

TRACKS



Volume 53 No.5
May / June 2025



Inter City Railway Society

founded 1973

www.intercityrailwaysociety.org

Volume 53 No.5 Issue 617 May / June 2025

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

- President:** **Simon Mutten** - simonmutten@btinternet.com 01603 715701
Coppercoin, 12 Blofield Corner Rd, Blofield, Norwich, Norfolk NR13 4RT
- Chairman:** filled by senior officials as required for meetings
- Treasurer:** **Peter Britcliffe** - treasurer@intercityrailwaysociety.org Mob 07732 106797
9 Voltigeur Drive, Hart, Hartlepool TS27 3BS
- Membership Sec:** **Colin Pottle** - icrsmembership@gmail.com Mob 07840 401045
15 Dyson Drive, Kettering, Northants NN16 9HR
- Secretary:** **Christine Field** - secretary@intercityrailwaysociety.org Mob 07395 064388
Mill of Botary, Cairnie, Huntly, Aberdeenshire AB54 4UD
- Magazine Editor:** **Paul Brack** - editor@intercityrailwaysociety.org
Photos: **Trevor Roots** - intercityrailwaysociety@gmail.com Mob 07395 064388
Sightings: **James Holloway** - sightings@intercityrailwaysociety.org Mob 07907 891271
246 Longmore Road, Shirley, Solihull B90 3ES
- Publications Manager:** **Trevor Roots** - publications@intercityrailwaysociety.org
- Website Manager:** **Trevor Roots** - website@intercityrailwaysociety.org
- Visits Co-ordinator:** **Andy Scott** - andy.scott1608@yahoo.co.uk Mob 07555 587356
Bookings: **Christine Field** (contact details above)
- Social Media:** **Gareth Patterson** (contact via the various platforms)

Contents:

Officials Contact List.....	2	GWR Laira Depot, Plymouth.....	28-32
Society Notice Board.....	3-4	Photo Spots	
ICRS Sales.....	123-124	Brush Works, Loughborough.....	122
Regular Current News / Sightings:		Camera train.....	77-78
Easteigh Works Report.....	5-11	Disposals.....	91
Franchise / Network News.....	66-68	Eastriggs – Update.....	76-77
Infrastructure News.....	48	European Railways.....	79
Manchester Metrolink.....	79-81	Great Britain XVII.....	102-105
Norfolk News.....	82-87	MHR Steam Gala.....	57
Out & About Sightings.....	88-93	Nostalgia Corner 1.....	87
Stock Changes.....		Nostalgia Corner 2.....	121
Liveries.....	119-121	NR Test Trains.....	92-96
Stock Moves.....	107-118	Rail Tours.....	97-101
Traffic & Traction News.....	69-75	Shunter 1.....	32
Other Feature Articles:		Shunter 2.....	43
Days Out.....		Snowplough moves.....	106
BCIMO/Very Light Rail National Innovation		WSR Steam Gala.....	58
Centre, Dudley.....	46-48	Preservation Galas	
The East Anglian Freightier Railtour.....	44-45	Rivals Reunited, DRC.....	59-62
The last 100 units: the story continues.....	33-43	Swanage Railway Diesel Gala.....	49-51
ICRS Visits		SVR Spring Diesel Gala.....	52-56
BS Scunthorpe/AFR.....	20-27	Railway 200 Special Articles	
East Lancashire Railway.....	12-16	The origins of the "Cock & Bull" Story.....	64-65
Freightliner, Crewe Basford Hall.....	16-19	The story of the 1838 "Iron Road Book".....	62-64

Cover Photo: Front: 20118 + 20132, having arrived t&t with 37403 on 'The Oban Explorer' from Leven, run round their train at Oban (13.18) 10/06/25 (Iain Gardiner)

SOCIETY NOTICE BOARD

Editor's Comments: Welcome to the May/June 2025 issue of TRACKS! Apologies for the delay in the publication of the magazine – holidays and diary clashes unfortunately gave us no real choice but to combine the May and June editions.

You will there see that is plenty in this double edition of TRACKS. We have ICRS visit reports from the ELR, Freightliner Crewe Basford Hall, Appleby Frodingham Railway and GWR Plymouth Laira Depot, preservation gala reports and photographs from the Swanage Railway, the Severn Valley Railway, Didcot Railway Centre, and more. We also have the next instalment of Peter Venham's 100 units series, and very interesting articles about a new thing (the Coventry Very Light Railway) and a Railway 200 Special about an old thing (the Iron Road Book). And, of course, we have all our regulars: Eastleigh Works Report, Manchester Metrolink, Norfolk News and a large selection of your excellent photos. Many thanks to all the contributors, as ever, and I hope you enjoy this edition. Our next issue should be coming out towards the end of July.

As ever, please keep an eye on the website for information regarding visits. One to flag here though is our Eastleigh Works visit which will be held on 13 September 2025. As detailed on the website, this will be the last in the present format for the foreseeable future (there is an intention to hold future visits as small groups on guided tours). Booking details and timings etc. can all be found on the website.

Also on the website, please note that Trevor published a major stock change update on 15 June 2025.

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: (14) - a warm welcome to you all. (* ex-members re-joined, AFC - Additional Family Child): **David Allen** (Stafford), **Peter Beardshaw** (Chesterfield), **Scott Bell** (Tamworth), **Kevin Brock** (Swindon), **Philip Cartwright** (Newark), **Lewis Davie AFC** (Stenhousemuir), **Neil Harris*** (Barnham) **Graham Hobbs** (Eastleigh), **Robert Jones** (Nuneaton), **Michael Lewis** (Salisbury), **Graham Merry** (Leicester), **Roger Riches** (Derby), **Ian Roberts*** (Preston), **Susan Webster** (Walsall).

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. If sending multiple photos then please use WeTransfer. Please refer to the submission guidelines on our website.

Magazine Contributors: Thanks to Tim Ackerley, Alex Ayre, Lee Baldwin, Darren Bailey, Nigel Benning, Paul Brack, Spencer Conquest, Ian Costello, Peter Davis, Neil Dix, Tony Falloon, Stephen Galling, Iain Gardiner, John Goodyer, Greg Hartle, James Holloway, Geoff Hope, Paul Keightley, Alan Jones, Bradley Marshall, John Matthews, Stuart Moore, Gervase Orton, Keith Partlow, Ollie Pepper, Colin Pidgeon, Derek Place, Colin Pottle, David Rice, Trevor Roots, Mike Slingsby, Andy Scott, Jake Thorpe, Aidan Turner, Peter Venham, 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: July 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. If you would like to have your Flickr site added to the list, please contact Trevor at 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 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**

57311 and D1924 (47810) arrived with the Saphos set for a charter on 05/05.



above 57311 ZG 06.05.25 (Carl Watson)



*above D1924 t&t 57311 on 5Z81 Crewe LSL to Eastleigh Works, Cholsey (12.57) 02.05.25
(Spencer Conquest)*

66846 visited for maintenance on 06/05.

70020 departed 13/05 in revised Freightliner 60th Anniversary livery.



*above 70020 on 4038 Lawley Street FLT to Southampton MCT, Reading (15.13) 05.06.25
(Spencer Conquest)*



above D9000 ZG 15.05.25 (Carl Watson)

The repaint of D9000 (55022) into BR two-tone green was completed by 15/05.

450123 arrived for minor crash repairs on 15/05 and departed on 24/05. Stored 701052 departed on 30/04 with 701007 following on 16/05. 66314 collected FEAs 640931, 640943, 640942, 640941, 640940, 640939 on 16/05 for a return to use.

On 18/05 66206 took 83702795313-7, 83702795312-9, 83702795329-3, 33802693019-2 to Margam. 66107 arrived 19/05 on a wheelskate for wheelset repair, having sat alongside Eastleigh station for many weeks. 66728 arrived 20/05 for a clean and polish and removal of its 'Institution of Railway

Operators' nameplates and fitting of new 'Chartered Institution of Railway Operators Celebrating 25 Years', departing on 28/05 to Waterloo for its new name to be unveiled.



above 66107 ZG 20.05.25 (Carl Watson)



above 66728 ZG 27.05.25 (Carl Watson)

Stored 444015 departed on 22/05. RW809 left on 22/05 for East Yard and forwarding to West Ruislip by lorry. RW816 followed suit on 29/05. Class 455 5721 arrived on 28/05 to collect 5734 after bogie overhaul and return it to Wimbledon.



above 5721 ZG 28.05.25 (Carl Watson)



above 69016 ZG 28.05.25 (Carl Watson)

69016 was unveiled in British Transport Police livery on 28/05, departing to Waterloo with 73128 on 30/05 for naming 'British Transport Police'.



above 73128 + 69016 on 0Z73 London Waterloo to Eastleigh Works, Basingstoke (15.16) 30.05.25
(Spencer Conquest)

66307 arrived from Hamilton on 03/06 with eight of the Britannic Explorer coaches (99101-103 and 99106-110) for preparation work for its first tour in July.



above 99110 ZG 03.06.25 (Carl Watson)

66710 and 66719 have arrived for repainting in Rail 200 livery for GB Railfreight, both losing their nameplates in the process. 66710 was completed by 05/06. (*Editor's note: further images of 66710 can be found on the Stock Changes page of the society website*)



above Britannic Explorer coaches ZG 03.06.25 (Carl Watson)



above 66710 ZG 05.06.25 (Carl Watson)



above Close-ups of the cabside crests on 66710 ZG 10.06.25 (Carl Watson)

As at 8th June 2025

LOCOS

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

Repair; 47771 (Preserved), 47818 (AFSL), 50026 (Preserved).

Repaint; D9000 (55022), 66710, 66719.

Spares; 43083, 43296, 43308, 57007.

Overhaul; 57302.

Wheelsets; 57304.

Stored; 73002, 73101, E6016 (73110), 73139.

DIESEL UNITS

Class 117s - Repair; 977987 (51371), 142007. Stored; 977988 (51413), 59492.

Stored; 141108, 142014.

ELECTRIC UNITS

Siemens units - Overhauled; 450084, 004, 089, 125, 122, 099. Repair; 444024.

Hitachi units - Repaint; 802101. Repair; 800110.

Preserved; 313201, 77382 (442401).

Stored; 319011, 319377, 319380.

Bogie Overhauls; (45)5869.

COACHES

Mk1s - Overhaul; 3091. Repair; 35333. Stored; 94515.

Mk2s - Repair; 17159. 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, 293 CAR No.93.

TRANSLATORS/BARRIERS

Operational; 68501, 68504. Stored; 68505.

WAGONS

Repair; 33 80 2693 040-8, 83 70 2795 301-2/306-1/331-9, 43 87 4333 021-1/052-6/054-2/062-5/068-2/075-7, 23 87 4375 001-6/009-9/011-5/015-6, 23 87 4376 001-5/007-2, 23 87 4384 036-1, 23 87 4385 002-2/003-0, 33 87 4667 015-1/036-7/086-2/095-3/099-5/110-0, 33 87 4915 002-9/003-7/004-5/016-9, 81 70 5500 004-3/005-0

Stored; 78273, 89014, 92632, 210413, 210465, 640933, 640934, 640935, 640936, 640937, 640938, 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, GP913, GP934, CM952, CM953, MW956, MW959, MW960, MW961.

Stored; 240.

ICRS VISIT REPORTS

EAST LANCASHIRE RAILWAY

by **Andy Scott**

After driving down to East Lancs Bury Bolton St from Rotherham arriving at 09:00 on 12th April 2025 I met our host John Tate. All 13 members and I got signed in and the visit started at 09:30 with John mentioning a few things have moved and that safety procedures had again been tightened. We then headed to the main shed/depot passing on our left in the yard/carpark area Boiler/Smokebox from Crab 42765 on wagon 40301, Irish Unit 8099 NIR Thumper DEMU class 80, and ex-Caledonian Sleeper 10573.



above members ICRS visit, Baron Street Works, ELR 12.04.25 (Andy Scott)

Once we were in the shed/depot, John told us about the building. We saw most of same stock from past tours however at the rear end on the right side there was a difference, with shunter 13594 in and Rat 25279 missing its cab.

We then went into the main yard where we were allowed to look around as long as we stayed within sight of John.



above 50015 & 45108 ICRS visit, Bury Bolton Street, ELR 12.04.25 (Andy Scott)

We headed up the far-right side, passing various coaches/wagons/units and locomotives before walking up and down the middle of yard. We then had a bonus thanks to members of the Class 56 group who working on 56006 and that said that if anyone fancies a look inside feel free. Also present was visiting 31108.

We then headed up to the carriage shed. Again, various coaches were seen along with a totally rubbed down D4054 Phil Southern. We also saw CL 121 bubble car 56289.



above 50015 ICRS visit, Bury Bolton Street, ELR 12.04.25 (Andy Scott)



above 07013 Buckley Wells Carriage Works, ELR 12.04.25 (Andy Scott)

Making our way up to Bury South Box, we passed more coaches alongside the school fence. On arriving at the box, we were allowed to visit inside and whilst there we found out that Jinty 47298 was due into the Station. It arrived with coaches 4232, 1837, 35070, 4928, 4992 and 50015 Valiant on the rear.

Having crossed the line, we headed to the Standard 4 shed, on the way watching 45108 depart Bury to Haywood with coaches 4917, 14019, 1833 and 4866.

Entering the standard 4 shed we saw Ivatt 2mt 46428. We then walked back towards Bolton St, passing 08164 Prudence and Class 504 vehicles 65451 & 77172. 07013 was also in its normal place.

Once back at the carpark we said our goodbyes and ended the visit with John saying it was another great visit. I then said goodbye to him after handing the money over and headed off to a family birthday in Kettering.

Stock Seen Along Side Depot/Shed and Carpark

Boiler/Smokebox from Crab 42765 on wagon 40301, Irish unit 8099 NIR Thumper, Ex-Caledonian Sleeper 10573

Stock Seen in Main Depot/Yard

GWR 7229, Met 1, Crab 42765, Jinty 47324, Electric CEGB/Bolton, GWR 3855, Thomas number 1 (32/680), Class 08 13594 (D3594/08479) , 25279 (D7629), 4002 Arundel Castle. Class 28 D5705 (968006/S15705), LMS 11456, LMS 11243, 34081 92 Squadron, Standard 4 80097, Class 14 D9502 (carrying Frank Plates), 34092 City Of Wells, USA 30072, Class 15 D8233 (968001), LMS 5mt 45337 (1392) and L253 HKK Road/Rail Box Platform

Stock Seen In Main Yard

144009 (55809 DMS & 55832 DMSL), Mk1 1848, 12t B772143, Mk1 4199, 47765 (wearing 47555 on one side) 40012, Mk1 15928, Mk1 4895, Mk1 5031, Mk1 4880, Mk1 35455, Mk1 35452, Mk1 4885, 70549, Mk2a 9418, Wagon B904668, Wagon 201004, 95210, Dogfish DB993476, Dogfish DB 993477, Wagon MODA 95572, Brake Van 762392, 144010 (55810 DMS & 55833 DMSL) Wagons Marigold and Poppy, 08944, Mk1 4933, Mk1 5040, Mk1 4996, Mk1 35314, Mk1 35452, 33109, 121 Bubble Car 55001, Class 104 DMBS 50455, Class 105 DTC 56121 (54121), Class 105 DMBS 51485, 45135, Shunter FH3438, Wagon 12t B773727, Mk1 5513, Wagon B904514, Class 110 DMC 51842, Class 110 TS 59701, Class 110 DMBC 51813, Austerity 2890, 31108 (visiting), 37109, Class 14 D9531 Ernest, 56006 (with cab visits), Class 104 DMC 50517, 09024



above Cl.105 DMU 56121 + 51485 ICRS visit, Baron Street Works, ELR 12.04.25 (Andy Scott)



above D5054 Buckley Wells Carriage Works, ELR 12.04.25 (Andy Scott)

Carriage Shed

Mk1 1 4371 Borough Of Bury, Coach 4350, Class 24 D5054 Phil Southern, Class 121 Bubble Car 56289, Mk1 3771, LMS Saloon, Waterman Saloon 9580.

Sidings Between Carriage Shed and Bury Signal Box

Mk1 1665, Mk1 4647, Mk1 1871, Jib Runner ADRC 96707 for Crane, Mk1 4937, Mk1 1829, Class 01 11506 (D2956), Class 03 D2062 (03062), Coach 32978, Guv Coach 86654, Mk1 25385, 25t Brake Van B56283, 20t Brake Van W17448, Class 504 EMU MBSO 65451, Class 504 EMU DTSO 77172, Mk1 4873, Brake Van 55170, 07013 (D2997), Mk1 5685, 12t Box B783097, 14t Tank wagon 102, 14t Tank wagon 101, 13t Plank Wagon M474048, 13t Plank Wagon B461516, 12t Plank Wagon M478278, Tank Wagon 2564, 20t Tank Wagon 832, 12t Plank Wagon M471346, 27t Iron Ore Tippler B388667, 16t B569575, 08164 (D3232) Prudence

Standard 4 Shed

Ivatt 2mt 46428

Passing On Service Trains

Jinty 3f 47298 entered Bury with coaches Mk1 4232, Mk1 1837, Mk1 35070, Mk1 4928, Mk1 4992 with 50015 Valiant on the rear. Then departing Bury for Haywood we saw 45108 with coaches Mk1 4917, Mk1 14019, Mk1 1833, Mk1 4866.

Totals: 42 Locomotives; 17 Unit Vehicles; 43 Coaches; 31 Wagons



above crane (diesel) 96707 (ADB 141) [C85] + crane runner 998538 Bury South Jnct 12.04.25
(Andy Scott)

FREIGHTLINER, CREWE BASFORD HALL by **Andy Scott**

Our second visit of 2025 to Crewe Basford Hall happened on Saturday 3rd May. After traveling to Crewe from Sheffield I got 1B63 Transpennine Express 185122+185101 to Stockport, where I boarded Transport For Wales 1W11 to Man Picc, and then stayed on train as it worked 1V37 Man Picc to Crewe hauled by 67016.



above 67016 Manchester Piccadilly (08.28) 03.05.25 (Andy Scott)

A bit of time in Crewe allowed me to see Steam Engine 7029 Clun Castle arrive with a Vintage Trains Charter with 37240 on the rear.

I headed round to Crewe Basford Hall stopping off at DRS Gresty Bridge at 12:10 seeing 57309, 68006, 68007, 68009, 88001, 88003 and 88005.

I arrived at Basford Hall at 12:20 where 39 (5 Officials & 34 members) visitors were signed in. At 13:00 Mark, one of our tour guides, did his safety briefing and then Tim arrived saying again due to new signaling mentioned in March that we would head up the road passing front of Shed/Depot. Here we saw 90044, 90046 and 90045. We then continued up the road passing 66570 and class 18006 which is still banned from been used by Aslef.



above Crewe Basford Hall (13.22) 03.05.25 (Andy Scott)



above 66847 Crewe Basford Hall (13.30) 03.05.25 (Andy Scott)

We continued and crossed over the bridge into the main yard where we saw a mix of Class 90s along with three Colas locomotives, 66847, 70803 & 70810. We then continued through the middle of yard seeing more 90s including ex-DB Cargo 90018.

At 13:50, GBRf 66732 "GBRF The First Decade 1999-2009 John Smith MD" came past the Yard working 4H90 Small Heath to Hindlow pulling 22 JNA Wagons.



above 90018 Crewe Basford Hall (13.45) 03.05.25 (Andy Scott)



above 90010, 90018, 90016 & 90004 Crewe Basford Hall (13.50) 03.05.25 (Andy Scott)

Before we crossed the foot crossing to walk behind the Depot 66621 & 66570 passed on a shunt manoeuvre. We then crossed the tracks and walked behind the Depot, inside which we were able to see 66550 and 66951 along with 90003/041 and 048.



above Consecutively numbered Cl. 90s 90045, 90046, 90044 in three different FL liveries, Crewe Basford Hall (13.53) 03.05.25 (Andy Scott)

The tour ended with Both Mark and Tim again saying it was another great visit and everyone enjoyed it. Colin and I handed Tim £390 which got donated to a local charity.



above ICRS members Crewe Basford Hall 03.05.25 (Andy Scott)

Locomotives

In Depot: 66550/951; 90003/041/048

In front of Depot: 90044/045/046

In Yard: 18006; 66570/621/847; 70007/803/810; 90004/005/006/010/014/015/016/018/043/047/049

On Fuelling Point: 66562

On passing freight: 66732

Visible at Arriva Traincare Depot: 67029

Units

Visible at Arriva Traincare Depot: 730212

Wagons

DRS Coal Yard: FPA 92715/ 92717

CE Sidings (By entrance): JNA 29510; YKA 996151/400/449/516/598/643/666

Passing Freight: 4H90 Small Heath to Hindlow, 22 JNA Wagons: 81.70 5932 761-6/766-5/774-9/779-8/781-4/783-0/790-5/806-9/920-8/925-7/928-1/929-9/943-0/944-8/947-1/950-5/954-7/957-0/958-8/959-6/960-4/961-2

In Yard: JNA

29111/154/160/162/177/191/350/359/373/430/435/444/448/458/462/464/475/488/510/545

KFA 93376

HHA 370008/029/033/035/188/195/227

HQAG 380009/025/030/125

HQAJ 380308/324

HQAH 380129/132/170/172/190

MHA 394251/331/657/866/396034

MCA 500202/213/230/240

MDA 500280/292/295

FTA 607024/032/051/075/104/105/107

FSA 608082/084/198/199/231/232/270/285/329

334/345/349/353/381/384/487/489/490/492/508/510

FEAB 640073/215/216/229/230/249/250/275/289/290/295/296/395/396/729/730

FEAE 641012/016/044/051

FEAC 650027

FFA 81.70 4846 056-9

JNA 81.70 5500 506-7/509-1/513-3/516-6/517-4/

522-4/524-0/533-1/544-8/548-9/569-5/575-2/

577-8/570-3/582-8/583-6/589-3/601-6

JNA 81.70 5831 066-2/067-0/241-1/246-0/248-6

MWA 81.70 5891 011-5/ 505-6/511-4/512-2/525-4

MLA 81.70 5932 351-6/425-8/806-9/947-1

BS SCUNTHORPE / AFR VISIT REPORT

by Trevor Roots

On the 18th May 2025 we undertook our fifth brake van tour around Scunthorpe Steelworks and the Appleby Frodingham Railway (AFR) base therein. This was to be the first of two tours in 2025, the second being in July as in previous years. The now normal contingent of 24 members attended which allowed 4 per veranda though as you will see below the number could be increased slightly especially as the hire of the train has risen from £400 to £500 per visit. Though dry and warm, there was a keen breeze under the overcast sky.



members assembled prior to boarding our train, Frodingham, AFR (10.30) (TR)

Having all assembled by 10.00 we then moved over to the Frodingham platform, the internal AFR start point, by 10.25 to await the unlocking of the gate. Our train was already at the platform comprised of three brake vans B955160 + BR 7606 + Shark 993829, a new replacement, hauled this time by Hunslet 0-6-0DH [7409]. Once all aboard we set off at 10.40 stopping almost immediately for a 10 min loo break at the AFR site.



our train ready for the off, Frodingham, AFR (10.34) (TR)

Our hosts from AFR were welcoming and gave us a running commentary during the first part of the tour but this was suspended due to one of our hosts becoming ill and his role as pointsman being taken over by our commentator. The route was changed from previous tours with no visit to the BOS Plant before lunch or past the Concast Plant where the loco ran round, which it didn't do this time. We also didn't do a second pass through Mills Exchange sdgs so not so easy to record the many wagons on both sides of our train. However, a new area was included as we ran in and out of Trent Sdgs High Yard.

Apart from the obvious chance to see the many internal user and mainline wagons, the latter either on movements in and out of the site or stored, for many it is a chance to see the many industrial locos on site. There are now 35 locos based on site as 8.712 [16000012], 8.718 [1600018] and 80 [7281] have been scrapped and the sole ex-BR loco, yellow liveried Cl.20 81 (20056) has left the site and moved to Worksop Depot. The remaining locos are two Steelman 6wDHs, seven 0-4-0DEs, nine YE 0-6-0DEs, eight 1972 built Hunslet centre cab Bo-BoDEs, 9 GBRf owned ex-Norwegian Di-8 Bo-BoDE centre cab locos built in Germany in 1996. These latter locos were bought from Cargonet by GBRf in late 2011 and initially based at Tees Dock then Lackenby until moved to Scunthorpe in 2016. In addition, a new Clayton Cl.18, 18003 is on site for trials and evaluation, though now stored.



brake van 295516, Polish 0-6-0T [3138],
& DMU 59245 + 54207 (10.56) (TR)

above & below passing the AFR Depot (12.38) (TR)



above tank 33, [1438] 0-4-0ST on flat wagon of, hopper 197, flat & brake van 955010 (10.56) (TR)

The tour circumnavigated the entire site covering over 20 miles out of a system that totals 100 miles of track and gave us a chance, though sometimes only from a distance, of a view of most areas. As last year, the highlight was the run up the highline tracks to the blast furnaces where on parallel tracks could

be seen three 0-4-ODE locos + coke movers, 3 [3736GECT5436] + 01, 6 [3739GECT5439] + 06 and 7 [3740GECT5440] + 02 with 5 [3737GECT5436] stabled on its own. All could be seen as we passed by twice, though 6 was only seen by some as I didn't see it, with all three sets visible in the distance (but unidentifiable) beyond 5 once we reversed up the incline. Of the remaining 0-4-0s that operate on the highline, 1 [3734GECT5434] and 2 [3735GECT5435] were by the depot and 4 [3737GECT5437] was in the loco scrap area. The nine scrap locos, 7 BSS and 2 HNRC, had been moved from below the highline a short distance to an area between the former Appleby Coke Ovens and Winn's Sidings where they were dumped off track. We saw all the 0-6-ODEs and the Norwegian Bo-Bos and 6 out of the 8 BSS Bo-Bos with 70 [7281] *BIG KEITH* and 75 [7286] *General* missing.

All the 4wRE Appleby Coke Oven locos have now been scrapped. Also still on site are the two stored highline coke movers, 03 & 05, from the closed Dawes Lane Coke Ovens.

During our tour two DBS Cl.66s could be seen, 66114 on a rake of HTAs in the Coal / Coke Terminal and a very distant view of an unidentifiable DBC Cl.66 on JUA's at the Iron Ore Terminal though I suspect not many may have spotted this as it was in the background of my photos of the loco maintenance area.



above approaching the AFR Depot for our lunch stop with Pacer 144017 and buffet coach 4668 (12.38) (TR)

below YE 0-6-ODE [2661] & LMS inspection saloon 30106 (395280) (13.05) (TR)





left AB 0-4-0ST 54 (22) [2320] (TR)

As mentioned above, we stopped at the AFR Depot at 12.40 for the toilets and those that wished were able to purchase refreshments from the buffet car 4668. We then had a chance to look round most of the stock in the yard though not that on either side of the shed. This stock though was seen clearly from our tour. Whilst the righthand shed doors were open throughout our stop to view in from the outside the lefthand were only finally opened at 13.25 after many requests. We were then able to view all

stock from inside the two sides of the four track shed. After an hour we were on our way again at 13.40. The last hour took in the highline, the loco scrap area and the wagon and loco maintenance depot. It was then back to Frodingham platform and tours end at 14.40.

The list below took many hours of studying photos and cross checking.

Stock List:

BSS Locos: (27) (29# dismantled on wagon 6203)

HE Bo-BoDE 30 (79) [7290] *POPPY*, 71 [7282], 72 [7283], 73 [7284], 74 [7285]

MK Bo-BoDE 8.701 [1600001], 8.702 [1600002], 8.703 [1600003], 8.704 [1600004], 8.708 [1600008], 8.716 [1600016], 8.717 (8.717) [1600017], 8.719 [1600019], 8.720 (8.720) *POPPY* [1600020]

YE 0-6-0DE 29 [2938]#, 44 [2768], 51 [2709], 90 [2943], 91 [2944], 92 [2788], 93 [2902], 95 [2690] (carried both current and former number 29 on ends) RR 0-6-0DE 94 [10238]

BD 0-4-0DE 1 [3734GECT6434], 2 [3735GECT5435], 3 [3736GECT5436]*, 4 [3737/GECT5437]

5 [3737GECT5436], 6 [3737GECT5437]* & 7 [3737GECT5438]* (* behind their attached coke movers)

RR 6wDH 61 [10277], TH 6wDH 63 [317V]

Other Locos: 18003, 66114

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

OTP: (2) Unima 1 Tampers TSU 51030 (Winn's Sdgs), 51031 (Wagon Repair area)

Coke Movers: (6) 4wRE 03/05 (stored) + 01/02/06/07 (highline) Note all 5 operational coke movers can be identified end on by their cabs as all have different fittings.

Stock shown below is by location, time and track, which will help with identification. Some areas we passed by a couple of times so seen from different sides. Locomotives are included as shown in yellow. Wagons in red confirmed by either Aidan Turner, Neil Dix or Darren Bailey. Darren also provided those highlighted in blue but the numbers were not viewable. Wagons highlighted in green confirmed by Tim Ackerley.

Wagons: (* torpedo end covers removed)

Total - approx 361 (Internal Users - 156, NR - 205)

Between AFR Depot and Blast Furnaces: (10.51)

- **73** + torpedoes 46 + 65 + **74**

AFR Depot: (10.56)

- 5023 (possibly now preserved)

Adjacent AFR Depot: (10.56)

- 5415 5416

Winn's Sdgs: (10.58)

- 6203 (29), 6213, 6204, 6215, 6208, 6207, 8018 (24463), 8012 (24577), 8212 (24318)
- torpedo 59*, torpedo 56*, 2062, 6194
- Coke mover 05, torpedoes 58*, 54*, 68*
- 2282, 6609, 6607, 6605, 6603, 6610, 5730, 5726, 5734, 5731, 5504, 5501, 5503, 5502, 5715

Redbourne Semi-Finished Steel Stockyard: (10.58)

- 6102, 6104, 6107, 6103

between Winn's Sdgs and Wagon Repair Area: (11.02)

- tamper 51030

Rail Service Centre / Corus Rail Sdgs: (11.03)

- Headshunt IGA 83.80.4736.138-4/102-0/123-6/130-1

We then passed Trent Sdgs, to the north, twice as we traversed different tracks where many wagons were recorded but all shown below when we passed between the Yards

- IGA 33.80.4647.014-6/004-7
- IGA 33.80.4647.046-8/001-3, 83.80.4736.016-3, 83.80.4647.00-5/036-9/022-9
- IGA 33.80.4647.027-8/039-3/026-0/021-1/024-5/016-1
- 6301 + 6302 + 6303
- JZA 93610 (adj 817 inside shed)
- 817
- IGA 33.80.4647.019-5
- 7509, 7505, 7508, 7510, 7511
- IGA 33.80.4647.042-7/043-5/041-9

passing Anchor Exchange Sdgs: (11.31)

- 66114 HTA 310639 + 9 others

Trent Sdgs: (in and out of High Yard) (11.32)**High Yard:** (* buffer fitted, top number 310xxx, bottom panel 330xxx)

- MBA 500153, 500011, 500110, 500028
- BQA several hidden behind HTAs below, BQA 81.70.4842.006-8 (between 310582 and 310342), BQA 81.70.4842.008-4, BDA 950169 (between 311038 to 311045) 81.70.4842.004-3
- HTA 310582, 310342, 310623, 310664, 310856, 311038, 310944, 311045, 310803, 310380, 311109
- BQA 81.70.4842.001-9/005-0/015-9/016-7/017-5
- HTA 311148, 310734*, 311030, BEA 950651, 950645, YKA 996530, BDA 950461, 950401, 950976, BBA 910502, BEA 950773, FCA 610123, 610339, BBA 910120

Low Yard: (number in bracket assumed as permanent part of twin set and seen on 2024 visit)

- IGA 33.80.4647.041-1/011-2/045-0 (between 311148 and 310734)/037-7/006-2/008-8/020-3/048-4/031-0/83.80.4736.109-5/143-4/111-1/127-7/118-6/110-3/129-3/103-8/108-7/144-2
- MXA 950821, 951183, 950935, 950921, 950910, 950973, 950572, 950100, 950703, 951095, 950349, 950933, 950659, 950858, 950865, 950381, 950208, 950623, 951120, 950746, 951128, 951045, 950917 (entire rake)
- HTA 310493*, 310912, ?, ?, ?, ?, ?, BCA 900139, ?
- HTA 311043, 310370, BQA 81.70.4842.014-2
- FCA (610199), 610200
- BEA 950616, FIA 81.70.4938.145-0, FCA 610141, 610142, BDA 950706

Anchor Exchange Sdgs: (11.45)

- (end of 66114 + HTA 310639 rake) HTA 310781 310786 310502 310507 (graffiti) 310683, 311100, 310868, 310675, 310385
- HTA 311025 310876 311064 310950 310915 311066, 310457, 310670, 311140, 310926
- HTA 310412, 310968, 310680, 310754, 311133, 310918
- IGA 33.80.4647.029-4/044-3/028-6

En Route: (11.47) off track

- 8245, 8107

Iron Ore Terminal: (Foreign Ore Branch elevated track) (11.50) split rake on two tracks left to right from building

- ? ? ? inside and behind containers, JUA 26038, 26029, 26057, 26053, 26016, 26063 plus 12 unidentified seen as we approached before passing under the Branch
- JTA 26097, JUA 26069, 26093, 26045, 26028, 26037, 26054, 26048, 26011, 26031, 26034, 26001, 26074, 26050, 26025, 26090, 26051, 26008, 26067, 26094, JTA 26102

Mills Exchange Sdgs: (11.52)

Lefthand side:

- 8059, 2213, 2211, 2204, 2218, 8204 plus 3 hidden behind stone pile
- BDA 950385, BFA 950931, 950771, ?, ?, 950xxx, ?, ?, BEA 950632, ?, BBA 910191, 910362, BDA 950447, BEA 951065, BDA 950304, BEA 950981, BFA 950694, BEA 950392, BEA 950715
- BBA 910409, 910110, 910326, ?, BDA 950741, BFA 950718, BEA 951172, BAA 900275, 900245, BBA 910046, 910008
- BDA 950713
- 7507, 7501, 7504, 7502, 6105

Righthand side:

- **BBA 910183**, 910111, 910410, 910590, **910088**, **910330**, BAA 900xx0, 900180
- FIA 31.70.4938.722-6/141-9/224-3/**198-9**
- **8.702**, **8.703** which then passed us
- 8090, 8032 (243xx), 8088, 8039, 8031, 8216, 8034, 8116, 6111, 6110, 6112

Medium Section Mill: (11.57)

- 6170, 6171, 6189, 6183, 6181, 6182
- 5606 inside shed

Welfare Loop: (11.57)

- 6106, 6108, 7503, 6109

Loco Stabling Point: (12.07)

- **93**, **8.704**, **8.719**

Slab Yard: (12.08)

- FIA 31.70.4938.321-7/188-0/093-2/339-9/118-7

Concast Sdgs: (12.11)

- 5701 + 5722 + 5725 + 5704
- 5719 + 5714 + 5709 + 5724

Scrap Bay: (12.15)

- 8226, 8223, 8022, 8221

Line to BOS Plant: (12.15)

- torpedoes 57, 60
- **74** + torpedo 52 running parallel and passing us at 12.21
- **72**

passing Highline: (12.32) only coke mover 01 number seen, others by deduction from end on view **6** + coke mover 06

- **7** + coke mover 02, **3** + coke mover 01
- **5** stabled at top of incline

prior to passing under High Lines: (12.35)

- Coke mover 05, 6101, 2286, 2287

Loco Stabling Point between Highline & Torpedo Repair Bay: (12.36)

- **71**, **73**, torpedoes 65, **44**
- **72**
- **74** + torpedo 52

AFR (lunch stop) (12.40 - 13.40)

Between AFR Depot and Blast Furnaces:

- torpedo 61

After lunch instead of passing Winn's Sdgs and running round via the former Appleby Coke Ovens to reach the highline we reversed our route from just prior to lunch

Loco Stabling Point between Highline & Torpedo Repair Bay: (13.46)

- 72, 74, torpedo 65

Torpedo Repair Bay: (13.47)

- torpedo 43, 61

Alongside Highline: (13.51 – 13.57) awaiting the passing of a torpedo train

- 3 + coke mover 01 on highline
- 72 + torpedoes 70 + 55 + 74

En route to Highline: (13.57)

- 2288 former loco scrap line
- 6159 + 6162 + 6163 + 6164 + 6160 + 6161 + 6166 + 6167 + 6165 some seen after visit to High Lines

Highline: (14.06) the 3 loco + coke mover sets and separate coke mover seen end on

- 6 + coke mover 06
- 7 + coke mover 02, 3 + coke mover 01, coke mover 07
- 5 stabled at top of incline, ?, ?, ?

Loco Scrap Area: (14.13) off track

- 61, 94, 95, 92, 4, 44, 90, 91, 63

Wagon Repair Area: (14.20)

- ufs on scrap pile 24470 (ex-8122 but this is still extant, see below, possibly another wagon), 2451x plus torpedo end covers 41 (body not seen), 58 (body at Winn's Sdgs)
- 2210, 8005 (24529), 8007 (24298), 8009 (2459x), 8019 (24576), 8071 (2438x), 8099 (24537), 8211 (24409), 8213
- 5412, 2201, 2220, 2216, 2212, 8208, 2087, 2084, 8239 (24501), 8092, 8105, 8065
- tamper 51031
- 6604

Barclays Loop: (between Repair Depot and AFR Shed) (14.23)

- 5712, 5708, 5723, 5702, 5405, 5407, 5409, 5406

Loco Maintenance Shed: (14.25)

- 8.716, 1, 8.701
- 2, 18003, 8122 (uf but same wagon as 24470), 51
- torpedo 46 cover
- 76, 1 (AFR)
- 8.708, 70
- 820, 5028

Adjacent Loco Maintenance Depot: (14.34)

- 2206, 3006

Three wagons that haven't moved during all our visits and which can be seen from Brigg Road are 12 a former slag ladle displayed by Entrance D and the two former ladles / 125t Test Weights 32 + 47.

Appleby Frodingham Railway: (some also listed above)

Steam Locos: (4) (* dismantled under overhaul with frame & boiler inside shed)

AB 0-4-0ST 54 (22) [2320], PEC 0-4-0ST [1438]*, AB 0-4-0ST [2369]*, Polish FAB 0-6-0T 3138

Diesel Locos: (4) (our train loco) HE 0-6-0DH 58 [7409],

(* in BSS loco repair area) YE 0-6-0DE 1 [2877] on accommodation bogies

(inside shed), YE 0-6-0DE [2661] *ARNOLD MACHIN*, RSH 0-4-0DM [8368/WB3213]

Units: (5 cars) Cl.108 54207 + 59245, 144017 (55840 + 55853 + 55817)

Coaches: (2) Mk1 4668 (buffet), LMS Inspection Saloon 395280 (30106)

Wagons: (14) (* uf only) bolster 4023, brake vans 7606 (7605), 68494, 295516, 953867*, 955010, 955160, shark brake van 993829, ironstone hopper 197, 25t tipplers: 8552, 8553, flat roll trolley 6001, sludge tank 33, fish van 6005 (975329)



Mk1 4668 (TR)

The comparable visit in May 2024 had no torpedo movements so it was good to see several taking place on this visit. The range of internal wagons was still fascinating with 153 seen, of which a third were stored, compared to 155, 184, 164 & 146 seen on previous visits. Not visiting the Concast Plant did reduce the total by approx a dozen as we saw none of the 4/5 Anchor Car sets. I personally managed to cop another 16 of which 4 were torpedoes, so after being on four of our five visits I (we) have seen a total of 281 out of approx 458. Another 6 were seen on the July 2024 visit that I missed. The 458 total may be substantially less as we have never seen some types totalling 51 wagons so we have seen at least approx 70% of the internal user fleet. Of interest is that of the 29 torpedoes assumed to be still extant we have seen 26 over our five visits.

Another very fascinating and worthwhile visit with different track covered. Take advantage of these tours whilst you can. Photos used were with the permission of AFR.



members at the end of a successful tour alongside the recently restored Shark brake van, Frodingham platform (14.41) (TR)

GWR LAIRA DEPOT, PLYMOUTH

by **Andy Scott**

On Friday 30th May we had our first visit to Great Western Railway's Laira Depot at Plymouth. Two other members and I got dropped off at the Depot main entrance by our taxi at 09:10ish, but due to my mistake we were a whole 1hr and 50 minutes early as I thought it was a 10am start. We first saw Castle Set GW08 (48124 (this was a spare coach), 48123, 48122 & 49117) top and tailed by HST Power Cars 43156 and 43186. This departed into service at 09:45, we then passed coach 48121 and ex-TfW 175007.



above members Laira 30.05.25 (Andy Scott)

We then called our host Chris who let us in and then walked with us to the main reception, passing a family of geese who have taken up residence at the depot and had babies. We then sat in the mess room with a cup of tea and waited until the rest of the group arrived.

At the start time of 11am and with everyone signed in Chris started the visit with a 10-minute safety briefing which we had to sign and answer a short medical questionnaire. With bump caps, hi-vis and lanyards on we entered the main depot building firstly seeing the sump from 57605 which was being craned overhead. We then headed under a gangway passing by the wheelsets of a barrier coach and 2 x HST Power Cars.

We then walked along a gangway, first passing 43092 (with a few having a look in the cab), then 43042 was seen (again cab access was allowed) before barrier coach 6336 (now a storage area) was seen next to ex-TfW 175009.

We then saw all the parts laid out for the major overhaul of 57605 before we headed to the other side of the depot, walking past the lower side of coach 48114.

Next, we saw the first of 2 shunters based at Laira, 08641 Pride Of Laira.

We then saw the empty shell of Sleeper loco 57605 Totnes Castle which is having a major overhaul and the wheel lathe. Behind it was yellow Depot Mover 1001005675.50 and alongside that was coach 49105.



above Depot Mover 1001005675.50 Laura 30.05.25 (Andy Scott)



above 08644 Laura 30.05.25 (Andy Scott)

We then headed outside seeing the sidings where we saw the only 3 car unit on site, ex-TFW 175114.

We then walked to the area in front of the main shed seeing internal wagon 787133 and 38.5T ADB 909069 which had a CL. 50 engine on it. A 175 engine was passed on a frame along with 43088 which is now a spares donor for other Castle HSTs.



above 175114 Laira 30.05.25 (Andy Scott)

Over the far side was ex-MK1 Guv Parcel Coach 061202 (86498/93498), which is now used as a storage area and unbogied, We passed the main Hitachi Depot which can accompany a full 9 car set, seeing 802112 there.



above 43004 + 43188 Laira 30.05.25 (Andy Scott)

Next we saw the main HST Castle Set holding sidings where there was a full Castle set with 4 coaches (Set GW06 with HST Power Cars 43189 & 43098 attached) and one 3-coach set (Set GW07 with HST Power Cars 43097 & 43198) after the set had its toilet smashed open due to an incident where fire brigade broke in to apprehend a wanted person. Two further HST Power Cars, 43188 & 43004, were seen together while walking down the HST sidings, and we saw the second shunter based at Laira 08644 Laira Diesel Depot 50 years 1962-2012. The CL. 08 was shunting ex-TfW 175002 (due to crews not been trained on these units yet they currently need shunting round the depot).

We then headed round the rear of the Depot heading into the Hitachi Depot, passing 802112 again, and then went back to the mess room where the visit ended and the bump caps were returned along with the lanyards. We said our goodbyes and handed over £120 which was donated to The Railway Children.



above 43088 below 43188 both at Laira 30.05.25 (Both by Andy Scott)



Total Locomotives Seen 15

08641 Pride Of Laira, 08644 Laira Diesel Depot 50 Years 1962-2012, 43004 Caerphilly Castle, 43042 Tregenna Castle, 43088 (spares loco), 43092 Cromwell's Castle, 43097 Castle Drogo, 43098 Walton Castle, 43156 Maen Castle, 43186 Taunton Castle, 43188 Newport Castle, 43189 Launceston Castle, 43198 Driver Stan Martin 25 June 1950-6 November 2004/Driver Brian Cooper 15 June 1947-5 October 1999 plus Dedicated Depot Shunter 101005675/50 with RW 20/35 on side

Total Units Seen 4 Ex TFW/ 1 GWR

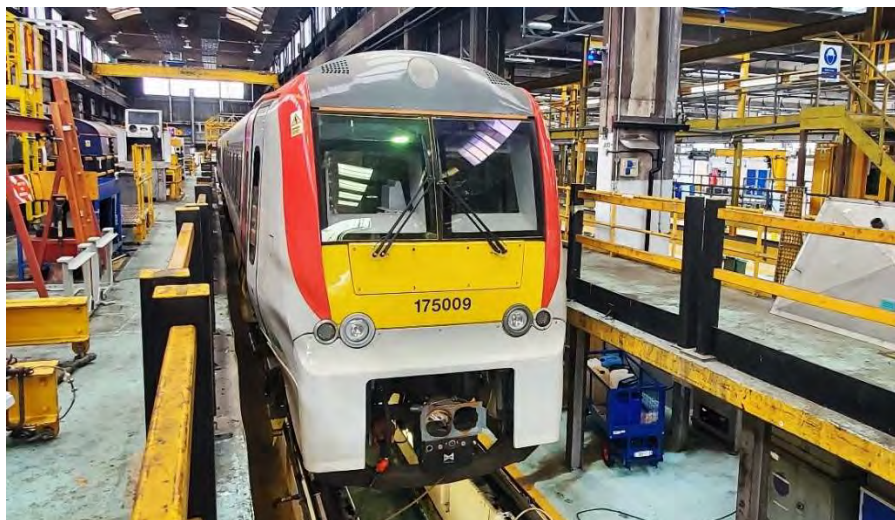
175002, 175007, 175009, 175114 & 802112

Total Coaches Seen 14 HST coaches, 1 Barrier, 1 ex Mk1 GUV

48114, 48117, 48118, 48119, 48120, 48121, 48122, 48123, 48124, 48150, 49105, 49106, 49108 & 49117

Barrier 6336 Mk1 (HST) HSBV and Ex Mk1 GUV 061202 (86498/93498)

Total Wagons Seen 2 (Both internal)
787133 and 38.5T ADB 909069



above 175009 Laira 30.05.25 (Andy Scott)

SHUNTER SPOT I



above 08536 recently moved from RSS Wishaw, Ruddington, GCN 07.06.25 (Greg Hartle)

DAYS OUT

The last 100 units: the story continues

by Peter Ventham

This article continues Peter's story from the February, March and April editions of TRACKS

The New Year started. I had a few plans in place to reduce the units I needed to travel on and to make a start on catching up. I had finished sorting out Michael's house and all that remained to do was the final house clearance and some cleaning up. It was also the time of year that Trevor calls on us to proofread the new books which were due out towards the end of February. Between the two the plans had to be held back a bit.

I did notice on 3rd January 2025 on Realtime Trains that two of my 458/4 units I needed for renumbering were out and about. Luckily, they work through the local station so I took a few hours and had a ride from Addlestone to Hounslow with 458405 and 458406 back to Virginia Water. On the 7th January 2025 701017 was working. I was meeting some friends and so I caught the train to Staines to take it from there to Clapham Junction before returning home later on.

I decided that I would have a couple of days away in January, and so I booked two nights in Birmingham. Before I could go I did a couple of trips to Southampton (the first one for the house clearance and a second trip to do some cleaning up before the house went on the market). I did manage to clear up a few engineering wagons on my travels. I had also done quite a bit of proofreading and some research for the books mainly to check information and find out where things had moved to.



above 196114 Birmingham New Street 20.01.25 (Peter Ventham)

On 20th January 2025 I headed to Birmingham. I caught the 0802 from Addlestone with 450014, then, 450037 on the 0811 Weybridge to Waterloo. I transferred via the Northern Line to Euston and settled down on unit 390107 which whisked me to Birmingham. Unfortunately, now that "Part Time Spotter" has closed down we have no allocations for West Midlands Trains as they do not take part in Know Your Train on Realtime Trains (*Editor's note: as of May 2025, West Midlands Trains allocations are now shown on Realtime Trains*). I needed 26 class 730/0 and two 196 units with all being reported in service. I decided to spend a couple of hours to see what was working and where. I normally stand on the footbridge at the Wolverhampton end of the station which is out of the wind. If a train is blocked by another then it is easy to nip over to confirm the numbers.

I had not seen all the trains when 196114 arrived from Hereford. Being one of the two 196 units I wanted I caught this to Bromsgrove. I waited there for 730047 and 730045, coupled together, that I had seen earlier and caught these, changing units at Selly Oak. There were a further five units working on the Cross-City line and further trips followed between Litchfield Trent Valley and Bromsgrove, which used up the rest of the afternoon. I booked into the hotel and went and found some food before retiring for the night. I had cleared 196114 and 730001/04/27/29/44/45/47 which was not a bad start.



above 730025 Wolverhampton 21.01.25 (Peter Ventham)

After breakfast on the 21st January 2025 I again thought that I would see the units before doing some travelling. This time 196113 turned up just as I was about to start travelling. I caught this to Wolverhampton via Soho and Bescot as it was working a Shrewsbury service. Passing Soho two of the units I wanted were resting at the depot, 730031 and 730034. At Wolverhampton I had a cup of tea while waiting for 730025 which was working between Walsall and Wolverhampton. Once back at Birmingham there were four further units working on the Cross-City services and so I did several trips between Four Oaks and University clearing these off before catching 730043 to Walsall and returning with 730021. I spent a couple of hours at Walsall waiting for 730021 to come round, watching freight and clearing off some wagons on the Small Heath to Tunstead workings. 196113 and 730021/25/28/30/32/43/48 were crossed off the list today.



above 730043 Walsall 21.01.25 (Peter Ventham)

On the third day (22nd), I went over to the station to see what was working. There were just three more units working, 730015 on the Cross-City line and 730023 and 730036 on the Walsall to Wolverhampton services. I caught a train to Longbridge to catch 730015 back through Birmingham to Ashton. I had seen in TRACKS that there was a locomotive in a dealer's yard in Ashton, so I set out to find this. After a walk of about half a mile I found the engine but could only get a wide angle picture from the road side as a van was parked against it on the yard side. Back at the station I caught 730023 to Birmingham then a train to Walsall for 730036, watching the freight until it came back round. At Birmingham I was talking to some enthusiasts and they told me that four of my units were working between Euston and Milton Keynes. There being no other units working around Birmingham I caught 807004, starting another new class, to Milton Keynes. From there I caught 730012 to Tring and 730038 to Watford Junction. I waited at Watford for some time but there was no sign of the other two so I caught the Southern service to Clapham Junction and made my way home.

On the following day, the 23rd, 458403 was reported back in service and as I was going to meet a friend I caught 458418 from Addlestone to Syon Lane to pick up 458403, which I took back to Feltham. The following week was a social week seeing visits to Exeter and a couple of days in Wolverhampton. While in Wolverhampton we had a look at the work taking place in Dudley on the trams. I also managed to get a couple of trams for travelling on.

The following week I managed a quick trip to get 458417. I had also read that Croydon Tram 2547 was back in service so I went to Wimbledon and across to Croydon to try to see it but to no avail.

Starting from the 10th February I had a couple of days in Cardiff. I caught the train to Virginia Water, then to Reading catching 800032 to Newport. I had checked on Realtime Trains what was running and worked out a rough plan. From Newport I caught 197126 to Cardiff, then spent some time travelling between Newport, Bridgend and Pontypridd. Travelling to Pontypridd I started off a new class with 756115 there and 756116 back. In all another 9 units were ticked off.



above 807004 Birmingham New Street 22.01.25 (Peter Ventham)



above 756115 Cardiff Central 11.02.25 (Peter Ventham)

The following day, 11th February, looking on Realtime Trains I saw that there were only three units working through Cardiff that day. I had a trip to Pontypridd to get 756104. Back at Cardiff I watched the

freight coming through while waiting for the other two units. They were due in the afternoon. However, one was substituted while the other was booked out of Canton later. It did not come out as booked and was stepped back to a later departure. Unfortunately, I could not wait and caught the 1818 with 800008 back to Reading and headed home. So just one unit today, although there were some bonus freight wagons.



above 197126 Newport 10.02.25 (Peter Ventham)

The middle of February saw another social trip, this time to Sheffield. Whilst there I did manage to have a ride on a couple of tram trains but not enough mileage to clear them out. We did have a walk past Attercliffe Sidings and saw the shunters long term stored there (08872, 09023, EEV/D1137/1966, YE2641/1947 and YE2714/1958). My next trip was a day trip to Peterborough to see a friend and get some wagons. Arriving at Kings Cross 180105 was on the Grand Central service which called at Peterborough and so I waited for this. That just left one of these to get.

The following week a friend and I went to Scotland mainly for photography and to visit some pubs. We caught the 0730 Kings Cross to Edinburgh on the 24th February, and spent some time at Haymarket before visiting the pubs we wanted and making our way to Glasgow and our hotel. On the 25th we wanted to get some HST sets for travel. There were three running that we could fit in with our pub visits. We caught a train to Edinburgh for HA17 set then made our way via some more pubs to Perth. Here we

picked up set HA21 to Dundee. It was then back from Dundee to Perth to take set HA07 to Glasgow Queen Street. The following day we returned to London having taken quite a few photographs and visiting most of the pubs we wanted to visit.



above 399203 Sheffield Cathedral 14.02.25 (Peter Ventham)



above 180105 London King's Cross 21.02.25 (Peter Ventham)

The 27th February saw 701031 out working so I went out to get this. On the 6th March 458407 was out working so another quick trip out secured this in the book. I was going to do a trip to Manchester, Liverpool and Sheffield but I had to postpone this due to other unavoidable commitments.



above CT 2547 New Addington 20.03.25 (Peter Ventham)



above 730031 Four Oaks 28.03.25 (Peter Ventham)

I did the Thames Valley Wanderer Railtour on the 15th March (see separate report in the April 2025 issue of TRACKS), picking up two class 57 locomotives for renumbering. The following week 701046 came out to play and as I was going to see some friends I went out early to pick this up. I also went to Croydon to have a look for Tram 2547. Success this time and I caught it from Croydon to New Addington and back.



above 4-6-0 45596 on Shap Mountaineer, Carlisle 29.03.25 (Peter Ventham)

The final trip of this quarter was on a Vintage Trains Railtour from Crewe to Carlisle. We stayed at Crewe for three days. On Friday 28th March I decided to see if I could get my 730/0 reduced a bit more. I caught the train to Birmingham. At Euston I had the choice of 390016/390200 on the 1010 or 807005 on the 1017. I caught the 1010 as while not technically a re-numbering as it still carries its original number it was nice to get. After checking what was working there were four of the seven I needed working. I had 730003 from New Street to Four Oaks and back to Chester Road. Here I caught 730031 from Chester Road back to Four Oaks and then to University. At University I caught 730026 to Four Oaks. I then caught a train back to Birmingham before catching 730033 from New Street to Birmingham International and back to Birmingham. I caught a train from there to Crewe for the night passing Soho depot where 730034 was in residence yet again. The other two units were working from Euston (730035 and 730040).

The following day (29th March) we were at Crewe Station for about 0745. We had some tea before picking up our Railtour. 47773/D1755 arrived slightly late with 9 coaches on. We found our compartment and settled back for the run up the West Coast Main Line. While having tea and bacon rolls we stopped at Warrington and Preston. 47773/D1755 was not in the best of health and struggled a bit in places, as a result we arrived at Carnforth about 15 minutes late. 45593 backed on with its support coach and we

were soon heading off up Shap to Carlisle. It was a great effort with us passing the summit at Shap at about 38 mph. There followed a lively run to Carlisle and we arrived slightly early. Following us at Carlisle was 34067 "Tangmere". We waited and saw this arrive and then went to get some lunch. After lunch we returned to the station and took some photographs while the train was shunted into the station. After boarding we made our way to Appleby for our water stop leaving there slightly early. En route we were advised that 37240 would be coming across to take us forward from Hellifield as 47773 was low on power.



above 4-6-2 34067 on Shap Mountaineer, Carlisle 29.03.25 (Peter Ventham)

Upon leaving Appleby we continued the climb to Blea Moor. To our left there was a rainbow and there was rain on the fells in the distance. About Kirkby Stephen it started to rain. It tipped down. As a result all the way to Hellifield there was a restricted view and going over Ribbleshead the ground was only just visible. On arrival at Hellifield 45593 came off the train and went to Keighley with its support coach. 47773/D1755 arrived on the front and we then waited for 37240. It arrived and we departed 49 minutes late following the Dalesrail service from Ribbleshead to Rochdale. 37240 gave a great account of itself. It was its first passenger working for 29 years. We had a good run from Farlington Junction to Crewe arriving there about 11 mins late.



above 47773 on Shap Mountaineer, Carlisle 29.03.25 (Peter Ventham)

On Sunday rather than head home we had a trip to Blackpool. We headed north on 390008 for 195117 from Preston to Blackpool North. From Blackpool North we had a ride on the trams scratching off the new extension to Blackpool station. We caught a tram from Blackpool North to Starr Gate and then to Fleetwood, where we had an excellent fish and chip meal in the café there. After lunch we caught the tram back to Starr Gate then returned to the Tower from where a bus took us to the station and our train back to Crewe.



above BFT 002 Starr Gate, Blackpool 30.03.25 (Peter Ventham)



above 777043 Old Roan 31.03.25 (Peter Ventham)

On Monday 31st March I decided to go to Liverpool before heading home. I caught 807004 (again) from Crewe to Liverpool Lime Street. From there I walked round to Central and went to the Northern Line platforms to see what was running. I had a quiet half an hour before 777144 arrived and I caught this to

The East Anglian Freighter Railtour – 27th April 2025

by Peter Ventham

The UK Railtours trip to visit Sizewell was originally advertised as running prior to Christmas 2024. The tour was postponed owing to problems with the pathing of trains on a Saturday on the East Suffolk Line and so the train was re-arranged to run on Sunday 27th April 2025. The tour was also re-arranged not to go to Sizewell due to work, I believe, taking place on the line. This was a shame as it is one of the few freight branches that I still wanted to do.

The re-arranged tour was booked to depart from Stratford at 0735 in the morning, which, unfortunately was impossible to get to from home, and so an overnight hotel stay was needed. Luckily, I looked ahead to see what was going on and wondered why hotels in the London/Stratford area were charging in the region of £200 for that weekend. The “what’s on” listings showed that there were two FA Cup Semi-Finals that weekend, with the possibility of sixteen teams playing and not many London teams being involved. Then I found the clincher. It was London Marathon weekend. I looked a little further afield and managed to get a hotel in Chelmsford-The County Hotel.

On Saturday 26th April I had a check about to see what I would like to do. The Mid-Hants Railway and Epping-Ongar both had galas on, but I only needed one locomotive at each, both of which were not in danger of going anywhere soon (D9529 at Epping and 563 at the Mid-Hants visiting from Swanage). I decided to have a look at some of my remaining London area units. I did not fare much better but made a plan. I will explain further in my next “Last 100” series article.

The plan went unusually well, and that evening saw me check in the hotel to find that there was a Masonic Lodge meeting taking place. This meant that the restaurant was closed although there was a restricted menu available in the bar. I opted for a local pub (there is a surprise) and some take away fish and chips before retiring for a very comfortable night.



above 20205 + 20007 Lowestoft on East Anglian Freighter 27.04.25 (Peter Ventham)

The following morning, I was up early and wandered to the station to catch the train which left Chelmsford at the civilised hour of 0810, unfortunately too early for breakfast at the hotel which started at 0800. I would wait and use the facilities on the train. I walked the 10 minutes to the station to find that there were problems with the train service. I had not looked at the train information and found that the train had not left Stratford. I waited patiently with some of the other passengers, having a chat with a friend who had also elected to stay in Chelmsford.

After a while the train was seen to have left Stratford on "Open Train Times", running about 40 mins late. Late running was to affect us for the rest of the day. The train arrived 40 minutes late and we ran between 20 and 50 mins late for the rest of the day. On the front on arrival at Chelmsford were 20007 and 20205 with 37403 on the rear. We set off in pleasant weather and headed to Colchester, making use of the buffet facilities on the train for coffee and a bacon roll.

We stopped just before Colchester as we were booked via the Goods Loop, but we were not able to do this as there was a Freightliner berthed in the loop. 66309 was at the head of this. After a short delay we ran into Colchester for our next pick-up. Once away from Colchester we went to Ipswich, passing on the centre road before branching off right and taking the East Suffolk Line to Lowestoft. It is some time since I last did the whole East Suffolk line, having just been as far as Wickham Market when I was travelling on some class 755 units. The line has quite a bit of single line running and so we had to wait for trains coming in the other direction especially as we were running late and had lost our path. It was a very pleasant run and we crossed trains at Saxmundham and Beccles before arriving at Lowestoft.

At Lowestoft we had a little break, but because of late running this was cut back to 20 minutes. Just time for a quick leg stretch and a couple of photographs of our locomotives. Back on board the train there was a further delay while we waited for a couple of service trains and then the MOM to clip some points as our locomotive was ahead of the starting signal. We set off, with 37403 leading now, heading across the Broads towards Norwich crossing the swing bridges at Somerleyton and Reedham. There was plenty of wildlife to see and cattle grazing, interspersed with windmills dotting the landscape.

Approaching Norwich, we slowed just before Crown Point Depot and took the avoiding line and now headed towards Liss. This was a piece of line I required. We powered off heading towards Felixstowe and our next bit of line. On the way we covered Stowmarket DGL and Claydon Down and Up Goods Loop, before turning left at Ipswich Europa Junction to Boss Hall Junction covering my second bit of line. We then went to Felixstowe Beach station crossing the level crossing, to Felixstowe Creek Sidings. I thought that I had only been as far as Beach Station before and on getting home checked this and found that I had covered another bit of new track.

On arrival at Felixstowe Creek, the crew had a look at the locomotives as there seemed to be a small problem, however, we soon left and headed to Trimley for another reversal. We then headed to the current Felixstowe station reversing once again here. There was a slight delay here after a track defect was reported, but we were soon heading back the way we came to traverse the Bacon Factory Curve again to Claydon Loop where we reversed again. With 37403 heading again we set off for Shenfield.

We called at Colchester and then went via the Up Goods Loop, then Marks Tey Loop and finally Witham Loop before arriving at Shenfield platform 1. Here we reversed and headed to Southend Victoria with the two class 20s leading. It was not a very exhilarating run as we followed another service. There was another short stop for the crew to deal with another a problem on one of the locomotives before we arrived at Southend.

At Southend we waited for a couple of trains and with 37403 at the head for the remainder of the trip headed through the twilight towards Stratford. From the fast line at Ilford we ran via the Up Passenger Avoiding line round the back of Manor Park as far as Forest Gate Junction before crossing back to the Up Main and terminating in platform 10A at Stratford. For me it was just a trip on the Jubilee Line to Waterloo and a train home to Addlestone.

This was another very good tour wandering round East Anglia visiting some lines not normally visited by loco hauled trains and covering some lines that I had not travelled before. Very enjoyable.

BCIMO/Very Light Rail National Innovation Centre, Dudley

by Aidan Turner

This visit was advertised as a Family Day as part of the Railway 200 Celebrations and in conjunction with Coventry City Council at the VLRNIC.



above VLR being under the charging arch 17.05.25 (Aidan Turner)

The site was open from 10.00 am to 4.00 pm but my wife and I didn't arrive until early afternoon hoping by this time the crowds had died down a bit. With a mixture of families and enthusiasts in attendance the highlight of the day was the first chance that the public have had to ride on the Coventry Very Light Rail vehicle. As we arrived we could see the queue for the ride so headed straight there quickly noting what we had passed. One of the conditions of allowing the public on it was that all had to be seated so this reduced the vehicle's capacity from 56 down to 20 per run. Just as it was coming to our turn the vehicle had to go off for a charge so we had to wait another 10-15 minutes. We could see the charging point from the queue and it was interesting to watch it being charged from overhead. Eventually we got on with 2 remaining trips spare. It did the full loop within the centre before passing through the almost

straight Dudley tunnel and about a 1/4 mile beyond taking around 15 minutes. The ride was smooth even around the tight turning circle, being bogied and not 4 wheeled helping this. We were then surprised by the speed it actually got to once in the tunnel.



*above VLR 17.05.25 (Aidan Turner)
below 4 PPM 12 + Mk2 42347 VLR 17.05.25 (Aidan Turner)*



Under the bridge just before the tunnel the Prototype PPM50 (999900) could be seen. This is now sporting a white livery and not the blue and yellow it carried while at the SVR. It no longer carries the number 12 so is now un-numbered but unfortunately like when at the SVR is covered in graffiti on one side. Next to this was HST coach 42347 with boarded over gangways apparently here for some toilet tests.

In a makeshift compound outside the main shed could be found the remaining WM Metro T69 Tram no.16. This has been gutted inside and is now used as an exhibition vehicle. Unfortunately, we didn't have time to explore it. Next to it were a few motorised trolleys plus trailers.

Finally, inside the main shed were WM Urbos 3 trams 18 and 30. Access was not allowed to these but they could easily be seen through the balcony window in reception. In the actual reception area could be found a variety of stalls from the supported charities to a couple of railway preservation stalls to model railways. Outside the far end of the shed were the fairground rides.

Talking to staff they were really pleased with the support the public had given in coming and were somewhat overwhelmed by the interest in and the number of visitors wanting to ride the CVLR vehicle - they certainly didn't expect a continuous queue all day.

A very pleasant day in all and something a bit different.



above ex-WMM 16 VLR 17.05.25 (Aidan Turner)

Editor's note: On 30 May 2025, testing of the VLR on a 220m stretch of track in Coventry City Centre began. The tests will continue until the end of June. Members of the public were able to book on to the test runs via Coventry County Council's website, which stated that on the test runs 17 passengers would be accommodated, compared to 60 once the vehicle is in full operation.

PRESERVATION GALAS

Swanage Railway Diesel Gala, 9-11 May 2025

by **Paul Brack**

The Swanage Railway held its annual Spring Diesel Gala from 9-11th May 2025. As ever, the event featured a number of visitors. This year, the lineup included 20066 (Barrow Hill), 45108 (East Lancashire Railway), 47715 (Chinnor and Princes Risborough Railway), 56090 (Colas Rail), 73128 (GBRf), 37706 (WCR), 50008 (Hanson and Hall) and 69007 (GBRf) alongside D6515 from the home fleet. In addition, the Southern Electric Group's CL. 423 4VEP 3417 "Gordon Pettitt" made a visit.



above 37706 + 20066 + 45108 on 0Z20 Barrow Hill to Swanage, Elford (15.52) 06.05.25 (Peter Davis)

As shown in the photograph above, 37706 was used to bring 20066 and 45108 to Swanage on 6 May 2025. 37706 collected 45108 from the ELR, and then 20066 was collected from Barrow Hill.



above 50008 + 4VEP 3417 on Strawberry Hill CSD to Swanage, SWG, Reading (16.16) 06.05.25 (Spencer Conquest)



above 20066 for Swanage, Norden, SWG (12.57) 11.05.25 (Lee Baldwin)



above 47715 from Norden, Swanage, SWG (14.53) 11.05.25 (Lee Baldwin)

Also on 6 May, 50008 went light engine from Princes Risborough to Strawberry Hill to collect the 4VEP, then hauled the 4VEP from Strawberry Hill to Swanage. 47715 was intended to accompany 50008 on this journey, but due to a fault it was left at Princes Risborough.

There was briefly some concern that 47715 would not be able to attend the Gala. However, this abated by 7 May 2025 when 50008 returned from Swanage to Princes Risborough to collect 47715.

73128 and 69007 also worked in from Tonbridge Yard on 7 May, with the Cl. 73 leading the duo on their journey.

56090 arrived from Eastleigh East Yard on 8 May during the preview day.



above 56090 + 4VEP 3417 from Swanage, Norden, SWG (13.04) 11.05.25 (Lee Baldwin)

On 8th May, the day before the Gala began the Swanage Railway held a Network SouthEast themed Preview Day. This featured Battle of Britain Class 34072 and Network SouthEast-liveried duo 73128 and 47715.

On 9th May, the first day of the Gala 37706 and 56090 both developed faults, necessitating some adaptation of the timetable. However, both were repaired and able to participate in the Gala.

It was announced after the Gala that 20066 will be remaining at the railway for a few months. The locomotive will provide cover for 33111, a member of the home fleet currently undergoing maintenance.

Most of the remaining visitors left on the 12th May. 50008 hauled 47715 and the 4VEP to Strawberry Hill, dropping off the unit and then continuing with 47715 to Princes Risborough. 56090 ran light engine to Eastleigh East Yard and 69007 and 73128 ran light engine to Tonbridge West Yard. The following day, 37706 returned 45108 to the East Lancashire Railway and continued "home" to Carnforth.



above 69007 + 4VEP 3417 for Swanage, Norden, SWG (13.17) 11.05.25 (Lee Baldwin)

Severn Valley Railway Spring Diesel Gala, 15-18 May 2025

by **Andy Scott**

The Severn Valley held this year's Mega Spring Diesel Festival 2025 over 4 days from Thursday 15th to Sunday 18th May. ICRS Applied to have the Sales Stand there but the location was not appropriate so we declined. Therefore, as I was attending it was agreed that I would represent ICRS, doing a write up for the magazine. I departed Meadowhall on 1J39 to Sheffield with 170454, changing to 1V44 to Birmingham New Street on Cross Country 220027 & 220020. At Birmingham I got 350119 working 1F48 to Smethwick Galton Bridge and finally 172221 & 172340 working 2K22 to Kidderminster.



above 220020 Birmingham New Street (08.12) 16.05.25 (Andy Scott)



above 43480 + 43468 Kidderminster Town, SVR 17.05.25 (Andy Scott)

Once at Kidderminster SVR I collected my ticket and it was time to board my first train which happened to be hauled by 57003 which I must say sounded great with Freightliner 66509 on the rear due to the landslip past Hampton Loade. Before becoming a 57 57003 was D1798/47317 it was repainted into

RFD Grey at Eastleigh Arlington Works in 2024 carrying are name plate Intercity Railway Society 50th Anniversary 1973-2023.



above 50033 departs Kidderminster Town, SVR on service to Highley (16.22) 17.05.25 (Lee Baldwin)



above 57003 & D1048 Kidderminster Town, SVR 16.05.25 (Andy Scott)



above 57003 Kidderminster Town, SVR 17.05.25 (Andy Scott)

As always with Severn Valley Railway galas there was an impressive line-up of visiting mainline locomotives present. In total, 22 locomotives worked over the four days. The visiting mainline locomotives were as follows: 20048, 20142 Sir John Betjeman, 20189, 37706 from West Coast, 43468 & 43480 from Rail Adventure, 52 D1015 Western Champion, 56094 & 56113 from Colas Rail, 57003 Intercity Railway Society from LSL, 58023 Leicester Depot, 66509 (this was named on the Thursday) Freightliner Retirement Association from Freightliner, 69014 EMD Longport from GBRF and 70020 also from Freightliner.



above 58023 Bewdley, SVR 16.05.25 (Andy Scott)

The visitors worked alongside the home fleet of 33108, 40106 Atlantic Conveyor, D821 Greyhound, 46045, 50033 (renamed Glorious), 50035 Ark Royal and 50049 Defiance.



above 69014 passes Foley Tunnel, SVR on Kidderminster Town to Highley (12.37) 17.05.25
(Lee Baldwin)



above 70020 t&t 58023 passes Foley Tunnel, SVR on Highley to Kidderminster Town (11.44) 17.05.25
(Lee Baldwin)

All locos worked an impressive timetable with a problem occurring due to 56094 blowing a turbo on the Saturday and there being no crew to work it on the Sunday. Unfortunately, Class 17 Clayton D8568 & 37263 couldn't work for various reasons.

Depot visits ran across the four days where visitors could see Class 08 D3022 (08015/13022), ex-08635 now carrying H3802 and a Hydroflex shunter, 09107, Class 11 12099, Class 17 Clayton D8568, Class 35 Hymek D7029, 50007 Hercules, 50044 Exeter, and Class 52 D1013 Western Ranger. When I visited stabled in-between workings the following locos were seen: 20048, Class 52 D1015 Western Champion, 57003 Intercity Railway Society, 58023 Leicester Depot and 66509 Freightliner Retirement Association.

I returned home on Saturday evening catching 2S97 Kidderminster to Smethwick Galton Bridge worked by 172002 & 172211, then 2A49 to Birmingham New Street with new 730020, then Cross Country 220033 & 221126 working 1E63 to Sheffield before 2B70 to Meadowhall with 150002.



above 50044 Diesel Depot, Kidderminster Town, SVR 17.05.25 (Andy Scott)

Another fabulous Severn Valley Gala was had with many happy and satisfied guests.



H3802 Diesel Depot, Kidderminster Town, SVR 17.05.25 (Andy Scott)

PHOTO SPOT: MID-HANTS STEAM GALA



above 2-6-2T 41312 on 10.20 Alton to Alresford, Medstead & Four Marks, MHR (10.39) 27.04.25
below 4-4-0 563 on 11.15 Alresford to Alton, Medstead & Four Marks, MHR (11.48) 27.04.25
(Both John Goodyer)



PHOTO SPOT: WEST SOMERSET RAILWAY STEAM GALA



above 0-6-0ST 11456 on 17.55 Bishops Lydeard to Minehead, Crowcombe Heathfield, WSR (18.24)
02.05.25 (John Goodyer)



above 0-6-2T 6695 on 18.45 Bishops Lydeard to Minehead, Crowcombe Heathfield, WSR (19.24)
02.05.25 (John Goodyer)

Rivals Reunited, Pendennis Castle & Flying Scotsman, Didcot Railway Centre, 24 May 2025

by Paul Brack

Didcot Railway Centre held a series of events from 14th May to 1st June 2025 under the banner of “Rivals Reunited” to celebrate the visit of LNER Class A3 4-6-2 “Pacific” steam locomotive 60103 Flying Scotsman and its reunion with GWR 4-6-0 “Castle” class 4079 Pendennis Castle. The notion of rivalry is based on the use of Pendennis Castle on a series of trials on the East Coast Main Line in 1925, where it was shown that the GWR locomotive was superior to LNER’s flagship A1 locomotives. Following this, GWR sent the Castle to the British Empire Exhibition held at Wembley Park in 1925 to be displayed alongside Flying Scotsman with a notice stating it was the most powerful passenger express locomotive in Britain. The previous reunion of the two locomotives was as long ago as 1988, and the events therefore represented a rare opportunity to see Flying Scotsman and Pendennis Castle together.



above 4-6-2 60103, 4-6-0 4079, 5051 & 6023 DRC (10.30) 25.05.25 (Spencer Conquest)

Flying Scotsman arrived at Didcot Railway Centre with its support coach on 6th May, piloted by DB Cargo 66117 while in light steam and running 102 minutes late. It is a remarkable testament to the draw of Flying Scotsman that there was still a crowd of about 25 people waiting patiently for the best part of two hours to see it pass Hinksey Yard (they were also treated to a convoy of 37706, 20066 and 45108 on their way to the Swanage Railway Diesel Gala and a couple of Cl. 70s on passing intermodal services).

After arrival at the Railway Centre, Flying Scotsman was stabled behind closed doors in the Locomotive Workshops. However, a benefit of this was that it required D1023 Western Fusilier to be moved into the 1932 Engine Shed, where it could be viewed from all sides rather than the more truncated view which has been available during its sojourn in the Locomotive Workshops since arriving at the Railway Centre in January 2023.

On 11th May, Flying Scotsman was moved out of the Locomotive Works and into the 1932 Engine Shed and buffered up to D1023, ready for the first event day on 14th May. The events were a mixture of static display with footplate experiences available and steam days with both Flying Scotsman and Pendennis Castle in steam. When I attended on 24 May it was the latter type of event. Didcot Railway Centre has two demonstration lines, a main demonstration line of approximately ½ mile in length and a branch line of approximately ¼ mile in length. The site typically opens from 10.30 am to 4 pm on running days, but

operated extended hours of 9 am to 5 pm on the days that Flying Scotsman was in steam. Shortly after opening I was able to walk straight in, however lengthy queues had built up by the time I left.



above 66117 + 4-6-2 60103 on 5Z81 12.27 York NRM to DRC. Little Fenton (13.02) 06.05.25
(Darren Bailey)

GWR Diesel Railcar No. 22 operated on the main demonstration line from 9.20 to 11.00 before being replaced by Flying Scotsman, which was in turn intended to be replaced by Pendennis Castle at approximately 3 pm (though I had left before this time). Three coaches (7371 (Collett Brake Composite), 536 (Collett Third) and 7372 (Hawksworth Brake Composite)), rather than the usual two, were provided for Flying Scotsman and, rather than allowing boarding at either end of the main demonstration line as usual, boarding was only permitted at Main Line Platform, with very lengthy queues quickly forming.



above 4-6-0 4079, 5051 & 6023 DRC (10.51) 25.05.25 (Spencer Conquest)

GWR 0-4-0ST steam locomotive 1340 Trojan was operated on the branch line from 9.30, with two coaches, 3755 (Churchward Non-Corridor Brake Third) and 190 (Collett Auto Trailer).

One of the advantages of the location of Didcot Railway Centre between Didcot Parkway station, Didcot Yard and Didcot East Curve is that it is a great vantage point for main line action. Modern traction enthusiasts would not have been disappointed on 24th May, being able to see a private charter from London Paddington to Cardiff Central top and tailed by Transrail 37240 and 20142/89 and an empty stock move of predominantly blue and grey Mk 3 coaches hauled from Southall Depot to Bristol Kingsland Road by WCR Maroon 47802. Colour and noise were also added by passing intermodal trains hauled by Freightliner 70002 (4029) and 70008 (4027). In the early part of the morning, 66126 Driver Jack Mills, recently repainted into DB red from DRS livery, was deployed on some shunting in Didcot Yard, where it was later joined by 66128 with an intermodal train from Wakefield Europort (4V43).



above Flying Scotsman collecting its coaches which had been stabled just off the end of the platform at Oxford Road Station on the main demonstration line, Didcot Railway Centre 24.05.25 (Paul Brack)



above 08604, D9516 & D1023 in the shed at DRC (11.29) 25.05.25 (Spencer Conquest)



above 4-6-2 60103 DRC (12.02) 25.05.25 (Spencer Conquest)

RAILWAY 200 SPECIAL ARTICLE

The story of the 1838 “Iron Road Book”

by **Mike Slingsby**

The history of the opening of the first timetabled Inter City Railway service connecting London and Birmingham, the L&BR, is well documented.

The story started when Robert Stevenson was appointed Engineer in Chief, and the largest Civil Engineering Project of the era began with construction of the L&BR Locomotive Workshops, now the Camden Arts Roundhouse, and the Stationary Winding Engine House, which is now part of Camden Market.

Main line L&BR rail services commenced from Euston Grove to Boxmoor, Hemel Hempstead, on 20th July 1837 and were extended to Tring on 16th October 1837. Carriages were dragged up the incline from Euston Station by the Steam Winding Engines using a 4080yd ‘endless rope’, before connecting to Bury ‘Bar Frame’ Steam Locomotives at Camden, as the fearsome “Iron Horse” locomotives were not allowed into London by Parliament due to the Noise & Smoke.

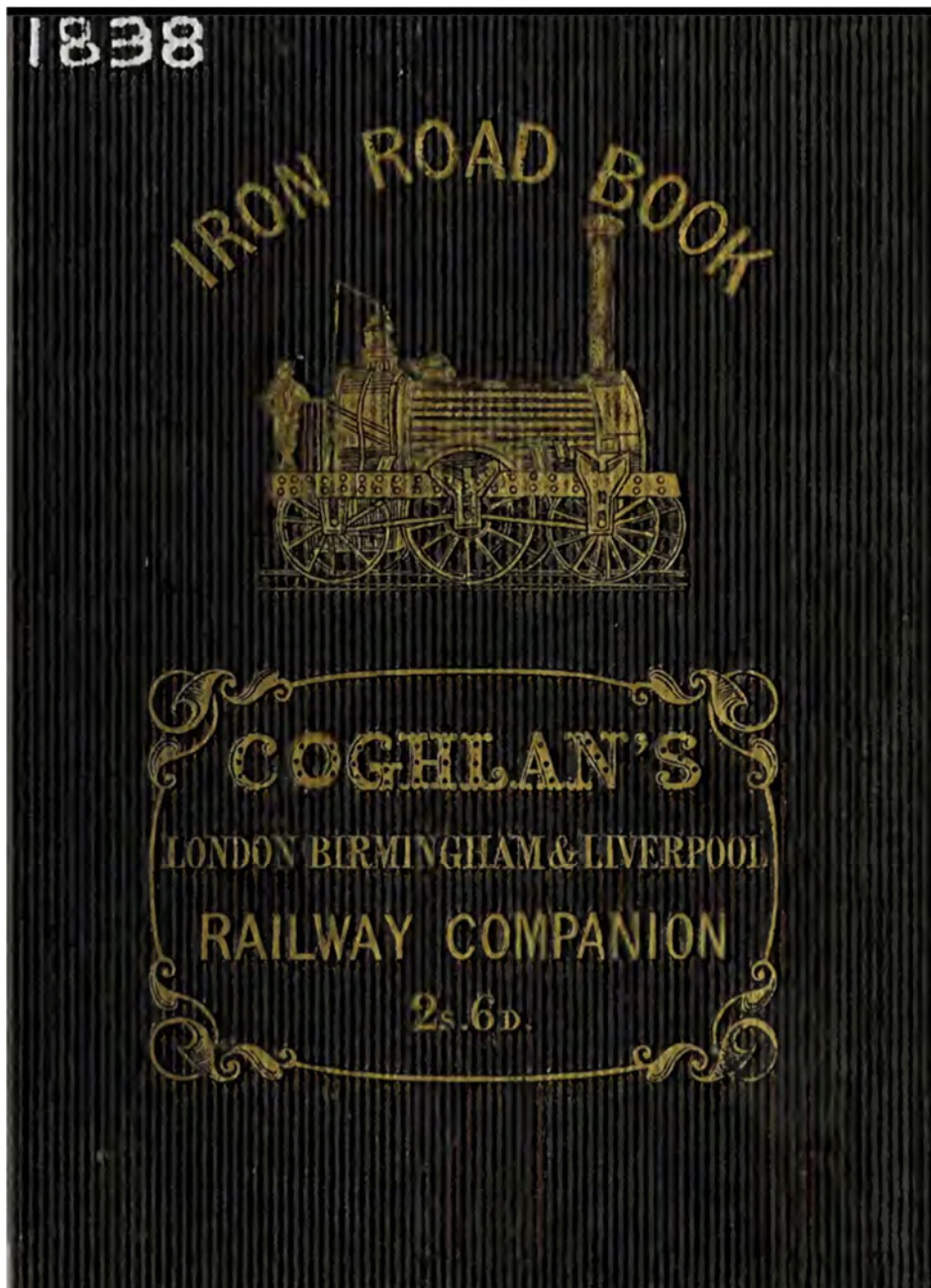
The successful timetabled rail service was extended from Euston to Denbigh Hall, near Bletchley, on 9th April 1838, where passengers disembarked the train for connecting Stagecoaches towards Birmingham.

This first ever ‘Rail Replacement Service’ by road involved 37mile Stagecoach transfers to Rugby taking over 4hrs, connecting with Trains to complete the onward journey from Rugby to Birmingham Curzon Street Station.

I discovered all of this when a friend of mine, Bill, gave me a little black book a few years ago. Bill had been charged with house clearance for a relative, who decades earlier had bought a second-hand Chest for his garage which contained “The Iron Road” book in one of the drawers. Bill rescued it from a box of books ready for the saleroom and gave it to me, as a rail enthusiast he knew.

Research revealed the find to be an 1838 Coghlan ‘Iron Road Book’ First Edition when a facsimile of an identical 1838 book was found in the University of Illinois Library collection, leading to the discovery of

similar Coghlan First Editions in the Science Museum, London and the National Railway Museum in York.



above Front cover of the Iron Road Book (Mike Slingsby)

Francis Coghlan was an author of travel guides, and he wrote his "Iron Road" Railway Companion in early 1838 to detail the line side Towns, Villages & Mansions of the L&BR, pre-dating Bradshaw, who only started producing Railway Timetables in 1839.

Unfortunately, the L&BR was not quite finished in time for Coghlan's publication, so he included details of the temporary Denbigh Hall Station Buildings & Stables, which were mainly tents for the Stagecoach operations. The forgotten location was named after an Inn on Watling Street, dating from 1710, and is still commemorated by a Stone Plaque on the main line Rail Bridge over Watling Street, very close to today's 'Ikea' Store

The temporary rail replacement Stagecoach Services were required because the Wolverton Viaduct and the Kilsby Tunnel were still under construction. A 6 Span 18m (59') Viaduct over the Great Ouse River also involved building a major embankment crossing the Wolverton Valley and work on the 1mile 656yd (2.2km) long Kilsby Tunnel was severely delayed when the builders encountered quicksand.

Artist John Cooke Bourne was fortunately also documenting every stage of the L&BR construction at the time in his famous series of Lithograph Drawings, and he captured graphic images of the various construction problems encountered during the delay.

On 20th September 1838 both the Viaduct & Tunnel were completed, and the London and Birmingham was opened throughout. The Locomotive Works and Station at Wolverton were also opened, and the Inter City journey then only required a 10min stop at Wolverton to change Locomotives.

A new edition of the Coghlan "Iron Road Book" was quickly released, which included new timetables for the Inter City, London to Birmingham, train services with references to the temporary Denbigh Hall Stagecoach Station removed.

The little black train book now forms part of the MK Museum 'Hall of Transport' exhibition which is located close to the Wolverton Railway Works. On discovery, a quick search of 'e Bay' revealed a later 2nd edition Coghlan for auction at £400, but we had his very rare 1838 first edition! After consulting with Auctioneers, the Watercress Line, the Camden Railway Heritage Trust, the Science Museum & the NRM in York, Bill and I decided to hand the "Iron Road Book" over to the Milton Keynes Museum to add to their impressive collection, which features the history of first Inter City rail service to connect London to Birmingham.

Bill and I will never know what the 1st Edition "Iron Road Book" might have sold for at auction!

The origins of the "Cock & Bull" Story.

by **Mike Slingsby**

Before the Wolverton Viaduct opened to rail services in 1838, nearby Stony Stratford was the home to over 20 Inns and Hostelries on the old London Birmingham Stagecoach route, which were used for overnight stays, stables & changing horses.

Two of these Inns still exist on the London Road (part of Watling Street) in Stony Stratford today, named the Cock Hotel & the Bull Hotel.

Local folklore suggests that Coachmen were 'encouraged' to exaggerate the depth of any flooding in the River Ouse, over which the road from Stony Stratford to Old Stratford passes. Any flooding which covered the road by a few inches was said to be a few feet and therefore impassable, so that the Cock and the Bull got the overnight trade whilst said flooding subsided.

When Inter City L&BR rail services began in 1838, this effectively killed off the need for Stagecoaches, overnight stays, hostelries & stables along the Watling Street route, which brought such "Cock & Bull" stories to an end.

So many of the local people involved later found employment at the Wolverton Railway Works that this led to the building of the 4 ½ mile Wolverton and Stony Stratford Tramway. The largest Tramcars in Britain, each with seating for 100 people, were pulled by small Steam Engines on the 3' 6" Track, which carried 21,000 Passengers during the first month of operation in 1887.

ROUTES.

49

<i>Week Days.</i>	<i>Week Days.</i>
First Train 53m. past 9	First Train Mail 4
Second Train 5m. past 12	Second Train..... 7
Third Train 35m. past 1	Third Train 30m. past 9
Fourth Train..... 23m. past 3	Fourth Train..... 3
Fifth Train..... 35m. past 5	Fifth Train 5
Sixth Train..... 35m. past 7	Sixth Train..... 6
Seventh Train Mail .. 53m. past 10	Seventh Train 30m. past 7

The following Coaches meet the Trains at Denbigh-Hall-

“The **COMMERCIAL**,” Nottingham, through Stoney Stratford, Northampton, Market Harborough, Leicester, and Loughborough. Meets 7 A.M. train up from Denbigh to London, and 8½ P.M. train down from London.

“The **RAILWAY**,”—Northampton, through Fenny Stratford, Newport Pagnell, and Stoke Goldington. Meets 9½ A.M. train up, and 3 P.M. down from London.

“The **RAILWAY**,”—Newport Pagnell, through Fenny Stratford. Meets 9 A.M. train up, and 5 P.M. down from London.

“The **BANBURY** and **BUCKINGHAM**,” meets 3 P.M. train up, and 1 P.M. down from London.

“The **ROCKET**” —Lichfield and Tamworth, through Newport Pagnell, Welford, Hinckley, Lutterworth, and Atherstone. Meets 3 P.M. train up, and 9½ A.M. train down from London.

“The **LINCOLN**,” through Northampton, Stamford, Kettering, Boston, and Market Deeping. Meets 7 P.M. train up, and 7½ A.M. down from London.

“The **BOSTON**,” through Spalding, Market Deeping, and Stamford. Meets 5 P.M. train up, and 7½ A.M. down from London.

“The **TIMES**” —Derby and Nottingham, through Stoney Stratford, Northampton, Market Harborough, Leicester, and Loughborough. Meets 5 P.M. train up, and 10 A.M. down from London.

“The **BRILLIANT**,” —Sheffield, through Mansfield and Chesterfield, 7½ A.M. from London, 8 from Denbigh Hall.

The Coaches leave Denbigh Hall for Rugby, 10, 12, 3½.

Innkeepers of the neighbouring towns have post-horses in readiness at Denbigh Hall to take forward private carriages.

The following Mails and Coaches are conveyed by the Railroad on trucks attached to the trains, as far as Denbigh Hall, where they are taken off the line, and horses being attached, they proceed direct to their destinations.

Mails.—Carlisle, Liverpool, Manchester, Holyhead, and Lichfield: fares, inside, £2. 2; outside, £1. 1.

FRANCHISE / NETWORK NEWS

RHTT OPERATORS FROM 2025

It has been widely reported in the railway press that Network Rail has reduced the number of RHTT operators from five (Colas Rail, DB Cargo, DRS, Freightliner and GBRf) to just two, Colas Rail and GBRf, from the 2025 RHTT season. GBRf provided further details in a press release on their website dated 30 April 2025, in which it was stated that the contract runs until 2030 and that GBRf will be expanding their RHTT operations from Peterborough and Kings Norton and operating new services from Inverness, St Blazey and Toton. GBRf will also operate MPVs in the north of the country.

Given the number of RHTT diagrams which were operated last year by DB Cargo (7), DRS (3) and Freightliner (2), it will be interesting to see what traction the two remaining operators use to cover their (presumably) significantly increased requirements. Initial reports suggest that Colas Rail will bring some of their stood-down CL. 56 fleet back into circulation and there may be some short-term hires of DB CL 66.

2025 NATIONALISATIONS

Greater Anglia announced in a press release on 9 May 2025 that the operator is to be nationalised on 12 October 2025. It will be the third and final operator to be nationalised in 2025, following Southwestern Railway, which was nationalised on 25 May 2025 and C2C, which is to be nationalised on 20 July 2025.

The nationalisation of Southwestern Railway was marked by a press event on 25 May 2025 in which Secretary of State for Transport Heidi Alexander made a statement in front of 701046 which had been branded with a logo stating "Great British Railways Coming Soon". One wonders whether a CL 701 was the best choice of backdrop given the protracted and still incomplete roll-out of these trains...

TPE TO FIT CLASS 185 WITH ETCS TECHNOLOGY

Transpennine Express (TPE) announced in a press release on 6 May 2025 that they will fit their CL 185 fleet with ETCS technology. They state that this will be a key part of the Transpennine Route Upgrade project, and that the work will be carried out at Siemens Mobility's Ardwick depot in collaboration with the owners of the rolling stock, Eversholt Rail.

MINIMUM AGE FOR A TRAIN DRIVER LOWERED FROM 20 TO 18

On 7 May 2025, the DfT announced that the minimum age requirement for train drivers is being lowered from 20 to 18. The DfT hope this will help encourage more school leavers to train as train drivers.

NEW INTERMODAL FLOWS FOR GBRF

GBRf published a press release on 23 May 2025 reporting that they were launching two new intermodal rail services with Maritime. One flow is from DP World London Gateway to Hams Hall and the other is from DP World London Gateway to iPort Doncaster. Both services will run six days a week, Monday to Saturday.

NORDAN FARM COLLISION

On 22 May 2025, the 1V37 08.30 Tfw service from Manchester Piccadilly to Cardiff Central collided with a tractor trailer at Nordan Farm level crossing near Leominster. The train was propelled by 67029 and comprised set HD02. The DVT (82229) collided with the trailer and ran for around 500 m with the trailer wedged underneath before coming to a stop. Luckily, the train did not derail and there were only 6 minor injuries. The RAIB's preliminary statement published on their website on 4 June 2025 stated that the tractor driver had called the signaller before using the crossing. A full investigation will now be conducted by the RAIB.

CLASS 222 FOR LUMO

In a press release issued on 4 June 2025, Alstom announced that it has secured a 5-year, £50m contract to “refresh” and maintain five six-car CL. 222 DMUs for Lumo. These trains are to be used on Lumo’s new Stirling to London Euston service. According to Alstom, this service is due to launch next year.

NEW PLATFORM AT BRADFORD FORSTER SQUARE

A new platform, Platform 0, was brought into service on 19 May 2025. According to a press release issued by VolkerRail, part of the partnership who constructed the new platform, on 23 May 2025, the first train to leave the new platform was the 11:17 LNER train to London Kings Cross.

ORR PUBLISHES INDEPENDENT REVIEW OF TRAIN OPERATORS’ REVENUE PROTECTION PRACTICES

On 4 June 2025, the ORR published its review of train operator’s revenue protection practices. The report had been commissioned by the previous Secretary of State for Transport, Louise Haigh, on 13 November 2024. The ORR found that “current revenue protection practices in rail are not working as well as they need to and require improvement in the interests of passengers, the rail industry and taxpayers” and that “(a)ction needs to be taken to improve fairness, consistency and transparency while ensuring that TOCs are able to deal with deliberate and persistent fare evaders robustly” (paras. 21 and 24 of the report). They made 5 recommendations for improvement, listed below and summarised on pages 7-16 of the report.

1. Make buying the right ticket simpler and easier
2. Strengthen consistency in how passengers are treated when ticket issues arise
3. Introduce greater consistency and fairness in the use of prosecutions
4. Make information on revenue protection easy to access and understand
5. Greater coordination, oversight and transparency of revenue protection activity

One interesting statistic (see page 116, Fig. 5.1) of the report is the variation in the total charges brought per million passengers by each TOC. LNER and Northern Trains bring most charges, with approximately 200 per million passengers by LNER and approximately 180 per million passengers by Northern Trains. At the other end of the scale, TPE brought less than 10 charges per million passengers. The full 153-page report is available from the ORR’s website.

CLASS 150 NAMED IN HONOUR OF BLETCHLEY PARK

On 22 May 2025, London Northwestern Railway named 150141 “Bletchley Codebreakers” at Bletchley Station. The choice of name was the result of a competition where locals were asked to suggest names to “celebrate local people of places along the line”, according to a LNWR press release.

WCR ACQUIRE IRISH MK 3

It has been reported that West Coast Railways have acquired Irish Rail Mk. 3 café/bar coach 6402. It was shipped by ferry from Dublin to Heysham in early June. 6402 was converted from a BR HST Mk. 3 coach and had previously been stored at West Clare Railway Museum.

CLASS 60 STRIPPED FOR SPARES AT COLWICK

On 16 May 2025, DCR 60057 (Railfreight Grey with large EWS logos) was moved from the Brush Works site in Loughborough to Colwick TMD by road and images posted online showed that by 3 June it had been heavily stripped for spares. Another DCR CL. 60, 60075 (EWS livery), joined it on 22 May 2025, presumably destined for a similar fate. Work continues at Loughborough to revive 60013 and 60099.

GBRF CLASS 66/6 RENUMBERING

GBRF has begun converting some of its standard CL 66 to CL 66/6 specification and renumbering those already in this configuration into the 666xx number series. The first to be renumbered was 66779, which was renumbered to 66689 at Longport during May 2025. This was followed by 66793, which already has CL 66/6 gearing and was renumbered to 66693.

FIRST CLASS 67 SCRAPPED, MORE TO FOLLOW?

On 27 May 2025, 67003 was removed from Toton TMD to EMR Kingsbury by road for scrapping. The locomotive had been heavily stripped over a number of months, including removal of its engine, before it departed. Coincidentally, 67003 was the first of the class to arrive in the UK, in October 1999. It was stored in October 2019 after a service life of approximately 20 years.

67019 and 67030 are reportedly being stripped for spares now at Toton TMD. It remains to be seen whether they will follow 67003 to be scrapped. 67019 has been stored at Toton since March 2015, while 67030 has been in store since October 2019.

ANOTHER CLASS 90 FOR LSL

Locomotive Services Limited (LSL) have acquired 90026 from DB Cargo. The locomotive is currently in unbranded Grand Central livery having been repainted for that operators Blackpool to London Euston services which were never launched as a result of the pandemic. 90026 was collected from Crewe Electric depot by 37409 and tripped across to LSL's Crewe depot. 90026 becomes the third Cl. 90 in LSL's collection, joining Intercity-liveried pair 90001 and 90002.

LNER 225 DAY

On 22 May 2025, LNER held a celebration of their InterCity 225 fleet. As part of the celebration, 91106 was named "Swallow". LNER also had an onboard museum on the 12:45 Leeds to London King's Cross service and gave out commemorative pin badges and other merchandise on other InterCity 225 services.

CLASS 93 UPDATE

Nine out of the ten CL. 93 locomotives are now in the UK, with 93008 the latest to arrive at Portbury docks on 13 June 2025. 93007 made the journey from Worksop to Long Marston on 13 June 2025 to be exhibited at the Rail Live event. At least six of the fleet have run on the mainline to date (93001, 93002, 93003, 93004, 93007 and 93010). At the beginning of June, 93001 was deployed on some intensive mainline testing, running as far north as Glasgow Central via the West Coast Main Line and as far south as Wembley Yard, spending time stabled at Carlisle inbetween.

CLASS 99 ON THEIR WAY

The first of GBRF's order of 30 CL. 99, 99001 and 99002, arrived into the UK on 11 June 2025. They have been spotted being hauled through Germany by a Rail Adventure locomotive and were unloaded from a ship which docked at Avonmouth. 99001 and 99002 transferred by rail on 17th June 2025 to the purpose-built depot at Leicester LIP behind 66307.

CLASS 769 PARCEL UNITS TO EUSTON

On 11 June 2025, 769549 and 769535 ran as 5Q01 from Leicester L.I.P. to London Euston via the West Coast Main Line, leaving at 1912, and returning as 5Q02 at 2337. The units were converted from Cl. 319s for GWR but never saw use with them. They have now had their seating removed, been converted to parcel units, and renumbered into the 769/5 series. The units are now being operated by GBRF.

TRAFFIC & TRACTION NEWS

28 April 2025



20901 t&t 20905 Slateford Yard (Jake Thorpe)

It had been rumoured that Balfour Beatty had bought 20007 and 20205 from Michael Owen to complement 20901 and 20905 and the "drain train". However, these locomotives were instead sold to Romic. It then appeared from Romic statements on their website that the locomotives had been sold on, but it seems this is not the case and that the locomotives are to be based at the Mid-Norfolk Railway.



321428 + 321429 Warrington Bank Quay (11.52) (Ian Costello)

30 April 2025



60046 on 6Z52 Tytherington Quarry to Quanton Railhead, Swindon (10.25) (Colin Pidgeon)

The DCR fleet continues to be very well utilised operating HS2 services from Tytherington Quarry.

12 May 2025



66509 de-named on 0Z58 Wembley Receptions 1-7 to Crewe Basford Hall Yard, Coton Lane near Tamworth (12.37) (Paul Keightley)

As noted above in Andy Scott's SVR Diesel Gala report, 66509 was named Freightliner Retirement Association at Kidderminster on 15 May 2025.

23 May 2025



Colourful combo 66718 on 6M36 Drax PS to Liverpool Biomass Terminal, Whitley Bridge JNCT (10.05) (Darren Bailey)

27 May 2025



59201 with multi-coloured JNAs on 6A61 Whitley Quarry to West Drayton Frays Sidings, Reading West (15.40) (Spencer Conquest)



56301 t&t 56103 on 0Z68 Bristol East Depot to Willesden F Sdgs, Reading West (15.43)
(Spencer Conquest)

28 May 2025



60096 on 6M02 Tytherington to Quainton Railhead, Didcot (12.19) (Spencer Conquest)

31 May 2025



57603 on 1C50 23.45 London Paddington to Penzance. NIGHT RIVIERA Par (06.37)
(Darren Bailey)

2 June 2025



92023 on 5M16 Newcastle to Wembley CS, Overton overbridge (08.01) (David Rice)

3 June 2025



69005 was the first use of Cl.69 (at least as the main traction, there have been moves of Cl. 69 locomotives dead-in-train on this service, for example the transfer north of 69013 after painting at Eastleigh Works) on 6O01 Scunthorpe Trent Yard TC to Eastleigh East Yard, Elford (14.11)
(Paul Keightley)

9 June 2025



93001 on 0Q07 06.15 Worksop Down yard to Glasgow Central test, Cambuslang (15.15)
(Iain Gardiner)

10 June 2025



93001 on 0Q72 Carlisle to Wembley Holding Sdgs test, Coton Lane near Tamworth (14.22)
(Paul Keightley)



above With the contract soon to end 66509 (prior to being re-named) on 4M52 16.33 Hartlepool PD
 Ports to Willesden Euroterminal, Stockton 27.04.25 (Alex Ayre)
below 37218 + 37423 on 0Z37 Leicester Locomotive Inspection point to Crewe, Comberford near
 Tamworth (08.26) 29.04.25 (Paul Keightley)



above 73966 + 66726 off CS heading for fuel, Inverness (14.37) 30.04.25 (Alan Jones)



above 68006 + failed 66433 on 4Z27 York Yard North Reception Sidings to Daventry & Portway, Elford (13.44) 04.05.25 (Paul Keightley)



above 66773 t&t 66703 on 4032 Didcot East Jnt to Southampton Western Docks, Didcot (18.38) 08.05.25 (Spencer Conquest)



above 156456 + active 153373 on 1Y26 16.05 Oban to Glasgow Queen Street, Loch Awe (16.50) 10.05.25 (Iain Gardiner)



above 88010 + 68007 on 4Z43 06.06 Daventry DRS to Coatbridge, Preston le Skerne 11.05.25 (Alex Ayre)



above 67023 + 59003 (on loan from GBRf) Westbury Yard, (11.10) 11.05.25 (Darren Bailey)



above with the River Clyde in the foreground 390135 heads northbound to Glasgow Central, Elvanfoot (15.40) 16.05.25 (Trevor Roots)



above 66015 Lincoln 19.05.25 below 66850 Aylesford 20.05.25 (Both Trevor Roots)



above 90040 + 90043 on 4S50 06.05 Basford Hall to Coatbridge, Wandel (09.20) 21.05.25 (Iain Gardiner)



above 60076 on 6H70 12.19 Tyne Coal Terminal to Drax PS, Drax Biomass Unloader (16.23)
 23.05.25 (Darren Bailey)
below 66421 on 4V44 Daventry to Wentloog at Newport, Newport (14.14) 22.05.25
 (Spencer Conquest)



above 43037 t&t 43151 + HA26 on 1A16 Inverness to Aberdeen, Inverurie (14.27) 11.06.25
 (Trevor Roots)

PHOTO SPOT: EASTRIGGS - UPDATE

by Trevor Roots

Following on from the report in the last issue all the Cl.769s have now moved on with 769959 moving to Long Marston on the 13th May followed by 769922 on the 20th May 2025. More snowploughs have arrived with Drift ADB 965206 + 965241 on the 6th May, 965224 + 965230 on the 7th May, 965203 + 965243 on the 13th May and Beilhack ADB 966580+ 965581 on the 22nd May 2025.



above with only a few days of its stay left 769002 has been joined by six more drift snowploughs, making nine in total (left to right) ZZA ADB 965243, 965224, 965241, 965231, 965242 and 965210, 965206, 965230, 965203 (17.51) 16th May 2025 (Trevor Roots)

below with 769922 now gone the nine drift snowploughs have been joined by Beilhack ADB 965581 (far) & 965580 (near) (12.45) 29th May 2025 (Trevor Roots)



above several of the JPA Cement Tanks have been roughly repainted white and received VTG ALVANCE branding as with JPA 39.70.9316.015-8 ready for their new role as aluminium carriers, the previous Colas Rail grey identity can be seen on the tank to the right 16th May 2025 (Trevor Roots)



above as mentioned last time here is the photo I should have taken before showing all 12 ex-Grangemouth TDA tanks (left to right) 86964/15/27/14/20/28/67/24/12 then 86926/65/69

CAMERA TRAIN

by Trevor Roots

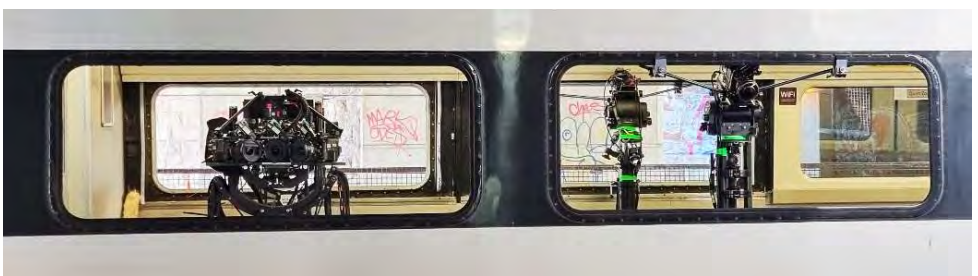
RailAdventure 43468 t&t 43480 sandwiching a pair of ex-XC HST Mk3s 44021 + 45001 has been touring Scotland recently. The coaches were moved north on the 10th June 2025 from storage on MNR via Peterborough, Chesterfield and Carlisle. A pair of windows from 44021 on the end nearest 45001 have been removed with cameras facing outwards. The train departed Inverkeithing for Kyle of Lochalsh via Aberdeen at 10.55 on the 11th June 2025 arriving at 20.19. It returned south via Perth the following day departing at 06.50 arriving Inverkeithing at 15.19



above 43468 + 44021 + 45001 + 43480 March 10/06/25 (Keith Partlow)



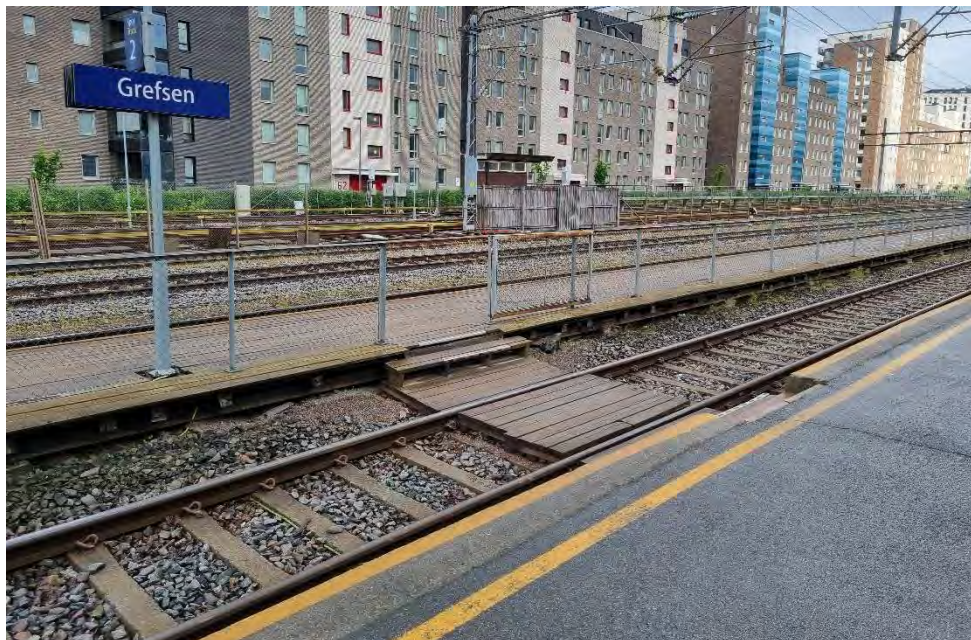
above looking northeast towards Lawel Hill with 43468 + 44021 + 45001 + 43480 heading west from Inverurie crossing the River Urie
below Mk3 44021
both (14.33) 11/06/25 (Trevor Roots)



above close-up of the camera Aberdeen (13.42) 11/06/25 (Alan Jones)

I have yet to find out any info on why the train ran or for what purpose or who organised it.

PHOTO SPOT: EUROPEAN RAILWAYS



above Grefsen station, Oslo, Norway 30 May 2025 (Paul Brack)

While at Grefsen station recently, I could not help but notice the remarkable construction and access route to Platform 2. The Platform itself is made of wooden boards on a bed of old rails, while the access route is a barrow crossing. Not necessarily what you expect to find on a modern commuter railway!

MANCHESTER METROLINK

by **Geoff Hope**

March/April 2025

Repairs to Whitefield P & R on the Bury line are still ongoing 14th March – 30th June. Track renewals on High Street/Church Street/Market Street on the First City Crossing took place from 25th March to 23rd April. During this time, no services called at Market Street/Shudehill. Amended services Altrincham/Bury/ East Didsbury/Shaw/Rochdale & the Airport services used the Second City Crossing via Exchange Square. Eccles via Media City/Ashton & Trafford Centre/ Etihad Campus served Piccadilly station.

20th/22nd March – in what was hopefully an isolated incident a passenger boarded at Queens Road on the Bury line wearing a face mask underneath a larger industrial mask covering his mouth with a mystery gas cylinder believed to be a noxious substance. An arrest was made on the 24th.

7th/8th April – due to 3rd parties R.T.C. services were suspended on the Oldham/Airport lines respectively. No trams were involved in the incidents.

8th/9th April – emergency track works on the outbound platform at Deansgate Castlefield between 18.00–06.00 services were amended running at 12-minute intervals and the Trafford Centre/Ashton service

was suspended. Amendments to other services were Bury/Victoria, Rochdale/Exchange Square, Altrincham/Deansgate Castlefield, East Didsbury/Deansgate Castlefield, Eccles/Cornbrook, & Airport/Firswood.

23rd April – completion of track renewals on the First City Crossing affecting Shudehill/Market Street tram stops.

29th April – services were suspended on the Ashton line for approximately 3 hours following an incident during mid-morning. This didn't help with further issues with a pantograph getting tangled up with O.H.L. at Deansgate Castlefield, tram 3132 being involved. The incident was cleared on the Ashton line but suspended again due to the issues at Deansgate Castlefield lasting around 7 hours and causing chaos in the City Centre.

The first 3 months of 2025 there were 39 incidents of people clinging onto the outside of trams & buses.

Trams 3038/3061/3075/3081/3097/3119 have gained adverts for ALLIED WORLD an Insurance Co/NATIONAL TRUST BLOSSOM WATCH/J.D. SPORTS/SEALIFE at the Trafford Centre/PROMOTING TAP TO GO BEE on the Network buses/trams respectively. Tram 3038 is the second tram to advertise SOCCER AID the charity match in aid of UNICEF to be held at Old Trafford (tram 3031 reported in March with the same advert).

Figures released for tram incidents on the Network for 2024 were recorded at 51 (nearly one a week), while the 2023 figure was 39. In most cases a collision between a tram and a car happens when motorists driving close to the network sharing road space are not paying attention.

Observations on the 17th April were carried out at Cornbrook due to amendments to service patterns during track replacements in the City Centre. Again, a home game at Old Trafford provided a healthy return. (123 trams in service)

Old Trafford depot: 09.53

3051/3077/3119/3133/3138 + 5 unidentified

Cornbrook: 10.05–12.23

Eccles/Media City/Ashton :- 3044/3061 + 3072/3068 + 3145/3071 + 3105/3085 + 3103/3089 + 3109/3091 + 3101/3094 + 3116/3115/3121/3130/3142/3144

Trafford Centre/Ethad Campus: 3063 + 3086/3083 + 3087/3088 + 3146/3095 + 3134/3107 + 3132/3108 + 3135/3128 + 3143/3137 + 3147

Airport/Victoria: 3064 + 3111/3070/3075/3078/3080/3097/3104/3112/3120/3126/3129

Altrincham/Bury: 3001 + 3022/3002 + 3011/3003 + 3009/3004 + 3045/3006 + 3059/3007 + 3039/3008 + 3020/3011/3015 + 3033/3016 + 3042/3017 + 3048/3021 + 3038/3023 + 3058/3025 + 3060/3026 + 3036/3027 + 3037/3029 + 3043/3030 + 3054/3031 + 3055/3034 + 3041/3040/3046 + 3052/3049 + 3057

East Didsbury/Shaw/Rochdale: 3012/3019/3024/3028/3032/3035 + 3079/3050/3066/3073/3074/3076/3082/3092/3096/3098/3102/3106/3110 + 3122/3113/3114/3117/3123/3125/3127/3131/3136 + 3139/3140/3141

Queens Road depot: 1027/1028/3053 + 1 unidentified

Not seen:

3005/3010/3013/3014/3047/3056/3062/3065/3067/3069/3081/3084/3090/3093/3099/3100/3118/3124 including 6 unidentified

May 2025

3rd-5th May – track renewals between Westwood/Derker meant that on the Rochdale line trams only ran for the 3 days between East Didsbury/Freehold.

10th/11th May – Whitefield Tunnel roof beams replacement were carried out affecting services on the 10th between Crumpsall/Bury and on the 11th between Whitefield/Bury. The direct Altrincham/Bury service was diverted to Ethad Campus.

11th May – track renewal work at Northern Moor on the Airport line. No trams between Sale Water Park/Airport. Also, the Eccles/Ashton service was disrupted at Weaste due to a tram with pantograph

issues services terminating at Media City. This was the third part closure on the network with Whitefield/Bury & Northern Moor/Airport track replacement.

12th May – services between Rochdale Railway Station/Town Centre were suspended for approximately 2 hours due to the tracks being obstructed by the emergency services.

14th May – tram and car collision between St.Peters Square/Deansgate Castlefield at the bottom of the ramp by Manchester Central. It was cleared in 1 hour but again created chaos in the City Centre. Emergency amendments were made to the timetable. Trams not involved in the incident were queueing back to Cornbrook.

18th May – track renewal work between Oldham Mumps/Derker trams operated between East Didsbury/Freehold.

25th May – further work was carried out on Whitefield Tunnel roof beams. Replacement services to Bury terminated at Crumpsall.

25th, 26th, 30th, 31st May – trams on the Altrincham service were diverted to Piccadilly. The Piccadilly service was extended to Etihad Campus.

27th–29th May – Altrincham trams ran as far as Crumpsall. The normal service from Piccadilly to Bury terminated at Crumpsall/Whitefield.

28th May – during the evening at Holt Town on the Ashton line an electric car had failed blocking the track. The Eccles service terminated at Piccadilly.

30th May – due to a failed tram at Ashton Moss no service ran between Droylsden/Ashton.

Trams 3047/3081/3097 have lost advertisements for TRANSPENNINE X/JD SPORTS/SEALIFE, respectively, at the Trafford Centre returning to their original liveries.

Observations on Thursday 8th May (122 trams in service). Again, a home game at Old Trafford gave a healthy return.

Old Trafford depot: 09.30

3042/3101/3133/3139 + 4 unidentified

Cornbrook: 09.40–11.58

Eccles / Ashton: 3024/3064/3066 + 3111/3075 + 3087/3084/3090 + 3115/3100/3113/3116/3118/3122/3128

Media City/Etihad Campus:

3001/3012/3031/3073/3080/3081/3119

Trafford Centre / Deansgate Castlefield:

3070 + 3142/3078 + 3127/3098 + 3125/3110 + 3146/3121 + 3134

Airport/Victoria: 3040/3061/3062/3063/3074/3094/3104/3109/3120/3136/3137

Altrincham/Piccadilly:

3002 + 3020/3006 + 3029/3014 + 3038/3015 + 3037/3025 + 3027/3026 + 3060/3028 + 3032

Altrincham/Bury:

3003 + 3009/3004/3008 + 3019/3010 + 3014/3011/3017 + 3045/3018/3021 + 3050/3033 + 3046/3036 + 3049/3037 + 3051/3047

East Didsbury/Shaw/Rochdale:

3034/3035 + 3117/3039/3052/3068/3071/3072/3076/3079 + 3135/3085/3088/3089/3091/3092/3093 + 3130/3095/3096/3097/3102/3103/3105/3106/3108/3112/3126/3129/3131/3141

Queens Road depot: 12.25

3022/3045 + 4 unidentified

Crumpsall:

Piccadilly/Bury:-

3007 + 3054/3016 + 3055/3030/3043/3067 + 3083/3077 + 3145/3082 + 3114/3099 + 3140

Not seen:

3005/3013/3023/3044/3053/3056/3057/3058/3059/3065/3069/3107/3123/3124/3132/3138/3143/3144/3147 + 8 unidentified

NORFOLK NEWS

by **Stuart Moore**

The end of April saw a UK Railtours tour of the region with power provided by SRPS 37403 and 20007 and 20205 which at the time were owned by 20189 Ltd. They were seen with 37403 leading crossing Reedham Swing bridge heading towards Wensum Junction from Lowestoft on 27 April.



above 20007 + 20205 t&t 37403 on 1Z82 Lowestoft to Felixstowe Docks UK Railtours East Anglian Freighter, Reedham Swing Bridge (12.51) 27.04.25 (Stuart Moore)



above 37403 t&t 20205 + 20007 on 1Z82 Lowestoft Felixstowe Docks Reedham (12.51) 27.04.25 (Stuart Moore)

May 2nd brought a pair of Pullman liveried LSL power cars on an ECS move from Crewe to Norwich. 43047 and 43059 were the power for a Shenfield to Scotland tour the following day but had come to Norwich overnight before running to Shenfield early on Saturday morning.

The fun continued on May 3rd when 57303 and 66311 operated a Branch Line Society tour from Great Yarmouth to Newark and then south to Peterborough and Ipswich. They were seen with 66311 leading passing through Postwick. Later that day, Black 5 45212 and WCRC owned 47832 arrived in Norwich with the penultimate part of the Tour of Britain rail tour. The 2 departed Norwich on Sunday morning with 47832 leading for Lowestoft where 45212 was to take over the lead for the final run to Kings Cross.

On May 4th the locos from the Branch Line Society tour headed 4 back west from Great Yarmouth, 69010 tailing an ECS move powered by 57303. The stock was going to Doncaster for staff training, apparently to do with the upcoming start of the Britannica rail excursions (too posh to be called a rail tour I feel!).



above 43047 t&t 43059 on 3Z41 Crewe LSL to Norwich Yard ecs, Trowse (13.36) 02.05.25 (Stuart Moore)



above 57303 t&t 69010 on 5Z57 Gt Yarmouth to Doncaster, Brundall (10.24) 05.05.25 (Stuart Moore)



above 66311 t&t 57303 on BLS Gt Yarmouth to Newark, Postwick (08.49) 03.05.25 (Stuart Moore)

On May 9th, DB 66/6 66659 operated a Dowlow to Norwich stones, seen in Norwich yard. This was the first run of a DB 66/6 into Norwich.

On May 13th, 47593 and 57311 were seen on an ECS move from Crewe to Norwich before running a Statesman tour the next day to Bournemouth.

May 14th bought the sight of 66734 on the Harwich to North Walsham empty tanks. Once delivered the loco ran light to Ipswich and was seen running light back to North Walsham the next day passing through Trowse. 66073 had also just arrived from Mountsorrel to Trowse with the loaded stones for the terminal. 66090 was also in the area on the Dowlow to Norwich stones. Finally, 47593 and 57311 were back in Norwich after the tour before heading back to Crewe later that day.



above 69010 t&t 57303 on 5Z57 Gt Yarmouth to Doncaster, Brundall (10.25) 05.05.25 (Stuart Moore)



above 57311 Norwich Yard (12.33) 13.05.25 (Stuart Moore)



above 66734 on 6P41 Plumstead (12.30) 14.05.25 (Stuart Moore)

For me May finished with the arrival of 37501 and 37800 with translator coach 6344 from the Mid Norfolk Railway on May 20th. They had been used to move stored power cars to the railway from Ely. They

returned to Ely the day after to move more CL. 43 power cars to the Mid Norfolk Railway. I have been told that (at the time of writing) the power cars are in the sidings at Kimberly, Thuxton and Dereham.



above 37501 t&t 37800 on 5G47 MNR to Norwich (17.20) 20.05.25 (Stuart Moore)

On June 1st, the Easterling rail tour ran from Kings Cross to Great Yarmouth. The tour was steam hauled to Norwich, diesel to Great Yarmouth and steam back, via Wensum curve, thereby cutting out the Norwich stop. The steam loco was 45212 and the diesel was 47802.



above 47802 t&t 4-6-0 45212 on 1Z52 King's Cross to Gt Yarmouth, Easterling Rail Tour, Strumpshaw Bank (11.58) 01.06.25 (Stuart Moore)



above 4-6-0 45212 t&t 47802 on 1Z52 King's Cross to Gt Yarmouth Easterling Rail Tour, Strumpshaw Bank (11.58) 01.06.25 (Stuart Moore)

NOSTALGIA CORNER I



above 47350 Dover 08.91 (Michael Warrick)

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

Derek Place:

14th May Euston 09.40-12.05: 350103/08/11/13/15/24
350232/48-50/52/59/61/62, 350369/71/72/75, 350410
390002/03/40/42/47, 390107/12/14/27/29/34/38/55/56
390200, 710260/66/67/73, 710375/78, 730006/10/28/31
730032/35/40/45, 805003/06/11/13. 807003/06-08

Highbury & Islington: 90003/15, 378137/38/46/48
378201/04/05/08/14/16/21/23/24/28/29/56

Stratford: 66304, 66548, 66708, 345014/15/23/26/28
378211/17, 710374, 720101/02/06-08, 720503/19/25/28
720541, 745006

Bethnal Green 14.10-18.05: 345013/50/60, 710101-09
710110-14/17-30, 710257, 720104/05/09/10/13/15/16/20
720122/25/26/28/31/32/34-36/38-44, 720501/02/07/09-16
720518/21/23/27/30/33/34/36/37/39/40/42-45/47-52/54/56
720559-61/63/65/68-70/72/76/77/80/81/84-89, 745001-03
745005/07-09

James Holloway:

30th Apr Birmingham New Street 10.35-11.35: 158818
158829/30, 170101/05/16, 170398, 170638, 196002/05
196103/13, 220003/06/09/12/23/29, 221140, 350257
350374, 390008/10/50, 390125, 730002/09/10/15/17-19
730025/26/44/48

17th May Birmingham New Street 13.15-14.47: 158819
158828, 170106, 170398, 170622/37, 196103/04/10/12
197002/44, 220007/09/10/20/21/23/27/11/29, 221109/13/25
221136/40, 350115/20/24, 350232/35/37/49, 350376
390002, 390107/22/35, 730001/04/07/08/12-16/18-21/23
730025/27/36/38/39/42/43/48, 807007

Michael Warrick:

24th Apr Felixstowe Dock: 08629, 66789

30th Apr Trimley: 66523

Ipswich: 66558, 90005/44, 720138, 720581

Colchester: 720130, 720534

Ilford Depot: 08762, 720585

Stratford: 720510

Liverpool Street: 720110/18/20, 720543/71

Acton: 59206, 60029, 67021, 66005/07/29/30, 66418
66507/33/51/62, 66615/20, 70005

16th May Trimley: 66078, 66505, 66732, 755418

20th May Felixstowe Dock: 66742

John Matthews:

22nd Apr Watford Junction: 350112/15/23/25, 350257

350260, 350376, 350401, 377704, 390047, 710257
710376, 807004, DR73910

Wembley Yard: 66065, 66118/40, 66510/20/25/50/56
90004/45, 350236

Willesden: 66710/18/96, 378212, 710262, 710379

Clapham Junction: 158884, 159003/16, 377106/09/12
377215, 377422/30/52/54, 377708, 378204/05/11/22/23
387216, 444012/13/17/28/30, 450001/03/07-09/14/23/25
450031/32/34/37/39/49/63/66/69/71/74/84/89, 450100/03
450111/12/17, 455701/06/10/12/20/28/37, 455856/61/74
455901/04/14, 458406/07/12/17/23, 701017/18/28/31/35
701036/41/42/58, 701528

Stratford: 66311, 66512, 66706/11/19/38, 345001/08/09
345019/21/22/33/35/36/41/42/45/53/66/67, 357317
378209/18/30/34/57, 720107/09/17/18/20/23/34/38/41/43
720502/15/16-18/25/35/36/44/45/52/55/62/66/73/75/76/85
720588, 745006/07/10, 745105-08, 755337, 755416/21
Euston: 350114, 350257, 350369/76, 390040, 390118/34
390157

Camden Yard: 730006/31/40/45

1st May Hemel Hempstead: 66307, 350102/13/15-17
350249/50/55/60/66, 350370-72, 350401, 730029/32

Bletchley: 350243, 730006/31/40/45

Milton Keynes: 60055, 66121, 66522, 66619, 90007/42
350114, 350248/49/56/57, 350374, 350404/05, 390002/42
390044, 390127/28/35/52, 805003/07

Rugby: 86259, 350409, 730210, DR73923

Rugeley TV: 66506, 730001

Crewe: 08868, 67015, 70803, 87002, 89001, 90001
170534, 197005, 197103/14/26, 323252/27, 350123
350237/64, 350373, 390009, 390107, 730212/30, 807007
DVT's 82226/27

Manchester Piccadilly: 67016, 150102/06/07/18/21/23
150139/46, 156413/19/66, 158812/46/54/57/59/62
185102/03/06/09/13/23/25/41/45/46/51, 195105/06
197007/28, 197104/18, 220002, 221120, 323209/20/33/36
323238, 331018/20/24/28/31, 331105/07, 390112/15/37
397001/07, 802215, DVT 82230

Deansgate: 185116/36/49, 331112

8th May Watford Junction: 66511, 350104/07/10/17/21
350128, 350235-37/52/58/65/67, 350374/76, 350402/04
350405/09, 377701, 390005/40, 390155, 730028/32
805005

Bletchley: 150139, 730006/10/45

Milton Keynes: 350249/57/62, 350408, 390002/06
390129, 805012

Rugby: 90018/44, 730210
Nuneaton: 156467, DR73923/29
Tamworth: 66118, 66613, 170115, 350101, 390116/28
Derby: 08871, 37402/18, 37508, 37611, 43277, 158788
222010
Nottingham: 158812, 170113/14, 170201/04/05/70/72
170397, 170417/18/20, 170505/10-12/14/15/30/32/35
170637, 222006/13/15/18/19
14th May Hemel Hempstead: 66721, 350107/25, 350249
350252/58/59/64, 350402/04/05, 730006/28/38/40
Bletchley: 350118, 350261, 730005/11/32
Milton Keynes: 66224, 66553/97, 90007/49, 350107
350235/36/41/63, 350372, 350402, 390001, 390125/35
805003
Rugby: 66559, 730210
Nuneaton: 170635, 350111, 390114, DR73929
Crewe: D3948, 67025, 87002, 88005, 90001/02, 153327
170511/16, 197111/21, 323213/35, 350108/11, 350237/43
350368/70/73, 390045/49/50, 390119/21/27/35/36/48/51
390152/55, 730212/17/30, 805003/06, DVT 82230
Manchester Piccadilly: 67020, 150119/25/26/31/40/46
156414/19/66, 158810/13/57/58, 170204, 170422, 185105
185113/16/20/22/24/25/33/40/43, 195003/22, 195105/18
195124/26, 197006/49, 220009, 221125/30, 390118/21/29
390148/51/53, 397002/06/11, 802208, DVT 82226
Manchester Victoria: 150123/24/45, 156415/52, 158868
158906, 185111/14/26/34, 195002/08, 195116, 769456
802204/13/19
Stafford: 220018/19, 350128, DR73109
22nd May Hemel Hempstead: 66711, 92028, 350116
350257, 350403/04
Bletchley: 350111/14, 350246, 730006/10/11/45
Milton Keynes: 66126, 66520, 66604, 350112/18/26
350241/42, 350372, 390005/10/39/44/49, 390121, 805001
805008, 807004-06
Rugby: 57002, 390040, 390122/36, 730210, 805002
Crewe: 66572, 67014, 150279, 170501/14, 197121
350110, 350263, 390008/09, 390156, 730212/17/30
DVT 82216
Edge Hill: 66720/30
Liverpool Lime Street: 150127/42, 158777/80/99
158852/54, 185103/40/51, 195008, 195113, 197017
197125, 331017/20/22/24/31, 350117, 350402, 802207/18
807005/09
Liverpool Central: 777001-03/05/08/09/11/13-19/22
777024-26/28-39/43/45/47/49/51/53, 777144/46/48/52

Bradley Marshall:
26th Mar Reading: 57602, 165113/18/21, 387158/69
450013/19/98, 450111, 800007/14/21, 800302/09/10/21
802007/13/20
Winnersh: 165105/14
Bracknell: 450014/16
Ascot: 450120/24

Sunningdale: 450029, 450117, 455853, 455912
Virginia Water: 458413/23
Egham: 458411/14/17/20
Staines: 450038/55
Feltham: 450024/32/59/64, 458401/25, 701043
Whitton: 450039/83
Twickenham: 450052, 455853, 455912
St Margarets: 455850/51
Richmond: 378208/28/34, 455710/50
North Sheen: 701036
Barnes: 455718, 455865
Clapham Junction: 66312, 66777, 158886, 159002/04/13
159014, 159104, 377152, 377202, 377411/56, 378135/37
378205/15/22/24/57, 387227, 444001/07/08/13/30/32/44
450011/13-16/19/25/31/35/48/57/66/81/87/98, 450104/05
450111/26, 455712/16/17/29, 455850/51/56/58/67, 455911
/458405-07/13/15/18/23/27, 701018/31/43/44/
Euston: 350120, 350376, 390043/45, 805007
Wokingham: 455711/21
28th Mar Poole: 444002/04/18/23/25/29/30/41, 450013/44
Corfe Castle: 34072
Swanage: 563, 4953, 31806, 34070/72, 41313, 08436/76
D6515
Yeovil Pen Mill: DR73931
3rd Apr Eastleigh: 08511, 08683, 59104, 66004, 66107
66148, 66507/28/93, 66731/51/90/92, 66848/50, 69008
70001, 158883/85/90, 220003/13/20, 221109/25/27/36
444002/05/08/10/12/13/17-19/21-23/26-28/38-40/42/43/45
450010/22/25/31/40/43/52/63/64/87, 450102/14/15/19/22
Westbury: 66096/99, 66751, 70813, 158747/66/71/98
166201/15/16, 802010/12/18, DR76503
7th Apr Yeovil Junction: 159004/12/13/21/22, 159105/07
9th Apr Yeovil Junction: 158883, 159005/09/12/14
159104/05
10th Apr Westbury: 66056/70, 67023/27, 70806, 165132
Twerton: 166205, 802102
Bristol East Yard: 66563
Bristol Temple Meads: 158766, 165101, 166208/12/20
220020, 221131-33/35, 800033, 800320, 802008/16
Filton Abbey Wood: 166205, 221124/39
Bristol Parkway: 166207/17, 800028/32
Stoke Gifford: 66606
Cheltenham Spa: 221114, 800006
Kings Norton: 66704/47, DR73948
Birmingham New Street: 220023/31, 221129/35, 390008
Burton-on-Trent: 66420, 66515, 66786
Derby: 20142/89, 37800, 44004, 56103, 170271, 170502
170506/32, 220012/32, 221124/39, 222008/10/12/20
222101/03
Chesterfield: 170512/30, 221114
Dronfield: 222013, 222103
Dore & Totley: 185128, 195013, 220013
Sheffield: 66095, 66757, 150007/08, 150201/05/28/69/74
158780/89, 158852/68, 158904, 170512, 185150, 195007

195008/13, 195128, 220002/22/24/31, 221136, 222006/07
222016/21-23
11th Apr Derby: 37800, 66041, 66515, 70810, 97302/04
153376/85, 158846/54, 170101/03/16, 170398, 170504/09
170514/30/31, 170622/39, 220002/08/14/17/19-22/26/29
220031/32, 221119/24/26/32/36/39, 222001/03/06/08-12
222020/22/23, 222103, DBSO 9701
Duffield: 66731/62, 170509/31/34, 220010, 221114/25/32
221133/35, 222004-06/08/09/11/12/15/17, 222101
12th Apr Derby: 170110, 170271, 170398, 170515
220006, 221126, 222003/15/17, 222103, 950001
Chesterfield: 66702, 195003/04, 220019, 222008/14
Sheffield: 150001, 150201/04/14/15/20/28, 158777/89/92
158846/61, 170204, 170453, 185123/29/31/36/48/49
195004/08/17/19/21/24, 195102/31, 220003/08/18/31
221124/29/30/44, 222008/17
13th Apr Derby: 37175, 37254, 37610, 66787, 153385
158806/46/66, 170110, 170271, 170501/14, 220014
221138, 222005/15/17/18/22, 222103
Derby RTC: 08756, 37057/99, 37402, 37800/84, 43013
43062, 43299, 153376, 950001, DBSO 9714
Trent East Junction: 222015, DR75404/05
Nottingham: 37175, 37254, 158770/85, 170110, 170203
170273, 170420, 170501/04/09/12/31, 170636
Toton: 60003/05/07/10/17/19/23/25/27/30/31/33/34/40-43
60045/49/51/53/58/62/65-67/71-73/83/88/93/94/97, 66002
66018/30/35/40/54/55/75/79/87, 66100/13/25/38/42/54/62
66199, 66658, 67004/19/30, 69002, 92011, DR76701
14th Apr Derby: 37402, 37800, 158858, 170104/09/17
170517, 220003/07/23, 221126/38, 222003/21/23
Landor Street Junction: 66781, 220020/31
Birmingham New Street: 196108, 390011, 390155
Kings Norton Yard: 43423/65/67/68/80/84
Cheltenham Spa: 170111/13, 800024
Bristol Parkway: 166201, 221125, 387159/69, 800319
Bristol Temple Meads: 158745/48/60/62, 165103
166205/06/11/12/18, 220005, 221120, 800320, 802005
Bristol East Yard: 60029, 66622
Westbury: 59206, 66007/70/99, 66152, 66792, 67023/27
158749/50/67, 158887, 166202/07/16/21, 800032
15th Apr Yeovil Junction: 159002/04/07/09/12/16/18
159103
Exeter St Davids: 150216/32/34/61/66, 158950, 159101
166216, 802008, 802108/12
17th Apr Plymouth: 43004/97, 220018, 802013/22
802108
Exeter St Davids: 150216/66, 158951/59, 159012/19
159107, 220018/22
22nd Apr Eastleigh: 08683, 66107/25, 66568/72, 66728
66751, 69006, 70004, 70809, 153376, 158881/82, 220020
220031, 221109/34/38, 387227, 444004/10/12/18/19/21
444024/32/37/38/41/45, 450015/38/40/41/53/59/76/86
450111/12/24/25, DR73931
Portsmouth Harbour: 158748/50/67/68, 444007/08/33/35

450004/25/32/35/36/51/90
3rd May Taunton: 34046, D1924, 57311, 220001/08/12
220026, 221140/44, 800011, 800304/05/07, 802003/05/06
800209-11/13/14, 802107, DR79231-33/36/37
6th May Bristol Temple Meads: 66713, 158750/77
165101/03/31/32, 166205/13/17/18, 220010/22/29
221139, 800031/32, 802102/05
Bath Spa: 158745/49/68/69, 166210, 800305, 802106
12th May Bristol Temple Meads: 166211, 220022
800303, 802001
Bristol Parkway: 166201, 220012, 221120, 800012
800317
Bath Spa: 158745/66/69/71, 165103, 800302, 802113
23rd May Westbury: 59205, 66148, 69005, 166209
Bristol Kingsland Road: 153311, DR75017
Bristol Temple Meads: 158750/60/62/71, 165108/31-34
166201/06/07/12/16-19, 220005/18, 221112/19/37/40
800309/15/19-21, 802001/12/22, 802103, DR75017
Northfield: 730012
Kings Norton: 43423/67, DR98923/73
Birmingham New Street: 158830, 196101, 220030
350104, 730026
Wolverhampton: 196114, 390141, 730018
Stafford: 220007, 350377, 390002/50, DR73109
Stockport: 158783/52, 221124/36, 323223, 331104
Longsight Depot: 68019
Manchester Piccadilly: 150118/29/46, 156425, 185115
185127, 323208/10, 331016/21/27/28/30, 390050
397005/07
Deansgate: 150127/42, 158854/62, 323220/39
Salford Crescent: 769424
Preston: 150140, 195105/22, 323233/36, 390114
DR73922
Blackpool North: 331028/30, 331106
24th May Blackpool North: 323209/13/33/38, 331015/22
331104/10
Salwick: 150225, 156416, 195110, 323228/34, 331108
Preston: 150140, 195108, 331108/10, 802215, DR73922
Leyland: 195118/27, 390005, 390126, 397002/11, 802215
Salford Crescent: 156412, 195117/32, 397008, 769456
769458
Deansgate: 150128/44, 156408/28, 158846/52/54/89
185116/17, 195120/27, 323213/26/28/34/36/38, 331013
331024, 390005
Manchester Piccadilly: 150106/14/49, 156413/60
185143, 195017, 195123, 195017, 195123, 197024
197121, 220017, 221114/24/32, 323219/32, 390124
802215
26th May Blackpool North: 195130, 323224/39, 331013
331024/31
Kirkham & Wesham: 331015/22, 331101
Preston: 156417, 331016/21, 390135, 397007, DR73922
Manchester Piccadilly: 150150, 195132, 221114
323203, 331027

Longsight Depot: 68019
Stafford: 390005, 390112, DR73109
Wolverhampton: 196111, 220004/28, 350241, 390138
730047
Birmingham New Street: 170620, 196101, 221135
390124, 730025/40
Kings Norton: 43423/65/67/68/80/84, 172344, 730030/39
Cheltenham Spa: 197116, 221139, 802003

Bristol Temple Meads: 158760/71, 165108/31-33/36
166201/02/04/06/08/12-14/17/18, 220001/04/13/14/24
221119/27/36, 800003, 800307/12/18, 802001/12/17
802102/03/06
Bristol Kingsland Road: DR75407
Westbury: 66148, 69007, 70813/15/16, 166209, 802004

PHOTO SPOT: DISPOSALS



above 43174 for component recovery & disposal, Dereham, MNR 24.05.25 (Lee Baldwin)



above 43191 for component recovery & disposal, Dereham, MNR 24.05.25 (Lee Baldwin)

43174 and 43191 were brought to the Mid-Norfolk Railway from Ely Papworth sidings on 7 March 2025 by 37501 and 37884. They are now being stripped for spares and will presumably be disposed of in due course.

FREIGHT NEWS AND 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 if you have any amendments or wish to 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 37422 t&t 37425 on 1Q41 from Derby to Buxton, Bidston Chester, Dee Marsh and Penyffordd, Chester (18.02) 02.06.25 (Ian Costello)



above 37418 + 975025 on 5Z26 Derby RTC to Canton Taff Vale Sdgs, Cardiff (15.12) 03.06.25 (Spencer Conquest)



above 37418 + 975025 on 2Z26 Newport to Paddington, Twyford (14.53) 04.06.25
(Spencer Conquest)



above 37057 t&t DBSO 9702 on 3Z10 08.44 Derby RTC to Cambridge stabled between 14.18 & 16.52
Ipswich (14.21) 04.06.25 (Keith Partlow)



above 43357 t&t 43274 on 1Q23 Bristol Kingsland Road to Derby RTC, Swindon (10.27) 15.05.25
(Colin Pidgeon)



above 43303 t&t 43301 + 42220, 42100, 91117, 41063, 41117 on 5Q01 Loughborough Brush to Swindon Transfer, Narborough (14.38) 23.05.25 (Lee Baldwin)



above 43062 t&t 43013 on 1Q19 Darlington Up Siding to Kings Cross, Darlington new platform 26.05.25 (Tony Falloon)



above 43277 t&t 43062 on 1Q30 Derby to Holyhead, Flint (17.24) 15.05.25 (Ian Costello)



above 43301 t&t 43303 + 41117, 41063, 91117, 42100, 42220 on 5Q01 Swindon Transfer to Loughborough Brush, Didcot (11.13) 28.05.25 (Spencer Conquest)
below 43013 t&t 43062 to Salisbury, Reading (05.38) 29.05.25 (Spencer Conquest)





*above 91117 on 5Q01 Swindon Transfer to Loughborough Brush, Didcot (11.13) 28.05.25
(Spencer Conquest)*

PHOTO SPOT: RAILTOURS



*above 20118 + 20132 t&t 37403 on 'The Oban Explorer' Leven to Oban, Loch Awe (17.37) 10.05.25
(Iain Gardiner)*



above 43059 t&t 43047 on 3Z41 Crewe to Norwich ecs for railtour the folowing day, South Wigston (09.49) 02.05.25 (Lee Baldwin)

West Coast Railways have acquired two HST Power Cars (43154 and 43155) and 8 HST coaches. The coaches were transferred from Laira Depot to Carnforth on 20 May 2025 behind 47802 and 47812.



above 4-6-2 34046 on 0Z46 Southall WCR to St Phillips Marsh, Swindon (11.08) 30.04.25 (Colin Pidgeon)



above 43047 t&t 43058 on 5Z45 1202 Norwich Goods Yard to Crewe, March (13.25) 09.06.25
 below 43050 t&t 43049 on 1Z20 Nottingham to Paignton, Reading (10.28) 31.05.25
 (Keith Partlow (above), Spencer Conquest (below))



above 43089 &t 43159 incl 42111 (InterCity livery) on 5A43 Butterley, MRB to Wembley ecs for railtour
 the following day, Kilbey Bridge Jnct (11.28) 30.05.25 (Lee Baldwin)



above 4-6-0 7029 t&t 37240 on 1Z40 Birmingham New Street to Bishops Lydeard, Tredington LX (08.16) 31.05.25 (Stephen Galling)

Notable railtour moments included:

- First visit to Oban by a passenger train hauled by Cl. 20s on 10 May 2025 – see photograph of 20118 and 20132 at the beginning of this section
- First Cl. 45 to London St. Pancras since 2004 on 26 May 2025 – see photograph of 45118 on next page
- GBRf empty stock training runs in preparation for the launch of the Britannic Belmond Explorer – see photograph of 66751 and 57310 on page 102.



above 45118 on 1Z46 12.02 Southampton Central to Salisbury, St Denys (12.01) 30.05.25 (John Goodyer)



above 45118 on 1Z48 'Master Cutler' St Pancras to Leeds, Leicester (19.25) 26.05.25 (Lee Baldwin)



above 45118 t&t 57311 on 1Z32 06.22 Leeds to Edinburgh, Wandel (11.09) 21.05.25 (Iain Gardiner)



above 57311 on 5Z47 Crewe to Norwich ecs for railtour the following day South Wigston (11.19)
13.05.25 (Lee Baldwin)



above 66751 t&t 57310 on 5Z20 London Victoria to Fairwater Yard, Reading (18.08) 06.06.25
(Spencer Conquest)

It has been reported that 66744 and 66745 will be the dedicated locomotives for the Belmond Britannic Explorer. Both locomotives are reportedly to receive vinyl wraps in due course. They will join 66743 and 66746 in being GBRf locomotives dedicated to a Belmond train, the latter pair in maroon livery for the Royal Scotsman.

PHOTO SPOT: GREAT BRITAIN XVII



above 4-6-2 35028 on 1Z90 08.44 London Victoria to Salisbury, Bitterne (11.47) 26.04.25
(John Goodyer)



above 4-6-0 45212 on 5Z89 Southall WCR to Bristol St Phillips Marsh, Swindon (12.06) 26.04.25
(Colin Pidgeon)



above 4-6-0 45212 on 5Z89 Southall WCR to St Phillips Marsh, Reading (10.45) 26.04.25 (Spencer Conquest)



above 4-6-0 45407 t&t 47832 + 35517, 9539, 3334, 3336, 6724, 3431, 3392, 1961, 3395, 3352 on The Great Britain XVII Wick to Inverness, Dingwall (17.22) 01.05.25 (Alan Jones)

The Railway Touring Company's annual tour of Great Britain, this year named Great Britain XVII, ran from 26th April to 4th May 2025. The train operated with top and tail steam and diesel locomotives for the most part. It began at London Victoria, being hauled by Merchant Navy Class No. 35028 Clan Line to Bristol Temple Meads via Portsmouth, Salisbury and Westbury.

The next day, the journey was from Bristol Temple Meads to Cardiff Central via Pembroke Dock hauled by Black 5 45212. On the third day, 57314, which had been the tailing diesel locomotive for the first two days of the tour, hauled the train to Crewe via the Welsh Marches and on to Grange-over-Sands in the Lake District.



above 4-6-0 45407 t&t 47832 on The Great Britain XVII Inverness to Wick, Tain (15.08) 01.05.25
(Alan Jones)

On the fourth day the train was hauled by Battle of Britain Class 34067 Tangmere from Grange-over-Sands to Carlisle via the Cumbrian Coast line before taking the Tyne Valley line to Newcastle and the East Coast Main Line to Edinburgh, with 47832 taking over as the diesel locomotive. Day five was a journey from Edinburgh to Inverness behind LNER Peppercorn Class A1 60163 Tornado.



above 4-6-2 60163 t&t 47832 on The Great Britain XVII, Spalding (15.03) 03.05.25 (Gervase Orton)

On the sixth day, there was an optional excursion to Wick, with steam haulage from 45407 on the return journey. The train returned south as far as Newcastle behind 60163 on 2 May 2025, before the next day travelling from Newcastle to Norwich via Lincoln and Peterborough. The train was hauled by 60163 from Newcastle to Peterborough, where it was replaced by 45212.



above 4-6-2 60163 t&t 47832 on 1Z39 09.16 Newcastle to Norwich, Stockton 03.05.25 (Alex Ayre)

The train then finally returned to London the next day behind 45212, reaching London King's Cross by a circuitous route via Great Yarmouth, Lowestoft, Woodbridge, Stowmarket and Hitchin.



above 47245 t&t 47832 on 5M43 WCR Southall to WCR Carnforth, Polesworth (14.30) 07.05.25 (Paul Keightley)

PHOTO SPOT

SNOWPLOWH MOVES



*above 37405 + 56049 + SPs on 7Z90 Inverness to Larbert, Pitlochry 05.05.25
(Ollie Pepper)*



*above 56051 + SPs ADB 965581 + ADB 965580 + 56049 Adwick (10.03) 22.05.25
(Darren Bailey)*

STOCK MOVES



above 20007 + 33202 + 20205 on 0Z33 09.26 MNR to Barrow Hill, March (12.02) 10.06.25
(Keith Partlow)



above 20205 + failed 20007 + 55009 + 33202 on 0Q34 Barrow Hill to Grosmont, NYM, Raskell (18.31)
10.06.25 (David Rice)

Visiting traction on the move to the North Yorkshire Moors Railway for their Diesel Gala 12-15th June 2025. It was reported that 20007 failed, requiring 20205 to move to the front of the convoy and presenting an opportunity to photograph an unusual cab-to-cab CI. 20 pairing on the mainline.



above 4-6-2 60007 + Mk1 25465 + 37409 on 5Z07 07.42 Grosmont to Crewe, Moorhouse, NYM
06.05.25 (Alex Ayre)



above 37401 on 5Z90 Southall LSL to Crewe, Didcot (14.42) 26.05.25 (Spencer Conquest)



above 37409 + 4-6-2 60007 + MK1 25465 on 5Z07 07.42 Grosmont to Crewe, Northallerton 06.05.25 (Alex Ayre)



*above 37800 + 465243 + 465250 on 5Q76 Ely Papworth Sdgs to Newport Docks, Reading (13.00)
08.05.25 (Spencer Conquest)*



*above 37501 + 43318 + 43317 + 43314 + 37800 on 5Q48 Ely Papworth Sdgs to MNR, Wymondham
(09.46) 22.05.25 (Keith Partlow)*



*above 37510 + 730216 on 5Q77 Gascoigne Wood Sidings to Bletchley TMD, Elford (12.05) 28.05.25
(Paul Keightley)*



*above 37800 + 730232 on 5Q77 Gascoigne Wood Sdgs to Bletchley Depot, Portway near Tamworth
(12.20) 02.05.25 (Paul Keightley)*



above 465250 + 465243 + 37800 on 5Q76 Ely Papworth Sdgs to Newport Docks, Reading (13.03)
08.05.25 (Spencer Conquest)



above 37884 + 465238 + 465239 on 7Q76 Ely Papworth Sidings to Newport Docks, Swindon (14.45)
22.05.25 (Colin Pidgeon)



above 37611 + 730215 + 730225 on 5Q16 12.08 Doncaster Belmont Down Yard to Gascoigne Wood Sdgs, Oakenshaw Jnct (12.52) 22.05.25 (Darren Bailey)



above 37884 + 465240 + 465248 on 5Q76 Ely Mlf Papworth Sidings to Newport Docks, Reading (13.04) 01.05.25 (Spencer Conquest)



above 37884 + 465915 + 466027 on 5Q76 Ely Papworth Sdgs to Newport Docks, Didcot (13.27)
29.05.25 (Spencer Conquest)



above 465236 + 37884 on 5Q76 Ely Papworth Sdgs to Newport Docks, Swindon (14.12) 15.05.25
(Colin Pidgeon)



above 465239 + 465238 + 37884 on 7Q76 Ely Papworth Sidings to Newport Docks, Swindon (14.45)
22.05.25 (Colin Pidgeon)



above 50008 + Mk3 10584 on 5V50 Eastleigh TRMSD to Reading TCD, Tilehurst (12.00) 31.05.25
(Spencer Conquest)



above 43480 t&t 43468 + 43122, 43094 + 4 Mk3 carriages on 5D22 Kidderminster SVR to Nemesis Rail, Portway near Tamworth (11.39) 02.05.25 (Paul Keightley)



above 47712 + 55022 on 5Z21, Crewe to Southall LSL, Cholsey (12.40) 01.06.25 (Spencer Conquest)



*above 47739 + 701509 on 5Q75 Eastleigh TRSMD to Long Marston, Swindon (11.08) 30.04.25
below 47739 + 701512 + 701517 on 5Q75 Eastleigh TRSMD to Long Marston, Swindon (11.33)
19.05.25 (Both Colin Pidgeon)*



*above 57003 on 5Z19 Kidderminster SVR to Eastleigh Works, Northampton (16.09) 09.06.25
(Paul Keightley)*



above 69008 + 701007 on 5Q75 Eastleigh TRSMD to Long Marston, Swindon (11.11) 22.05.25
below 69008 + 701060 on 5Q75 Eastleigh TRSMD to Long Marston, Swindon (10.59) 09.05.25
(Both Colin Pidgeon)



above 47739 + 720114 on 5Q72 Barton under Needwood to Ilford, Wigston (13.52) 01.05.25
(Lee Baldwin)



top 69008 + 701021 on 5Q76 Bicester MOD to Willesden, Tilehurst (18.04) 03.06.25
middle 69008 + 701052 on 5Q75 Eastleigh Trmsd to Long Marston, Tilehurst (10.30) 07.05.25
bottom 69008 + 701053 on 5Q76 Bicester MOD to Willesden, Cholsey (18.51) 06.05.25
 (All Spencer Conquest)

LIVERIES

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



above 27056 Loughborough Central, GCR 05.06.25 (Paul Keightley)



above 37422 on OZ12 Reading Triangle Sdgs to Reading Triangle Sdgs, Reading (14.53) 29.05.25 (Spencer Conquest)



above 37422 on 0Z11 Reading Triangle Sdgs to Reading Triangle Sdgs, Reading (14.57) 28.05.25 (Spencer Conquest)



above 47714 Newton Grange Farm, Wensleydale Railway (13.50) 25.05.25 (Darren Bailey)



above 805002, the last Cl.805 to be repainted, on Hitachi Newton Aycliffe to Wembley, Overton Overbridge (09.15) 06.05.25 (David Rice)



above 55029 in new blue livery, Rushden, RSM 28.05.25 (Nigel Benning)

NOSTALGIA CORNER 2



above 37230 Toton 08.98 (Michael Warrick)

PHOTO SPOT: BRUSH WORKS, LOUGHBOROUGH



above 60038, 92021 & 92046 UKRL Loughborough 20.05.25 (Jake Thorpe)



above 73138 UKRL Loughborough 20.05.25 (Jake Thorpe)

ICRS SALES

Orders can be made via the following options:

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

Online via PayPal at www.intercityrailwaysociety.org

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

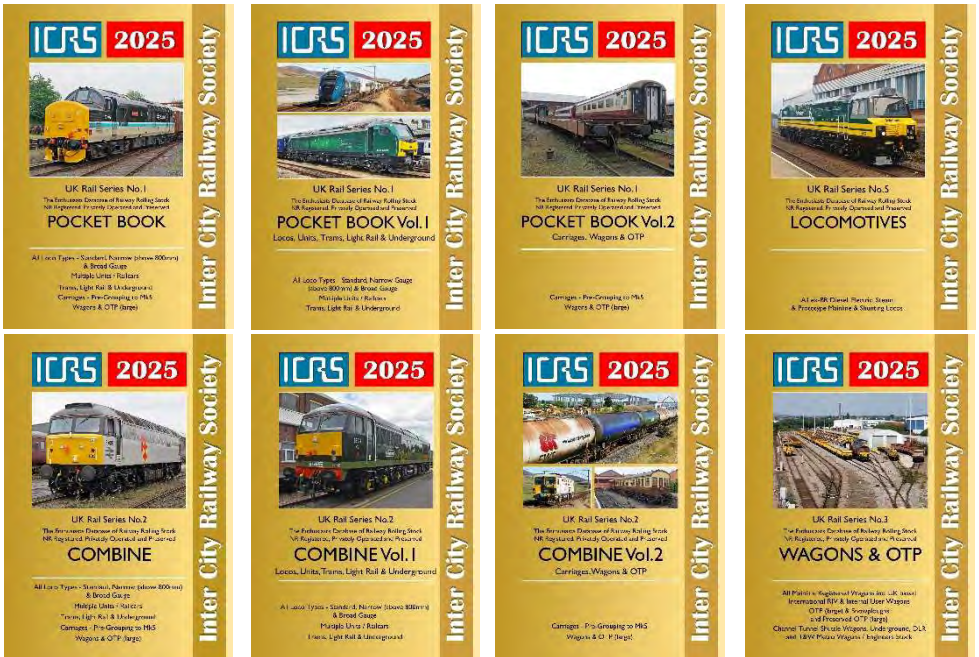
An Order Form for posting can be downloaded from the website.

Please add P&P (see below for rates) make cheques payable to **INTER CITY RAILWAY SOCIETY**.
Postage to Europe / rest of the world will be extra, please request cost BEFORE ordering.

As volunteers we do our very best to dispatch items as soon as possible, but please allow 21 days for delivery, especially when a new book has just been released, or 28 days for embroidered clothing if not in stock. Always check our website for up to date info on dispatch of orders before contacting Trevor.

UKRS01, UKRS01-V1, UKRS01-V2 & UKRS05 are A6 size, all other books are A5 size. Wire bound books can be laid flat so ideal for hands free reference with computer.

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



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

Spotting:

New 2025 Titles: (released first week of March)

UKRS01S	Pocket Book 2025	
UKRS01-V1	Pocket Book 2025 Vol.1:	Locos, Units, Trams, Light Rail & Underground
UKRS01-V2	Pocket Book 2025 Vol.2:	Carriages, Wagons & OTP
UKRS02S	Combine 2025	
UKRS02-V1	Combine 2025 Vol.1:	Locos, Units, Trams, Light Rail & Underground
UKRS02-V2	Combine 2025 Vol.2:	Carriages, Wagons & OTP
UKRS03	Wagons & OTP 2025	
UKRS05	Locomotives 2025	

Binding	Size	Updated to	Prices	
			Member	Non-Mem
SPINE	A6	1st Feb 25	£11.00	£14.00
WIRE	A6	1st Feb 25	£7.00	£9.00
WIRE	A6	1st Feb 25	£7.00	£9.00
SPINE	A5	1st Feb 25	£20.00	£25.00
WIRE	A5	1st Feb 25	£11.00	£14.00
WIRE	A5	1st Feb 25	£11.00	£14.00
WIRE	A5	1st Feb 25	£8.50	£11.00
WIRE	A6	1st Feb 25	£6.00	£7.50

New PDF: (released first week of March)

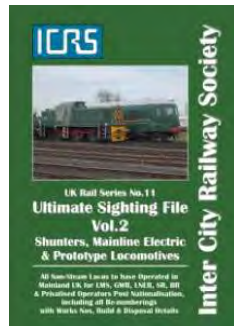
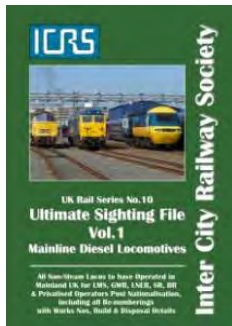
UKRS04 Name Directory PDF A4 1st Mar 25 £5.00 £6.00

Existing Titles:

			Binding	Size	Updated to	Member	Non-Mem
UKRS09	Irish Railways		WIRE	A5	1st Feb 21	£7.50	£10.00
UKRS10	Ultimate Sighting File	Vol.1: ML Diesel Locomos	WIRE	A5	11th Jul 18	SOLD OUT	
UKRS11	Ultimate Sighting File	Vol.2: Shunters, Mainline Electric & Prototype Locomos	WIRE	A5	11th Jul 18	£6.50	£9.00

Pictorial:

Shunter Hunter Class 08 SPINE A5 n/a £10.00 £14.00



SUNDRIES: (same price for Members & Non-members)

Adjustable clear book covers:

A6 (fits spine Pocket Book) £1.00
 A5 (fits spine Combine) £1.50

ICRS Branded Notebooks (21 lines per page)

75 sheets / 150 pages (blue) **SOLD OUT**
 50 sheets / 100 pages (red) £2.25

ICRS pin badge (25mm dia) £2.50

ICRS 50th Anniversary Printed Merchandise: (online prices)

Printed Pens: BLUE / RED £1.00
 YELLOW (Ltd Ed of 87) £2.00
 Coaster £4.00
 Mug £6.00

TRACKS Cordex Binders:

12 issues @ 64 pages: 2015-16, 11 issues @ 64/80 pages: 2019-23 LARGE £6.00
 12 issues @ 32/40/48/64 pages: 2011-14, 10 issues @ 32/64/80 pages: 2017-18 MEDIUM £5.00

Polo Shirts: (name & logo) (most sizes M to 4XL in stock)

M / L / XL / 2XL / 3XL BLACK / DARK NAVY / NAVY / BURGUNDY / BOTTLE GREEN £18.00
 4XL BLACK / DARK (FRENCH) NAVY / BURGUNDY / BOTTLE GREEN £20.00

Baseball Caps: BLACK / NAVY / BURGUNDY £10.00

Available on visits (unless requested to be posted beforehand):

Hi-viz (orange) sleeveless vest M to 4XL £5.00
 long sleeved £6.00
 Bump Cap (black) which look like baseball caps but with a protective inner plastic shield £10.00

PLEASE REMEMBER to add P&P to Orders

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