train Robbery.



37401 + D9000 on 0Z47 Crewe LSL to Eastleigh Works, Coton Lane Tamworth (09.45) (Paul Keightley)

As noted earlier in the Eastleigh Works report, D9000 has been taken to Eastleigh for repainting.



08531 departing Ipswich VMF for Nemesis Rail (08.53) (Keith Partlow)

08624 is the present shunter at Ipswich VMF.

**11 March 2025**



66734 + 66846 on 6001 Scunthorpe Trent TC to Eastleigh East Yard departmental, Portway (14.09) (Paul Keightley)

Despite being numbered 66734, this locomotive is in fact GBRf's 100<sup>th</sup> CL 66, being numbered thus to replace the original 66734 which was scrapped on site after derailling at Loch Treig in 2012. Some of its remains were used by GBRf in a driver simulator.



37401 + 3100, 3122, 40804, 3426, 3348, 3438, 3188, 3344 on 5Z47 Eastleigh Works to Crewe LSL, Didcot (11.00) (Spencer Conquest)

**13 March 2025**



97302 + 97303 on 0Z98 Colwick Depot to Coleham LMD, Elford (15.07) (Paul Keightley)



66770 on Southampton to Ditton, Walsall (12.15) (Geoff Bowater)

**17 March 2025**



66738 + 66200 + 66004 + 3 flats on 6D44 Bescot to Toton departmental, Portway (12.43) (Paul Keightley)

As DB Cargo's painting of CL 66 into their red livery continues apace, 66200's livery of DB logos on the original EWS paintwork is becoming increasingly uncommon. There are now only 15 locomotives remaining in this livery.

**19 March 2025**



66011 + 66012 + 66100 on 6M51 06.26 Millerhill to Carlisle New Yard passing 397004, Wandel (09.01) (Iain Gardiner)

Writing of DB Cargo's repainting programme, 66011 was outshopped from Toton in red in early March. It was previously in its original EWS livery, complete with "three beasts" logo, another increasingly uncommon livery.



70814 on 6M76 12.33 Redcar Colas to Bradwell Up Sidings Colas, Thornaby (Alex Ayre)

**21 March 2025**



66727 on 6L48 Garston to Dagenham empty IFA and IPA car carriers, Runcorn (16.34) (Ian Costello)

# MANCHESTER METROLINK

by **Geoff Hope**

## **February 2025**

**22<sup>nd</sup>** - Trams 3075 + 3132 collided with a van on Moseley Street on the First City Crossing resulting in the van mounting the pavement. A 3-year-old sadly died from her injuries. The driver of the van fled the scene and was arrested 24 hours later.

## **March 2025**

Further improvement/rail replacement works continued to take place in the City Centre during March. The original First City Centre crossing via Market Street/Shudehill will be blocked in. Mosely Street/York Street services will use the Second City Crossing from 1<sup>st</sup> to 16<sup>th</sup> March. Amendments to services include Eccles via Media City terminating at Deansgate Castlefield along with the Airport service, the Trafford Centre service terminates at Cornbrook, and the Altrincham/Bury and the Rochdale/Shaw/East Didsbury services will be every 3 minutes during peak times (07.00–20.00) on the Second City Crossing. The Etihad Campus service will terminate at Victoria. For the Ashton service, the third platform at Crumpsall which was to be the terminus for the Trafford Centre service has not as yet materialised. From 14<sup>th</sup> March – 30<sup>th</sup> June work will take place at Whitefield P & R on the Bury line, while further track renewals on High Street/Church Street will take place between 25<sup>th</sup> March and 21st April. Track renewals will continue throughout 2025.

**12<sup>th</sup>** - due to a tram fault at Cornbrook delays were experienced on the South Manchester lines. Further delays on the Velopark / Ashton service but were running between Velopark / Crumpsall.

**14<sup>th</sup>** – A tram and a car collided between Audenshawe / Droylesden on the Ashton line. No injuries were reported, and the car driver was arrested on suspicion of drink driving.

**19<sup>th</sup>** - Due to 2 youths riding an electric bike colliding with a car, there were disrupted services between Sale Water Park / Martinscroft on the Airport line. The trams were not involved in the incident.

**21<sup>st</sup>** – There were severe delays on the Rochdale line due to antisocial behaviour with further delays for the same reason on the East Didsbury / Airport line, and a tram fault resulted in further delays on the Airport line.

## **Service/livery updates**

Tram 3031 is now advertising SOCCER AID the charity match in aid of UNICEF to be held at Old Trafford, trams 3091 & 3102 have lost their adverts for STARLING BANK tram 3091 is now advertising PROSECCOL tram 3102 returning to its original livery.

## **Observations on 13<sup>th</sup> March (126 trams in service)**

A home game at Old Trafford and a sell-out concert at the O2 Arena at Victoria gave a healthy return!

### Old Trafford depot - 11.35

3040/3085/3133 + 4 unidentified

### Cornbrook - 11.45 – 13.45

Eccles/ Media City/Deansgate Castlefield: 3066 + 3078/3068/3071 + 3082/3087 + 3094/3105/3134  
Trafford Centre/Cornbrook: 3064/3069 + 3072/3077 + 3115/3096 + 3099/3118 + 3137/3139 + 3143  
Airport/Deansgate Castlefield: 3013/3061 + 3101/3075/3076/3097/3114 + 3121/3116/3125/3141

Altrincham / Bury: 3001 + 3017/3002 + 3023/3003 + 3024/3004 + 3048/3006 + 3045/3008 + 3051/3009 + 3019/3011 + 3026/3015 + 3060/3016 + 3043/3018 + 3037/3020 + 3046/3021 + 3049/3022 + 3033/3025 + 3050/3027 + 3028/3029 + 3054/3030 + 3034/3031 + 3057/3036 + 3056/3039 + 3042/3044 + 3058/3052 + 3059

East Didsbury/Shaw/Rochdale: 3035/3047/3062/3067/3073/3074/3081/3083/3084/3093/3095/3098/3100/3104/3106/3108/3109/3111/3117/3119/3120/3122/3123/3126/3129/3130/3132/3138

Victoria - 14.00 – 15.00

Etihad Campus/Victoria: 3007 + 3010/3077 + 3088/3090 + 3112/3140

Ashton/Crumpsall: 3012/3079 + 3147/3080 + 3124/3089 + 3145/3091/3110/3128 + 3142/3131/3135/3144

Queens Road depot - 15.05 1027/1028/3053/3065/3113 + 4 unidentified

Not seen: 3005/3032/3038/3041/3055/3063/3086/3092/3102/3107/3127/3136/3144 (including 8 unidentified)

All Bury/Altrincham & East Didsbury/Shaw/Rochdale services were observed at Cornbrook. All Ashton/Crumpsall/Etihad Campus services at Victoria.

## NORFOLK NEWS

by **Stuart Moore**

February ended with the monthly 1Q98 Cambridge to Cambridge gauging run. This time 37099 and 37607 were the power, meaning the first visit of 37099 following the removal of its headcode boxes and the first visit of the other Swietelsky branded 37 after 37405 visited twice earlier in February.

On 1<sup>st</sup> March, I made my first visit to the Mid-Norfolk Railway (MNR) since Covid and had the chance to see 47580, 47596, 33202 and 03063 along with former GWR power cars 43160 and 43162. I was 24 hours too early to see 50008 arrive to take power cars to Nemesis in Burton. Later that week (7 March) 37501 and 37884 arrived with 43017/020/191 from Ely. The 2 CL 37 then took 43017/020 to Nemesis at Burton. Unfortunately, due to work commitments I missed all of this!

On 3<sup>rd</sup> March, I saw 37402 *Oor Wullie* and 37425 *Sir Robert McAlpine/Concrete Bob* top and tailing the 3Q67 Kings Cross to Norwich in Norwich yard. The pair stayed for the 3 days running gauging testing on Wednesday and Thursday night before returning to Derby on Friday night.

On 11<sup>th</sup> March, I saw DB 66120 in Trowse Redland Sidings preparing to return the empty aggregate wagons from the Angerstein Wharf to Trowse delivery.

GBRf 66732 was powering the 6P41 empty tanks to North Walsham from Harwich on 12 March.

On 17<sup>th</sup> March, 57310 ran light from Leicester to Great Yarmouth and the Eastern Rail Services (ERS) yard (0Z57) to collect coaching stock to return to Leicester for training. The stock was returned later that day to ERS in Yarmouth and the 57 returned light Leicester. The first light engine move was seen passing through Strumpshaw on the Acle line heading to Yarmouth.

March 18 saw DB 66181 in Trowse siding readying the wagons for the south having run from Angerstein Wharf to Trowse earlier in the day.

On Wednesday 19<sup>th</sup> March, I saw the first of 3 Dowlow to Norwich yard aggregate moves. On Wednesday 66177 was seen in Norwich yard, while on the 20<sup>th</sup> it was 66087 and on the 21<sup>st</sup> 66011. Also seen on the 20<sup>th</sup> March was GBRf 66769 leading the 6A32 North Walsham to Harwich loaded tanks passing through Trowse on the journey south, and Freightliner 66623 preparing the wagons for the empty return to Tunstead, having delivered aggregates to the Tarmac yard that morning.

# OUT & ABOUT

by James Holloway

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

## Michael Warrick:

**28<sup>th</sup> Feb Ipswich:** 08624, 37099, 37607, 66420, 66537  
66569, 90004/15/16, 720552/76, 745003/04/08, 745104  
755333/38, 755405  
**Colchester:** 720110/22, 720562  
**Liverpool Street:** 720129/35, 720562  
**Acton:** 59102, 59203, 66010, 66104/51, 66415, 66505/10  
66562/72, 66604/19/23, 66797, 67021, 70005, 345002/06  
345008-10/14/18/20-22/25/27/28/31/35/37/41/42/45-47/49  
345053/60/66/70, 387130/33/35/38/41/44/51/54/62/65  
**4<sup>th</sup> Mar Blofield LX:** 66304/09, 66507, 66730  
**5<sup>th</sup> Mar Trimley:** 66569/89, 755333, 755423  
**Ipswich:** 08624, 66523/37, 66713, 66953, 90004/11/13/16  
90043, 720134, 720536/38  
**Colchester:** 720107/28, 720507/73  
**Shenfield:** 720135, 720512  
**Ilford Depot:** 720513/61  
**Stratford:** 720114/30, 720502/40/41/58/61/80  
**13<sup>th</sup> Mar Ipswich:** 20901/05, 66506, 720144, 720555  
**15<sup>th</sup> Mar Ipswich:** 66419, 66517/37/55, 720523  
**Colchester:** 720507/36/73/83/85  
**Ilford Depot:** 720524/70  
**Liverpool Street:** 345070, 720502/16/37/89  
**Waterloo:** 158882, 159010/19, 444019/24/28/34, 450004  
450035/55/69/71/83, 450123, 455716/17  
**West Ham:** 720607  
**Clapham Junction:** 377131, 377462, 450001, 701028/36  
701042, 701528  
**Esher:** 455723/33, 455862, 455909  
**Weybridge:** 458408/26  
**Wimbledon:** 450021/23/94, 455710/19/25, 455850/51/59  
455868, 455908, 458401/05/15/20/25  
**Woking:** 37607/10, 66720/76, 66847, 70807, 159012/17  
444012/13/21/32/39/43, 450080, 455739  
**Basingstoke:** 159009/16, 165109/24, 220004/23, 444018  
444025/33, 450050/51/54/75/79, 450124  
**Reading:** 165105  
**19<sup>th</sup> Mar Felixstowe Dock:** 66312, 66714  
**20<sup>th</sup> Mar Ipswich:** 08624, 66548/89, 90003/13/14/48  
720118, 750539  
**Colchester:** 720106  
**Stratford:** 720110/38, 720537/40/63/66/80  
**Acton:** 43257, 43357, 47746, 60096, 66001/10/54/88  
66120, 66502/91, 66774, 69007, 70011

## Alan Jones:

**17<sup>th</sup> Feb Heathrow T5:** 345020  
**West Ealing:** 66772, 165123, 387136/48/68  
**Acton Yard:** 66068  
**North Pole:** 800015, 800317  
**Stratford:** 345027/30/39, 378219/22, 720545  
**Ilford:** 345012/59, 720119, 720530/56/59/76  
**Romford:** 720519, DR975506/606/806, DR98215A  
**Temple Mills:** 373209/16-18, 374012  
**Orient Way CS:** 37608, 720112/36, 720517/18  
**Tottenham Hale:** 720513  
**St Pancras:** 373008, 373222, 374004/09, 700032/37/58  
700110/34/37  
**West Hampstead Thameslink:** 66657, 222101, 700050  
**West Hamstead:** 387226/57  
**Willesden Junction:** 59101, 730210  
**Richmond:** 387224, 450049/32/33/40/66  
**Clapham Junction:** 159005, 378204, 377451, 450012  
455859, 701025/28/34  
**Waterloo:** 450034/76/80/93, 450102, 455905/10/20  
458403/25  
**Liverpool Street:** 710103/06, 720521  
**Bethnal Green 16.15-17.30:** 345013, 710101/02/04/06/07  
710110-12/14-17/21/23/25/26/29/30, 710273, 720105/10  
720115-18/20/22/23/28-32/39/40/42, 720507/11/14/22/23  
720526-29/33/35/37-39/46/48/51/55/58/59/62/64/66/70/73  
720575-77/80/81/83/84/88, 745004/05/09, 745103/07/10  
**18<sup>th</sup> Feb Paddington:** 387130/39/51/69, 800017, 800304  
800313, 802019, 802103/09/11  
**Euston:** 92038, 350126, 320407, 390010, 390200  
730002/21  
**Camden:** 350130, 350267, 730211  
**Willesden:** 378201/23/57, 720503, 730210  
**Wembley Yard:** 66717, 66951, 67021, 90015/48  
**Harrow & Wealdstone:** 66503/07/33, 350102/03/07/09/18  
350124/29, 350234/37/57/58/61/66, 350376, 377702/07  
390112, 710260/64/65, 710376/78, 730005/22/28, 805004  
805011  
**Stonebridge Park:** 08611, 92020, 321334  
**Charing Cross:** 375607, 375811, 375911, 465162  
465924, 466006/09, 707012  
**London Bridge:** 376012/30, 377433/67, 465040, 465179  
700119, 707005  
**New Cross:** 378143  
**St Johns:** 465156/97, 465923, 466040, 707006/19

**Hither Green:** 66657  
**Grove Park:** 375904/15, 377507/22, 465002/19, 465190  
**Orpington:** 465018, 465162/72/80, 700002/04/05, 707024  
**Tonbridge Yard:** 66763/97, 69006-08, 73107/09/19/36/41  
73201/02/12, 73964, 377310, 465909/13, ADB965237  
**Tonbridge Station:** 375603/15/23/30, 375801/18. 375922  
377305  
**Waterloo:** 444030, 450036/69, 450101/06/07/23, 455712  
455854, 455908  
**Clapham Junction 13.30-14.00:** 66502, 66747, 158888  
159017/20, 377452, 378203/24/34, 444002/09/17, 450004  
450013/14/26/30/32/33/43, 450103/07/17/23/25, 455707  
455848, 455902/19, 458406/08/09/11/22/25/27, 458535  
458536, 701010/18/25/37/39/44/46, 701528  
**Peckham Rye:** 378138/54, 378206  
**West Ham:** 357035/37, 357313  
**East Ham:** 357008/14, 357202, 720601/07  
**Barking 15.30-16.30:** 66513, 66605, 66717, 357001/03  
357004/06/15/28/29/39/42/44-46, 357204, 357313/15/17  
357322, 710256/59/63/66/72, 720606  
**Stratford:** 345005/06/09/10/18/19/23/30/33/35/38/39/47  
345053/54/57/59/65, 378206/08/14/15/21/23/33, 710379  
720121/23/24/28/38, 720512/26/30/35/39/41/44/45/47-49  
720554/56/62/66/74/80/83/85/89, 745003/06/10  
**19<sup>th</sup> Feb Euston:** 92014/33/43, 350262, 350402/04  
710257/60, 710376  
**Camden:** 730211  
**Willesden:** 720503, 730205  
**Wembley Yard:** 66549, 66757/85, 67021  
**Harrow & Wealdstone:** 350243/39, 350369/70, 390200  
**Ealing Broadway:** 66592, 345014/24, 387139/40/69/70  
800315  
**Hanwell:** 47802, 60028/46, 66010, 66622, 345001/06/07  
345013/18/22/26-29/38/40/42/45/46/48/49/59, 387130/35  
387136/38/46-48/50/71, 800006/29/30, 800307/18/19  
802013/22, 802106/07  
**West Ealing:** 59204, 165129, 345037/50/63, 387131-33  
387169/70, 800017/26, 800311/14  
**West Ruislip:** 165011/21/26/28, 168107/13, 168217  
168328  
**Wembley Stadium & Depot:** 165010/22/27/36, 168002  
168004, 168108/09, 168327  
**Marylebone:** 165015/18/19/31/35  
**Waterloo:** 158880, 444004/22/23/34/38, 450033/47  
455901, 458523, 701018/37  
**Clapham Junction:** 378203, 377118/57, 377206  
377421/36, 444040  
**East Croydon:** 66564, 377302/07, 377437, 377701  
387214/24, 700125/44  
**Norwood Junction:** 378154, 378202  
**New Cross:** 378149/56  
**London Bridge:** 465916, 466006, 700056, 700132

707014/28  
**Finsbury Park:** 700118, 717015  
**Hornsey:** 700002/17, 700147, 717006/11-14/18/23/24  
**Alexandra Palace:** 66780, 221143, 387117/27, 387301  
700005, 700128, 801203, 802304  
**Kings Cross:** 91130, 700005  
**Limehouse:** 357042, 357210  
**Barking:** 88008, 357003/05/09/22/17-19/31, 357315  
710259/64/66, 720601/05/07/08/11  
**John Matthews:**  
**27<sup>th</sup> Feb Watford Junction:** 66576/76, 66761, 350127/28  
350234/62, 350373/75/76, 377704/05, 390008/40, 390114  
390123, 710264, 730002/21/22/28, 805001/04/07, 807003  
807006  
**Bletchley:** 150141, 730018/42  
**Milton Keynes:** 350103/10, 350255/57, 350402/05  
390130/36, 805011, DR73947  
**Rugby:** 86259, 350260, 390020, DR80208  
**Lichfield:** 730024, 807007, DR73913, DR77903  
**Crewe:** 08631, D8107, 20118, 43047/58, 66532, 66621  
66742, 67008/20/29, 89001, 150267, 170512/32, 197021  
197027/36/45/51, 197102/05/08/21/22, 323202/07/23/26  
323228, 350124, 350239/42/48/66, 350406/09, 390008/13  
390046, 390103/17/23/26/28-32/34/36/56, 805005/09/13  
807002/08, DVT's 82201/16/30  
**3<sup>rd</sup> Mar Watford Junction:** 350102/29, 377703, 710374  
710377, 730018/42, 807006  
**Wembley Yard:** 66006, 66198, 66543/85/97  
**Willesden:** 66413, 730212  
**Clapham Junction:** 69005, 159101, 377206, 377705  
378137/38, 378201/07/11/15/21/31, 444005/15, 450004  
450009/24/34/64/78/85/94/98/99, 450111/12, 455720  
455861, 458406/11/17/20/24/25, 701017/18/25/31/35  
701042-44/51, 701529  
**Waterloo:** 444004/22, 450017/56, 458413, 701034  
**Stratford:** 66549, 66706/12/21, 90014/45, 345007/15/30  
345032/35/41/42/46/68/69, 357004, 378211/16/19/55/57  
720101/06-08/14/16/23-28/35/36/40/42, 720502/09/10/13  
720516/17/20/38/43/53/58/66/74/76/80/83, 745003-05  
745109  
**Temple Mills Depot:** 373215-18, 374013/14  
**Lea Bridge Depot:** 37608, 720562  
**Euston:** 350118/26/27, 350238/39/42/67, 390046, 390112  
390200, 710260, 730005/38  
**Camden:** 730018/42  
**6<sup>th</sup> Mar Watford Junction:** 66502/15/96, 350102/03/05  
350106/10, 350234/41/55/62, 350368/72/74, 350404/06  
377707, 390040, 710260, 720104, 730005/21/22  
**Bletchley:** 730004/06  
**Milton Keynes:** 165002, 350112, 350248/52, 390002  
390132, 730005/38

**Nuneaton:** 66793, DR73942  
**Tamworth:** 66712/17, 70008, 170114, 350249, 390009  
807001  
**Derby:** 37099, 37254, 158780, 158866, 170273, 170417  
170507/15, 222019  
**Nottingham:** 66065, 150274, 158783/88, 158806/12/46  
170110/11/13/17, 170203/08/71/73, 170397, 170416/20  
170505/09/11/12/30/32, 170622/37, 195016, 222001/07  
222013/14/20/21  
**13th Mar Watford Junction:** 350111, 350255, 377707  
390131, 710260/62, 730022/28, 807004  
**Harrow:** 66701/17, 350122, 350250, 377705, 710266  
710379  
**Willesden:** 710374, 730213  
**Paddington:** 387140/57, 800007/11/24/34, 800306/17  
802108  
**Acton Main Line:** 66005/13  
**Reading:** 57312, 57602, 345054, 387148, 800314  
802019  
**Cardiff:** 66104/10/16/27/64/79/98, 66591, 66651/54/55/59  
67010/13-15/29, 150217/31/40/42/54/55/57-60/62/67  
150278-80/84/85, 153325/27/62/67, 158745/49/65/98  
158950, 165103, 166201/07/10/12, 170101/04/13/15/17  
170621, 197007/13-15/17/20/29/34/44-49/51, 197105-07  
197109/12/14-16/19/24-26, 231001-03/05-08/11, 756101  
756103/04/08/09/13/17, 800005/07/09/12/16/25/27/28  
800030-32/35, 800301/07, 802001/04/06/10/20/21  
DVT 82201/16/30, DR73924/36  
**19th Mar Watford junction:** 350106, 350241/61/66  
350370/75, 377701, 710374/78, 807008  
**Wembley Yard:** 57303, 66137, 66502/62, 66708/26  
350236/53  
**Willesden:** 08703, 59203, 66546, 66787/95, 350119  
350407, 720504  
**Clapham Junction:** 66224, 159005/09/12, 377425  
378136/43/52, 378202/04/14/19/23/31/57, 444001/03/09  
444026/32/39, 450002-04/07/10/22/24/27/28/30/31/35

450039-41/72/74/75/81/85/87/93, 450100-02/09/13/22/23  
455711, 455856/57/61/72/73, 455920, 458401/05/09/13  
458417/18/27, 701018/28/34/36/41-44/51, 701528  
**Waterloo:** 450011/37/47, 458412  
**Stratford:** 66310, 66558/76/88, 66756, 345003/10/12/16  
345021/25/27/30/38/42/45/51/55/64/65, 378220/24  
720102/11/17/23-27/30/32-34/36/39/40/43, 720506/07/12  
720516/19/31/32/36/46/49/53/56/64-66/70/80/84/89  
745003-05/08/09, 745104/05/07/08, 755332, 755413/20  
**Euston:** 350116, 390134, 710267, 730002/22/24/28

#### **Tony Coleman:**

**5th Mar Nuneaton 15.00-16.20:** 66005/96, 66304, 66712  
66716/54/63, 170104/07, 170618/33, 196004/05, 350119  
350128, 350241, 350409, 390034/39, 390125, 390200  
805003/05, 807001/02

**7th Mar Nuneaton 12.30-15.00:** 66137, 66507/15/57/89  
66613, 66774/75, 68002/05/06/33, 90004/16, 170104/05  
170109, 170398, 170620/38, 196003, 350105/12/29/30  
350241, 350376, 350409, 390002/05/06/13/20/39/43/44  
390049, 390104/21/26/31/41/37/48/51/53, 805004/05  
805007-10, 807002/06/07

#### **Frank Barrington:**

**13th Mar Cross Gates 10.50-11.40:** 60007, 158758/90  
185111/35/46, 195111, 221131/44, 802210

#### **Paul Brack:**

**15th Mar Didcot Parkway:** 60029, 66070/85/142, 66605

**Swindon Cocklebury Sidings:** 153354

**Swindon:** 57009, 57315

**Milton Junction:** 66244

**Reading Traincare Depot:** 57305/12/602/3

**Southall Depot:** D3905

**Acton Yard:** 66001/53/78/88/120/70/657

**Heathrow Airport Junction:** 66794

**Didcot East Junction:** 66770

## FREIGHT NEWS

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

## STOCK CHANGES

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

# PHOTO SPOT: NR TEST TRAINS



above 37175 0Z37 10.00 Slateford Depot to Derby RTC, Anniesland (13.18) 23.02.25 (Iain Gardiner)



above 43012 t&t 43062 on 1Q15 Derby RTC to Landore TMD, Swindon (13.26) 11.03.25 (Colin Pidgeon)



*above* 43357 t&t 43272 on 1Q55 Derby RTC & return via the West Midlands, Portway (14.18)  
21.03.25 (Paul Keightley)

## NEW STOCK



*above* 66660 on 6E03 Wolverhampton Steel Terminal to Toton Up Sidings empty steel, Barton & Walton (11.46) 08.03.25 (Paul Keightley)

# PHOTO SPOT: RAILTOURS



*above* 4-6-0 45212 t&t 47812 on 1Z50 London King's Cross to Whitby, Overton (09.52) 19.03.25 (David Rice)



*above* 4-6-0 45212 t&t 57314 on 1Z65 Manchester Piccadilly to Stratford upon Avon, Walsall (10.31) 08.03.25 (Peter Davis)



*above* 4-6-2 60007 on 5Z07 Crewe to Grosmont, NYM, Raskelf (12.55) 13.03.25 (David Rice)



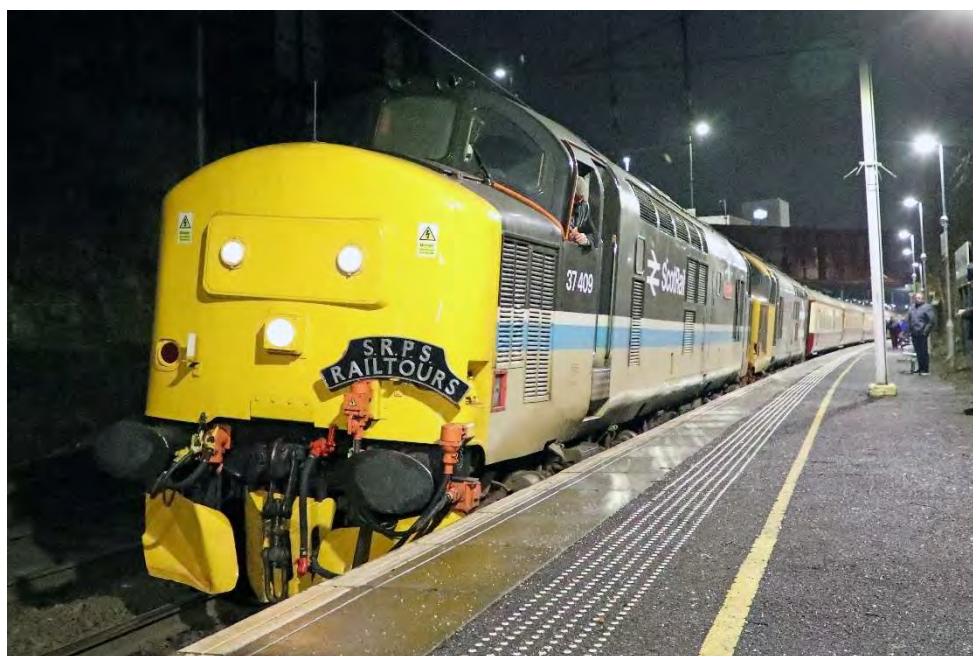
*above 4-6-2 35028 t&t 67024 on Belmond British Pullman to Dover Priory, Victoria 20.02.25  
(Alan Jones)*



*above 47832 t&t 57314 on 1Z49 The Settle & Carlisle Spring Express Newport to Carlisle, Tredington  
LX (06.45) 01.3.25 (Stephen Galling)*



above 20132 + 20118 t&t 37403 on 1Z31 06.11 Linlithgow to Carlisle, Gretna (10.56) 08.03.25  
(Iain Gardiner)



above 37409 + 37403 on 1Z39 SRPS Capital Highlander to Carlisle, Motherwell (20.57) 08.02.25  
(Iain Gardiner)



above 37403 + 37409 on 1Z37 SRPS Capital Highlander from Carlisle, Inverness (14.53) 08.02.25 (Iain Gardiner) Iain notes as follows: "En route we were held at Gartsherrie and told a freight had failed at Carmuir Jnct, 4L00 07.16 Coatbridge to Blackford Freight Terminal. We were diverted over the Forth Bridge and via the East Coast and Burntisland to Perth and on to our original route arriving in to Plat 2 Inverness 53 mins late".



above 37403 + 37409 on 1Z37 06.58 SRPS Capital Highlander to Inverness, Carlisle (06.29) 08.02.25 (Iain Gardiner)



*above* 57009 + 57010 t&t 47812 + 94517, 94488 on 5Z57 Nemesis Rail to WCR, Carnforth Alrewas LX (12.53) 24.02.25 (Paul Keightley)



*above* 20205 + 20007 t&t 20147 on Shakespearean Sonnet, London Paddington to Stratford on Avon, B'ham Moor St (12.42) 22.02.25 (Peter Davis)



above D213 t&t D1935 on 1Z13 'The East Anglian' Crewe to Norwich, Northampton (08.47)  
(Lee Baldwin)



above 67021 t&t 67024 on 1Z55 London Victoria to Oxford Parkway, Didcot (11.01) 26.02.25  
(Spencer Conquest)

A series of sporting events from 14-16<sup>th</sup> March brought a flurry of charter train activity. First was the Cheltenham Gold Cup on 14 March, for which 57313 and 57601 were deployed to operate a Northern Belle special. The next day on 15 March Wales hosted England at the Principality Stadium in Cardiff in the Six Nations Rugby. This brought two charters from London, one hauled by 57313 and 57601 and one hauled by 67021 and 67024. Finally, on 16 March the football League Cup final between Newcastle United and Liverpool brought two specials from Liverpool (one hauled by 87002 and 47805, the other hauled by 86259 and 86401) and one from Newcastle (hauled by 47812 and 47832).



*above* D8096 + D8107 t&t 37403 on 1Z32 Carlisle to Preston, Tebay (12.46) 08.03.25 (Iain Gardiner)

## PHOTO SPOT: SHUNTER SPOT 2



*above* D3018 [08011] Wishaw 06.03.25 (Colin Pottle)

# STOCK MOVES



*above* 37218 + 321309 + 321323 on 5Q70 Wembley to Unimetals Newport Docks, Swindon (10.50)  
06.03.25 (Colin Pidgeon)



*above* 69012 + 701005 on 5Q89 Long Marston to Eastleigh East Yard, Didcot (15.54) 11.03.25  
(Spencer Conquest)



*above* 37218 + 321318 + 321328 on 5Q70 Wembley to Unimetals Newport Docks, Swindon (12.51)  
04.03.25 (Colin Pidgeon)



*above* 37800 + 321330 on 5Q76 Wembley to Newport Docks, Reading (11.43) 18.03.25  
(Spencer Conquest)



*above* 701002 + 69012 on 5Q91 Long Marston to Wimbledon Depot, Didcot (15.51) 04.03.25  
(Spencer Conquest)



*above 43153 + 43194 on 0E43 Laira to Derby Chaddesden Sdgs, Portway (14.09) 03.03.25  
(Paul Keightley)*



*above 69012 + 701011 on 5Q75 Eastleigh EMUD to Long Marston, Swindon (11.03) 06.03.25  
(Colin Pigeon)*



*above 47802 + 3333, 3356, 3364, 3325, 3314, 1657, 6024, 6067, 5998, 5961, 5985, 9526 on 6V04  
Southall to Carnforth, Hanwell 19.02.25 (Alan Jones)*



*above 69012 + 701006 running 148 mins late on 5Q77 Eastleigh TRSMD to Long Marston, Didcot  
(12.18) 12.03.25 (Spencer Conquest)*

The CL 701 saga continues as can be seen from the various images in this section of 69012 being used to tow them between various storage locations. The Standard published an article online on 19 March reporting that only 5 of the 90 Cl 701 units are in service, 6 years after they were due to enter service. The Standard reported that the response of David Wilby, SWR's regional development manager, to the question of whether he had a likely date for all the CL 701 to be introduced was "Er, no". In the meantime, the cycle of stock transfers at least affords photographers ample opportunities to capture colourful CL 69, with Western-inspired maroon 69009 taking over from 69012 in the week commencing 17 March.



above 466013 + 466027 + 37884 on 5Q46 09.45 Worksop to Ely Papworth Sdgs, Ely (13.34) 12.03.25  
(Keith Partlow)



above 37510 + 730202 on 5Q72 Derby Litchurch Lane to Wembley, Narborough (13.02) 08.03.25  
(Lee Baldwin)



above 69012 + 701023 on 5Q75 Eastleigh TRSMD to Long Marston, Swindon (11.45) 26.02.25  
(Colin Pidgeon)

# PHOTO SPOT: LIGHT RAIL



above WMM 36 leaving Very Light Rail National Innovation Centre, Dudley 05.03.25 (Darren Bailey)

## LIVERIES

*This section will endeavour to show all new liveries, variations, or those existing ones where not carried on the stock before. Liveries that become 'extinct' will also be covered. As with names, it may take a while after the livery application before a photo is sourced from members. New liveries may also be shown in other articles (**NEW STOCK** excluded):*



above 37501 on 0L46 10.00 Derby RTC to Ely Papworth Sdgs, March (12.05) 06.03.25 (Keith Partlow)



*above* 170101 1D61 Birmingham New Street to Nottingham, Water Orton 06.03.25 (Colin Pottle)



*above* 69014 on 0M45 Eastleigh Works to EMD Lonport, Basingstoke (11.33) 20.03.25 (Spencer Conquest)

# PHOTO SPOT: PRESERVATION



*above 4-6-2 60103 Wansford, Nene Valley Railway (15.23) 01.03.25 (Lee Baldwin)*



*above 4-6-2 70000 approaching Wansford from Peterborough, Nene Valley Railway (15.35) 15.03.25 (Lee Baldwin)*



*above* GS 106 Wishaw 06.03.25 (Colin Pottle)



*above* GS 112 Wishaw 06.03.25 (Colin Pottle)

Remarkably, 21 of the 41 second generation Glasgow subway cars shown above have entered preservation after a concerted effort by Ben Denton-Cardew, a railway consultant, and Paul Sweeney MSP. The second generation cars were fully replaced by new third generation cars in June 2024.

# PHOTO SPOT: BO'NESS AND KINNEIL RAILWAY



*above 37214 Bo'ness, BKR 19.02.25 (Trevor Roots)*

Parts donor 37214 has been cosmetically improved from its peeling WCR maroon livery.



*above coach Mk1 35185 Bo'ness, BKR 19.02.25 (Trevor Roots)*

Mk1 35185 back after repairs & repaint reported in Jun/Jul 2024 & Dec 2024.



*above* Spares donor 1DMU CI.117 51372 ex-GWR Bo'ness, BKR 19.02.25 (Trevor Roots)

## PHOTO SPOT: CALEDONIAN RAILWAY



*above* DR 73274 Bridge of Dun, CAL 19.02.25 (Trevor Roots)

The two track machines (above and overleaf) were recently moved north from SDR.



above DR 98210 Bridge of Dun, CAL 19.02.25 (Trevor Roots)



above 1DEMU 60146 + 60673 + 60677 + 60827 Bridge of Dun, CAL 19.02.25 (Trevor Roots)

The four ex-DMR unrestored DEMUs have been assembled in the platform.

## PHOTO SPOT: SHUNTER SPOT 3



above 10 Wishaw 06.03.25 (Colin Pottle)

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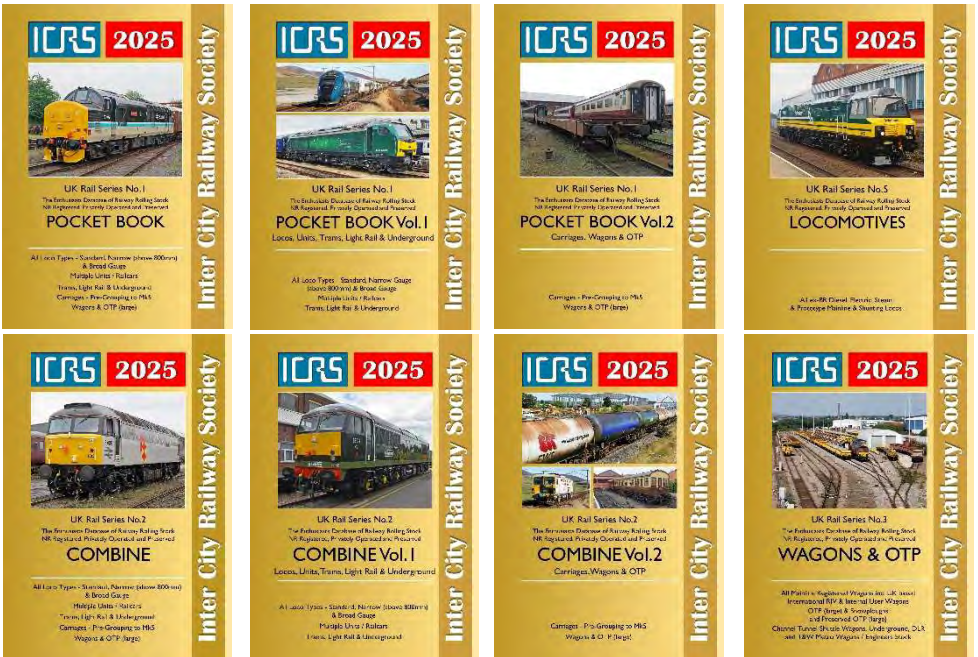
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WIRE	A5	1st Feb 25	£11.00	£14.00
WIRE	A5	1st Feb 25	£8.50	£11.00
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**New PDF: (released first week of March)**

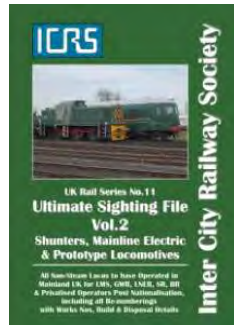
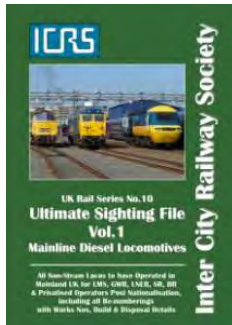
UKRS04 Name Directory PDF A4 1st Mar 25 £5.00 £6.00

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