

1: Stored / withdrawn

08528 WNTS Bescot Yard
08824 WNTS Doncaster Carr
08918 WNTS Old Oak Common
09007 WNTS Goole
60004 WNTR Active
60015 WNTR Active
60021 WNTS Immingham
60023 WNTR Active
60024 WNTR Immingham
60025 WNTR Active
60026 WNTR Active
60027 WNTR Active
60030 WNTS Thornaby
60037 WNTR Active
60042 WNTS Active
60044 WNTS Toton
60048 WNTR Active
60050 WNTR Toton



With 28 further reductions to the Class 60 fleet during July the operational 'tugs' are down to just 24 working examples.

60050, one of this months Class 60 casualties , is pictured at Doncaster with 66013 02/07/05 whilst en route to Toton for store, S Tacey

60052 WNTR Margam
60054 WNTS Thornaby
60062 WNTR Active
60066 WNTS Margam
60067 WNTR Doncaster Carr
60069 WNTR Active
60072 WNTR Warrington
60074 WNTR Thornaby
60076 WNTR Active
60082 WNTS Thornaby
60083 WNTR Doncaster Carr
60091 WNTS Toton
60100 WNTS Immingham
60500 WNTS Margam
66215 WNTS Toton
87002 SBXL Wembley HRD
90023 WNTR Crewe EMD
90030 WNTR Active
90038 WNTR Crewe EMD
92017 WNTS Temple Mills
92036 WNTS Crewe EMD

2: Re-listed

None

3: Relocated

08623 WZTS Margam – Temple Mills
08783 WNTR Old Oak Common – Bescot – Hams Hall (later reinstated)
08909 WZTS Dee Marsh – Thornaby
08913 WZTS Didcot – ??
08939 WZTS Bescot – Bescot Yard
09007 WNTS Goole – Doncaster Carr – Wabtec Doncaster
33053 HNRS MoD Smalmstown – Barrow Hill
33203 MoD Smalmstown – Newton Stewart (into preservation)
37040 WNZX Wigan CRDC – Heanor Langley Mill – CF Booth Rotherham



Access has been granted to remove redundant locomotives from the CRDC at Wigan, most of which are destined for movement to Booth's Rotherham.

The first locomotive extracted from the CRDC as part of the 'great clearout' was 37040 16/07/05, I Rogers

37686 WNSO Wigan CRDC – CF Booth Rotherham
37697 WNSO Wigan CRDC – CF Booth Rotherham
37402 WNTR Bescot Yard – Bescot – Toton
37418 WNTR Motherwell – Doncaster Belmont – Rotherham Steel Terminal – Toton
43019 Crewe Works – Sims Metals Beeston (later disposed of)
47624 WNSO Wigan CRDC – CF Booth Rotherham
56004 WNSO Wigan CRDC – Heanor Langley Mill
56081 WZGF Dollands Moor – France (exported)
56094 WZGF Bristol Barton Hill – Wembley Yard – Dollands Moor – France (exported)
56095 WZGF Old Oak Common – Wembley Yard – Dollands Moor – France (exported)
56121 WNSO Wigan CRDC – CF Booth Rotherham



Booth's Rotherham have secured four of the Class 56s from store at Wigan CRDC, 56004 56036, 56121 and 56132.

56121 is removed from Wigan CRDC 25/07/05, J McPhilemy

58021 WZFF Eastleigh – Wembley Yard – Dollands Moor – France (exported)
60004 WNTR Active – Immingham
60015 WNTR Active – Toton
60023 WNTR Active – Toton
60025 WNTR Active – Margam
60026 WNTR Active – Toton
60027 WNTR Active – Doncaster Carr
60031 WNTR Thornaby – Immingham
60035 WNTR Margam – Toton
60037 WNTR Active – Toton
60038 WNTS Thornaby – Toton

60042 WNTS Active – Immingham
60048 WNTR Active – Immingham – Toton
60062 WNTR Active – Immingham
60069 WNTR Active – Toton
60073 WNTR Thornaby – Immingham
60076 WNTR Active – Doncaster Carr – Toton
60090 WNTR Doncaster Carr – Toton
60091 WNTS Toton – Leicester (on test) – Toton
86101 SAXL MoD Longtown – MoD Ashchurch



86101, the sole surviving Class 86/1, has been transported to the MoD base at Ashchurch. Does preservation beckon?

86101 traverses the M6 on a low loader 07/07/05, N Cochrane

87006 XHSS Willesden – Wembley HRD SBXL Wembley HRD – Oxley – Crewe – Oxley
87022 XHSS Willesden – Wembley HRD SBXL Wembley HRD – Oxley – Crewe – Oxley
87028 XHSS Willesden – Wembley HRD SBXL Wembley HRD – Oxley – Crewe – Oxley



DRS decided not to proceed with the use of Class 87s during June and handed them back to the leasing company. After 'hand-back' at Willesden 87006 87022 and 87028 spent a few days on Wembley before being moved off to Oxley.

The three ex DRS Class 87s 87028 87006 and 87022 at Wembley 11/07/05, Don

87029 SBXL Wembley HRD – Oxley – Crewe – Oxley
87030 SBXL Wembley HRD – Oxley
87032 XHSS Carlisle Kingmoor – Glasgow Works
90030 WNTR Active – Crewe EMD

4: Revised

08775 WNTR Old Oak Common – Temple Mills
08802 WNTS Dee Marsh – Allerton

5: Reinstated

08454 ATLO (Willessden)
08685 WSEM (Doncaster Carr)
08783 WRWM (Hams Hall)
08786 WSLN (Tilbury)
09106 WSEM (Goole)
92026 WTAE (Crewe EMD)
92037 WTAE (Crewe EMD)

6: Preservation / private ownership

Newton Stewart: 33203



The four Class 33s at MoD Smalmstown purchased from DRS by HNRC have been sold on into preservation. Two have been removed from Smalmstown by road, 33053 to Barrow Hill and 33203 to Newton Stewart.

33203 on a low loader at Smalmstown 25/07/05, J McPhilemy

7: Exported

France: 56081 56094 56095 58021



Four more EWS locomotives have been despatched abroad during July, all for hire to Fertis. Three Class 56s 56081 56094 and 56095 along with 58021.

En route to Wembley for despatch abroad 58021 is hauled through Woking behind 66120 12/07/05, I Reid

8: Rebuilt

None

9: Disposals

Ron Hull Jr Rotherham: 86227

Sims Metals Beeston: 43019

10: Stock Changes**Class 08**

08454 AT ATXX-ATLO
08481 HQ WNXX-WNZX
08492 HQ WNZX-WNSO
08528 BS-HQ WRWM-WNTS
08529 HQ WNZX-WNSO
08534 HQ WNXX-WNZX
08541 HQ WNYX-WNZX
08542 HQ WNYX-WNZX
08587 TE-TO WSNE-WREM
08628 HQ WNYX-WNZX
08655 HQ WNYX-WNZX
08675 HQ WNXX-WNZX
08685 HQ-TO WNTR-WSEM
08721 AT ATLO-ATXX
08739 HQ WNYX-WNZX
08740 HQ WNXX-WNZX
08758 HQ WNZX-WNSO
08768 HQ WNXX-WNZX
08783 HQ-BS WNTR-WRWM
08784 TO-TE WREM-WSNE
08786 HQ-TD WNTR-WSLN
08806 HQ WNXX-WNZX
08813 HQ WNZX-WNSO
08815 HQ WNZX-WNSO
08824 TO-HQ WSEM-WNTS
08825 HQ WNZX-WNSO
08827 HQ WNZX-WNSO
08837 HQ WNYX-WNZX
08867 HQ WNXX-WNZX
08880 HQ WNYX-WNZX
08882 HQ WNZX-WNSO
08887 AT ATXX-ATLO
08893 HQ WNZX-WNSO
08901 HQ WNZX-WNSO
08906 HQ WNXX-WNZX
08914 HQ WNZX-WNSO
08918 TD-HQ WSLN-WNTS
08931 HQ WNZX-WNSO
08932 HQ WNXX-WNZX

Class 09

09007 TO-HQ WSEM-WNTS
09106 HQ-TO WNTR-WSEM

Class 20

20302 KM XHSD-XHMW
20307 KM XHMY-XHSD
20310 KM XHMY-XHSD

Class 31

31449 De-registered DF SDXL (31549)

Class 33

33108 De-registered DF SDFR

Class 37

37010 HQ WNZX-WNSO
37023 HQ WNXX-WNZX

37040 HQ WNZX-WNSO
De-registered HQ WNSO
37051 HQ WNTR-WNZX
37071 HQ WNZX-WNSO
37074 HQ WNZX-WNSO
37100 HQ WNXX-WNZX
37131 HQ WNZX-WNSO
37152 HQ WNZX-WNSO
37162 HQ WNZX-WNSO
37170 HQ WNZX-WNSO
37178 HQ WNZX-WNSO
37185 HQ WNZX-WNSO
37219 HQ WNXX-WNZX
37220 HQ WNXX-WNZX
37230 HQ WNYX-WNZX
37248 HQ WNTR-WNZX
37298 HQ WNZX-WNSO
37370 HQ WNZX-WNSO
37376 HQ WNZX-WNSO
37414 HQ WNYX-WNZX
37667 HQ WNTR-WNZX
37672 HQ WNZX-WNSO
37680 HQ WNZX-WNSO
37688 HQ WNTR-WNZX
37686 HQ WNZX-WNSO
37697 HQ WNZX-WNSO
De-registered HQ WNSO
37704 HQ WNZX-WNSO
37711 HQ WNZX-WNSO
37715 HQ WNZX-WNSO
37797 HQ WNTR-WNZX
37897 HQ WNXX-WNZX
37905 HQ WNYX-WNZX

Class 43

43070 EC-NL IECP-ICCP
43157 NL IMLP-ICCP
43196 EC-NL IECP-ICCP

Class 47

47146 HQ WNZX-WNSO
47217 HQ WNZX-WNSO
47241 HQ WNZX-WNSO
47328 HQ WNZX-WNSO
47474 HQ WNZX-WNSO
47519 HQ WNZX-WNSO
47536 HQ WNZX-WNSO
47547 De-registered DF SDXL
47566 HQ WNZX-WNSO
47574 De-registered DF SDXL
47576 HQ WNZX-WNSO
47624 HQ WNZX-WNSO
47725 HQ WNZX-WNSO
47756 HQ WNXX-WNZX
47757 HQ WNXX-WNZX
47762 HQ WNZX-WNSO
47764 HQ WNZX-WNSO
47765 HQ WNZX-WNSO
47768 HQ WNZX-WNSO
47778 HQ WNXX-WNZX
47779 HQ WNZX-WNSO

Class 56

56004 HQ WNZX-WNSO
56011 HQ WNXX-WNZX
56021 HQ WNXX-WNZX
56029 HQ WNZX-WNSO
56034 HQ WNZX-WNSO
56036 HQ WNZX-WNSO
56037 HQ WNXX-WZGF
56040 HQ WNXX-WNZX
56044 HQ WNYX-WNZX
56048 HQ WZGF-WZTS
56063 HQ WNXX-WNZX
56098 HQ WNXX-WNZX
56103 HQ WNXX-WZGF
56104 HQ WNTR-WZGF
56113 HQ WZGF-WZTS
56115 HQ WNTR-WZGF
56121 HQ WNZX-WNSO
56128 HQ WNXX-WNZX
56131 HQ WNXX-WNZX
56132 HQ WNZX-WNSO
56133 HQ WZGF-WZTS
56134 HQ WZGF-WZTS

Class 58

58005 HQ WZFF-WZTS
58006 HQ WZFF-WZTS
58013 HQ WZFF-WZTS
58017 HQ WZFF-WZTS
58026 HQ WZFF-WZTS

Class 60

60004 IM-HQ WCBN-WNTR
60015 IM-HQ WCBN-WNTR
60021 IM-HQ WCBN-WNTS
60023 IM-HQ WCBN-WNTR
60024 IM-HQ WCAN-WNTR
60025 IM-HQ WCBN-WNTR
60026 IM-HQ WCBN-WNTR
60027 IM-HQ WCBN-WNTR
60030 IM-HQ WCBN-WNTS
60037 IM-HQ WCBN-WNTR
60042 IM-HQ WCAN-WNTS
60044 IM-HQ WCAN-WNTS
60048 IM-HQ WCAN-WNTR
60050 IM-HQ WCAN-WNTR
60052 IM-HQ WCBN-WNTS
60054 IM-HQ WCBN-WNTS
60062 IM-HQ WCAN-WNTR
60066 IM-HQ WCAN-WNTS
60067 IM-HQ WCAN-WNTR
60069 IM-HQ WCAN-WNTR
60072 IM-HQ WCAN-WNTR
60074 IM-HQ WCAN-WNTR
60076 IM-HQ WCAN-WNTR
60082 IM-HQ WCAN-WNTS
60083 IM-HQ WCAN-WNTR
60091 IM-HQ WCBN-WNTS
60100 IM-HQ WCAN-WNTS
60500 IM-HQ WCAN-WNTS

10: Stock Changes**Class 66**

66215	TO WBAN-WNTS
66515	FD DFGM-DFRT
	FD DFRT-DFGM
66523	FD DFRT-DFNR
	FD DFNR-DFRT
66528	FD DFHH-DFHG
	FD DFHG-DFHH
66539	FD DFRT-DFNR
66544	LD DFHH-DFHG
66545	FD DFHH-DFHG
66547	LD DFRT-DFNR
66548	LD DFHH-DFHG
66552	LD DFHH-DFHG
66553	LD DFHH-DFHG
66555	LD DFHH-DFHG
66559	LD DFHH-DFHG
66560	FD DFHH-DFHG
66561	FD DFHH-DFHG
66562	LD DFHH-DFHG
66563	FD DFHH-DFHG
66564	LD DFHH-DFHG
66565	LD DFHH-DFHG
66566	LD DFHH-DFHG
66567	FD DFGM-DFIM
66572	FD DFGM-DFIM
66573	FD DFGM-DFIM
66574	FD DFGM-DFIM
66575	FD DFGM-DFIM
66581	FD DFHH-DFHG
66607	FD DFHH-DFHG
66608	FD DFHH-DFHG
66609	FD DFHH-DFHG
66611	FD DFHH-DFHG
66613	FD DFHH-DFHG
66614	FD DFHH-DFHG
66615	FD DFHH-DFHG
66616	FD DFHH-DFHG
66617	FD DFHH-DFHG
66618	FD DFHH-DFHG
66619	FD DFHH-DFHG
66620	FD DFHH-DFHG
66621	FD DFHH-DFHG
66622	FD DFHH-DFHG
66952	FD DFHC-DFHG

Class 86

86401	BH ACXX-ACAC
86426	HQ WNXX-WNZX
86430	HQ WNXX-WNZX

Class 87

87002	WB-HQ IWCA-SBXL
87006	WN-HQ XHSS-SBXL
87022	WN-HQ XHSS-SBXL
87028	WN-HQ XHSS-SBXL
87032	WN-HQ XHSS-SBXL

Class 90

90023	CE-HQ WEFE-WNTR
90030	CE-HQ WEFE-WNTR
90038	CE-HQ WEFE-WNTR

Class 92

92017	CE-HQ WTAE-WNTS
92026	HQ-CE WNTR-WTAE
92036	CE-HQ WTAE-WNTS
92037	HQ-CE WNTS-WTAE

31/07/05

56004 (WNSO) is spending the weekend at Heanor's yard, Langley Mill and should be delivered to Booth's Rotherham sometime tomorrow.

56071 (WZGF) at Bristol Barton Hill has been out-shopped in Fertis colours.

Bescot disposition...

In two lines at Bescot the current disposition of the stored locomotives in the yard, from the south, is... 08920 37707 37667 37897 37678 08905 47770 37114 37203 37174 37893 37895 and 37669 with a line of shunters, parked a little further away partially obscured by the control tower, consisting of 08742 08939 08528 08577 08418 08884 08828 and 08543.

Trade off...?

There have been plenty of reports doing the rounds today regarding the apparent sale of 37197 and 37261 by WCRC to DRS so just to add to the conundrum sources have suggested that there may be a trade off going on involving at least 37197 and 37261 for at least a couple of Class 33s from DRS. Ongoing...

30/07/05

08913 (WZTS) has been removed by road from Didcot.

56004 (WNSO) removed from Wigan CRDC yesterday evening remains AWOL as it had not appeared at Booth's Rotherham by 11:00 this morning.

56007 (WZGF) at Old Oak Common is now in Fertis colours and ready for the off.

60062 (WNTR) was retired to store at Immingham late yesterday afternoon after returning from Preston with the Lindsey tanker train.

90030 (WNTR) has now been stopped and stored at Crewe EMD.

29/07/05 22:45

37402 (WNTR) was transferred to Toton from Bescot this afternoon in the consist of the 6D44 working behind 66068.

56004 (WNSO) has left the CRDC this evening but didn't get far due to road works in the Hindley area to the south of Wigan. It is expected that 56004 will resume its journey to Booth's Rotherham in the early hours.

60031 and 60073 (both WNTR) have been brought south from Thornaby to Immingham for attention whilst 60089 (WNTR) at Doncaster Carr has been assigned for movement to Toton.

29/07/05 13:05

08528 currently sat in Bescot Yard with the other redundant Class 08s has been stored WNTS.

08685 latterly in store at Doncaster Carr has been reinstated to WSEM at Tinsley replacing 08824 which has been stored WNTS at Doncaster Carr.

08783 recently moved up to Bescot from Old Oak Common was on the road again yesterday being moved to Hams Hall. It is now reinstated to the WRWM pool.

08913 (WZTS) at Didcot has been dug out and reports suggest it is to be removed elsewhere by road.

37402 (WNTR) was to have been moved from Bescot to Toton overnight but was still on Bescot awaiting transfer this morning. The general consensus now is that 37402 is to become another bogie donor on arrival at Toton rather than it being on the comeback trail.

60044 at Toton has been stored WNTS and 60062 which is still in traffic at the moment has been stored WNTR. This reduction brings the Class 60 fleet down to 24 operational examples.

90023 90030 and 90038 have been stored, all WNTR. Whilst 90023 and 90038 are at Crewe EMD 90030 is still at large but booked to go to Crewe for store.

Further EWS locomotive sales in the pipeline...

EWS have identified another 39 locomotives for sale with a batch of transfers to WNZX consisting of...

Class 08s: 08534 08541 08542 08628 08655 08675 08739 08740 08768 08806 08837 08867 08880 08906 08932

Class 37s: 37023 37051 37100 37219 37220 37230 37248 37667 37688 37797 37897 37905

Class 47s: 47756 47757

Class 56s: 56011 56021 56040 56044 56063 56098 56128 56131

Class 86s: 86426 86430

Besides there being a few *celebrities* in that little lot of note is that Class 37s 37051 37248 37667 37688 and 37797 have been transferred directly from WNTR whilst the last two EWS Class 86s, which last saw use with Freightliner, 86426 and 86430 are included.

28/07/05

37686 (WNSO) has been delivered to Booth's Rotherham following removal from Wigan CRDC by road yesterday evening.

47765 (WNSO) currently awaiting extraction from Wigan CRDC, this is pencilled in to take place on August 1st, is to be moved into preservation at the GCR(N).

GatEx farewell...

A suitably tidied up 73202 and 73208 handled today's Gatwick Express farewell run from Victoria to the airport and back.

27/07/05

33053 (HNRS) has completed its move by road to Barrow Hill whilst 33203 has entered preservation at Newton Stewart, South West Scotland.

37402 (WNTR) at Bescot appears to be on its way back. Besides there being reports that it has been receiving fitters attention it is now booked for transfer to Toton meanwhile 37418 (WNTR) completed its move from Motherwell to Toton late yesterday afternoon.

37686 (WNSO) has been removed by road from Wigan CRDC for transfer to Booth's Rotherham.

60044 (WCAN) latterly stopped N ONE at Margam has been moved north to Toton.

GatEx 73s, endgame finalised...

It seems that plan A was always the plan. Timings for tomorrow's final fling with 73202 and 73208 are quoted as being...

5T33 12:18 ECS Stewarts Lane to London Victoria

1D53 13:00 London Victoria to Gatwick Airport

1V56 13:50 Gatwick Airport to London Victoria

5T56 14:40 ECS London Victoria to Stewarts Lane

26/07/05 17:35

37418 (WNTR) en route from Motherwell to Toton was still at Rotherham Steel Terminal at 15:30 awaiting a tow south.

56121 (WNSO) has made its move by road from Wigan CRDC to Booth's Rotherham.

90023 90030 and 90038 (all WEFE) have been identified for storage as each now have assignments for N ONE at Crewe EMD in a few days time in place.

26/07/05 09:00

33053 (HNRL) and 33203 have been removed from MoD Smalmstown by road. Whilst 33053 is heading for Barrow Hill for mechanical attention prior to passing into preservation 33203, noted heading north near the end of the M6 yesterday afternoon, is on its way to Scotland to be, as mentioned back on April 1st :~), stuffed and mounted as part of a railway theme restaurant venture.

37418 (WNTR) is on the move south from Motherwell to Toton to surrender its bogies to 37416. Having being hauled south to Doncaster Belmont during the night at 08:30 37418 was 'dead in tow' to Rotherham en route to Toton.

60044 (WCAN) which expired in South Wales a couple of days ago has been sidelined at Margam N ONE awaiting storage. In addition 60062 (WCAN) has been assigned for N ONE at Immingham on the 29th.

North Berwicks...

It appears that one EWS Class 90 and stock diagram is being retained beyond the end of the month for the foreseeable future. With the loss of the other diagrams pending and the cessation of the Cobblers last week, further to the earlier notes about this working ceasing on the 20th it seems 90034 made a final run on the 22nd, storage for several EWS 90s may be on the cards.

GatEx 73s, endgame revised...

Further to yesterday's entry there are now reports doing the rounds that the final fling on the 28th with 73202 and 73208 will be on the 12:00 out and 12:50 return working rather than the 13:00 and 13:50 inbound.

25/07/05

08783 (WNTR) latterly in storage at Old Oak Common has been moved north to Bescot.

56121 (WNSO) has been loaded for removal from Wigan CRDC.

GatEx 73s, endgame...

The curtain falls on the 28th with 73202 and 73208, probably in top and tail mode, being rostered for the 13:00 out from Victoria and the 13:50 return workings.

24/07/05

This update covers the period 19/07/05 to 24/07/05

Tugs...

60037 and 60069 (both WNTR) were retired to store at Toton and Immingham respectively by the 20th whilst 60038 (WNTS) has been moved from Thornaby to Toton for attention. Meanwhile 60091 (WNTS) had a run out on test from Toton to Leicester and back on the 21st.

With regards to what is planned for the remainder of the fleet this is still open to conjecture with speculative estimates as to the final number to be retained for normal traffic currently ranging from between none and twenty four or thereabouts.

Auvoir...

56094 (WZGF) was despatched through the tunnel to France on the 21st.

Disposal...

43019, the HST power car damaged at Ufton Nervet November last year, has been disposed of at Sims Metals Beeston, RIP.

Wigan clearout...

37697 and 47624 (both now WNSO) have been removed from Wigan CRDC to Booth's Rotherham by road. 56121 (also now WNSO) is next to go and should be on its way east tomorrow.

Pool changes...

There have been a number of pool reallocations of note over the last few days...

DRS chopper 20302 which has now been collected from Crewe Heritage Centre and taken to Brush Loughborough for repairs has been transferred to the XHMW pool.

Four Class 56s, 56037 56103 56104 and 56115, all currently laid up in Healey Mills yard, have been added to the WZGF French pool but 56048 56113 56133 56134 58005 58006 58013 58017 and 58026 have been removed from the respective WZGF and WZFF pools to the WZTS storage pool thus confirming their rejection from the program. This development leaves us with 56007 56037 56071 56074 56103 56104 56115 allocated to WZGF along with a solitary 58018 allocated to WZFF. Interestingly the opportunity to remove the 24 Class 37s currently allocated to the WZKF pool to a more normal storage pool was not taken.

Another major EWS pool reallocation was that of all the locomotives recently sold being transferred from WNZX to WNSO however the pool is not now without an allocation as 08481 37414 and 47778 which have been made available for sale have been transferred to WNZX.

Freightliner have continued to reallocate their locomotives to the new pools however two Class 66s, 66523 and 66528, were reallocated to the new pools then transferred back.

Scrapped 31449 (which went to its grave still numbered 31549) 47547 and 47574 have been de-registered as has 33108 which passed into preservation following its stint with Fragonset.

Other bits and pieces...

87019 (GBAC) has entered traffic with GBRf alongside 87012 following attention at Willesden whilst the loco hauled Cobblers came to an end on the 20th with 90034 in charge.

92036 has been stored WNTS at Crewe EMD swapping places with 92037 which is reinstated to WTAE from store at Crewe EMD.

18/07/05 23:45

56094 (WZGF) has been hauled from Bristol to Wembley today to await despatch to France. After being tripped initially from Barton Hill to Avonmouth 56094 was taken east in the consist of the 6M33 service to Wembley behind 67030.

18/07/05 15:20

37040 has, via a trip to Langley Mill, completed its transfer by road from Wigan CRDC to Booth's Rotherham.

56094 (WZGF) at Bristol Barton Hill is booked to move to Wembley later today for transfer to France.

60s binned...

As planned another seven Class 60s have been put to store this afternoon but not all the seven that had been assigned for N ONE to-day. 60062 and 60078 have been reprieved for the time being but 60082 and 60100 are stored in their place. Today's reduction, two of which are still out and about, consists...

60037 stored WNTR but still in traffic
60052 stored WNTR at Margam
60067 stored WNTR at Doncaster Carr
60069 stored WNTR but still in traffic
60074 stored WNTR at Thornaby
60082 stored WNTS at Thornaby
60100 stored WNTS at Immingham

26 to go...

S for France...

That's S as in shed for France. 66215 has been stored WNTS at Toton where it is to undergo modifications prior to being despatched abroad.

16/07/05

37040 (WNZX) has been removed from Wigan CRDC by road for transfer to Booth's Rotherham.

15/07/05

09007 (WNTS), recently stored at Goole, has been removed by road being noted this afternoon traversing the M18 probably en route to Doncaster Carr.

60004 (WNTR) has been stood down and stored at Immingham.

87006 87028 and 87029 (all SBXL) are now back at Oxley following their jaunt to Crewe.

60s, it gets worse...

Prior to today with the fleet down to 33 and with 60037 and 60052 being assigned for N ONE and store on the 18th thus potentially reducing the fleet to 31 working examples the general consensus was that EWS were aiming to retain a core Class 60 fleet of around 30 locomotives for about 25 diagrams however, and the following lends weight to the recent rumours that the Class 60 fleet is now facing complete elimination by the end of next month, five more Class 60s besides 60037 and 60052 have been pre assigned for N ONE on the 18th. These additional potential casualties, all from WCAN, are 60062 60067 60069 60074 and 60078. It's not looking good...

Cobblers again...

It now transpires that hired in coaching sets (and 90s) for the London / Northampton services are being leased until next Friday, the 22nd, to facilitate a program of modifications on some of the 350s. Officially they are being retained as stand by cover but they are expected to be out for at least the early part of next week. After the 22nd the coaches have to leave as they are required elsewhere, namely ONE Anglia.

14/07/05

08623 (WZTS) is on the move again by road being noted heading east on the M4 yesterday afternoon from Margam.

60004 (WNTR) due to be stopped for store at Immingham is still in traffic but 60025 and 60027 (both WNTR) have been retired to store at Margam and Doncaster Carr.

87022 (SBXL) was taken back to Oxley yesterday with 47200 leaving 87006 87028 and 87029 (all SBXL) at Crewe with 47316.

87032 (XHSS) has left Kingmoor, but not to Willesden as had been anticipated, it was hauled north yesterday to Glasgow Works by 66410.

Cobblers...

Further to the report the other day several dates for the end of the locomotive hauled Euston / Northampton service have been put forward. Although the clever money is on the 15th take your pick from 15/07 (tomorrow), 22/07 (a week tomorrow) or any Friday in August...

13/07/05

58021 (WZFF) was tripped to Dollands Moor from Wembley this morning then through the tunnel via service 4404 to France.

60s, another reduction...

Four more Class 60s have been stored today although three of these are still in traffic.

60004 stored WNTR but still in traffic, assigned to Immingham for store

60025 stored WNTR but still in traffic, assigned to Margam for store

60027 stored WNTR but still in traffic. Assigned to Doncaster Carr for store

60030 stored WNTS at Thornaby

This reduction brings the Class 60 fleet total down to 33 but it doesn't end there, two more 60s, 60037 and 60052, have been pre-assigned for N ONE on the 18th.

The convoy...

The four Class 87s, 87006 87022 87028 and 87029, which were to have been dragged to Glasgow today left Oxley as planned but only made it as far as Crewe where the convoy was terminated due to a DSD fault with 47316, the hauling locomotive. Although 47200 was scrambled from Oxley to take over it was decided to terminate the convoy at Crewe leaving the 87s there to be collected and returned to Oxley at a later date.

12/07/05 22:35

58021 (WZFF) has been released from Eastleigh for transfer to France being hauled to Wembley this afternoon in the consist of the 6M44 service behind 66120.

Class 87 notes...

87006 87022 87028 and 87029 (all SBXL) moved to Oxley today are to be moved north to Glasgow tomorrow morning. Due off Oxley at around 08:00 Cotswold Rail's 47316 is booked to take the four Class 87s and a couple of coaches initially to Carlisle to drop off the coaches which are Longtown bound, then on to Glasgow to deposit the 87s at Springburn.

At Kingmoor 87032 (XHSS) is being readied to move south to Willesden whilst at Oxley 87007 (CRRH) has been rubbed down for a re-paint.

It now appears that 87001 (SBXL) which is in need of a transformer change is not going to be used by GBRf who are set to take on 87004 (SBXL) instead. Meanwhile 87013 and 87014 (both GBAC) have been stopped with multiple faults at Willesden and repairs are unlikely to be forthcoming.

Cobblers...

The Euston / Northampton 'Cobbler' service currently utilising EWS 90s and stock look set to end on the 22nd.

12/07/05 11:25

08909 (WZTS) is now, following its circuitous move by road from Dee Marsh, located at Thornaby where it is booked to undergo a D exam.

56095 (WZGF) has been despatched to France. Having left Old Oak Common yesterday to Wembley it has since made its way to Dol-lands Moor and through the tunnel in the consist of 4404 this morning.

87006 87022 87028 87029 and 87030 (all SBXL) have run north from Wembley to Oxley this morning. Running as 0Z87 with 87022 providing traction.

Locomotive sales / CRDC clearout...

Below are the sales from Wigan CRDC.

CF Booth: 24

37040 37071 37074 37162 37185 37298 37370 37376 37686 37697
47146 47217 47241 47328 47536 47566 47576 47624 47725 47762
56004 56036 56121 56132

HNRC: 8

37010 37131 37170
47764 47768 47779
56029 56034

Private Sales: 3

37711 37715
47765

TJ Thomson: 2

47474 47519

HNRC advise that they are going to make 37010 37131 37170 and 47768 available for sale into preservation once they have been re-turned to an operational condition.

11/07/05

08454 at Willesden has been returned to the active ATLO pool from ATXX, this is regarded as a reinstatement, as has 08887 at Edge Hill whilst 08721 at Longsight is transferred to ATXX.
08786 (now WSLN) at Temple Mills and 09106 (now WSEM) at Goole have been reinstated swapping places with 08918 stored WNTS at Old Oak Common and 09007 stored WNTS at Goole.
08909 (WZTS) is still on the move by road being noted heading north this time, up the M1, this afternoon.
60035 (WNTR) latterly in store at Margam has been dragged up to Toton for attention.
87002 at Wembley has at last been stored SBXL pending its transfer to GBRf, a reallocation which renders the IWCA pool obsolete.
87006 87022 and 87028 have also been transferred to SBXL from XHSS however 87032 at Kingmoor remains allocated to XHSS.
92017 has been stored at Temple Mills with wheelset defects, its place in the WTAE fleet being taken by 92026 reinstated from store at Crewe EMD.

Groundhog day...

Its Monday which can only mean one thing... another batch of Class 60s stored. Today's victims, six this time, are 60024 stored WNTR at Immingham, 60054 stored WNTS at Thornaby, 60066 stored WNTS at Margam, 60072 stored WNTR at Warrington, 60083 stored WNTR at Doncaster Carr and 60500 stored WNTS at Margam.

37 to go...

Freightliner pools...

Freightliner have created three new pools coded DFHG, DFIM and DFNR. These are for modified Class 66s allocated to the Heavy Haul general fleet, Intermodal general fleet and Heavy Haul infrastructure fleet respectively.

Transferred to these new pools to date are...

DFHG: 66544 66545 66559 66560 66561 66563 66564 66581 66607 66613 66614 66619 66620 66621 and 66622
DFIM: 66572
DFNR: 66539 66547

10/07/05

More 60s for store...

At least five more Class 60s have been identified for storage with 60054 60066 60072 60083 and 60500 being assigned for N ONE.

Wembley electrics...

The locomotive line up at Wembley currently comprises 87030 87029 87028 87006 87022 87010 87004 87031 and 86213. Noted on Willesden was 87013 along with 87019 which is being prepared for its entry into traffic with GBRf.

09/07/05

08909 (WZTS) latterly located at Dee Marsh is on the move by road having being noted heading east along the A50 near Derby this afternoon.
43019 has been moved from Crewe Works to Sims Metals Beeston.

Disposal...

Although not 100% confirmed it looks like the disposal of 86227, stored from Anglia's IANA pool October last year, has been completed at Hull's Rotherham in the past few days, RIP.

08/07/05

87006 87022 and 87028 (all XHSS) have been removed from Willesden to Wembley to await onward transfer at some point to Oxley.

French Grids...

Further to the report the other day on what is and isn't destined for export to France it has been established that 56007 which was listed on the not going list is being prepared for France at Old Oak Common. Meanwhile 56095, ready for the off at Old Oak Common, was to have been moved to Wembley yesterday but the bombing atrocities in the Capital yesterday morning have delayed its departure.

RT Rail...

RT Rail are pleased to announce that a contract has been signed with Wabtec Rail to refurbish three of their stored shunters, 08493 08756 and 08819, at Doncaster. All three, all formerly Cardiff Canton residents, are to be reinstated to traffic.

Wigan sales...

The sales for the locomotives to be moved out from the CRDC over the coming weeks have been completed. As some owners may not yet be aware of what they are getting only what is understood to be the collective totals is to be listed for now.

CF Booth Rotherham: 24 locomotives
HNRC: 8 locomotives
Private purchases: 3 locomotives
TJ Thomson's Stockton: 2 locomotives

07/07/05

60076 (WNTR) has been collected from Doncaster and transferred to Toton as per assignment.

86101 (SAXL) was removed by road from Longtown yesterday being noted several times heading south on the M6 en route to MoD Ashchurch. There are unconfirmed reports that 86101 is passing into preservation so if anyone would like to step forward and lay claim to 'Sir William'...

06/07/05

60048 (WNTR) has made its move from Immingham to Toton but 60076 (WNTR) remains at Doncaster awaiting transfer.

56095 (WZGF) at Old Oak Common is ready for release for transfer to France and will be on its way, via Wembley and Dollands Moor, shortly.

87012 (GBAC) entered traffic with GBRf yesterday working north from London with a rake of Class 325 postal units.

More 60s stored...

Not content with the axing of seven Class 60s a couple of days ago a further two, 60021 and 60042, have also been stored. Whilst 60021 is at Immingham 60042 was still in traffic when their storage was put through yesterday afternoon but it has since retired to Immingham. Both have been transferred to the WNTS pool. 43 to go...

05/07/05

37408 (WKCK) was released back into traffic yesterday following collision damage repairs at Margam.

60015 60023 and 60026 (all WNTR) have now been retired to store at Toton whilst 60048 (WNTR) and 60076 (WNTR) have been stopped at Immingham and Doncaster Carr respectively. Both 60048 and 60076 are assigned for movement to Toton.

86620 (DFNC) is another Freightliner 86 in trouble having suffered fire damage at Ardleigh last night. It has joined 86605 at Crewe EMD, also fire damaged, for assessment.

France revised...

It is understood that from the WZGF and WZFF allocations only the following locomotives are to be / are being prepared for despatch to France; 56071 (WZGF Bristol Barton Hill) 56074 (WZGF Old Oak Common) 56094 (WZGF Bristol Barton Hill) 56095 (WZGF Old Oak Common) 56133 (WZGF Old Oak Common) 58018 (WZFF Eastleigh) and 58021 (WZFF Eastleigh). Therefore 56007 and 56113 at Old Oak Common, 56048 and 56134 recently moved to Healey Mills from Toton, 58005 still at Leicester, 58006 58013 58017 and 58026 at Eastleigh are deemed surplus to the program.

French resistance...

Although no reference to this can be found on the 'net' there has been talk of there being resistance recently to an operator entering traffic in France under the open access agreement with the use of tear gas to disperse protestors being mentioned. Just imagine what will happen when they find out EWS 66s are heading their way...

5814...

ACTS / Vos Logistics 5814, the former 58038, entered traffic in Holland on the 1st. For the time being use of 5814 is restricted to between the Rail Service Centre at Waalhaven and Rotterdam.

04/07/05

Tug troubles...

EWS have further reduced their Class 60 fleet with seven being put to store today bringing the fleet total below the half way mark. 60004 which had been assigned has been reprieved but 60091 has been stored in its place. 60015 60023 60026 60048 60050 and 60076 went as planned however five of the seven transferred to store today are still in traffic.

60015 stored WNTR but still in traffic

60023 stored WNTR but still in traffic

60026 stored WNTR but still in traffic

60048 stored WNTR but still in traffic

60050 stored WNTR at Toton

60076 stored WNTR but still in traffic

60091 stored WNTS at Toton

45 to go...

MML Meridian...

As anticipated 222007 was turned out on the MML diagram today replacing a HST.

03/07/05

60015 (WCBN) is understood to be another Class 60 earmarked for storage tomorrow along with 60004 60023 60026 60048 60050 and 60076.

60090 (WNTR) has made its move from Doncaster Carr to Toton.

02/07/05

Work in progress...

The cutting of 86227 at Hull's Rotherham is underway with only its cabs and frame in evidence when viewed this morning.

Meridians definitely...

The first 9 car Meridian unit is set to enter service with Midland Mainline on the 4th with the NL55 HST diagram going over to the 222.

1B06 0623 Nottingham - St Pancras, 1D12 0855 St Pancras- Nottingham

1B27 1130 Nottingham - St Pancras, 1D32 1355 St Pancras- Nottingham

1B47 1630 Nottingham - St Pancras, 1D54 1855 St Pancras- Nottingham

The introduction of the Meridian, likely to be 222007, will allow the release of two HST power cars with 43059 and 43060 being reported as the favoured candidates for the chop although it has been noted that 43066 and 43074 are currently stopped with serious faults. The official line is that this single set will be employed for the foreseeable future to evaluate the situation however other sources suggest that the rest of the meridians will be entering traffic in due course. Two in September, one in October, one in December and the final in two sets in January 2006.

ELR no show...

Due to the pressure of work involved with getting 20096 and 20905 ready for their return to the mainline HNRC have advised that unfortunately these and 37510 will not be joining 20901 at the ELR for the forthcoming Diesel Traction Gala.

01/07/05

56081 (WZGF) was despatched through the tunnel to France this morning.

More 60s for store...

Six more Class 60s have been earmarked for store by EWS, 60004 60023 60026 60048 60050 and 60076. All are assigned for N ONE at Toton on the 4th. Although this pending reduction will bring the fleet total down to below half strength there is a lot of work going on behind the scenes towards getting most of the stored 60s ready for reinstatement for this autumn's sandite season. It is understood that EWS wish to increase the fleet size to 96 operational examples when the time comes however the general consensus is that a return to between 85 and 90 operational examples is a more realistic proposal. As for the Class 37s it seems that EWS haven't abandoned their use for sandite or use during the sandite season completely as there are indications that about 10 examples are in line to be returned to use this autumn.