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Eurostars 373108, 373216 & 373232
beneath the magnificently restored Barlow trainshed, St Pancras International
7 December 2007

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INTER CITY RAILWAY SOCIETY

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Society Notice Board

Editor's Comments:

I hope you had a good Christmas and have survived into the New Year...how many resolutions are still intact !! Certainly if you are into modelling the flood of pre Christmas new releasers, in all scales, was overwhelming and the promise of new releases in 2008 is exciting.

For those of you who were out and about before Christmas, you will have witnessed the many changes that have occurred around the country. Not only new franchises, with both interim and examples of finished liveries, but numerous rolling stock movements and timetable changes...not all to the good. I managed to travel down south on GNER, returning on National Express East Coast either side of the 10th December timetable change, so witnessed the 'mayhem' first hand. As promised I have included photos of the various livery changes, so the number of photos is high this month, but I hope you agree necessary to do justice to the many changes. The interesting fall-out from National Express winning the East Coast franchise is that they intend to apply a consistent naming policy across their railway group, so relegating One Railway to the history books...not before time !!

Having arrived in King's Cross and before continuing south, I wanted to visit St Pancras International, a view of which I've used for the front cover. The restoration of the trainshed is superb and the use of the undercroft adds a new dimension...even if it is a glorified shopping centre. The underground link between the two neighbouring stations is now huge and brings you out into the undercroft, but part way along the trainshed, having ascended up to platform level. However for a shorter walk and to enter opposite the Eurostar bufferstops, just cross the road and up the original steps (negotiating the hoarding) leading into the concourse area (from where photo was taken) beneath the much vaunted statue. The Eurostar platforms are behind a high glass screen and anti-terrorist open area....totally overkill, leading to this area being a bit cramped and soulless. The other drawback of the new layout is that East Midlands (ex-Midland Mainline) services are a long walk from the entrance, the bufferstops being at the country end of the old trainshed and located under the new unimpressive clinical and boxy flat roofed extension. One advantage of the new integrated layout is that the old Thameslink station has relocated, so a First Capital Connect service can be taken right below the mainline platforms. No more trek up Pentonville Road across busy junctions. Once all the hotel refurbishment work is completed and the hoarding comes down the area will be quite impressive, although the two stations will still be bi-sected by Pancras Road...a missed opportunity. During my stay I visited Stratford International, the scene of ongoing major changes and probably second only to Clapham Jnct as the busiest and largest through station in the London area. Certainly it has the most passing freight traffic and combined with Underground and DLR services all using the same growing station, it has by far the most variety of rolling stock and this is set to increase over the coming years...something to do with the Olympics !! I hope to feature Stratford as a Location Spot'Light'.

To end the year Grand Central finally got up and running, falteringly, but it is good to see another operator plying the rails. With the railway in rude health...if not necessarily managed well...2008 should be full of interest and I will endeavour to cover the events as they unfold, hopefully with your help and input. Together with a varied mix of articles, I hope you enjoy the forthcoming year through your magazine.

Magazine:

Any information / article on any railway related item will always be most welcome for inclusion in the magazine. Your travel stories / anecdotes about far flung parts of the railway network, past or present can give pleasure to others or inform of places to visit. This railway hobby of ours is made all that more enjoyable by the sharing of information, so please consider sharing your knowledge and experiences.

Please note that contributions for **Out and About Sightings** only should be sent to James Holloway, items for **European News** (and Sightings) to Robert Brown and for **Wagon Corner** and **Light Rail & Metro News** to Martin Hall. All other items should be sent to Trevor Roots / Peter Britcliffe.

Neatly typed submissions are perfectly acceptable, but if you have a PC with Microsoft Word or Excel, then a document on CD is a bonus or better still e-mail them to the appropriate official. Good quality photographs are always welcome for inclusion in the magazine, colour or black and white clear prints of any railway subject will be considered but preferably high resolution digital photographs via e-mail. To credit members correctly please include your name with any submissions.

The latest date for articles / info for the next magazine is **Thursday 31st January 2008**. Items for **Out and About Sightings** should be sent in to James a few days earlier if possible please.

Membership Matters:

Membership Rates: Annual: **£15.00** Five Year Rate: **£70.00** (currently discounted)

New Members: The following new members have joined this month Paul Hathaway (Isle of Islay), M. Smith (Cheltenham), and Martin Willcock (West Sussex) - A warm welcome to you all

Obituaries:

It is with regret that we have to announce the passing away of ICRS member **RC Chase** from Totnes, Devon, who died in June. Our condolences and sympathies to his widow Mrs Chase, who notified us of her sad loss. Mrs Chase said in her letter that her late husband was a passionate railway enthusiast and had bequested that all his books be taken to the Totnes railway station, to be sold and the money used for the upkeep of the railway.

It also with deep regret, that, we have to report the passing away of another ICRS member **Robert Cooley** from Reading, who died in December. Our condolences to his brother Andrew, who informed us of his sad loss.

Donation: I would like to thank member P D Nuttall, for his donation to the society.

Contributors:

Thanks to **John Palin, Carl Watson, Gordon Wharrie, Bryan King, Alan Gilmour, Michael Smith, Brian Broughton, Derek Sneddon, Paul Tarrant, Pete Eizens, Mike Rumens, Mark Wallace, Ray Smith, & Trevor Roots**. We are sorry if anyone has been missed. We now post some contributions direct to our Web Site. All photos by **Trevor Roots** unless shown otherwise.

Railway Cuttings

Cheltenham: (by Gordon Wharrie)

Rail services from Cheltenham to the north west of England will be slashed from next month. Arriva Trains, which took over the cross-country franchise from Virgin last week, is bringing in a new timetable on December 9 and because Arriva does not run trains on the West Coast Main Line (WCML), there will only be one direct service a day to Edinburgh and no direct services to other stations in the North West. Virgin operated six direct services a day on the WCML from Plymouth to Edinburgh via Cheltenham, but Arriva only has the franchise for the northeast. Instead passengers will have to change trains at Birmingham New Street.

Management consultant Richard Ollin, who lives in Montpellier, regularly gets the train to Glasgow. Under Virgin the journey takes about 4 1/2 hours. Arriva's train, via Edinburgh, will take 7 1/2 hours. Mr. Ollin says he will now fly to Glasgow from Birmingham Airport. "It's such an inconvenience and makes using the train unworkable for me," he said. "Flying will actually work out cheaper. The return train ticket was £95, while the flight is £60.

"But it's a real shame that while people are being made aware of their carbon footprint and global warming, we're being discouraged from using public transport." Rail campaigner Clive Mowforth regularly used Virgin services to the North West. "This is going to affect a lot of people. The services to places like the Lake District were popular," he said. "It's particularly bad news if you're elderly or disabled, as changing at Birmingham can be quite hectic."

David Ewart, spokesman for Arriva, said the Services being introduced next month were those set out in its franchise bid and they would not change. Arriva plans to increase seating by 35 per cent and bring in wireless services for laptop users. Within two years it will overhaul ticketing and reservation booking, including home printing of tickets and tickets by mobile phone, with discounted tickets on offer closer to the start of travel. But some campaigners are concerned the cut in services may give weight to calls for a Parkway station at Elmbridge Court.

Arriva has said it would back the scheme. Many rail users feared it would see services at Cheltenham Spa station cut by 50 per cent. Cheltenham MP Martin Horwood has campaigned against the station. He said: "There is a concern that Arriva may believe Parkway is viable and push for it."

Out and About Sightings & News

by James Holloway

Brian Broughton:

Water Orton:

13th November 13.28-15.24:

47828, 56301, 60062, 66015/060/104/177/185

66225/542/570/578/581/582/622/952, 67009

14th November 12.44-14.50:

60041/066/079, 66005/060/104/114/119/181

66538/564/578/591/605/715, 67004

16th November:

60034/089, 66005/092/117/152/164/177/529

66541/539/552/569, 67001/011

19th November 11.58-15.35:

47375, 60031/066/073, 66055/061/063/066

66098/121/143/154/176/207/228/509/513/522

66541/568

23rd November 12.35-15.20:

56301, 60042/053/058/071, 66008/012/041

66058/063/078/505/518/527/532/542/544

24th November 12.56-15.22:

31106/459, 47375/703, 56301, 60023/043/054

66063/088/093/108/128/150/157/159/177/206

66527/537/575/621

26th November 12.08-14.05:

37422, 57315, 60023/038/076, 66066/077/124

66137/165/167/194/249/517/589/613

Trevor Roots:

York:

6th December 12.40-14.25:

43039/095/110/296/316/320 GCT 43065

+40424+41206/05+42403/01/02+43080

91110/14/16, 144002, 150218/27, 158755

158793/794/910, 185111/13/27/36/38/43/45

222010/017/121/137



GCT 43065, York 6 December 2007

Derek Sneddon:

Carmuir West Jnct. and Camelon Station:

16th November:

60500 6N44 66403 4N72 66417 4S43

66103 6D66 66405 4R77 67016 1M16

66169 0N35

17th November:

66082 6A30 66419 4A66

66422+66508 6Y26 66625+66626 6Y25

19th November:

60049 6M34 66412 4A66 67016 1M16

66182 4M67 66624 6A65

20th November:

60100 6K32 66412 4R77 66417 4S49

60500 6N44 66414 4M30 66419 4N72

66402 4M48

21st November:

60500 6N44 66408 4N72 66417 4R77

22nd November:

60049 6D67 66127 6K32 67011 6A30

60500 6S36 66412 4N72

23rd November:

60049 6S36 66127 6K33 66405 4R77

60500 6N44 66402 4S43 66625 6A31

66102 6D66

26th November:

31601 0Z31 60500 6N44 66405 4R77

60020 6N35 66230 0A30 66412 4A66

60049 6L49 66402 4S43 66419 4N72

27th November:

60049 6N44 66151 0A30 66412 4R77

66012 6K32 66405 4N72

28th November:

60100 6K32 66044+66103 0A30

60500 0D67 66412 4R77 66417 4N72

29th November:

31601 0Z31 66103 6K32 66408 4R77

60020 6S36 66193 6K33 66419 4N72

66012 6N44

30th November:

37411 0Z37 66193 6K33 66420 4M30

66101 6A30 66407 4S43 66424 4A66

66103 6D66 66414 4R77 67009 1M16

66145 4M67 66420 4N72

1st December:

37405 6A30

2nd December:

66414 4A66

3rd December:

66025 6D18 66025 6S36 66424 4N72

4th December:

60020 6S36 66408 4R77 66424 4M30

66405 4S43 66418 4N72 67009 1M16

66406 4A66

5th December:

60020 6N44 66405 4S43 66407 4A66

66004 6D18 66406 4R77 66408 4N72

66099 6N35

6th December:

66025 6A30 66407 4R77 66624 6H51

66406 4N72

7th December:
60089 6S36 66418 4R77 66426 4S43
66099 6H44 66424 4N72

8th December:
67013+67015 1Z59 Stockport-Dundee
60020 6S36

9th December:
43238+43300 3F00

10th December:
66417 4N72 66418 4R77

11th December:
37059+37218 4Q10 Polmadie-Dundee
37405+66099 6D83 Aberdeen-Mossend
66407 4S43 66418 4N79 66708 6S60
66415 4R77 66427 4N72

12th December:
66238 6A30 66418 4R77 66428 4A66
66407 4S43 66426 4N72

13th December:
60025 6S36 66417 4N72

14th December:
60020 6S36 66419 4R77 66428 4N72
60065 6S67
67006+67029 1Z30 Glasgow Central-Perth

15th December: 66404 4A66

Pete Eizens:

Oxcroft UK Coal Dispersal Point:

This branch was last used 4th March 2006, however a short term contract started 20th November 2007 with the following being noted.

20th November:
66186 6K06 07.05 Worksop-Oxcroft
and 6F92 11.30 Oxcroft-Cottam PS

21st November: 66115

22nd & 23rd November: 66136

26th & 27th November: 66104

28th November: 66116

29th November: 66034

Mark Wallace:

8th December:
Peterborough 10.25-13.45:
10.51 66114 arrived 4D56 11.32 Biggleswade
-Heck Plasmor empties
11.14 66717 & 66722 l/e north
11.36 47802/832 1Z47 T&T to Lincoln
11.51 50049 1Z50 to Barnetby
12.53 60053 south with cement wagons
158773/799/810/812/856, 170111/113/115/518
170521/636, 222101/104, 43039/051/053/077
43111/119/296/309/314/318/320
91106/11/15/27/31

24th December:
Stowmarket 09.45-11.45:
66703/712/721/724 all on westbound engineers
trains. 90003/007/012/013/018/020
153306/335, 156402/418, 170204/207

Thurston 12.05:
66708 on westbound engineers train

Paul Tarrant:
3rd December:
Stratford 12.35-14.30:
59102, 60095, 66200/567/591/717/722
86609+86610, 90047/048, 999700+999701

Trevor Roots:
St Pancras International:
11th December 12:45-13:05:
43054/061/073/082, 222019/022, 373021/022
373208/209/215/216



East Midlands Trains 222019
St Pancras Int, 11 December 2007

Mike Rumens:
29th November:
Nuneaton 15.10-16.15:
66150/194/578/610/720/727, 90041, 153371
170107/508, 390002/09/16/22/30/36/39/48

3rd December:
Nuneaton 14.50-16.05:
60026, 66061/417/579/717/720, 90047
153333, 170104/111/113/117/521, 390004/07
390016/17/22/35/40/47/53, 67005/029 T/T
Royal Train at 15.34 to Liverpool +2920+
2904+2903+2015+ 3 others. 73929/930/80208

4th December:
Nuneaton: 66517, 170522
Leicester 09.45-10.25: 66061/711, 43049/055
170103/113, 222005/016/019/021/022

Peterborough GBRF Depot: 66704/706/721
Peter. Yard: 47245, 66138
Peter. Station 11.25-13.30/14.15-15.50:
43067/077/080/105/111/309/314/318/320
60053/073, 66040/066/086/504/701/702
91104/107-112/116/117/119/121/127/129/131
153379/381, 158770/774/806/810/847/858
170106/112/114/398/522, 222101/102/104
317341, 365504/519/527/531/534

14th December:
Nuneaton 13.30-14.05: 66604, 92016, 153371
170522, 390004/05/34/39

Location 'Spot'light - 1

by Trevor Roots

This feature is intended as a guide to various popular spotting locations around the country and will include how to get there and what rolling stock you might see in a constantly changing railway scene. If anyone can provide similar details on other locations please let me know or if you want a particular location reviewed in future editions. Please also let me know if any details are wrong or you have updates. Contact editor@icrs.org.uk

The following rounds of the series on central Birmingham's main stations:

BIRMINGHAM SNOW HILL

Location: OS Map Ref: SP069 874

As with B'ham New Street, Moor Street is in the centre of the city, situated only 600 yards north of the former, on the corner of Colmore Row and Livery Street. It lies on the former GWR line from Stourbridge to Leamington Spa / Stratford, a branch to the latter diverting from the mainline at Tyseley South Junction. This line is at right angles to the former LMS line through B'ham New Street, which tunnels beneath Moor Street station and road. The station is immediately north-west of Snow Hill Tunnel which heads south-east beneath the city centre before emerging after 700 yards in Moor Street Station.



north-west bound Centro 150118 in platform 1
looking south-east into the gloom towards tunnel from platform 3
Birmingham Snow Hill, 25 September 2007

the new subway accesses to Livery Street (away to the right) are being built adjacent photographer

Access:

Foot: From B'ham New Street it is about 10 mins due north across the city centre via pedestrianised streets.

Rail: All passenger services stop, with frequent through commuter services provided by London Midland (ex Central Trains) under the auspices of Centro, West Midlands Passenger Transport Executive. In addition, Chiltern Trains operate a twice hourly London Marylebone to B'ham Snow Hill service, some of which extend to Kidderminster in the rush hours.

Tram: The Midland Metro, opened in 1999, runs a frequent service from Wolverhampton to Snow Hill station, where it terminates.

Bus: All major centres in the West Midlands have direct services to Birmingham city centre. Coaches travelling from the rest of the UK arrive at Digbeth coach station, which is about 1/2 mile south of Snow Hill. There is a very useful free bus service called 'Station Link' which connects Snow Hill, New Street and Moor Street railway stations and Digbeth coach station.

Road: Birmingham City Centre is easily accessible, as it is, encircled by the M5, M6 and M42 motorways. The M6 passes within 3 miles to the north-east and this is the shortest and most direct route into the city centre from Junction 6, Spaghetti Junction via the A38(M) Aston Expressway. There is no long stay parking at the station but there are plenty of car parks in the area for shoppers, however this can be quite expensive.

Station Layout:

The current soulless station was re-opened in 1987 and is a shadow of the former GWR station finally closed in 1972. The main entrance is through a shopping centre and multi-storey car park off Colmore Row to a high level concourse from which stairs and escalators descend to two main island platforms, which start just beyond Snow Hill Tunnel and a small island platform for the Midland Metro. Of the four main platform faces, platforms 1-3 are for mainline trains and 'platform 4', alongside the Midland Metro track is railed off along its entire length. There is no access at platform level between mainline trains and the Metro, which uses a short separately accessed island platform 4.

Though the two island platforms are long, only the north-west halves of the platforms are exposed as all trains stop at the tunnel end near the access points and which is under protective cover of the development above.

At the exposed ends of the platforms, new subway access points are being built to allow access to Livery Street, which is at a much lower level than the main entrance. To be opened in 2008. It is also planned to extend the current terminus of the Metro from Snow Hill into the city centre, at which point the unused main platform 4 will become available for mainline trains.



Centro 150112 & 150255
departing platform 1 and approaching platform 3 respectively
looking north-west from end of platform 1 / 2, Metro tram track on right
B'ham Snow Hill, 28 November 2006

Passenger Traffic:

Mainline Trains: As stated above, only Centro, using Cl.150/1s & Cl.150/2s DMUs and Chiltern Trains, using Cl.168s DMUs operate from the station. Chiltern Trains terminate in platform 2, with the exception of the few through trains to Kidderminster. Occasional charters and specials especially associated with Tyseley Locomotive Works run through to Snow Hill.

West Midlands Metro: The Metro, opened in 1999, has a dedicated fleet of 16 single trams, which utilises the track from Snow Hill to Wolverhampton along which new tram stops were built. The track runs parallel with mainline tracks until The Hawthorns where it diverges.



Midland Metro 03
approaching from north-west
as seen from end of platform 3/4
B'ham Snow Hill, 25 September 2007



Midland Metro 14
leaving from separate terminus platform
from back of platform 3 (thro' railings)
B'ham Snow Hill, 25 September 2007

Freight Traffic: Only one diagrammed working. The 6M15 02.24 Aldwarke – Handsworth steel (arr 06.36) and 6E53 18:24 return (arr 23.08), so passing Snow Hill around 04.45-05.45 and 18.53-19.16.



Chiltern Railways 168110, awaiting its journey back south in platform 2, looking south-east with local Centro train disappearing into Snow Hill Tunnel, B'ham Snow Hill, 28 November 2006

Best Spotting/Photography Sites:

It depends on the weather but the end of platform 3 is best as it allows for photos of the tram track and with regards to position of the sun when photographing to the north-west. However be aware of the terminating Chiltern Trains, which will be in the gloom, binoculars may be needed.

Facilities: No facilities at platform level, but food outlets can be found on concourse and in the adjacent wider town centre.

Ruston Shunters at Eastleigh Works

by Carl Watson

Most of our readers will have noticed the registration of some Class 01/5 locomotives in our Stock Changes in the September edition of this magazine. These have generated a great deal of interest as the 01/5 Class are a mixed bunch of industrial shunters from many different builders, owners and types but which are Network Rail registered to allow their use on the mainline as and when required. For a full list of all known locos in this sub-class see the ICRS UK Loco Datafile or the UK Combined Volume. The Ministry of Defence owns a large percentage of these locos and recently sold four of them to Knights Rail Services based at Eastleigh Works.

Each of the four shunters is a 34 ton, 275 hp Ruston & Hornsby LSSH 0-6-0 diesel hydraulic. Three have already arrived at Eastleigh Works and one has been moved to the Swanage Railway but is expected to move to Eastleigh shortly.

No.	Works No.	BUILT	MOD No.	MOD LOCATION	STATUS	CURRENT LOCATION	LIVERY
01507	459519	1961	425	MoD Caerwent	Operational	Eastleigh Works	Southern Green
01508	466617	1961	428	MoD Ludgershall	Awaiting Parts	Eastleigh Works	MoD Green
01509	468043	1963	433	MoD Ludgershall	Operational	Eastleigh Works	Southern Green
01583	459517	1961	422	MoD Caerwent	Operational	Swanage Railway	MoD Green

I was very fortunate to be invited to visit Eastleigh Works and photograph the Rustons by Bruce Knights who was surprised by the interest in some 'over the fence' shots I'd taken and posted on my Fotopic site (<http://carl-watson.fotopic.net>). On the day of my visit, the 8th November, three of the Rustons were present with 01583 still at the Swanage Railway. Also present was CI.07, D2991 now painted in BR blue and numbered 07007. Apparently, the plan is that this loco will also be registered for use on Network Rail soon, once TPWS is installed.



01508 is currently non-operational but parts are on the way to return it to working order which should be early in 2008

Carl Watson



01583 is seen shortly after delivery to Norden on the Swanage Railway in early October

Richard Sinclair

With Southern reportedly having agreed to lease 17 of the CI.442s that are stored at Eastleigh Works, there is going to be plenty for these locos to do over the coming months.



01509 recently painted in Southern Railway Green but currently un-numbered
Carl Watson



01507 being prepared for repainting in Southern Railway Green
Carl Watson



07007 ticks over in the Works yard
Carl Watson



07007 in former guise as D2991
Eastleigh Works, 29 March 2007

Following the re-opening of Eastleigh Works by Knights Rail Services there has already been much of interest to be seen, with the arrival of the Rustons and the refurbishment of two CI.47s, 47727 and 47749 for Colas Rail. Since my visit, a third CI.47, 47739 has arrived for Colas Rail and at least one more is expected. Also arriving with the 47 was 73141 from storage in York, which has arrived for overhaul for Network Rail. Wabtec Ltd has recently announced that it will be overhauling First Great Western Class 153s at Eastleigh Works as Doncaster is already busy with other work.

The future for Eastleigh Works looks very interesting and I would like to thank Bruce Knights and wish him and his staff at Knights Rail Services the very best of luck

Where in the...?

Last month's location was ex-EWS Willesden TMD. It is now in use by new Franchise, London Overground, housing ex Silverlink CI.313 EMUs and CI.150 DMUs

This former station (now privately owned) has been replaced by a new station, seen beyond the road bridge, on this preserved railway....but where ?



All Our Yesterdays

by Alan Gilmour

A new contributor this month, Michael Smith from Stockport, Cheshire shares with us a visit to Stratford works back in June 1959. Michael joined the railway in October 1960 as a shunter, and retired in October 1993 as Euston ASM. At 75 he still maintains a keen interest in our hobby, only recently visiting Barnetby.

Stratford Works, June 27th 1959:

Erecting Shops: B1 4-6-0s 61027 '*Madoqu*', 61097 (both 34D Hitchin), 61046 (32A Norwich), 61060 (35B Grantham), 61064 (68E Carlisle), 61160 (38B Colwick), 61204 (35A New England)
B12 4-6-0 61546 (31A Cambridge).

Departmental Stock: Dep. 31 (J66 0-6-0T, ex 68382, Dep. 32 (J66 ex 68370), Dep.33 (Y4 0-4-0T ex 68129), Dep. 43. (all 30A Stratford).

Yards and Scrapping Roads: Ivatt Class 4 2-6-0s 43144 (31D South Lynn), 43150 (32 Melton Constable) LMS 3F 0-6-0T 47311* (35A New England) B1 4-6-0s 61026 '*Ourebi*' (36A Doncaster) 61248 *Geoffrey Gibbs* (40A Lincoln), 61300 (31A) B2 4-6-0s 61607 '*Blickling*', 61639 *Norwich City*' (both 31A)

B12s 61535 (32B Ipswich), 61558 (31C Kings Lynn) B17 4-6-0s 61659 '*East Anglian*' (32D Yarmouth South Town), 61668 *Bradford City* (30A); K1 2-6-0 62015 (31B) D16 4-4-0s 62588 (ex 31E) in use as stationary boiler 30A, 62589 (31B March) O1 2-8-0 63650 (31B) J39 0-6-0s 64715/762/763 (all 38A) 64752/785/829 (all 32B), 64768/873 (both 30A), 64788 (30F Parkeston), 64973** (30A)

J15 0-6-0s 65440/449/454 (30A), 65445 (30E Colchester) J17 0-6-0s 65511/563 (30A), 65536 (30C Bishops Stortford) J69 0-6-0Ts 68596 (30A), 68600 (31A) J68 0-6-0Ts 68644 (30A), 68652 (30A) N7 0-6-2Ts 69625/705 (30A), 69650 (34C Hatfield), 69680/687 (both 30B Hertford East).

* 47311 built for S&DJ. ** 64973 paired with NE tender.

Diesels: BR 0-6-0 Shunter D3096 Drewry 0-6-0 Shunter 11123 (D2217)

North British Type 2 D6114/116 0-6-0 Shunter on test carrying temporary number D226.

A future issue of the magazine will feature notes from Michael dating from 1959 and 1960 covering his area of Essex.

Lincolnshire Sightings

by John Palin

21/11

13.50 66116 4R17 CM-IM
14.35 67026/67015 3J42
DR-PB
14.55 56301 0Z57 TJ-DR
15.35 66141 6G32 IM-WP
15.55 66070 6F90 IM-CM
16.35 66237 6E82 CK-LR
16.45 66547 4G09 WB-IM
17.40 67015/67026 3J42
PB-DR
17.45 66116 6F95 IM-CM
17.46 66125 0D07 TO-IM

21/11 (cont)

18.10 66605 4R02 RC-IM
18.15 66035 6D37 LN-HM
18.37 60062 6E41 WH-LR
20.05 66096 4Z57 TO-IM
21.50 60021 6E55 TH-LR
23.00 66613 6E68 KY-HR
22/11
13.48 66115 4R17 CM-IM
14.10 66607 6E54 KY-HR
14.25 66113/66139 3J42
DR-PB
14.35 60076 6E82 CK-LR

22/11 (cont)

15.47 66165 6E11 RY-IM
15.57 66019 6M88 IM-KN
16.20 66075 6D34 WB-LR
17.00 66726 0H06 CL-PB
18.00 60021 6M06 LR-KY
18.37 60062 6E41 WH-LR
20.00 66115 6F95 KY-LR
21.05 66237 6M06 LR-KY
22.37 66165 6M86 IM-RY
22.40 66125 6E81 CK-R
23/11
14.05 66070 6F90 IM-CM

23/11 (cont)

14.07 60046 6E82 CK-LR
 14.10 66613 6E54 KY-HR
 14.17 66113/66119 3J42
 DR-PB
 18.07 60097 6M06 LR-KY
 18.42 60010 6E41 WH-LR
 19.14 66115 6F95 KY-LR
 20.07 66075 6E38 CB-LR
 21.50 66124 4Z57 TO-IM
 22.24 60076 6E55 TH-LR
 22.33 66165 6E11 RY-IM
 23.00 66237 6V96 LR-DC
 23.48 66607 6E68 KY-HR

24/11

14.20 66113/66139 3J42
 DR-PB
 15.00 60076 6E82 CK-LR
 15.34 66116 6B69 IM-WB
 15.50 66139/66113 DR-PB
 16.00 60039 6V70 LR-DC
 16.23 66613 6E54 KY-HR
 17.02 60010 6E41 WH-LR
 17.45 66237 6E48 DC-LR
 18.42 60046 6E38 CK-LR
 20.55 60012 6E59 KY-LR

3/12

06.05 66211 7E10 EU-IM
 06.57 66114 6G05 SL-WM
 07.58 66034 4R11 CM-IM
 08.38 60074 6M57 LR-KY
 09.35 66181 6M78 IM-RC
 11.38 60026 6Z98 LR-WH
 12.40 66139/67024 3J42

PB-DR
 13.14 66607 6M00 HR-KY
 13.40 66034 6F90 IM-CM
 13.45 66115 4R17 CM-IM
 14.03 66623 6E54 KY-HR

4/12

07.25 66116 4R11 CM-IM
 08.30 60012 6E46 KY-LR
 08.45 60035 6M57 LR-KY
 09.40 66139/67024 3J42
 PB-DR
 09.50 66185 6M78 IM-RC
 12.20 66116 6B63 IM-WB

4/12 (cont)

12.58 66623 6M00 HR-KY
 13.45 66115 4R17 CM-IM
 14.05 66607 6E54 KY-HR

5/12

08.30 60054 6E46 KY-LR
 08.40 60021 6M57 LR-KY
 09.10 66093 6D36 HM-LN
 09.22 66185 6M78 IM-RC
 09.47 66139/67024 3J42

PB-DR
 10.32 66136 4K69 WP-IM
 11.00 67024/66139 3J42
 DR-LN
 11.10 66139/67024 3J42

LN-DR
 12.55 66623 6M00 HR-KY
 14.05 66607 6E54 KY-HR

6/12

08.25 66115 4R11 CM-IM
 08.35 60054 6E46 KY-LR
 08.40 66185 6M78 IM-RC
 08.54 60074 6M57 LR-KY
 09.40 66139/67024 PB-DR
 11.55 60059 6D31 LR-WB
 12.15 66115 6B63 IM-WB
 12.47 66623 6M00 HR-KY
 13.43 66211 4R17 CM-IM

10/12

06.15 66116 6F85 IM-CM
 07.55 66004 4R11 CM-IM
 08.40 60059 6M57 LR-KY
 09.35 66139 6Z98 LR-WH
 11.07 66126 6F87 IM-CM
 12.50 66004 6F90 IM-CM
 13.08 66607 6M00 HR-KY
 14.10 66623 6E54 KY-HR

11/12

06.45 66116 4K91 WP-IM
 08.27 60094 6E46 KY-LR
 08.40 66211 6F85 IM-CM
 08.55 66952 6R06 IM-BH
 09.02 66048 6K93 WP-IM
 09.20 66126 4R11 CM-IM
 09.47 60082 6N10 LR-JR
 12.23 66116 6F91 IM-CM
 12.53 66607 6M00 HR-KY

11/12 (cont)

13.58 66126 6F90 IM-CM
 14.10 66623 6E54 KY-HR

12/12

13.45 66623 6E54 KY-HR
 15.07 60021 6E82 CK-LR
 15.40 66149 6D30 IM-WP
 18.32 60035 6E41 WH-LR
 18.35 66011 6F94 IM-CM
 18.42 66126 6F95 IM-CM
 19.00 60094 6M06 LR-KY
 20.00 60096 6E59 KY-LR
 20.36 66185 4Z57 TO-IM
 20.50 66139 6E38 CB-LR
 21.57 60028 6E55 TH-LR

13/12

14.12 66623 6E54 KY-HR
 15.05 66129 6E11 RY-IM
 15.30 66126 4R17 CM-IM
 16.35 60028 6D32 WB-LR
 17.02 60091 6E82 CK-LR
 18.10 60021 6E41 WH-LR
 18.40 60062 6M06 LR-KY
 21.03 66018 4Z57 TO-IM
 22.17 66115 6D91 WP-BB
 22.40 66219 6M86 IM-RY
 23.40 60041 6E81 CK-LR

14/12

14.40 66185 4Z53 TO-IM
 15.10 66623 6E54 KY-HR
 15.35 60059 6E82 CK-LR
 15.37 66011 4R50 IM-WP
 15.50 66149 6D30 IM-WP
 17.35 60039 6E82 CK-LR
 18.40 60062 6M06 LR-KY
 19.57 66185 6Z78 IM-RC
 21.00 60041 6E59 KY-LR
 21.08 60021 6M06 LR-KY
 22.00 60028 6E55 TH-LR
 22.50 66219 6E11 RY-IM

15/12

13.45 60077 6M84 IM-KN
 14.23 66623 6E54 KY-HR
 14.55 60021 6E82 CK-LR
 17.03 60089 6V70 LR-DC
 17.40 66133 6Z78 IM-TO
 19.10 60047 3E38 CK-KR

Location Codes:

AW Aberthaw	DR Doncaster	IM Immingham	PB Peterborough	TO Toton
BH Bedworth	DX Drax	KN Ketton	RE Ratcliffe	WB West Burton
CK Colnbrook	EB Eggborough	KY Kingsbury	RP Rugeley PS	WD Washwood H
CM Cottam	EU East Usk	LN Lincoln	RY Rugby	WH Westerleigh
CW Colwick	FN Foxton	LY Lindsey	SA Swansea	WJ Watford Jnct
CY Corby	HM Healey Mills	NC Norwich	SB Swinderby	WN Welton
DP Didcot PS	HR Humber	NT Newport	SN Spondon	WP Worksop

Railway Globetrotters

by Ray Smith

Russia: an insight into the railway workings of this massive country

Russia, a country with 12 time zones has an incredible guarded land border. It is the largest country in the world in land area and covers 17 million square kilometres. It has a population of 143 million.

The railway timetables are based on Moscow time so it is common to see clocks with different time on the stations.

The ICRS stock book compiled by Martin Hall can only give a general idea of their current fleet; no one knows exactly what is in service and what has been scrapped. There are several strategic reserves (dumps), fenced off and guarded. These contain locomotives, including steam that may be needed again in case of national emergency, probably never to run again. I have visited this country twice in 2007 and I am impressed with their railways although I wrote numbers down that I cannot find in the book although I saw many that were in the book and I accept I will never get down to a small wants list that I have for quite a bit of Europe but I am pleased that I managed to underline a few.

The system of numbering is complicated to the westerner; the Cyrillic alphabet plus numbers and symbols if seen at speed...well give up. However with time to observe, it is possible to take note of everything.

However, one example is class VL80K (orT or R) this is a Bo-Bo+Bo-Bo coupled back to back with both units carrying the same number. I have seen many trains formed with three locomotives, this is one Bo-Bo+Bo-Bo and another Bo-Bo that has been split from its twin so taking this number you have actually only seen half of it. Yes, it gets complicated so I noted what I could and decided to do more photography than spotting. Still, this country is well worth a visit.

2ETE10U 0281
half of a Co-Co+Co-Co
Ulan Ude, 16 May 2007



It was not long ago that westerners had great difficulty getting in, never mind being able to wander about freely. This has all changed. Although Russians trying to get out is another story. When I crossed the border there was a freight train with a 2M62 waiting to leave. A team of border guards with dogs were inspecting the entire train. The locomotive had every door including the battery boxes opened; guards inspected every nook and cranny and poked the spaces with pointed sticks. Guards also walked over the top of the train looking into every wagon. No escape.



TEM2
Port Baikal, 13 May 2007



Bo-Bo-Bo EP1 342
Ulan Ude, 16 May 2007

I noted the very busy East-West route in terms of freight. When the line crossed a river the two tracks separated between 50 to 100 metres and each line had its own bridge. Very clever, for in times of hostilities if a bridge is destroyed, the other one is still active.



Co-Co ChST 235
Kazan, 8 May 2007



VL60K2535
Kazan, 8 May 2007

You are also warned about pick pockets in busy places but I never felt in any danger when I was there. Health and safety is not an issue. I was on St. Petersburg's Moscow station and noticed that the public just left the platform's end and walked over the tracks, so I also found that if I wanted to take a photograph I could walk off the platform onto the trackside to get a better shot without anyone batting an eyelid !!!



YM33, actually ChME3 5903
St Petersburg Moscow Station (pilot duties)
24 August 2007



Bo-Bo+Bo-Bo YC6 actually ChS6 021
St Petersburg Moscow Station
24 August 2007

During my visits there was no time I felt threatened or under observation. This country is proud of its railway history and has many plinthed steam scattered across the country. I also visited two of their open-air railway museums and was impressed with the selection both had. (a photo feature of preserved locos will appear in Feb 2008 issue...ed)

They also have a good underground system, and pricing policy in St. Petersburg. Every journey is the same price and once you buy your token you can travel underground as much as you want until you surface.

All photos taken by Ray Smith.

Traffic & Traction News

by John Barton

December 1

The 1Z54 Northern Belle was noted heading away from York at 11.29 with 67021 at the helm with 67025 on the rear.

37405 with DIT 67015 and 66213 left Toton this morning for Warrington.

The almost new Royal Mail Terminal at Bristol Parkway has been demolished to make way for a Network Rail training facility.

47802 was noted leading HRT 'Pullman' through Norton at 12.30.

December 3

FGW now seem to have their full set of 12 Cl.142s, the last three 009/029/063 having arrived on Saturday at Exeter. The full list of FGWs Cl.142s is 142001/4/9/28/29/30/62/63/64/67/68/70. 142028 & 142064 were in service today (142028 with Northern branding, 142064 with FGW branding).

December 6

Due to o/head line problems north of Newcastle the Northern Belle was turned back at Newcastle and ran to York.

The 16.51 Euston to Birmingham was today hauled by ScotRail liveried 90024.

90036 was in charge of 1Z92 charter from Birmingham International to Edinburgh with a rake of VT / Anglia Mk2s.

47805 'Talisman' with the 5Z91 11.15 Derby Litchurch Lane - Laira FGW re-furbished stock move was seen from Osmaston Road Bridge, Derby.

December 8

Possibly for draining of fuels, oils and liquids 37418 has been dug out of the Compound at Toton being noted outside the 'Cathedral' building this morning. A few days ago 37429 was brought up to the main depot but it has since been returned into the Compound.

On a dull, pouring rainy day at Brooksmans Park 47832 and 47802 were observed with the Southend to Lincoln Special which was followed by 50049 with the Salisbury to Barnetby charter.

December 9

The Last GNER services today were from:

14.51 Aberdeen to Kings Cross, power cars 43099 + 43313

18.00 Glasgow to Leeds DVT 82226 leading and 91115.

20:30 London to Newcastle - 43290 + UID no number.

18:00 Glasgow to Leeds was the last passenger carrying service to arrive Leeds at 23:00 (3 minutes early), The next set into Leeds was 5H30 - empty set of the Kings Cross to Hull. National Express starts at 02:00. The first one from Leeds is the 08:24 booked for HST, the first electric booked for the 09:05 Leeds Glasgow (via Doncaster)

December 12

47830 was seen hauling a dead 66549 and twenty Bardon wagons away from a signal check at Frisby main crossing at 18.15 on 6M14 Harlow Mill to Bardon Hill.

37515+47802 headed north through Kenton at 1311 heading towards Crewe.

December 14

47769 passed through Tamworth at 15:22 with 325005 325007 325008 heading south

December 17

Steam loco 60009 and support coach worked the 5Z09 06.21 Southall TMD to Crewe north through Northampton at 08.40.

December 18

Due to this mornings point failure at Rugby, 90024 with 82101 worked

1G04 0840 Euston-Wolverhampton and 1B42 1105 Wolverhampton-Euston

87028 hauled 325007,325005 and 325008 on 1M30 Shieldmuir to Willesden Christmas postal passed Barlaston near Stone at 14.30.

December 19

DRS Tractors 37601/603 and 37604 arrived at Brush at 1130 from York

47237 was seen towing 31423+ 31301+ 31437+ 31439 through Gloucester to Long Marston.

December 21

Today in murky weather, 47237+47375+9490+43042 passed through Upper Hatherley on the 5Z46 Brush to Landore..

Location 'Spot'light - 2

by Trevor Roots

This feature is intended as a guide to various popular spotting locations, stations depots & yards around the country and will include how to get there, what rolling stock you might see and the quality of photography possible in an interesting and constantly changing railway scene.

If anyone can provide similar details on other locations please let me know, or if you want a particular location reviewed in future editions. To keep up-to-date, please let me know if any details are wrong or change. Contact editor@icrs.org.uk

MOSSEND YARD, GLASGOW

Location: OS Map Ref: NS751 604 (junction of Cardean Road / A775)

Mossend Yard lies about 9 1/2 miles east of Glasgow centre on the line between Motherwell and Whifflet and north of the A775 Edinburgh Road. The only public access, allowing a close view of the stabling points, is via Cardean Road (no through road). Though it appears looking at a map that several roads/tracks might give a view of the yard, none in fact do.



EWS 92009 & Freightliner 86628, 86607, 86632 (more Cl.92s behind)
from steps, Mossend Yard, 2 December 2007

Access:

Rail (Passing Views): This is the only way to view locos in main yard. Taking a train from Motherwell – Whifflet (or vice versa) passes the yard. The stabling points are at the southern end on both sides, though mostly to the east. In the centre of the yard, the main sidings are to the west of the line. There are services from Glasgow Central – Whifflet and from Glasgow Central LL – Motherwell so a quicker round trip can be done instead of re-tracing your journey.

Rail (Foot): Services are operated First ScotRail with the nearest station being Bellshill (walking distance 1 mile) on the Glasgow Central – Edinburgh Waverley line via Shotts. Turn right outside station onto Hamilton Road then right onto Main Street. Continue east until you reach roundabout, then continue right onto A775. Cross to north side of road (left side), after passing another roundabout, you will pass the access to the EWS stabling point adjacent to a coal yard. After another 100 yds and adjacent to the west side of the line is a short fenced in railway access road, at the end of which the Freightliner stabling point only the may be viewed partly with strong binoculars. However vegetation will obscure views other than in winter. Continue over the railway bridge, the parapet of which is too high to view over and turn left into Cardean Road. See **Stabling** below for further directions.

Road: From the **east** (Edinburgh) leave the M8 as it becomes the A8 at Junction 6, turning left onto A73 Bellside Road, then right at roundabout onto A775 Edinburgh Road. After a further 2 1/2 miles, just prior to crossing the line, turn right into Cardean Road. From the **south** and A74 there are alternative routes. If wishing a direct route, leave at Junction 5 onto the A725 then right onto the A775 at the second interchange heading east towards Edinburgh then turn left into Cardean Road after crossing the main line. For a route to pass Motherwell TMD (if anything is still there !!) then leave A74 at Junction 6 onto A723 heading towards Motherwell. Into the town centre and keep turning left at roundabouts past station onto A721 towards Bellshill. Motherwell TMD is off to right by B&Q (Newhut Road). Continue on (past WCML level crossing on left, see below) for 1 mile then turn right towards Bellshill after crossing the river into Calder Road. Continue straight at mini-roundabout then right at roundabout at junction with A775 (nearest shops to yard are here). Cardean Road is 400yards on the left. To avoid Motherwell town centre and congestion, turn left at first mini roundabout on A723 (1/2 mile from Junction 6 by garage) onto Loaning Road. Be careful, though this is a 20 mph zone it is much quicker. Continue to end, then right onto Logans Road which takes you to level crossing over WCML, over which is the A721 (traffic lights control crossing and junction) Turn right then left by B&Q for Motherwell TMD, or left for Mossend Yard. Do **NOT** drive into the short railway access road west of the line off the A775 as turning round is difficult and reversing out onto busy road is totally blind...believe it, I tried both !! Either just pull in parallel to road, without blocking footway, or better still, park opposite in wide access road to commercial premises.



Freightliner 47816, Freightliner stabling point, Mossend Yard (east side) from steps
16 February 2007
(many more locos, Cl.86, 90 & 92, hidden behind)

Stabling Points: Apart from anything further up yard, seen only from passing trains, there are two stabling points on opposite sides of the main line to the south of the yard. On the east is the Freightliner facility accessed from the end of the public Cardean Road. To the west is the EWS facility, directly accessed from the A775 via a private road, 100 yds west of the railway bridge. Locos are stabled immediately adjacent this road, but not visible from the A775.

Whichever way you arrive, once in Cardean Road, pass scrap yard on left and continue down then up over ungated level crossing over short single spur line (currently occupied by stored OTA timber wagons). Though you are now on the access road to the Freightliner facility, park and climb steps to view stabling point. Freestanding mesh barriers have been erected at the top of the steps to prevent further access onto track. Most of the stabled locos on both sides of the main line can be seen from here. However stock on the nearest Freightliner side can be obscured by stock on the first track as in case of 47816 and carriages shown below. Shunters may be seen across on the EWS side, though they may be hidden by other locos.

Passenger Traffic: Passing First ScotRail Motherwell – Cumbernauld services, usually Cl.156.

Freight Traffic: Anything possible.

Locos: Usually Cl. 08, 47, 66, 86, 90, 92.

Best Spotting/Photography Sites: The only practical public site is from Cardean Lane. The mesh barriers have been erected at the top of the steps since the above photo of 47816 was taken, which now makes photography more problematic, as do the numerous catenary masts. If the sun does shine, morning is best.

Facilities: None in the immediate vicinity though there are shops on the A775.



EWS 66050 & 67016
alongside west side access to Mossend EWS Down Yard, from Cardean Road on east side
2 December 2007
Freightliner stabling point to right & adjacent photographer

Preservation News by John Barton

Hanson Traction, has purchased Nene Valley Railway resident 56003. They are the owners of 56057, currently being prepared for a return to mainline status at RVE Derby and the new owners of 56128, the purchase of which has recently been agreed. Both 56003 and 56128, once secured, are to be maintained to mainline standards at Wansford before going to RVE Derby for final preparations for mainline running. It is planned to have 56003 in action at the NVR spring gala next March with 56128 in service for the Autumn gala. In the longer term, along with 56057, they are to be made available for hire to the rail industry.

56003
in Loadhaul livery
Wansford,
Nene Valley Railway
7 October 2007

John Palin



Light Rail and Metro News

by Martin Hall

TRAM NEWS:

Blackpool: It is essential, urged the Blackpool MP Joan Humble, that more money is put into the tram infrastructure to maintain a modern tram system for locals and tourists.

Sheffield: Instead of extending the tram system from Sheffield to Rotherham, a rapid bus route has been put forward although many say it would actually cost more in the long run.

Manchester: With the success of the tram system, new trams (Bombardier FLEXITY Swift) have been ordered, but it has now been increased from 8 to 12 new trams.

Glasgow: A new extension to the Glasgow Subway is being looked at using abandoned rail tracks and tunnels to serve the new National Games Arena.



DLR 72 + 52 & 33 + 98 at new enlarged platform 3/4, mainline platforms to left
Stratford International, 11 December 2007

Wagon Corner

by Martin Hall

WAGON NEWS:

Although Eurotunnel Freight is down just lately, the general trend for intermodal freight is up but the government is still not doing enough to reduce congestion on the roads by making sure more freight or the lorries that carry the freight are put onto the railway system.

As the amount of coal carried has increased for EWS, including a new contract between Port of Tyne and Sembcorp's Wilton power plant, it has increased its order for Class 66/6s from 5 to 10 locos.

Network Rail is doing well and so will be ordering more wagons to supplement its existing fleet. A tender has been put in for 50 sleeper-carrying wagons, 6 barrier vehicles and a workshop wagon.

Re-Numberings: MTA Open box wagons

MTA – Design code MT009A

395355 [390307]	395365 [390323]	395390 [393020]	395398 [393028]
395356 [390308]	395384 [393014]	395393 [393023]	
395363 [390321]	395389 [393019]	395395 [393025]	

MTA – Design code MT009B

395266 [390165]	395286 [390185]	395287 [390186]	395291 [390190]
395292 [390191]			

MTA – Design code MT009C

395324 [390245]	395329 [390254]	395405 [393035]	
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MTA – Design code MT009D

395251 [390150]	395260 [390159]	395359 [390314]	395380 [393010]
395252 [390151]	395261 [390160]	395371 [390330]	395403 [393033]
395255 [390154]	395263 [390162]	395373 [393000]	395404 [393034]
395259 [390158]	395316 [390236]	395374 [393001]	

MTA – Design code MT009E

395330 [390257] 395335 [390264]

395337 [390266]

395340 [390269]

395331 [390258] 395336 [390265]

395338 [390267]

395342 [390272]

395343 [390273]

MTA – Design code MT009F

395309 [390228] 395310 [390229]

395313 [390233]

MTA Design code MT009G

395296 [390201] 395299 [390206]

Condemned wagons – Dec:

Air-Braked:

110047/435/DC112040/166/210/234/308/342, 200472/759/918/956/1012, 210159/169/282,
350021/0258/0272/0321/0407/0421/0526/0573/0641/0650/0748/0773/0774/0779/0783/0790/0927/0944/
0969/1218/1266/1269/1275/1307/1333/1434/1566/1784/1811/1881/1954/2065/2199/2616/2651/2692/
2752/2807/2816/2858/2937/3003/3151/3217/3293/3351/3442/3472/3482/3554/3607/3776/3814/3966/
4000/4054/4092/4178/4196/4201/4460/4580/4885/5111/5209/5339/5474/5500/5643/5680/5716/5858/
5861/5876/5943/6129/6238/6272/6298/6346/6346/6455/6456/6461/6529/6574/6575/6584/6707/6733/
6832/6947/6956/6967/6975/7039/7377/7580/7730/7797/7805/7853/7964/8456/8501/8766/8861/9007/
9120/9373/360061/1321/5096/5430/6071/8002/8008/8056/8072/8136/8142/8156/8224/8279/8310/8393/
8414/68435/8446/8451, 391024, 460024/460031/460091/460350/460408, 601718/62, 950139/708

Departmental: ADB965220

RIV Wagons: 23 80 2929 000/013

Private Owner: PDUF3028-31/34/37/38/TIPH3043/48/56/58/59, RC10051-53/57/60/61/64

WAGON REVIEW:

MHA 'Coalfish' [Open Box Wagon]

When EWS needed more air braked engineers wagons and seeing the growing number of redundant HAA hopper wagons being stored, it was decided to use the underframes of the HAAs to produce a new open box wagon the MHA coded 'Coalfish'. The MHA wagon was fitted with a new low height box body and the bottom discharge door opening mechanism of the HAA was removed. There was an initial 125 wagons converted, but now we have some 1170 vehicles in the number ranges 394001-394999 and 39600-396170 (this series is still being converted).



MHA 394213, Toton Open Day, 29 August 1998

Martin Hall

Diary of a Loco Spotter

by Eddie Rathmill 1983 – Part 1

Realising that all my required locos were off the Southern Region, I started to make plans but there was one thing I had to do first, and that was to see the new class 58 recently built at Doncaster. I headed for Yorkshire on January 15th to find 58001 at The Plant, together with 56113 and 56114, which were both cops. On the 19th I went to London and couldn't wait to get to Clapham Junction. I was lucky, both 33030 and 33115 were seen during the day and my total was reduced to six. January 29th, and a trip to Crewe to see renamed 87025 and 87026. Four 56s were also copped and a rare visitor (or so I thought), 303036 from the Scottish Region. (I later learned that it had been transferred south with several others).

Cardiff, Worksop and Knottingley were my first three trips in February followed by an incredible day in Brighton, on the 26th, where 73105, 73130 and 73131 were all seen, bringing my wanted total tumbling to just three locos - 08831 and 33118 off Eastleigh and 73112 off Stewarts Lane. I had to go to Hampshire again. I circled April 13th in my diary. Glasgow (for the recently renumbered 27s), Hull and Doncaster were my next trips, copping a few EMUs and some renumbered 47s and then, on March 9th I convinced my wife that a three-day holiday in Penzance would be a good idea. Only one Cornish DMU was copped, however, and I suddenly realised that I didn't need many, I counted them up, only 47 vehicles wanted.

A trip to Liverpool on March 19th was followed by a visit to Swindon on the 26th and three DMUs were copped. Tinsley and Shirebrook were next on April 22nd and then Birmingham on April 9th, where 3 more units were seen for the first time.

And then came April 13th and the long awaited trip to Eastleigh. 08831 was nowhere to be seen in the station area and so I walked down to the shed and straight into the foreman's office. He told me to get out! I explained that I was looking for my last 08 in the whole country and asked him if he could at least tell me where it was. He looked at his record sheet - "It's at the bottom of the depot on the first lane" he replied. "Is there any chance of having a look at it," I said, hopefully. "No" he said, and then added "*But if you get lost finding your way out I'll be none the wiser, will I ? - Enjoy your journey back to Manchester*" I left the shed walking down to the bottom of lane two and back up lane 1. Two to go. Five DMUs were also copped that day and so I was cheerful to say the least.

The DMU 50s and 56s were being renumbered as 53s and 54s and I added these to my wanted list but my aim was to see the vehicles that I hadn't seen with any number. I could search for the re-numberings at a later date, just as I was now searching for the 47s with new numbers. (tell me about it...what a nightmare !!...ed)

I visited Doncaster on April 24th and saw many re-numberings but no original cops. I decided that I needed a change. Back to steam. (I suspect many of you say sensible...ed) My first visit to The Vale of Rheidol and Devils Bridge, having the pleasure! (it was freezing) of travelling behind VOR No.9. Locomotives 'OWAIN GLYNDWR' and 'LLYWELYN' were also seen on shed.

London on the 11th of May brought me 3 more DMUs and dozens of Eastern Region EMUs, (at this stage I had no intention of drawing up a list of unseen electric units) and then another visit to Leeds and Knottingley on the 25th saw me copping a further batch of re-numbered locos and units. Same again at Worksop and Doncaster on May 23rd but at least I did get a 56 as well. A visit to Steamport, Southport on May 30th was followed by a trip to Newcastle on June 1st. Only one DMU was seen for the first time but I copped 16 Metro cars, leaving me wanting just 17.

Glasgow, on June 8th and as well as seeing one of my dmus I copped 12 out of the 16 class 314s. Numerous 303s were also recorded and a few 311s. The underground was visited for the first time and 15 cars were noted down. Doncaster and Leeds were next, on the 11th (29 re-numbered DMUs copped) followed by Crewe on the 18th and London on the 29th. This was a very special occasion, for as well as copping 5 dmus, I also saw 73112 at Clapham Junction, a photograph was taken later at Waterloo.

I was down to one loco, 33118.

(to be cont)



my penultimate loco... 73112 Waterloo, 29 June 1983

Eddie Rathmill

European News by Robert Brown

1st to 31st December 2007

Belgium

Diesels **5922** and **5930** have finally left Raeren, their destination is unknown (at the moment) so if you know, please tell me!

If everything goes as has been planned now, NMBS (SNCB) will remove its class 11 electrics from the Benelux Amsterdam to Brussel and visa versa by February 2008, all trains should be hauled by 186 (Traxx) top and tail. The high speed line between Schiphol, Rotterdam and Antwerp was not opened on the 10th as planned it's likely it won't also be open by December 2008.

The Antwerp 'P' trains were all seen on the 4th as follows, **2626** headed P8280 the 15:59 Antwerp Haven to Aarschot, **2629** did P8215 the 16:31 Antwerp Noorderdokken to Aarschot and **2375** hauled P8281 the 17:12 Antwerp Noorderdokken to Aarschot. The same three trains were noted on the 11th with **2204** on P8280, **2330** on P8215 and **2375** on P8281. Same day at Brussels **2324** headed P8066 the 15:45 Brussels Zuid to Gent St. Pieters, **2505** did P8511 the 16:02 Schaarbeek to Tournai, **1605** worked P8002 the 16:08 Schaarbeek to Oostende, **2005** handled P8602 the 16:15 Brussels Midi to Jemelle, **1356** powered IC2116 the 16:36 Brussels Midi to Luxembourg, **2756** topped P8405 the 16:54 Brussels Midi to Huy, **2343** hauled P8741 the 17:02 Schaarbeek to Binche, **2503** did P8906 the 17:05 Schaarbeek to Oudenaarde, **1604** lead P8005 the 17:08 Schaarbeek to Oostende, **2018** had charge of EC295 the 17:27 Brussels Midi to Basel (SNCF) and **2381** worked P8010 the 17:21 Schaarbeek to St Niklaas.

Germany

From the start of the new timetable the Berlin to Warsaw EC are all booked for a class 189 electric, with **189932** (ES64F032) being in Frankfurt der Oder recently for driver training. It is likely that in the first weeks of the timetable these trains won't be 189 because of problems with the crew training and other formalities. Also from the new timetable the class 120 electrics gain some new track with the summer Saturdays IC2336/2337 getting one (on paper) to/from Emden to Außenhafen, a further one is booked to Wiesbaden on IC2316 and IC2317. IC2012/0213 are confirmed as booked for 2x218 to and from Stuttgart this coming year. IC13215 (Utrecht to Zell am Zee), AutoZug 13321 (Dortmund to Verona) and IC13325/13335 (Dortmundto- Bolzano) are (again on paper at least) shown as getting a 151 as a banker from Laufach, IC13211 (Utrecht to Landeck), IC13213 and IC13217 (Utrecht to Zell am Zee) plus IC13265 (Padborg to St. Anton) are all shown as a 151 banker from Geislingen West.

On the 1st December IC143 the 11:16 Utrecht Centraal to Szczecin Główny departed Angermünde on time at 18:38 with **232701** at its head. On the 2nd **155017** worked train D247 the 15:16 Berlin Zoo to Moskva Beiorusskaia, no doubt from Zoo to Frankfurt (Oder). but unusual to say the least! Seen out on the 3rd were **181201+181209** heading IC2356 the 14:46 Frankfurt Main to Saarbrücken, followed out of Frankfurt later by **181219** at the head of IC2054 the 18:46 Frankfurt Main to Saarbrücken. On the 4th **232464** was seen heading IC119 the 07:27 Münster (West) Hbf to Innsbruck into Lindau. On the 7th **110465** worked IC1933 the 12:31 Oldenburg to Magdeburg, this train is a 112 diagram and it's rare to see a 110 at Magdeburg!

Class 103

On the 1st December **103245** worked the 08:52 München to Salzburg and the 18:04 return, it had **111216** on the rear of train on the outward and inside **103245** on return. The 111 is used for the ECS moves and door operations. The train departed about 10 mins late due to the train doors needing to be set up correctly!

France

Confirmed SNCF loco changes for December are New **27333/34/35** to Ile de France **60016/26/27/28/31** to Fret Renumbered **66272** to **69272 67068** to **67280** Withdrawn **8643 9603/07/09 16699/703/768 17099/101 25172 25245 63248/527 66053 67342 72010/15/87 72182** Transferred between Activities **7319/20/21/22/23** Fret to TER Bourgogne, **7348** Fret to TER Bourgogne, **8620** TER Bourgogne to CIC, **8645** TER Midi Pyrenees to CIC, **16601** TER Pas de Calais to TER Picardie, **16620** TER Pas de Calais to CIC, **16676** TER Champagne Ardenne to CIC, **17047/105** Ile de France to TER Picardie, **17064/065/079/103** Ile de France to CIC, **22209/214/357/393** TER Rhone Alpes to TER PACA, **22307/308/309/310** TER PACA to TER Rhone Alpes, **22351** TER Pays de Loire to TER PACA, **22363** TER Poitou Charentes to TER Pays de Loire, **25237** TER Picardie to TER Rhone Alpes, **25603** TER Lorraine to TER Franche Comte, **67301/357/377** CIC to TER Rhone Alpes, **67547/576** TER Centre to CIC, **72138** VFE to TER Champagne Ardenne. These changes should start to take effect from the timetable change, although many will take several months to take effect (some of Dec 2006 changes have still not taken effect!).

Observations from the 2nd December included **26002** leading the 07:05 Tours to Paris Austerlitz, to Orleans where Fret liveried **9220** took the train forward to Paris, **9247** headed the 09:00 Orleans to Paris Austerlitz, **26071** did the 09:05 Tours to Paris Austerlitz again to Orleans and **7253** with a 'dead in train' **9245** (another Fret liveried passenger loco) had charge of the 09:53 Paris Austerlitz to Orleans. Later, observations from Paris Austerlitz included **15012** arriving with the 08:11 ex Cherbourg, **16044** arriving on the 10:08 ex Rouen, **15003** was the 10:15 arrival ex Caen, **27331** headed the 10:32 Paris Austerlitz to Mantes via Poissy, **15002** headed out on the 10:44 to Dieppe, **17042** departed on the 11:00 to Serquigny (on a single deck, push pull set), **17078** arrived on the 11:00 ex Rouen (Double Decks), **27329** came in on the 11:23 arrival from Mantes this then worked the 12:31 to Ermont, 15003 handled the 12:00 to Cherbourg and **27324** was on the 12:01 to Ermont. Noticeably no 161XX locos were seen at all, so I assume the 27s have caused the 17s to cascade onto the old 16 diagrams. Fret allocated class 26000 electrics were active on passenger workings on Boxing day, these included **26177** on the 11:49 Strasbourg to Lyon throughout, **26104** with the 13:34 Paris Lyon to Nevers, **26225** heading the 14:50 Maubeuge to Paris Nord, **26078** hauling the 17:01 Paris Lyon to Clermont and **26128** powering the 17:21 Metz to Nancy then the 22:00 Nancy to Dijon.

CC72000

Word has it that **72182** was officially withdrawn on the 1st December, it was stopped in mid summer 2007 and has been used for odd things such as a lifting demo at the Chalindrey open day, and has/will now presumably become a 'Christmas tree'.

Luxembourg

It was 'Steam Heat' day in Luxembourg on the 8th December, diesels **1604** & **1812** were provided and divided the duties between them, **1604** worked with **1812** on train 91100 the 10:45 Diekirch to Kautenbach, train 9110 the 11:30 Kautenbach to Bissen, train 92120 the 12:28 Bissen to Pétange, train 96170 the 17:55 Dudelange to Usines to Diekirch, train RB3589 the 20:13 Diekirch to Ettelbrück finishing with train 91200 the 20:28 Ettelbrück to Luxembourg. Meanwhile **1812** worked train 91081 the 08:26 Luxembourg to Diekirch, then with 1604 on train 91100, then train 92120 the 12:28 Bissen to Pétange finishing with train 96150 the 15:14 Pétange to Dudelange to Usines.

Spain

Noted out on the 4th were **333403** leading T200 the 08:55 Bilbao to Madrid, **333404** on T201 the 15:50 Madrid to Bilbao and **252031** with T078 the 16:05 Madrid to Alicante.

Austria

Running vice a DB class 111 was **1144206** leading RB5420 the 14:39 Innsbruck to Munchen when noted on the 3rd December. Narrow gauge action from the 11th saw **1099014** heading the 1153 Mariazell to St Polten while the following day produced **1099013** on the 08:35 St Polten to Mariazell Ötscherbär, **2095011** leading the 12:34 St Polten to Laubenbachmuhle, **1099004** with the 13:36 St Polten to Mariazell, **1099002** heading the 14:34 St Polten to Laubenbachmuhle, **1099010** powering the 15:34 St Polten to Laubenbachmuhle and standard gauge **2016006** with the 14:37 St Polten to Krems.

Holland

Railion Netherlands are now providing power in Holland for the DB 'Autozug' trains which start or end there. The dedicated loco's are class 1600 electrics **1606/15/19**, with **1619** being noted on the 10th heading EN349 (see below), which it worked from Emmerich (Germany). The trains involved are as follows EN349/348 (Warszawa, Moskwa and Minsk), CNL379/378 (Praha) and CNL40347/40483 (København) combined to/from Amsterdam, (arr/dep. 10:27/19:02), CNL40319/40408 (Brig) and CNL319/318 (München/Garmisch Partenkirchen) combined to/from Amsterdam (arr/dep. 8:56/20:32) and CNL 313/312 (Wien) and CNL 301/(1)300 (Milano) combined to/from Amsterdam (arr/dep. 12.27/17.03) please check the DB site for exact timings and running days.

Switzerland

I was a bit surprised to discover **11254** was on hire to BLS on the 3rd December when it was seen working train 3330 the 14:57 Luzern to Bern and then returning with train 3331. Also a surprise on this day was the presence of Eurotunnel diesel **0004** in Basel Muttenz yard, it has (apparently) been in Switzerland for attention to its scrubbers or replacement of them by new technology, close by was EWS's **66246**. Observations from the 3rd included BLS **166** heading RE3117 07:25 Interlaken Ost to Zweisimmen, BLS **164** on RE3108 the 07:37 Zweisimmen to Interlaken Ost, **11210** powering IR2170 the 10:45 Luzern to Basel, **11150** topping EC115 the 11:04 Basel to Luzern, **11211** leading IC685 the 11:45 Luzern to Basel, **421374** with EC195 the 13:16 Zurich to Munchen, **11221** powering IR2275 the 14:09 Zurich to Locarno, **11222** heading EC7 the 14:07 Basel to Chur, **11109** powering RE3734 the 17:45 Zurich to Aarau and **11112** on RE3736 the 18:15 Zurich to Aarau. The following day **11254** handled train 3031 the 08:43 Neuchatel to Bern and **11250** worked train 3318 the 08:57 Luzern to Bern. On to the 6th, EC130 the 06:25 Milan Central to Basel SBB employed **484017**, EC191 the 07:16 Zürich to Munich had **421391** at it's head, **484016** powered EC131 the 08:27 Basel SBB to Milan Central, **11250** headed RE3318 the 08:57 Luzern to Bern, **11254** did RE3035 the 09:43 Neuchatel to Bern and **484015** worked EC132 the 10:25 Milan Central to Basel SBB. The following day EC191 produced **421385** while **421391** did EC193 the 09:16 Zürich to Munich. On the St Gallen to Chur line on the 18th, **11122** did RE3815 the 11:04 St Gallen to Chur, **11108** powered RE3817 the 12:04 St Gallen to Chur, **11132** headed RE3811 the 10:04 St Gallen to Chur, **11135** worked RE3824 the 10:22 Chur to St Gallen and **11210** hauled RE3826 the 11:22 Chur to St Gallen.

Poland

UK based AC loco group website is reporting an EU06 will be repainted into BR Electric Blue, this is an example of a Polish Class 83-derivative locomotive. The Group has provided drawings and illustrations to help with this project, which is being co-ordinated by The Wolsztyn Experience and PKP Regional. In addition, the Group has supplied a pair of replica BR Lion and Wheel logos for the body sides. The loco is due to be unveiled in February. Sightings of EU06 locos in action recently include **EU06007** on R83106 the 05:09 Gorzow Krzyz to Krakow Plaszow and **EU06017** heading R63101 the 06:00 Wroclaw to Przemysl, on the 8th December. Same day **EU06020** was seen at Krakow Plaszow station, on an unidentified working and **EP08007** did IC1305 the 08:48 Warszawa Wschodnia to Krakow.

For the latest European Branch visit report, including information on other countries not included above, visit the ICRS web site

Rolling Stock Changes

Unfortunately due to unforeseen circumstances, Ken was unable to provide info for December 2007, however see the following pages for photo feature on the new franchise liveries.

New Franchises.....interim liveries



National Express 43309 (note nose no.)
ex-GNER decals just visible
Doncaster, 12 December 2007



London Overground 313110
ex-Silverlink decals covered over
Euston, 11 December 2007



National Express East Coast branding as applied to white vinyl covering ex-GNER red stripe



London Overground decal applied to ex-Silverlink rolling stock

New Franchises.....new liveries



London Midland branding



Cross Country branding on Voyagers



East Midlands (ex-stored FGW) 153355
Doncaster, 12 December 2007

With National Express also owning One Railway & c2c it has been decided to apply a consistent branding across the entire group, so that at last the confusing and stupid One Railway name is to disappear. To this end a quick start has been made, just as the re-livering into One Railway had been completed !!! The livery and new name for c2c has not yet been released. One advantage of the loss of the stylish GNER livery is that rolling stock numbers are now more visible including cab front numbers on HSTs and IC225s...no more 'unknown' when photographing at speed.



National Express East Anglia (ex-One Railway) 90003 '*Raedwald of East Anglia*',
Norwich Crown Point, 9 December 2007
(with permission of Graham Meades)

Bryan King



Arriva Cross Country (ex-Virgin XC) 220017, York, 6 December 2007

New Franchises ...more new liveries

London Midland 350129
Euston
11 December 2007



National Express East Coast (ex-GNER) 43238 with 43300 on rear
Doncaster, 12 December 2007