

Tracks

the monthly magazine of the

Inter City Railway Society



Volume 40 No.11
November 2012

Inter City Railway Society

founded 1973

www.icrs.org.uk

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President: **Simon Mutten** (01603 715701)
Coppercoin, 12 Blofield Corner Rd, Blofield, Norwich, Norfolk NR13 4RT

Chairman: **Carl Watson** - chairman@icrs.org.uk (07403 040533)
14, Partridge Gardens, Waterlooville, Hampshire PO8 9XG

Treasurer: **Peter Britcliffe** - treasurer@icrs.org.uk (01429 234180)
9 Voltigeur Drive, Hart, Hartlepool TS27 3BS

Membership Secretary: **Trevor Roots** - membership@icrs.org.uk (01466 760724) (07765 337700)
Mill of Botary, Cairnie, Huntly, Aberdeenshire AB54 4UD

Secretary: **Stuart Moore** - secretary@icrs.org.uk (01603 714735)
64 Blofield Corner Rd, Blofield, Norwich, Norfolk NR13 4SA

Magazine:

Editorial Manager: **Trevor Roots** - editor@icrs.org.uk details as above

Editorial Team: Sightings: **James Holloway** - sightings@icrs.org.uk (0121 744 2351)
246 Longmore Road, Shirley, Solihull B90 3ES

Traffic News: **John Barton** - traffic.news@icrs.org.uk (0121 770 2205)
46, Arbor Way, Chelmsley Wood, Birmingham B37 7LD

Website:

Website Manager: **Mark Richards** - website.manager@icrs.org.uk (01908 520028)
7 Parkside, Furzton, Milton Keynes, Bucks. MK4 1BX

Yahoo Administrator: **Steve Revill**

Books:

Publications Manager: **Carl Watson** - publications@icrs.org.uk details as above

Publications Team:

Combine & Individual / Irish: **Carl Watson** - ukbooks@icrs.org.uk

Pocket Book: **Carl Watson / Trevor Roots** - ukbooks@icrs.org.uk

Wagons: **Trevor Roots** - wagon.compiler@icrs.org.uk

Name Directory: **Eddie Rathmill / Trevor Roots** - editor@icrs.org.uk

USF: **Carl Watson / Trevor Roots** - ukbooks@icrs.org.uk

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Front Cover Photo:

Repatriated A4s 60010 '*Dominion of Canada*' (still in original livery from 1964 and with dented front skirt) and 60008 '*Dwight D. Eisenhower*' from Canada and the USA respectively on display outside Locomotion, Shildon (see report elsewhere), 14th October 2012

£1.50 where sold separately (post free)

Printed & distributed in the UK by Henry Ling Limited, at the Dorset Press, Dorchester DT1 1HD

Society Notice Board

Editor's Comments:

What a month, Richard Branson getting a result from his legal challenge of the WC franchise outcome with an apology from the government having found significant technical flaws in the bidding process and thereby annulling the preferred winning bid by First on the 3rd October. With the franchise to be re-bid, Virgin will be asked to run the franchise temporarily for up to 13 months past the 9th December deadline. All other franchise bids have also been temporarily put on hold. Then we get the sight of two locos I never thought I would see with the repatriation on loan of the two A4s from across the pond, 60008 '*Dwight D. Eisenhower*' and 60010 '*Dominion of Canada*'. Fortunately I caught them at Shildon on our last trip south prior to moving Chris to Scotland. On that note we should safely ensconced north of the border, snow and all by the time you read this. So no more need for the confusion of sending membership renewals to the Sussex address.

Hopefully I will eventually get back time to get on with various articles / series started but not developed much in the past months and this will extend into further articles for our 40th Anniversary in 2013. Apologies also for lack of wagon info or any Wagon Reviews in recent months, which I hope to again find time to research...if anyone can help on wagons please offer your services.

In another interesting development, GBRf have bought three new Cl.66s from Holland in a reversal of recent loco exports. Once brought over they will be altered to UK spec and re-numbered 66747-49.

Basford Hall, Crewe Trip:

Thanks to all those who attended our second official of the year, on Saturday 27th October. Hopefully as this was successful we will be able to conduct further trips especially during 2013, our 40th Anniversary year. See Report elsewhere.

Membership Matters:

Subscriptions:

Annual - £16.00, Five year - £75.00 (saving £5.00 & hedging against proposed rise in 2013)

ICRS Membership gives you:

- a high quality full colour 40 page monthly magazine **Tracks** - covering all aspects of railways.
- an informative website, with access to previous editions of the magazine.
- up to 27% discount on all ICRS publications (8 published).
- 10% discount on Ian Allan books & first time mag subs (not additional to discount for IA Subs Club members).

New Members: (* re-joined)

Stephen Goodwin (Nottingham), Robert Hawker (Cheltenham), Derek Lunn (Ringwood), Michael Parker (Preston), Gary Pearson (Eastbourne), John Rhodes (Kettering) - a warm welcome to you all.

Membership Renewal: When your membership is due for renewal this will be indicated on the **Tracks** address carrier sheet with your expiry date. The reverse of the carrier sheet will be printed with a Renewal / Reminder form, which can be returned or not depending on the method of payment (see below). If no renewal is forthcoming after a second Final Reminder, your membership will be deemed to have lapsed.

Methods of Payment:

Internet Banking (BACS) / Standing Order: This is the preferred most cost effective, secure and quickest way of paying, for you and the Society and ensures we get the full amount. Please remit your sub to a/c: **22032668** sort code: **309947** (Lloyds TSB, 128-132 York Road, Hartlepool TS26 9DD). Please use your **name and membership number** as a reference. If you choose to set up a standing order for annual payments only, then please make the payment date the first of the month following your expiry date (see overleaf). By using a standing order your membership will automatically be paid each year until you stop it. Please confirm, by email or telephone which option you have used.

Cheque or Postal Order: Please make payable to ICRS and return your remittance with the form to: Trevor Roots (Membership Secretary) ICRS Membership Renewal, Mill of Botary, Cairnie, Huntly, Aberdeenshire AB54 4UD

PayPal: Pay by credit card or debit card via PayPal on the website, however this incurs a cost to the Society (currently £0.74 for £16 & £2.75 for £75)

Please note we cannot accept credit card payments over the telephone.

Please provide your first name and a landline telephone number, whether joining or renewing and your email. If you renew in the first week of the month, whilst **Tracks** is at the printers, you may receive a Renewal / Reminder form but do not worry as the admin process will naturally see things cross in the post. Please also note that cheques are not presented to the bank until usually the first week of the following month. All renewals whether by BACS, PayPal or by post will be acknowledged with a new membership card and by email where possible.

NB. When 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. Also use the comments box if buying or renewing a subscription for someone else.

Membership Cards: Your membership is valid until the end of month as shown by the first two numbers. For those who joined from mid 2009, the second two numbers are the year. Cards will be sent as soon as practicable following your renewal, separate from **Tracks** distribution.

Website Matters:

Members Area: Access requires a username and password. From the start of 2011 the username is now your 6 figure membership number and the password a random word provided by Trevor Roots. For new members this will be in the welcome email and following letter. For existing members, email a request to Mark Richards at website.manager@icrs.org.uk Please remember to include your ICRS membership number.

NB. The username / password is personal to you and should not be given to a non-member.

Flickr Photo Gallery: As previously stated, Mark Richards has established our photo gallery on **Flickr**, so please have a look www.flickr.com/photos/intercity-railway-society. However the success of this site relies on your support, so please send Mark your photos.

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. To join visit finance.groups.yahoo.com/group/intercityrailwaysociety/ or email intercityrailwaysociety-subscribe@yahoogroups.com

Facebook: For those of you who've become part of the social networking revolution online, ICRS now has a Facebook page. Search for ICRS and request us to be your friend and you'll be connected to what we do. We acknowledge that not all of our members have computers but if you can and want to get in touch then please do so and we'll see where it takes us.

Magazine:

Submissions: Any information / article on any railway related item will 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 25th November 2012
with delivery to members after Friday 8th December 2012**

Magazine Distribution: **Tracks** is distributed direct from the printers to members in a clear plastic wrapping with an address carrier sheet (reverse printed with a Renewal / Reminder form if appropriate). If any member fails to receive their copy after one week from the above estimated delivery date then please contact the **editor**.

Magazine Contributors: Thanks to **Andrew Woodcock, John Pease, Steve Fryer, Michael Hayman, Mike Rumens, Geoff Hope, Paul Bright, Ian McAlpine, David Elliott, Roger Francis, Dave Spencer, Mark Richards, Ray Smith, Derek Sneddon, Nigel Hoskins, John Barton, James Holloway, Carl Watson & Trevor Roots**. We are sorry if anyone has been missed. All photos by **Trevor Roots** unless shown otherwise.

ICRS Trip Report

Freightliner, Basford Hall, Crewe 27th Oct 2012 by Mark Richards:

Our visit to Freightliner's Basford Hall Yard was accompanied by fine, albeit cold weather providing excellent conditions for viewing and photographing the locos and wagons that were present. Unfortunately for us some of the locos and trains that should have been on site had been dispatched from Basford Hall earlier in the day due to overhead line damage that was affecting services north of Crewe. However there was still a decent count of 19 locomotives that we were able to see and photograph during the tour, with Classes 66, 70, 86 and 90 present.



Variations of the Freightliner livery included the latest colours as applied to the Class 70s and also seen on 86622, 86637 and 90045, two-tone grey as worn by 90047 as well as the plain green with yellow cabs applied to the Class 66s and Class 86s. Two DBS 66s, 66068 and 66147 broke up the Freightliner monopoly, both still being in their original EWS red and gold livery.



In addition to the twenty members of the ICRS party there were at least two, possibly three other groups on the same tour, indicating just how popular these visits are. Our tour started at the fuelling point at the Crewe end of the yard and we proceeded from there back through the various sorting and stabling sidings. The Freightliner guys escorting us did an excellent job keeping such a large group of enthusiasts in order, allowing us access to photograph all of the locos present and ensuring we did

this safely at all times, as there were arrivals and departures occurring during our visit. Appropriately one of the arrivals we saw was an intermodal hauled by 66502 '*Basford Hall Centenary 2001*'. During a typical day Basford Hall will see around 100 train movements and passing the outside of the Yard stabling lines are the Down Fast and Slow Independent lines. These offer a freight only route that bypasses Crewe station where they become the Down Liverpool and Down Manchester Independents, diving under the mainlines to the north of the station.

Our visit concluded after 45 minutes back at the top end of the Yard where we just had time to gather most of our party (some had already rushed off) for a quick photo. For those who like to put a face to those who ably give you articles in **Tracks**, James Holloway is second from the left in the foreground.



All in all it went well and was enjoyable and somewhere that we should definitely visit again. I am pleased to report that everyone followed instructions and gave a good account of the Society which is important because these visits are dependent on people behaving sensibly and following instructions. Now we have the contact with Freightliner, who I spoke to on Saturday, we can make arrangements for a visit in 2013, our 40th anniversary year and they would be happy to accommodate us.

The following is a log of the locos recorded during our visit:

Down Independent Lines:

66304
66736 '*Wolverhampton Wanderers*'

Basford Hall Yard:

66068, 66103, 66147,
66502 '*Basford Hall Centenary 2001*',
66525, 66529, 66533, 66563, 66596
70004 '*The Coal Industry Society*', 70011
86609, 86622, 86637, 86501
90016, 90045, 90047

90016 & 86501



photos by Mark Richards

Eastleigh Works Report

by Carl Watson

General:

Following the sale of Knights Rail Services all has begun to settle down with new Arlington staff taking over the yard and leaving me to concentrate on decontamination and disposals. One personal achievement this month has been that I'm now trained to drive the Class 07 shunter and have had lots of practice moving various vehicles around the yard during the handover to Arlington. The 07 remains owned by Bruce Knights and will continue to be the main yard shunter at the Works.

Locos:

37419 and 31106 were back with their Test Train on the 2nd (see photo below).

67022 arrived with 71000 'Duke of Gloucester' from the Depot next door on the 3rd (see photo below)

57312 and 57301 arrived back from their travels on the 4th



66591 arrived on the Freightliner trip from Maritime on the 8th with wagons for repair and departed with completed wagons.

37606 and 37038 stabled with a Test Train on the 9th

31465 stabled with a Test train on the 12th. Notable in the formation was the recently converted UTU test car 62384 (see photo right).

A busy day for Test trains on the 16th with no fewer than four on site at one time; 37682 and 37688; 73207 and 73205; 31465 and DBSO 9703; 73138 and 73107. Notable is that one was operated by GBRf with GBRf locos rather than DBS 66846 and 66850 arrived for A exams on the 16th, departing on the 18th

37038 and 37606 arrived on the 19th to replace 37682 and 37688 on their Test Train

47843 brought home 50026 on the 19th (see photos below)



31106 and DBSO 9703 and 37038 and 37606 were stabled on Test Trains on 22nd

66732 arrived for refuelling on 24th and departed with 57312 to work an engineer's train
57010 has entered the Paintshop for repainting in DRS blue.
66423 was lifted back onto its bogies on 25th, having had new wheelsets installed (see photo below)



Coaching Stock:

Mk2 TSO 6016 has been stripped of all re-usable bits and awaits its turn in the scrap line. 5908 and 6136 will follow shortly
47245 arrived with VSOE BSO 9502 for a C4 on the 9th (see photo right).

Wagons:

Various KFA, KTA and FLA wagons continue to arrive for repairs. The inclement weather has made it difficult to record the numbers of those coming and going

London Underground:

The Tubelines Asset Inspection Train (AIT) arrived by road on 4th and 5th for conversion of the two extra cars 3079 and 3179 Our last A Stock train arrived w/c 1st 5118/6118, 5119/6119, 5188/6188, 5189/6189

The first C Stock train arrived w/c 15th 5532/6532, 5575/6575. The main withdrawal of C Stock has been delayed by 6 months until at least May 2013 A Stock scrapped in October have been; 5102, 5117, 6118, 6188, 6119, 6189, 5022, 5103, 5023, 5189, 5188 and 5118, leaving 5119 as the sole survivor and this too will have gone by the time you read this report.

Units:

455825 was completed by Wabtec and departed on 9th with 455816 arriving for attention on 10th
450126, 118, 124, 120, 117, 113 and 111 have visited for attention from Siemens
The three remaining de-icing GLVs are being prepared for Winter duties.



AIT Driving Car 3315

Days Out

Bodmin & Wenford Railway, 26th Sep 2012 by David Elliott:

While on holiday in Cornwall, my base being Truro, my wife and I decided to drive to Bodmin for a ride on the Bodmin and Wenford Railway which I had not travelled on before. Bodmin is the main base and central station on an inverted 'Y' shaped line. After a 30 minute drive we arrived in Bodmin at 10.40 via the town centre (signposted well throughout) to find the car park next to the station/depot was almost full, with lots of puddles (but it was free). Before going to the station I noticed a sign on the gate to the depot / maintenance shed saying 'visitors welcome when open' so as it was open, I naturally went through. Walking carefully around the puddles I entered the outside lean-to where 47306 'The Sapper', in a rather bedraggled external condition was being started up, I presume for the following Saturday's diesel gala....47306 is to be withdrawn from service for an extensive overhaul including a new livery, ed.

Also under the canopy was one of the surviving four class 10 shunters, D3452 (see photo right). Passing through a door to the rear of the lean-to I entered the workshop where 0-6-0PT 6435 looked like it was in the final stages of overhaul, a Bagnall ex-WD 0-6-0ST [2766] was in bits for a full restoration project and a couple of carriages under restoration restored too. I found the access good and with maintenance staff exceptionally informative and friendly. I must say this was not a Gala, just a normal Wednesday.



After taking several photographs I proceeded about 300 meters to the station and purchased a daily rover ticket for £11.50. The station being a terminus, was smaller than I expected but quaint and very clean with almost everything restored to its original 1950's condition. There is only one platform, but

has run-round facilities for locos to change ends on their trains plus 2 sidings, one of which housed a Mk1 carriage situated at the end of the second siding and connected by ramp onto the small concourse as an overflow dining room for the small cafe. Looking away from the station there is a small signal box on the right just past the platform end and beyond that a small steam shed capable of housing up to four small steam engines. Beyond that is a road overbridge and then the junction where the two lines diverse forming the arms of the 'Y', the right line via a checkrail curve proceeds to Boscarne Junction, a journey of ten minutes and to the left the line to Bodmin Parkway station (a journey of 17 to 20 mins) where the BWR are lucky to have a main line connection. The distance from Boscarne Junction to Bodmin Parkway via Bodmin General is approx 6 ½ miles (giving a 13 mile round trip) with four loco run rounds per trip.



2-6-2T 5552 arriving at Bodmin, BWR with 47306 to the left of the water column

After a while our train hauled by GWR 2-6-2T 5552 arrived from Bodmin Parkway at 11.20, ran round its train of Mk2 carriages ready for the 11.45 departure to Boscarne Junction. Leaving Bodmin General we passed the steam shed housing GWR 0-6-2T 4247 with another unidentified loco behind and turned right for the short journey ahead. Arriving at Boscarne station, a small halt with just the one platform, the loco ran round again ready for its 12.10 return to Bodmin General arriving at 12.27. There is nothing at Boscarne Junction except the remnants of the old Padstow track bed forming the Camel Trail cycle / footpath (see photo below with the Camel Trail to the right of 5552).

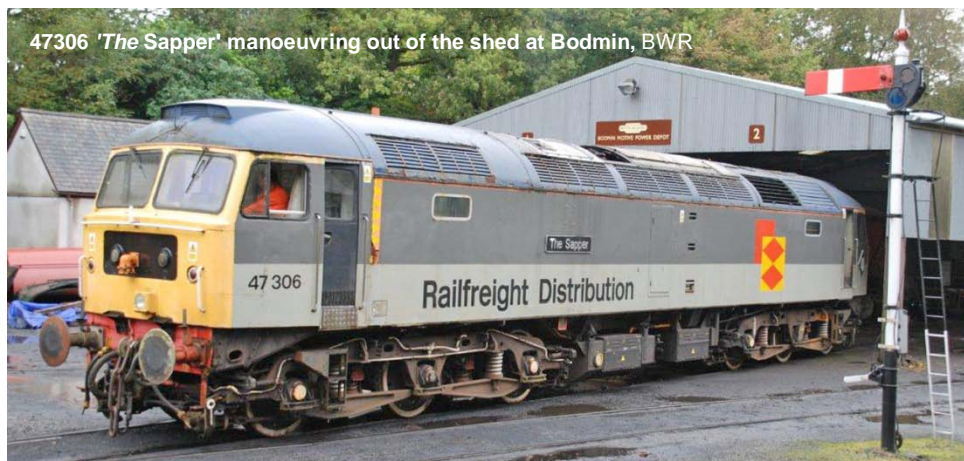


(above & below) 2-6-2T 5552 running round its train at Boscarne Junction, BWR



After the loco's second run round we were ready for the 13.00 departure to Bodmin Parkway. Beyond the road overbridge there is a short stock siding on the left housing 08444 with several wagons, 33110 and 37142 (both in very good clean external condition). On the right some old DMU vehicles, carriages and wagons were stored in a further siding. After a few more minutes on our left we passed Walker lines sidings on our way to Colesloggett Halt, arriving at 13.10 (from where a footpath leads to Cardinham Woods). Trains only stop here downhill, not on the westbound uphill return.

After another seven minutes we arrived at Bodmin Parkway with the loco running round for the third time ready for the 13.30 return to Bodmin General. At Bodmin Parkway station the old Signal box on the down platform has become a very nice cafe and worth a visit. There are several sidings plus a large enclosed loco/carriage shed but all the doors were closed so I was unable to confirm its contents. We arrived back at Bodmin General at 13.50. The journey of 13 miles lasted just over two hours. The day could have been better had the rain relented !!



47306 'The Sapper' manoeuvring out of the shed at Bodmin, BWR

photos by David Elliott

Ramblings of a Rail Enthusiast

by David Spencer – 1964 Part 14

I try to provide extra detail on the items of traction shown in photos, other than number, date and location as provided by Dave...so it's my fault if errors creep in, ed.

December: My first trip on the 11th should have been brilliant, a world of rural Great Western branch lines some with only three weeks to live and the others losing all their wayside stations and halts, it turned out to be a nightmare. With the target being the Devizes area, the start was familiar with Peak D36 down to Bristol Temple Meads onto Bath Spa behind D1037 and continuing to Trowbridge with Hymek D7003. Track wise I achieved all I set out to do but it was a thick pea soup fog and my photos are largely a vague shape with a foggy haze background, hardly the historical record I hoped to achieve. My route was to Bradford upon Avon (DMU). Trowbridge (D1734), Devizes, Patney and Chirton, Westbury (all DMUs), Salisbury (D7023), Trowbridge (D7080), Chippenham (D7092) and the Calne branch (DMU). Home time was behind D818 to Bristol and D25 thereafter.

Collett 2-6-2T 5164 (w/d 04/63) Barry, 13th December 1964,
it left for preservation in 1973 on the SVR



preserved Collett 2-6-2T 5164 as seen at Kidderminster, SVR, 17th April 2010



December 13th was a trip to the then new dump at Barry Dock introducing two mates who didn't know about it and I reeled off almost a whole film.

MoD 0-6-0ST 119, Barry,
13th December 1964



We then walked the short rarely used section from Barry Island through the tunnel to Barry Pier station. Haulage throughout was by DMUs.

On the 19th my rest day saw me back down to Bristol again behind D60 and a visit to Barrow Road shed then an afternoon outing involving a ride to Seven Beach and walking the closed bit beyond to Pilning Low Level with its two intermediate halts. Hymek D7003 took me from Pilning High Level back to Bristol where I spent the night. Next day I made my way to Cardiff again with D7003, then 6664 to Pontypridd and a DMU on to Merthyr Tydfil.

Dowlais Iron Works 0-4-0, crossing the road in
Dowlais, 20th December 1964



I walked up to Dowlais tip and the zigzag and ironworks lines before making my way to Dowlais Central. Today was my third and final section of my walk of the entire B&M line all the way to Brecon starting with the Dowlais Central line to Pant, which I had travelled on three times, but never walked. It was a beautiful winter's day, very bright but freezing cold with a thick haw frost on the hedgerows so a long walk was needed to keep me warm. It was uneventful as far as Torpantu and the highest tunnel in the UK, the summit is inside and there is also a sharp turn so once inside it was totally black and there was a stream along. I was frankly terrified but kept going because I know my friend Roger had walked it previously. I was a bit peeved later when he told me he had a torch and so I felt much pride at my achievement! The seven mile bank followed broken only by Pentir Rhiw a tiny halt which served as a loop half way down and on to Talyllyn where the tunnel was once a tramway tunnel, so the space, if not the tunnel itself, was the oldest in the UK. Although I claim to have walked the whole of the B&M it's not strictly true as by starting at Dowlais Central I missed out the Dowlais Top to Pant section but I think I can be forgiven that! From Brecon I got a bus back to Abergavenny and home by a DMU.



Collett Grange 4-6-0 6866 'Morfa Grange' (w/d 05/65)
Paddington, 21st December 1964

The following day the 21st I went down to Paddington behind D1707 then continued to West Drayton and Yiewsley and changed to do the Staines West branch, then being so close I went to Heathrow for a change. Like the railways everything has changed, in those days it was Vanguards, Comets, Boeing 707s and Caravelles.



Collett 2-6-2T 5569 (w/d 12/64)
shunting at Southall,
21st December 1964



unidentified CI.121 bubble car
at Staines West on the 12.05 to West Drayton
and Yiewsley service, 21st December 1964

On Boxing day my world's worst football team, my youth club, had their best result of the season so far... they only lost 0-2, true a friendly against the cricket team but a result non the less! Finally on the 29th my last ever rest day from work was spent chasing steam on the Southern starting behind D1682 to Banbury, followed by 7900 onto Oxford and D1690 to Reading. I followed a similar but shorter route to my November visit, owing to the lack of daylight hours and my haulage was 76059 to Crowthorne, 80153 to Wokingham, 80032 to Ash, an EMU to Guildford and back to Reading Southern with 31858. So ended another great year. Roll on 1965.

photos by David Spencer (to be cont)

Preservation Galas

East Lancs Railway Steam Gala, 20th-21st Oct 2012 by Andrew Woodcock:

Looking on the internet the line up of locos did not give me the "get up and go" factor. The line up was 3 North British built locos 3F Jinty 0-6-0T 47324, B1 4-6-0 61306 and N2 0-6-0T 1744 (69523) plus LNWR 0-8-0 49395 on loan from the NRM and 0-6-0ST 132 '*Sapper*'. What settled the decision to go was the advertised attraction of a Lancashire and Yorkshire Bus Day at Bury Transport Museum.

I therefore chose the Sunday to go and drove the 30mins from home to Heywood which has a large free car park and much better sign-posted than I remember on a previous visit. I did not require a day rover but just a return to Bury. The first train was headed by the 1744 and my later return trip again by 1744 with 132 on the rear which gave a very spirited performance. I was much more impressed with the Gala than I expected and it was a lovely sunny day and a large number of passengers. D3871 was in the carriage sidings as we approached Bury. Outside the Diesel Depot were the Hymek D7076 obscured by D1501 and a black unnumbered Barclay class 01 shunter D2956.

The Transport Museum was a big letdown. Outside, including the free shuttles there were less than 10 buses with just two from Yorkshire. Inside was nothing special, just steam loco BCGD No 1 and a handful of enthusiasts stands.

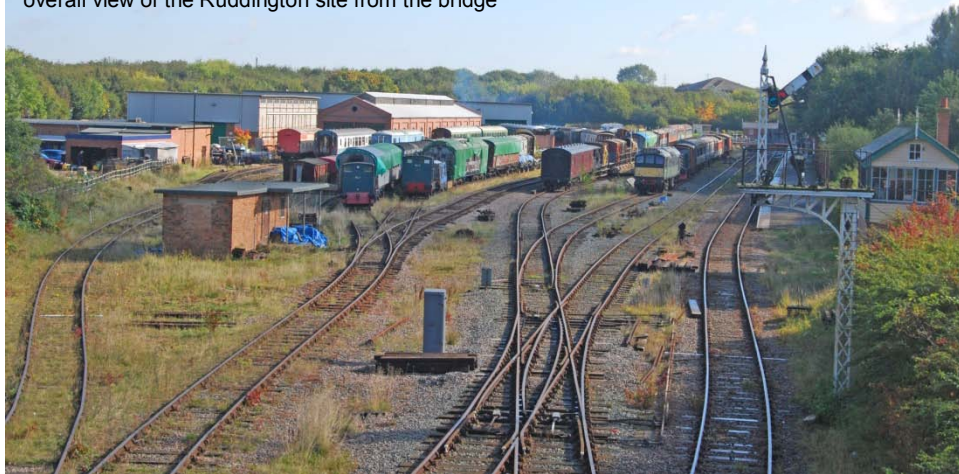
Contrary to my expectations the Steam Gala proved the more interesting and enjoyable.

Great Central Railway (North) Diesel Gala, 6-7th Oct 2012 by Mark Richards:

The Great Central Railway Nottingham (GCRN) is an approximately 10 mile heritage railway that operates over part of the former Great Central Railway from the Nottingham Transport Centre at Ruddington to Loughborough. There is no station at Loughborough presently on the GCRN although there is a connection to the mainline which is regularly used by gypsum traffic to and from East Leake.

The current end of normal passenger operation is situated adjacent to the still impressive Brush Works and within view of the Nottingham to London St Pancras International mainline. There is a proposal to open a station on the GCRN here which will provide an easy interchange with the mainline station.

overall view of the Ruddington site from the bridge



Access to Ruddington if not travelling by car is not easy. The village however, is served by a regular bus service operated by Nottingham City Transport which picks up outside Nottingham (Midland) station. The bus ride through the outer suburbs of Nottingham takes about 20 minutes and once at Ruddington, it is a further 15 minute walk to the GCRN station, which is inconveniently situated on the boundary of the Rushcliffe Country Park. The lack of signage makes finding the railway difficult unless you have a map or as I did on my visit, a companion who has been there before and knows the way!

The bridge over the railway just to the east of the Ruddington site provides a good vantage point to photograph stock in the yard and also trains arriving at and departing from the station.

The current Ruddington station is situated on the site of a former MOD Depot that was mainly employed with processing decommissioned arsenal remaining after World War II. The line curves sharply after about ½ mile to join the original formation of the Great Central Railway. The site of the original Ruddington station is a little further to the north and will eventually be reached by an extension of the Nottingham Tram Network.

Rushcliffe Halt is currently the only other station on the line and is immediately adjacent to the East Leake gypsum terminal. The unloading pad here forms an excellent vantage point for photographing trains in either direction as this is the only location where they can pass. Operation of the passing loop appeared to be very restrictive with some form of token operation being used. There is a derelict signal box, Hotchley Hill Sidings, on the Ruddington side of the double track section. The remains of East Leake station (which is proposed for reopening) can be clearly seen about a mile to the south of Rushcliffe Halt.

The facilities at Ruddington are fairly extensive comprising a shop, café, small museum, workshop, loco shed, a modest collection of buses, model and miniature gauge railways.

5580 & D7629, Ruddington



On the day of my visit, Saturday 6th a mix of Mk1 and Mk2 rolling stock was in use, mostly in blue & grey livery with InterCity branding. Locos in action from the home fleet were 20154, D7629, 46010, 47292, 56097 and E6016 with on loan 5580 recently arrived from the Llangollen Rly.

13180 (08114) & 08220, Ruddington



It was soon apparent after arriving that the advertised timetable wasn't worth the paper it was written on and some slack operating saw the late running increase during the day, such that by the penultimate journey, the departure was 45 minutes down. The loadings all day were very light with the last journeys I made in the afternoon catering for barely more than two dozen passengers.

The carriages like some of the locomotives, notably the Peak, looked in need of some TLC. Only one of the two rakes in operation had a buffet car available and apart from hot tea and coffee being available at Rushcliffe Halt there was little in means of refreshment other than that offered by the café at Ruddington.



The yard at Ruddington was stuffed with rolling stock and a number of shunters and various parts and pieces of diesel and steam locomotives were to be seen in varying states of overhaul or disrepair.

Overall the impression I had was of a railway that has big ambitions and a lot of opportunity to expand and develop. However, it appeared on the day of my visit to need to tighten up its operating procedures and provide more of an all-round visitor experience. The extension of the tram network to Ruddington and the proposed building of a station at Loughborough will both help in making the railway better connected which will hopefully draw in more visitors.

photos by Mark Richards

KWVR Steam Gala, 12-14th Oct 2012 by Andrew Woodcock:

The Keighley & Worth Valley Railways autumn steam gala was run over 3 days so allowing for work and the line up of locos etc I decided to visit on Sunday 14th. I woke up to thick mist in places which was added to by a keen frost when I got to Oxenhope. Very soon the mist lifted and we enjoyed a sunny fine day.

Everything booked appeared and worked. Visiting locos were Ivatt 2-6-0 Flying Pig 43106 and the LYN A Class No 1300. The home fleet comprised of 0-6-0T 1704 'Nunlow' and LNWR 0-6-2T Coal Tank 1054 from the Bahamas Locomotive Society along with Ivatt 2-6-2T 41241, 4F 0-6-0 43924, LYN 0-6-0 Ironclad 957 and Std 2-6-4T 80002. The gala marked the swansong of both the Ivatt and the Ironclad whose boiler certificate runs out shortly and both worked extensively and hard.

A welcome sight in Haworth Yard was the LYN 0-4-0ST Pug 68 (51218) which has emerged from the depths of the Haworth complex. It had been cleaned up recently and put in Oxenhope shed but was brought down to Haworth for the Gala Photographic Line-up.

The organisers had put a lot of work and imagination into the arrangements and must be complimented of the effort and this with the choice of visiting locos made for an excellent well attended day.

In addition to the usual Goods Trains and Express trains we had extras. Parallel running into Keighley Platforms and the use of the head shunt beyond the station to the main line to stable locos and stock. This allowed better use of platforms. The crews efforts leaving the station on the gradient was excellent as I only witnessed only one slight slip. At Ingrow we had a traction engine and vintage car event with at least two locos in steam. 'Nunlow' was used for shunting shuttles. Extra good catering was provided here along with those on Haworth Platform. The other new extras included a passenger train to Damens Junction and back with three locos and a goods train to Damens Junction, which recessed in Ingrow Yard to allow a passenger train to pass. Four locos in steam in Ingrow Yard, possibly a first ?

At Keighley I noted two trains of Network Rail trains of ballast hoppers passing North, the first headed by 66035 and the second top and tailed by 66014 and 66006.

As always there were snags and I gather on Saturday night there was a problem with another new feature with 43106 on the Fish and Chips specials with late running. On the Sunday, time was lost at Ingrow in the afternoon when the goods shuttle was late leaving, as supposedly one of the crew had gone walkies.

At Haworth in the afternoon 08266 was noted shunting DMUs 51565, 50928, 51803 & 51189. In the siding was 23 Merlin and railcar 79962. At Oxenhope tucked behind a carriage was D2511.

As can be seen from my report a lot of effort went into the programme with new variations with good weather and a good attendance. Well done KWVR.

Traffic & Traction News

by John Barton

October 1

66039 working 6Z77 Cwmbargoed DP - Margam southbound through Llanbradach near Caerphilly with loaded HTAs at 21.28.

56094 passed Coppull near Wigan at 18.40 working Carlisle yard - Chirk loaded logs.

31602 + 33108 + 45133 on 0Z34 Butterley - Kidderminster passed Tame Bridge Parkway at 18.27.

October 2

66087 working 4C96 Aberthaw - Cwmbargoed DP with 21 empty HTAs headed northbound through Llanbradach near Caerphilly at 21.08.

October 3

67029 'Royal Diamond' t&t 67026 'Diamond Jubilee' on 1Q18 Falkland Yard - Crewe CS which included a quick Crewe change at Wigan North Western at 22.02.

70005 passed through West Hampstead Thameslink at 18.47 with the Earles -West Thurrock loaded cement. working.

66569 headed north past Waterbeach at 14.12 with 6137 Hoo Junction - Whitmoor engineers working.

October 4

67010 towing 59206 headed south through Alsager, Kidsgrave at 15.05.

October 5

90026 passed Stafford at 23.19 on an Euston - Fort William/Inverness/Aberdeen Caledonian sleeper.

October 6

66021 passes Bayston Hill at 10.49 with 6V75 Dee marsh - Margam empty steel train (photo below by Roger Thomas).



60163 'Tornado' passed Gillingham Depot at 18.27 working Canterbury West - Southend with 67025 tagged on the back.

66067 working 1Z51 charter from Carmarthen - Stratford-Upon-Avon headed eastbound through Pontyclun at 17.16.

October 6 (cont)

47500 + 47760 worked the 1Z54 Shrewsbury - Skegness through Stenson Jnct at 18.39.

At the Ffestiniog Railway today during the special event to celebrate the life of Alan Pegler alongside a fairly busy timetable the Boston Lodge works were open to the public, and the weather was very kind. Most of the steam loco fleet was in service, plus a gravity train working, an attempt to recreate the first reservation train on the Ffestiniog with a Simplex loco (this unfortunately expired halfway across The Cob, and had to be rescued), and a double-headed Double-Fairlie was working towards the end of the day.

October 7

43357 & 43378 departed Birmingham New Street at 18.03 working the 13.23 Plymouth - Edinburgh service.

73208 working 7G24 Clapham Junction - Eastleigh East Yard passed Basingstoke at 17.24.

October 8

66021 working 6C94 Cwmbargoed DP - Aberthaw with 21 loaded HTAs southbound through Llanbradach near Caerphilly 19.16.

October 9

90026 has received a bogie and wheelset overhaul, 90036 should be next.

October 10

DR 73924 (Colas Rail) and DR 75403 (Volker Rail) were seen in Welwyn Garden City Up Yard at 07.45 and they were there on the 12th.

October 11

73138 t&t 73107 past Paddock Wood at 10.42 working Hither Green - Hither Green via Thanet.

October 12

Colas Rail DR 75407 was stabled on Exeter TMD at 07.16.

October 13



73204 'Janice' + 73119 'Borough of Eastleigh' + 73206 'Lisa' + 73213 from Hoo Junction were seen running 2 hours late through Shawford at 14.00 (photo opposite by David Elliott).

October 13 (cont)

37685 + 37516 with 47804 hanging at the back, passing Sunnyside Junction heading for Whifflet South Junction at 19.08.

70019 was seen heading south through Micheldever on Trafford Park - Southampton Maritime working (photo below by David Elliott).



October 14

70014 failed near Acton Bridge Whilst Working 4Z21 Garston - Liverpool Bulk Terminal.

October 15

60059 passed Radley at 20.01 working 6E38 Colnbrook - Lindsey via Didcot.

90046 passes Heamies Bridge north of Stafford at 13.11 with 4L90 Basford Hall - Felixstowe intermodal (photo by Roger Thomas).



October 16

47818 + 47828 were seen at Reading West Curve awaiting a path at 18.50.

October 17

66109 t&t 66039 on the 3S61 Margam - Margam via Tir-phil with RHTT southbound through Llanbradach near Caerphilly at 22.28.

56311 passed Didcot at 21.14 working 6Z16 Acton Yard - Chaddesden.

October 18

60045 passed Newport at 22.54 with loaded steel flats.

460003 working 5Z60 Bournemouth - Bournemouth departed Basingstoke at 2218 heading for Eastleigh.

October 19

66181 towing 37682 + 37688 passed Stafford at 23/32 on a Didcot - Mossend working.
66109 t&t 66039 working 3S61 Margam - Margam via Tir-phil with RHTT northbound through Llanbradach near Caerphilly at 21.13.

October 20

66524 t&t 66601 passed Kettering at 20.46 working from Toton to Radlet Junction.
46233 'Duchess of Sutherland' was working up to London after attaching to the train at Nuneaton. It had a long pathing stop in Platform 1 at Milton Keynes Central following the 11.22 semi-fast to Euston. However, the driver must have waited until he had a clear run because the Duchess came hammering through Bletchley at what an estimated 55-60mph, as can be seen from the attached photo by Mark Richards.



October 21

66616 + autoballasters were seen at Stafford Mail Bay at 16.45 working 6Y54 Harpenden Junction - Crewe Basford Hall.

October 22

66109 t&t 66039 on the 3S61 Margam - Margam via Tir-phil with RHTT southbound through Llanbradach near Caerphilly at 22.19.
47802 + 47501 passed Portobello Junction Wolverhampton at 21.08 on a Holyhead - Swindon charter.

October 22 (cont)

325012 + 325011 passed Leyland at 20.06 working the Sheildmuir to Willesden mail.
60040 was seen at 17.38 awaiting a path south from Oxford working 6X01 Scunthorpe Trent - Eastleigh East Yard.

October 24

87023 & 87017 were seen outside Willesden looking splendid in the new colour scheme.

October 24 (cont)

86701 'Orion' t&t 56087 in newly applied Colas Rail livery were seen at 10.30 at Milton Keynes having arrived with 4Z56 Rugby - Milton Keynes returning as 4Z86 Milton Keynes - Rugby. The train consisted of six ex-Great Western Motorail vans believed to be a test of the stock which is intended for use on an overnight Daventry to Euston service that will deliver to the shops on the station (see photos by Mark Richards in **Liveries**).

66613 passed Long Eaton Town Level Crossing at 16.05 with 6M91 Theale-Earles.

October 25

66587 passed Manchester Piccadilly at 14.30 working a Crewe Basford Hall to Trafford Park light engine move.

October 26

92003 passed Manchester Piccadilly at 14.35 working the Trafford Park - Dollands Moor liner. On a murky day 86217 alias Europhoenix 450-006 was seen being hauled south at 16.21 by 47786 'Roy Castle OBE' on its way from Long Marston to Willesden TMD as 0Z8,7 for export to Hungary (photo below by Mark Richards).



Infrastructure News

Anything to do with structures on the railway or track maintenance will be covered in this section.

Work has begun on a new station to be called Stratford Upon Avon Parkway. This is an £8.8 million scheme being built at Bishopton which is on the north western edge of Stratford Upon Avon, near the A34/A46 junction and about 6 miles from the M40. The existing site is a bus park and ride at the moment. The prediction is that the building will be completed by May 2013 although it was originally stated that it would be December 2013.

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*

Paul Bright:

28th September:

Blackpool:

150132/222/271, 158757/797, 185111

Preston:

57004/005/313, 66013, 142028/32/36, 150110/112

150135/147/204/207/222/277, 156452/71/72/83

158797/798, 185110/11/19/29/38/41, 221107/16

221118, 390006/013/042/045/134/148

6th October:

Blackpool –Manchester:

150137/277, 156460/71/89, 158901, 175111

185131/44

Manchester:

66955, 90043, 142035/43/54/57, 150116/117/133

150135/140/144/148/202/210/224, 156427/60/86

158783/785/812/858/862/864, 170301/3/5/8/9

175001/004/009/102/104/108, 220003/07/25/32

221127, 323225/26/33, 390002/004/013/015/128

390129/136/137

John Pease:

3rd October:

Ashford International 13.20-16.15:

66846/850, 92016, 171722/4/7, 375309/603/607

375608/612/616/618/620/623/625/627/628/701

375712/715/803/807/808/814/906/908/912

37 3221/22,395002/11/15-17/23/25/29, 465905

465925/928/933, 466019/26/30/41

25th October:

Ashford 11.35-13.40:

67021+37800/884 0Z30 Dollands Moor-Toton

92036 4E32 Dollands Moor-Scunthorpe

171727/30, 375308/604/613/619/628/701/702/705

375715/805/813820, 395003/11/14/22/24/29

460008 5Z60 Bournemouth-Hitachi Ashford

465902/910

Steve Fryer:

1st October:

Carnforth: 185144

Lancaster: 155341, 156491

Preston: 142028, 156486

Manchester Oxford Road:

150137, 156425, 175006, 185136

2nd October:

Carnforth: 185112

Preston: 390154, DR80213

Lancaster: 185151

Bolton: 185143

Manchester Oxford Road:

185109/19/21/42, 323225

4th October:

Lancaster: 156463, 221113/17, 325015

Warrington:

66197/706/849, 175103, 325012, DR77908

Crewe:

47712, 67026/29, 86247/614/621, 150281, 153319

175110, 350129/261

Wolverhampton:

66041, 221105, 323205, 390008

Birmingham New Street:

43285/384, 153365, 170522/632/636, 220013

221126/35, 323211/18/19, 350103/10, 390044/155

Geoff Hope:

6th September:

Manchester Piccadilly 14.15-16.45:

66522/588/735, 142001/04/05/12/14/20/28/31/32

142037/41/42/45/51-53/56/62/63/69, 150112/115

150118/133/142/145/206/218/220/223/226/269

150270, 156423/25/26/43/52/54/60, 158777/788

158810/812/813/864/866, 170301/4-6/8, 175006

175011/106-108/113, 185101/03/08/09/18/23

185126-29/34/35/38-40/42/47/48/51, 220010/14

220017, 221119/30/36, 323223-26/28/29/331

323233-38, 390002/004/005/038/052/125/155

8th September:

Stratford International 08.55-10.15:

37 3005/006/009/010/103/104/207/208/211/212

395001/03/08/10/11/13/15/16/20/21/23-25/28

King's Cross 10.40:

67019, 313018/57, 317342, 365517

Hornsey 10.55-12.10:

313023/031-033/035/037/038/040/042/044/045

313047/053-056/059/060/062/063/122/123

317337/344/346/347, 321401/04/19, 365501/05/09

365510/12/14/17-21/24/25/27/29/30/31/33/37/38

365540/41, 377518/519

Bethnal Green 13.05-14.45:

90002/07/09/11, 315804/07/10/11/13/14/17/18

315821-24/26/29/31/33-35/39/40/43/46/49-51/55

315856/58-61, 317502/504/506/508/509/511/514

317650/652/663/666/69/671/881/882/884/885

321302/306/310/314/323/327/342/343/345/350

321353/357/362/363/424-426/428/436/440/444

321448, 360103/04/07/08/10/12/14/16/18/20/21

379001-03/05-07/09/11/12/14-21/23-27/29/30

DVTs 82103/12/18/27

Paddington 15.30-16.30:

332004/06/09/14, 360201-3

Marylebone-Wembley & return 16.50-17.45:

Shunter SCAZ [01585], 67013-15, 165003/006

165007/10/11/17/18/21/23/25/26/28/30/34-36/38

165039, 168001/003/107/109/113/219, 172101/2

DVTs 82302-4, cs 10272, 12054/124/605-609

London Bridge 18.15-19.45:

171801, 319013/214/215/218/220/369/370/377
 319422/438/440/442-444/446/451/459, 375604
 375609/611/612/702/805/810/816/828/902/904
 375907/916/920, 376012/22/26, 377118/401/403
 377406/435/450/502/507/510/511/516/521-523
 455 5801/07/11/14/21/26/29/35/36/44, 456001/03
 456006/07/10/15/19/20/24, 465001/007/013/014
 465016/018/020-025/027-029/033/034/036-038
 465041/042/044/045/047-049/153/154/160-163
 465165/166/171/174/177/185/241/249/910/913
 465919/924, 466002/07/08/12/18/33

21st September:**Manchester Piccadilly 14.10-16.45:**

66516/532/713, 142001/11/14/28/31/32/34/36/37
 142039/41/42/44/47/49/52/53/55/56/58/87
 150110/111/118/133/141/145/150/204/214/215
 150218/225/269/271/277, 156428/43/72/81/82
 158780/810/822/852/854/856/863, 170301-3/5/7/9
 175002/007/109-111, 185102/03/05/09/11-15/18
 185121/24/28/30/31/35/39/40/43-46/51, 220015
 220023, 221121/23/29/35, 323223-26/28-36/38
 390005/10/32/43/114/124/131/156/157

24th September:**Finsbury Park 08.55-10.50:**

66218, 313018/025/026/028/030-033/035-042/044
 313045/048-053/055-058/060-064/122/123/134
 317338/346/347, 321401-410/418/420, 365501
 365504-06/08/09/11/13-16/19-25/29/30/35/38-40

Tottenham Hale 11.07-11.27:

315808/856, 317508/509/665, 379002/07/13/18/21
 379024/27/28

Stratford International 12.00-13.00:

37 3013/014/201/202, 395005/07/12/13/16/23/29

D.L.R. Canning Town-Poplar-Westferry:

01/03-05/08/-11/13/14/16/22/23/25/26/29/30/32-37
 39-45/47-49/51-54/57-59/61/62/64-73/76-79/81/82
 84/86-93/95-98/101-106/108/110/113/114/116-123
 126-137/139-141/143-145/147/148/150/151/153
 155

Paddington 16.30-17.45:

165103/06/10/11/13/17/19/20/26/28/30/33/34/37
 166201/07/17/18/21, 332001/02/04-09/12/14
 360202-4

28th September:**Manchester Piccadilly 14.30-16.45:**

66143/517/563/710, 142001/05/09/11/16/33/38/42
 142043/44/48/53/55/57/60/87/88, 150103/110/118
 150132/134/140/141/149/215/225/277, 156423/24
 156427/28/55/60/87/89, 158777/785/788/799/806
 158846/854/862, 170301/4/5/7, 175008/009/102
 175106/107/113, 185104/06/07/11-14/19/21/23/30
 185131/35/38-44/46/51, 220010/30, 221121/23/32
 323223-25/28-38, 390004/039/040/052/119/128
 390136/153/154

Michael Hayman:**4th October:****Euston:**

37218, 57302/11, 67026/29, 90026, 350232
 390157

11th October:

Victoria: 67022/28

Balham: 37038/606

20th October:

Paddington: 57604/605

Acton: 46233, 47854, 66095/197

Euston: 90019/29/36

Victoria: 47802/828

Mike Rumens:**26th September:****Nuneaton 14.10-14.45:**

43013/14, 66165/416/722/846, 86604/39, 153365
 170110/520, 350231, 390013/023/044/117/131
 DR73108

27th September:**Nuneaton 14.08-14.50:**

66148/710/956, 90016, 153356, 170108/522/637
 350259, 390005/011/013/015/039, DR73108/9

29th September:**Nuneaton:**

66416/607/706, 92036, 170107/108/117, 350259
 Leicester: 66729

Peterborough 09.14-10.10/14.15-15.55:

43227/299/306/315/328/358/467/480, 66042/162
 66170/184/588/591/607/703/712/716/717/729/730
 66736/737/745, 91107/13/15/16/24/25, 153313/83
 158773/799/812/862/879, 170201/638, 180112
 DVTs 82204/08/21-23/27/31, DR75403

1st October:**Nuneaton 13.50-14.45:**

66046/074/102/591/722, 153364, 170104/397
 221108,350117/247, 390011/134/137/157
 DR73948

2nd October:**Nuneaton 14.12-14.55:**

66040/587/710, 86605/10, 153334, 170101/523
 221107, 350106, 390004/050/103/128/153

3rd October:**Nuneaton 14.05-14.50:**

66103/145/526/587/722, 67026/29, 86632/38
 153334, 170103/106/520, 221114, 350121
 390002/005/042/136/148

Nuneaton 13.25-16.30:

47805/828/853, 66040/070/074/095/145/151/162
 66188/422/501/504/710/716/718, 67026/29
 86609/10, 90046/9, 153334, 170105/109/111/115
 170398/518/521, 221103/06/07/09/11/16/18/43
 350109/121/123/126/236/246/261, 390004/006
 390010/011/013/015/020/039/042/043/045-047
 390049/052/103/107/117-119/124/130/134/148
 390151/153/156/157, DR73920, cs 1651/71/91
 3068/3069/3097/3098/3107/3112/3120/3123/3149
 5292/5366

8th October:**Nuneaton 14.05-14.50:**

66103/142/722, 70001, 86609/10, 153364, 170112
 221107, 350237, 390046/114/118/130/156

9th October:**Nuneaton 13.42-14.50:**

66063/142/184/565/572/710, 86622/127, 153364
 170110/114/116/518/521, 221103/12, 350112/267
 390004/011/035/049/050/052/129/137

10th October:

Nuneaton 13.55-14.50:

66592/722, 86632/38, 153334, 170102, 221103
350234/267, 390010/015/124/127/136/153

11th October:

Nuneaton 13.42-14.45:

66003/045/505/710, 90041/43, 153354, 170106
170111/637, 221111/16, 350107/267, 390001/010
390039/050/112/126/137/141/155

12th October:

Nuneaton 08.36-09.35:

66165/501/529/539, 90041, 153356, 170103/108
170114/397/637, 221116/43, 350118/127, 390008
390020/043/049/127/134/151/153, DR98908/958

James Holloway:

22nd October:

Nuneaton 14.25-16.45:

37419, 56094+NVA's 96602/5-9, 66068/134/138
66154/161/232/502/536/592/621/709/729/736
86612/13/37/38, 90041/43

Ian McAlpine:

20th September:

Peterborough: 66727/744

Newark: 91131, DVT 82211

Doncaster: 66532

York: 44932, 09017

Northallerton: 66470

Darlington: 66415, 91115, DVT 82204

21st September:

Darlington: 91119, DVT 82213

York: 45305, 150203/275, 185141

22nd September:

Darlington: 142089/95, 221131

Tyne Yard:

66076

Newcastle: 67021

Oxwellmains: 67030

Craigentenny: 08472

Edinburgh Waverley: 90020, 334025

Haymarket:

158731, 170402

Polmadie: 90019

Glasgow Central:

156431/442/467/511/513, 158734, 314211/16

334032, 380001/011/112, 390006/040

Warrington: 60015, 66011, 150150

Wembley: 66040/046/103

Willesden: 66604

King's Cross: 67019, DVT 82217

Peterborough: 91101, 170102/203

23rd September:

King's Cross: 67019, 313043, 365517/28

Cambridge:

170101, 317503/653/654/659/884, 365534

Ely: 158774/785/788, 170201

March: 66736

24th September:

Biggleswade: 66218

Royal Oak: 66715, 165137, 360202

Acton: 66016/148/507

Southall: 66018

Reading: 59004, 150002, 165122

Theale: 66001

Laura: 08641

26th September:

Fairwater Yard: 66605/615

Bristol Temple Meads: 66106, 150221/243

Lawrence Hill: 66083

Stapleton Road: 150921

Pinning: 66418

Newport:

43129/147, 66009/047/063/150, 150102/237/246
150282, 158958, 170108/109/114/117, 175114
175102

Alexander Dock Junction: 66031/087/103

Cardiff Central:

43020/133, 66074/199/206, 142069/74/81/83

143602/05/06/14/16/23/24, 150125/129/227/231

150251/255/260/265, 153305/53/6267, 158826

158954, 170638

Cardiff Canton: 08499

Briton Ferry: 56094

Port Talbot: 08737

Acton: 66135

Farringdon:

319006/215/362/364/431, 377502/512

London Bridge:

171806, 319442, 375820, 377514, 465165/174

New Cross Gate-Brighton:

66158, 171728/29, 313202-04/06/08/10/11/16

319452, 377111/121/136/149/159/207/211-213

377420/428/434/442/446/463/504/505/521

378136/154, 442401/02/14/17/23, 455836

Hayward's Heath-Victoria:

59001, 375611, 377104/133/135/144/208/214/302

377401/408/413/417/434/458/465/467/470/475

377511/513, 378205/55, 442402/04/07/10, 455813

455817/833/836, 456007/10

Willesden-Gospel Oak:

172006, 378201/205/210/211/214/216/217/220

378228/256/257

Peterborough:

60019 Bittern, 60163 Tornado, 60024, 66539,

170203

27th September:

St Pancras:

66081, 37 3007/014/019/020/104/106/201/209/210

37 3217/223, 395002/09/19/20/25/29

Ashford:

37 3218, 395010/12/20

Dover Priory:

375609/911/916, 395007

Faversham:

67020/25, 375613

Sittingbourne:

375302/707/713/701/803, 395003/06/25, 466022

Peterborough: 47760, 66123/707/723

Tallington: 66708

Doncaster: 66249/745

York:

20301/2, 37425, 43257/314, 66007/745, 150220

150274, 153359, 975025 'Caroline'

28th September:

Biggleswade: 66042

St Pancras:

37 3007/012/107/211/213/223, 395003/29

Ashford: 37 3012, 395016

Dollands Moor:

37703/714/716/718/800/884, 66149

Dover Priory:

375629/703/713/805/820/926

Canterbury East-Victoria:

375302/606/609/613/624/625/801, 377124/164

377412, 456002, 465046/164/197/242/921/925

465928/932

Brighton:

09026, 171730, 313209/11/13/20, 377130/164/431

377458/459/505/510/516/523

Gatwick-London Bridge:

319440, 377118/125/139/202/411/439/504/521

376003, 378146/47/53, 442421/22, 465012/025

465159

5th October:

Peterborough: 66035, 365507/29

King's Cross: 67020, 365504

Waterloo-Ascot:

378212, 444010/19, 450008/17/020/104/544/546

450555

12th October:

Peterborough:

20096/107, 66091/709/711/714/738, 156422

158806, 170201

Nottingham:

43046/061, 153355, 156404/98, 158785/99

19th October:

Peterborough: 43302/12, 66009

Stevenage: 66564

King's Cross: 67008, 9110, DVT 82204

Waterloo-Richmond-Clapham Junction:

378147/210/218, 450107/123/546/547/549/555

450565, 455864/914, 458023/29

20th October:

Peterborough:

43311/67, 66042/143/249/717/731

Doncaster: 66516

York: 66848, 185115/18, 221121, 222008

Darlington: 56312, 221123

A4s Return

Repatriated A4s at Locomotion, Shildon by Ray Smith:

By now everyone must know that 2013 is the 75th anniversary of the world steam speed record of 126 mph by '*Mallard*'. To celebrate this event it had been suggested that a reunion of the six survivors would be a great way to celebrate, but that would require two to be returned from abroad, 60008 '*Dwight D. Eisenhower*' from the USA and 60010 '*Dominion of Canada*' from Canada. They duly arrived in the UK on the 3rd October. Much hard work has been put in by many people to achieve this and has been well documented in many railway magazines. I give great thanks to all involved.



60010 'Dominion of Canada' as seen from the museum shuttle train, 14th October 2012



donated in May 1966 to the National Railway Museum, Montreal, Canada

60008 and 60010 have been repatriated on loan for a couple of years. Part of the agreement was to convert 60010 back into 1937 valenced single chimneyed condition in garter blue at Shildon. 60008 is to be cosmetically restored to BR green with late totem at York. They were put on display in NRMs Shildon outstation and I went to see them on the 25th October before any restoration work was carried out and 60008 was moved to York.

banner on the side of the museum hall



There they were, on adjacent lines inside the hall. 60008 was in pretty good external condition, but sadly 60010 looked like it was when I last saw it on the dead line at Darlington shed in the 1960s. This was not improved by a dented lower front end, the result of a shunting accident a few years back and deteriorated paintwork. They could also have been positioned better for photographs. Fortunately Trevor Roots saw them on his last trip down to Sussex on the 14th October when they were better positioned outside in the yard and the photos are from that visit.

To see 1937 built 60007, 60008, 60009, 60010, 60019, 60022 together, albeit not all carrying these numbers would bring back fond memories although I cannot recall ever seeing six together on Gateshead on any of my "bunking" visits.

Light Rail, Metro & Tram News

Blackpool Transport: Flexity tram 002 appeared at the InnoTrans railway fair in Berlin between 18th - 20th September. The last six Lancastrian Transport Trust trams 8, 259, 304, 632, 704 and 715 have moved from Rigby Road depot to Brinwell Road Industrial Estate.

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 September		24th September		2nd October (cont)	
13.00 66428 4A13	GM-AB	05.45 66433 4H47	MN-IS	07.40 66075 6G25	
18.48 66101 6K25	MN-SI	07.00 66432 4R75	GM-EE		Hunterston - Earlseat
17th September		08.10 47790/828 5Z37		07.40 66847 6R46	GM-PW
05.45 66433 4H47	MN-IS		PO - Leuchars	10.35 66598 6G05	RV-LT
07.00 66434 4R75	GM-EE	08.30 66614 6A65	OX-AB	11.20 66424 4N66	GM-ML
08.30 66614 6A65	OX-AB	08.40 37685/47237 1H88		13.00 66426 4A13	GM-AB
10.35 66518 6G05	RV-LT		Wemyss Bay - ED	13.30 66013 6S36	DS-GM
13.00 66428 4A13	GM-AB	10.35 66952 6G05	RV-LT	3rd October	
18th September		13.00 66432 4A13	GM-AB	05.45 66434 4H47	MN-IS
05.45 66433 4H47	MN-IS	25th September		08.30 66620 6A65	OX-AB
07.00 66301 4R75	GM-EE	05.10 66614 6H51	OX-IS	08.30 66847 6L82	GM-LW
07.40 66140 6G25		05.45 66433 4H47	MN-IS	13.00 66433 4A13	GM-AB
	Falkland Yard - Earlseat	07.00 66422 4R75	GM-EE	13.30 66013 6S36	DS-GM
10.35 66518 6G05	RV-LT	07.40 66847 6R46	GM-PW	4th October	
11.20 66428 4N66	GM-ML	07.40 66140 6G25		05.10 66620 6H51	OX-IS
13.00 66303 4A13	GM-AB		Falkland Yard - Earlseat	06.05 66174 6A32	MN-AB
13.30 66147 6S36	DS-GM	11.20 66432 4N66	GM-ML	07.40 66075 6G25	
20.25 37682 3Q01 test	MN-MN	13.00 66421 4A13	GM-AB		Hunterston - Earlseat
19th September		13.30 66105 6S36	DS-GM	09.39 66111	Georgemas-HL
05.45 66433 4H47	MN-IS	26th September		10.35 66598 6G05	RV-LT
07.00 66303 4R75	GM-EE	05.45 66424 4H47	MN-IS	13.00 66433 4A13	GM-AB
08.30 66614 6A65	OX-AB	07.00 66421 4R75	GM-EE	13.30 66013 6S36	DS-GM
10.35 66518 6G05	RV-LT	08.30 66523 6A65	OX-AB	5th October	
13.00 66422 4A13	GM-AB	13.00 66426 4A13	GM-AB	05.45 66434 4H47	MN-IS
13.30 66147 6S36	DS-GM	13.30 66105 6S36	DS-GM	07.00 66433 4R75	GM-EE
18.40 66221 6D83	AB-TS	22.53 66425 4Z61	Selby-GM	13.00 66428 4A13	GM-AB
20th September		27th September		6th October	
05.10 66614 6H51	OX-IS	05.45 66424 4H47	MN-IS	05.45 66434 4H47	MN-IS
05.45 66433 4H47	MN-IS	07.00 66421 4R75	GM-EE	10.05 66105 6A32	MN-AB
06.05 66100 6A32	MN-AB	07.40 66075 6G25		10.35 66598 6G05	RV-LT
07.00 66422 4R75	GM-EE		Falkland Yard - Earlseat	12.05 46233 1Z86	CL-SI
07.40 66850 6R46	GM-PW	10.05 66100 6A31	MN-AB	13.00 66431 4A13	GM-AB
07.40 66140 6G25		13.00 66421 4A13	GM-AB	13.30 66174 6S36	DS-GM
	Falkland Yard - Earlseat	13.30 66105 6S36	DS-GM	8th October	
09.40 66104	Georgemas-HL	28th September		05.45 66434 4H47	MN-IS
10.35 66518 6G05	RV-LT	02.30 66100 6H44	MN-IS	07.00 66301 4R75	GM-EE
21st September		05.45 66425 4H47	MN-IS	08.30 66523 6A65	OX-AB
02.30 66111 6H44	MN-IS	07.00 66426 4R75	GM-EE	10.35 66560 6G05	RV-LT
05.45 66433 4H47	MN-IS	07.40 66847 6R46	GM-PW	13.00 66432 4A13	GM-AB
07.00 66305 4R75	GM-EE	10.35 66598 6G05	RV-LT	9th October	
07.40 66850 6R46	GM-PW	13.00 66421 4A13	GM-AB	05.10 66620 6H51	OX-IS
10.35 66518 6G05	RV-LT	13.30 66111 6S36	DS-GM	05.45 66434 4H47	MN-IS
13.00 66422 4A13	GM-AB	29th September		07.00 66426 4R75	GM-EE
13.30 66147 6S36	DS-GM	09.40 66007 6A32	MN-AB	07.40 66075 6G25	
22nd September		10.35 66598 6G05	RV-LT		Hunterston - Earlseat
10.05 66100 6A32	MN-AB	11.40 66427 4A13	GM-AB	07.40 66847 6R46	GM-PW
10.35 66952 6G05	RV-LT	13.30 66111 6S36	DS-GM	10.35 66560 6G05	RV-LT
11.20 66425 4M16	GM-DV	1st October		13.30 66174 6S36	DS-GM
13.00 66305 4A13	GM-AB	05.45 66303 4H47	MN-IS	10th October	
13.30 66433 4H47	MN-IS	07.00 66422 4R75	GM-EE	05.45 66434 4H47	MN-IS
13.30 66147 6S36	DS-GM	10.35 66598 6G05	RV-LT	07.00 66432 4R75	GM-EE
21.50 47828/790 1Z36		13.00 66305 4A13	GM-AB	07.40 66847 6L82	GM-LW
ED & return		2nd October		08.30 66620 6A65	OX-AB
23rd September		05.45 66303 4H47	MN-IS	13.30 66174 6S36	DS-GM
13.00 66434 4A13	GM-AB	07.00 66305 4R75	GM-EE	11th October	
18.50 66105 6K26	MN-SI			05.10 66620 6H51	OX-IS

11th October (cont)

05.45 66434 4H47
 06.05 66117 6A32
 07.00 66305 4R75
 13.00 66424 4A13

12th October

05.45 66434 4H47
 07.00 66432 4R75
 13.00 66424 4A13
 13.30 66107 6S36

MN-IS
 MN-AB
 GM-EE
 GM-AB
 MN-IS
 GM-EE
 GM-AB
 DS-GM

13th October:

05.45 66424 4H47
 10.05 66161 6A32
 10.35 66591 6G05
 11.20 66432 4M16
 13.00 66304 4A13
 13.30 66107 6S36
 21.07 66075 6K04

14th October

13.00 66305 4A13

MN-IS
 MN-AB
 RV-LT
 GM-DV
 GM-AB
 DS-GM
 MN-SI
 GM-AB

15th October

05.45 66424 4H47
 07.00 66305 4R75
 07.40 66847 6R46
 08.30 66620 6A65
 10.35 66598 6G05
 10.55 47786/237 1H88
 13.00 66434 4A13

MN-IS
 GM-EE
 GM-PW
 OX-AB
 RV-LT
 Bridge of Orchy - ED
 GM-AB

Stirlingshire & Gloucestershire Sightings Location Codes:

AB Aberdeen	CP Chepstow	HR Harwich	MT Mountsorrel	SB Stourbridge
AC Achnasheen	CQ Croft Quarry	HS Hunslet	MV Manchester Vic	SC Scunthorpe
AD Alexander Dock	CR Cadder	HT Hastings	MW Moorswater	SD Standish Jnct
	CS Cheltenham	HV Haverfordwest	NA Nairn	SG Stoke Gifford
AE Attercliffe	CT Cardiff Tidal	HW Heywood Jnct	NE Neath	SH Slough
AF Ashford	CU Cumbernauld	HY Hinksey	NG Nottingham	SI Stirling
AH Ashchurch	CV Cliff Vale	IM Immingham	NH Newton Heath	SK Shirebrook
AJ Awre Junction	CY Corby	IB Ironbridge	NJ Norton Jnct	SN Stockton
AL Alston	DC Dyce	IS Inverness	NL Newtonhill	SO Southampton
AN Acton	DL Dalmeny	JM Jersey Marine	NT Newport	SP Spetchley
AP Appleford	DM Dollands Moor	KB Kittybrewster	NV Neville Hill	SR Stourton
AR Abercynon	DR Doncaster	KC Kirkcaldy	NW Nantwich	SS Swansea
AT Abbotwood Jnct	DS Dalston	KK Kilmarnock	OB Oban	ST Severn Tunnel Jnct
AV Avonmouth	DT Didcot	KL Kyle of Lochalsh	ON Onllwyn	SV Stevenage
AW Aberthaw	DV Daventry	KN Kennethmont	OO Old Oak Common	SW Swindon
AY Ayr	DY Derby	KS Kingsland Road	OX Oxwellmains	SY Shipley
BA Blair Atholl	DU Dundee	KY Kingsbury	OY Oxley	TD Tyne Dock
BD Bedworth	EA Earles Sidings	LA Laira	PA Paisley	TE Trostre
BE Berkeley	ED Edinburgh	LB Ladybank	PC Port Clarence	TG Teigngrace
BH Brierley Hill	EE Elderslie	LC Lincoln	PF Peak Forest	TH Theale
BI Burntisland	EH Eastleigh	LD Lydney	PG Pengham	TK Tavistock Jnct
BL Bristol	EL Elgin	LG Lairg	PH Perth	TL Tilbury
BN Beeston	EU Euston	LH Leith	PM St Philips Marsh	TN Taunton
BO Bo'ness	EV Evesham	LI Linlithgow	PN Paddington	TO Toton
BP Bath	EX Exeter	LK Lackenby	PO Polmadie	TR Trishington
BR Bridgwater	FB Ferrybridge	LL Llanwern	PR Preston	TS Tees Yard
BS Bescot	FF Fiddlers Ferry	LM Long Marston	PT Paignton	TY Tyseley
BT Barton Hill	FG Fishguard	LN Laurencekirk	PW Prestwick	VA Victoria
BU Burton	FO Forres	LO Longsight	PY Portbury	WB Wembley
BW Barrow Hill	FR Fairwater	LS Leeds	PZ Penzance	WG Wentloog
BZ St Blazey	GC Glasgow Central	LT Longannet	RA Redcar	WH Westerleigh
BY Barry	GL Gloucester	LW Linkwood	RC Ratcliffe	WP Worksop
CA Calvert	GM Grangemouth	LY Lindsey	RD Reading	WR Warrington
CB Coatbridge	GR Grange Sidings	MC Machen	RE Redmire	WS Worcester
CE Crewe	GS Gleneagles	ME Montrose	RG Rugeley	WV Wolverhampton
CD Charfield	GY Grimsby	MF Milford	RM Rotherham	WW Washwood Heath
CF Cardiff	HA Hayes	MG Margam	RN Robeston	WY Westbury
CH Chaddesden	HD Handsworth	MH Millerhill	RO Rowd Oak	YT Yate
CK Chirk	HF Hereford	MN Mossend	RR Rowlley Regis	YK York
CL Carlisle	HH Holyhead	ML Motherwell	RV Ravenstruther	
CM Chalmerston	HL Hartlepool	MO Moreton	RY Rugby	
CN Carnforth	HO Halewood	MS Maesteg	SA Saltley	

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 with the diagram code, time (if known) plus origin and destination (see location codes).

29th September

09.27 66520 4Z15

FB-PY

12.31 66522 4V06

13.08 66081 6E66

RC-SG

MG-SC

13.26 60099 6E41

WH-LY

30th September

09.33 66555/557 6Y38 GL-FR
 11.40 66421 4V38 DV-WG
 12.32 66085 6W35 SD-BS
 17.17 66106 6E47 MG-TS
 18.08 66421 4M36 WG-DV
 20.11 66065 6E30 MG-HL
 20.42 66134 6V66 SC-MG

1st October

66043 6V92 CY-MG
 66047 6M96 MG-CY
 60007 6V05 RO-MG
 60054 6E41 WH-LY
 60079 6M81 MG-RO
 66610 6M36 WY-EA
 66301 4V38 DV-WG
 66232 6E86 PY-FB
 66083 6E66 MG-SC
 66099 6E47 MG-TS
 66161 6V66 SC-MG
 66199 6M41 MG-RO
 66522 4V47 RG-SG

2nd October

09.09 66150 4V83 RC-PY
 10.57 60079 6B13 RN-WH
 12.05 66422 4V38 DV-WG
 12.23 60054 6E41 WH-LY
 12.37 66413 4V06 RG-SG
 12.54 66119 6V05 RO-MG
 13.13 66101 6E66 MG-SC
 15.15 66043 6V92 CY-MG
 16.26 66144 6M41 GM-RO
 17.03 66119 6V07 RO-MG
 18.15 66726 6Z30 HD-CT
 19.32 66025/096 6V69 BS-AD
 22.22 66145 6W99 WY-Caldicot
 31601 5Z31 WW-LA
 66127 6V66 SC-MG

3rd October

08.27 66043 6M81 MG-RO
 09.10 66021 6M96 MG-CY
 11.58 66301 4V38 DV-WG
 12.07 66119 6V05 RO-MG
 12.34 60054 6E41 WH-LY
 12.35 66413 4V06 RG-SG
 13.55 66002 6E66 MG-SC
 15.22 66161 6V92 CY-MG
 16.06 66093 6M41 MG-RO
 16.12 66514 4V68 CE-SG
 23.34 66557 6Y27 Hackney-GL

4th October

06.05 66615/613 6Y38 AT-FR
 08.27 66092 6M81 MG-RO
 09.40 66124 6M96 MG-CY
 10.57 66424 4V38 DV-WG
 11.07 60079 6B13 RN-WH
 12.20 60054 6E41 WH-LY
 12.27 66161 6V05 RO-MG
 12.40 66550 4V06 RG-SG
 14.07 66101 6E66 MG-SC
 15.20 66150 6E86 PY-FB

5th October

06.08 66613/615 6Y11 AT-FR
 09.10 66047 6M96 MG-CY
 11.08 60079 6B13 RN-WH
 12.01 66426 4V38 DV-WG

5th October (cont)

12.21 60099 6E41 WH-LY
 12.59 66008 6E66 MG-SC
 15.12 66021 6V92 CY-MG
 15.14 66514 4V47 RG-SG
 16.07 56311 6Z56 CH-CT
 17.01 66161 6V07 RO-MG
 17.18 66046 6O42 HO-SO
 20.05 66015 6V52 WV-NT
 47854/826 1Z47 SW-Fort William

6th October

11.47 60091 6E41 WH-LY
 12.40 66952 4V06 RG-SG
 13.12 66060 4V83 TO-AV
 15.08 66552 4V46 RG-SG
 66047 6E66 MG-SC
 66162 7W38 BS-Yate

7th October

18.17 66065 6E47 MG-TS
 20.14 66043 6E30 MG-HL
 21.08 66099 6M75 MG-Haredale
 66433 4V38 DV-WG

8th October

12.52 60054 6E41 WH-LY
 13.54 66610 6M36 WY-EA
 14.58 70004 4V47 RG-SG
 15.09 66007 6V92 CY-MG
 15.14 66063 6E86 PY-FB
 17.34 66016 6V07 RO-MG
 20.02 66102 6E30 MG-HL
 21.52 66034 6V66 SC-MG
 66149 6V81 RM-CT
 56311/2 0Z56 CT-CH

9th October

08.36 66007 6M81 MG-RO
 09.12 66053 4V83 RC-PY
 10.50 66301 4V38 DV-WG
 11.27 60079 6B13 RN-WH
 12.27 60007 6V05 RO-MG
 12.44 60049 6E41 WH-LY
 13.43 66099 6E66 MG-SC
 15.00 56303/47812 6Z47 CT-RC
 15.14 66053 6E86 PY-FB
 19.01 66726 6Z30 HD-CT
 19.40 66040 6V69 BS-AD

10th October

06.52 66221 6W56 Awre Jcct-WY
 08.26 66093 6M81 MG-RO
 09.15 66060 4V83 RC-SG
 10.49 66426 4V38 DV-WG
 11.14 60079 6B13 RN-WH
 12.08 66168 6V05 RO-MG
 12.21 60054 6E41 WH-LY
 13.07 66043 6B13 MG-SC
 13.09 47747 4Z47 WW-CF
 14.54 70004 4V47 RG-SG
 15.13 66034 6V92 CY-MG
 16.29 66093 6V07 RO-MG
 19.59 66200 6E30 MG-HL
 22.37 66619 6Z90 CT-SN
 22.39 60049 6V66 SC-MG

11th October

08.30 66046 6M81 MG-RO
 10.49 66426 4V38 DV-WG
 11.43 60079 6B13 RN-WH

11th October (cont)

12.00 66039 6V05 RO-MG
 12.49 60091 6E41 WH-LY
 13.22 37604/259 6M67 BR-CE
 14.57 66531 4V47 RG-SG
 15.11 66113 6V92 CY-MG
 15.15 66053 6E86 PY-FB
 15.58 66043 6E66 MG-SC
 23.15 66561 4V05 RG-SG

12th October

08.27 66132 6M81 MG-RO
 11.00 60079 6B13 RN-WH
 11.31 66305 4V38 DV-WG
 12.08 60007 6V05 RO-MG
 12.22 66098 6E41 WH-LY
 13.07 66025 6E66 MG-SC
 14.43 66060 6E86 PY-FB
 14.58 66531 4V47 RG-SG
 16.58 66250 6O42 HO-SO
 20.59 66092 6V55 BD-RN

13th October

08.00 66126/027 3S59 BT & return
 10.22 66511 4Z11 RC-SG
 13.18 66548 4V06 RG-SG
 15.08 66619 4V46 RG-SG
 158958 5Z58 BL-TY

14th October

11.08 66132 6W35 YT-WY
 11.40 66430 4V38 DV-WG
 12.23 66046 6W36 YT-HY
 15.11 66131 6E68 MG-SC
 17.07 60007 6E47 MG-TS
 18.06 66430 4M36 WG-DV
 20.14 66016 6E30 MG-HL
 20.23 66169 6M75 MG-Haredale
 22.36 47812/56311 6Z16 CH-CT

15th October

09.00 66099 6M96 MG-CY
 950001 2Z08 DY-BL
 66527 4Z42 RG-SG
 66607 6M36 WY-EA
 66148 6V6 SC-MG
 66615/622 6Y11 FR
 Stoke Works
 66726 6V88 BN-CT
 66192 6E66 MG-SC
 66132 6E86 PY-FB
 66155 6V92 CY-MG
 66303 4V38 DV-WG
 60079 6B13 RN-WH
 66043 6M41 MG-RO
 66121 6V07 RO-MG
 66168 6E47 MG-TS
 66198 6E30 MG-HL

16th October

12.17 60063 6E41 WH-LY
 14.00 66096/155 6E66 MG-SC
 16.08 66043 6M41 MG-RO
 16.31 66127 6V07 RO-MG
 19.00 66726 6Z30 HD-Tremorfa
 19.57 60079 6B47 WH-RN
 20.15 66148 6E30 MG-HL
 20.20 66737 6E01 CF-LY
 20.29 66006 6V69 BS-AD
 20.35 66622/615 6Y11 FR-Stoke Works

16th October (cont)

21.41 66548 4V61	RG-SG
22.02 66108 6V66	SC-MG
66077 6E47	LL-TS
66043 6V61	RO-MG

17th October

08.45 67006 1Z95	VA-W5
70014 0V69	LS-SG
66043 6E66	MG-SC
66098 6E86	PY-FB
31285 3Z13	TY-BL
66013 6V05	RO-MG
66303 4V38	DV-WG
66561 4Z84	RC-SG
60049 6B13	RN-WH
66121 6M81	MG-RO

18th October

05.30 66615/622 6Y15	AT-FR
08.43 66121 6M81	MG-RO
11.09 66426 4V38	DV-WG
11.18 60079 6B13	RN-WH
13.12 66148 6E66	MG-SC
13.50 37603/423 6M67	BR-CE
14.54 56312 6Z69	CT-CH
16.03 66096 6M41	MG-RO
20.17 66013 6E30	MG-HL
20.22 66726 6E01	CF-LY
21.28 66067 6E09	ON-IM
21.57 60045	SC-MG
23.05 66201 6E47	MG-TS

19th October

21.55 66148 6V66	SC-MG
66137 6M11	AD-RO
66018 6E41	WH-LY
66006 6M58	NT-WV

20th October

60091 6W37	BS-AH
66165 6W39	BS-Haresfield
66622/615 6y11	AT-FR
66148 6E66	MG-SC
60045 6V66	SC-MG
60063 6E41	WH-LY
66529 4V06	RG-SG
60049 6M03	MG-BD

Preservation Photo Spot

The 150th Anniversary of the opening of the Keith & Dufftown Railway saw the first steam service to traverse the line since 1961 with guest loco Ivatt 2-6-0 46512 'E.V.Cooper Engineer' visiting from the Strathspey Railway. Over the four day event from 12-15th October 46512 operated 3 daily return trips over the 11 mile line hauling the 5 resident DMU cars. Unfortunately the event clashed with my trip south on the Saturday, however I planned to photograph all day Friday at various locations...but the day was a washout !! So unable to photograph on the only free day I had, I delayed setting off on the Saturday to at least photograph the first service of the day at Keith. So unfortunately some of the more stunning locations for photographs were missed.



46512 departing from Keith Town with DMUs 53628 + 56244 + 56491 + 51568 + 52053 on the 12.25 service, 13th October 2012

'A' Stock Farewell

by Mark Richards

I have never been a regular user of the Metropolitan Line but over the last few years I have had many happy hours exploring each of its four branches (Amersham, Chesham, Watford and Uxbridge) reaching some of the furthest reaches of the London Underground. Exploring these branches on 'A' stock and learning more about the history and development of the lines and stations served has left me with much affection for this railway, which I feel still retains a character that is quite distinct from the rest of the Underground network. I was surprised to learn that the Metropolitan Line once extended much further - all the way to Verney Junction in rural Buckinghamshire – although this 'withered arm' of London Transport was closed as long ago as 1936. As well as flinging its branches far and wide from central London, another notable distinction of the Metropolitan Line is the fact that it was built as a mainline with Fast and Slow Lines between Wembley Park and Moor Park and once carried the services of the Great Central Railway to and from London Marylebone.

Undoubtedly one of the most important aspects of the Metropolitan Railway and the one thing which gave it a distinctive character was the 'A' Stock, technically two batches of trains designated A60 and A62 virtually identical both internally and externally apart from the A62 using different air compressors for the doors. The A stock was built by Cravens of Sheffield and was introduced in batches from June 1961 with A62 stock ordered to replace 'F' and 'P' stock on the Uxbridge branch. The full complement of 'A' stock trains was delivered by December 1963.

The final day of public service for 'A' stock came on Wednesday 26th September 2012, comprised of two 4-car units with Driving Motors 5063+5034 at the outer ends, working as diagram 412. Throughout the day a special headboard was carried at either end of the train, reading: 'A Stock 1960-2012 Last Day in Service.' What was notable about the choice of stock is that Driving Motor 5034, which originally carried the number 5008, was formed in the very first public 'A' Stock train on 12th June 1961.

This final day in public service commenced at Neasden Depot as the 07.52 empties to Wembley Park, picking up a service train working to Watford and later covering four return trips on the Amersham branch. I joined the train on this final evening of 'A' stock operation in normal public service at Euston Square. This train was the 16.46 Amersham to Aldgate, which was absolutely packed, mostly with enthusiasts but also a fair number of regular commuters. On arrival at Aldgate, the regulars disembarked whilst the enthusiasts (some of whom had been riding back and forth all day) took a moment to take some photos - as I did - and chat to old and new acquaintances. There were a number of familiar faces aboard from the rail industry so plenty of opportunities to catch up with colleagues!

The departure from Aldgate was duly announced by the driver as being the last for 'A' Stock in public service. Arrival at Watford, a little down on the booked 19.07, saw a flurry of activity as those like me who were travelling on Oyster raced up the steps to the station entrance to tap out and then tap back in again! Just enough time on the way back to stop and take a few brief photos before hopping back on for the very last trip of the evening, the 19.17 to Harrow on the Hill.

The scenes at Harrow were extraordinary; I expect it has been a long time since the platform has thronged with that many people, even in busy peak periods. Unfortunately some foolish individuals decided it was acceptable to force themselves past barriers at the platform ends or to climb on to gates and other platform equipment to get themselves a photo. It was apparent that getting a decent photo of the train was impossible due to the crowds so instead I contented myself with a photo of the interior. A few minutes later with the train cleared of its enthusiastic followers and the doors shut, the 'A' Stock slipped out of Harrow heading for Neasden.

Then on the Saturday, London Underground organised what was to be a sell out last hurrah for 'A' Stock with Driving Motors 5063+5034 again in use. Starting from Platform 4 (one of the bay platforms) at Moorgate at 09.55, the day's tour visited each of the four branches and covered every station and

terminus before finishing back at Wembley Park at shortly before 16.00. It was a unique experience for me travelling through the central London stations non-stop and it caused a certain amount of consternation and bemusement to travellers on the platforms when we did stop for signal checks and the doors didn't open!

For part of the day, Angela Back, Managing Director of the Metropolitan Line and Howard Collins, Chief Operating Officer for London Underground were riding in the leading cab, disembarking later in the afternoon at Uxbridge.

The visit to the Uxbridge branch was in doubt at one stage due to a stalled 'S' Stock train on the steep gradient that rises from the terminus. It was evident as we passed through Harrow on the Hill and along the branch that there was some difficulty as there were a lot more trains than one would expect to see on a normal Saturday frequency.



The highlight of Saturday's meanderings was unquestionably the final run from Finchley Road to Wembley Park as speed gradually increased and excitement built within the leading driving motor. Those with GPS were able to share with all of us as the speed clicked past the normally maximum permitted of 50mph, then 60mph...and could it get above 70mph...? Yes it did for a brief while, reaching 74mph as the A Stock thundered through Dollis Hill before a hard brake application brought the speed tumbling down for the final stop and end of the tour at Wembley Park but my word what a way to finish. The A Stock have always been notorious for their poor ride quality and at 74mph to say it was rocking and rolling is not an understatement!

5034 at Amersham during the 'lunch break
29th September 2012

In scenes that were almost a repeat of the Wednesday night at Harrow, the platforms at Wembley Park were thronged with those eager to photograph the final departure as the A Stock made its way back to Neasden. As is traditional, detonators were laid on the line, setting off loud bangs as the train departed accompanied by a few last furious blasts on the whistle. With the red tail lights disappearing, the end of 'A' Stock operation was finally observed and the platforms cleared of the crowds of enthusiasts who like me had enjoyed a thoroughly decent day saying goodbye to these Underground veterans.

photos by Mark Richards

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.

Nothing to report.

Railway Globetrotters

by Ray Smith

LADS WEEK 2011 ...well actually it was 10 days – Part 6 (final):

Day 10 - April 17th 2011:

This was the day, Sunday and the big sheds. An early start was made with the first call being the private company HGK (Häfen und Güterverkehr Köln AG) at Bruhl. We were met with an empty car park and a high metal fence with security gates. There was an intercom so I pressed it and explained to 'the voice' what we wanted to do and amazingly the gates opened. We drove in and eventually found the man. All was well and there were 27 locomotives there. All private operators, mainly HGK with 6 others, all CI.66s. HGK has its own numbering system but like other private operators who's locomotives work on DB tracks they carry a DB class computer number as well. In some cases they may also carry their maker's number. For example Vossloh 1001464 carries HGK number DH50 and DB number 271003. Does this mean the spotter gets 3 cops? After thanking the man we drove off and as we approached the gate it opened to let us out. Big brother IS watching!



Vossloh, G1700 5001535 stands outside the HGK workshops in Bruhl. It is painted in HGK livery but does not have an HGK number. It also carries DB 277804, 17th April 2011

instantly recognisable HGK CI.66 DE670 (DB 266070) outside the workshop at Bruhl, 17th April 2011



CI.DE1002, No. DE85, (DB 272023) at Bruhl, 17th April 2011



another 3 number locomotive, blue liveried Vossloh 1001035, DH751 (DB 273106) is stabled at Bruhl, 17th April 2011

Eifeltor yard (Köln) next with 23 on. DB, private and Swiss. Once again no one about to ask.



many ex-DR CI.201s and 202s have been completely rebuilt and renumbered CI.203. and sold to private owners but DB also have some. as with 203383 owned by Swiss Cargo. It also carries number 203149! Eifeltor, 17th April 2011

many DB CI.360s, originally V60s then 260s have been sold to private owners and in some cases renumbered back as with 360770 and 360312 now 260770 and 260312, Köln Eifeltor yard, 16th April 2011

Köln's main freight depot is at Gremburg. The office is on the first floor, down a corridor and through a door. As I opened the door the boss was waiting for me and nodding his head. How long had he been watching me? The shed had 57 on and this is not a lot for this shed. A good selection including 3 Belgian 28xxs and my last Hagen shunter.



an assortment of CI.294 and 335 locos on Köln Gremburg shed
294725 and 335027 face the camera,
17th April 2011



if you are looking for Belgian CI.28xxs then Aachen West is one place to find them, here is a line of 12 with 2831 nearest the camera, 17th April 2011

Now about to leave Germany we went to Aachen West which had 12 Belgian 28xxs and 6 DB locomotives on. Our next call should have been Maastricht but we ended up at the Simpelveld Museum in the Netherlands (country 7). Now not having time to follow our itinerary it was on to Liege for the depot at Kinkyplace (Kinkempois). We got round and saw 47 before heading to Hasselt. Another ghost shed. Not a soul to be seen and on shed were 47 locomotives and units.



a brief stop in the Netherlands at the Simepveld ZLSM (Zuid Limburgsche Stoomtrein Maatschaappi) Museum saw Swedish Railways 4-6-0 No 1220 preparing to take the first train of the day out 17th April 2011



no need to describe this locomotive ex-NS No 639, Simepveld ZLSM Museum 17th April 2011



once the mainstay of the Liege to Luxembourg route, the CI.55s are now in decline. 5505 stands on Kinkempois (Liege) depot, 17th April 2011



another sad case, the CI.15xxs used to work the Amsterdam – Brussels – Paris expresses but are all now withdrawn with 1501 dumped on Kinkempois depot, 17th April 2011



Belgium only has one class of diesel multiple units, the CI.41xx, here 4195, 4174 and 4135 are stabled at Hasselt depot, 17th April 2011

Keeping the best till last we arrived at Antwerp(en) Nord. Once again permission given and on shed and in the yards we saw 172 locomotives.



Antwerp Nord depot has some preserved locomotives as with Nohab 5404
17th April 2011



French 36017 at Antwerp Nord
17th April 2011



withdrawn 7404 at Antwerp Nord works with two new wheelsets and newly painted cab number, possibly saved for further use,
17th April 2011



long withdrawn C shunter 8441 stands in a line with other withdrawn stock at Antwerp Nord
17th April 2011



186347, running as Belgium 2902 is coupled to 186348 (2903) next to 2014
Antwerp Nord, 17th April 2011



although there are no CI.51xxs left with SNCB, many survive in private hands. 5180 and 5186 have been overhauled and given new liveries prior to 'emigrating' to Italy,
Antwerp Nord, 17th April 2011

We overnighed at Antwerp(en) prior to our final day and homeward journey.



TRAXX 186240 carries its builders advertising livery, Antwerp Nord, 17th April 2011



1305 in a long line of CI.13xxx Antwerp Nord, 17th April 2011

Day 11 - April 18th 2011:

Leaving Antwerp(en) en route to the coast and home, we called in at Merelbeke (Gent) and were refused, but picked up 35 around and passing.

Grand Synthe (France) only had 3 in the yard and we got permission at Sollac as long as we did not take any photos!

Due to the above we spent less time than anticipated and therefore managed to get on an earlier shuttle and that was the end of the lad's week 2011.



Vossloh 5001669 is SNCB 5707 at Merelbeke, 18th April 2011

all photos by Ray Smith

Freight Corner

WAGON UPDATES (to UKRS No.3 UK Wagons 2012) by Trevor Roots:

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 Trevor know, contact details on page 2. **With preparation of the 2013 book underway please forward any amendments / improvements via the editor email asap. I have the missing wagons previously reported over the year but I would appreciate as much info as possible from the active members amongst you.**

Nothing to report

FREIGHT NEWS

Nothing to report

Advertisement – GB Bus Group (GBBG)

Belonging to ICRS tells us you have an interest in vehicles involved in travel, whether it is to do with their design or simply number-crunching. That being the case, have you also got an interest in **buses** in the UK ? **GBBG** may already be known to you from its link with ICRS in the past, but if you haven't thought about joining us before, why not reconsider? Our annual membership subscription has now been reduced to a modest **£13.60**, so why not visit our website www.gb-bg.co.uk or write to our Secretary, Hazel Roberts, at 37 Abbey Place, Crewe CW1 4JR for further information? It could well be of benefit to you as a fellow transport enthusiast.

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 reformatations to the editor, **Trevor Roots**

Locos Exported:

(to Hungary) 86217 (450-006)

Locos Sent Abroad:

(to France) 66064

(to Poland) 66412

Locos Repatriated: (from France)

66026 66029 66211

New Loco: (on trial)

70099 (see photo below)

Locos Repatriated: (from France)

66033 66042 66045 66062 66064 66245

Refurbished / Renumbered Stock:

Pendolinos lengthened & re-numbered

390003 to 390135 with 68935 / 65335

390019 to 390119 with 68919 / 65319

390026 to 390126 with 68926 / 65326

390027 to 390127 with 68927 / 65327

390029 to 390129 with 68929 / 65329

390034 to 390134 with 68934 / 65334

390035 to 390135 with 68935 / 65335

390053 to 390153 with 68953 / 65353

Re-numbered Mk3 coaches:

10230 to 10273 12059 to 12615

12117 to 12610 12145 to 12614

12173 to 12613

Namings:

57302 *Chad Varah*

156440 *George Bradshaw*

320232 *Chad Varah*

390157 *Chad Varah*



390157 'Chad Varah' at Carlisle
11th October 2012 (Mark Richards)



newly named as reported last month, here is
57312 'Peter Henderson' 15th October 2012
Eastleigh Works (Carl Watson)

New Stock

having arrived via Newport Docks on the 17th, Turkish built 70099 is seen at Basford Hall, Crewe 19th October 2012 (James Holloway), it left for Brush Traction, Loughborough on the 23rd



Liveries



86701 'Orion' t&t 56087 (the second Cl.56 so treated) in new Colas Rail livery on 4Z56 Rugby - Milton Keynes returning as 4Z86, Milton Keynes, 24th October 2012 (Mark Richards)



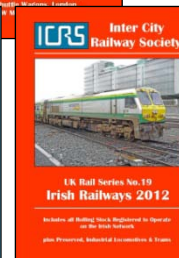
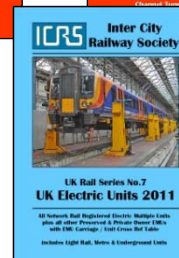
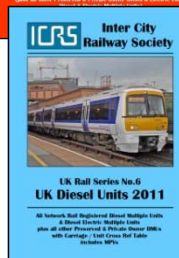
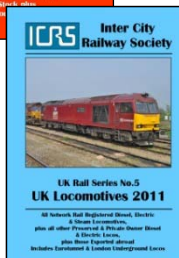
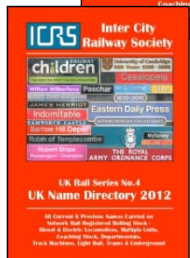
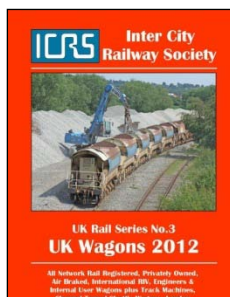
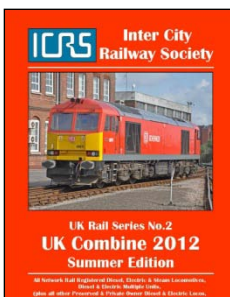
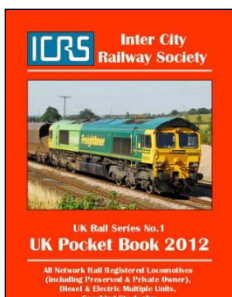
ICRS Publications

Our next two books have now been released, **UK Combine Summer Edition 2012** and **Irish Railways 2012**.

Other **2012** editions available are **UK Pocket Book**, **UK Wagons** and **UK Name Directory**. The latter has been reworked to be even more comprehensive than before and is the only such book currently on the market. It is also a small print run as is **Irish Railways** and the current 2011 editions of **UK Locomotives**, **Diesel Units** and **Electric Units** and, so if you don't want to miss out, order yours now. The individual **Unit** books (06 & 07) 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 2013 to celebrate our 40 year anniversary and will combine all locos into one book rather than the 3 previously published.

Books can be ordered online via PayPal at www.icrs.org.uk or by post from **Carl Watson, ICRS Publications, 14, Partridge Gardens, Waterlooville, Hampshire PO8 9XG** (please made cheque / PO payable to ICRS).

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 2011 & up to 27% discount on 2012 ICRS books)

			non-member	member
			Price	
New: (2012 – red)				
UKRS02B	UK Combine Summer Ed 2012 (274 pages)	(updated to 1 st Jul12)	£15.99	£12.00
UKRS19	Irish Railways 2012 (53 pages)	(updated to 1 st Jul12)	£9.00	£6.50
Current: (2012 - red, 2011 – blue)				
UKRS01	Pocket Book 2012 (240 pages)	(updated to 1 st Jan12)	£9.50	£7.00
UKRS03	UK Wagons 2012 (164 pages)	(updated to 1 st Oct11)	£12.99	£9.50
UKRS04	UK Name Directory 2012 (172 pages)	(updated to 10 th Nov11)	£12.99	£9.50
UKRS05	UK Locomotives 2011 (81 pages)	(updated to 1 st May11)		SOLD OUT
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
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