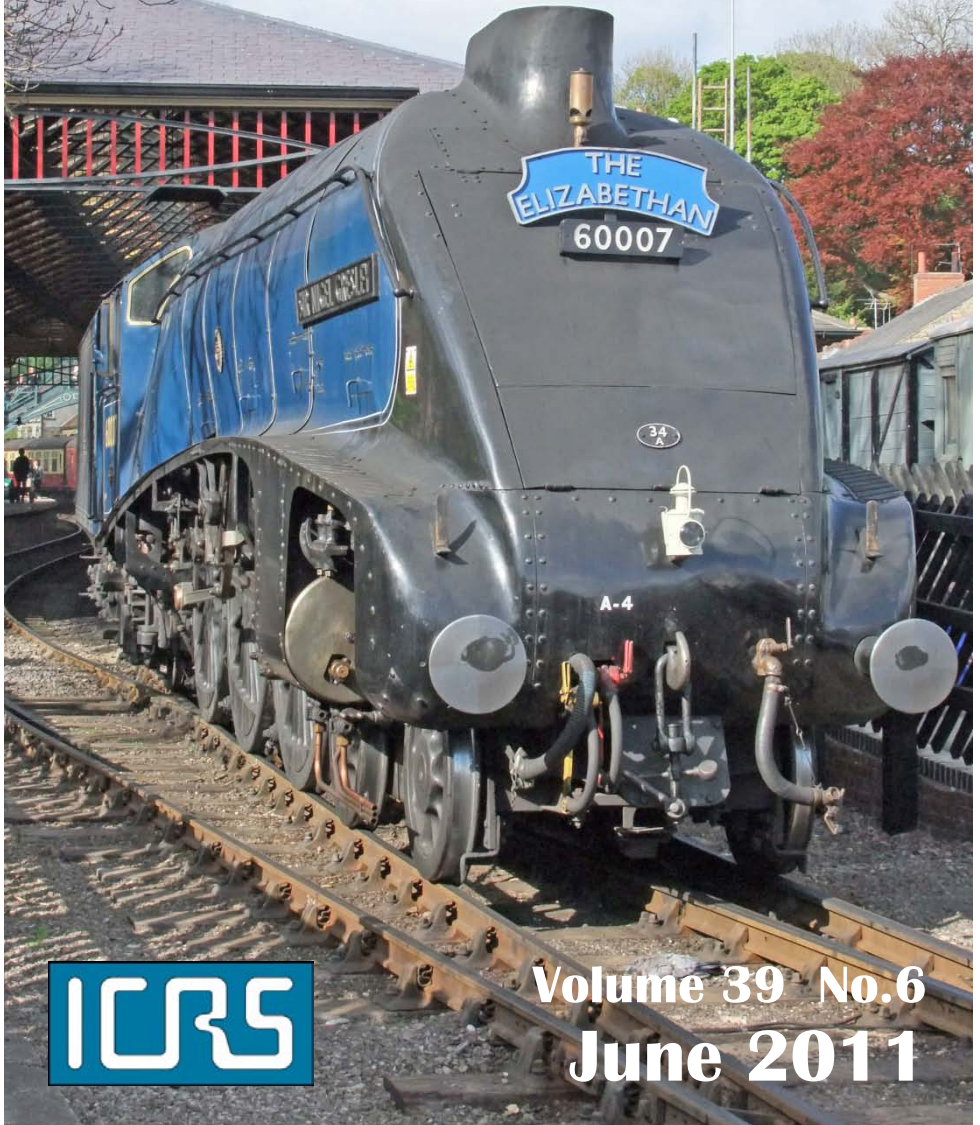


Tracks

the monthly magazine of the

Inter City Railway Society



Volume 39 No.6

June 2011

Inter City Railway Society

founded 1973

www.icrs.org.uk

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Front Cover Photo:

Gresley A4 4-6-2 60007 'Sir Nigel Gresley' adorned with 'The Elizabethan' headboard running round its train at Pickering during the recent 175th Whitby – Pickering Anniversary Gala on the North Yorkshire Moors Railway. This was the last service of the northbound service of the day. Note the new overall station roof, 2nd May 2011 (see article for more on the Gala).

£1.50 where sold separately (post free)

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Society Notice Board

Editor's Comments:

Even though it now seems ages ago, many preserved railways had events to celebrate the Royal Wedding, so I couldn't let the occasion go by without our own railway themed tribute !!



aka



47798 'Prince William', NRM York
2 May 2011



Mk1 28483 'Kate', Eridge, Spa Valley Rly
22 April 2011

There is even a short report of a members timely visit to the **Middleton** Railway !! Whether you are a royalist or not, the newly titled Duke & Duchess of Cambridge deserve everyone's best wishes....and good luck.

Similarly congratulations must go to our Chairman Carl who has tied the knot with his partner Louise.

Meanwhile in the railway world it is still a hive of activity with new stock and service patterns, particularly following the May timetable changes. There are new liveries ie 47790, another loco class in DBS red, 92009 and both GBRf and DRS are busy re-painting & re-numbering their growing assortment of 66s. Whether it is endless station 'improvements' and alterations or rolling stock changes the railway scene is certainly not boring, if anything I'm struggling to keep abreast having less chance to get round the network. However that is not the case on the preservation front, as the constant travelling from one end of country to the other allows opportunities for numerous visits. Apart from innumerable galas, again the pace of change has never been so great, with locos constantly moving around the country either re-sold or on loan. Many steam locos have re-entered traffic after major overhauls including the quick turnaround of 60163 '*Tornado*'. Several diesels have even lost their preservation status, or in the case of 56040 '*Oystermouth*' gone to meet their maker. Lines are or in the process of being extended and in some cases re-connected to the network. An example of the latter is Peak Rail at Matlock. Other projects have seen Oswestry regain a station with the platform rebuilt by the Cambrian Heritage Trust and Pontypool & Blaenavon pushing their line to Blaenavon High and shortly to the adjacent heritage Big Pit site.

There is so much news to report that it is getting increasingly difficult to fit it all in and maintain the series of articles. A good position to be in but I am conscious that in particular, **Wagon Reviews**, **Location Spot**, **Lights** and **Ramblings of a Rail Enthusiast** have been missing in recent months, in

fact the latter two absent since going full colour. To remedy this, the latter has another airing. A packed **Preservation News** has some of this months events but there is more I have had to hold over, including articles on the IoW Railway by Mark Richards and Locomotion, Shildon by Andrew Woodcock. Hopefully the lack of space issue will be resolved shortly.

Having handed over the role of Membership Secretary to Mark Richards in January, I have now taken it back as Mark is even more stretched than I am with work commitments. I would like to thank Mark for the 4 months breather and his hard work in trying to keep on top of a demanding role. Hopefully everything will pass off smoothly, but please try to send all renewals to me even if you are using forms already sent out with Marks address on. All forms etc from now on will revert to my Aberdeenshire address.

As mentioned last month Joint Membership will cease from the end of June, leaving sole ICRS membership in the form of an annual fee or the very good value 5 year membership. The latter category is enjoyed by 59 members and means no worries over remembering your annual renewal whilst getting an improving service and all for the equivalent of the ridiculously cheap £15 per annum. It is worth considering this option seriously this year as it is unlikely subs can be held for the next 5 years and are likely to rise sooner rather than later.

Membership Matters:

Subscriptions: Annual - £16.00 Five year - £75.00 (saving £5.00)

Joint (with **GB Bus Group** saving £4.00): **£27.00** (only available until 30th June 2011)

ICRS Membership gives you:

- a high quality full colour 32 page monthly magazine **Tracks** - covering all aspects of railways+
- an informative website, with access to previous editions of the magazine.
- a 20% discount on all ICRS publications (8 published).
- 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 (1 published)

New Members: (* joint members with GBBG)

The following new members have joined in recent months: David Benwell* (Cheltenham), David Douglas (Liverpool), Peter Fenton (Poulton-le-Fylde), Joseph Pattersn (Solihull), Peter Smith (Havant), Francis Thomas (Ellesmere), Michael Walsh (Ashton-under-Lyme) - 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 the annual subscription. 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 cards are sent out for distribution. So there is no need to send a separate sae for your card

UK Rail Series: See the rear cover for the latest 2011 releases including the individual **UK Locomotives, Diesel Units & Electric Units**.

Flickr Photo Gallery: As highlighted last month, Mark Richards has established our photo gallery on **Flickr**, so please have a look www.flickr.com/photos/intercity-railway-society This however relies on your support, so please send Mark your photos.

ICRS Website: To access the website members area you need a username and password. The username will be your 6 figure membership number so please email your chosen password to Mark Richards website.manager@icrs.org.uk with. It 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.

ICRS Yahoo Group: address is: finance.groups.yahoo.com/group/intercityrailwaysociety/
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. To join please email Mark Richards at website.manager@icrs.org.uk

Magazine Submissions: Any information / article on any railway related item will always be most welcome for inclusion in the magazine. Your visits, travel stories or anecdotes about any part of the railway network, past or present, home or abroad 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 send an email. Good quality photographs are always welcome, either prints or preferably high res digital photographs via e-mail (**not compressed please**). Please include full contact details with any submissions, including your first name.

The latest date for articles / info for the next issue is **Friday 24th June 2011**
with delivery to members after **Friday 8th July**

Magazine Contributors:

Thanks to **Dennis Dey, Brian Derricote, Brian Rose, Paul Tarrant, Ken Pryce, Tony Flatt, Ian McAlpine, Mike Rumens, Derek Sneddon, Nigel Hoskins, 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.

Notices / Advertisement

West Somerset Railway:

We have been advised by the DEPG of the operating dates for heritage traction passenger trains for the next few months. This does not include the Mixed Traction Weekend but other planned chances to ride behind the Heritage fleet from Williton.

The new mid week "Quantock Belle" will be headed by Cl. 14 0-6-0DH D9526 on Wednesdays 8th & 22nd June and 6th July. To book on this dining train or for more details, telephone 01823 433856.

During July and August the 11.45 and 15.05 from Bishops Lydeard and the 13.15 and 17.35 from Minehead are planned to be worked as follows:

Fri 15th Jul	Hymek D7017	Sat 6th Aug	Hymek D7017
Sat 16th Jul	Warship D832 'Onslaught'	Fri 12th Aug	D1661 'North Star'
Fri 22nd Jul	D1010 'Western Campaigner'	Sat 13th Aug	D6566
Sat 23rd Jul	Warship D832 'Onslaught'	Fri 19th Aug	Hymek D7017
Fri 29th Jul	D1661 'North Star'	Sat 20th Aug	D1010 'Western Campaigner'
Sat 30th Jul	D6566	Fri 26th Aug	D1010 'Western Campaigner'
Fri 5th Aug	D1010 'Western Campaigner'	Sat 27th Aug	Warship D832 'Onslaught'

The Hymek will also operate the diesel diagram in the "Thomas" weekend, disguised ad D7101.

Day Rover Tickets can be purchased in advance from www.west-somerset-railway.co.uk

Ramblings of a Rail Enthusiast

by David Spencer – 1964 Part 1

Having concentrated on getting the full colour magazine off the ground, I can return to David's excellent series.

January: Regular readers will have noticed that both the frequency and content of my railway trips changed during 1963 and this continued in 1964. I didn't lose interest in locos and if I had time I would always go round a shed but only for photographs, I did not jot down numbers any more. Travelling and/or walking lines was my main interest and enjoying the wonderful heritage we had then in Railway Architecture. Six months on after the Beeching Report there still lots of lines under threat including the far north lines from Inverness, as it turned out they are still open today but many, many stations were closed between Inverness and Wick. My first trip of the year and another occasion when I left my camera at home was to celebrate the last day of the lines around Wetherby, Peaks D82 took me to Leeds and D41 back to Sheffield and D34 home whilst DMUs took on the branch. It was one of the rare occasions when I actually travelled on the last train and purchased the last ever ticket at Wetherby ticket office I also went into Wetherby South box. Ten stations were closed on that day and whilst walking from one to another in search of tickets in the pitch black I was unaware that expresses that used the Northallerton to Harrogate via Ripon line also used this line fortunately I heard one coming and scampered up the bank out of the way as a Peak shot by and seconds later another one came the other way a lucky escape but when you are young and foolish you do not think of the danger and Health and Safety had not been invented.

On Friday 14th I went up to Scotland, behind 44683 from Birmingham to Stafford, E3055 onto Crewe, D294 onto Carlisle and D297 onto Perth. On Saturday morning Cl.26s D5347 and D5320 took me onto Inverness where Cl.24s took over with D5126 to Georgemas Junction and D5130 to Thurso. I took photos of all the closed stations on the way. With such a sparse service, how do you get to Wick? The answer was in the cab of D5130 on the local freight as far as Georgemas Junction and in the brake van behind D5337 onto Wick. Back to mundane passenger trains D5128 took me to my B&B at Lairg. The reason I stopped there rather than go through to Inverness was a rare Sunday train which took newspapers to Lairg and worked back as a passenger, the only Sunday train on the line, haulage was D5337 again. Mixed double headers took me south with D5122 and D5332 to Perth and D5118 and D5338 to Edinburgh then a great treat 44700 and 44966 to Carstairs and finally I had D212 home to Birmingham.



Cl.20s D8032 + D8031 complete with cabside tablet catchers
looks like a snowplough and a Cl.06 behind, Inverness Depot, 18 January 1964

The next Sunday I went to see my brother's new house and in place of the usual Western I had Cl.47 D1685 as haulage to Reading followed by DMUs to Eastleigh and Chandlers Ford and back to Banbury then D1017 as far as Solihull.

February: Last year I mentioned going to Southam Road and Harbury and on the 1st I went to Fenny Compton where I saw D1686 (see below). These journeys were only possible on a Saturday when a stray London based unit came north. This offered one through train a week from my local station at Olton to Paddington, stopping at the small virtually unused stations east of Leamington, where no Tyseley based unit would dare to travel. The S&MJ station had many LMS relics which I felt obliged to take photos of, like the porters trolley to the right.



The following Friday I started another threatened lines trip which began with an enormous cock up, because it was basically a Saturday trip I was a bit careless and forgot I started on Friday night catching a late night DMU to Coventry only to discover my Saturday only connection to Rugby didn't run on a Friday!! I had many hours spare that I had planned to doss down at Rugby, instead I set off to walk the twelve miles to Rugby in the hope of hitching a lift and somewhat over half way I did get a lift. I caught the first train of the day to Peterborough behind a CI.27 D5394. Diesels were not new on this line and for many years prototype 10800 worked Birmingham New Street to Peterborough East trains. CI.31 D5695 took me on to March and my first threatened line to Wisbech and on to Magdalen Road and Kings Lynn with D5669 for company.



D5579 Swaffham, 8 February 1964

The branch lines through the Fens were travelled first by DMU to Swaffam and then Thetford. D5554 then took me to Wymondham where again DMUs took over. I changed at Norwich up to North Walsham and there the adjacent M&GN station was of interest before I covered the Mundersley-on-Sea branch, which was once a through loop to Cromer and Sheringham. Mundersley was a delightful

station and a treasure that deserved a better fate than demolition. It was dark by the time I got to Melton Constable but the station was still the important major junction and headquarters of the M&GN, so I returned to Norwich and covered the Yarmouth branch to kill time. D5587 took me back to Norwich and another Brush to Ely and bed. Sunday provided more Brush haulage with D5630 to Peterborough East and then back to Cambridge where I covered the loop line to St Ives and March. D5656 returned me to Peterborough where I went round New England then D5412 onto Leicester and a DMU home.

The last weekend was another last day trip with the Stoke-on-Trent to Silverdale and the Pottery loop line. Silverdale was one of those 'out in the morning and back at night' lines except of a Saturday when it was possible to book a day return from Stoke. However there was a snag as the last train ever, apart from empty stock was the 07.26 from Silverdale to Birmingham (New Street). This time was always of interest to me, as before the M6 was built alt coaches heading north stopped at a cafe on the A34 at Newcastle-under-Lyme and a few yards away was a tiny halt called Liverpool Road which I always went to see. Getting up at crack of dawn we caught a Stafford train with 70032 for haulage and changed for Stoke-on-Trent with a BRC&W Cl.104 unit. After the branch we returned to Stoke and caught a loop line train which enjoyed a much better service. The line branched off at Etruria and rejoined the main line just north of the existing Kidsgrove station at Kidsgrove Liverpool Road. Returning to Etruria we then went to Crewe where I left Roger, which is unusual as he often accompanied my on South Wales jaunts.

So it was that D858 took me alone to Pontypool Road where 6614 took me across Crumlin Viaduct to Hengoed. There are still remains today as is the impressive Maesycymmer Viaduct and I scrambled down into the valley below to walk the B&M to New Tredegar where to my disgust they had blown up the bridge at New Tredegar station. From there I caught a bus to Rhymney Bridge on the LNWR Merthyr Tydfil and Abergavenny line. This was a wonderful line closed before my time, but like much of South Wales I walked most of it in bits over the year. On this occasion I walked down the 1 in 35 Rhymney joint LNWR and RR branch, where I photographed cast signs to that effect. Also to my amazement I found Cemetery Road Halt intact, a station that does not appear in Clinkers register but I assume closed in 1958. A DMU to Cardiff and D1060 to Newport finished the month.

March: The next day 1st March D1032 returned me to Cardiff and 5624 took me to Treforest where a walked up the connecting line to Tonteg Halt and the full length of the Barry Railway to Wenvoe Tunnel across the massive but now demolished viaduct over the GW main line. Returning to Tycaneau Junction, I continued this time down the St Fagans line and then back and north east from Tycaneau Junction on the freight only line across Walnut Tree Viaduct to Penrhos Upper Junction. My diary mentions Llandaff but I haven't a clue why, but I returned to Cardiff and Newport behind D7009. Another Hymek D7052 returned me to Cardiff the next day where I covered the Perth to Maerdy and Pontypridd to Aberdare lines. From where I went across the fields to locate the western portal of Merthyr Tunnel on the Hirwain fine. From there I walked to Gelli Tarw Junction, this was once a three way Junction with the main line being Pontypool Road to Neath. The line I walked was next and the third was the long since closed former GW Dare Valley lines. Not a lot to see but I wanted to walk then as they were the last surviving Brunei wooden viaducts which outlived the Cornish ones by many tears. The piers still stood and were photographed (see below) but I then left the line for a more in depth walk later in the year. I walked down the road into Aberdare and home via three DMUs, I assume cross country ones from Cardiff to Birmingham.

A week later on my rest day I returned to Aberdare with Peak D35 to Gloucester and Western D1016 to Cardiff where I caught a DMU to Abercynon. I then walked up the valley as far as Mountain Ash (Oxford Road) then crossed to (Cardiff Road) to allow 4122 to take me into Aberdare, a DMU down to Cardiff, D7030 to Gloucester and D34 home. Again one week later I went overnight with an unidentified Peak to Bristol and continued south with D1000 to Exeter St David's where I switched to the Southern and 73161 to Lydford as it was my intention to walk the bottom two thirds of the Launceston branch, a line I never travelled on and wanted to see it before it was demolished. This line had closed at the New Year with a last train to end all last trains, as it got stuck in a snow drift and took three days to be released. At Lydford the GW and LSWR stations were side by side each with their own signal box and the two lines were parallel for some distance and unusually both had a station that only served its own line. First was Brentnor on the LS line then Mary Tavy and Blackdown

on the GW. The lines parted north of Tavistock and I carried on down the GW when the weather took a turn for the worst. I carried on, soaked to the skin as far as Yelverton, the former junction of the Princetown branch. The latter went in the 1950s but the station remained the same and the engine pits and turntable for the branch were still there. I was like a drowned rat by this time and had had enough much to my regret, as I never did do the remainder of the line. I remember squelching up the station drive and asking more in hope than expectation for a bus to Plymouth and was told there was one every ten minutes! Warship D806 was haulage to Bristol, assisted over the Devon banked by D833 to Newton Abbott, D35 took me to Gloucester and a DMU home. The month actually ended with an overnight journey to Scotland but I'll include that next time.



Collett 0-6-0PT 4639 (wd 06/65), Mountain Ash Cardiff Road, 10 March 1964

all photos by David Spencer (to be cont)

Location 'Spot'Light Update

Toton Yard: Not reported before, though moved in Nov 2010, 13 stored class 60s have been lined up in the disused New Bank Sidings and can easily be viewed from the A52 road bridge as below or the far north of the bank. From north to south: 60081/06/83/93/0489/23/78/53/05/31/87/25



Traffic & Traction News

by John Barton

May 1

70012 was clearly visible (brisk wind made visibility good) in Newport Docks from Rupert Brooke Drive.

70010 + 70004 passed Northfield at 09.50 heading for Basford Hall.

May 2

66422 arrived into platform 4 at Cardiff Central at 13.04 on OZ66 from Crewe Gresty Bridge and lay over before working the Stockton scrap empties from Tidal later.

47786 + 47804 working 1Z43 Skegness - Chichester departed Billingshurst at 14.17.

May 3

70009 on the 4M99 Southampton - Trafford Park passed Stafford at 21.18.

92001 + 380018 + 380019 on the 7X80 Dollands Moor to Polmadie heading north through Lichfield Trent Valley at 22.12.

60040 worked the 6W53 Westbury - Westbury Engineer's autoballasters via Gloucester and having run round at East Usk yard it returned via the Severn Tunnel, being noted at Lower Barn crossing (Highnam, Glous) at 23 .22 with 20 autoballasters.

May 4

57601 towing 56301 + 37503 + D9009 + 33035 was seen at Water Orton at 13.25 signalled through to Sutton Park and Walsall direction.

47810 + 47832 passed Uttoxeter at 16.44 on the 5Z48 Doncaster - Crewe.

May 5

379017 and 379018 headed south through Stafford at 07.55 on a test run to Rugby.

70001 on the 4M99 Southampton - Trafford Park Liner passed Stafford heading northbound at 21.19.

67025 + 379020 on the 7X01 Derby Litchurch Lane - Crewe IEMD unit move passed northbound through Stafford at 20.18

Unbranded 66530 passed Welney Rd crossing heading towards Ely at 17.07 with a well-loaded liner.

May 6

60071 '*Ribblehead Viaduct*' passed Bolton Percy at 18.46 on the 6D43 Jarrow - Lindsey empty tanks.

325011 + 325005 + 325008 passed Preston at 18.20 on Sheildmuir - Warrington mail.

The following were seen at platform 3 in Birmingham Moor Stat at 16.15, 67014 + 12069 + 12169 + 10255 + 82301.

May 6 (cont)

47580 top & tailing 47804 passed Lolham on the ECML at 12.17 heading for the fens.

37604 leading 37069 passed eastbound through West Hampstead at 14.00.

May 7

70013 '*Oliver Cromwell*' arrived at Ridgmont for a water stop at 22.37 with the 1Z25 York - Watford Jct charter.

47712 + 47832 passed Warrington Bank Quay at 19.34 on the Bangor - York Northern Belle.

442413 is back today paired with 442415 doing the honours on the Brighton Express services, 442413 experienced trouble getting out of Stewarts Lane a few weeks back causing it to de-rail.

67018 passed through Derby at 13.52 with the 5Z88 09.45 Wembley - Barrow hill stock move.

May 8

60096 worked the 6H27 to Llanwern from Margam, 60013 arrived on 6H29 from Port Talbot Steelworks, with the train going to forward to Llanwern.

37601 top & tailed 37607 with 1Q13 Derby RTC - Old Oak HST passed Slough at 16.28 running over an hour early.

395018 departed Maidstone West at 12.52 on time heading to St Pancras.

70013 '*Oliver Cromwell*' lead the Watford - Southall ECS off the Yorkshireman tour away from Watford at 23.51.

May 10

The following were seen at Water Orton today (photos below by James Holloway):

172102 worked through on test towards Derby.
66146 + 66042 (euroshed) departmental working to Toton at 13.15

56311 + 56303 headed westbound at 13.29.

37516 + 86259 headed eastbound at 14.37.





May 14

43075 and 43082 appeared on the Mid Norfolk Railway on an UK Railtours trip from St Pancras to the MNR where they performed one return trip, with the return from Wymondham powered by 50019.

Class 20 (D8098), 31438, 37109, 37360 (alias 37003), 73109, 73210 and 86101 were also in use on the line with the 86 coupled to a blue / grey liveried rake of coaches. The photo below is by Stuart Moore of 43075 passing the level crossing at Wymondham Abbey before being hauled by 50019 to Dereham.

92012 dragged pioneer 66001 through Docker, Cumbria with 4M63 Mossend - Hams Hall intermodal at 13.50, going like a bat out of hell !

May 11

97301 top & tailing 31233 passed Uttoxeter at 07.19 on 3Q23 Swansea - Derby RTC

May 12

86101 hauled 73109 from Willesden to Norwich station before the 73 powered the pair out to Wymondham before they entered the Mid Norfolk Railway where they were being used as part of the Drags and Rescues weekend. The photo below is at Norwich by Stuart Moore.



May 13

92022 + 380020 + 380021 on the 7X80 Dollands Moor - Polmadie headed north through Lichfield Trent Valley at 22.17.

47826 was seen on the front of 1Z50 Dundee - Holyhead return Compass Tour charter with 47804 on the rear approaching Carmuir West Junction. The tour ran north via Stirling and back via the Forth and Tay Bridges (photo by Nigel Sneddon)



May 15

172331 + 172332 are operating out of Tyseley on mileage accumulation/driver training runs.

May 16

37667 + 37688 passed Coppull at 20.18 on Sellafeld - Crewe via Carlisle flasks.

May 17

37682 top & tailed 37608 on the 6C48 Sellafeld - Carlisle Kingmoor with wagons 92798, 92733, 92721, 92717, 92761, 92856, 92712, 92779, 92760, 92731, 92703, 92801 & 92716.

67008 + 379023 departed Derby at 18.09 on the Litchurch Lane - Crewe IEMD.

May 18

60163 'Tornado' and support coach 21268 passed Kirkham at 19.35 on the 5Z66 Scarborough - York NRM test run, 55mins late. 927000(66191)-2 passed Connington Jct. at 13.56

May 19

47832 top & tailing 47810 passed through Stratford at 20.00 with 1Z52 Hither Green - Norwich Northern Belle Pullmans

May 20

The following new trams were seen at the Old Trafford (Tramlink Depot) at noon today 3014, 3015, 3016, 3017, 3021, 3023, 3024, 3025, 3026, 3027, 3028, 3029, 3030 & 3031.

66128 worked the 6M24 Lindsey - Kingsbury through North Staffs Junction at 21.15 past stricken 60010 on 6E59 Kingsbury - Lindsey.

May 21

33035 was seen at the LMT Depot at Soho, Birmingham. It ran a hot box when being moved as part of the convoy from Swanage to Barrow Hill via SVR Kidderminster earlier this week.

37706 powering the 1Z64 Newport - London Victoria passed through Ponthir at 18.38

8F 48151 passed through Pontlliw on the Swansea District Line heading east at 16.30 with the Manchester - Cardiff Heart of Wales excursion.

May 22

No. 12 'Sarah Siddons' + 4TC unit + 20227 + 20189 departed Amersham at 15.34 heading for Watford.

May 22 (cont)

70013 'Oliver Cromwell' passed through Folkestone Central at 18.44 on 1Z87 Faversham - Victoria 'The Spitfire' Railtour'.

May 23

90020 headed the 1M16 Inverness/Aberdeen/ Fort William - London Euston sleepers through Hemel Hempstead at 07.25.

May 24

66724 + 6377 + 5867 + 6376 passed through Teddington at 20.36 headed to Ilford via Clapham, Kensal Green, Camden and Stratford.

Days Out

Middleton Railway, Sat 14th May 2011 by Andrew Woodcock:

With another surprise day off from work, I decided to make the 30 min car drive to one of my local preserved railways. Whilst the Middleton Railway has been established for a long time, it lacks the glamour of other local sites. Traction is mostly strong, robust, powerful industrial locomotives with very little from the main railway or large items due to the nature of the line.

After saying this, the site is well set out with a new museum building where most items are well described, well lit with plenty of space. Staff were very friendly and helpful and I was invited on a tour of the workshops. As a result I was able to identify all items. My 2 hour visit was £2 well spent.

The following is only a short list of mainline railway items of interest:

Inside Museum: LMS Hunslet 0-6-0DM 7051 'John Alcock', Brush 0-4-0DE 91/BP with fake number D2999 identical to loco trialled at Stratford.

Side of Museum: Personnel carrier RDB 998901 **Workshop Yard:** derelict Wickham trolley 7564

Workshops: Sentinel 8837, ex-LNER Y1 4wVBT 68153, NER Wordsell H Y7 0-4-0T 1310

A railway well worth a repeat visit.

Open Day News

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 the editor know.

DRS Open Day, Kingmoor Depot Carlisle, 10:00 to 16:00, Sat 16th Jul 2011:

For the first time no application is necessary to obtain a ticket, which will be available on the gate. However as all proceeds go to charity, there will be a minimum charitable donation of £5.00 per person, payable on entry. (Under 16s accompanied by paying adults will receive free entry)

Please note:

- For the safety and security of visitors, DRS reserve the right to delay entry in the event of overcrowding. (Due to the anticipated volume of visitors in the morning – we recommend where possible a consideration be made to an afternoon visit to avoid any delayed entry).
- Limited disabled parking provisions - allocated on a first come first served basis.
- No other parking onsite with restricted parking nearby on narrow roads, so please park sensibly to avoid annoying local residents or come by train & bus. Catch the 76 bus from the stop on English Street, 2 mins walk from Station and alight outside the Redfern Pub, which is approx 5 mins walk to the depot. The service is every 15min at 10, 25, 40 & 55mins past the hour.

ICRS will be there with our sales stand and let's hope the weather is as glorious as it was in 2009.

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*

Dennis Dey:

21st April:

Brighton: 313202/204-206/210-213/216

30th April:

Brighton: 09026, 313201-203/207/216/217/219

East Worthing: 313204/215

Portslade: 313204/213

10th May:

Brighton: 313206/09/12/13/16/17

13th May:

Norwood Junction-New Cross Gate:

378138/139/145/147/151/153

Barking: 172006

Ilford: 08750

Liverpool Street: 379006-08/10

Purley: 59002

20th May:

Crawley Yard: 66620

Liverpool Street:

379005-10/13/16-18

Purley: 59004

Mike Rumens:

2nd May:

Nuneaton:

57601+5279+4960+1861+99675+99672+99674+
Sovereign+Apollo+17080+57001 making up "The
Statesman"

350123, 379017/18, 390024/34/35/41/47,

DR77901/80208

12th May:

Nuneaton: 66587, 90047, 153365, 170638, 350262

Hams Hall: 66703

Water Orton: 66587, 70006

Washwood Heath: 08331

Lawley Street: 66503/533/539

Birmingham New Street:

170103/107/397/508/517/630/636/638, 158822/835

158840/841, 220006/17/23, 221106/17, 323202/04

323206/08/10/11/17/22/40/41, 350113/21/23

390021/53

Kenneth Pryce:

25th May:

Crewe 10.20-14.10:

43013/14, D1916/47747/769/839/843/853, 57311

66504/715, 153327/74/83/84, 158835, 175002/005

175008/011/112, 221101-03/06/08-10, 221113-18

221142, 323224/28/31/35/39, 350101/103/104/106

350107/110/112/119/121/128-130/253/263, 390004

390005/08-10/14/15/19/26/28/30/32/34/38/41/44/47

390050, DR73921

Brian Derricote:

26th April:

Stafford 11.45-19.00:

47760, 66081/092/119/427/534/538/576/587/589

66601/16/710, 67008/19, 70005, 86501/609/627,

90016/21/28/45/48, 92003, 220007/09/14/19/20/27

220030/34/37, 221101/05/07/09/11/12/15/19/22-24

221142, 325001/03/04/06/08/11/16, 350101/103-

105/110/113/116/118/121/127/130/234/248/260,

379015/16, 390003/008/13/15/21/23-27/32/35/39

390041-43/46/51, DR73947

10th May:

Bescot: 60040, 66042/056/149/188/549

Walsall:

66042/146/149/563/602/623, 170504/512/514/630

323207/19/20/42

18th May:

Stourbridge Junction 09.05:

37516+37503+D9009+56301

Brian Rose:

19th May:

High Wycombe:

165005/08/10/20/24, 168001/003/108/112

Banbury:

66503, 67014, 165014/019/125, 168110/215/219

220023

Birmingham Moor Street:

150007/009/011/101/108/126, 165011

Birmingham New Street:

66059/065, 170116/512/634/639, 220009/19/26/31

221107/17, 323201/03/06/15/20/40/41, 390015/30/43

Crewe:

D1916/47805/853, 66183, 70004, 73006, 86401/24

Wigan: 150141

Carnforth: 33030

Carlisle 17.00-08.00:

31106/233, 66003/006/017/114/130/160/165/166

66177/201/301/413/420-422/424/426/506/509/520

66527/531/548-550/552/554/599/952, 70005/11

86609/10/13/32/37, 90019/28/29/45/49, 92003/05

153301/16/63, 156401/435/442/444/449/452/454

156472/490/496/500, 158815/907, 185109/11/17

185120/31/45/50, 221101/04/07/13/15/16/18

325001/04/06/08/12/15/16, 390002/05/06/20/21/26

390045/46

20th May:

Carlisle-Crewe:

66174/604, 86622/39, 142095, 150201/75

Soho: 170504, 323210

Birmingham Moor Street:

150001/002/012/013/017/106, 153363/65, 168005

16806/109

Paul Tarrant:

Wandsworth Road:

3rd May:

11.24 59101 6Y60	14.12 66146 4M32
11.36 66107 6Y41	14.35 92032 0Z92
12.20 66124 6Y08	14.51 66019 6O98
12.26 66142 to Stewarts La	
12.36 66516 4E24	15.14 66107 6Y42
13.02 92032 0Z92	15.18 92001+380018
13.11 59101 6V18	+380019 7X80
13.27 66557 6M79	15.22 66135 6Z64
13.43 66061 4E32	15.40 66549 6O56
14.04 66718 4E19	16.21 66955 4O24

6th May:

Kensington Olympia:

11.28 67005 6Z17	11.33 66547 4O86
11.53 46201 'Princess Elizabeth' light engine to Victoria returning with 1Z17 and 45305 at the rear, which detached from train and followed northwards.	
12.33 66956 4E24	13.35 59204 6V18
12.53 59005 7Z91	14.08 66079 4E32

13th May:

Wandsworth Road:

10.50 66516 4O88	13.28 66557 6M79
11.26 442420+442402 to Stewarts La	13.38 92041 4E32
	14.26 66162 engineers
11.35 92001 light engine	14.34 66706 4E19
11.37 66132 6Y41	15.02 66070 7U71
11.52 66956 4O86	15.06 66142 hoppers
12.14 66503 4E24	15.11 66198 6Y42
13.15 59001 6V18	15.16 92022+380020
13.18 66708 light engine	+380021 DM-PO

17th May:

Newport:

57316, 60010/11/96, 66019/023/047/051/065/085
66092/094/105/128/131/134/155/170/185/186/556
66561

18th May:

57316, 60011, 66006/019/037/047/069/102/107
66119/128/133/165/170/187/556/558/841

19th May:

Newport Docks: 70012

Newport:

60011, 66023/037/047/066/079/086/092/098/102
66119/133/165/170/171186/403/595

20th May:

Newport:

57316, 60011, 66019/023/027/057/069/086/094/101
66102/108/170/187/194/197/206/403/428/955
67025/29

Bristol Parkway 20.15: 70010

Swindon 20.44: 66037

Didcot: 66058/117/137

Ian McAlpine:

21st April:

Whittlesea: 66197/199

25th April:

Peterborough:

66581/702/732/737, 317342, 321418

Nottingham:

153326/76/85, 156405, 158777/810, 222017

Liverpool Lime Street:

142028/48, 150271, 156424, 350110, 390044
507012

Hamilton Square: 507029

Rock Ferry: 507028

Hooton: 507001/006, 508126

28th April:

Hooton: 507008/32, 508117/22/37

Crewe:

57307, 66109/502, 73006, 86101, 92025/37

175011, 350120/29, 390004

Lawley Street: 66517/594

Coleshill Parkway: 66006/704

Melton Mowbray: 66165

Peterborough:

66168, 158806, 170101/201, 321406/18

29th April:

Alexandra Palace: 66702/27

King's Cross: 67017, 365521

Paddington:

43030/069/127/133/162/189/192, 165106

332007/8, 360201

Old Oak Common: 08483

Acton: 66142, 67018/19

Slough: 66107, 165132

Twyford: 66132

Reading: 43015/36, 165122/33, 166201, 458009/24

6th May:

Peterborough: 66130/403/702/713, 91129

Doncaster: 08853, 43311/18, 60049, 66050/429

Leeds:

43301/3, 91107, 144002/14/23 155343, 158756

185104/36/39, 221121, DVT 82214/22

Peterborough: 66043/056/543/723, 170205

13th May:

Whittlesea: 170208

March: 66580, 158785

Ely:

66068/093/250/517/723, 158774/777/863

170108/114/115/203/205/206/208/520, 365503

365509/16/25

Cambridge:

170112/203/205/273/636, 317510/512/515/667

317668/887, 365515/17/28/31/33, 379005

Needham Market: 66068

Ipswich:

31106, 66535/568/569/590/702/703/955, 70007

86501, 90003/10/42/49, 153354, 170206/07/70

DVT 82102/3, 9714, 999606

14th May:

Peterborough: 66143/191, 158847, 180113

Alfreton: 66029

Barrow Hill:

03066, 09012, 20096/121/142, D8132, 33035

37057/521, 40145, 45105, 56006/101, 58016

Nottingham:

156404/11/13, 158773/812/813/864/866, 170112

20th May:

Peterborough:

66221/402/580/719/722/737, 170201, DR98925

Melton Mowbray: 66157

Leicester: 66116

Washwood Heath: 66158/560
Lawley Street: 66059/429/592
Birmingham New Street:
170115/509/511/515/521/631, 220019, 221107
323201/13, 350244/58, 390016/43
Bournville: 170102, 323201/03/07-10/20
Coventry:
66077, 220023/33, 350244/60, 390003/14
Small Heath: 66569, 150007
Bordesley: 66020
Leamington Spa:
66539, 165005/11/12, 168004/111/112, 172102
220022, 221126

Tony Flatt:
19th April:
Leamington Spa 09.54-16.48:
47501/810, 66015/019/060/107/109/154/206/504
66517/539/543/572/597/622/712/956, 67012
70001, 165005/11/16/18/21/33, 168003-006/106
168108/109/111/113/214-218, 220002-04/09/12
220013-15/17-19/22/25/27/30/31, 221121/23/27
221129/32/33, DVT 82303
20th April:
Cardiff 10.10-15.45:
43004/023/030/040/088/091/094/127/144/152/161
43164/175/176/185/191/192/198, 66011/017/068
66076/084/092/121/186/187/603/842, 142002/06
142010/69/72/76/80-83, 143601/02/06/10/11
143622-25, 150131/213/230/231/237/246/249/251
150253/255/256/259/260/262/264/280/282/284
153303/20/27/77, 158767/823/826/834/950/953
158957, 170103/105/108/110/115/398, 175002/003
175006-008/010/106/109/113
Newport 16.00:
66067/177, 150265, 153373, 170105

4th May:
Westbury 10.24-17.13:
08711, 59002/004/101/102/205, 60040, 66057/192
66551/607/617, 150219/239/249/263/279, 153370
158798/950-952/954-957/959, 159001/105, 43004
43015/017/023/024/027-029/088/174/191

6th May:
Eastleigh 09.55-17.14:
08735/995, 59101, 66023/058/085/116/158/187
66192/213/502/563/566/568/591/603, 67025
70008/9, 158880-82/84/89, 159105, 220001/02
220013/30, 221122/28/34/38/39, 377435
444003/6-8/10/12/13/20-24/26/28/30/32-34/37
444038/39/43/45, 450001/004/007/011/021/024
450075/082/093/100/102/111/114/116/117/562

18th May:
Eastleigh 10.45-17.11:
08995, 59001, 66021/031/034/057/058/111/145
66204/230/503/510/516/539/548/588/592/724
66956, 67005, 73212/3, 158882/85/88/90
159009, 220002/05/10/17/21/27/28/34, 221119
221123/24/29, 377321/452, 444001/04/06/10/12
444014/15/18/23/28-32/34/36/39/41/42/44/45
450006/011/018/020/028/031/038/075/078/085
450087/090-092/109/117/122/125/126/569
19th May:

Leamington Spa 09.15-17.40:
66020/027/034/077/089/116/117/199/503/516
66534/535/539/540/543/570/592/607, 67013/14
165011/14/19, 168001-003/005/106-108/110-13
168214/215/219, 220004/05/09/11/13/14/16/19
220020/21/23/26-29/33/34, 221121/26/30/33/34
221135/40, DVT's 82301/5
20th May:
Didcot 10.30-17.12:
08757, 43002/004/005/009/010/012/016-018/025
43026/029/030/035-037/053/056/063/070/071/086
43091-094/098/126/127/129/131/133/137/140/142
43144-146/149-153/159/161/163/164/169/170
43174-177/179/185/187/190/192/194/196-198
66020/021/034/058/069/091/137/143-145/188/207
66503/504/516/517/539/567/569/596/955/956
67002/19/25/29, 165101/03/04/09/10/13/14/16/17
165135, 166201-05/208/09/13/16-18/20/21
220005/08/10/12/16/20-22/26/27/29/33, 221126/29
22134/40

James Holloway:
4th May:
Water Orton 11.30-14.40:
57601+56301+37503+D9009+33035, 66055/085
66138/200/503/535/585
DR73920, 98009/10, 98909/69

10th May:
Water Orton 12.05-14.45:
37516+86259 eastbound, 56313/11 westbound
43301/03, 66037/069/080/096/139/183/204/232
66429/502/547/602/623/844, 66146 hauling
euroshed 66042 to Toton on departmental train,
172102 on test

17th May:
Water Orton 12.30-15.25:
66549 6Z27 Stud Farm-Hinksey
66155 6V92 Corby-Margam
66149/002 6D44 Bescot-Toton
66613 4Z21 Ratcliffe-Daw Mill
66060 6X01 Scunthorpe-Eastleigh
66536 4L68 Birch Coppice-Felixstowe
66593 4M94 Felixstowe-Lawley Street
66008 4E66 Margam-Redcar
66011 light engine eastbound
25th May:
Ebbsfleet International 12.15-17.00:
66043/141 on Swanscombe - Northfleet line
373001/002/007/008/013/014/017/018/022/103/104
373201/202/205/206/217/218, 395002/03/11/12
395016-20/22/24/25/29

St Pancras 17.30: 59206 north of station



car 1 'Coire' Cairngorm Mountain Rly, 25 May 2011

Preservation Photo Spot Forgotten Locos

Severn Valley Railway, Kidderminster:

Further to mine and Carls lucky trip around the diesel area at Kidderminster, we were able to view two locos long out of use and public view.



D7029
Kidderminster,
Severn Valley
Railway
16 April 2011

D5410
Kidderminster,
Severn Valley
Railway
16 April 2011



Eastleigh Works Report by Carl Watson

With Carl busy getting married, there is nothing to report this month.

Preservation News

by Trevor Roots

Re-opening of Market Bosworth Station, Battlefield Line:

The one and only intermediate station on the Battlefield Line, Market Bosworth Station re-opened for public use during April. Access is from the east side of the road overbridge past the former station building, now used by a car dealer to a car park in front of the former goods shed, again in private use. The west side platform and wooden station building are accessed via a new level crossing by the signal box, yet to be brought into use and a short bit of footpath. The photo below, taken on the 1st May, is looking north from the level crossing and also shows the siding alongside the former eastern platform full of stored wagons and diesel shunters...now accessible to view and photograph, though best in the afternoon, particularly if very sunny. The list of stored stock from north to south is:

787330 flat (converted 4w ferry van)	12083 Cl.12 0-6-0
983175 dogfish hopper	386628 27T open
993138 dogfish hopper	08825 Cl.08 0-6-0
301596 5pl long open	N/K Barclay 0-6-0DH
5029 tank	03180 Cl.03 0-6-0
R72 16T open	422 'Hot Wheels' Barclay 0-6-0DM
N/K 27T open	N/K 7pl open
955025 20T brake van	195 10T 4pl open/flat (see photo below)



Gloucestershire & Warwickshire Railway:

As previously surmised in the February issue, the GWR has launched a further appeal for survival with a total target of over £1 million required to mend "a broken railway" hit by two recent landslips. With the line severed at 'chicken curve' the railway is running as two separate lines during 2011 as fortunately a new northern extension was opened last year northwards from Toddington to Laverton. This allows a 9 mile return service out and back from Toddington, the main base and depot, south to Hailes Abbey then back and up to Laverton. This is being run with the help of two loaned Cl.117 DMUs, 51365 + 51407 from Plym Valley Railway and 51382 + 51339 from Barry Island Railway. A further single DMU 55003 has also been bought for use on this service. With the line severed just east

of Winchcombe, the base for carriages and wagons, a 14 mile return service is also being run from here to the southern terminus of Cheltenham Racecourse, again only possible as the previous landslip at Gotherington has been repaired. Tough times for the railway, but thankfully numerous donations and good will money raising events by other railways have made a bit impact on the target.



Cl.117 DMUs 51382 + 51339 (left) on the service train and stabled 51365 + 51407 on the right, Toddington (looking north), 17 April 2011



the start of 'chicken curve' with lifted and temporary access track (looking east) from the end of the stock sidings at Winchcombe, 17 April 2011

Tyseley Open Day 25th - 26th June 2011:

For details visit www.tyseleylocoworks.co.uk/tlw_ods/

North Yorkshire Moors Railway:

1 - Whitby - Pickering 175th Anniversary Gala, 29th Apr – 8th May 2011:

The 10 days of this gala saw full operation over the entire line from Pickering to Whitby for the first time at a major event. Sixteen mostly large tender steam locos were booked to appear and I believe all but one did, 49395. The full list was as follows: (* denotes not used in gala)

Maunsell S15 4-6-0 825	resident
Stanier Black 5 4-6-0 44871	visitor
Stanier Black 5 4-6-0 44767 <i>'George Stephenson'</i>	resident
Stanier Black 5 4-6-0 45212	resident
Stanier Black 5 4-6-0 45407 <i>'The Lancashire Regiment'</i>	visitor
Stanier Black 5 4-6-0 45428 <i>'Eric Treacy'</i>	resident
Beames G2a 0-8-0 49395*	resident
Gresley A4 4-6-2 60007 <i>'Sir Nigel Gresley'</i>	resident
Raven Q6 0-8-0 63395	resident
Wordsell J72 0-6-0 69023	visitor
BR Standard 8P 4-6-2 71000 <i>'Duke of Gloucester'</i>	resident
BR Standard 4MT 2-6-0 76079	resident
BR Standard 4MT 2-6-4T 80072 (occasionally masquerading as 80116 / 80118)	visitor
BR Standard 9F 2-10-0 92214 <i>'Cock o' the North'</i>	resident
replica 2-2-0 <i>'Planet'</i> & replica 0-2-2 <i>'Rocket'</i>	visitors

Resident Cl.24 D5061 and Cl.101 DMU 50204+59539+51511 also put in occasional appearances.

With our travel plans managing to coincide with this major gala we were able to drop in late on Bank Holiday Monday 2nd May. As we were heading north, Pickering was the first stop at 15.10 just as 71000 was departing so no photo. Diesels Cl.12 12139* and Thomas Hill 0-6-DM *'Ron Rothwell'* * were in the station area. However we hung around for 2 hours to see *'Planet'* working the shuttle to Levesham and the arrivals of 45407 and 60007 on service trains, the latter being used for the first time at a gala since 2007. Fortunately services were running into the evening so it allowed us to follow the last train north to Grosmont. The intermediate stations having to await a visit at a later date. At Grosmont 45212 was sitting in the station and we walked up to the shed. In the running shed were 825, 45428, 44767, 44871, Fowler 7F 2-8-0 53807* & 92214, several of them simmering after their days work. Outside was Cl.25 D7628 *'Sybilla'*. Tucked in front of another shed was Collett 0-6-2T 6619* (since left the railway). Under the coaling stage was 69023, for disposal. The adjacent sidings held 49395* (under repair so not able to be used), Maunsell Schools 4-4-0 30926, BR Standard 4MT 2-6-0 76084 and diesels 31128 & 37264. In the Deviation shed were BR Standard 4MT 2-6-4T 80135* (dis), 0-6-2T 5* (3377) (u/r) & 0-6-2T 29* (4623) (dis) plus diesels Cl.04 D2207* & Cl.50 50027* *'Lion'*



Another achievement of the railway was the completion (nearly) of the Pickering station restoration including the erection of a replica GT Andrews design trainshed roof. This overall roof finally gives cover to the station as can be seen in the photos of *'Planet'* above (2 May) and right (26 May)



This was the first time I had been to the NYMR and it won't be the last, a superb railway set in stunning scenery with ample photographic locations to occupy a week's holiday when there will be more time to actually ride on the line. With a large allocation of steam and diesels this is a railway with plenty of operational interest.

2 - Arrival of 60163 'Tornado' 26th May 2011:

We also managed to fit in a visit on the way back south on the 26th May to specifically see the re-appearance of 60163 'Tornado' in service and its new BR Brunswick green livery. However the day was marred for those who had travelled far (luckily we were 'passing') as it was delayed by cable thieves (hands chopped off should be a deterrent !!) and more awkwardly by its failure. It turned up at Grosmont in the rain at 13.20 behind resident NYMR D7628 'Sybilla' and Mk1 support coach 21268 (see photo below). The whole ensemble was quickly reversed back from NR metals through the station into the tunnel then back for a quick photographic opportunity, which was difficult in the rain (thanks to Christine for holding a brolley over the camera !). After 5 mins it left for the depot where once the rain had abated (30mins later) we headed to see it under the coaling tower undergoing acceptance tests. Sadly it was not until the 28th that it entered service, but not the fault of the NYMR. Happily for us we were able to see another 6 resident locos and to do the reverse trip to the 2nd calling in at Goathland and Levisham, where the resident DMU (another 'cop') was stabled. Just getting to the line by car reinforced my earlier comments on the stunning setting, though not for the nervous driver !!



(above) 60163 'Tornado' being hauled on the NR track on arrival at Grosmont

(right) under the coaling tower at Grosmont depot (with permission)



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).

15th April

06.45 47826/57601 5Z34 CN-GL
18.23 60015 6B47 WH-MG
19.26 66431 6Z90 SN-CT
19.56 66126 6E12 CF-PC
66138 6V67 RA-MG
66128 6M11 MG-RO
66053 6M81 MG-RO
60013 6B13 RN-WH
66092 4E66 MG-RA
60015 6E41 WH-LY
66714 6Z97 BN-CT
66050 6V92 CY-MG
66238 6V66 RA-MG

16th April

04.30 66033 6W20 NJ-HY
07.35 47826/57601 1Z34 CL-GL
07.53 66083 6M60 EX-B5
08.56 66143 6Z43 SC-MG
11.05 60013 6B13 RN-WH
11.56 66059 4E66 MG-RA
12.00 150129 5Z50 BL-TYS
17.58 66053/60011 6W31 WY-GL
18.28 66184 6X30 WY-GL
18.57 66092 6V66 RA-LL
18.58 66603 6Y12 WY-Eckington
19.28 66549/953 6Y34 WY-SP
20.07 66559/551 6Y33 FR-AT
20.28 66622 6Y22 WY-AL
20.44 66617/619 6Y11 FR-CS

17th April

12.20 47826/57601 5Z35 GL-CN
13.22 66121 6W32 AD-GL
19.00 66053/184 6X30 GL-AD

18th April

11.15 60096 6B13 RN-WH
18.13 66714 6Z97 BN-CT
19.01 66089 6V07 RO-MG
20.23 66149 6M54 SO-WR
21.08 66559 6Y33 FR-AT
66431 6Z91 CT-SN
66089 6M11 MG-RO
66136 6E47 LL-TY
66139 6E20 MG-IM
66067 6V61 RO-MG
60074 6E41 WH-LY

19th April

05.42 66121 6M81 MG-RO
10.58 60011 6B13 RN-WH
11.02 66089 6V05 RO-MG
12.57 66124 6V67 RA-MG
13.16 66068 4E66 MG-RA

20th April

11.01 66121 6V05 RO-MG
11.10 60011 6B13 RN-WH

20th April (cont)

11.24 66011 4E66 MG-RA
66508 6Y34 Stoke Wks-WY
66559 6Y33 AT-FR
60015 6E41 WH-LY
66068 6V67 RA-MG
20308/9 6V74 CE-BR
66081 6A36 AH-DT
66508 6Y34 WY-SP

21st April

10.08 66144 6V69 BS-NT
11.07 66177 6V05 RO-MG
11.09 60011 6B13 RN-WH
11.26 66160 4E66 MG-RA
66011 6V67 RA-MG
66431 6Z90 SN-CT
60015 6E41 WH-LY
66508 6Y34 Stoke Wks-WY
66561 6Y33 AT-FR

22nd April

10.48 60011 6B13 RN-WH
66127 6V67 RA-MG
66137 4E66 MG-RA
66187 6V06 HD-CT
66011 6V66 RA-MG

23rd April

09.09 66188 6W83 GL-AD
66148 6W84 AD-GL
66617 6Y34 FR-GL

24th April

07.05 66187 6W46 GL-AD
13.40 66551/609 6Y33 GL-FR
66511 6Y36 GL-WY
66148 6W84 GL-AD

25th April

07.53 66184/170 6W45 Bridgend-WY
10.38 73935 6J42 GL-ST
11.35 66101 4E66 MG-RA
12.22 60015 6E41 WH-LY
66150 6V67 RA-MG
66031 6V66 MG-RA
66188 6V06 HD-CT

26th April

13.32 66250 4E66 MG-RA
16.01 66137 6M41 MG-RO
19.00 66230 6V07 RO-MG
19.45 66549 6Y34 WY-SP
19.58 66162 6V69 BS-AD
20.17 66031 6E30 LL-HL
21.10 66511 0Z66 Stoke Works-EA
21.14 66561 6Y33 FR-AT
21.57 66017 6V66 RA-MG
23.01 66188 6E47 AD-TY
66432 0Z40 CF-CE

27th April

66549 6Y34 WY-SP
20308/9 6V74 CE-BR
66040 6Z43 SC-MG
60013 6B13 RN-WH
66732 0Z53 DY-GL
66089 6V66 RA-MG
66137 4E66 MG-RA
66070 6M96 MG-CY
66250 6V67 RA-MG
66101 6M81 MG-RA
66019 6B36 DT-AH

28th April

05.43 66101 6M81 MG-RA
08.58 66021 6W60 Bridgend-WY
09.14 66070 6M96 MG-CY
11.01 60013 6B13 RN-WH
11.57 60074 6E41 WH-LY
12.10 66230 4E66 MG-RA
12.55 66137 6V67 RA-MG
18.57 66551 6Y33 RA-MG

29th April

19.15 66040 6Z51 FR-Stoke Works
66549 6Y34 MG-SC
66139 6M11 WY-SP
66431/428 6V73 MG-RO
CE-BE

29th April

11.22 60071 6E41 WH-LY
17.17 66720 6Z97 BN-CT
18.10 66066 HD-CT
21.25 66090 6E12 CF-IM
21.59 66089 6V66 RA-MG
23.41 66031 0E20 LL-IM

30th April

00.06 66041 6E80 CT-RM
00.56 66046 4E67 MG-RA
01.12 66018 6V81 RN-CT
01.27 66057 6V19 IM-MG
08.26 66040 6Z43 SC-MG
12.49 66104 4E66 MG-RA
19.26 66250 6V66 RA-LL
66622/619 6Y11 FR-Barnt Green

1st May

09.42 66617 6Y34 GL-WY
66551 6Y33 GL-FR

2nd May

11.22 60071 6E41 WH-LY
11.27 66230 4E66 MG-RA
17.05 66720 6Z97 BN-CT
18.18 66166 6V06 HD-CT
20.17 66177 6E30 MG-HL
20.23 66035 6E12 CF-PC
66422 6Z91 CT-TD
66082 6E47 LL-TY

2nd May (cont)		6th May (cont)		10th May (cont)	
66160 6V66	RA-MG	66509 0Z25	CE-SG	57601 0Z57	Swanage-CN
3rd May		7th May		11th May	
15.04 66170 6V92	CY-MG	11.05 66170 4E66	MG-RA	05.39 66128 6M81	MG-RO
16.04 66131 6M41	MG-CY	13.33 66432 0Z66	CF-CE	11.06 60096 6B13	RN-WH
19.01 66139 6V07	RO-MG	66551/957 6Y33		11.10 66184 6V05	RO-MG
20.06 66030 6V69	BS-AD		FR-Bromsgrove	11.27 66101 4E66	MG-RA
20308/37667 6V73	CE-BE	66509 6Y27	EH-Charfield	12.53 66139 6V67	RA-MG
60071 6E41	WH-LY	66560/558 6Y12	WY-GL	14.24 20303/9 6M67	BR-CE
66096 6B13	RN-WH	66607 6Y13	WY-GL	15.07 66104 6V92	CY-MG
66097 6E30	MG-HL	66131 6V02	HL-LL	18.26 60096 6B47	WH-MG
66101 6E20	MG-IM	66053 6E41	WH-LY	19.00 66128 6V07	RO-MG
66007 6V93	CY-MG			12th May	
66250 6V06	HD-CT	66558/560 6Y12	GL-WY	07.20 66144 6W60	
66150 6V66	RA-MG	66619/622 6Y11	GL-FR		Wolvercote Jct-HY
66018 6E47	LL-TY	66607 6Y13	GL-WY	07.30 66197 6V51	WR-PY
66160 4E66	MG-RA			08.00 37688/667 6V73	CE-BE
66007 6M96	MG-CY	9th May		09.10 66105 6M96	MG-CY
4th May		06.10 66230 6M81	MG-RO	09.57 66134 6B36	DT-AH
06.00 66230 6M81	MG-RO	09.12 66092 6B36	DT-AH	11.07 60096 6B13	RN-WH
06.53 66192 6W58	AJ-WY	09.15 66139 6M96	MG-CY	11.38 66139 4E66	MG-RA
07.55 66027 6W55	Shipton-HY	11.03 60096 6B13	RN-WH	11.46 37688/667 6M56	BE-CE
11.09 66170 6V05	RO-MG	11.34 66079 6V05	RO-MG	12.53 66101 6V67	RA-MG
11.13 60096 6B13	RN-WH	12.17 60015 6E41	WH-LY	13.04 66134 6A36	AH-DT
12.58 66160 6V67	RA-MG	13.14 66092 6A36	AH-DT	18.57 66197 6X52	PY-MN
15.57 20303/37059 6M67		16.01 66131 6M41	MG-RO	13th May	
		17.20 66716 6Z97	BN-CT	66101 6V05	RO-MG
		18.04 66170 6V67	RA-MG	66105 4E66	MG-RA
19.05 66403 6Z97	BN-CT	21.24 66185 6V06	HD-CT	66104 6M96	MG-CY
5th May		66842 0Z66	RY-LL	66002 6M81	MG-RO
08.02 20308/37611 6V73	CE-BE	142063 5Z42	EX-NH	60096 6B13	RN-WH
08.53 66033 6W60		10th May		66086 6V67	RA-MG
Ascott-under-Wychwood-HY		05.26 66128 6M81	MG-RO	37603/20308 6V74	CE-BR
09.14 66020 6B36	DT-AH	07.02 66035 6V51	WR-PY	66403 6Z97	BN-CT
11.13 60096 6B13	RN-WH	07.13 66063 6W50		14th May	
11.30 66160 6V05	RO-MG		Wolvercote Jct-HY	66102 6V75	Dee Marsh-MG
11.30 66080 4E66	MG-RA	08.00 20303/9 6V73	CE-BE	70005 6Z70	SG-TY
12.24 60071 6E41	WH-LY	09.09 66037 6M96	MG-CY	47580/57601 1Z78	SW-CL
15.09 66139 6V92	CY-MG	11.00 66844 0Z66	LL-RY	15th May	
6th May		11.06 60096 6B13	RN-WH	66619/622 6Y11	GL-FR
11.27 66201 4E66	MG-RA	11.26 66230 6V05	RO-MG	66957/560 6Y33	AT-FR
11.51 60015 6E41	WH-LY	11.29 66139 4E66	MG-RA	66558 6Y12	AL-WY
15.10 66144 6V92	CY-MG	12.56 66161 6V67	RA-MG	47580/57601 5Z79	BL-CN
16.00 66170 6M41	MG-RO	15.09 66080 6V92	CY-MG	37611/601 1Q13	DY-BL
17.15 66716 6Z97	BN-CT	15.14 66058 6A17	LM-DT	+1256+5981+97797+9481	
20.26 66131 6E30	MG-HL	19.02 66035 6X52	PY-MN		
22.57 66170 6V61	RO-MG	19.26 66165 6V69	BS-NT		
150131 5Z84	SPM-TYS	19.57 66011 6W56	WY-EV		

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 April		17th April		19th April	
05.45 66427 4M16	GM-DV	13.00 66417 4A13	GM-AB	05.45 66108 4H47	MN-IS
12.05 45407+44871 5Z30		18th April		07.00 66423 4R75	GM-EE
	Heywood-IS	05.45 66108 4H47	MN-IS	10.35 66514 6G05	RV-LT
13.00 66304 4A13	GM-AB	07.00 66417 4R75	GM-EE	13.00 66301 4A13	GM-AB
13.00 66114 6A30	MN-AB	08.30 66601 6A65	OX-AB	13.30 66114 6S36	DS-GM
13.30 66103 6S36	DS-GM	14.05 66433 6D50	IS-MN	18.15 66103 6N44	PW-GM

20th April		27th April (cont)		6th May	
05.45 66108 4H47	MN-IS	13.00 66434 4A13	GM-AB	66424 4R75	GM-EE
07.00 66301 4R75	GM-EE	13.30 66099 6S36	DS-GM	66414 4Z47	MN-IS
11.30 67007/21 5L25	MH-PH	18.15 66110 6N44	PW-GM	66099 6S36	DS-GM
13.00 66418 4A13	GM-AB	28th April		66513 6G05	RV-LT
13.30 66103 6S36	DS-GM	05.45 66414 4Z47	MN-IS	66301 4A13	GM-AB
16.39 46115 5Z41	PH-CR	06.30 66099 6A31	MN-AB	47760/47826 0Z30	CN-BO
18.22 45407+44871 1Z38	GC-IS	07.00 66434 4R75	GM-EE	37685/57001 at ED	
21st April		13.00 66424 4A13	GM-AB	7th May	
05.45 66102 4H47	MN-IS	13.30 66110 6S36	DS-GM	66301 4M16	GM-DV
06.30 66614 6H51	OX-IS	29th April		66001 6A30	MN-AB
07.00 66423 4R75	GM-EE	05.45 66417 4Z47	MN-IS	66414 4Z47	MN-IS
10.35 66514 6G05	RV-LT	07.00 66434 4R75	GM-EE	66413 4A13	GM-AB
13.00 66433 4A13	GM-AB	13.00 66413 4A13	GM-AB	37676/706 1Z55	CL-SI
22nd April		18.15 66099 6N44	PW-GM	8th May	
05.45 66102 4H47	MN-IS	30th April		66424 4A13	GM-AB
07.00 66418 4R75	GM-EE	05.45 66413 4M16	GM-DV	9th May	
10.35 66546 6G05	RV-LT	05.45 66417 4Z47	MN-IS	66599 6A65	OX-AB
13.30 66122 6S36	DS-GM	10.05 66111 0A30	MN-AB	66424 4R75	GM-EE
19.30 37218+37607 1Z22	CL-IS	13.30 66099 6S36	DS-GM	66414 4Z47	MN-IS
23rd April		1st May		66513 6G05	RV-LT
05.45 66102 4H47	MN-IS	66427 4A13	GM-AB	10th May	
05.45 66303 4M16	GM-DV	2nd May		66155 6Z03	MN-AB
06.30 66434 6H48	MN-IS	66417 4Z47	MN-IS	66417 4R75	GM-EE
10.05 66108 6A30	MN-AB	3rd May		66414 4Z47	MN-IS
13.00 66430 4A13	GM-AB	66188 6Z03	MN-AB	66513 6G05	RV-LT
13.30 66129 6S36	GM-AB	31106 3Q19	MN-DU	66108 6N44	PW-GM
24th April		66164 6S36	DS-GM	66110 6S36	DS-GM
09.20 66111+66114 1Z28	GC-Stonehaven	66417 4Z47	MN-IS	66418 4A13	GM-AB
		66427 4R75	GM-EE	11th May	
13.00 66430 4A13	GM-AB	66614 6A65	OX-AB	66301 4R75	GM-EE
13.41 60007 1Z46 (steam)	LI-DL	66418 4A13	GM-AB	66414 4Z47	MN-IS
25th April		4th May		66513 6G05	RV-LT
05.45 66414 4Z47	MN-IS	66417 4Z47	MN-IS	47826/47760 1Z41	RY-DU
10.30 66303 4N66	GM-CR	66418 4R75	GM-EE	66108 6S36	DS-GM
10.35 66546 6G05	RV-LT	66099 6L49	MN-LW	66304 4A13	GM-AB
12.10 37218+37607 1Z23	IS-CL	66106 6S36	DS-GM	12th May	
14.05 66434 6D50	IS-MN	66614 6H51	OX-IS	66414 4Z47	MN-IS
26th April		66108 6A30	MN-AB	66614 6H51	OX-IS
05.45 66514 4Z47	MN-IS	66513 6G05	RV-LT	66108 6A31	MN-AB
07.00 66430 4R75	GM-EE	67003/21 5L25	MH-PH	66110 6S36	DS-GM
13.00 66418 4A13	GM-AB	66304 4A13	GM-AB	66513 6G05	RV-LT
18.15 66099 6N44	PW-GM	5th May		66430 4A13	GM-AB
27th April		66416 4Z47	MN-IS	13th May	
05.45 66414 4Z47	MN-IS	66418 4R75	GM-EE	47804/26 1Z46	HH-DU
06.30 66111 6L49	MN-LW	66110 6A31	MN-AB	66414 4Z47	MN-IS
07.00 66433 4R75	GM-EE	66513 6G05	RV-LT	66513 6G05	RV-LT
11.30 67021/26 5L25	MH-PH	66430 4A13	GM-AB		

Stirlingshire & Gloucestershire Sightings Location Codes:

AB Aberdeen	BA Blair Atholl	CA Calvert	CY Corby	EU Euston
AC Achnashen	BD Bedworth	CB Coatbridge	DC Dyce	EV Evesham
AD Alexander Dock	BE Berkeley	CE Crewe	DL Dalmeny	EX Exeter
	Jnct	CD Charfield	DM Dollands Moor	FB Ferrybridge
AE Attercliffe	BI Burntisland	CF Cardiff	DR Doncaster	FF Fiddlers Ferry
AH Ashchurch	BL Bristol	CH Chaddesden	DS Dalston	FG Fishguard
AJ Awre Junction	BN Beeston	CL Carlisle	DT Didcot	FO Forres
AL Alston	BO Bo'ness	CM Chalmersston	DV Daventry	FR Fairwater
AN Acton	BP Bath	CN Carnforth	DY Derby	GC Glasgow Central
AP Appleford	BR Bridgwater	CP Chepstow	DU Dundee	GL Gloucester
AR Abercynon	BS Bescot	CQ Croft Quarry	EA Earles Sidings	GM Grangemouth
AT Abbotswood Jn	BT Barton Hill	CR Cadder	ED Edinburgh	GR Grange Sidings
AV Avonmouth	BW Barrow Hill	CS Cheltenham	EE Elderslie	GS Gleneagles
AW Aberthaw	BZ St Blazey	CT Cardiff Tidal	EH Eastleigh	GY Grimsby
AY Ayr	BY Barry	CV Cliff Vale	EL Elgin	HA Hayes

HD Handsworth	LG Lairg	NH Newton Heath	RA Redcar	SV Stevenage
HF Hereford	LI Linlithgow	NJ Norton Jnct	RC Ratcliffe	SW Swindon
HH Holyhead	LK Lackenby	NL Newtonhill	RD Reading	SY Shipley
HL Hartlepool	LL Llanwern	NT Newport	RE Redmire	TD Tyne Dock
HR Harwich	LM Long Marston	NV Neville Hill	RG Rugeley	TE Trostre
HS Hunslet	LN Laurencekirk	NW Nantwich	RM Rotherham	TH Theale
HT Hastings	LO Longsight	OB Oban	RN Robeston	TK Tavistock Jnct
HV Haverfordwest	LS Leeds	ON Onllwyn	RO Round Oak	TL Tilbury
HW Heywood Jnct	LT Longannet	OO Old Oak Common	RR Rowley Regis	TN Taunton
HY Hinksey	LW Linkwood	OX Oxwellmains	RV Ravenstruther	TO Toton
IM Immingham	LY Lindsey	OY Oxley	RY Rugby	TR Trishington
IB Ironbridge	MC Machen	PA Paisley	SA Saltley	TS Tees Yard
IS Inverness	ME Montrose	PC Port Clarence	SB Stourbridge	TY Tyseley
JM Jersey Marine	MF Milford	PF Peak Forest	SC Scunthorpe	VA Victoria
KB Kittybrewster	MG Margam	PG Pengham	SD Standish Jnct	WB Wembley
KC Kirkcaldy	MH Millerhill	PH Perth	SG Stoke Gifford	WH Westerleigh
KK Kilmarnock	MN Mossend	PM St Philips Marsh	SH Slough	WP Worksop
KL Kyle of Lochalsh	MO Moreton	PN Paddington	SI Stirling	WR Warrington
KN Kennethmont	MS Maesteg	PO Polmadie	SK Shirebrook	WS Worcester
KS Kingsland Road	MT Mountsorrel	PR Preston	SN Stockton	WV Wolverhampton
KY Kingsbury	MV Manchester Vic	PT Paignton	SO Southampton	WW Washwood Heath
LA Laira	MW Moorswater	PW Prestwick	SP Spetchley	WY Westbury
LB Ladybank	NA Nairn	PY Portbury	SR Stourton	YT Yate
LC Lincoln	NE Neath	PZ Penzance	SS Swansea	YK York
LD Lydney	NG Nottingham		ST Severn Tunnel Jnct	

Preservation Photo Spot – loco transfers



37042
previously dumped at
Doncaster Carr
Depot and now
preserved at the
Eden Valley Railway

Warcop,
26 May 2011



D9516
previously based at
the Nene Valley Rly
and now at the
Wensleydale Railway

Leeming Bar,
26 May 2011

Railway Globetrotters

by Ray Smith

The Lads Tour, April 2010 - Part 6 Germany, Belgium and home:

28th April 2010: We looked in at Karlovy Vary station (4) and the depot with 1 unit and 1 locomotive. Now back into Germany near the border is Oberwiesenthal, one of the narrow gauge steam lines near Dresden. A nice location and we went to the other end of the line where it meets with the standard gauge at Cranzahl. A new location for me and I copped a German ASF! It has been many years since the last one.



Deutsche Reichsbahn had class 99/7, 2-10-2T working on the 750mm gauge lines in Sachsen. Originally numbered 99 7xx then when they were computerised they had 1000 added plus a check digit. After unification they became Deutsche Bundesbahn (DB) and were renumbered back to 099 7xx series with a check digit. However, the new 7xx number was not the same as the original. Today, they can be seen working with any of the above numbers. The lines now are privatised and some locomotives are preserved. A few have migrated north. The left hand photo above shows 99 785, which became 99 1785-7 then 099 749-4 in the workshops at Oberwiesenthal. Note the safety rails on top of the tanks. The right hand photo above shows another view of a class 99 at Oberwiesenthal with all identification removed, a common occurrence when stored, like this member, April 28th 2010.

On the way to Dresden we managed to call in at two of the Pressnitztalbahn depots on route. These are narrow gauge (750mm) with both steam and diesel to be seen.



two Meyer 0-4-4-0Ts 99 1590 & 99 1542
Pressnitztalbahn, Johstadt, 28 April 2010



199 007 one of three 0-6-0 shunters leased
from the Johstadt Preservation Group
Pressnitztalbahn, Johstadt, 28 April 2010



As well as the working steam locomotives on the Pressnitzbahn, preserved locomotives can also be found there as with 0-6-0T 99 4511 & 0-6-0T 54, 28 April 2010

At Dresden we asked and permission was granted. We were shown round by a very enthusiastic member of their management team which included a cab ride in a CI.145 (UK take note)...*no one is listening, ed.*

Next was Leipzig, where once again permission was granted in the freight and unit depots, then a station session as our hotel was just over the road. It was of interest the amount of private operators that are taking over local services all over Germany, with Leipzig no exception.

During this tour we saw plenty of ASFs in Poland. The former East Germany had at least one on each major depot. Some depots still use them (see photo opp) as with 49 & 1005 together at Leipzig Englesdorf (freight) depot. 28 April 2010



Open access has allowed many private operators to take over German services as with this Connex operated, Berlin – Rostock service hauled by 146 522, Leipzig, 28 April 2010



Private operator Mitteldeutsche Regiobahn operate single units, they have their own numbering system but if the class is the same as one owned by DB then it carries a DB number as well as with class 650 VT 018 also carrying 650 550, Leipzig, 28 April 2010



A large number of ex DR class 110, later DB classes 201/202 were put into store at Stendal works and many have been rebuilt for both DB and private operators. 203 113, ex 202 370 rests inside Halle G (goods) depot, 28 April 2010



The small single units from class 672 operate on the branch lines around Halle and Leipzig, 18 are allocated to Halle P (passenger) and 2 to Magdeburg. 672 920 is the second of the Magdeburg allocation, seen at its home depot of Buckau, 28 April 2010



Metronom operate some services around Hamburg, Bremen and Hannover areas with locomotives based on DB class 146 ME146-16 is seen at Hannover 28 April 2010



BBL 02 ex DB 214 009 from private operator BBL Logistik passes through Hannover on a freight 28 April 2010

29th April 2010: It was time to head back to Berlin airport to drop off the hire car and collect mine. We went via Grosskorbetha station which overlooks a freight yard and stabling point where DB and private operator locomotives can be seen. The 2 Halle sheds were next before swapping cars and heading to Magdeburg. Here there used to be an amazing 100 plus shed opposite the station, now history. We visited the new passenger depot at Buckau which had very little on. We would have seen more if we spent an hour on the station! Then to the freight depot at Rothensee. Our only refusal, silly really as we passed all of the locomotives to get to the office and missed nothing, apart from the odd photograph!...*now that's just like it was in the UK, ed.*

The early evening (pre beer and Chinese) was spent at the station in Hannover ,where an overnight stop was planned and I cleared the Hannover S-bahn CI.424s as well as seeing all but 4 of the new CI.425s.

30th April 2010: The long journey home began. Our shuttle wasn't until late afternoon so 2 stops were allocated. The first was at Moers where one of the Vossloh workshops is located. Alongside the car park were a few NIAG locomotives. We went into the shops and asked if we could look round and permission was given.

It was still a long journey to the shuttle, so Antwerp(en) Nord was the next break. Even on a weekday there were 84 noted. As long as we (enthusiasts) remain sensible, this depot is friendly. On a weekend you can expect total access but on a working weekday you stick around the perimeter, yet almost everything was still seen. I have mentioned this in other articles and I still believe that if permission is granted, then it is only polite to return and thank them before leaving. Shuttle next and home.



Vossloh have supplied locomotives all over Europe to many private operators as well to some state railways. Some locomotives carry the Vossloh number while others also carry a number based on the series their operators use (I have also seen some without any visible number). MRCE owned 100 1013 is seen at the Vossloh workshops in Moers, 29 April 2010



Two MAK G1206 stand side by side in the Vossloh yard, left is 100 1133 and right is MWBs V2104. DB have called these class 275 and the UIC number for V2104 is 92 80 1275 104-8, 29 April 2010



Niederrheinische Verkehrsbetriebe AG (NIAG) No1 heads a line of other NIAG locomotives adjacent to the car park at Moers works. DB have classed this locomotive as a class 276 29 April 2010



You cannot pass Antwerpen without looking into the Nord depot. Class 77 No7870 stands in the depot yard (a lot of these locomotives are stored here) 29 April 2010

All in all an excellent tour. The ash cloud caused some problems, yet allowed extra locations to be visited....*coincidentally as this is being edited, another Icelandic volcanic ash cloud is causing disruption !!!*

all photos by Ray Smith

Light Rail & Metro News by Martin Hall

Edinburgh: The situation is getting very fraught with the final route still undecided and many actively saying the whole scheme should be scrapped. However Princes Street is to close for repairs to the track / road surface interface which has deteriorated before any trams have even run. Work will also be undertaken on the Tramstop.

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.

With the 2012 Wagon book in mind, can any member with information on RIV wagons or knowledge of reliable public sources please contact Scott.

Deleted from TOPS:

352774/3451/4086/4249/4640/5012/5182/5325/5442/5443/5519/5617/5663/5740/5741/5753/5772/
5843/5845/6231/6269/6473/6564/6591/6650/6681/6816/6920/6946/6991/7579/7614/8444/8775/9106
368106/231/459 - all from Llandeilu junction

3063-3080, PR6920-23/26/28/29/31/34, 30102, 83634, 83901-907

MODA 7420 – 31/36/37/39/42/44/45/53/59/68, 98000-032 - I'm unsure which of the MOD wagons have been scrapped or may now be for internal use only.

RIV re-numbering:

31.83.4909 527-9 to 37.80.4909 017-8
35.83.4909 559-8 to 37.80.4909 021-0
31.83.4909 530-3 to 37.80.4909 023-6
31.83.4909 525-3 to 37.80.4909 024-4
35.83.4909 539-0 to 37.80.4909 028-5
35.83.4909 581-2 to 37.80.4909 038-4
35.83.4909 523-4 to 37.80.4909 047-5
31.83.4909 511-3 to 37.80.4909 050-9
31.83.4909 563-4 to 37.80.4909 053-3
31.83.4909 564-2 to 37.80.4909 058-2
31.83.4909 562-6 to 37.80.4909 067-3
35.83.4909 677-8 to 37.80.4909 068-1
31.83.4909 609-5 to 37.80.4909 072-3
35.83.4909 586-1 to 37.80.4909 073-1
35.83.4909 595-2 to 37.80.4909 075-6
35.83.4909 278-5 to 37.80.4909 085-5
31.83.4909 280-5 to 37.80.4909 086-3
35.83.4909 299-1 to 37.80.4909 087-1
31.83.4909 287-0 to 37.80.4909 092-1
35.83.4909 652-1 to 37.80.4909 097-0
35.83.4909 275-1 to 37.80.4909 098-8
35.83.4909 515-0 to 37.80.4909 104-4
31.83.4909 521-2 to 37.80.4909 108-5
35.83.4909 231-4 to 37.80.4909 113-5
35.83.4909 204-1 to 37.80.4909 117-6
35.83.4909 655-4 to 37.80.4909 127-5
31.83.4909 264-9 to 37.80.4909 139-0
35.83.4909 619-0 to 37.80.4909 140-8
35.83.4909 621-6 to 37.80.4909 145-7
35.83.4909 245-4 to 37.80.4909 157-2
31.83.4909 229-2 to 37.80.4909 160-6
35.83.4909 218-1 to 37.80.4909 164-8
31.83.4909 208-6 to 37.80.4909 187-9
35.83.4909 626-5 to 37.80.4909 193-7
31.83.4909 256-5 to 37.80.4909 194-5
35.83.4909 274-4 to 37.80.4909 205-9

35.83.4909 685-1 to 37.80.4909 206-7
35.83.4909 679-4 to 37.80.4909 209-1

The following have reverted to their former numbers:

31.83.4909 601-6 to 33.68.4909 018-6
31.83.4909 258-1 to 33.68.4909 022-8
31.83.4909 219-3 to 33.68.4909 029-3
31.83.4909 500-6 to 33.68.4909 043-4
31.83.4909 234-2 to 33.68.4909 056-6
31.83.4909 230-0 to 33.68.4909 065-7
31.83.4909 240-9 to 33.68.4909 070-7
31.83.4909 235-9 to 33.68.4909 072-3
31.83.4909 236-7 to 33.68.4909 073-1
31.83.4909 207-8 to 33.68.4909 150-7
31.83.4909 610-3 to 33.68.4909 162-2
31.83.4909 277-1 to 33.68.4909 165-5
31.83.4909 516-2 to 33.68.4909 302-4
31.83.4909 589-9 to 33.68.4909 308-1
31.83.4909 517-0 to 33.68.4909 309-9
31.83.4909 590-7 to 33.68.4909 320-6
31.83.4909 565-9 to 33.68.4909 327-1
31.83.4909 519-6 to 33.68.4909 332-1
31.83.4909 588-1 to 33.68.4909 338-8
31.83.4909 553-5 to 33.68.4909 361-0
31.83.4909 680-6 to 33.68.4909 503-7
31.83.4909 596-4 to 33.68.4909 549-0
31.83.4909 645-9 to 33.68.4909 570-6
31.83.4909 583-2 to 33.68.4909 591-2
31.83.4909 585-7 to 33.68.4909 599-5
31.83.4909 613-7 to 33.68.4909 616-7
31.83.4909 598-0 to 33.68.4909 619-1
31.83.4909 501-4 to 33.68.4909 666-2
31.83.4909 502-2 to 33.68.4909 667-0
31.83.4909 292-0 to 33.68.4909 721-5

31.83.4909 296-1 to 33.68.4909 767-8
 31.83.4909 298-7 to 33.68.4909 769-4
 31.83.4909 283-9 to 33.68.4909 777-7
 31.83.4909 271-4 to 33.68.4909 781-9
 31.83.4909 282-1 to 33.68.4909 783-5
 31.83.4909 284-7 to 33.68.4909 785-0
 31.83.4909 289-6 to 33.68.4909 794-2
 31.83.4909 634-3 to 33.68.4909 901-3
 31.83.4909 532-9 to 33.68.4909 903-9
 31.83.4909 540-2 to 33.68.4909 917-9
 31.83.4909 544-4 to 33.68.4909 922-9
 31.83.4909 608-7 to 33.68.4909 935-1
 31.83.4909 205-2 to 33.68.4909 936-9
 31.83.4909 227-6 to 33.68.4909 943-5
 31.83.4909 211-0 to 33.68.4909 947-6
 31.83.4909 592-3 to 33.68.4909 949-2
 31.83.4909 602-0 to 33.68.4909 975-7
 31.70.4908 663-8 to 33.87.4908 663-7
 31.70.4908 693-5 to 33.87.4908 693-4
 31.70.4908 694-3 to 33.87.4908 694-2

31.70.4908 706-5 to 33.87.4908 706-4
 31.70.4908 711-5 to 33.87.4908 711-4
 31.70.4908 724-8 to 33.87.4908 724-7
 31.70.4908 730-5 to 33.87.4908 730-4
 31.70.4908 731-3 to 33.87.4908 731-2
 31.70.4908 739-6 to 33.87.4908 739-5
 31.70.4908 743-9 to 33.87.4908 743-8
 31.70.4908 748-8 to 33.87.4908 748-7
 31.70.4908 675-2 to 33.87.4908 675-1
 31.70.4908 686-9 to 33.87.4908 686-8
 31.70.4908 700-8 to 33.87.4908 700-7
 31.70.4908 703-2 to 33.87.4908 703-1
 31.70.4908 704-0 to 33.87.4908 704-9
 31.70.4908 710-7 to 33.87.4908 710-6
 31.70.4908 720-6 to 33.87.4908 720-5
 31.70.4908 722-2 to 33.87.4908 722-1
 31.70.4908 726-3 to 33.87.4908 726-2
 31.70.4908 736-2 to 33.87.4908 736-1
 31.70.4908 740-4 to 33.87.4908 740-3
 31.70.4908 741-2 to 33.87.4908 741-1

FREIGHT NEWS by Martin Hall:

Further to the report last month of GBRF hiring Deltic 55022 'Royal Scots Grey' to work its Alcan trips, here is it in action hauling PCA alumina presflos on 3rd May at North Blyth (photo by Ray Smith). This hire period has now sadly ended but attracted hundreds of enthusiasts to the Northumberland coast.



Direct Rail Services (DRS) are now back in charge of the northern leg of the Stobart Rail Tesco Train from Inverness to Mossend, which they won back from DB Schenker. DBS still run the southern leg under the wires down the WCML.

DRS has opened the former Scottish depot at Motherwell for charter stock and service locomotives.

Whilst the above re-opening is welcome news, it is sad to report the demolition of the former 'factory' at Old Oak Common Depot and the start of demolition of Thornaby Depot...RIP.

Freightliner Heavy Haul has begun a new service transporting sand between King's Lynn and Ellesmere Port for the glass maker Quinn.

The latest European wagons to turn up in the UK are a Swiss registered VTG tank 33.85.7932.226-8 (code Zacens) carrying waste oil and its sister 33.85.7932.224-3 recorded earlier at Mossend.

WAGON REVIEW by Martin Hall:

Once more space is in short supply and therefore the Wagon Review has hit the editing room floor again...apologies.

Stock Changes

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 from abroad: (France)

66042

New Stock: (*on test)

172102	172103	172104	
380018*	380019*	380020*	380021*
379019*	379020*	379022*	379023*
379024*	379025*		

Locos Re-numbered:

66401	to 66733	66578	to 66738
66578	to 66739	66580	to 66740
66581	to 66741		

DMU reformed:

153399 from 153369 + 57221 from 150221
temp. as 52221 from 150221 fire damaged

Transferred: (* on loan, ^ returned 'home')

Locos:

D9516	NVR to WEN	D9523	NVR to DVR
D6575^	ESR to WSR	37412	(CS) to BH
37906^	BKR to SVR		

DMUs:

53170 MRB to EVR 55003 MHR to GWR

EMUs: 4TC CI.417

76301/302 DMR to Bellingham Heritage Centre
70826 DMR - Priv (Sandford nr Cheddar Gorge)

Namings:

43208	<i>Lincolnshire Echo</i>
43484	<i>Peter Fox 1942-2011</i>
66716	<i>The Locomotive & Carriage Institution 1911 - 2011</i>



56040 'Oystermouth' awaiting its final journey to the scrapyard having been stripped of spares, Barrow Hill, 1 May 2011

Locos for Scrapping:

EMR Kingsbury	08481
TJ Thomson, Stockton	56040

Locos Scrapped:

TJ Thomson, Stockton	09102, 56107, 56109
	56120
EMR Attercliffe	37693, 37891
EMR Kingsbury	86223

Revised Liveries



DRS 47790 formerly 'Galloway Princess' in shiny new Northern Belle livery Eastleigh Works 19 May 2011

Carl Watson

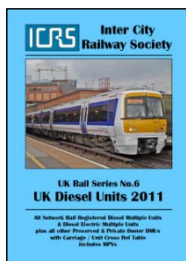
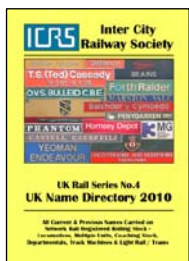
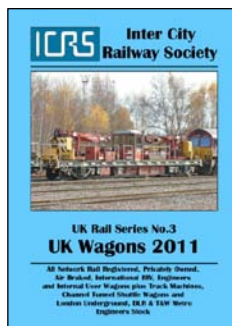
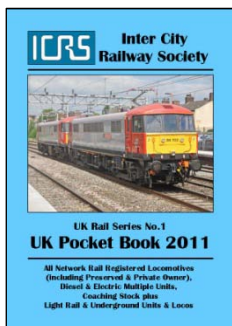
cast number plates were fitted the following day

ICRS Publications

Four brand new **2011** books are now available, **UK Locomotives, Diesel Units, Electric Units** and **Irish Railways**. Please note these books together with the **2010 UK Name Directory** are small print runs, so if you don't want to miss out, order yours now. The individual 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 during 2011 and will combine all locos into one book rather than the 3 previously published.

Copies of all books can be either ordered via PayPal online at **www.icrs.org.uk** or by cheque (made payable to ICRS) direct from Carl Watson (see page 2 for contact details).

All books, except A6 Pocket Datafiles, are A5 wire bound printed on 90gm paper with laminated card covers allowing them to be laid flat.



Book Titles (all Members receive a 20% discount on ICRS books)

			non-member	member
New 2011: (blue covers)				
UKRS01	Pocket Book 2011 (240 pages)	(updated to 1 st Jan11)	£8.99	£7.19
UKRS02B	UK Combine Spring Ed 2011 (268 pages)	(updated to 1 st Feb11)	£14.99	£11.99
UKRS03	UK Wagons 2011 (164 pages)	(updated to 1 st Oct10)	£11.99	£9.59
UKRS05	UK Locomotives 2011 (81 pages)	(updated to 1 st May11)	£7.99	£6.39
UKRS06	UK Diesel Units 2011 (64 pages)	(updated to 1 st May11)	£7.99	£6.39
UKRS07	UK Electric Units 2011 (116 pages)	(updated to 1 st May11)	£8.99	£7.19
UKRS19	Irish Railways 2011 (53 pages)	(updated to 1 st May11)	£7.99	£6.39
Current 2010: (yellow covers)				
UKRS04	UK Name Directory 2010 (168 pages)	(updated to 21 st Apr10)	£11.99	£9.59
Previous 2008-10: check online for availability of Nos 2-19, as some are now SOLD OUT (* discounted)				
	Loco Pocket Datafile - Eastleigh 100 Special 2009		£4.00*	£3.00*
	Pocket Datafile 2009	(updated to 1 st Oct08)	£5.00*	£3.00*
	Pocket Datafile 2008	(updated to 1 st Oct07)	£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