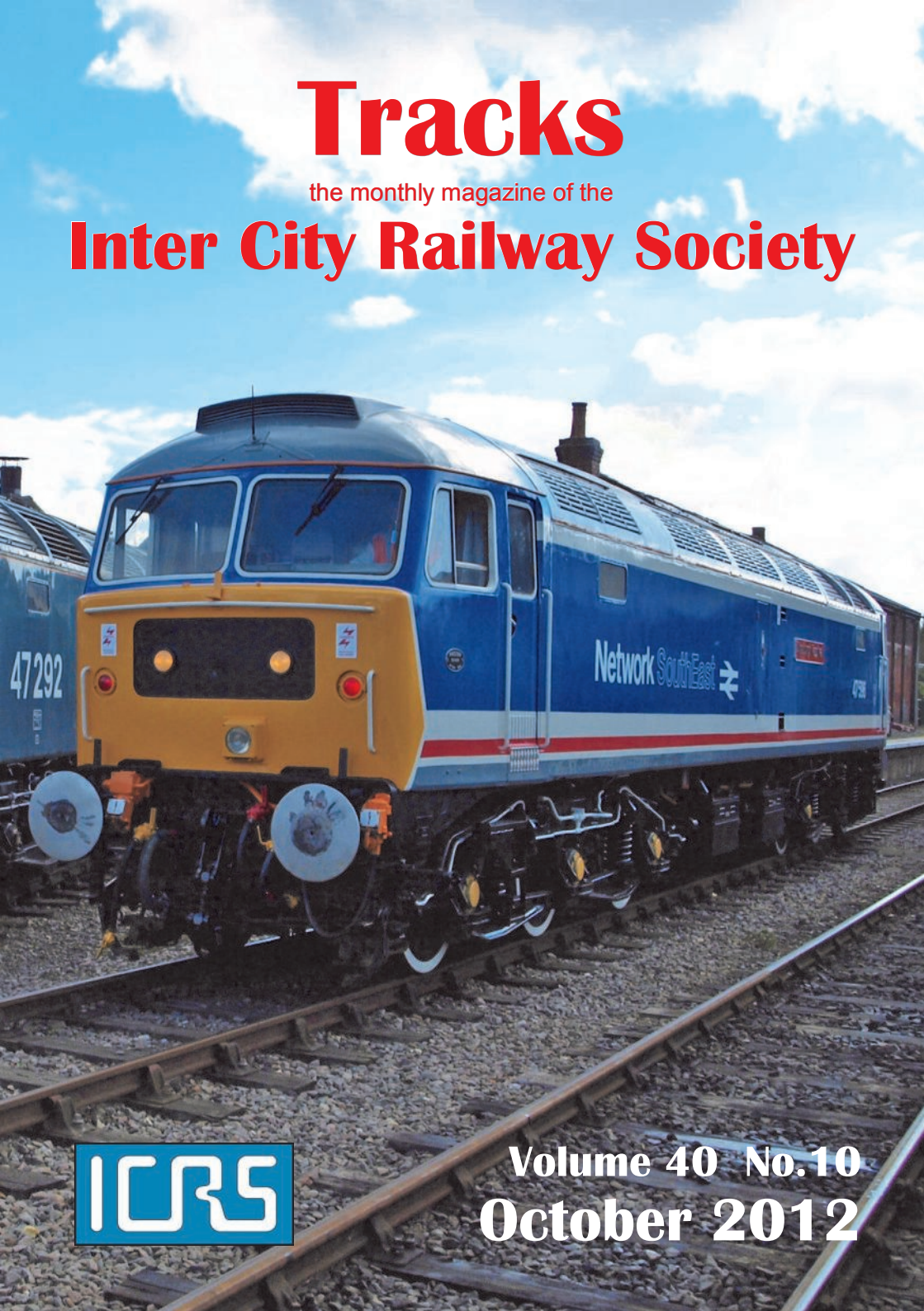
Tracks

the monthly magazine of the

Inter City Railway Society



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Inter City Railway Society

founded 1973

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Front Cover Photo:
During the Mid Norfolk Class 47 Golden Jubilee Gala, 47596 *'Aldeburgh Festival'* resplendent in its new NSE livery is being shunted at the north end of Dereham station. 47292 had just been taken off the coaching stock and 47596 was being prepared to be added. 47596 would then tail the Dereham - Wymondham before leading the return service, 8th September 2012 (photo by Stuart Moore).

£1.50 where sold separately (post free)

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Society Notice Board

Editor's Comments:

Amazingly it is 50 years since D1500 (47401) entered service and who would have believed in those long dreary BR blue days (now nostalgic and yearned for,) when yet another duff rolled into view we would be celebrating their longevity. A report on the Golden Jubilee weekend Gala held at the Mid Norfolk Railway is reported in this issue with the cover showing the striking re-emergence of a 47 in revised NSE livery. Unfortunately at the other extreme, DRS 47709 (D1942/47449) finally met its end at Eastleigh Works (see photo in **Eastleigh Works Report**).

No more rambling as too much to pack in, suffice to say we are doing the final epic treks with trailer going up and down the country....typical however that we intended travelling the day the storm hit but had to delay for two days as A1 was closed, re-opening, southbound at least, after we finally set off. Fortunately the winds, though bringing down trees in Scotland swung just south of us as did the heavy rain. Hopefully no members were badly affected.

ICRS Trip: Freightliner, Basford Hall, Crewe 27th Oct 2012:

Following our successful visit to Eastleigh Works earlier in the year, ICRS are pleased to offer our second visit of 2012.

This time it's to Freightliner at Basford Hall, Crewe on Saturday 27th October, at 13:00 (1 pm).
This is a **Members Only** visit and costs £7.50 per person, payable on the day. There are 20 places available on a first come first served basis.
Members are responsible for their own travel arrangements to and from Crewe on the day and should meet at the entrance to Basford Hall at 12.45.
Please email Mark Richards on website.manager@icrs.org.uk to reserve your place. Alternatively you can write to Mark at his home address (details on page 2).

Full details as follows:

Time of tour	13.00
Where to meet & Park	Basford Hall
How much is it	£7.50 per head payment on day
Requirements	reasonable footwear a must, HV vest if you have it and individuals must be fairly fit

Please support this visit so that we can arrange further visits in the future. Our thanks to member Neil Dix for arranging this visit on our behalf.

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)
Graham Adlem (Fareham), Sylvester Booth (Barnsley), Paul Cadel (Northwich), Desmond Ireland (Morecambe), Stephen Fryer (Kendal), Robert Johnson (Wigan), Philip Mackay (Kettering), Robert Mortimer (Sheffield), Malcolm Patrick (Par), Brian Potter (Birmingham), Nigel Varney (Warrington), Thomas Waller (Dumfries), Steven Wells (Ely) - 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. A Reminder will also be indicated in this way. The reverse of the carrier sheet will be printed with a Renewal 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 28th October 2012** with delivery to members after **Friday 11th November 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 **Eric Crocker, Paul Tarrant, Michael Hayman, Mike Rumens, Geoff Hope, Paul Bright, Kevin Bates, Colin Broomfield, Ian Feather, David Elliott, Roger Francis, Stuart Moore, 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.

Preservation Photo Spot....Forgotten Locos



33034 being stripped for spares north of Norden, Swanage Railway, 8th September 2012 (photo by David Elliott)

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.

Network News

London Midland Trains - 'The Great Escape' is back:

Between **Saturday 20 October – Sunday 4 November 2012** you can take off for the day for just £15 (£5 for children) with their Great Escape ticket, or go first class for just £10 more. Railcard holders get an even better deal at just £9.90. You can visit as many or as few places as you like as the ticket gives you a day's unlimited travel on LM trains across the LMT network after the morning peak period, 09.30 weekdays or all day on weekends. For further information visit the LMT website or any LM ticket office.

Eastleigh Works Report
by Carl Watson

General:
Big news this month is that Knights Rail Services has been sold to Arlington Fleet Group who already operate out of Eastleigh Works. Knights Rail Environmental (KRE) will continue to operate on site with vehicle decontamination and disposal as well as component recovery and storage
I am now employed by Knights Rail Environmental and so have a much less active role in what goes on, unfortunately, but I should still have unrestricted access to the site and still be able to report all the comings and goings

Locos:
31465 was in with a Test Train on 7th.
47709 has been stripped of anything useful and was cut up over two days, 10th / 11th September.



the sad sight of 47709 being dismantled

66738 (see photo below right) was repainted into new GBRf livery and departed on the 11th.
57309 arrived with 57010 and 66423 (see photo below left) for wheelset replacement on 28th.



66423 + 57010



66738

31285 stabled on the 13th with the Structure Gauging Train 99666, 975280, 975081, DC460000, 9708.
57312, recently named *'Peter Henderson'*, passed by with 350120 from Northampton to Northam on the 14th.
LT No.12 *'SARAH SIDDONS'* arrived for dual brake fitting on 18th top 'n' tailed by 73206 and 73205.
57305, 57306 & 57310 were fuelled on 1st Oct ready to move to Stowmarket for RHTT duties with DRS



LT No.12 *'SARAH SIDDONS'*

Wagons:
66534 brought in KTA 97743 (see photo below) for overhaul on 6th and departed with overhauled FLAs 606007, 605003, 605023, 605026 and 606009.
66565 brought in KTAs 97737, 97747 and KFAs 92547, 92618 for overhaul and departed with overhauled KTA 97741.



66534 *'OOCL Express'* + KTA 97743
with 07007 behind

Units:
SWT units visiting Siemens for attention have been; 450007, 020, 109, 127, 114, 125, 122 and 121
455812 was completed and departed on the 10th, being replaced by 455825 which arrived on the 12th (see photo opposite top right).

Class 508s started warm store runs w/c 24th with 508303 (see photo below left) making two runs between Eastleigh and Winchester most days that week. Pairs of 508/3s are due make further runs between Eastleigh and Basingstoke starting in early October.





Track Machines:
Stoneblower DR80201 has been taken out of store and repainted, returning to service on 21st.
Stoneblower DR80212, badly damaged in a collision with a Tamper at Arley in the West Midlands arrived for storage behind Colas 56094 on the 14th, the 56 departing for Cardiff on Monday 17th.


DR80201


DR80212 + 07007



56094 roaring into life

London Underground:
With our last 8 car 'A' Stock train due in w/c 1st October things are beginning to wind down on that front. KRES have won part of the 'C' Stock disposal program so we should see them starting to arrive in the near future. Meanwhile we have a number of 1962, 1972 and Standard Stock vehicles on site awaiting disposal once the 'A' Stock is completed.
'A' Stock disposed of since the last report have been; 5202, 5013, 5181, 5060, 6103, 6102, 6023, 6022, 5231. With 5102 and 5117 next in line for disposal.

photos by Carl Watson

Preservation Galas

Mid Norfolk Railway Cl.47 Golden Jubilee Gala by Stuart Moore:

The Mid Norfolk Railway held a Diesel Gala from 21st - 23rd September. Following on from the success of the Class 37 anniversary gala in 2010,the railway put on a similar event this year to celebrate 50 years of mainline operation by the Class 47's. Initially there had been plans for 10 class 47's to attend but unfortunately 47769 was a no show. However a 9 loco line up was still very impressive. The aim was to have at least one representative from each of the sub classes. The locos present were 47292 (47/0) 47375 (47/3) 47401/579/580/596 (47/4) 47703 (47/7) 47798 (47/4) 47853 (47/8). All of the engines were in operation over the weekend with a mix of single engine, double and triple headed services as well as some top and tailed.



47579 seen entering Thuxton Station, MNR with the 12.35 Wymondham to Dereham

I visited on Saturday the 22nd and travelled on the railway from Wymondham to Dereham and return. The railway operated an hourly service from each end, possible now thanks to the passing loop at Thuxton station. The engines all performed well. A welcome visitor was newly painted 47579 *'James Nightall GC'* from Mangapps Railway in Essex. The name had recently been re-dedicated. In addition to this ex-Stratford engine, the Stratford 47 group's 47580 and 47596 were also in operation with the latter repainted into Network Southeast livery for the event.



47596 *'Aldeburgh Festival'* heading towards Dereham from Wymondham with the maroon vacuum braked stock on the 14.35 Wymondham to Dereham service at Crownthorpe, MNR, 22nd September

The gala was very well organised and a pleasure to visit. The Mid-Norfolk railway is a line worth visiting and their galas and other events are generally well worth a visit.

photos by Stuart Moore

Tanfield Railway Legends of Industry Gala by Ray Smith:

The Tanfield Railway was opened in 1725 and its purpose was to take coal from Stanley and Marley Hill to the River Tyne. The line closed in 1962. Now a preserved line it boasts the title of the world's oldest operating railway.

One of the few railways that still allows (almost) access all areas. The engine shed and the dump behind, where there is an amazing collection of locomotives, most that will never turn a wheel again can be viewed and photographed without restriction.

A Mecca for those interested in industrial locomotives. Ex British Railways locomotives are a rarity although J21 0-6-0, 65033 once lived there.



Worsdell 0-4-0T Y7 1310 [38] stands in Marley Hill yard

The line has 4 stations, north to south, Marley Hill, Andrews House, Causey Arch and Tanfield Lea. All the locomotives took water at Andrews House whilst working north.



Worsdell 0-4-0T Y7 985 (1205] (ex-BR 68088) Tanfield Lea (photo by Lila Fawcett, age 3 ¾)

This Gala held over the weekend of September 8th / 9th had two visiting locomotives, Worsdell Y7 0-4-0Ts 1310 and 985 (BR 68088). As far as I am aware, only the second ex BR locomotive to work there.

I went on the Saturday and there were two passenger trains working, using the two rakes of wooden bodied 4 and 6 wheeled coaches. 0-6-0T 3 *'Twizzel'*, 0-4-0ST *'Sir Cecil A Cochrane'* and 1310 worked the passenger trains with the locomotives changing at Marley Hill. 985 was demonstrating shunting hopper wagons around the yard, adjacent to the shed.



Robert Stephenson 0-6-0T 3 [2730] *'Twizzel'* prepares to depart to Marley Hill



Robert Stephenson 0-4-0ST [7409] *'Sir Cecil A Cochrane'* waits for the off to Tanfield at Andrews House

The car park was full, which proved how successful this event was and I initially was directed to Causey Arch which was not appropriate, so when the attendant was distracted I sneaked in and a space was found.....*naughty, ed*



R&W Hawthorn 0-4-0ST No 14 [3056] inside the shed at Marley Hill



Andrew Barclay 17 [1338] 0-6-0T Tanfield Lea

photos by Ray Smith except for one by Lila Fawcett (as shown)

Severn Valley Railway Steam Gala by **James Holloway:**

The September Steam Gala was held from 24th - 26th. With heavy rain forecast, correctly for Friday and Sunday, I decided to go on Saturday which coincided with London Midland cancelling many local services due to crew shortages, so I drove. Since the services were very well patronised I stayed on the stations at Bewdley and Kidderminster.


Battle of Britain 4-6-2 34053 *'Sir Keith Park'*, departing Kidderminster

My main interest was to see the visiting SR steam locos at work and they didn't disappoint. These were Battle of Britain 4-6-2 34053 *'Sir Keith Park'* freshly restored in August and not steamed since withdrawal in October 1965, NRM's T9 4-4-0 30120 and The Mid Hants Railway's U 2-6-0 31806.



NRM's T9 4-4-0 30120
Kidderminster



U 2-6-0 31806 arriving into Kidderminster



2-8-0 2857, Kidderminster



0-6-0PT 3650, Kidderminster

Another visitor arrived to work the Kidderminster - Arley shuttle was 0-6-0PT 3650 from the Gloucestershire & Warwickshire Railway, which had recently had a boiler washout and minor repairs at Bridgnorth. SVR regular, GWR designed 0-6-0PT 1501 was back in service, now in early BR lined livery (see photo right at Bewdley). Other SVR regulars in traffic were 2-8-0 2857, 2-6-2T 5164 & 2-6-0 42968.



With sunny weather, a busy intensive service and a real ale tent, it was a thoroughly enjoyable event

photos by James Holloway

Swanage Steam Gala by **David Elliott:**

With the Swanage Railway holding its September Steam Gala on 8 - 9th I decided to travel on the Saturday. Leaving Eastleigh at 07.50 with my close friend Norman Smith, we drove to the most northerly station on the line at Norden, just to the west of Corfe Castle, set in the beautiful Dorset countryside arriving just over an hour later. Leaving Eastleigh the weather was clear, calm, with a bight in the air , but as we closed in on Wareham we lost the sun, headlights on, doom and gloom prevailed as we were expecting a dull cold day. Arriving at Norden Station car park you have to go over the line to Wareham, where it joins the Main Weymouth to Waterloo railway. To the right is a short head shunt with the station 200 meters away and to the left, looking towards Wareham, a new gate keepers building has been erected (see photo below) in Southern Green and cream guarding the line from stray vehicles and silly so called enthusiasts from walking along the line. The car park was almost empty and a charge of £2 all day made us feel a bit happier.



looking north of Norden towards end of line with storage sidings including 33034 beyond road bridge on the right

In steam days Norden station area had a large complex of narrow gauge lines arriving from clay mines situated in the Poole harbour area culminating there. Some track having been relayed and buildings erected forming an interesting hour or so exploring. There is a lot of potential here, just hope their dreams are fulfilled in the future. After purchasing our tickets, £23.00 for a day rover, we each had a hot sausage roll with a cuppa to warm up in the Mk2 buffet car.



0-4-0ST *'Alfred'* with DMU, Corfe Castle

After a while in came a strange looking combination of reduced cab height Bagnall [2572] *'Judy'* and [3058] *'Alfred'* (from the Bodmin & Wenford Railway and originally Port of Par). You could say 'home from home' due to the clay in the area! double heading a DMU (51933 and 54505). After posing for a while *'Alfred'* moved to the rear so producing a steam top and tailed DMU.

Once ready our first trip of the day was to traverse the line north towards Wareham passing the bedraggled 33034 (see photo elsewhere in this issue) and many wagons and carriages waiting for restoration.

On return to Norden some 30 min later and two round trips on the "branch" we were advised that services were running some 30 min late due to 'traction problems' what, we don't know. So it seemed our day was not going to improve, but, a ray of hope literally came...the sun, through a small hole in the mist. We decided to walk the footpath from the station towards Corfe Castle to get some atmospheric photographs of locomotives peering through the mist. After 100 metres or so you should be able to see the magnificent castle ruins of Corfe, not this morning though, too much mist. After walking another 10 minutes the mist began to clear and by the time the next train arrived the light had improved enabling us to take some great shots of all six main line locomotives in action from both directions. The locos being resident M7 0-4-4T 30053, BoB 4-6-2 34070 *'Manston'*, WC 4-6-2 34028 *'Eddystone'*, 2-6-4T 80104, 0-6-2T 6695 and visiting 2-6-0 78019 (from GCR).



0-6-2T 6695 between Corfe Castle and Norden

There are many off-rail locations along this line for the budding photographer from crossings, hill tops with panoramic view of the entire area and "friendly" farmers fields.

After a couple hours we returned to Norden station for a journey direct to Swanage. The train hauled by standard 78019 consisting mainly of Mk 2 carriages and of course the Bar/buffet car, should you require refreshments, was 3/4 full with a great 'day out' atmosphere. After a few minutes travelling you will see the magnificent ruins of Corfe Castle on the right (I would say one of the best views possible for this monument). Another five minutes and you arrive at Corfe Castle station with its superb new build signal box on the up side towards Swanage and the original stone station buildings situated on the down platform. Adjacent to the station is marshalling yard with the original goods shed housing a small steam engine and other artefacts from the bygone age. The centre of the medieval village being just 3 minutes away boasting several great pubs, one of which had a live band in the garden.

After a few minutes we were on our way towards Harman's Cross and on the right at the end of the yard, along with several carriages/baggage vans was standard 2-6-4T 80078 being cleaned by several young enthusiasts, two of them young ladies. Between Harman's Cross and Swanage, a journey of about 15 to 20 mins is another station, Herston Halt where the train will stop on request. Situated on the right hand side was rake DMUs , one being in Regional rail livery 51432/51498 and the others being 51346/59486/55028.

Just before arriving at Swanage on the right was 33111 out of use with many carriages etc. and on the left a small loco shed/workshops with D3591 inside and 2-6-4T 80104 on the turntable waiting to take our train back to Norden. Entering the station 4-6-2 34028 was stabled adjacent to platform 1 at the head of a demonstration freight train with 08436 at the bufferstops (see photo opposite top).



At the station end of platform 2 is a static MK 2 buffet car serving hot and cold snacks and beverages. Walking along the platform you come to reasonable sized gift/book/model shop but I found the prices a bit on the high side. The ticket office next and main entrance with toilets towards the town entrance. The walk to the beach being only several hundred yards passes through the shopping centre and on to the promenade where we had some very good fish and chips in the sunshine looking out to sea keeping an eye open for hungry seagulls.



2-6-4T 80104 on a demonstration freight between Corfe Castle and Norden

For our return journey we had 4-6-2 34028 at the head and proceeded direct to Corfe where we stayed for an hour taking photos from a foot crossing just south of the station, close to 80078. The views from the station towards the castle are quite good with many different shots available from all sorts of angles. We returned to Norden behind 80104, returning to the car for our journey home and dodging the odd speed camera around Wareham.

In the end, a great day was had by all ending in brilliant sunshine.

photos by David Elliott

Ramblings of a Rail Enthusiast

by David Spencer – 1964 Part 13

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.

November: I had a commitment on my next day off so I just had time for a quick run to Leamington Spa with the intention of getting the one direct train a day to Birmingham New Street from Avenue. I had 44864 for haulage but stupidity let me down badly and I realised I had left my duffle bag (remember those?) at Avenue station, so I had to get off at Milverton and never got to do the Kenilworth Junction to Berkswell direct line which closed soon after. Instead I did the Nuneaton line again taking photos of the stations returning to Leamington and back to Coventry. I returned to Birmingham behind D383. As an aside I had a friend who was a relief clerk and did a week at Leamington Spa Avenue. He told me that after the morning rush he never took more than 9/- (45p) all the rest of the day, so it was no little surprise it closed!



Maunsell U 2-6-0 31790 (w/d 05/65) and 2BIL 2109, Guildford, 9th November 1964

As Monday, the 9th was a rest day I went back to my brother's house in Chandlers Ford on Sunday evening and did Eastleigh shed first thing before making my way up to Reading for a day on the steam hauled services out of Reading Southern. 31790 started me off with a trip to Crowthorne followed by 80153 back to Wokingham, 31794 to Ash, an EMU to Wanborough, Into Guildford with 31803 (see photo right), to Redhill with 80153 again, back to Godstone with 80011 and finally back to Redhill with 82024. It was then time for home with EMUs to Stretham Hill and Victoria and D1686 from Paddington to home.





Standard 5MT 4-6-0 73155 (w/d 07/67)
Wokingham, 9th November 1964



Standard 2MT 2-6-2T 84020 (w/d 10/64)
Llandudno Junction shed, 17th November 1964

Rest day the following week, the 17th took a different direction with D1754 to Chester from where Britannia 70012 took me to Bangor and from the look of my photos I must have had time at Llandudno Junction to dash round the shed and carry onto Bangor on the same train. At Bangor I went round the shed and set off to Menai Bridge behind an unidentified EE type 4 to take pictures of the bridges before a DMU took me up the Amlwch branch and back to Menai Bridge. There I took off for Afon Wen and returned direct to Llandudno Junction and returned back to Birmingham via Crewe 44801 on the first leg to Chester, 45148 the second leg to Crewe, E3087 to Stafford and finally 73045 home.



Standard 2MT 2-6-2T 84009 (w/d 11/65)
Bangor shed, 17th November 1964

Saturday 21st was the fourth great South Wales special train of the year, the Swansea Railway Circle 'Y Ddraig Goch' which I think means The Red Dragon. Due to start at Swansea High Street it covered the Llandore Low Level branch then via Jersey Marine to Onllyn, then back to Margam and a bit I had never done from Margam to Cefn Junction and on to Tondu. However things went sadly wrong as I overslept and missed the overnight train. So I got into New Street early next morning and telephoned control to stop the special for me at Port Talbot but again I was thwarted as our brand new type cross Country unit broke down at Bromsgrove and D6940 (a Cl.37 to be) came off banking duty to tow us into Gloucester. There the train was cancelled and by now I was so late, plan B was thrown out and I revised my day again. I had super power of D1725 and D144 to take us on to Cardiff and another type 4 on to Bridgend. I got a bus into Tondu and had to miss my rare bit of track which took me another thirty years before I eventually did it. I Joined the special here hauled by 9678 and as it didn't stop at Port Talbot despite control telling me it would perhaps it was for the best. It was still a cracking good trip though as we headed up the Lynvi valley and after Cymmer Afan took the old Abergynfi branch to Avon Colliery. This line climbed up the side of the valley at 1 in 32 and was closed to passengers in 1960 when services were transferred to Blaengwyfi lower in the valley, but serving the same community. They made us get out at Cymmer Afon and cross to Glyncorrwg on foot due to the state of the viaduct and made our way up to North Rhondda Halt, I had crossed the viaduct and up the line to Cwmmercorrwg on foot and the rest of the branch on the unadvertised workman's service so it was nice to do the whole line and on the return, I and three others hid in a loo in order to go over the viaduct by rail. Another aside, although it was technically a junction station it only served a small village but had refreshment rooms that acted as the village pub and lasted long after the trains finished for good. The special returned to Tondu and then covered both the Nantymoel and Blaengarw branches both of which I had walked a few months earlier and returned to Swansea by more very rare track from Cefn Junction to Pyle. I may of missed a lot but I got a lot as well and was well satisfied. Western D1012 got me back as far as Gloucester and D34 onto home.

Home was for less than a day as I had a day off work and started on my second overnighter in succession with D24 taking me to York. Then I fell asleep and missed my Malton train so I changed plan and made for Darlington instead and made for North Road and the works.



ex-MoD J94 0-6-0 68037
(w/d 05/65)
Darlington North Road
23rd November 1964



Thompson B1 4-6-0 61351 (w/d 07/64)
Darlington North Road Works
23rd November 1964

I then visited in turn the Richmond, Crook and Middleton in Teesdale branches. Returning home I enjoyed A1 60124 for haulage to York, D51 to Sheffield and too tired to care, onto Birmingham!
On the 25th I passed all my qualifications and made a decision that would affect my whole life not just my railway interests by agreeing to join the Royal Air Force. As if I didn't get enough sleepless nights travelling I went on a youth club mid night ramble on the 27th .... good fun, but freezing!

photos by David Spencer (to be cont)

Traffic & Traction News

by John Barton

Sept 1

47854 t&t 47786 working 1Z22 16.56 Kingswear to Sheffield pass Waterside Caravan Park (near Goodrington) at 17.10.

Sept 4

66092 t&t 66018 on an engineers working south out of Toton at 18.04.

Sept 5

70015 t&t 70002 through Bescot at 20.08 on a Crewe Basford Hall – Kenilworth working.

47805 t&t 47810 on 5Z68 Manchester Victoria - Crewe ecs through Denton Junction at 18.20.

Sept 6

37688 + 72630 + 999606 + 9701 + 66175 were seen at Didcot at 19.48.

Sept 7

66152 working 6V31 Dagenham Dock - Didcot Yard arrived at Acton at 22.20.

66020 + 60024 (dead in tow) were noted working the 6C43 Burngullow - Exeter Riverside Yard at Bodmin Parkway at 19.22.

Sept 8

66744 dragging 466004 + 466031 working the 5X89 Slade Green - Doncaster passed through Newark Northgate at 17.32.

Sept 9

57006 t&t 47580 on 5Z45 Aberystwyth - Carnforth WCRC passed north through Bolton le Sands at 18.45.

5043 *'Earl of Mount Edgcumbe'* departed Stratford-Upon-Avon at 16.14 with the last Shakespeare Express of the 2012 season.



BoB 4-6-2 34067 *'Tangmere'* on the Devon Belle is seen passing red rock, Dawlish Warren at 16.34 providing quite a spectacular show !! (photo above by Colin Broomfield).

Sept 10

66074 arrived at Warrington Bank Quay at 21.13 with its normal rake of FCA's

Sept 10 (cont)

20303 + 20304 on a Sellafield - Crewe flask working passed southbound through Bolton le Sands at 19.10.

Sept 11

37610 + 37682 worked the 6K73 Sellafield - Crewe flasks through Bolton le sands at 19.12.

37259 worked the 1Q18 Norwich - Southend Victoria test train this morning with 72616, 72639, 975091, 977986 and ex-works 37607 on the rear.

Sept 12

66738 + 66746 passed Sommerhill Tunnel Bridge at 16.53 heading into Tonbridge Yard.

HST measurement train 43013 + 975984 + 977994 + 975814 + 977984 + 43014 passed Brockhall south of Rugby at 16.20.

Sept 13

59005 headed eastbound on a Mendip Rail and Hanson wagons working at 19.32.

66847 working 6Z53 Teigngrace - Carlisle Yard activated the Nyenhead hot axle box detector (between Tiverton Parkway and Taunton) as the brake box on the fifth wagon from the rear had disintegrated. The driver isolated the brakes on the wagon and was soon on the move again.

Sept 14

325016 + 325006 + 325007 passed Carnforth at 17.59 working Sheildmuir RMT - Warrington RMT.

47805 + 47802 headed north through Carnforth at 17.33 working Southampton Eastern Docks - Glasgow Central.

Sept 15

Steamers 4464 (60019) and 70000 passed Totnes at 16.38 heading to London Paddington.

Sept 16

The Torbay Express with 4464 (60019) passed along Dawlish Sea Wall on 1Z28 Kingswear - Bristol Temple Meads, at 17.43.

57312 arrived into Northam SWT depot at 16.25 to collect 350120 then worked 5Y57 16.58 Northam C.S.D. - Woking Up Yard.

Sept 17

66510 passed Northfield with a Whitemoor - Fairwater loaded sleepers working at 20.38.

121020 (55020) arrived at Princes Risborough at 16.09 ready to form 16.24 to Aylesbury.

66742 is seen slowing for Elford loop at 18.21 about 60 minutes late with 6Z97 Beeston - Cardiff Tidal loaded scrap (photo opposite top by Roger Thomas).



60091 passes Elford at 14.56 with 6E41 Westerleigh - Lindsey Empty tanks (photo below by Roger Thomas).



73138 t&t 73201 was seen at Snargate on a NR test train along the Lydd branch (photo below by Ian Feather).



Sept 18

66554 + 66552 working 6L87 Earles Sidings - West Thurrock loaded cement PCAs passed Barking at 21.01.

DVT 82303 lead its Chiltern plug door set with a dead 67014 inside of 67015 on the rear past Leamington at 19.17 on 1F94 to Kidderminster.

Sept 19

66739 on 4E19 Mountfield - West Burton passed just south of Grantham at 17.15.

37259 and 37607 plus 2 FNAs passed through Stafford on the Bridgwater flask working to Crewe at 16.19.

56094 working 6Z52 Gloucester New Yard - Teigngrace timber headed westbound through Dawlish at 15.21 on the up line, using the reversible line working.

Sept 20

56094 on the Teigngrace - Chirk timber working was seen passing eastbound through Teignmouth at 19.09 in the gathering gloom (photo below by Colin Broomfield).



150131 worked the 1C26 18.30 London Paddington - Western Super Mare onwards from Bristol Temple Meads due to the booked HST set failing at London Paddington.

66741 departed from Ipswich with the 4M02 Felixstowe - Hams Hall at 18.28, just as 66731 arrived with the very late running 4L02 Hams Hall – Felixstowe.

Sept 21

57307 + 57308 were stabled outside together at Longsight depot at 18.35.

A new rake of wagons, in the series 33.70.6955.305 onwards, were stabled by the old Doncaster mail platform in view of passing trains at 18.34.

70001 working 4O49 Crewe Basford Hall - Southampton Maritime came to a halt near Colwich. After the driver tried unsuccessfully to restart 66564 was sent from Lawley Street as 1Z99 and was later spotted passing Fenny Compton at 15.11 with 66564 leading 70001.

Sept 22

An impressive array of locos were present in Eastleigh East Yard with (left to right) FL 66591 (passing) & DBS 66108, 66023, 66095, 66066, 66109 & 08495 seen in the photo below from David Elliott.



Sept 23

390153 worked 1T54 Longsight - Euston performing brake tests en-route and was seen at Etruria at 13.48.

Sept 24

66185 + 66112 worked through Peterborough at 18.22 on 6G22 Whitemoor - Sleaford South Junction.

Sept 25

86605 + 86622 worked 4M37 Tilbury - Garston liner passed Barking at 21.54.

60100 was seen stored at St. Blazey depot (photo opposite by David Elliott)

Sept 26

60099 was seen storming through Tamworth at 22.16 with a Lindsey – Kingsbury working.

Sept 27

66623 t&t 66552 headed south through Market Harborough at 21.20 on Toton - Elstow HOBC.

Sept 28

57309 + 57010 + 66423 + 37608 + 37605 passed Nuneaton platform 2 at 00.14.



Infrastructure News

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

Cosford Station Refurbishment by **Roger Thomas:**

Cosford Station was closed to passengers from 29 0ctober 2011 until April 2012 for a major refit costing £2.1 million. Network rail replaced the 1937 station buildings and platforms and stairs leading up to them. The station now has new non - slip platforms made from glass reinforced polymer. Each platform also now has waiting shelters, lights, information screens and station announcement systems. The station is served by London Midland who mange the station and Arriva Trains Wales.







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 Tarrant:
31st August:
Hither Green:
09.48 37609 1Z31 westbound- Hither Green-DY
Wandsworth Road:
10.57 66542 4O88 eastbound F/L
11.02 66097 westbound L/E
11.29 59104 eastbound L/E
11.38 66198 6Y41 eastbound engineers
11.48 67028 eastbound VSOE
11.56 73213/04/07/08/12 eastbound L/E
11.58 66414 4O86 eastbound L/E
12.17 47739 6Z47 westbound bogie log wagons
12.21 66536 4E24 westbound F/L
12.39 66148 westbound ex RMC hoppers
12.42 442407 ECS to Stewarts Lane
13.03 59104+59103 6V18 westbound Hanson's
13.11 66065 7O98 eastbound DBS hoppers
13.16 66729 4E19 westbound gypsum
13.28 66557 6M79 westbound Bardon's
13.35 66712 westbound L/E
92015 0E32 westbound L/E
Stewarts Lane:
67016 on depot
5th September:
Wandsworth Road:
11.02 66081 0L37 westbound L/E
11.37 66097/192 0Y41 eastbound L/E
11.43 59103 6Z17 westbound Hanson's
11.48 66067 6B20 westbound vans
11.55 66706 6E40 westbound ballast
11.58 66502 4O86 eastbound F/L
12.09 442422 ECS to Stewarts Lane
12.17 66535 4E24 westbound
12.56 92030 4O68 eastbound intermodal
13.02 66728 4E19 westbound gypsum
13.26 66525 6M79 westbound Bardon's
13.35 92016 4E32 westbound steel empties
15.14 66069 6Y42 westbound engineers
7th September:
Dartford:
11.34 66564 4E24 westbound F/L
11.44 66955 4O88 eastbound F/L
12.27 66715 6Y90 eastbound VTG's
12.34 66124 6Y41 eastbound engineers
11th September:
Wandsworth Road:
10.57 66522 4088 eastbound F/L
11.09 59001 7V75 westbound Yeoman's
11.38 66069 6Y41 eastbound engineers
11.57 66953 4O86 eastbound F/L
12.16 66954 4E24 westbound F/L
12.20 66192 6Y08 eastbound MRL's
13.03 59004 6V18 westbound Hanson's
13.07 66719+66728 4E19 westbound gypsum
13.14 66065 7O98 eastbound bogie hoppers
13.35 92041 4E32 westbound steel empties
13th September:
Wandsworth Road:
10.00 66597 6O56 eastbound FLHH hoppers
10.21 92016+66103 6B20 eastbound vans
10.35 66125 7L22 westbound Transfesa
10.59 66570 4O88 eastbound F/L
11.03 66113 7V75 westbound Yeoman's
11.05 378149 route-learner
11.11 66069 6L37 westbound engineers
11.57 4O86 66589 eastbound F/L
12.09 442403 ECS to Stewarts Lane
12.10 66136/043/108 6Y41 eastbound engineers
12.16 66956 4E24 westbound F/L
12.19 66192 6Y08 eastbound MRL/Brett's
12.23 59004 6Y60 eastbound Hanson's
12.37 66746 westbound spoil
13.03 66716 4E19 westbound gypsum
13.35 66175 6V18 westbound Hanson's
13.38 92041 4L32 westbound steel empties
13.43 59004 westbound Hanson's

James Holloway:
4th September:
Nuneaton 13.40-16.55:
43013/14, 47727+NVA's 96602/06, 47802/841
66004/142/164/170/198/200/305/503/542/562/713
66717/731, 86605/07/13/32/38/39, 90016/41,
153371, 170101/109/112/115/117/397/521/522
221101/06/13/14, 350121/126/128/235/258/264
390005/006/010/015/016/020/023/038/039/042
390043/045-047/050/053/118/124/126/127/130
390148/154/157, DR73113/80212
10th September:
Stafford 12.00-15.49:
66013/055/423/434/556/568/590/722, 70003
86610/12, 90041, 220002/07/13/16/24/31
221102-05/08/10/11/13/18/26/27/29/31/35/36
350101-103/119/120/122/242/247/249/256/261
350264/266, 390001/002/005/006/008/009/011
390015/032/040/042/044/049/050/118/124/127
390134/136/141/157

Eric Crocker:
13th September:
Teignmouth: 66847
15th September:
Teignmouth:
70000 *'Britannia'*, 43378/84, 60019, 66156, 143618
153305/29

Paul Bright:
6th September:
Blackpool:
150135/223/270, 156489, 158759, 185148
Preston:
47804/854, 57307, 66106/434/522, 142033/44/56
150115/119/133/135/140/149/223/224/270
156421/55/89, 158754/759/792/793/816, 185112
185115-17/26/27/32/42/43/48, 221110/15/18/43
390015/039/044/050/053

Michael Hayman
31st August:
Ealing Broadway:
47739, 59202/205, 66098/112/113/957
3rd September:
Acton: 66016/041/070/113/561
Ealing Broadway: 37516
6th September:
Old Oak Common: 57605
Acton: 66016
Didcot:
37688, 66040/055/102/129/135/141/175/419/716
11th September:
Willesden Junction:
71000 Duke of Gloucester, 59001/205, 66065/077
66113/182/517/522/589/593, 90016/48
7th September:
Euston: 90019
Wembley: 66013/145/159/533/558, 92037
Rugby: 56078/105
Daventry: 08913, 57316, 66421/571
Tamworth: 66080/540/556, 90048
12th September:
King's Cross:
43054/075/208/239/302/311/318, 67006/27/29
91115/17/21/26/27
Euston: 43013/14, 57311
17th September:
Acton 10.30: 33029+3143
18th September:
Acton: 33029, 66153
19th September:
King's Cross:
43423/85, 67019, 91102-04/17/18/22/24
Peterborough: 66010/512/541/727/741/747
Doncaster:
47804/54, 66112/705/712/737/956, 67027, 91110
91119
Derby:
08536/697, 31422, 37683, 73101/104/139/211
97304
Burton on Trent:
08389/765/918/954, 20903/4, 31461, 47488/744
56007/018/051/060/065/081/115/117, 60059
Chesterfield: 47703/98, 66197
Loughborough:
47292/375/401/703/798, 66010/415/512/550/745
70014
Leicester: 66015/172/529
Wellingborough: 66526/736/742
21st September:
Kensington Olympia:
70013 *'Oliver Cromwell'*, 66013/746/847

Mike Rumens:
29th August:
Nuneaton 09.45-10.15 & 14.10-14.50:
66109/150/188, 90041, 153356, 170101/115/116
170518, 221102, 350247, 390011/043/118/127
30th August:
Stafford 14.55-18.20:
66059/110/421/591, 86605/07/13/39, 70003
90041/6, 92003, 220016/22/30/34, 221104-06/08
221112/14/17-19/22/27/29/31/34/36/37/42/43
350101/110/111/120/121/123/126/241/244/246
350255/259/262, 390001/003/004/009/021/023
390032/040/044/047/049/052/053/112/127/136
390151
Nuneaton:
153371, 170108, 350122/236/263
Rugeley: 170502/505/633
5th September:
Nuneaton 14.15-14.40:
57308/15, 66182/188, 153354, 170105, 350103
390021/042/107/130
6th September:
Nuneaton:
66578, 153356, 170103/4, 390023/053/118/128
390141
Coventry:
220020, 221129, 350113/242/244/262, 390003
390049, DR73116/73909
Didcot: 43071, 66007/175
Reading 11.46-18.10:
43002-005/008-010/018/021-025/027-032/034/035
43056/069-071/079/086-088/091/093/094/097/122
43124-132/134/135/137-143/147-149/153-156
43158-160/163-165/169/171/176/179/180/183/190
43192-194, 59001/004/104/202/204, 66085/186
66569, 150002, 165101-109/111-114/116/117/119
165120/123/126/127/129/132-134/136, 166201-07
166209-14/16-18/20/21, 220009/17/25/32, 221105
221122/40, 458004/05/09/10/13/14/16/18/23/24
c.s. 42365, 42501/02/04/05/07-09/12/14/15
7th September:
Leicester 14.16-18.15:
43043/045/046/049/054/055/061/064/066/073/081
43083, 66083/164/181/603/706/735/737/953
158875, 156404/73/98, 170101-103/112/397/521
170522, 222001/004/006/009-014/020/022/023
222101-103, c.s. 6320
11th September:
Nuneaton 17.17-14.50:
66070/164/199/589/713, 90041, 170107, 221103
350239, 390011/137/157, DR80212
12th September:
Nuneaton 14.15-14.50:
66004/722, 90043/44, 153356, 170522/637
221126, 350122, 390004/042/124/154
13th September:
Nuneaton 14.15-14.45:
66713, 90041/43, 153354,170109/522, 221104
350126, 390042/118/124/136/155

15th September:
Birmingham International:
158826/33, 221132, 323221, 350244/53/59
390130/137/154
Coventry: 2220004, DR73116/77906
Leamington Spa: 168218, 172211/14
Oxford:
43138/156/183/195, 70017, 165106/09/21/29
166207, 220021, 221132
Hinksey Yard:
66015/086
Didcot 10.50-14.36:
08752, 43017/018/020/021/029/041/088/092/097
43125/132/133/135/145/152/154/155/161/164/174
43175/187/190/194/196/197, 59104/202, 66015
66061/065/193/516/517, 70009, 165101/02/04/07
165109/14/17/21/24/27/32/36, 166202/07-09/16
166219, 220007/08/14/26/27, 221125/27/29
18th September:
Nuneaton 14.00-14.45:
66011/065/099/561/713/846/955, 86609/38
153371, 170102/110, 221142, 350101/112
390002/038/045/049/112/128/148, DR73908/29
19th September:
Nuneaton 14.08-14.40:
66011/167/722, 153366, 221116, 350108, 390038
390048/126/148, DR73929/999801
20th September:
66078/516, 86609/38, 153356, 170103/07, 221111
350259, 390001/010/015/020/038/050

Geoff Hope:
2nd August:
Manchester Piccadilly 17.55-21.25:
66541/562, 90046, 142011/13/14/31/32/35/39/43
142049/52/56-58/90, 150111/114/119/133/140
150142/146/204/207, 156420/27/40/41/55/59/61
156464/86/89/91, 158773/774/785/788/810/847
158864, 170301/3/8/9, 175002/003/006/010/104
175109/112/114, 185101/02/04/10-12/15/16/19/21
185123/24/27/29/32/33/35/37-40/43-45/47-49/51
220021/28/32, 221127/35/36/38/40, 323223/26-32
323235-238, 390013/016/029/035/038/040/043
390045/049/051/114/124/131/157
9th August:
Manchester Piccadilly 17.55-21.25:
142011/13/21/27/30/31/36/38/40/42/45, 150113
150114/116/140/144/149/203/206/218/224
156420/21/24/41/52/72/88, 158770/777/812/846
158863, 170301/2/9, 175001/005/008/107-110
175116, 185102/03/05/06/08/10-12/21/23/25/26/28
185129/31-36/39/43/44/46/47/49, 220016/19/21/28
220030, 221122/24/35, 323223/24/26/27/31/33-38
390001/003/009/034/039/044/107/117/131/148
11th August:
Stratford International 09.10-10.55:
37 3007/008/021/022/205/206/209/210/215/216
395001-04/06/08/10/12-21/23/26-29
Hornsey 11.30-13.00:
313018/27-30/36/37/41/47/50/51/53/55/56/59/63
317342/4/8, 321402/3/5/7, 365501/02/05/07-10
365512-19/22-25/27/28/30/31/34/36-38/41
Bethnal Green 13.35-16.05:
90001/03/05/11-13, 315802/04/06/09/10/12-14/17
315820-22/25-28/32/33/36/4047/50-52/54-56/58
315860, 317501/503/504/506/511/514/653/654
317657/666/668/669/882/884-886/890/891
321301/302/305/317/318/324/329/330/340/342
321344/346-348/350-352/356/359/361/364/366
321423/426/428-431/434/447/448, 360104/08-10
360112-17/19/21, 379002-05/07/09/10/12-21
379023-25/28-30, DVT's 82102/05/14/21/36/52
Marylebone 17.00-18.30:
67012+10272+12606-609+82302
165002/05/07/09/10/12/16-21/23-26/28/29/31/34
165035/39, 168002/107/113/214/216/217, 172101
172102/104
St Pancras 19.00-19.30:
319006/365/369/370/378/379/433/434/437/446
319448/449/451/454/455/457/458, 377504/12
15th August:
Birmingham Moor Street 10.35-13.45:
67013+10271+12602+12603+12604+82305
165015/17, 168103/108/110/112/214/217, 172211
172212-214/216-222/331-334/336-339/341-345
21st August:
Finsbury Park 09.00-11.45:
313018/024-033/036/038-042/044-052/055-057
313060-064/122/123/134, 317337/39/42/43/45-48
321402/03/05-10/18/20, 365501/03/05/06/13-21
365523/24/27/28/34/36-41
St Pancras 12.00-13.25:
319002/004/005/007-011/361/362/366/368
319371-377/379/381/385/386/421/423/430/432
319435/437-439/442/445-447/449, 377504/11/13
377516/18-20/22/23
Marylebone 13.50-14.55:
165001/03/04/08/14-16/22/26/30/32/34/36, 168003
168111/214/217/219, 172101/3/4
Bethnal Green 15.40-18.15:
90002/04-08/10, 315801-07/09/11-14/16-26/28-32
315834-61, 317501-511/514/515/649/651-653
315655-657/660-662/664-667/669/670/672/882
317883/886-890/892, 321301/303-307/309
321311-316/318-322/324/328/330/332/334-336
321338-347/349/351-354/357-366/422-428
321430-434/436-439/442-445/447/448, 360101-05
360107/108/111-121, 379001/02/04-06/08-12
379014-24/26-30, DVT's 82102/03/07/14/21/36/39

Preservation Gala Photo Spot

Didcot Railway Centre Gala 'All in a Days Work':



a line-up of GWR branch line autocars and railcars with left to right, steam railmotor 93, railcar 22 and 0-4-2T 4866 + autocoach W231
Didcot Railway Centre, 15th September 2012 (Mike Rumens)

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

BYA 966025 has been re-liveried into DBS red, one of a select few so far adorned.
30 new IWA bogie timber wagons arrived on the 30th September through the channel tunnel destined for the timber flows to the Kronospan works at Chirk.
After 21 years lying derelict the 21 mile Leamside freight line in County Durham is to finally be lifted to supposedly prevent further thefts, although all organisations in the area support eventual re-opening as a passenger railway.
The one mile Ipswich chord has been formally given clearance to begin which will see freights from Felixstowe be able to then go via Ely releasing capacity from the existing routes around North London and the southern section of WCML. Work should be completed in 2014.
Fifty new TEA bogie petroleum wagons have arrived from Poland having been built at Greenbrier Europe. Numbered 83-70-7792-001-0 to 050-7.Lleased by VTG, they are to be used on two flows operated by Europorte GBRf between Immingham - Cardiff (Inver Depot, Queen Alexander Dock) and Harwich - Holybourne.

Days Out

Model Rail Event, Barrow Hill by **Andrew Woodcock:**

When I saw this event advertised for Saturday 22nd - 23rd September I was undecided whether to go along. Costs a day off work and what one would actually see were all factors in my mind. However I decided to go on the Saturday and booked my rail ticket plus event tickets on line. On the day I parked my car free at Honley Station and used the Penistone line to Sheffield. Then it was an East Midland HST to Chesterfield and the free depot shuttle to Barrow Hill. I must comment on the excellent choices of livery and decor by EMT. Both trains were well turned out and clean. The depot shuttle was 156405 crewed by two drivers to save time with the one reverse outwards and two on return. They also stabled in the platform at Barrow Hill for lunch making the fine sight of steam train on one platform and a DMU on the other.

The admission charge included free rides at the event with brake van rides behind 03066 and BR Std 4-6-2 70013 *'Oliver Cromwell'* (am) or LYR Aspinall 0-6-0 1300 (pm) with Peckett 0-6-0ST 2000 on the rear. The event was well attended and the weather good. The only snag at times was access as you had to go through the Trade Stands Marquee to get in, which was rather congested at times.

The Harry Needle depot was shut all day with no indication of what was inside. No access was allowed to the site from this depot up to the access line to the depot, however I think everything could be seen from the depot shuttle train. As normal the line of HNRC industrial shunters are not always easy to identify. One of my aims was to see and photograph the Yugoslav USA Tank, which I did even though it was in the Roundhouse and my picture was impossible to take without people around. An excellent free brochure was given to all but two items were not present on the Saturday, a Colas Cl.56 and the B1 4-6-0. It was a good day out, albeit not the cheapest.

Locos Present:
Inside Roundhouse: Diesel & Electric: Drewry/RSH 12589 [2589],33108, D2587,behind this was a rubbed down C.20 later identified as 20905, 85101, E3035, 26007, 37057, 45060, 58016, D4092 with newly painted 20901 in GBRF livery on the turntable.
Steam: 0-4-0ST [3272] *'Vulcan'*, 0-6-0ST 30075 (62-669), 4-4-2 251, 0-4-0T [2491], *'Henry'* 0-6-0 8217, 4-4-0 506 *'Butler-Henderson'*, 4-6-2 60532 *'Blue* Peter' and 4 *'Swanscombe'* [3718]
Alongside Roundhouse Car Park: 0-6-0T [1207] *'The Welshman'*
Roundhouse Sidings: Steam: 4-6-0 45110, **Diesel & Electric:** 89001, 82008, D213, 20107, 20096 E5001, 20311 and 20314 In new HNRC livery, 37510, 37059 with 84001 only partly visible with the Cargo D stock, **EMUs:** 5BEL Pullman Car 3050 with newly acquired coach 279 *'Hazel'*.
HNRC sidings: 08502, 20118, 07013, 20132, 08786, 37503, 09012, 47830, 08685, 20306 plus 6 industrial shunters - 3 yellow ex-Tata (EE 0-6-0DH L127 [D1199] *'Bill'* & L149 [D1200] *'Ben'*, GEC 0-6-0DH 1 [5365]), a stripped Barclay 0-6-0DH 46 [612], GEC 0-6-0DH Kemira 1/X7215 [5380], English Electric 0-6-0DH RFS 10 [D1228] and Rolls Royce 0-6-0DH 0192 [10213].
DPS Shed: Inside - D9015, 37405, 37275, Outside - 08924, 47791
Outside Area between HNRC shed and entrance line (seen from train): EMU 1881, 37521, 45105, 37087, 56006, 07001, 40145, 37501.

Light Rail, Metro & Tram News

Glasgow Underground: The first revamped station in the £288 million Underground Modernisation Plan, Hillhead was re-opened on the 17th September after a 14 month re-fit.
Blackpool Transport: It has been reported that with the start of the illumination season, there have been queues for heritage trams which are now in short supply.

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).

23rd August

11.15 60007 6B13 RN-WH
12.29 66063 6V05 RO-MG
13.07 66424 4V38 DV-WG
14.08 66186 6E66 MG-SC
31601/2+ 6348+6330 5Z56 LA-WW
66114 6M81 MG-RO
66523 4V06 RC-SG

24th August

11.09 66303 4V38 DV-WG
12.22 60007 6B13 RN-WH
66039 6V52 WV-NT
66121 6V07 RO-MG
66112 6E66 MG-SC
66067 6O42 HO-SO
66121 6M81 MG-RO
66063 6V92 CY-MG
60079 6E41 WH-LY
66508 4V06 CE-SG

25th August

66065 6W38 WY-GL
60079 6E41 WH-LY
66415 4V06 RC-SG
66508 4V46 RG-SG
66194 6E66 MG-SC

26th August

11.25 66429 4V38 DV-WG
16.02 66127 6E66 MG-SC
66063 6E09 LL-SC
66419 6Y12 SD-WY
66957 6Y41 SD-WY
66610/23 6Y11 Berkeley Road - FR
66084 6V66 SC-MG

27th August

11.23 DR80206 6U26 GL-CF
60079 6E41 WH-LY
66185 6E86 PY-FB
66421 4V38 DV-WG

28th August

10.49 66428 4V38 DV-WG
11.29 60007 6B13 RN-WH
13.19 66019 6E66 MG-SC
16.32 66076 6V07 RO-MG
18.32 66250 6V06 HD-CT
19.02 66187 6E94 AW-LY
19.31 66177 6V69 BS-AD
19.54 66721 6E01 CF-LY
19.55 60007 6B47 WH-RN
21.50 66133 6V66 SC-MG
22.16 66087 6E09 MG-SC
22.56 56303 6Z56 SY-CT
66615 4V06 RC-SG
66846 6Z52 CK-GL
66186 6E86 PY-FB

28th August (cont)

60040 6E41 WH-LY
66745 4V94 NT-PY

29th August

66121 6E66 MG-SC
66846 6Z52 GL-TG
66434 4V38 DV-WG
37611/612 6V74 CE-BR
66104 6V05 RO-MG
66560 4V06 RC-SG
66003 6V92 CY-MG
60007 6B13 RN-WH
60011 6E41 WH-LY
66115 6V07 RO-MG
66181 6E86 PY-FB
66085 4Z33 RC-AV

30th August

66303 4V38 DV-WG
60007 6B13 RN-WH
66003 6V92 CY-MG
66079 6V05 RO-MG
66149 6V06 KY-CT
60040 6E41 WH-LY
66183 6E30 MG-HL
66721 6E01 CF-LY

31st August

04.39 66128 4V01 EA-MG
10.50 66431 4V38 DV-WG
13.28 60063 6E66 MG-SC
16.25 47739 6Z47 DM-GL
70002 4Z47 RC-SG

1st September

13.35 66003 6E66 MG-SC
67016 1Z95 VA-WS
66006 6W30 WY-CS
66623/610 6Y11 FR-SD
66514 4V06 RC-SG
70003 4V05 RG-SG

2nd September

12.34 66424 4V38 DV-WG
16.54 66171 6E47 LL-TS
18.55 66424 4M36 WG-DV
66622 6Y27 GL - Hackney
66957 6Y12 SD-WY

3rd September

16.33 66194 6V07 RO-MG
19.00 60007 6B47 WH-RN
66097 6V92 CY-MG
66524 4Z06 RC-SG
66620 6M36 WY-EA
60011 6E41 WH-LY
56303 6Z94 CT-RM
66025 6E66 MG-SC
66425 4V38 DV-WG
66415 6Z13 PY-FB

3rd September (cont)

66133/084 6E30 MG-HL
66727 6V88 BN-CT
66089 6V81 RM-CT

4th September

10.55 66434 4V38 DV-WG
15.01 31602/601 6Z69 CT-CH
16.51 66087 6V07 RO-MG
19.33 66134 6V69 BS-AD
22.28 66025 6V05 SC-CT
66130 4Z32 RC-MG
66120 6E09 SS-IM
66167 6E41 WH-LY
66619 4V06 RC-SG

5th September

10.51 66421 4V38 DV-WG
11.02 60007 6B13 RN-WH
11.10 66020 6V40 SC-CT
12.52 66194 6V05 RO-MG
15.58 66132 6M41 MG-RO
20.33 66152 6V52 WV-NT
22.02 66076 6V66 SC-MG
66186 6M81 MG-RO
66619 4V06 RC-SG
20304/3 6M67 BR-CE
60091 6E41 WH-LY
66051 6V92 CY-MG

6th September

10.51 6303 4V38 DV-WG
13.07 66011 6E66 MG-SC
20.08 66132 6E30 MG-HL
60040 6E41 WH-LY

7th September

14.19 66096 6V92 CY-MG
17.01 66194 6V07 RO-MG
17.25 60099 6E41 WH-LY
19.00 66727 6Z30 HD-NT
22.26 158827 5V42 DR-CF
66733+6320 5V01 Butterley - BT
66009 6V52 WV-NT
66128 6E09 SS-IM
66050 6V66 SC-MG
66115 6V81 RM-CT
66514 6Z13 PY-FB
66059 4Z33 TO-AV
66099 6O42 HO-SO

8th September

16.30 66162 6E66 MG-SC
66957 6Y12 WY - Dursley
60099 6E41 WH-LY
66553 4V06 RC-SG
66514 4Z15 FB-PY

9th September

66020 6E09 LL-SC
66536 6Y27 GL - Hackney

9th September (cont)

66548/515 6Y06
Bromsgrove - HY
66186 6E47 LL-TS
66303 4V38 DV-WG

10th September

66847 6Z22 GL-NT
66302 4V38 DV-WG
66051 6E86 PY-FB
66177 6E66 MG-SC
66603 6M36 WY-EA
60079 6B13 RN-WH
66109 6V07 RO-MG
66116 6V06 BS-CT
66622/615 6Y11 FR-SD
66727 6V88 BN-NT

11th September

66051 6E86 WH-LY
66132 6V92 CY-MG
66425 4V38 DV-WG
60099 6E41 WH-LY

12th September

60059 6E41 WH-LY
37682/610 6M67 BR-CE
66428 4V38 DV-WG
66074 6V92 CY-MG
60079 6B13 RN-WH
66158 6E86 PY-FB
66232 6M41 MG-RO
66207 6V40 SC-CT
66527 6Z15 PY-FB
66152 6E30 MG-HL
70005 4E68 RC-SG
66415 4V57 RG-SG
66031 6V05 RO-MG
66116 6V81 RM-CT

13th September

60099 6E41 WH-LY
66421 4V38 DV-WG
66035 6E86 PY-FB
70006 4E68 RC-SG
66132 6E94 AW-LY
66068 6V05 RO-MG
66221 6E47 MG-TS
66183 6V06 KY-CT
66725 6E01 CF-LY
60079 6B13 RN-WH
66031 6V92 CY-MG
66105 6M41 MG-RO
66186 6E66 MG-SC
66232 6E09 ON-IM

14th September

66301 4V38 DV-WG
66186 6V92 CY-MG
66621 4E68 RC-SG
66053 6V66 SC-MG
66068 6V07 RO-MG
66092 6O42 HO-SO
66158 6E86 PY-FB
66230 6V05 RO-MG

15th September

08.39 66527 4Z15 FB-SG
10.01 DEMU 1001 1Z52
Hastings - Lydney
12.14 66953 4V06 RC-SG
14.03 66098 6E66 MG-SC
56312 6Z56 AE-CT

16th September

18.12 66020 6E47 MG-TS
22.05 66221 6E30 MG-HL

17th September

12.03 37229/607 4V38 DV-WG

18th September

08.34 66009 6M81 MG-RO
11.1660079 6B13 RN-WH
13.30 60099 6E41 WH-LY
18.01 66009 6V07 RO-MG
19.39 66744 6E01
CF - Peterborough
21.55 66199 6V66 SC-MG

19th September

05.45 37259/607 6V74 CE-BR
05.55 60091 6V98 LY-WH
08.26 66199 6M81 MG-RO
09.28 66015 6M96 MG-CY
10.52 66301 4V38 DV-WG
11.11 60079 6B13 RN-WH
12.07 66141 6V05 RO-MG
12.25 60091 6E41 WH-LY
12.35 56094 6Z52 GL-TG
13.58 37259/607 6M67 BR-CE
15.45 70045 4E68 RC-SG
20.02 66142 6V69 BS-AD
22.36 66742 6V88 BN-CT

20th September

05.55 60091 6V98 LY-WH
08.26 66015 6M81 MG-RO
09.10 66206 4V83 RC-PY
11.12 60079 6B13 RN-WH
11.28 66428 4V38 DV-WG
12.51 66105 6V05 RO-MG
13.15 60091 6E41 WH-LY
14.35 66155 6V92 CY-MG
15.58 66199 6M41 MG-RO
16.05 70002 4E68 RC-SG
16.07 66015 6V07 RO-MG
20.11 66132 6E30 MG-HL
21.59 66141/020 6V66 SC-MG
66145 0Z31 BS-SW-BS

21st September

05.25 60091 6V98 LY-WH
11.01 66303 4V38 DV-WG
11.15 60079 6B13 RN-WH
12.24 60091 6E41 WH-LY
14.55 66527 4V47 RG-SG
18.05 66078 6O42 HO-SO
66141 6M81 MG-RO
66134 6V92 CY-MG
66090 6V05 RO-MG
66074 6M96 MG-CY

22nd September

11.45 66510 4Z15 FB-PY
13.07 66221 6E66 MG-SC
13.10 66520 4V06 RC-SG
14.58 66550 4V46 RG-SG

23rd September

10.05 66555/622 6Y38 GL-FR
15.05 66550 6Y39 GL-WY
17.15 66015 6E47 LL-TS

24th September

06.26 66142 6E80 CT-RM
08.14 66132 6M81 MG-RO
09.12 66206 6M96 MG-CY
12.25 60099 6E41 WH-LY
12.46 66303 4V38 DV-WG
12.58 66009 6V05 RO-MG
14.15 66619 6M36 WY-EA
15.19 66141 6V92 CY-MG
17.29 66132 6V07 RO-MG
18.15 66007 6E66 MG-SC
20.44 66050 6E11 CF-IM
22.31 66742 6V88 BN-CT
23.27 66142 6V81 RM-CT

25th September

11.55 66434 4V38 DV-WG
12.22 60071 6E41 WH-LY
13.10 66206 6E66 MG-SC
15.15 66141 6V92 CY-MG
16.05 7010 4Z68 RC-SG
16.05 66019 6M41 MG-RO
16.45 66065 6V07 RO-MG
18.58 66413 4V57 RG-SG
19.02 60079 6B47 WH-RN
19.58 66726 6E01 CF-LY
20.09 66150 6E30 MG-HL
21.05 66520 4V61 Drax-SG
21.27 66130 6E09 ON-IM
22.01 66007 6V66 SC-MG
22.07 66040 6V06 KY-CT
23.05 66115 6E47 MG-TS
23.43 66019 6V61 RO-MG

26th September

10.58 66432 4V38 DV-WG
11.15 60079 6B13 RN-WH
12.26 66141 6V05 RO-MG
14.42 70010 4V47 RG-SG
14.55 66044 6V92 CY-MG
15.01 66007 6E66 MG-SC
15.15 66061 6E86 AV-FB
16.07 66188 6M41 MG-RO
17.00 66132 6V07 RO-MG
18.36 66742 6Z30
HD - Tremorfa works
20.02 66142 6V52 WV-NT
21.35 66053 6E09 SS-SC

28th September

15.01 66019 6V92 CY-MG
66044 6M41 MG-RO
60079 6B13 RN-WH
66023 6E86 PY-FB
60071/66150 6E41 WH-LY
66422 4V38 DV-WG

Stirlingshire & Gloucestershire Sightings Location Codes:

AB Aberdeen
AC Achnasheen
AD Alexander Dock Jnct
AE Attercliffe
AF Ashford
AH Ashchurch
AJ Awre Junction
AL Alston
AN Acton

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

Stirlingshire Sightings

by Derek Sneddon

The following sightings are from Camelon Station & nearby Carmuirs 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)

17th August

00.30 66107 6H44	MN-IS
05.45 66430 4H47	MN-IS
07.40 66850 6Z46	GM-PW
10.35 66595 6G05	RV-LT
13.00 66428 4A13	GM-AB
13.00 66428 4A13	GM-AB
13.30 66051 6S36	DS-GM

18th August

05.45 66430 4H47	MN-IS
06.05 66034 6A32	MN-AB
10.35 66595 6G05	RV-LT
11.20 66428/431 4M16	GM-DV
13.00 66425 4A13	GM-AB

20th August

05.10 66614 6H51	OX-IS
05.45 66430 4H47	MN-IS
08.45 37685/47237 1H88	
Wemyss Bay - ED	

20th August (cont)

10.35 66530 6G05	RV-LT
13.00 66424 4A13	GM-AB

21st August

05.45 66430 4H47	MN-IS
07.00 66424 4R75	GM-EE
07.40 66850 6R46	GM-PW
10.35 66530 6G05	RV-LT
11.20 66433 4N66	GM-ML
13.00 66434 4A13	GM-AB
13.30 66051 6S36	DS-GM

22nd August

05.45 66430 4H47	MN-IS
07.00 66434 4R75	GM-EE
07.40 66138 6G25	
Falkland Yard - Earlseat	
08.30 66614 6A65	OX-AB
13.00 66303 4A13	GM-AB

23rd August

05.10 66614 6H51	OX-IS
05.45 66430 4H47	MN-IS
06.05 66111 6A32	MN-AB
07.00 66434 4R75	GM-EE
13.00 66423 4A13	GM-AB
13.30 66034 6S36	DS-GM

24th August

00.30 66111 6H44	MN-IS
05.45 66430 4H47	MN-IS
07.00 66423 4R75	GM-EE
13.00 66434 4A13	GM-AB
13.30 66051 6S36	DS-GM

25th August

05.45 66430 4H47	MN-IS
10.05 66111 0A32	MN-AB
10.35 66530 6G05	RV-LT
11.20 66423 4M16	GM-DV
13.00 66434 4A13	GM-AB

26th August

10.06 66051 6K10
MH - Kennethmont
13.00 66434 4A13 GM-AB
15.20 66101 6K11
MN - Kennethmont

27th August

05.45 66430 4H47 MN-IS
07.00 66428 4R75 GM-EE
08.30 66614 6A65 OX-IS
10.35 66506 6G05 RV-LT
13.00 66424 4A13 GM-AB

28th August

05.45 66430 4H47 MN-IS
07.00 66424 4R75 GM-EE
07.40 66850 6R46 GM-PW
10.35 66506 6G05 RV-LT
11.20 66434 4N66 GM-ML
13.00 66303 4A13 GM-AB
13.30 66111 6S36 DS-GM

29th August

07.00 66303 4R75 GM-EE
07.40 66850 6L82 GM-LW
07.40 66140 6G25
Falkland Yard - Earlseat
08.40 66614 6A65 OX-AB
13.00 66424 4A13 GM-AB

30th August

05.10 66614 6H51 OX-IS
05.45 66305 4H47 MN-IS
06.05 66111 6A32 MN-AB
07.00 66431 4R75 GM-EE
08.10 67005/67006 1Z42
EU - Dunkeld
10.35 66549 6G05 RV-LT
13.00 66425 4A13 GM-AB
13.30 66102 6S36 DS-GM
16.30 66531 6Z80 RV-LT

31st August

05.45 66305 4H47 MN-IS
07.00 66425 4R75 GM-EE
10.35 66549 6G05 RV-LT
13.00 66430 4A13 GM-AB
13.30 66101 6S36 DS-GM
16.30 66506 6Z80 RV-LT
18.34 66093 6K04 MN - Aviemore

1st September

05.45 66305 4H47 MN-IS
08.30 66093 6K04 BA-MN
10.05 66023 6A32 MN-AB
10.35 66549 6G05 RV-LT

1st September (cont)

11.05 66102 6K06 MN-IS
11.20 66425/430 4M16 GM-DV
13.00 66432 4A13 GM-AB
13.30 66101 6S36 DS-GM

2nd September

13.00 66434 4A13 GM-AB
17.24 66101 6K07 MN-Slochd

3rd September

05.45 66305 4H47 MN-IS
07.00 66434 4R75 GM-EE
08.30 66614 6A65 OX-AB
10.35 66515 6G05 RV-LT
13.00 66421 4A13 GM-AB

4th September

05.10 66614 6H51 OX-IS
05.45 66431 4H47 GM-AB
07.00 66303 4R75 GM-EE
07.30 66140 6G25
Hunterston - Earlseat
07.40 66850 6R46 GM-PW
11.20 66421 4N66 GM-ML
13.00 66423 4A13 GM-AB

5th September

05.45 66431 4H47 MN-IS
07.00 66423 4R75 GM-EE
08.30 66523 6A65 OX-AB
08.30 66850 6L82 GM-LW
10.35 66515 6G05 RV-LT
13.00 66422 4A13 GM-AB
17.06 47826/786 5Z22 CN-BO

6th September

05.45 66431 4H47 MN-IS
06.05 66114 6A32 MN-AB
07.00 66423 4R75 GM-EE
07.00 66428 4A13 GM-AB
07.40 66140 6G25
Hunterston - Earlseat
09.50 66104 6E69
Georgemas - TS
10.35 66413 6G05 RV-LT

7th September

00.30 66100 6H44 MN-IS
07.00 66423 4R75 GM-EE
10.35 66413 6G05 RV-LT
13.00 66302 4A13 GM-AB
13.30 66111 6S36 DS-GM

8th September

05.45 66431 4H47 MN-IS
10.05 66102 6A32 MN-AB
10.35 66413 6G05 RV-LT

8th September (cont)

11.05 66114/100 6K06 MN-Keith
11.20 66302 4M16 GM-DV
13.00 66423 4A13 GM-AB
13.30 66111 6S36 DS-GM

9th September

13.00 66428 4A13 GM-AB

10th September

07.00 66425 4R75 GM-EE
08.30 66614 6A65 OX-AB
08.50 37685/47237 5H88
Wemyss Bay - ED
10.35 66413 6G05 RV-LT
13.00 66421 4A13 GM-AB

11th September

05.10 66614 6H51 OX-IS
05.45 66433 4H47 MN-IS
07.00 66428 4R75 GM-EE
07.40 66850 6R46 GM-PW
07.40 66140 6G25
Hunterston - Earlseat
10.35 66413 6G05 RV-LT
11.20 66421 4N66 GM-ML
13.00 66421 4A13 GM-AB
13.30 66100 6S36 DS-GM

12th September

07.00 66421 4R75 GM-EE
07.40 66850 6L82 GM-LW
08.30 66614 6A65 OX-AB
10.35 66413 6G05 RV-LT
13.00 66434 4A13 GM-AB

13th September

05.10 66614 6H51 OX-IS
05.45 66433 4H47 MN-IS
07.00 66434 4R75 GM-EE
08.40 66104 6E69
Georgemas - HL
10.05 66100 6A32 MN-AB
10.35 66413 6G05 RV-LT
13.00 66431 4A13 GM-AB
13.30 66111 6S36 DS-GM

14th September

07.00 66431 4R75 GM-EE
07.40 66140 6G25
Hunterston - Earlseat

15th September

05.45 66433 4H47 MN-IS
10.05 66101 6A32 MN-AB
10.35 66413 6G05 RV-LT
11.20 66302 4M16 GM-DV
13.00 66431 4A13 GM-AB

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.

Railway Globetrotters

by Ray Smith

LADS WEEK 2011 ...well actually it was 10 days – Part 5:

Day 7 - April 14th 2011 (cont):

We have now returned to Germany for the second time. For European railways, this is still my favourite country, with Switzerland coming second. The first depot was Kempton. Mainly a DMU shed, it also has an allocation of 'rabbits' (Cl.218s). Only 17 locos and units on shed so on to München (Munich), arriving early evening so a session on the wonderful station before looking for food (and beer)! This is a busy station but the s-bahn goes under it so to see everything it is best to go to the next s-bahn station north at Hakersbrüke where you can also see everything going in and out of the main station.



two 'rabbits', 218475 and 218461 stand on Kempton depot 14th April 2011

Day 8 - April 15th 2011:

Another early morning session at the station, before viewing the main west depot. This used to be an easy shed to get round but now it also has a large ICE depot alongside and it also has been fitted with security gates. We still saw a reasonable amount before heading to Nord freight depot. Here you normally are given permission but today there were only 20 locomotives on and we saw them all from the car without having to get out.

Not far away is Allach. This is where the Siemens factory is. In the yard was an Italian private locomotive 190 303 and 2 Belgian locomotives 1836 and 1839. In a siding adjacent to the station were Belgian 1817 to 1820.



awaiting delivery to SNCB are 1817 to 1820 after leaving the Siemens workshops at Allach, 15th April 2011



185186, 151041 and 151065 outside Ingolstadt depot, 15th April 2011



151041 and 185186 Ingolstadt depot, 15th April 2011

The next depot was Ingolstadt, a freight depot alongside the yard. I went and asked and permission was given. (It proved to me yet again that the only way to do a shed is ask because the office window overlooked the car park and we had been seen as soon as we got out of the car). 22 locomotives were on shed and I saw my last Munich shunter. In the past I have noted that locomotives can be reallocated yet this information is not passed on to the magazines. I recall needing two shunters from Halle and about three years ago and I asked where they were and was told one was in Dresden and the other at Magdeburg. Last year I did both those sheds and was lucky to see my shunters yet on paper they are still allocated to Halle!



a werklok, with no identification (should be either 332199 or 335054) stands in front of a long withdrawn DB Cl.323 Ingolstadt depot, 15th April 2011



1992 built Eurosprinter ES64P 001, a prototype built for the export market stands outside one of the Nurnberg roundhouses. DB has this registered as 127001,15th April 2011

Now on to one of my favourite depots, Nurnberg freight. Two roundhouses a largish straight shed, a small straight shed and locomotives scattered around on the nearby lines. I have never been refused at this shed and even if I had I would have seen many locomotives en route to the office anyway. For the first time it looked like a refusal was coming on the grounds that a new depot was being built on the site where the Cl.232s used to stable and there was no one to take us round. After explaining I had done the shed a few times and knew my way round he relented although in future I got the feeling this was going to become a harder depot to get round. I'm glad we got round as this was a weekday and there were still 88 on shed, including some new privates. On the other hand, Nurnberg passenger depot was quite empty. The only interesting thing was three of the new Cl.442 units were there.



on the day there were 3 ASFs (Akkumulator Schlepp Fahrzeuge) battery electric depot shunting pilots on Nurnberg shed ASF 70 is inside one of the roundhouses 15th April 2011



built on mass, then put into store until official registration was given, the Cl.442s are a new generation of s-bahn units. 442700 is nearest the camera at Nurnberg passenger depot, 15th April 2011



a colourful line up of DB and private locomotives at Nurnberg. DB 189059 fronts brand new D-Press 189842 and 189844 (with 151075 between them) MWB1116 912 and ES64F4 038, 15th April 2011



a better look at D-Press 189842
Nurnberg, 15th April 2011



Vossloh 5001656 which is owned by HGK (Häfen und Güterverkehr, Köln AG) and carries their number HGK713 (DB 271033)
Nurnberg depot, 15th April 2011

Tonight we were staying in Wurzburg, so a visit to the shed before checking in. The shed only had 12 on but half were private including a Cl.221 (warship). Wurzburg recently received an allocation of Cl.440 s-bahn units so I was determined to spend time on the station.



the 232s still soldier on
and 232703 stands at Wurzburg Zell,
15th April 2011



the Cl.111s can be found all over Germany
and Wurzburg is host to 111213,
15th April 2011



VTLT (Voit Traction) owned V500.14 at Wurzburg shed. This also carries 264009, 15th April 2011



a contrast in liveries, SGL (SG Lübeck mbH) V500.06 (264006) at Wurzburg, 15th April 2011



Warship V270.09 DB 221121
on Wurzburg depot,
one of many that were sold to Greece after withdrawal from DB,
later many came back to Germany to work for private companies,
15th April 2011

Our hotel was over the road so not far to go. The evening rush hour brought quite a few Cl.440s but as they became less frequent the freights started, most hauling trains of new cars. At one time there were three coming in from the north at the same time (different tracks of course)! The motive power was also a mixture of DB and private. Swiss cargo locomotive 421 353 came through hauling the four Belgian locomotives 1817 to 1820, that we saw earlier in the day at Allach.





like many places in Germany there is an increase in freight workings in the evenings once the passenger rush hour(s) declines as with the two southbound freights
left: Railion 152112, *right:* Swiss Cargo 482042 away from home, Wurzburg, 15th April 2011

Day 9 - April 16th 2011:
Being a Saturday the s-bahn was quieter, yet I still went for a quick look in the station but I did not see any new units, although I did get a Cl.185 on a freight. We continued on to Frankfurt where we were to spend some time. The reason was we wanted to leave the big sheds until Sunday when they should be full. At the main Frankfurt depot there was no one about to ask so we had a look round without anybody appearing.



repainted back into original
Inter-City livery, 'rabbit' 218105 stands on
Frankfurt (Main) depot, 16th April 2011

The standard German s-bahn units are the Cl.423s. 423001 to 423462. I only need one of this 461 strong class (423025 was scrapped after an accident when it was quite young) and it lives here. All of the s-bahn lines run under the main station and if you stay there for around 75 minutes you will see all that are working. I spent an hour before mine turned up. I was giving up hope, wonderful. We now spent some time up top before going to Darmstadt which was a waste of time. We knew the depot was closed although locomotives can still be kept there but in this case all we saw was a (preserved?) unidentified Köf, some passing trains and 103184 which was stabled across the line.



a German article has to have an ICE in it, so here is a first series set with 401016 leading at Frankfurt station, 16th April 2011



In good external condition an unidentified Köf was the only locomotive on the now closed Darmstadt shed, 16th April 2011



preserved 103184 is at the head of a train in the carriage sidings, Darmstadt, 16th April 2011



ES64F4 097 aka 189997 runs through Darmstadt, 16th April 2011

Mainz has a freight shed at Bischofheim. I needed 2 shunters from there. Not a big shed although the office window overlooks the yard. You normally get round but get told not to go down to the locomotives that are stabled alongside the road. So, we went to see them first before asking, therefore doing as we are told! I saw both my shunters and one was down the road.



shunter 363707 on Bischofheim (Mainz) depot which serves the nearby yard, 16th April 2011



Limburg station is served by DB and Vectus units as with Vectus VT259 (DB 648159/659) 16th April 2011

Limburg was to be the last depot of the day. How this place had changed since I was last there. A small shunter is plinthed on a roundabout outside the station. The station had DB and private units working and some locomotives stabled. The unit stabling point now had security gates although we still saw most from the road. Overnight in Bonn before tackling the big penultimate day.



preserved Köf 4071 is the centrepiece of a roundabout outside Limburg station

photos by Ray Smith (to be cont with the final part)

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 Exported: (to Hungary)
56115 (0659 002-3)
Locos Repatriated: (from France)
66033 66042 66045 66062 66064 66245
Refurbished / Renumbered Stock:
Pendolinos lengthened & re-numbered
390025 to 390125 with 68925 / 65325
390027 to 390127 with 68927 / 65327
390028 to 390128 with 68928 / 65328
390051 to 390151 with 68951 / 65351
Converted & Re-numbered HST Mk3 coaches:

42506 (40724)	42511 (40709)
42507 (40209)	42512 (40208)
42508 (40725)	42513 (40738)
42509 (40736)	42514 (40726)
42510 (40717)	42515 (40747)

Locos Re-numbered: (Eurotunnel)
9105 to 9715 9109 to 9719 9110 to 9720
Locos Transferred:

09014 WH to BU	37273 DFR to TW
47703 WEN to MNR	73133 SL to BIR
60024 St Blazey to TO	NS 685 MRB to PEA

DMUs Transferred:(* into preservation)
51655 EMR Squirrel Self Storage, Perth
51192 + 56352 ELR to NNR
LEV1 (RDB975874) NNR to NRM

Namings: (* re-dedication)

37419	*Carl Haviland 1954-2012*
37518	*Fort William / An Gearasdan*
47579*	*James Nightall G.C.*
57312	*Peter Henderson*
507023	*Operations Inspector Stuart Mason*



37419 *'Carl Haviland 1954-2012'*
Eastleigh Works, 1st October 2012

Locos for scrap:

EMR Kingsbury	56031, 56038, 56069 56074, 56106

DMUs for scrap:

EMR Kingsbury	51677 / 59664

Locos Scrapped:

Eastleigh Works	47709
Spain	37799, 37801, 37883

Liveries

not previously shown, 57605 *'Totnes Castle'* in the revised FGW blue livery
Long Rock Depot, Penzance, 28th September 2012 (David Elliott)



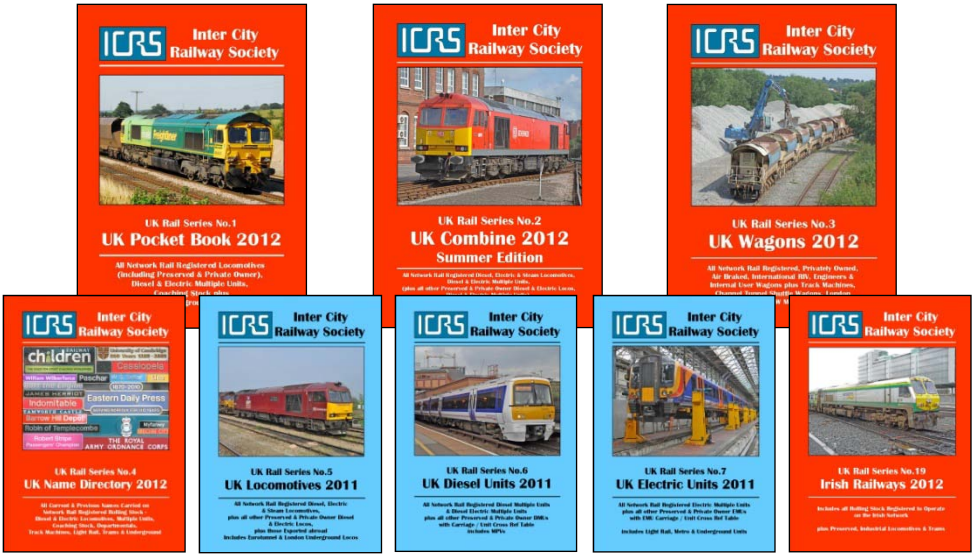
ICRS Publications

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 Price	member
New: (2012 – red)				
UKRS02B	UK Combine Summer Ed 2012 (274 pages)	(updated to 1st Jul12)	£15.99	£12.00
UKRS19	Irish Railways 2012 (53 pages)	(updated to 1st Jul12)	£9.00	£6.50
Current: (2012 - red, 2011 – blue)				
UKRS01	Pocket Book 2012 (240 pages)	(updated to 1st Jan12)	£9.50	£7.00
UKRS03	UK Wagons 2012 (164 pages)	(updated to 1st Oct11)	£12.99	£9.50
UKRS04	UK Name Directory 2012 (172 pages)	(updated to 10th Nov11)	£12.99	£9.50
UKRS05	UK Locomotives 2011 (81 pages)	(updated to 1st May11)	SOLD OUT	
UKRS06	UK Diesel Units 2011 (64 pages)	(updated to 1st May11)	£7.99	£6.39
UKRS07	UK Electric Units 2011 (116 pages)	(updated to 1st 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