



Tracks



the monthly magazine of the
INTERCITY RAILWAY SOCIETY

websites: icrs.org.uk & icrs.fotopic.net

a member of the **UK Transport Group** in association with **HB Publications**



saved from a possible ignominious end, D9016 '*Gordon Highlander*' has been acquired by DRS for use on passenger charters, having previously carried purple Porterbrook livery it will eventually acquire the now standard DRS compass livery
Barrow Hill Roundhouse, 16 November 2008

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INTERCITY RAILWAY SOCIETY

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Society Notice Board

MERRY CHRISTMAS & A HAPPY NEW YEAR

The Committee of ICRS would like to thank you for your continued support and send best wishes for the coming Festive Season

Editor's Comments:

Everything is changing at a frenetic pace in the railway world with new stock being delivered and some quite major changes due in the Dec passenger timetables. It's becoming hard to keep up, even two Virgin Cl.57/3s will soon be hauling a regular service through Wales and Cl.67s have never been so popular. Harder to envisage only a while back, but Cl.180 are now spread far and wide and I managed to track my last one to Blackpool North !!

Apologies if you find the word Barrow Hill is everywhere in this issue, but it not only is the subject of an article but locos found there recently just happen to fit in with most of the other features.

I managed to include a photo as the subject of a fun caption competition, so have a go and win a copy of the new **2009 Pocket Datafile**. Christmas is fast approaching and we've had snow again, so I wish you a Happy Crimble and a hopefully not too depressing New Year caught up in the recession.

Please note that due to the usual holiday break over Christmas and the new year by the printers, the Jan 2009 mag will be a little later in reaching you and consequently there is slightly longer to submit info / articles (see below for date).

UK Transport Group:

Although only in it's infancy, the creation of UK Transport Group has been a success and has already attracted 75 members to joint membership of the two constituent bodies, ICRS and GBBG. The following membership renewal from M Smedley of Derby neatly sums up the advantages of the new group.

" I would like to renew my ICRS membership for another wonderful year's enjoyment and also, now join the GB - Bus Group to cater for my bus needs. Both organisations along with HB Publications cater for the needs of today's transport enthusiast, at value for money prices. "

Watch this space over the coming months as far as developments are concerned in providing more benefits for members.

Members Letters / Feedback:

George Palin of Tiverton, Devon has written in response to Ray Smith's article:

" I was particularly interested in the **All Our Yesterdays** article which appeared in the November issue of Tracks (August 1967, Newcastle and Durham), and decided to consult the following volumes of the Railway Magazine 1967 (November issue) and Railway World (October & November 1967 issues) 'Clun Castle' was in the Newcastle upon Tyne area from August 18th to 20th 1967. It was there for clearance trials pending its use on Steam Specials in September 1967. Both magazines covered the event in words and pictures and to all intents and purposes only Platform No.9 at Newcastle Central station was able to cope due to its wide cylinders, which conflicted with the platform edges. Whilst at Newcastle it was stabled at Gateshead depot. Test runs took place between York and Newcastle and, on August 21st it was noted at Selby, again on clearance trials. Whilst at Durham it is shown in the company of Class 37 D6834 and inspection coach DE321107 (a converted BR built horse box !!!).

Thank you again for providing such an interesting article. I do love reading the 'looking back' items and for still providing an excellent magazine."

Membership Matters:

Membership Rates: ICRS: Annual: **£15.00** (five year rate: **£75.00**)
UK Transport Group: Annual : **£26.00**

New Members: The following new members have joined this month: Paul Nash (Brighton) and Craig Johnson (East Lothian) - a warm welcome to you both.

Errata:

My fault this one, livery of 170107 on page 27 last month is clearly Cross Country, not London Midland.

Magazine Submissions:

Contributions to regular features should be sent to the appropriate officer. Any information / article on any railway related item will always be most welcome for inclusion in the magazine. Your travel stories / anecdotes about far flung parts of the railway network, past or present can give pleasure to others or inform of places to visit. This railway hobby of ours is made all that more enjoyable by the sharing of information, knowledge and experiences. Neatly hand written submissions are perfectly acceptable, but if you have a PC, then a document on CD is a bonus or better still e-mail them to the appropriate official. Good quality photographs are always welcome for inclusion in the magazine, prints or preferably high resolution (3 million pixels minimum please) digital photographs via e-mail. Please include full contact details with any submissions.

The latest date for articles / info for the next magazine is **Friday 2nd January 2009**. Items for **Out and About Sightings** should be sent in to **James Holloway** a few days earlier please.

Magazine Contributors:

Thanks to **Alan Gilmour, Brian Derricote, Kennth Pryce, Derek Sneddon, Nigel Hoskins, Paul Tarrant, Mike Rumens, James Holloway, John Palin, Ray Smith, Martin Hall & Trevor Roots**. We are sorry if anyone has been missed. All photos by **Trevor Roots** unless shown otherwise.

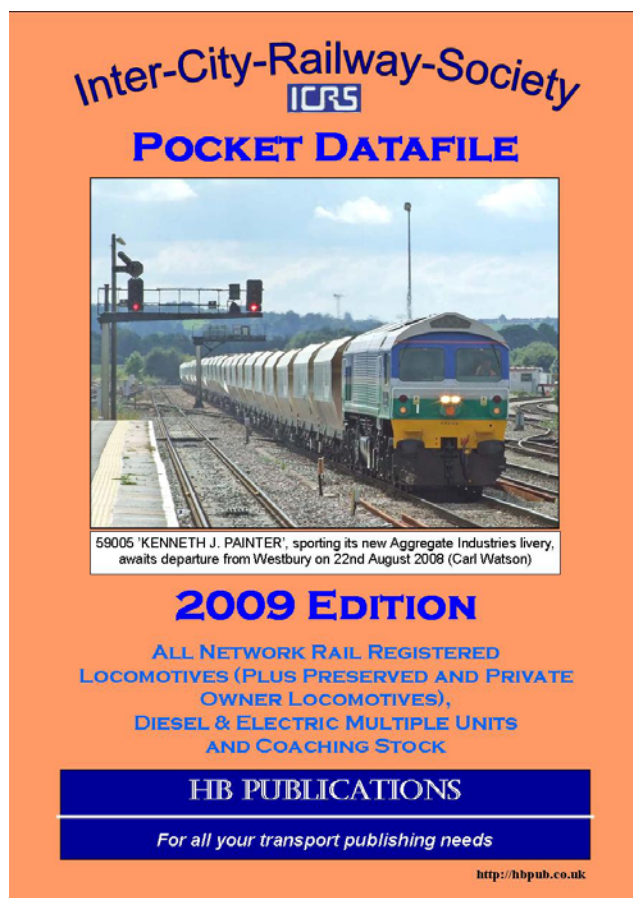
ICRS / HB Publications Review

by Trevor Roots

Pocket Datafile 2009:

The second edition of the popular Pocket Datafile was released on Dec 1st. For those who have not yet come across this invaluable publication, it is the perfect companion to the Combined Volume, but in a cheaper handy pocket sized form. It contains all the same essential spotting information, but in abbreviated form.

As with all ICRS publications it is well produced and size wise, occupies the same market as spotting books from Platform 5 and the NREA. (the former in its similar combined form is twice as thick and expensive). As I personally collect and use the two aforementioned books I can definitely recommend the **Pocket Datafile**. Loyalty apart, from now on I will use it as it contains far more information than its competitors. Whatever rolling stock you are interested in, whether it be on the national network, preserved lines or light rail/underground...it is all listed. Locomotives, DMUs, EMUs, Coaching Stock, Light Railways / Metros and Underground Railways. With its clear format and comprehensive content, the **Pocket Datafile** is a winner and good value at £7.99.



In addition to the above, other new 2009 editions of existing publications have recently been released:

I01	Germany	I03	France
I02	Germany Private Owner	I04	Benelux Countries

See back cover for complete list of publications.

Out and About Sightings

by James Holloway

Mike Rumens:

30th October:

Nuneaton 13.40-16.05:

37038 headed north at 14.15 hauling 11033+
11030+11019+11044+10237+11046+11054+
11013+17159+1657, 66068/412/418/538/542
66570/723, 90045, 92036/41, 153365, 170114
170398/518/519-521, 350109, 390005/06/09/12
390016/21/26/30-32/40/42/46/49/51/53

12th November:

Nuneaton 09.20-09.53: 66571, 90042, 92002
92036, 153333, 170116/638, 170639

Leicester 10.15: 156408, 158785

Melton Mowbray 10.33: NR779901

Peterborough GBRf Depot 11.09 and 16.27:
66702/724/732

Peterborough Yard: 66093

EWS Depot: 66155/181, 67027

Peterborough Station 11.12-16.25:

43051/053/056/065/067/068/238/239/290/296
43302/305-307/312-319/367, 60009/22, 66003
66056/078/082/532/535/704/705/712, 67005
67023, 91101-04/06-09/13/14/19-22/24-26/28
91131/132, 153302/311/376/384, 156401
158799/806/810/846/852/854/866, 170112
170116/202/206/207/397/398/518/522/523/638
170639, 222101/02/04, 317342/45, 365501/06
365508/12/15/22/24/30/31/33/35, DVTs 82200
82203-05/07/08/10/11/15/17/19/20/22-25/27/29

17th November:

Nuneaton 14.05-14.25:

47739, 66416/956, 170520, 390003/24/39
NR73270/910

21st November:

Nuneaton 14.04-14.47/16.25-17.28:

66538/551/575/717/726/954, 86607/14
90016/46, 92019/41, 153366, 170112/114/518
170520/523, 390011/23/32/37/49

Alan Gilmour:

4th November:

East Anglian Day Ranger:

Diss 08.20:

57007/12 3W88 Stowmarket-Ipswich RHTT

Ely Potter Group 10.35:

60005 6M87 Ely-Peak Forest Cemex

Ely:

11.50 66102 6L77 Wembley-Ely Potter Group
12.00 66624 6M14 Harlow Mill-Bardon Hill
12.40 66102 6M76 Ely Potter Group-Wembley
13.18 66093 6L40 Mountsorrel-Kennett stone
14.00 66725 4E33 Felixstowe-Doncaster
15.23 66536 4L85 Leeds-Felixstowe F/L
15.44 57010/04 3S63 Colchester-Norwich RHTT
158774/788/810/813/846/852/854/858, 170111
170116/201/204/205/270-272/398/519/520/636
170637/639, 365504/10/22/30/32/34/36/38

Kenneth Pryce:

7th November:

Stockport 13.50-14.47:

66066, 142014/48, 150141, 156428, 158806
158864, 175105, 220004/018, 221139/140
323224/27/30/31/34/37, 390002/04/12/26/36

Paul Tarrant:

11th November:

Glasgow Queen Street: 158739/869, 170395
170402/09/11/18/19/23/30/71/73/78

Brian Derricote:

17th November:

Cheshire Day Ranger from Stoke-in-Trent:
Stoke-Crewe-Chester 09.15-10.45:

D2073, 08830/868, 31105, 47769/815, 56031
56038/65/78, 57308/09/13, 66050/414/420
86602/33, 90040, 92031, 150141/217, 158774
158799/865, 175109, 220016/22, 221123/29
221144, 323229, 350102/09, 390024/28
DVTs 82133/38, DR72631, 999606

Chester-Liverpool 10.45-13.45:

158817, 175002/115, 507001/04/05/09/11/14/15
507017/19/20/23/27/32/33, 508103/04/10/12/17
508120/23/24/26/28/30/34/38, DR80212

Liverpool-Manchester-Stafford 13.45-20.30:

08611, 60027, 66413/503/532/537/568/591
92017/39, 142022/33/37/40/41/45/46/48/53/57
142060, 150134/136/140-142/147/207/217/225
150268, 153330, 156423/24/28/29/40/41/44/55
156459/70/71/73/86/89, 158777/822/852/858
158862/866, 170305/06/07/09, 175001/04/05/09
175112/16, 185101/04/06/07/10/11/13-15/17/18
185120/23-27/29-32/35/39-42/44/45/47/51
220021/23/30, 323223-33/36/37/38, 390003/09
390016/41/43/45-47, DR73924, DR80208

Derek Sneddon:

Carmuir West Jct. and Camelon Station:

16th October:

66053 6S36	66207 6A31	66583 6Z73
66059 0A30	66420 4N72	66605 6A65
66103 6K23		

17th October: 66147 6N44 66419 4A13

18th October:

47854+47787 1Z47 Dundee-Keighley

20th October: 66115 6N44

22nd October: 60092 6S36

23rd October:

66006 6A31	66083 6A30	66115 6S36
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24th October: 60092 6S36 66104 6N44

26th October: 66428 4A13

27th October:

66023 6L49	66099 6N44	66620 6A65
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28th October: 66021 6A30 66148 6N44

66419 4A13 66023 6S36

29th October:

66227 6A30 66428 4A13 66620 6A65

30th October: 66227 6A31 66417 4A13**1st November:** 66112 6Z65 66412 4A13**3rd November:** 60021 6N44 66227 6L49**4th November:**

60021 6S36 66410 4A13 66417 4H47

66227 6N44

5th November: 60021 6M3 66410 4H47

66418 4N724 66227 6S36

6th November: 66099 6A30 66416 4H47

66429 4A13 66227 6A31 66419 4N72

66620 6H51 66410 4R77

7th November: 60021 6S36 66160 6N44

66415 4H47 66099 4H44 66410 4N72

8th November: 66412 4H47 66418 4A13**10th November:** 66012 6N44 66416 4N72**11th November:** 66012 6N44 66412 4H47

66430 4N72 66163 6A30 66429 4A13

12th November: 66099 6A30 66416 4N72

66602 6A65 66412 4H47 66416 4A13

13th November:

60092 6S36 66415 4N72 66430 4A13

66107 6A30 66416 4H47 66602 6H51

14th November: 66091 6N44 66430 4H47**15th November:** 60092 6S36 66623 6Y25

It would appear that all of the Hunterston – Longannet coal trains are now using HTA bogie coal hoppers and are routing via Stirling and Alloa now, instead of via Linlithgow and the Forth Bridge, hauled by EWS Class 66's

Trevor Roots:**13th November:****Mossend Yd 11.45:**

67016, 86607/22/27, 92002/26/30

Carlisle Kingmoor DRS 13.30:

37602/04/09/11, 47501/832, 66406/407/408/409

66413/429, 66529 (passing, held at signal)

Carlisle Kingmoor Yd 13.45:

37218, 66131/160

Carlisle Wapping Sdgs 14.00: 57312, 66955**15th November:****Peterborough SP 14.50:** 6046, 67027**Peterborough 14.50-15.40:**

43065/110/123/290/302/307/317/318, 66545

91114/21, 153311/84, 158788/863, 170109/115

170201, 82215/20, 365524/28



EMT 153311, Peterborough, 15 November 2008

16th November:**Toton 11.25-13.10:**

08540/689/757/953, 09013, 37402, 56046/73

58003/08/12/14/19/28/38, 60001/03/04/06/08/12

60025/30-32/35/36/47/48/50-53/55/57/58/61/69

60071/73/78/83/86/89/97/98, 66043/105/111

66125/157/182/187/204, 67010/29



EWS 60071 'Ribblehead Viaduct'

Toton, 16 November 2008

Barrow Hill Roundhouse 13.50-15.40:**Diesels:** D213, D2032, D4092, D8132, D9016

08695, 20096/105(2016)/901/905, 26007

31128, 33035/103/108, 37029/057/275/412/515

37515/672, 45060/105/112, 47488/707/744/810

56066, 57006, 58001, 97301-04

Electrics: 81002, 82008, E3035, 84001, 85101**89101, Gas Turbine:** 18000**Steam:** 506 *Butler-Henderson*, 8217, 41708,'Henry', 60532 *'Blue Peter'*, No.2000**19th November:****Penrith:** 185141, 221103**Carlisle 09.45-15.50:**

43014/062, 57303/12, 60092, 66056/415/429

66520/526/528/553/559/560/585, 92034

142021, 153315, 156437/438/449/452/474/490

156505, 158845/909, 185114/26/32/37/45

221101/04/05/08-10/12/42/43, 390006/07/14/23

390023/27/31/46

Carlisle Kingmoor DRS 16.05-16.30:

20308, 37229/510/602/611/667, 47501/709/802

47832, 66413/431-434, 86604/13 (passing)

Carlisle 17.00-17.20:

66037/427/565, 142019, 153315, 185145

221104

20th November:**Penrith:** 221144, 390036**Harrison's Sdgs ARC:** 66148**Preston 10.45-14.10:**

66427/725, 142049/56, 150134, 150205/70,

153328, 156423/24/28/29/60/66/71/81/87,

158753-755/757/872,

185103/12/13/16/30/33/40/43/49/50, 221106/09-

10/42, 325011/12390011/15/25/29/43/47/49/53

Blackpool North 14.35: 180106, 185135**Preston 15.05-15.15:** 390008/13

Lincolnshire Sightings

by John Palin

20/10

07.20 66118 6B05 IM-WB
08.22 66099 4R50 WP-IM
08.38 60013 6M57 LR-KY
09.40 66155/66114 3J42
PB-DR
10.40 66722 4Z13 RC-IM
12.40 66118 4R17 WB-IM
12.41 67027 0Z50 DR-PB
12.50 66624 6M00 HR-KY
14.07 66625 6E54 KY-HR

21/10

07.22 66118 6B05 IM-WB
08.24 60026 6E46 KY-LR
08.38 66122 6H89 IM-DX.
08.45 66127 6M57 LR-KY
09.40 66155/66114 3J42
PB-DR
09.50 67027 0Z50 DR-PB
10.54 66304 4Z14 CH-IM
11.45 67027 0Z50 DR-PB
13.40 66091 6F91 IM-CM
14.07 66624 6E54 KY-HR

22/10

14.00 66155/66114 3J42
DR-PB
14.09 66625 6E54 KY-HR
15.02 60084 6E82 CK-LR
15.25 67027 0Z31 PB-LN
15.35 67027 0Z51 LN-PB
15.37 66193 6B91 IM-WB
18.35 60094 6M24 LR-KY
18.52 66304 4Z22 CH-IM
20.55 60018 6E38 CB-LR
23.32 60055 6Z44 AB-LR
23.32 66065 6V70 LR-CB
23.50 60026 6V98 LR-WH
23.59 66599 4R24 RY-IM

23/10

14.05 66625 6E54 KY-HR
14.36 66172/66230 3J42
DR-PB
15.05 60013 6E82 CK-LR
15.25 67027 0Z31 PB-LN
15.35 67027 0Z51 LN-PB
16.10 66018 6E11 TO-IM
18.35 60094 6M24 LR-KY
19.07 60026 6E41 WH-LR
19.20 66722 4Z22 CH-IM
20.42 60072 6E59 KY-LR
22.40 60013 6V84 LR-TH
22.50 60100 6E81 CL-LR
23.20 60055 6V96 LR-DT
23.43 66018 6M86 IM-DM

24/10

14.13 66625 6E54 KY-HR
14.19 60072 6E82 CK-LR

24/10 (cont)

16.05 66305 6Z14 IM-RC
17.50 60055 6E48 DT-LR
18.21 60054 6M24 LR-KY
18.40 60043 6E41 WH-LR
19.57 60066 6E59 KY-LR
20.12 66301 4Z22 CH-IM
21.50 66105 6E11 TO-IM
22.00 66030 6E83 KN-IM
22.10 60013 6E55 TH-LR
22.38 66065 6V75 LR-CB
22.46 60076 6E27 BW-HR
22.46 66611 6E68 KY-HR

25/10

13.35 66193 6F11 IM-CM
13.40 66611 6E54 KY-HR
13.44 66204 6M84 IM-KN
14.10 66172/66230 3J42
DR-PB
14.15 60026 6E82 CK-LR
14.40 66016 6O73 SC-DM
15.45 60018 6E41 WH-LR
19.28 66065 6E38 CB-LR
19.57 60013 6E59 KY-LR

26/10

20.45 66303 4Z25 CH-IM
23.29 66065 6V70 LR-CB

27/10

14.07 66625 6E54 KY-HR
14.12 66155/66114 3J42
DR-PB
14.48 60026 6E82 CK-LR
18.40 60013 6E41 WH-LR
19.05 60073 6M24 LR-KY
20.02 66157 6E59 KY-LR
20.12 66303 4Z33 CH-IM
20.30 66065 6E38 CB-LR
23.33 66611 6E68 KY-HR

28/10

13.45 66553 4R18 WB-IM
13.50 66193 4R17 CM-IM
14.00 66625 6E54 KY-HR
14.12 66114/66155 3J42
DR-PB

15.08 66726 6Z14 IM-RC
15.45 66027 6E11 TO-IM
18.38 60026 6E41 WH-LR
18.40 60073 6M24 LR-KY
19.57 60044 6E59 KY-LR
20.50 60013 6M24 LR-KY
22.10 66027 6M86 IM-DM

29/10

13.34 66507 4R18 WB-IM
13.43 66193 4R17 WB-IM
13.50 66611 6E54 KY-HR
14.10 66114/66155 3J42
DR-PB

29/10 (cont)

15.05 60055 6E82 CK-LR
17.43 60096 6Z96 IB-LR
18.40 60043 6M24 LR-KY
20.02 66726 4Z33 CH-IM
23.30 66615 6E68 KY-HR
23.30 66075 6V70 LR-CB
23.50 60100 6Z44 AB-LR

30/10

13.48 66615 6E54 KY-HR
14.10 66114/66155 3J42
DR-PB
16.09 60096 6E82 CK-LR
18.25 60043 6M24 LR-KY
18.37 60093 6E11 PB-IM
18.57 60018 6E41 WH-LR
19.55 60084 6E59 KY-HR
20.53 66075 6E38 CK-LR
22.50 66065 6E81 CW-LR
23.15 60044 6V84 LR-TH

31/10

14.07 66531 4R18 WB-IM
14.12 66615 6E54 KY-HR
14.22 636155/66114 3J42
DR-PB

15.05 66145 6E82 CK-LR
16.25 66301 6Z14 IM-RC
17.27 60018 6E41 WH-LR
18.35 60043 6M24 LR-KY
20.02 66726 4Z33 CH-IM
20.08 60013 6E59 KY-LR
20.52 60073 6E38 CK-LR
21.48 66093 6E11 TO-IM
21.58 60044 6E55 TH-LR
22.54 66065 6V70 LR-CK
23.32 66611 6E68 KY-HR

1/11

13.22 66091 6F91 IM-CM
13.38 66611 6E54 KY-HR
14.12 66155/66114 3J42
DR-PB

14.40 66145 6E82 CK-LR
17.02 60055 6E41 WH-LR
19.42 60073 6E59 KY-LR

3/11

07.30 66611/66605 6M35
HR-KY
07.55 66127 6M11 LR-CW
07.56 66197 4R50 WP-IM
08.41 60079 6M57 LR-KY
09.44 66155/66114 3J42
PB-DR

10.38 67027 0Z30 PB-DR
11.25 66020 6F05 IM-CM
11.36 47375 0Z69 YK-PB
12.23 67027 0Z50 DR-PB
13.40 66047 4R17 CM-IM

4/11

06.40 66047 6B05 IM-WB
 08.22 60065 6E46 KY-LR
 08.37 60055 6M57 LR-KY
 09.47 66114/66155 3J42
 PB-DR
 11.30 67027 0Z50 DR-PB
 11.33 47375 0Z69 YK-PB
 11.51 66305 4Z14 CH-IM
 12.43 66608 6M00 HR-KY
 13.41 66047 4R17 WB-IM

5/11

07.22 66047 6B05 IM-WB
 10.33 66155/66114 3J42
 PB-DR
 10.40 67027 0Z30 PB-DR
 11.55 47375 0Z69 YK-PB
 12.28 67027 0Z30 DR-PB
 12.48 66615 6M00 HR-KY
 13.28 66605 4R18 WB-IM
 13.40 66047 4R17 WB-IM
 14.10 66611 6E54 KY-HR

6/11

06.50 66047 6B05 IM-WB
 08.40 60020 6M57 LR-KY
 09.35 66020 6F05 IM-CM
 09.37 66114/66155 3J42
 PB-DR
 10.35 67027 0Z30 PB-DR
 11.00 60073 6D31 LR-WB
 11.27 47375 0Z69 YK-PB
 12.53 66615 6M00 HR-KY
 13.10 66596 4R18 WB-IM
 13.35 66047 4R17 WB-IM
 14.05 66611 6E54 KY-HR

7/11

07.37 66047 6B05 IM-WB
 08.27 60076 6E46 KY-HR
 08.36 60043 6M57 LR-KY
 09.35 66193 6B11 IM-WB

7/11 (cont)

09.40 66114+66155 3J42
 PB-DR
 10.17 67027 0Z3.0 PB-DR
 10.51 66304 4Z14 CH-IM
 11.54 67027 0Z50 DR-PB
 12.50 66615 6M00 HR-KY
 12.47 66115 4R17 WB-IM
 14.10 66611 6E54 KY-HR
 14.25 66520 4R18 WB-IM

8/11

06.12 66115 6B05 IM-WB
 08.38 60076 6E46 KY-LR
 08.40 60073 6M57 LR-KY
 09.33 66169 4R26 WP-IM
 10.38 66303 4Z14 RC-IM
 11.24 66114+66155 3J42
 PB-DR

13.05 66082 6M86 IM-DM
 13.32 66193 6F11 IM-CM
 14.11 66615 6E54 KY-HR
 14.40 66182 6M84 IM-KN

12/11

14.10 66615 6E54 KY-HR
 14.15 66172+66075 3J42
 CW-LR
 15.10 66019 6E82 CK-LR
 15.24 66544 4R18 WB-IM
 17.37 60049 6E41 WH-LR
 18.15 66097 6Z96 IB-LR
 20.07 31602+31106 1Q06

CR-IM
 20.50 66303 6D01 IM-RC
 20.53 66114 6E38 CB-LR

13/11

14.08 66615 6E54 KY-HR
 14.30 66172+66075 3J42
 DR-PB
 15.07 60045 6E82 CK-LR
 15.33 66508 4R18 WH-LR

13/11 (cont)

15.40 66204 6E11 TO-IM
 18.35 60076 6E41 WH-LR
 18.36 60020 6M24 LR-KY
 19.58 60072 6E59 KY-LR
 20.35 31602+31106 1Q06

DR-DY
 21.34 66304 6D01 IM-RC
 22.10 66204 6M86 IM-DM
 22.46 60094 6E81 CW-LR

14/11

14.07 66621 6E54 KY-HR
 14.10 66027+66075 3J42
 DR-PB

14.34 66583 4R18 WB-IM
 15.01 66114 6E82 CW-LR
 15.52 66302 6Z14 IM-RC
 16.45 31106+31602 1Q06

DY-SL
 17.50 60076 6E41 WH-LR
 18.05 31106+31602 1Q06
 SL-DR

18.20 60020 6M24 LR-KY
 20.02 31106+31602 1Q06
 DR-DY

20.36 60049 6E59 KY-LR
 20.47 66303 6D01 IM-RC
 20.55 66019 6E38 CB-LR
 22.00 66097 6E55 TH-LR
 22.47 60059 6E27 BW-HR

15/11

13.46 66621 6E54 KY-HR
 14.33 66178 6E82 CW-LR
 15.44 66027+66075 3J42

DR-PB
 17.15 60072 6E41 WH-LR
 20.09 60043 6E59 KY-LR
 20.10 66127 6T78 SC-DR

Location Codes:

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

Location 'Spot'light

by Trevor Roots

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

EASTLEIGH STATION, WORKS & DEPOT

Location: OS Map Ref: SU457 190 (station), SU456 185 (entrance steps near Campbell Road bridge)
Eastleigh is a railway town in Hampshire, which grew up around the opening of Eastleigh Works. It is located 7 miles south of the county town of Winchester on the northern outskirts of Southampton effectively only separated by the airport. The original name of the station was Bishopstoke Junction prior to the works opening. The Weymouth – Waterloo main line passes through the station from which the single track Salisbury line branches off westwards to the north via Eastleigh East Junction and the Portsmouth line branches off south-eastwards to the south via Eastleigh West Junction. To the north of the station beyond Bishopstoke Road bridge lies Eastleigh East Yard and CE depot with connecting tracks which then extend down past the station on the east side to a stone terminal / virtual quarry adjacent the works to the southeast of the station alongside the Portsmouth line. The works, which closed in 2006 has since been re-opened and a detailed account of its current occupiers and activities by Carl Watson, can be found in **Tracks**, Sep 2008 edition. The depot, separated by Campbell Road, is between the works and the main line to Southampton.

As the station, works and depot are all adjacent each other, the directions are similar and therefore shown together below.



Eastleigh Station looking north from Campbell Road bridge with northbound SWT Cl.444 in platform 1 and 73136 'Perseverance' & 73208 'Kirsten' in yard showing Bishopstoke Road above locos the tracks in the bottom right hand corner lead to the depot, with the Portsmouth line above leading off to the right, 15 January 2007

Access:

Rail: There are frequent services provided by South West Trains, the only operator, that stop at the station either via stopping EMU services on the main line or Salisbury DMU services. There is also an infrequent direct service via Fareham to the Coastway East. It is about a 10 min journey from Southampton Central.

Bus: There are bus services adjacent the station entrance and in the nearby town centre.

Road: Eastleigh is extremely easy to reach by car, lying northeast of the junction between two motorways, the north / south M3 and the east / west M27. From the M3, take Junction 13 and head east along the A335 Leigh Road for 1 mile, turning right onto Southampton Road, still on the A335. The station is on the left just past the B3037 Bishopstoke Road, which crosses to the north of the station. Southampton Road continues south passing Campbell Road, access to works and depot (no through road), for 1 1/4 miles to join the M27 at Junction 5. For access to the works and depot follow the instructions by foot along Campbell Road, though be aware that parking is restricted and it may be easier to park at the station and walk.



Mendip Rail (now Aggregates Industries) 59001 approaching from the up Salisbury line with stone train passing the rear of autoballasters behind 66169 entering East Yard Eastleigh, 13 September 2007

Foot: (works and depot from station) Head south along Southampton Road passing over two mini roundabouts (you need to cross to the west side of the road) and turn first left into Campbell Road after 500 yards. Be careful, as there are no footways until beyond the works entrance. Crossing the railway overbridge, the various works entrances are on the left from where different partial views can be had. Continuing on down Campbell Road, turn right into the rear service road to the residential properties and follow this round passing the depot. Most of the depot is completely screened by a wooden fence, but some views can be gleaned and continuing on past the depot entrance, the storage lines can be glimpsed over allotments. Return to Campbell road and cross over to follow the eastern service road back to the overbridge, which will give you further views into the works yard (though mostly used to store new cars). The round trip by foot takes about 30 mins, more if you stop for photos or straining to see numbers.

It is also possible to see partial views of the other side of the depot storage lines from further down Southampton Road, though strong binoculars are needed.

Station Layout:

The station is on a north / south alignment and is single sided with the entrance on the western side off Southampton Road. There are three platforms, Platform 1 adjacent the entrance with platforms 2 and 3 being an island. Whilst platforms 1 and 2 are straight, platform 3 is curved. Platform 1 and 2/3 are connected by an enclosed footbridge which also spans an additional two central fast tracks. There are no ticket barriers.

Passenger Traffic:

South West Trains (SWT) using Cl.450 & 444 EMUs and refurbished two car DMUs from the batch 158880-90 operate the only stopping passenger services. In addition fast SWT Waterloo EMU services pass through, as do Cross Country services with Cl.220/221 Voyagers.



SWT 450116 heading north from platform 1
with FL 66591 heading south through
platform 2, Eastleigh, 10 December 2007



SWT 158880 heading south from platform 3
Eastleigh
15 June 2007



Virgin (now XC) Voyager 220012, heading north
on up fast line, Eastleigh, 15 June 2007



SWT 444015 heading north on up fast line
Eastleigh, 10 December 2007

Freight Traffic/ Stabling:

Virtually every freight in this area of the south coast passes through Eastleigh, so it is a good location with freight flows from Southampton Docks predominating. Most of the flows are containers and oil with stone and engineers trains associated with the adjacent yards. Locos used are Cls.59, 60, 66 & 73 from various freight companies, but any type could appear visiting or hauling stock to Eastleigh Works. The resident Cl.08/09s shunt wagons between the East Yard and the stone terminal / virtual quarry past platform 3 from where locos can be seen often stabled in the adjacent yard. The shunters and other locos can be seen stabled in the East Yard and around the CE depot, but most will be too distant to be identified.



08482 'Don Gates 1952-2000'
beneath Bishopstoke Road shunting yards by
station, Eastleigh, 10 December 2007



GBRf 66702 'Blue Lightning'
stabled in yard by station
Eastleigh, 29 March 2007



Freightliner 66601 '*The Hope Valley*' with rake of new HIA wagons heading south between Eastleigh Station and Campbell Road bridge, 7 August 2008

Best Spotting/Photography Sites:

Spotting is OK anywhere on the station but occasionally locos will come on and off the depot into the southern end of the island platform before continuing. These can often be missed if tucked behind the station building at the north end of the island platform.

Note that when visiting the works / depot, you will not see any passing traffic once you go further than Campbell Road bridge.

Photography as you can see is possible from several locations on the station and depends on the position of the sun, with afternoon best for stock in the yards. Similarly for shots around Campbell Road bridge with the shot of 66601 above taken from its junction with Southampton Road.

Facilities: There is a kiosk in the ticket hall and a buffet on the island platform. The toilets are adjacent the kiosk.



EWS 66169 heading south through Eastleigh passing East Yard on right with Salisbury line curving off left, note sand drag in right foreground, 13 September 2007



EWS 47791 (in transit) & 60075 CE Depot, East Yard, Eastleigh 10 December 2007

Stored Stock – Works & Depot:

The depot is currently used to store surplus locos, mostly EWS CI.58s many of which have been used on hire contracts in Spain and France, a use that is again to be their fate. The depot also houses most of the remaining EWS CI.37s in warm store for reinstatement or cannibalisation.

The works now occupied by Knights Rail and other companies, undertakes repairs / refurbishments and can therefore house anything. Various items of rolling stock can be seen in the works yards, including ex SWT CI.442 and ex SR CI.421 slam door EMUs.



Knights Rail resident shunter 07007 with 01509
stored MkII coaches & ex-SWT 442208
Eastleigh Works from Campbell Road
main entrance steps near bridge
15 December 2007



stored ex-SWT 444201
seen from residential service road
off northeast side of Campbell Road
29 March 2007



stored EWS 58006 with multicoloured engine cover doors
(Mainline blue / EWS maroon / GIF light two-tone blue & Mainline interim / triple grey !!)
as seen from residential service road to southwest of Campbell Road
Eastleigh TMD, 29 March 2007

Railway Globetrotters

by Ray Smith

Hungarian State Railways: Part 1 - A brief history:

Hungarian State Railways (Magyar Allamvasutak or MAV) is the railway company of Hungary, separated to MAV Start Zrt. (passenger transport) and MAV Cargo Zrt. (freight transport).

Today the railway lines total 7606 km of which 7394 km is standard gauge, 36 km, broad gauge and 176 km, narrow gauge.

The first steam engine railway line was opened on July 15th, 1846 between Pest and Vac. This date is regarded as the birth date of Hungarian railways. Romantic poet Sandor Petofi, who later became the leader of the 1848s national revolution, rode on the first train and wrote a poem on the occasion, predicting that rails would connect Hungary like blood vessels in the human body.

After the lost Revolutionary War in 1849 the existing lines were nationalised by the Austrian State and new lines were added. As a result of the Austro – Sardinian War in the late 1850s all these lines were sold to Austrian private companies. During this time the company of Abraham Ganz invented a method of “crust – casting” to produce cheap, yet sturdy iron railway wheels, which greatly contributed to railway development in Central Europe.



MAV narrow gauge Mk48 2036
(also carrying UIC No. 2948 036-5)
Kecskemet, 14 May 2008



diminutive M28 1007
Gyor, 4 April 2008

Following the Austro – Hungarian Compromise of 1867 that created the Double Monarchy, Austria – Hungary, the transport issues became the task of the Hungarian Government. It also inherited the duties to support the local railway companies. This was a considerable sum, in the fiscal year of 1874, 8% of the annual budget was spent for railway company subsidies. This led to the Hungarian Parliament to decide about founding a state Railway in 1868.



GySEV Bo-Bo M42 001
Sopron Depot, 5 April 2008



M62 321
Szombatheley Depot, 5 April 2008

The goal was to take over and operate the Hungarian mainlines. The branch lines were constructed by private companies. When the law in 1884 gave a simplified way to create Railway Companies, many small branch line companies were founded. These, however, usually only constructed the lines, they made a contract with MAV to operate them. Thus, they owned no locomotives or rolling stock. MAV only made a contract if the line, its equipment and buildings were constructed to MAV standards. This helped to build standard station buildings, sheds, and accessories, to all the MAV rules.

Due to the relatively high prices, the traffic density was considerably lower in Hungary than in other countries. To change this, the minister of ways and communications, Mr. Gabor Baross, introduced the zone tariff system in 1889. This system resulted in lower prices for passenger trips and goods transport, therefore inducing a rapid increase in both passenger and freight traffic, therefore overall higher profits.

In 1890, most large private railway companies were nationalized as a consequence of their poor management, except the strong Austrian owned Kaschau – Oderberg Railway (KsOd), the Austrian – Hungarian Southern Railway (SB/DV) and the Staats – Eisenbahn – Gesellschaft. (Gesellschaft is German for company). While the first two agreed to join the zone tariff system, and remained successful railway companies until the end of WW1, the collapse of Austria – Hungary, the Hungarian lines of Staats – Eisenbahn – Gesellschaft were bought off by the Hungarian state directly from the French owners, and became MAV lines.



B-B M43 1043
Szombatheley Depot, 5 April 2008



M41 2310
Szombatheley Station, 5 April 2008

By the first decade of the 20th century, MAV became one of the largest European Railway Companies, concerning both the line structure and the finances. Their profitability, however, Always remained behind most Western European Companies, both state owned and private ones. The Hungarian railway infrastructure was finalised in these years, with a topology remaining very Budapest – centric up to now.

In 1911 a new locomotive numbering system was introduced, which was used up to the beginning of the 21st century, and is still in use for earlier purchased motive power. The system informs about the number of driven axels and the maximum axle load of a locomotive. (To give examples:- Diesels are prefixed M and electrics are prefixed V. If the locomotive is a diesel 0-6-0 or C, it will start M3x, then its running number, a Co – Co diesel will be M6x then its running number and an electric Bo – Bo will be V4x and its running number etc). With steam, the first number of its class indicates the powered axles, e.g. class 490 is an 0-8-0T. Today, UIC full numbers are starting to appear.

At the end of WW1, after the peace treaty of Trianon, which reduced Hungarian territory by 72%, the then 7784 km long MAV network decreased to 2822 km. The number of freight wagons at the end of WW1 was 102,000, yet after 1921 only 27,000 remained in Hungary and only 13,000 were operable. The total number of locomotives in 1919 was 4982, and after the peace treaty only 1666 remained. As the new borders of Hungary crossed many existing railway lines, most of these branch lines were abandoned. On the main lines new border stations had to be built with customs facilities and locomotive servicing.

Between the wars, development was focused on the track with most of the single mainlines being doubled. Electrification started using the new phase converter Kando class V40s, however, most mainline freight and passenger trains were hauled by the steam class 424s which later became the late steam era workhorse of the MAV. From 1928, 4 and 6 wheel diesel railcars were purchased and by 1935, 57% of the branch lines had them. The rest of the network relied on slow pre WW1 steam locomotives.

In the early 1930s almost all Hungarian branch line operators became bankrupt due to the Great Depression. The Hungarian successor of the former Austrian – Hungarian Southern Railway went into receivership. In 1932 MAV took over all of their lines and properties and continued to operate them. This way MAV remained the only major railway operator in Hungary, the number of other independent railway companies was negligible (GySEV and AEGV).

During late WW2 the Hungarian railway system suffered tremendous destruction, more than half of the mainlines and 25% of the branch lines were unusable. 85% of the bridges were destroyed, 28% of the buildings were ruined with another 32% unusable. The rolling stock was either destroyed or moved to other European countries. Only 213 locomotives, 120 railcars (there was no fuel in the last days of WW2 to move them away), 150 passenger coaches and 1900 freight wagons were in a usable condition. These were considered as “trophy” by the soviet Red Army.

After the war the tracks, buildings and service equipment were repaired with tremendous effort in a relatively short time. By 1948, most of the railway system was useable, some larger bridges need more time to get rebuilt. The first electrified section was already in use in October 1945. The Red Army sold back the confiscated rolling stock and the locomotives returned from Austria and Germany. To accelerate the reconstruction, MAV bought 510 USATC S160 class locomotives which later became MAV class 411. There is 1 class 411 and many class 424s preserved.

In the 1950s stalinistic era an accelerated industrialization was ordered by the Hungarian Communist Party and the railway was considered the backbone of these efforts. Overloaded trains were hauled by ill maintained locomotives on poorly maintained tracks. Unrealistic five-year plans were specified and not fulfilling them was considered sabotage. After accidents, railway workers were put on “show trials” and sometimes even sentenced to death.

In this time the production of steam locomotives continued, but first in small amounts as the Hungarian industry was booked out with the Soviet war reparations production. This included steam locomotives by Soviet design, passenger coaches and freight wagons and many other goods. A development of diesel locomotives started.

The successor of the Kando V40 locomotives, the class V55 proved to be a failure and MAV decided to purchase no more phase converter engines. A V40 and a V55 are on display at the Hungarian Railway History Park in Budapest.



industrial A21 026 stored
Szombatheley Works, 5 April



M31 2008 sold into industry and re-numbered
A23 076, Szombatheley Works, 5 April

During the Hungarian Revolution of 1956 the railways were not seriously damaged. After the suppressed revolution the system of the five-year plans were reintroduced, but this time with lower targets. Steam locomotive production ceased in 1958. In the same year the diesel electric class M44 and the diesel hydraulic class M31 began production. A M31 is preserved and many M44s are in still in service.

By 1964, the German designed, Hungarian built electric class V43 entered service and eventually some 450 of these reliable workhorses became the fulcrum of MAVs passenger and freight services. Heavy diesels arrived from the USSR (M62) and Sweden (M61). The track maintenance still remained poor which prevented the stock to perform at its best.

To this day the maximum speed in Hungary remains at 160 km/h although many lines still only have 120 km/h. EU funds may become available for some of the main lines, especially the ones that form part of the trans-European corridor. (Since Hungary lies in Central Europe, many important railway lines go through the country).

During the 1990s the state owned MAV company gradually abandoned its most rural routes, but larger scale passenger service cuts were blocked by political pressure. Still, the quality of the generic passenger service deteriorated considerably since Hungary converted to capitalism, as MAV became more and more focused on the profitable freight business and relatively few people have access to the higher quality Intercity express trains due to the unequal topography of the Hungarian railway network and further expansion is also blocked by lack of quality passenger carriages.

The GySEV (Gyor-Sopron-Ebenfurti Vasut Rt) line connects Budapest with Vienna and is managed jointly by the two states.

All photos by Ray Smith

Railway Cuttings

Wales: by Michael Hillier

Article 1: Hopes of creating a transport hub at Barry Dock station to improve links with other parts of the Vale of Glamorgan have been boosted. The hub, which has been on the drawing board for several years, has been included in a major regional transport plan overseen by the National Assembly and the Draft Regional Transport Plan is currently out for public consultation. The plan also includes a strategy to increase the frequency of services on the Vale line between Cardiff and Bridgend, and a scheme to give priority to buses in the Vale.

Meanwhile, Plaid Cymru AM Chris Franks has called for electronic signs to be introduced at Eastbrook station. He said: "There is a real need for electronic signage at Eastbrook because it is a very busy station. The lack of signs can be a real problem when there are train cancellations or delays."

Article 2: A project aimed at helping young offenders take responsibility for their actions, has won a national award. The partnership between the Cardiff Youth Offending Service (YDS) and Arriva Trains Wales saw young offenders working at four railway stations across the city. The project won first place at the Network Rail Environment Awards. Young people worked at weekends with their supervisors and staff from Arriva at Ty Glas, Grangetown, Fairwater, and Ninian Park stations repainting railings, lamp columns, graffiti removal and vegetation clearance.

Youth Offending service manager Ingrid Masmeyer said: "We are very pleased to receive this award jointly with our colleagues at Arriva. It is not only an example of partnership working; it also provides constructive opportunities for young people to carry out community reparation that is visible to local people." Arriva Trains Wales Community Affairs manager Geraint Morgan said the overall aim of the project was to prevent re-offending. He added: "Positive engagement with young people can bring mutual benefits with the opportunity to learn new skills and make a real difference in the community. For many, gardening, painting and working with other people was a new experience."

Xmas Caption Competition

For a bit of fun, can you put an amusing caption to the following photo.

Email or post your suggestions by the closing date for the next magazine and the best entry as adjudged by the editor will win a copy of the new **2009 Pocket Datafile**



Preservation Site Review

by Trevor Roots

BARROW HILL ROUNDHOUSE RAILWAY CENTRE

Location: OS Map Ref: SK413 754

Barrow Hill Roundhouse Railway Centre (BHRRC) is on the northern outskirts of Staveley, 3 miles northeast of Chesterfield. It is located off a freight only line between Tapton Junction, just north of Chesterfield and Masborough Junction, Rotherham, en route passing under and connecting with the Sheffield – Retford line via Beighton Junction and Woodhouse Junction.

History:

Barrow Hill Roundhouse was built in 1870 by the Midland Railway to house the large loco allocation needed following an agreement to run the nearby Staveley Iron Works internal railway system. The roundhouse is now unique, being the only surviving operational roundhouse in Britain. It very nearly never survived at all, as following closure in 1991 severe vandalism occurred while the fledgling Barrow Hill Engine Shed Society, who run the site, attempted to save the building through listing and negotiate purchase. Grade 2 listing was given in Feb 1991 and eventually six years later, Chesterfield BC bought the roundhouse and yard. In July 1998 the site re-opened to the public. The site has a mix of preserved and commercial operations with two other small new sheds accommodating the Deltic Preservation Society (DPS) and Harry Needle Railroad Company (HNRC)



looking towards the roundhouse from the yard with 37412, D9016, 20901, 20905 & 58001 visible
the two tracks on the right are the ash pit road and coal road with the ex coaling stage on far right
the track to the left leads to Roundhouse Halt, BHRRC, 16 November 2008



Springwell Branch with connecting line in foreground and trailing point to yard
separate track to Roundhouse Halt on far right
BHRRC, 16 November 2008



Advenza 57006 stabling coaches on connecting line to site having reversed back from the Springwell Branch, note trailing point to HNRC and DPS tracks, BHRRC, 16 November 2008

Access:

Rail / Bus: Not ideal by public transport, the nearest station is Chesterfield 3 miles away but Stagecoach 90 buses run every 30 mins from New Beetwell Street, between 07.10 – 17.40 on Sat.

Road: The site is easy to reach by car, being 5 miles west of the M1. Leave at Junction 30 initially heading east, then at the first roundabout turn onto the A619 towards Chesterfield. Follow this road for 4 miles all the way through Staveley and you will eventually see brown tourist signs for the site. On going downhill, turn right in the dip into Troughbrook Road (staggered crossroads with Inkersall signposted to left). Follow this road for about 1 mile passing the former Staveley Iron Works, pass under the freight line and turn right into Station Road then immediately left into Campbell Drive and left again, the entrance is at the junction of these roads. Follow the short drive to park by the roundhouse.

Site Layout: The roundhouse and yard are on a southeast / northwest alignment with the entrance at the southwest corner of the site between them and the HNRC and DPS sheds. Access to the yard is via the connecting line and then reversing in off the Springwell Branch, effectively a 1/4 mile long shunting neck. Access to both HNRC and DPS is via trailing points off the connecting line, from which there several tracks. There are 7 storage lines in the yard, 4 to the north of the ex coaling stage in front of the roundhouse and 2 to the south. There are 24 tracks around the turntable in the roundhouse accessed from the yard via the coal road. A further separate running line for trips connects the Springwell Branch with Roundhouse Halt, on the northeast side of the roundhouse, which has two platform faces. Platform 1 nearest the roundhouse usually holds stored stock. A further storage line used for wagons runs alongside the track on platform 2, which extends through a gate to an unloading area for rolling stock being brought in or out by road. This area is also used as a car park on event days.



A view across the turntable with left to right
37275, 85101, E3035, 26007 & 81002
BHRRC, 16 November 2008

Opening Times / Cost:

Roundhouse & Yard: Due to its commercial operations the site is open to the public on weekends only but is free. There is a charge for special events and Santa Steam Days.

Deltic Preservation Society: Their shed is open to the public on Saturdays only.

Harry Needle Railroad Company: Not open to the public.



506 'Butler-Henderson'
Barrow Hill Roundhouse, 19 April 2008



41708 with D213 behind
Barrow Hill Roundhouse, 19 April 2008

What Can You See:

Roundhouse & Yard: As well as a preservation site, commercial repair and refurbishment work is undertaken and so numerous private owners, mainline companies and Network Rail use the site to store locos. It is therefore quite common to be able to see 40-50 resident, stored and visiting locos from over 20 different classes of locomotive, steam, diesel and electric. To see what was present on the 16th November 2008, see **Out & About** on page 5. Other items of rolling stock are also present, including some coaches and wagons by Roundhouse Halt.



37372 stored in platform 2
Roundhouse Halt showing gate to loading area
behind and wagons to left
BHRRRC, 19 April 2008



33103 'Swordfish' leaving
Roundhouse Halt with Mk1 E18632 on
trip up and down Springwell Branch with
a party of children
BHRRRC, 16 November 2008

Deltic Preservation Society: Any or all three of their locos, if not away on duty and an interesting array of Deltic facts and photos displayed. If you like your engineering then there are plenty of spare parts to see, including engines. Outside the shed are also other transport items including some buses.

Harry Needle Railroad Company: HNRC buy locos to either scrap or sell on. They have contracts to refurbish locos, the four 37s (97301-04) being the latest and various locos may be glimpsed around their shed.



signal box with short coaling stage stub
in the foreground
between HNRC tracks on left and yard on right
BHRRRC, 16 November 2008



ex DRS 37029 recently purchased
with CI.20 & 47 outside HNRC shed
note DPS shed behind and to right
BHRRRC, 16 November 2008

Viewing / Photography: Most of the locos and rolling stock in the roundhouse and yard can be fully or at least partially seen and photographed. For photography in the roundhouse, some days are better than others, it just depends how many are inside and whether the turntable is occupied. Not all parts are accessible, depending on work in progress. Obviously sunny days are also better, giving more light inside. Outside in the yard the lines of parallel locos mean not all can be photographed. However you can walk on top of the ex coaling stage, towards the signal box, alongside the coal road / access road to roundhouse. You can also walk part way alongside the trip running line. Walking off the end of the ex coaling stage and the tracks around HNRC and DPS sheds are usually not accessible unless permission is given by staff.

If you can visit several times a year then you will find that the resident locos often get repositioned, both in the roundhouse and in the yard.

One point of note for photography, is that on event days, the buffers of locos in the roundhouse are usually bagged over to prevent anyone getting inadvertently oiled up !!



03066 shunting 2 box vans & 2 brake vans
from the ash pit road onto the coal road
up to the roundhouse entrance
as seen from the ex coaling stage
BHRRC, 16 November 2008



37672 & accident damaged DRS 37515
stored between ex coaling stage on the left
and HNRC shed with stored
CI.08 & industrial shunters on the right
BHRRC, 16 November 2008

Facilities: There is a cafe, shop and museum within the Roundhouse. The toilets are between the Roundhouse and the yard.



D9009 'Alycidon' &
55019 'Royal Highland Fusilier'
DPS shed
BHRRC, 19 April 2008



55015, DPS shed
BHRRC, 19 April 2008

Comments: This is a great little site to visit regularly as there are a lot of locos to see, which regularly change and unusual visiting mainline locos can be a nice surprise. The staff / volunteers are friendly and being enthusiasts are accommodating and approachable.

Wagon Corner

by Martin Hall

WAGON NEWS:

It's that time of year again when leaves cause problems on the rails and DRS and EWS are busy with their railhead treatment trains to make sure the trains run smoothly. If you still looking for some FEA-F vehicles they can be found at the following locations:

Bristol	642015/642036
Broxbourne	642004/642021/642038/642050
Carlisle	642007/642025/642026/642034
Crewe	642010/642030/642041/642015
East Usk	642005/642018
Inverness	642039/642046
Margam	642009/642044
Par	642002/642028
Peterborough	642006/642023/642040/642047
Reading	642001/642043
Stowmarket	642013/642014/642017/642020/642022/642032/642033/642037
Toton	642016/642027
Wembley	642003/642042/642049
York (active)	642008/642012/642019/642031
(spare)	642011/642024/642029/642035/642048

New IIA hoppers for Mendip Rail have arrived with UIC numbers in the series 37.70.6955.101 to 137. The first MJA 502201 has been delivered from Greenbrier to Network Rail with 119 to follow. It is at the moment undergoing tests with SERCO.

Disposals (November):

Air Braked Stock:

100034/40/59, 110015/022/049/055/095/098/140/185/193/256/259/387/476/551/677/712/723
200263/264/265/270/285/288/290/308/340/343/347/357/360/369/544/630/782, 352912/3389/3421/3621
3666/3777/3864/3918/3977/4059/4398/4481/4726/4800/4900/4918/4943/4946/4961/5188/5236/5276
5277/5401/5422/5547/5634/5639/7863/8177/8873, 400017/70/80, 460065, 950118/0778/1072, 990032

Departmental Stock:

DB972291/295/296/298/303/312/321/331/333/335/354/375/392/394/410/412/415/420/425/420/435/437
444/446/448/452/458/460/461/474/476/490/493/494/497/509/522/525/545/554/557/561/567/574/580
592/630/633/642/649/656/669/692/696/700/708/720/725/734/744/745/746/747/761/764/767/771/779
780/785/790/792, DB982383/700/702/748, DB993711/3831/3937/6533

New arrivals at CF Booth:

PCA ICI Mond Division	PR9475, 10007, 10105/108/110/111/113/115/116/117/119/123
TTA Menthol Tanks	PR57500/57518/57520/57521/57522/57523/57524
TTA Petrol Tanks	PR58127/58128/58138/58145/58155
PGA CAIB14337	MEA 391029
HAA 350733	ZSP DB915469
HMA 351207/355719	YOB DRP81518

WAGON REVIEW:

50Ton Bogie Well Trolley (Weltrol EJC) - Design Code 2/750

Weltrol flats are probably the most specialised series of wagons of a group of 170 vehicles produced by BR. They were designed for a single task to carry a specific load on the well girders or on adjustable cross girders connected to the main girder. The actual well plays little part in bearing the load. They were designed to carry many different loads like steam locomotive wheels or large wheels for pitheads etc. Some were even used in departmental service and coded 'Loriot'.

Number Range: B901200 – B901205 Built 1957-1959 at Ashford.



Weltrol EJC, B901200, Toton, 2 June 1985

Martin Hall

Light Rail and Metro News

by Martin Hall

Although the free bus travel for the over 60's is great for pensioners like me, this has had a knock-on effect for tram companies who do not use the free bus card. Those like Blackpool and Nottingham have seen a down-turn in passenger numbers. (I thought you were only 29...ed !!)

London: It looks like the Cross River Tram Scheme has had a knock now that Boris Johnson has been elected, as he does not share the same ideals as the last mayor.

Docklands Light Railway's new B2007 units are now in revenue earning service.

Luton: A scheme for a guided busway for Luton has been approved to run between Houghton and Luton city centre.

Birmingham: The Midland Metro tram fleet is to be replaced by a new design by 2012.

Edinburgh: There is to be a full size mock up tram to be on display in Princes Street gardens in the very near future. The model tram is now at Lothian Buses central garage, Annandale Street. Details about the mock up tram can be found in Monday 24th November edition of the Edinburgh evening news, click onto the website and look at back issues.



Windhoff MPV DR98954+DR98904 on RHTT duties
Preston, 20 November 2008

Traffic & Traction News

by John Barton

November 3

66603 worked through Sheffield with the late running 06.15 6V94 Earles Sdgs - Theale loaded cement tanks.

66711 was noted heading through Gainsborough Lee Road with the 11.43 4L78 Selby -Felixstowe intermodal

November 4

66721 was seen heading back to Tyne Dock on 4N93 19.13 ex Drax.

66305 passed through a drizzly Nottingham with 4Z14 Chaddesdon - Immingham at 10.55 followed by 66106 at 11.01 on 6M28 Ipswich - Burton modal.

November 5

66133 worked the 13.40 6E13 Newbiggin-Milford gypsum containers through Castleford at 16.05

60048 passed through Sheffield with the 20.25 6E17 Peak Forest - Leeds Stourton loaded Comex hoppers.

November 6

66577 on the 15.45 4I79 Wilton-Felixstowe freightliner through Doncaster at 18.25

November 7

57312 top & tailed 57302 with the Queen of Scots set on 1Z57 0857 Stoke on Trent - Carlisle passing Weston near Crewe at 09.19.
47501 and 47802 top & tailing 3J06 RHTT departed Carnforth after a crew change, about 5 mins late at 20.34 heading to Barrow.

66001+66153+66092 were seen leaving Didcot yard in convoy heading east on an engineers train 19.33.

37605 hauled 66302 past East Usk Yard at 16.15

November 8

66305 on the 6M90 Avonmouth to Ratcliffe passed through Bristol Parkway at 13.31 heading east.

Observed at Barrow hill this morning, 55019 was getting its FP white window frames removed and was no longer sporting 55007 stickers!

Noted at Newport South Dock at 08.53 were new Freightliner 66957/955/956/954.

66582 observed passing through Rotherham central with a Dewsbury - Earles Sdgs cement empties

66101 noted at Doncaster at 18.40 with a return Blyth - Finsbury Park Riviera trains charter.

November 10

Noted at Berlin Schonefeld Airport Station was 59003 heading east at 09.45 on a stone train. 59003 again appeared later this time going west with the empties at 18.58.

November 13

92015 worked the 7X22 from Dollands Moor to Wembley with 350235 in new desiro livery this was seen passing Willesden Junction.

A surprise for Watford was 180109 working 5Z10 Oxley - Crofton via WCML & ECML.

November 14

66567 passed East Usk at 07.25 with a mostly empty train.

November 15

37401 top & tailed 37417 through three Spires Junction, Coventry at 10.07 working the Industrious Trader rail tour towards Prologis Park.

Seeing double...still in Central Trains green, 158788 was noted at Peterborough with two front numbers !! (see below)



November 16

66301/02/03/04 were observed at Chaddesden at 09.00.

November 18

66725 was seen heading north through Leyland around 10.00 and went round the curve at Farrington Junction towards Blackburn.

66956 arrived at Felixstowe North terminal at 15.55 on 4L97 05:09 Trafford Park -Felixstowe North (forward from Ipswich).

November 19

220005 was noted on a rare working when it operated the 1K27 From Birmingham - Leicester.

November 20

66598 headed through Barassie at 19.15 with empties heading for Killoch.

66423+(642023+642006)+66422 on RHTT passed westbound through Didcot on the mainline at 20.30.

Steam loco 34067 'Tangmere' and two support coaches on 5Z34 Toton - Crewe departed Uttoxeter at 12.07.

November 20 (cont)

New desiro unit 350232 arrived Northampton at 12.10 about 50 minutes late on its test run.
GBRf 66725 'Sunderland' was on route learning duties in connection with a new freight flow and was seen around Preston, briefly using the south bay to change tracks (see photo below)



November 21

86101+87002 worked the 5E04 Carnforth - Doncaster passing Hearts Hill (North of Nuneaton) on the slow line at 11.54 running 10 minutes early.

An interesting formation of 66237+60017+67001 passed Water Orton on the 6D44 Bescot-Toton departmental.

November 22

Due to weekend engineering works on the WCML, southbound services were terminated at B'ham Int and Virgin CI.57/3 Thunderbirds were used to drag Pendolinos non-stop between Crewe and Preston via Manchester Piccadilly. The photo below shows 57314 'Fire Fly' being attached to 390031 at Crewe at 17.00 on the 15.39 B'ham Int – Glasgow.



November 24

Freightliner 66603+66021 (dead) pulled into Bristol Parkway up loop at 20.25 on the 6M17 Newport – Wembley.

Where in the...?

Last months location was Salisbury Depot on Saturday 27th September 2008.



This now derelict bare site was which former busy motive power depot.

Preservation Photo Spot – 25kv Electric Locos



81002
Barrow Hill Roundhouse, 19 April 2008



85101
Barrow Hill Roundhouse, 19 April 2008



unique 89001
Barrow Hill Roundhouse, 16 November 2008



84001
Barrow Hill Roundhouse, 16 November 2008



82008
Barrow Hill Roundhouse, 16 November 2008

Stock Changes

by Trevor Roots (observations)

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**.

New Locos Added to TOPS:

66431	66432	66433	66434	66954	66955	66956	66957
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Namings:

56312	<i>Artemis</i>	97304	<i>John Tiley</i>	390006	<i>Tate Liverpool</i>	507020	<i>John Peel</i>
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Re-numbered Locos / DVTs:

43077 to 43377	82117 to 82301	82134 to 82305	82135 to 82303
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Re-numbered Coaching Stock:

11016 to 41194	12055 to 42372	12075 to 42374	12113 to 42375
12052 to 42371	12071 to 42373	12106 to 45002	



recently acquired by DRS from store at Margam
37412 awaits refurbishment by HNRC
Barrow Hill Roundhouse, 16 November 2008



recently refurbished and re-numbered
97302 (37170) stands with 97301
Barrow Hill Roundhouse, 16 November 2008

Revised Liveries – a further selection



having finally lost its One cab stripes and gained the corporate NEx EA white waistband
170201 stands at Peterborough, 15 November 2008

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