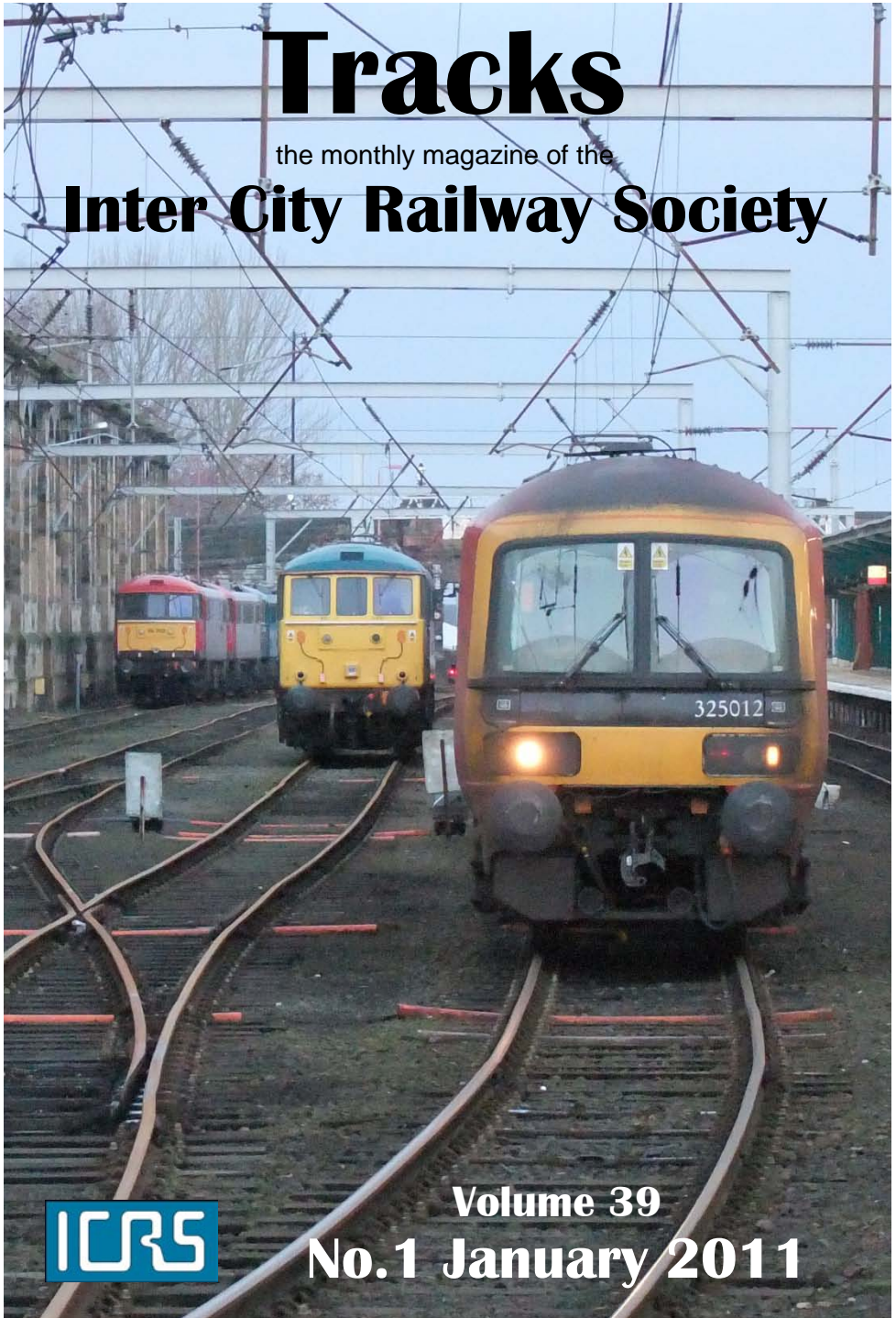


Tracks

the monthly magazine of the

Inter City Railway Society



Volume 39
No. 1 January 2011

Inter City Railway Society

founded 1973

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Front Cover Photo:

On ice breaking duties 86702 'Cassiopeia', 86701 'Orion' & 87002 'Royal Sovereign' and 86101 'Sir William A Stanier FRS' await the next bout of bad weather in the company of Royal Mail EMUs 325012+325011+325003 awaiting a path south, 15.30, Carlisle, 15th December 2010

£1.50 where sold separately (post free)

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Society Notice Board

Editor's Comments:

Hope everyone had a good festive season and Santa brought you what you wanted...a snow shovel!! If not, here is a good substitute, our first all colour issue of **Tracks**. Now all members can view the photos in colour and not just those with computer / internet access. We hope you approve and those who can, continue to buy our books, which has allowed this milestone to happen. However please note the extra time required to print full colour will add a few days onto delivery each normal month, though with the long holiday this issue will be unfortunately delayed a little longer...apologies.

As stated in the last issue I have now stepped down from the role as Membership Secretary, so please contact Mark Richards for all membership matters. I will be passing on anything though that continues to come my way by post, email or telephone, so don't worry. Members should continue to receive a seamless service. The reason for the change is that I am saying goodbye to the last 5 years of a bachelor life and plenty of time for the club. It will also entail a move back to the sunny south, just north of Eastbourne to set up a new joint home...hopefully once I get through my last Scottish winter and can make repairs to sell up. Hopefully I can squeeze in some last trips north of the border.

Several Cl.37s have been kept busy in use as snowploughs in many areas of the UK, not just the usual haunts in Scotland. With the RHTT season over DBS is returning its Euro Cargo Rail Cl.66s back to France. The new timetable from 12th Dec has seen many stock changes. Notable are two new weekday loco hauled services inaugurated by Chiltern Railways between B'ham Moor St and Banbury to London Marylebone top and tailed with Cl.67s and a DVT as per W&SR. Also FCC now has use of the four ex-Silverlink/London Overground Cl.313/1s and 8 more Cl.321/4s. Remarkably the first of the dedicated Gatwick Express Cl.460s have been stored in favour of the older Cl.442s !! With the delivery of 18 Cl.380 sets they have finally been introduced into service in a limited capacity just ahead of the Airdrie – Bathgate opening though with a limited service as the Cl.380s are still having teething problems preventing the release of sufficient 334s, plus not all the stations have been finished.

Apologies for a glitch in the printing of last month's **Tracks** as the typeface appears to have gone awry when creating the pdf before sending to printers, not their fault but mine for not spotting it in the rush and weather chaos. Hopefully you all got your copies...albeit late due to weather and postal delays.

UK Pocket Book 2011 (UKRS01) Cover Competition:

Unfortunately no suitable entries were received so instead we have decided to use a photo of either Europhoenix 86701 or 86702. We are therefore making a plea for good quality photos, preferably of them in action. Though our trusty editor has a suitable photo of both stationery at Carlisle, it would be nice to feature a photo by another member as with last year...over to you.

Membership Matters:

Membership Rates:

Annual: £16.00 Five year: £75.00 (saving £5.00) **Joint** (with **GB Bus Group** saving £4.00): **£27.00**
ICRS Membership gives you:

- a high quality 32 page monthly magazine **Tracks** - covering all aspects of railways: UK past and present, network news, wagons, preservation, trams, Location 'Spotlights' – how to get there and what to see and the World Scene. (photos can be viewed in colour through the website Members Area).
- an informative website, with access to previous editions of the magazine.
- a 20% discount on all ICRS publications (5 published, 4 more at printers).
- a 10% discount on Ian Allan publications and first time magazine subscriptions (not additional to discount for IA Subs Club members).

Joint ICRS / GBBG Membership also gives you:

- GBBG magazine, **Trident**, website **gb-bg.co.uk** & 20% discount on GBBG publications (in preparation)

New Members: (* joint members with GBBG)

The following new members have joined this month: Peter Gardiner* (Bolden Colliery), Thomas Glendinning (Middleton), George Parker (Manchester), Roy Proudley (Chichester), Robbie Sewell (Darlington) - a warm welcome to you all.

Payment / Renewal:

If paying by cheque / postal order, please make payable to **ICRS** for all types of Membership. Please note we cannot accept credit card payments over the telephone however you can still pay online by credit card through our website PayPal facility. In a few clicks you can be signed up for another year, or take advantage of the 5-year subscription, saving £5 on annual fee, or take a joint membership with **GB Bus Group**, saving £4 on the normal combined annual membership subscription rate. Select 'Join **ICRS**' from the menu on the homepage at icrs.org.uk Please provide your first name whether joining or renewing.

NB. If using PayPal, please remember to provide your home address and email via the comments box, but **ONLY** if different from the one used ie you may use your partners account or do it from work.

Membership Cards:

On membership cards, please remember on renewal, your new card will be sent out with the next issue of **Tracks**. This may mean that you might wait up to 5 weeks if you've just missed the end of month cut off when I send cards out for distribution. So there is no need to send a separate sae for your card. Assuming you renew at first request, your existing card will always be valid until the new one arrives.

Magazine Submissions:

Contributions to regular features should be sent to the appropriate officer. 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, knowledge and experiences. Neatly hand written submissions are perfectly acceptable, but ideally a typed document is preferable. Better still, If you have a PC and internet connection, then email the appropriate official. Good quality photographs are always welcome for inclusion in the magazine, prints or preferably high resolution digital photographs via e-mail (not compressed **please**). Please include full contact details with any submissions, including your first name, it's less impersonal than just initials.

The latest date for articles / info for the next magazine is **Friday 28th January 2011**. Items for **Out and About Sightings** should be sent in to **James Holloway** a few days earlier please.

Magazine Contributors:

Thanks to **Mike Rumens, Paul Tarrant, Dennis Dey, Ian McAlpine, Derek Sneddon, Nigel Hoskins, Michael Smith, John Barton, James Holloway, Ray Smith, Martin Hall, Scott Yeates, Carl Watson & Trevor Roots**. We are sorry if anyone has been missed. All photos by **Trevor Roots** unless shown otherwise.

ICRS Website:

To access the website members area you need to request a username and password by emailing Mark Richards website.manager@icrs.org.uk with your chosen username and password. Each can be a maximum of ten characters with **no spaces** though you can use hyphens or full stops (each counts as a character). Please include your ICRS membership number, especially if a new member. Confirmation will follow asap by email that your chosen username and password have been set up.

ICRS Yahoo Group:

We have our own Yahoo Group, established in March 2004, open to members and non-members alike to post sightings and observations, share comments and debate about the current railway scene. Web address is: <http://finance.groups.yahoo.com/group/intercityrailwaysociety/>

Please note also that more contributions from members would be appreciated, especially photos for the Fotopic site or news items. Event and exhibition details are always welcome as are details of railtours. To join please email Mark Richards at website.manager@icrs.org.uk

ICRS Publications

The new 2011 editions of the **UK Combine** and **UK Wagon Book** are now out. There are still a few copies left of the previous **UK Combine Summer Edition 2010** and **Wagon Book 2010**.

Please note the individual books that make up the Combine ie. **UK Locomotives**, **Diesel Units** and **Electric Units** and the **UK Name Directory** and **Irish Railways** are small print runs, so if you don't want to miss out, order yours now. The individual books have not been produced recently and the latter Unit books have additional carriage number to unit number cross ref tables, not found in the Combine and are very useful. As for future titles, an eagerly awaited updated **Ultimate Sighting File** is in preparation for release in the summer of 2011 and will combine all locos into one book rather than the 3 previously published.

The success of the book sales has benefited the club directly, increasing the size of **Tracks** and as now announced, to be printed in full colour. So please keep supporting your society with your purchases or encouraging friends to do so, or better still join.

Copies of all books can be ordered via the website or direct from Carl Watson, prices below. See rear cover to see pictures of book covers.

All Members receive a 20% discount on ICRS books (UKRS01-19) shown below

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are A5 wire bound printed on 90gm paper with laminated card covers allowing them to be laid flat

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post & packing **FREE** to UK (cheques should be made payable to ICRS)

Book Title		Price		
		non-member	member	
New:				
UKRS02A	UK Combine 2011	(updated to 1 st Oct10)	£14.99	£11.99
UKRS03	UK Wagons 2011	(updated to 1 st Oct10)	£11.99	£9.59
Current:				
UKRS01	Pocket Book 2010	(updated to 1 st Jan10)	£8.99	£7.19
UKRS04	UK Name Directory 2010	(updated to 21 st Apr10)	£11.99	£9.59
UKRS05	UK Locomotives 2010	(updated to 1 st Jun10)	£7.99	£6.39
UKRS06	UK Diesel Units 2010	(updated to 1 st Jun10)	£7.99	£6.39
UKRS07	UK Electric Units 2010	(updated to 1 st Jun10)	£8.99	£7.19
UKRS19	Irish Railways	(updated to 21 st Apr10)	£7.99	£6.39
Previous:				
UKRS02A	UK Combine 2010	(updated to 1 st Jan10)	SOLD OUT	
UKRS02B	UK Combine 2010 Summer Ed	(updated to 1 st Jun10)	£14.99	£11.99
UKRS03	UK Wagons 2010	(updated to 1 st Jan10)	£11.99	£9.59
Loco Pocket Datafile - Eastleigh 100 Special 2009		(discounted)	£4.00	£3.00
Pocket Datafile 2009		(discounted)	£5.00	£3.00
Pocket Datafile 2008		(discounted)	£5.00	£3.00
In Preparation: (publication date to be confirmed)				
UKRS21	Ultimate Sighting Files - Locomotives		TBC	TBC
Proposed:				
UKRS22	Ultimate Sighting Files – Diesel Units		TBC	TBC
UKRS23	Ultimate Sighting Files – Electric Units		TBC	TBC

Network News

Birmingham Moor Street Station by James Holloway:

Now connected to the mainline, terminal platforms 3 and 4 officially opened on the 11th December. To help publicise the opening and the new improved London timings, Chiltern Railways ran 3 Santa specials to Dorridge and return using 168107. All tickets were free. GWR 0-6-0PT 9600 from nearby Tyseley Museum was performing in Platform 3 for steam enthusiasts. Platform 5 has remained isolated and is still occupied by GWR 2-8-0 2885 (as can be seen on the extreme right in the third photo below, all photos by James Holloway). From 12th Dec one fast train per hour now runs from Moor St instead of Snow Hill, with an additional stopping service to Leamington Spa every 2 hours.



A Life on the Railways

by Michael Smith

In this issue we continue with Michael Smith's very detailed history of his life on the railway, from Shunter to Station Manager.

Part 4 – Further Promotion:

In September 1967 I applied for a Class 3 Clerical Officer in the enquiry office at Liverpool Street but which was also part of the Divisional Managers team, the same as the TTI's, and I got the post.

The enquiry office had a very correct Chief Clerk called Harry Blanche who had to have a cup of tea on the hour and on the half-hour. If he had to correct anything in the ledger he always used a small

pocket knife to remove the offending words or figures; he ran a very tight ship. My fellow Clerks were a mixture of female and male with several, including one of the females Pat Mason, being railway enthusiasts. I soon got into using my free passes to travel over lines and visit other railways whenever I could, details of my many trips both at home and abroad will hopefully be covered in a future article. At this time I met David Johnson, who worked for the London Transport and who became a good friend and started my interest in Canals.

Liverpool Street station was divided into two parts called East and West, the east covered platforms 11 to 18 which were used by Colchester and Southend services, Platforms 9 and 10 were the longest and went up to the Great Eastern Hotel with just a walkway between the buffer stops and the Post Office under the hotel. Platforms 1 to 8 were served by Chingford, Enfield and Cambridge trains, with the Norwich service using 9 and sharing 10 with the Boat train service to Harwich. The enquiry office was on 9 with the Continental office next door above the main booking office, at this time there was also an East and a West booking office. The toilets were under the concourse on both sides of the station with a hairdresser in each, very handy for a haircut on duty. We dealt with seat and sleeper reservations with dial type phones, we soon learned to use a pencil with a special knob on for dialling hour after hour, your finger soon had a very sore ring around it if you did not !!

In September 1968 I was promoted to a Class 2 Clerk at Freightliner Stratford as an entry and exit controller, not a good move as Freightliner had just handed over to a separate company and I no longer worked for British Railways, which I was not happy about. I went on a course at Hull and had to learn the telex system. The crane loaded the containers onto the train and left spaces on a part loaded train so as to cut down on crane movements. Some of the lorries at this time were rather rough, to put it mildly. One morning a lorry came to the exit and I signed him out and as he drew away the container just stayed where it was and fell to the ground with a load bang. The back of the lorry was covered in ice and the driver had not bothered to fix it on.

In May 1969 I used my right to return to BR by getting promotion to a Class BTTI fraud squad back at Liverpool Street. The Grades had been changed on the railway, up to now it had been 4, 3, 2, 1, Special A and B, MS1 to MS4, and Special A to MS4 had first class travel. Now it was Class 4, B, C and D with Class E later, then MS1 to MS5. So back to Liverpool Street thank goodness. The work in the fraud squad was as a Class A but with a lot more Court work and of course football traffic at White Hart Lane (Tottenham Hotspur) and the London Transport station at Upton Park (West Ham Utd). I have never liked football and having to spend Saturday after Saturday dealing with football crowds was not very pleasant, we put many up for ticket fraud. One morning I spent an hour in the witness box at East Ham Court going through 13 cases and four notebooks, all went down. One day a Manchester United fan was cut right around his face with a cut throat razor right in front of me and I did not even see the razor, only the flash of steel and then the blood. There were fights all the time and we had to have heavy police help, from both the Met and BT.

I put in for the post of Instructor Commercial for the Eastern Region Class C and took up the post on 13th October 1972 based at Hamilton House, Liverpool Street covering Liverpool Street to Norwich with both Yarmouth and Lowestoft lines covering all the branches, Fenchurch Street to Southend East, and King's Cross to Peterborough. I went on a two week course for Instructors at Faverdale, Darlington a very hard course indeed, the first of many that I went on. I had to instruct barrier staff, conductor guards, and travelling ticket inspectors, the collectors was a one week course, guards were two week with the inspectors three weeks also covering the Judges Rules and Court attendance and how to give evidence in court. I gained a great deal from all the staff I trained, several were ex-loco drivers from Uganda thrown out by the President of Uganda at the time, his loss was our gain. Training was classroom work and practical training on the trains. As there was no overtime connected with the post of Instructor I worked as a courier on Liverpool Street Division Merry-maker trains at weekends. What better way for a railway enthusiast to work weekends and I could take Ida, my wife, with me on the trains. We went to the Isle of Skye and many other lovely places; once I took a friend, Norman, to Crich Tramway Museum in fog!! Also I worked for Travellers Fare for 50p an hour in the buffet cars, often a Gresley car. The longest working was to the Edinburgh Tattoo and back, departing Southend Victoria at 07.00 on Saturday, arriving back at Southend at 11.00 on Sunday. I also took a trip to the Forth Bridge as well as going to the Tattoo. We could not keep awake driving back to Witham.

I trained many members of staff and several became good friends, one of these was Dennis Rolins from Frinton, a guard at Clacton-on-Sea. We went many miles together both on the train and in his car visiting such places as Blackpool to see the trams and I have loved them ever since.

After nearly seven years I applied for the post of Assistant Chief Ticket Inspector Class D for the London Midland Division at Euston House, and I took up my new post on August 3rd 1978. The Chief Ticket Inspector was Jack Cumberlidge, a Liverpudlian Welshman who was as different as chalk and cheese to me, so things could be rather difficult at times. My Inspector at Willesden was Geoff Candler who I had worked with both at Liverpool Street in the fraud squad and was a good friend of mine. We had outstationed men, about 40 in all, at St. Pancras, Bedford and Luton and also at Marylebone, Aylesbury, High Wycombe and Milton Keynes. The fraud was not as bad as at Liverpool Street, except on the High Level North London line from Broad Street to Richmond.

Football traffic was at Wembley, a poor station for the huge amount of traffic for a football match, but we turned the trains around very quickly indeed both unloading and loading. When Jack took early retirement I was made Acting MS1, then re-graded to a Class E. One of the Inspectors was Bob Smith who I had met at Faverdale Hall on a ticket course and who became a very special friend. Under another reorganisation The Divisional Managers office was closed and I was moved to the station at Euston, Class E with 6 men!! This of course could not last and I was offered the post of Chief Station Supervisor Relief covering the Passenger Supervisor as well, this post I took up on 24th August 1978. For this post I had to be trained up so as to pass a two hour rule test on operating and the station. The next instalment will cover all aspects of that new post.

(to be cont)

Preservation News - 1

Kent & East Sussex Railway PMV 132 (KES 93)



This historical vehicle has just been restored to as built condition and fitted out as a museum to display its role in conveying the bodies of Nurse Edith Cavell (see enlarged plaque), Captain Fryatt and the Unknown Soldier after WW1. It is also significant in being the prototype PMV. Built for the SE&CR in 1919, it ran in mainline Southern service until it entered departmental service in 1946 from where it was eventually rescued and preserved on the K&ESR in 1992. It languished unloved on the Rother Valley Rly at Robertsbridge between 1994 and 2004, but came back to the K&ESR where it has now been put on display at Bodiam Station (as seen in above photo on 3rd January 2011) It was inaugurated on the 10th November 2010 on the 90th anniversary of the carrying of the unknown soldier. For further detailed information please refer to the K&ESR website kesr.org.uk under Stock Register and Remembrance headings. It carried nos: 132, 1972, S374, DS374, 082757 during its career.

Traffic & Traction News

by John Barton

Dec 1

37409 was observed standing light engine at the north end of Peterborough station at 18.56. 57003 & 57010 were on East Anglian clockwise RHTT circuit today, seen departing Acle at 10.56 en route to Norwich then Lowestoft / East Suffolk line.

DR73114 passed Northfield heading northbound to Kings Norton.

Dec 2

60049 on 7C23 passed Newbury at 23.58 on Acton TC - Merehead Quarry.

325012 heading northbound passed Warman Keynes at 21.51 on the slow lines

73212 + 73213 arrived at Hastings at 21.25 with Tonbridge - St Leonards light loco move.

Dec 3

37610 + 37604 seen in Bridgwater compound later to work 6M67 Bridgwater Up Yard - Crewe CLS.

Dec 4

60163 'Tornado' working 1Z63 Bristol TM - Bedford passed Trowbridge 17.41.

60073 + 60015 on 6E41 Westerleigh to Lindsey tanks departed Westerleigh at 15.11.

Dec 5

On today's London Charing Cross - London Cannon Street shuttles were 376027 + 376032+376021 + 376019.

47804 top & tailing 47826 ecs headed north into Peterborough yard at 13.52.

31602 + 5981 + 999508 + 72616 + 72639 + 31485 on the rear arrived at Warman Keynes Central at 12.04 and departed at 12.22.

Dec 6

66845 + 390054 headed northbound as 6X39 passing a freezing cold Bushey at 08.56 with Alstom advertising on the side. It later passed through Milton Keynes at around 09.40 as seen in the photo by Mark Richards below.



Dec 6 (cont)

92007 + 380007 was seen heading north through Lichfield TV at 22.20

Dec 7

90047 with a frosted front passed Warman Keynes at 09.08 on a southbound liner.

Dec 8

67018 passed Gerrards Cross at 22.05 northbound pushing 7 coaches and a DVT.

Dec 9

66728 + 313208 + 313212 and the usual barriers headed south through Stevenage at 21.31.

66844 headed a massive rake of SNCF steels westbound down platform one at Didcot on 6Z98 Wembley - Llanwern at 15.52.

Seen at Aylesbury this morning 66187 on Northolt empty bins and 67015 sat on shed.

Dec 10

37409 passed through Doncaster at 17.27 heading north back to York.

37601 + 20303 worked through Cheltenham Spa at 16.19 on 6M67 Bridgwater - Crewe with 2 FNA's.

60015 was seen parked near Edge Hill just before 12.00.

Dec 11

66418 and 10 loaded IKA's headed south through Stonehaven some 41 minutes late at 19.50.

60163 'Tornado' departed Nuneaton at 18.40 en route to Euston with 1Z63 Chester -Euston. 47804 top & tailed 47270 over Smardale viaduct at 12.10 on 1Z63 Skegness - Newcastle.

Dec 13

66547 on the empty 'pongliner' rolled into Aylesbury station at 20.05 awaiting for the ecs to go in front to the carriage sidings

37038 + 37601 passed Linthorst south of Barnt Green at 13.40 with FNA flasks.

Dec 14

9702 top & tailed 31233 through Riddlesdown at 21.47 working Selhurst - Selhurst via East Grinstead.

66403 worked 6P41 to North Walsham yesterday and was seen stabled there this morning.

70007 passed Northampton with the 17.26 To Felixstowe.

66705 + 6379 + 378006 + 378007 + 6378 passed Wellingborough at 13.38 on the way to Derby for adding fourth car.

Dec 15

380107 + 380005 2Z72 on Ayr - Glasgow arrived at 23.05.
60071 passed Northfield 14.01 with the Westerleigh to Lindsey tanks.
73206 + 73212 + 66718 passed through Peterborough at 13.10 and into the yard.
86701, 86702, 87002 & 86101 were seen stabled on Carlisle station awaiting their next call for OHL ice breaking duties (see photo on cover and those below taken on the 16th)



Dec 16

31285 top & tailed 97301 through Newport at 18.56.
92026 passed through Willesden HL at 14.28 with a couple of false starts.
92043 'Debussy' departed from Willesden Junction at 14.08 in Denmark Hill direction.
59104 headed over Willesden HL at 13.44 towards Acton from Richmond

Dec 17

73212 + GLV 6850 + 73213 arrived at Hastings at 18.06 working 5Y99 Tonbridge - Redhill - Tonbridge via Hastings de-icing run.
321340 departed Cambridge at 14.08 with 5Z10 heading for Doncaster via Hitchin

Dec 18

60071 passed Northfield at 12.58 working 6E41 Westerleigh - Lindsey tanks.
1001 passed Dunton Green at 10.02 through heavy snow.

Dec 19

180114 past Cambridge at 17.49 with diverted northbound Sunderland service.

Dec 20

60054 was seen at Newport platform 4 with steel coils 16.41.
DR98928 + DR98978 worked away from Hastings at 13.10 with a spraying run.

Dec 20 (cont)

66075 passed Beeston at 10.12 with a very late or retimed Worksop - Blackwell

Dec 22

43014 + 977995 + 977994 + 977933 + 975814 + 977984 + 43062 arrived into London Euston platform 4 at 17.21.
35028 'Clan Line' + 44932 departed a cold and gray Tonbridge on 1Z88 Victoria - Minster with the Cathedrals Express.

Dec 23

142009 was moved south today from Newton Heath TMD in Northern Rail livery minus the logos and was seen at Bristol TM looking very nice and adding a splash of Northern purple to the southwest.

150283 has been on hire to FGW.
31106 propelled DBSO 9703 on 3Q63 Bristol Barton Hill - Derby RTC via Llandeilo Junction.

Dec 24

66402 + 313215 and usual barriers headed south through Stevenage at 21.40 some 21 minutes late.

Dec 26

37218 departed Dingwall 16.07 heading to Georgemas Junction.

Dec 28

66555 departed Carlisle 10.12 on Killoch - Fiddlers Ferry loaded HXA hoppers via WCML.
37607+ 37259 working 0Z37 passed through Carlisle 09.18 on Carlisle Kingmoor - Sellafield light engine move.

66054 departed Cardiff Central on westbound covered steel after a quick stop at 11.18.
66058 passed Northfield at 13.26 Margam - Redcar working.

Dec 29

66401 passed Beeston 16.59 with 4M23 Felixstowe - Hams Hall.
70005 passed light engine through Wilnecote at 15.00 heading for Tyseley.
47727 worked the 6Z55 Washwood Heath - Llanwern through Portskewett at 12.35.

Dec 30

66161 dragging 465151 departed Warman Keynes at 09.25 heading southbound.
70007 headed away from Peterborough towards Nottingham at 18.01.
442418 + 442420 departed from London Victoria on the 17.06 Southern service to Brighton.
90045 worked the 12.30 Birmingham New Street 'Pretendolino' looking a bit out of place in its new Freightliner Powerhaul livery with coaches 11048 + 11018 + 11007 + 10212 + 12138 + 12122 + 12133 + 12078 + 12011 + DVT 82126

Preservation News - 2

Nene Valley Diesel Gala, 2nd & 3rd Oct by Mike Rumens:

Line History:

The first railway to arrive in Peterborough came from Blisworth via Northampton, Thrapston, Oundle and Wansford with the first passenger train running in June 1845. The NVR of today is the Eastern section of this line. The LNWR, the LMS and later BR ran services from Peterborough to Rugby and Northampton until passenger services to Northampton ceased in 1964, to Rugby in 1966 with the line finally closing in 1972.

Development of the NVR:

In 1970 the local branch of the East Anglia Loco society formed the Peterborough Railway Society (PLS). In 1971 the name was changed to the Peterborough Railway Society (PRS) and in March the idea of the NVR was formally launched. In 1974 the Peterborough Development Corporation bought the line between Longville and Yarwell Jct and leased it to the PRS. Between 1974 and May 1977 the line was upgraded to passenger standards and the first train ran between Wansford and Orton Mere. The existing line now runs from Yarwell to Peterborough (NV) with intermediate stations at Wansford, Orton Mere and Ferry Meadows.

Gala Weekend:

Trains were scheduled to operate as follows: Wansford to Peterborough and return. Wansford - Yarwell (T & T) - Wansford (Loco Change) - Peterborough (loco run round) - Wansford (Loco change)

Locos diagrammed for the weekend: 33108 37275 50135 D1062 47375 D306 20096 66722 37906 31108 D9523 (Sat) 9520 (Sun) 08995 The last 3 locos were used on the Wansford - Yarwell diagram.



D306 'Atlantic Conveyor' + 50135 'Ark Royal'
Mike Rumens



D1062 'Western Courier'
Mike Rumens

Coaching Stock used: 4919 80402 80327 DMU Sc52031/52005 4686 35248 35239 25639 25347 International set 42170 475 - 478

Sightings:

Peterborough NV: Wagons: 778810, 2178, 881987, 425561, 427960, 430226, 431752, 992358, 721890, 143288, 764034, 777633, 775702, 555550

Wansford Station: Coaches: 4920, 3227, 4635, 30272, W Lits 2975

Wansford yard:

Locos: Ind diesel - London Transport DL 83, 10202 'Barabel', 2670 'Stanton' Ind Steam - 1539 'Derek Crouch' 1953 'Jacks Green', ST22

Steam - 44422, PKP 7173, SJ 101, PKP 5485, 'The Meg', 73050, DB 64305-6

Coach - 3916 **Wagons** - 1914, 9300, 9304, 470944, 776607, 414130

Tunnel siding:

DMU - 59791 **Coaches** - 80337 80417 30976

Wagons - 993836 777654 781387 992725

South siding: Coach – 94796

Wagons – 460411, 904523, 954024, 901021,
Int user No 9, 4w flat No 7

Ferry Meadows Siding: Wagons – 781542,
780952, 778019, 5181, 775176, 774874,
945991, 984194, 982721, 972206, 972584,
931807, 400053

This was my first visit to the NVR which I enjoyed. Most trains were well patronised and it was possible to travel behind a large variety of motive power. Unfortunately the shed area was closed to visitors due to the number of loco movements.

D9523

Mike Rumens



Railworld, Peterborough by Mike Rumens:



Following my visit to the NVR I called in at the Railworld Museum located next to Peterborough NV station. Opened as the Museum of World Railways in 1985 the name was changed to Railworld in 1992. The museum is advertised as a Sustainable Transport Centre with a large railway library, model and garden railways, rail memorabilia, global rail travel exhibition and a rail industry exhibition. A small collection of locos and stock is also on display. I did not see many visitors and the whole sight seemed to be very run down.

Locos: Union Pacific switcher No 804, DSB 996 (see photo above)

Wagons: tank 55223, fly ash hopper 874076

Heritage Shunters Gala, Peak Rail, 23rd & 24th Oct, 2010:

Having already covered the HST and its stock in previous articles, this just reports on the locos used for the weekend gala as reported by James Holloway and Mike Rumens who both attended the event on the Sat.

D2854, 03099, 08016, 14901 & PWM654 were designated to haul passenger services on the Peak rail line between Rowsley and Matlock with Mk1 coaching stock 1853, 4974, 26025 & 9404. Access to the HST shed and workshop was only available via brake van rides using 993768 & 732376 top & tailed by D2953 & D2000 (aka D2139)



the brake van 'train' passing 14901

James Holloway

Out & About

by James Holloway

To be more helpful for those interested in where stock was exactly, can I ask all contributors who list trip sightings en masse, particularly over long distances, to please add more detail when submitting to James...ed

Mike Rumens:

25th November:

Nuneaton 15.45-16.35:

66028/029/104/533/587/594/726/954/957

153356, 170112/115/637, 350238/257

15th December:

Nuneaton 09.32-10.00:

66533, 170116/638, 221113, 350125, 390017

390037/39/46, NR80202

Paul Tarrant:

29th November:

St Mary Cray:

14.40 92022+380006 7X80 Dollands Moor-PO

15.11 66011 6Z20 Whatley-Hothfield

6th December:

St Mary Cray:

14.38 92007+380007 7X80 Dollands Moor-PO

Dennis Dey:

5th November:

Norwood Junction-New Cross Gate:

378149/150/154/132

Euston: 378202/222/227

Willesden:

86101, 172005, 378006/007/012/226

Wembley Yard: 66158/542, 86213+DVT 82101

Harrow and Wealdstone: 378229

Stonebridge Park: 66720

PRDC: 325009

Willesden-Gospel Oak:

66037, 378005/009/021/210/211/228/230

Gospel Oak 12.30-14.50:

59004, 66092/227/541/619, 172004/06/07

378005/009/013/020/021/210/225/230/231

King's Cross: 67023

13th November:

Selhurst: 73107/138

London Bridge: DR98913+98963

Euston: 378021/228

Willesden:

66018/065/075, 70001, 86401/701/702, 87002

378201/222/223/226/227

Wembley Yard: 66237, 57002, 86213

Harrow and Wealdstone:

90049, 378227

Croydon: 60163 'Tornado' + 67024

19th November:

Euston: 378214/222

Willesden:

86609/627/701/702, 87002, 172007/8, 378006

378007/012/201/202/225/230, 960016

Freight Terminal: 66194

Wembley Yard:

66116/178/207/952, 67025, 90047, 92005

PRDC: 325004

26th November:

Purley: 66153

Norwood Junction-New Cross Gate:

378141/150

London Bridge: DR98923+DR98973

Euston: 378211/219

Willesden:

66116/728, 86701/702, 87002, 172003/5

378004/005/007/214/218/224/230

Wembley Yard:

66542/565, 90035, 92003

Harrow and Wealdstone: 378218

Ian McAlpine:

26th November:

Peterborough:

66093/556/714/727, 158770/85, 170208

March: 66732

Ely: 66070, 170115

Bury St Edmunds: 153306/14

Stowmarket: 20309, 57008

Ipswich:

66145/570/576/599, 86501/609, 90043/46

153322, 156412, 170208, 321333/438

28th November:

Peterborough:

66180/243/249/708/710/727, 91117

Newark Northgate:

43299/367, 91103/31, 153355, DVTs 82200/13

82215

Lincoln: 153357

4th December:

Whittlesea: 158773

Peterborough:

66042/239/707/708/710/715/716/724/727

170202

Grantham: 158783

Netherfield: 156405

Nottingham:

156413, 158774/777/788/813/847/858, 170519

222002/013

Beeston: 153302/19, 170106

6th December:
Peterborough:
 43302, 66042/044/707/708/710/715/724, 91125
 170207
Newark Northgate: 43239, DVT 82210
10th December:
Peterborough:
 43312/19, 66176/401/592, 91125, 153313
 170398
Doncaster: 66030/177/243/249, 180109
York: 60019 'Bittern', 185104, 221122
Darlington: 142025/36, DVT 82210
11th December:

Darlington: 185127/31
York: 142019/094, 158792, 185106/08/15
Malton: 185144
York: 150270, 185106/11, 220011
12th December:
Darlington:
 91117, 156481, 185132, DVT's 82216/30
Peterborough: 66176/703, 91131, 365528
13th December:
Peterborough:
 66176/186, 91118, 321405/19, 365519/33
Newark Northgate: 153384, DVT 82202
Lincoln: 153384, 156403/14

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Gloucestershire Sightings

by Nigel Hoskins

The following sightings are mostly from Gloucester Station, but also include workings on the avoiding line southeast of the station between Barnwood and Gloucester Yard Junctions. Only freight and notable loco hauled workings are shown together with the diagram code, time, origin and destination (see location codes).

16th November

66555 4Z05 RG-SG
37038/20308 6M56 BE-CE

17th November

66193 6E12 CF-IM
66185 6V67 RA-MG
60063 6B13 RN-WH
60073 6E41 WH-LY
66166 6M96 MG-CY

18th November

60063 6B13 RN-WH
60074 6E41 WH-LY
66095 6M94 MG-CY

19th November

11.08 66102 6V05 RO-MG
20.11 66004 6E30 MG-HL
20.59 66004 6Z90 SN-CT
rescued 66411 failing at CS
66185 4E66 MG-RA
60063 6B13 RN-WH

20th November

10.50 60073 6E41 WH-LY
11.11 60063 6B13 RN-WH
15.28 66113 6V07 RO-MG
60096 6V02 HL-LL
66181 6W33 Highworth-BS
66095 6V35 RM-CT
66510 6Y34 WY-Harefield
66607/585 6Y33
FR-Standish Junction

21st November

09.40 66065 6W29
Abbotswood Junction-BS
15.36 70002 4Z05 RG-SG
16.40 66115 6E47 LL-TY
20.10 66173 6E30 MG-HL
20.29 66058 6M75 MG-CL
20.45 60096 6M42 LL-RO
21.03 66421 0Z14 CE-CF

22nd November

11.50 60091 6B25 WH-RN
20.00 60063 6B47 WH-MG
66019 6B36 DT-AH
60096 6V54 RO-MG

24th November

09.15 66019 6B36 DT-AH
10.51 60096 6B13 RN-WH
10.57 60011 6E41 WH-LY

24th November (cont)

11.23 66112 4E66 MG-RA
12.50 66019 6A36 AH-DT
66137 6M41 MG-RO
70002 4Z07 RG-SG
66128 6V05 RO-MG
66113 6V92 CY-MG
66115 6V67 RA-MG
60091 6M57 RN-KY
66060 6M81 MG-RO
37259/038 6V74 CE-BR

25th November

11.05 66128 6V05 RO-MG
11.06 60096 6B13 RN-WH
12.18 66204 4E66 MG-RA
66112 6V67 RA-MG
66113 6V92 CY-MG
60010 6E41 WH-LY
66065 6M41 MG-RO
66176 6V66 RA-MG
66536 4Z07 RG-SG
31106 3Z83 BS-EX
with 72631+999606+9701

26th November

06.05 66060 6M81 MG-RO
09.14 66019 6B36 DT-AH
12.29 60073 6E41 WH-LY
66238 6M41 MG-RO
66204 6V67 RA-MG
60096 6B13 RN-WH

27th November

07.20 66100/077 3S59
BT-GL and return
10.37 66113/188 6M60
EX-BS
11.18 60096 6B13 RN-WH
12.05 60010 6E41 WH-LY
21.55 66065 6V02 HL-LL

28th November

66095 6V66 RA-MG
29th November
04.20 60071 6B16 RN-WH
08.33 66207 6M96 MG-CY
11.05 66116 6V05 RO-MG
11.30 60071 6B25 WH-RN
11.34 60096 6B13 RN-WH
66015 6M81 MG-RO
66051 6V92 CY-MG

30th November

11.42 60096 6B13 RN-WH
12.15 60010 6E41 WH-LY
14.11 66152 6V67 RA-MG
18.32 60096 6B47 WH-MG
19.03 66112 6V07 RO-MG
20.02 66015 6E30 MG-HL
20.03 66238 6V06 HD-CT
20.17 66046 6V55 BD-MG
22.59 66213 6E47 LL-TY
66007 6M41 MG-RO
66112 6V92 CY-MG
66556 4Z07 RG-SG
66207/015 6E20 MG-IM

1st December

66094 6M57 RN-KY
66150 4V32 MF-ON
60096 6B13 RN-WH
66046 6M81 MG-RO
31190 0Z31
DY-Okehampton
60010 6V98 LY-WH
37087/57009 6V74 CE-BR
66192 6V67 RA-MG
66181 6V05 RO-MG
66053 6M41 MG-RO
66181 6M11 MG-RO

2nd December

22.20 66050 6V35 RM-CT
23.27 66112 6V61 RO-MG
23.39 66181 6V93 CY-MG
23.51 66213 6E47 LL-TY

3rd December

23.44 66093 0M74 CF-BN
23.51 66051 6V93 CY-MG
66060 6M11 LL-RO
66061 6M03 RN-BD
66059 4E67 MG-RA
66213 6V02 TY-MG
37604/610 6V74 CE-BR
66015/054 6E20 MG-IM

4th December

10.25 60073/60015 6V98
LY-WH
10.32 66105 6M60 AD-BS
11.15 66181 6Z60 MG-BS
11.22 60096 6B13 RN-WH
11.27 66060 6V05 RO-MG

4th December (cont)

15.55 66112 6V07 RO-MG
 16.00 60073/60015 6E41
 WW-LY
 20.29 66093 6V68 BN-CT
 20.58 60096 6B47 WH-MG
 22.58 66077 6W39 BS-Gaer
 66100/092 6W38 BS-Gaer
 66520/952 6Y33
 FR-Eckington

5th December

18.00 66100 6E47 LL-TY
 18.22 66007 4E66 MR-RA
 20.44 66074 6M75 MG-CL
 66952/520 6Y33
 Alstone-FR

6th December

06.17 66112 6M81 MG-RO
 07.48 66081 6V11 IM-CF
 11.00 60096 6B13 RN-WH
 11.05 66095 6V05 RO-MG
 11.45 60071 6E41 WH-LY
 13.10 75407 6J84
 East Usk-GL
 19.18 66421 6Z90 YK-CT
 37601/603 6V73 CE-BE
 66142 6V67 RA-MG
 66138 6V92 CY-MG
 60019 6Z44 AW-LY

7th December

10.00 66112 6M96 MG-CY
 11.11 60096 6B13 RN-WH
 11.11 66053 6V05 RO-MG
 22.44 66054 6V35 RM-CT

8th December

11.03 66175 6V11 IM-CF
 11.14 60096 6B13 RN-WH
 11.25 60071 6E41 WH-LY
 11.28 66095 4E66 MG-RA
 19.04 66116 6V07 RO-MG
 20.45 66054 6V06 HD-CT
 21.22 66037 6E30 MG-HL
 66142 6E20 MG-IM
 66116 6M81 MG-RO
 66054 6D98 CT-HD

9th December

00.01 66120 6V66 RA-MG
 05.28 66165 6Z63 RA-MG
 11.12 60096 6B13 RN-WH
 11.52 66159 4E66 MG-RA
 12.45 20303/37601 6M56
 BE-CE
 66192 6M96 MG-CY
 66115 6B36 DT-AH

9th December (cont)

66081 4V32 MF-ON
 66109 6M81 MG-RO
10th December
 10.46 66124 6B36 DT-AH
 12.40 66556 4Z51
 Uskmouth-SG
 12.44 60099 6E41 WH-LY
 13.12 66124 6A36 AH-DT
 15.46 20303/37601 6M67
 BR-CE

18.35 66184 6V06 HD-MG
 18.59 66109 6V07 RO-MG
 19.07 66421 6Z90 SN-CT
 20.33 66183 6Z11 IM-CF
 22.03 66025 6V66 RA-MG
 66168 6V81 RM-CT
 66051 6V93 CY-MG
 66198 6E20 MG-IM

11th December

10.25 66167/057 6M60
 EX-BS
 10.37 60099 6E41 WH-LY
 11.04 60096 6B13 RN-WH
 11.14 66024 6V05 RO-MG
 12.52 66109 4E66 MG-RA
 14.00 66077 6V75
 Dee Marsh-MG
 15.05 66956 4M64
 Wentloog-CE

12th December

17.12 66084 6E47 LL-TY
 18.25 66166 4E68 MG-RA
 18.35 142069 5Z42 CF-DR
 20.15 66095 6E30 MG-HL
 22.17 66109 6V66 RA-MG
 22.44 66068 6V49 MF-NT
 66025 6M75 MG-CL
 66116 6Z26 East Usk-MF

13th December

05.31 66007 6M81 MG-RO
 08.05 37601/038 6V73
 CE-BE
 08.13 47832/37259 2Q88
 DY-SS with 999508
 10.01 66054 6M96 MG-CY
 11.01 66159 6V05 RO-MG
 11.08 60096 6B13 RN-WH
 11.15 66165 4E66 MG-RA
 12.56 66008 6V67 RA-MG
 13.12 60099 6E41 WH-LY
 15.14 66037 6V92 CY-MG

13th December (cont)

15.20 31285/97301 1Q06
 DY-BL
 19.05 60096 6B47 WH-MG
 19.10 66007 6V07 RO-MG
14th December
 05.24 66095 6V49 TY-MG
 05.26 66051 6Z63 RA-MG
 05.56 66115 6V72
 Liverpool-SW

08.16 66164 6W51 Ascot
 under Wychwood - Appleford
 08.33 66054 6M96 MG-CY
 11.15 60096 6B13 RN-WH
 11.18 66156 6V05 RO-MG
 12.35 66115 6V67 RA-MG
 14.48 60074/60099 6E41
 WH-LY

15th December

08.09 37601/607 6V73
 CE-BE
 09.14 66024 6M96 MG-CY
 11.12 66165 6V05 RO-MG
 11.15 60096 6B13 RN-WH
 11.44 60071 6E41 WH-LY
 12.50 66138 6V67 RA-MG
 16.10 47832/37259 2Q88
 RN-DY with 99508

16th December

10.58 60096 6B13 RN-WH
 11.02 66095 6V05 RO-MG
 12.59 66008 6V67 RA-MG
 66109 6M41 MG-RO
 66023 4V32 WP-AW
 66068 6M70 MG-WV
 66005 6M81 MG-RO
 37601/607 6V74 CE-BR
 66054 6V92 CY-MG
 47749 0Z76 TK-WW

17th December

66196 6M96 MG-CY
 66005 6M81 MG-RO
 66091 6V67 RA-MG
 66008 6B13 RN-WH
 60071 6E41 WH-LY
 66095 6V05 RO-MG

18th December

66060 6V68 BN-CT
 66025 6V66 RA-LL
 60071 6E41 WH-LY
 66200 6V05 RO-MG
 66091 6M60 EX-BS
 66008/127 6B13 RN-WH
 66054 6V07 RO-MG

Stirlingshire Sightings

by Derek Sneddon

The following sightings are from Camelon Station & nearby Carmuir's Junction with an occasional sighting from Falkirk. Only freight and notable loco hauled workings are shown together with the diagram code, time, origin and destination (see location codes).

16th November		24th November (cont)		6th December	
10.30 66599 6G05	RV-LT	11.30 67016/24 5L25		06.00 66169 4H47	MN-IS
13.00 66433 4A13	GM-AB		MH-PH	07.00 66419 4R75	GM-EE
17th November		13.00 66433 4A13	GM-AB	10.30 66424 4N66	
07.00 66418 4R75	GM-EE	13.30 66141 6S36	DS-GM		GM-Cadder
18th November		14.00 66423 6D50	IS-MN	10.35 66552 6G05	RV-LT
06.30 66237 6A31	MN-AB	25th November		13.30 66140 6S36	DS-GM
07.00 66426 4R75	GM-EE	05.10 66608 6H51	OX-IS	7th December	
19th November		06.25 66003 6A31	MN-AB	13.00 66418 4A13	GM-AB
05.45 66103 4H47	MN-IS	06.30 66099 6L49	MN-LW	8th December	
10.30 66551 6G05	RV-LT	07.00 66433 4R75	GM-EE	13.00 66419 4A13	GM-AB
13.00 66424 4A13	GM-AB	26th November		9th December	
20th November		05.45 66107 4H47	MN-IS	06.00 66169 4H47	MN-IS
05.45 66103 4H47	NM-IS	07.00 66412 4R75	GM-EE	07.00 66101 0A31	MN-AB
10.05 66041 6A30	MN-AB	10.30 66551 6G05	RV-LT	13.00 66417 4A13	GM-AB
11.10 66424 4M16	GM-DV	13.00 66424 4A13	GM-AB	10th December	
13.00 66430 4A13	GM-AB	13.30 66103 6S36	DS-GM	07.00 66425 4R75	GM-EE
19.30 66009 6K10		27th November		13.30 66023/157 6S36	DS-GM
	MN-Kingussie	05.45 66107 4H47	MN-IS		
20.35 66140 6K11		10.05 66092 6A30	MN-AB	11th December	
	MN-Kingussie	10.30 66551 6G05	RV-LT	00.00 66425 6H48	MN-IS
21st November		11.20 66424 4M16	GM-DV	10.05 66023 6A30	MN-AB
09.25 66087 6K12		13.00 66418 4A13	GM-AB	10.35 66595 6G05	RV-LT
	MN-Blair Atholl	28th November		11.30 66419/37194 4M16	
13.00 66430 4A13	GM-AB	05.45 66107 4H47	MN-IS		GM-DV
22nd November		07.00 66418 4R75	GM-EE	13.00 66418 4A13	GM-AB
05.45 66103 4H47	MN-IS	08.30 66608 6A65	OX-AB	13.30 66101 6S36	DS-GM
08.30 66608 6A65	OX-AB	13.35 66086 6D61		12th December	
10.30 66551 6G05	RV-LT		Riccarton-GM	13.00 66418 4A13	GM-AB
10.30 66424 4N66		1st December		13th December	
	GM-Cadder	06.00 66024 4H47	MN-IS	06.00 66101 4H47	MN-IS
13.35 66041 6D61		07.00 66424 4R75	GM-EE	07.00 66418 4R75	GM-EE
	Riccarton-GM	10.35 66551 6G05	RV-LT	10.30 66416 4N66	
23rd November		13.30 66173 6S36	DS-GM		GM-Cadder
05.45 66103 4H47	MN-IS	2nd December		10.35 66595 6G05	RV-LT
07.00 66430 4R75	GM-EE	10.35 66551 6G05	RV-LT	13.30 66034 6S36	DS-GM
10.30 66551 6G05	RV-LT	3rd December		14th December	
13.00 66426 4A13	GM-AB	06.00 66157 4H47	MN-IS	06.00 66101 4H47	MN-IS
13.30 66107 6S36	DS-GM	4th December		07.00 66416 4R75	GM-EE
24th November		06.00 66157 4H47	MN-IS	13.00 66424 4A13	GM-AB
05.45 66103 4H47	MN-IS	10.05 66171 6A30	MN-AB	13.30 66169 6S36	DS-GM
07.00 66430 4R75	GM-EE	11.30 66418 4M16	GM-DV	15.20 66722 6S60	DR-AB
10.30 66551 6G05	RV-LT	13.30 66140 6S36	DS-GM		

Sightings Location Codes:

AB Aberdeen	AH Ashchurch	AV Avonmouth	BE Berkeley	BR Bridgwater
AC Achnasheen	AJ Awre Junction	AW Aberthaw	BH Brierley Hill	BS Bescot
AD Alexander Dock	AL Alston	AY Ayr	BL Bristol	BT Barton Hill
	AN Acton	BA Blair Atholl	BN Beeston	BW Barrow Hill
AE Attercliffe	AR Abercynon	BD Bedworth	BP Bath	BZ St Blazey

BY Barry	FB Ferrybridge	LG Lairg	OO Old Oak	SG Stoke Gifford
CA Calvert	FF Fiddlers Ferry	LI Linlithgow	Common	SH Slough
CB Coatbridge	FG Fishguard	LK Lackenby	OX Oxwellmains	SK Shirebrook
CE Crewe	FO Forres	LL Llanwern	OY Oxley	SN Stockton
CD Charfield	FR Fairwater	LM Long Marston	PA Paisley	SR Stourton
CF Cardiff	GL Gloucester	LN Laurencekirk	PC Port Clarence	SS Swansea
CH Chaddesden	GM Grangemouth	LO Longsight	PF Peak Forest	ST Severn Tunnel Jct
CL Carlisle	GR Grange Sidings	LS Leeds	PG Pengeham	SV Stevenage
CM Chalmersston	GS Gloucestes	LT Longannet	PH Perth	SW Swindon
CN Carnforth	GY Grimsby	LW Linkswood	PN Paddington	SY Shipley
CP Chepstow	HA Hayes	LY Lindsey	PO Polmadie	TD Tyne Dock
CR Croft Quarry	HD Handsworth	MC Machen	PR Preston	TE Trostre
CS Cheltenham	HL Hartlepool	ME Montrose	PT Paignton	TH Theale
CT Cardiff Tidal	HS Hunslet	MF Milford	PW Prestwick	TK Tavistock Jct
CV Cliff Vale	HT Hastings	MG Margam	PY Portbury	TL Tilbury
CY Corby	HV Haverfordwest	MH Millerhill	PZ Penzance	TN Taunton
DC Dyce	HW Heywood Jct	MN Mossend	RA Redcar	TO Toton
DL Dalmeny	HY Hinksey	MO Moreton	RC Ratcliffe	TR Trishington
DM Dollands Moor	IM Immingham	MS Maesteg	RD Reading	TY Tees Yard
DR Doncaster	IB Ironbridge	MT Mountsorrel	RE Redmire	VA Victoria
DS Dalston	IS Inverness	MV Manchester Vic	RG Rugeley	WB Wembley
DT Didcot	JM Jersey Marine	MW Moorswater	RM Rotherham	WH Westerleigh
DV Daventry	KB Kittybrewster	NG Nottingham	RN Robeston	WP Worksop
DY Derby	KK Kilmarnock	NH Neath	RO Round Oak	WR Warrington
DU Dundee	KL Kyle of Lochalsh	NJ Norton Jct	RR Rowley Regis	WS Worcester
EA Earles Sidings	KN Kennethmont	NL Newtonhill	RV Ravenstruther	WV Wolverhampton
ED Edinburgh	KS Kingsland Road	NT Newport	RY Rugby	WW Washwood Heath
EE Elderslie	KY Kingsbury	NV Neville Hill	SA Saltley	WY Westbury
EH Eastleigh	LA Laira	NW Nantwich	SB Stourbridge	YT Yate
EL Elgin	LC Lincoln	OB Oban	SC Scunthorpe	YK York
EX Exeter	LD Lydney	ON Onllwyn	SD Standish Jct	

ADVERTISEMENT

by Ray Smith

HARZ Autumn Steam Gala 2011:

Once again I have the pleasure of leading the Ffestiniog Travel tour to this popular event. The 2008 Gala was described in Tracks February and March 2009 and the 2010 Gala was described in the December 2010 issue. The Harz is primarily a steam worked system with the specials intermingling.

The tour is seven days commencing on Thursday 29th September 2011.

Day 1: Eurostar and high speed train into Köln, then on to Düsseldorf.

Day 2: Continues to Hannover then on to Wernigerode where we stay for 4 nights.

Days 3 and 4: We enjoy the Gala with 2-6-2T 99 6001 working on the Saturday from Wernigerode to the Brocken and return. Then on Sunday 2-10-2T 99 222 working the full North – South line from Wernigerode to Nordhausen and returning to Quedlinburg.

Day 5: A bonus with a steam hauled return on the DB freight only, non standard electric 25Kv line from Blankenburg to Rübeland using 2-10-2 95 027.

Day 6: We head back to Hannover and change for Wuppertal, arriving around lunchtime. The rest of the day is free and a local transport ticket for the Rhine-Ruhr area is included. This includes the 100 year old Schwebebahn monorail system in Wuppertal.

Day 7: We return home arriving back in London mid afternoon.

Please note that all locomotives are subject to availability.

Price per person is £810.00 with a single room supplement of £106.00.

The Ffestiniog website is www.ffestiniogtravel.com or you can book or request a brochure on **01766 772030**.

Eastleigh Works Report

by Carl Watson

Activity continues apace at Eastleigh Works with various items of rolling stock arriving for repair, maintenance, storage or disposal as illustrated below. (all photos by Carl Watson)

November 2010:

Locos:

66702 was overhauled for GBRf (arrived 9/11/10 departed 26/11/10).

D6515 (33012) has been lifted back onto its bogies and successfully re-started.



GBRf 66702 on the jacks
23 November 2010



D6515 reunited with its bogies
5 November 2010

Track Machines / Departmental:

Stoneblowers DR80210 and DR80214 were repainted for Network Rail.

Stored Stoneblower DR80201 was removed by 66843 on 18/11/10.

De-Icing GLVs 68504 and 68505 have arrived for repairs.

Wagons: Arrived on 25/11/2010 for repair:

KPA 33 70 6905 003-3

KPA 33 70 6905 033-0

IZA 23 80 2929 043-0

KPA 33 70 6905 026-4

IZA 23 80 2929 004-2

Departed 25/11/2010 following repair:

KPA 33 70 6905 000-9

KPA 33 70 6905 001-7

Disposals: Coach: Mk2e Open First 3261 **London Underground:** 5172, 6172, 6173.



De-Icing GLVs 68504 and 68505
....suitably iced
2 December 2010



no longer unbranded blue, re-liveried Colas Rail
66845 is the last of the five 66/8s to be so
treated, 31 December 2010

December 2010

Locos:

Schools 4-4-0 925 'Cheltenham' has now had all asbestos removed and is now being prepared for removal of the boiler for overhaul.



Schools 4-4-0 925 'Cheltenham', 31 December 2010

Three Mendip Rail operated Class 59s (59005, 59102 and 59103) arrived just before Christmas for various minor repairs.

66845 has been repainted into Colas Rail livery and will be departing on 5th January with a batch of repaired IHA Coil Carrier wagons.

66709 has arrived for overhaul.

D6515 (33012) is being prepared for repainting in January.

Track Machines / Departmental:

Stoneblower DR80212 has been repainted and DR80213 has arrived for repainting.

De-icing GLVs 68504 and 68505 departed on 14/12/10 following repairs.

De-icing GLV 68501 arrived 27/12/10 for repairs.

EMUs:

Siemens are now overhauling CI.450s alongside the CI.444s with the following having been dealt with in Nov and Dec 2010: 444032, 444040, 444011, 444039, 450104, 450042, 450034, 450028

London Underground: Inspection Saloon DM 45029 is now having asbestos removed

Wagons:

The three KPAs that arrived in November have departed following repairs.

Wagon repair work has concentrated on getting the batch of IHAs ready for departure on 5th January (see above)

Open Day News

by Trevor Roots

It is hoped that as details become known of forthcoming Open Days around the country then info concerning them will be notified to you. If anyone hears of any such events, please let me know.

Nothing to report.

Railway Globetrotters

by Ray Smith

The Lads Tour, April 2010 - Part 1 Poland:

Every year our small dedicated group, all in our late fifties and early sixties set off for a week or more shed bashing during the day and in the evening a decent meal and a few beers! We are Dave, Derek, Haydn, John and myself Ray.

This year's tour had been planned as early as the late spring in 2009. Rather than concentrate on a specific area and blitz it, we decided to step into new territories and do a bit of everywhere. The plan was to meet at Berlin Schönefeld airport and pick up our hire car then travel through some of Poland, Slovakia, Hungary, Czech Republic then back into Germany to Berlin Schönefeld to fly home. As I live "up North", Newcastle airport only flies to Dusseldorf so I decided to take advantage of that and extend my trip by flying out earlier and doing a bit more before meeting the rest of the lads. I am doing well in Germany so I wanted to go to Kiel for the new CI.648s and Hamburg to try to clear their s-bahn. Staying in Hamburg overnight I then planned to go to Berlin the next day and have an evening's rush hour then an overnight stint before meeting the lads the next morning at the airport. At the end of the tour I was going to leave them at Magdeburg and overnight in Hannover, for their new CI.425s then make my way back to Dusseldorf stopping off at a few locations before catching my late afternoon flight back to Newcastle.

Then that b****y volcano decided to disrupt things. At the eleventh hour we were deciding what to do. Derek had secured permits for almost all of the tour and we were reluctant to cancel. There were no ferry or Eurostar places available. Dave tried the shuttle and amazingly there were plenty of spaces (it seems that people were desperate to travel but not with their vehicles). I decided to drive us to Berlin, a 2300 mile round trip! The negative side was three in the back of my Vectra but the plus was a few extra locations. When we arrived at the tunnel check in we found our shuttle was cancelled due to the lack of bookings so we had to wait another 30 minutes for the next one. Once in France I drove on to Venlo, where we had a break at the station, of course. The next break was at Seelze freight depot in Hannover. We then continued to Berlin on the autobahn (it was a strange feeling to be able to drive at 100 miles per hour, legally) for an overnight at the Inter-City hotel which is part of Ostbahnhof station. I needed 3 Berlin s-bahn units and saw one of them.

The next day we had a bit of time before collecting our hire car so we went to Sedin, the main Berlin freight depot. Always a good shed to visit and we got permission to look round. After that we headed for the airport and parked up and collected our hire car. We saw that some flights were now taking off / landing.



How many numbers
can one locomotive have?
Dispolok ES64 U2 061
also carries DB private
operator number 182561.
If it is on hire to DB it will be 117 061
and earlier members
of the class also carry OBB 1116 7xx
Sedin, 21 April 2010

Now onward and in to Poland.

Now the scheduled tour could start

21st April 2010. First depot was Frankfurt am Oder, on the Polish border, a shadow of its former self and in a seedy part of the town

2-6-2T 64 317
Frankfurt am Oder, 21 April 2010



Polish Locomotives: There is an assortment of classes with the main electric class being the once 1183 strong ET22 and the diesel class being the 1156 examples of the SM42. They only have one class of small shunter, the SM03s and a larger class of SM/SP30. Interestingly, they also have some Bo-Bo+Bo-Bo classes of twin locomotives with a cab only on the ends. Of all the depots visited many had lines of stored locomotives which outnumbered the active members.



PKP 2-10-0 TY51 37
is plinthe outside the station
Rzepin, 21 April 2010



Trans Logistic Rail ST43-R011 and ST43-R003
stand outside the former depot
Rzepin, 21 April 2010



Bo-Bo class EM10 is a small class of 4 locos
EM10 01 is shown stored with the others
Poznan Franowo, 21 April 2010



brand new PKP EU43 001
Poznan Franowo, 21 April 2010

The first call was Rzepin, this is the first main station from coming from Germany. An assortment of locomotives were seen scattered about before we went on to our first main depot. This was Poznan Franowo freight depot with 79 locomotives on. A nearby yard had 10 and the passenger depot, Głowny, had 55 present. We had an hour on the station that night before returning to the hotel for food

and beer. Many Polish cities also have tram systems. I do collect trams when I see them but I do not go out of my way chasing them when trains are available.



The ET22s are the largest class of Polish electric locomotives, most are in green livery as is ET22 508 (above right) in standard green livery with classmate ET22 423 in another version of green behind, but ET22 163 is also shown (above left) in blue livery, Poznan Franowo, 21 April 2010



SM42 428 is one the largest class of diesel locos, Poznan Glowny, 21 April 2010

PKP 24t small shunter SM03 202
Poznan Glowny, 21 April 2010



the Co-Co SU45s are equipped with steam heating and are rebuilt from SP45s as with U45 225, Poznan Glowny, 21 April 2010

next up from the 24t class SM03 is the 36t Bo-Bo SM30.as with SM30 105
Poznan Glowny, 21 April 2010

22nd April 2010: I had been looking forward to this next depot, Wolsztyn. This is the PKP steam depot where they maintain the steam locomotives that work the scheduled services in the area, 13 locomotives were present, most in working order. This is the last place in Europe that operates a main line steam hauled timetabled service. Operated by PKP, there were 13 locomotives there when I visited. There are 2 round trips a day to Poznan, funded by Wielkopolska Regional Government. The journey is 50 miles each way giving 200 miles a day of steam operation. Some freight is also steam hauled. The company has footplate courses that help to finance their operations. The depot has an operational turntable and but is under threat due to proposed cost cutting.. Legnica depot was next with 39 noted. (We knew that there were many smaller depots or stabling points on our route but as most of us had not done this area we decided to blitz the big boys).



2-10-0 TY43 92
Wolsztyn, 22 April 2010



2-8-2 Pt47 106
Wolsztyn, 22 April 2010



2-8-2T TKt48 143, note the smoke deflectors!
Wolsztyn, 22 April 2010



2-10-0 TY2 540
Legnica, 22 April 2010



ASF (Akkumulator Schlepp Fahrzeuge) 2 (PKP seem to renumber some of these to suit their records as I saw the same number at two different locations on the same day!). These diminutive locomotives are battery electric shunting locomotives and are used as depot and works pilots to avoid diesel fumes. Nearly all former East Germany depots had at least one although many have been scrapped and others ended up in the former West
Wroclaw Glowny, 22 April 2010

Wroclaw, this big boy has both a passenger and a freight depot. Głowny (you may have spotted that Poznan also has a Głowny depot, this is simply Polish for main) is the passenger depot and it had over 80 noted although just over half were units. It was then on to Brochów, the freight depot with 120 assorted locomotives on.



Inter-City EP09 034
Wroclaw Głowny
22 April 2010



EN57 1124 is one of a class that is the most numerous EMU in Poland
Wroclaw Głowny, 22 April 2010



PKP have 3 classes of single cab Bo-Bo + Bo-Bo double locos, ET40, ET41 & ET42 which are used on heavy freights above is ET41 134-A + 134-B weighing in at a total of 167 tonnes,
Wroclaw Głowny, 22 April 2010



Co-Co class ET21 now has less than 32 surviving members, one being ET21 495
Wroclaw Głowny
22 April 2010

23rd April 2010: The above type of depot with large allocations became the norm. On arrival at each we saw the lines of locomotives and I once thought (only for a second) not more to write down! We continued our visit doing Opole, Gliwice, Tarnowskie, Katowice, Lazy, Jazow (the only Polish depot we were refused entry though most of the locomotives stabled there could be seen from the other side of the line), Jaworzno and finishing the day at Krakow Plasnov depot. This was completely run down with very little on the shed, only 2 locomotives, a unit and 3 ASFs and outside was a complete chassis of SM15 007 with nothing on top!



EU07 033
Opole, 23 April 2010



PKP standard green liveried SM31 157
Tarnowskie, 23 April 2010



Regular readers of my articles must have noticed my obsession with the soviet built M62s. They were scattered all over the former east, Russia and satellite states as well as Hungary. Reclassified they exist as 781s in Czechoslovakia, 220s in East Germany and ST44s in Poland as here with 44 700 and M62 1200 owned by PCC Rail Szczakowa Lazy, 23 April 2010



TEM2 163 shunts wagons (above left) with ex DB 232 152 (above right) now working for PCC Rail Szczakowa. NB, DB have had their wrists slapped more than once for scrapping surplus locomotives in working order to avoid them being sold on to operators who are in competition with them, Jazow, 23 April 2010



unidentified steam locos
and not listed as preserved
Krakow Plasnov, 23 April 2010

24th April 2010: We started the day at Krakow Prokocim depot with 85 locomotives on including English Electric built EU06s. That was our last Polish depot before crossing into Slovakia.



English Electric built EU06 14
Krakow Prokocim, 24 April 2010



preserved class EP02 08
Krakow Prokocim, 24 April 2010

On this Polish adventure I wrote down 798 locomotives and 89 units in the 72 hours I was in the country. Lots to underline yet many more still to see...*just like the good old days in the UK, ed.*

Next month we carry on in Slovakia starting at Poprad Tatry.

all photos by Ray Smith (to be cont)

Light Rail & Metro News

by Trevor Roots

It is interesting to note that all tram systems are coping well with the adverse weather, only being stopped by other road users blocking shared city centre tracks/roads.

Birmingham Midland Metro: The extension of the Metro through the city centre is one step closer with pre-cast beams being positioned on an existing rail bridge abutment over Great Charles Street Queensway at Snow Hill Station. On street works to take the system to New Street Station will commence hopefully in 2012.

Docklands Light Railway: The extension from Canning Town to Stratford International saw the first test trains in early Dec 2010. Due to open in 2011 it will link a further 5 intermediate stations.

Manchester Metrolink: For those into Coronation Street, the highlight was tram 1015 re-numbered as 1030 used in some shots of the crash when it fell of the viaduct after a gas explosion.

Freight Corner

WAGON UPDATES by Scott Yeates (to UKRS No.3 UK Wagons 2011):

To allow members to keep their copy as up to date as possible, it is intended to provide changes via this spot every month. It is known that various wagons reportedly withdrawn or missing from previous editions are still in service so if any member can provide information please let Scott know, contact details on page 2.

Re-numbered: IHA steel coil carriers:

31.87.4667 007-0 to 33.87.4667 105-0
31.87.4667 024-5 to 33.87.4667 110-0
31.87.4667 036-9 to 33.87.4667 036-7
31.87.4667 039-3 to 33.87.4667 039-1
31.87.4667 051-8 to 33.87.4667 051-6
31.87.4667 053-4 to 33.87.4667 053-2
31.87.4667 056-7 to 33.87.4667 056-5
31.87.4667 062-5 to 33.87.4667 062-3

31.87.4667 066-6 to 33.87.4667 066-4
31.87.4667 069-0 to 33.87.4667 069-8
31.87.4667 072-4 to 33.87.4667 072-2
31.87.4667 086-4 to 33.87.4667 086-2
31.87.4667 094-8 to 33.87.4667 094-6
31.87.4667 095-5 to 33.87.4667 095-3
31.87.4667 099-7 to 33.87.4667 099-5

31.87.4904 000-8 to 33.87.4904 000-6
31.87.4904 001-6 to 33.87.4904 001-4
31.87.4904 002-4 to 33.87.4904 002-2
31.87.4904 003-2 to 33.87.4904 003-0
31.87.4904 004-0 to 33.87.4904 004-8
31.87.4904 005-7 to 33.87.4904 005-5
31.87.4904 006-5 to 33.87.4904 006-3
31.87.4904 007-3 to 33.87.4904 007-1
31.87.4904 008-1 to 33.87.4904 008-9
31.87.4904 009-9 to 33.87.4904 009-7
31.87.4904 010-7 to 33.87.4904 010-5
31.87.4904 011-5 to 33.87.4904 011-3
31.87.4904 012-3 to 33.87.4904 012-1
31.87.4904 013-1 to 33.87.4904 013-9
31.87.4904 014-9 to 33.87.4904 014-7
31.87.4904 015-6 to 33.87.4904 015-4
31.87.4904 016-4 to 33.87.4904 016-2
31.87.4904 017-2 to 33.87.4904 017-0
31.87.4904 018-0 to 33.87.4904 018-8
31.87.4904 019-8 to 33.87.4904 019-6
31.87.4904 020-6 to 33.87.4904 020-4
31.87.4904 021-4 to 33.87.4904 021-2
31.87.4904 022-2 to 33.87.4904 022-0
31.87.4904 023-0 to 33.87.4904 023-8
31.87.4904 027-1 to 33.87.4904 027-9
31.87.4904 028-9 to 33.87.4904 028-7
31.87.4904 029-7 to 33.87.4904 029-5
31.87.4904 030-5 to 33.87.4904 030-3

31.87.4904 031-3 to 33.87.4904 031-1
31.87.4904 032-1 to 33.87.4904 032-9
31.87.4904 033-9 to 33.87.4904 033-7
31.87.4904 034-7 to 33.87.4904 034-5
31.87.4904 035-4 to 33.87.4904 035-2
31.87.4904 036-2 to 33.87.4904 036-0
31.87.4904 037-0 to 33.87.4904 037-8
31.87.4904 038-8 to 33.87.4904 038-6
31.87.4904 039-6 to 33.87.4904 039-4
31.87.4904 040-4 to 33.87.4904 040-2
31.87.4904 041-2 to 33.87.4904 041-0
31.87.4904 042-0 to 33.87.4904 042-8
31.87.4904 043-8 to 33.87.4904 043-6
31.87.4904 044-6 to 33.87.4904 044-4
31.87.4904 045-3 to 33.87.4904 045-1
31.87.4904 046-1 to 33.87.4904 046-9
31.87.4904 047-9 to 33.87.4904 047-7
31.87.4904 048-7 to 33.87.4904 048-5
31.87.4904 049-5 to 33.87.4904 049-3
31.87.4904 050-3 to 33.87.4904 050-1
31.87.4904 051-1 to 33.87.4904 051-9
31.87.4904 052-9 to 33.87.4904 052-7
31.87.4904 053-7 to 33.87.4904 053-5
31.87.4904 054-5 to 33.87.4904 054-3
31.87.4904 055-2 to 33.87.4904 055-0
31.87.4904 056-0 to 33.87.4904 056-8
31.87.4904 057-8 to 33.87.4904 057-6
31.87.4904 060-2 to 33.87.4904 060-0

Deleted from TOPS:

83.70.7895 200-4/201-2/202-0/203-8/204-6

FREIGHT NEWS by Martin Hall:

The recent snow and ice has created havoc yet again on the rails, especially with electric overhead lines and third rail with diesels substituting for electric traction on freights. It has been announced that Scottish freight is to have its grant slashed by 75% which again shows up the short sightedness of the government.

WAGON REVIEW by Martin Hall:

The following continues the theme of FISHKIND freight vehicles from last month.

Southern Region 20t Plough Brake Van - Shark

Every region had its own design of plough brake vans and some I have already looked at in previous articles and this is the southern variety. These brake vans were designed to operate with ballast hopper trains, where the ploughs would be lowered to spread the ballast evenly after being unloaded from the ballast hopper wagons. There were 10 built for the southern region, DS62030-DS62032 were built by Charles Roberts in 1932, DS62523 and DS62858-DS62864 were built at Ashford in 1948. Now many FISHKIND departmental wagons have more or less disappeared from the main line as have all the SR brake vans, but remarkably 5 of the 10 built have survived into preservation at the following locations:

DS62523 Midland Railway Butterley
DS62861 Mangapps Farm
DS62862 Kent & East Sussex Railway

DS62863 Pontypool & Blaenavon Railway
DS62864 Bluebell Railway



SR 'Shark' brake van DS62523
Swanwick, Midland Railway Butterley
17 August 2010



SR 'Shark' brake van DS62862
Wittersham Road, Kent & East Sussex Rly
2 January 2011

Stock Changes by Trevor Roots

It is hoped that all major changes recorded below will help you keep the **Combine**, **Pocket Book** and **Name Directory** up to date, (numerous pool code changes will not be recorded). In order to compile as accurate and up to date list as possible, can members please pass on their observations, particularly name changes and multiple unit reformations to the editor, **Trevor Roots**

Locos returned abroad: (DBS Euro Cargo)

66010 66026 66042 66072
66073 66123 66239

New Stock – Locos:

70008 70009 70010 70011 70012

New Stock - EMUs: (*on test)

380006* 380007*

Namings:

43123 *'Valenta' 1972-2010*
90008 *The East Anglian*
313134 *City of London*

DEMU re-formations: (VWC)

To provide a uniform fleet of 5 car Voyagers, 4 car 221144 has been disbanded to provide an extra trailer car to strengthen 221142 & 221143

to 5 cars, 60994 into 221142 & 60794 into 221143. The driving cars have been stored.

EMU Re-numberings: (lengthened to 4 cars)

378003 to 378203 378004 to 378204
378005 to 378205 378006 to 378206
378007 to 378207 378013 to 378213
378017 to 378217 378018 to 378218
378018 to 378218 378019 to 378219
378020 to 378220 378023 to 378223
378024 to 378224

Locos for Scrapping:

EMR Kingsbury 08928

Locos Scrapped:

TJ Thomson, Stockton 37672, 37680, 47289

Revised Liveries



In August several Arriva Class 170s were adorned with branding extolling the virtues of using the internet to buy tickets as seen on 170109 & 170105. The web address has been added in red text to all cars within the sets with the wording **'your search engine'** in white text added to one driving car as seen on 50105 from 170105 (above right). The slogan on driving car 79109 from 170109 (below) reads **'Print my tickets at work or at home - no queuing'** on a white background, similarly on the centre trailer 55109 from 170109 (above left) the wording reads **'I want my tickets for any train company - no booking fee'**. Both cars with the slogans also have printed **'Search'** buttons.



Europhoenix 86701 'Orion' one of two so liveried (86702 is on the left) Carlisle, 16 December 2010



EC 82207 in revised silver livery
Edinburgh Waverley, 26 October 2010



EC 91107 in revised silver livery
Edinburgh Waverley, 26 October 2010



LMT 321416 part way through conversion from ex-Silverlink livery and without branding
London Euston, 13 October 2010



ex-DRS 66404 on hire to GBRf in base DRS blue without branding, Gospel Oak, 13 October 2010

ICRS Publications – UK Rail Series

see page 6 for prices and details of all books (including previous Pocket Books)

ICRS Inter City Railway Society



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No.3 UK Wagons 2011
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ICRS Inter City Railway Society



**UK Rail Series No.6
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ICRS Inter City Railway Society



**UK Rail Series No.7
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No.1 UK Pocket Book 2010
(240 pages)

No.4 UK Name Directory 2010
(168 pages)


No.5 UK Locomotives 2010
(81 pages)

No.6 UK Diesel Units 2010
(64 pages)

No.7 UK Electric Units 2010
(116 pages)

No.19 Irish Railways 2010
(53 pages)

ICRS Inter City Railway Society



**UK Rail Series No.19
Irish Railways 2010**

Includes all Rolling Stock Registered to Operate on the Irish Network plus Preserved, Industrial Locomotives & Trams