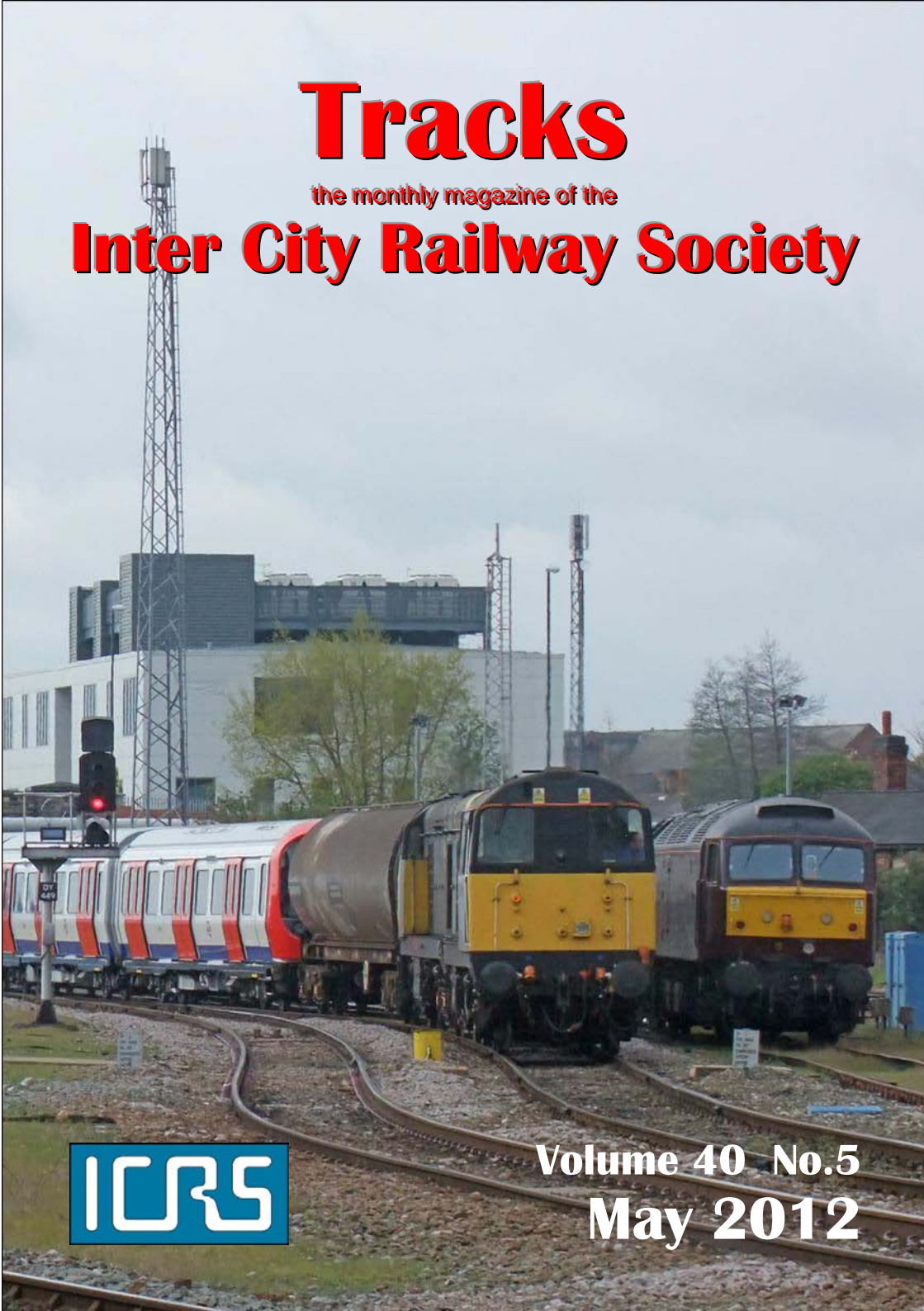


Tracks

the monthly magazine of the

Inter City Railway Society



Volume 40 No.5
May 2012

Inter City Railway Society

founded 1973

www.icrs.org.uk

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Front Cover Photo:

Passing stabled WCR 47237, HNRC 20901 + 20905 on the rear of an LU 'S' stock move depart southbound from Derby station at 09.45 on 21st April 2012 behind 20227 + 20142 for testing on the Old Dalby test track.

£1.50 where sold separately (post free)

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Society Notice Board

Editor's Comments:

Following the penning of my editorial last month and whilst **Tracks** was at the printers, the decision was taken to use the reverse side of the address carrier sheet for all Renewals / Reminders. This reverts to the days of including a form with **Tracks** distribution, but now without the excessive workload. The trialled use of emailing members has been abandoned in favour of this unified approach. I mentioned that emailing wasn't wholly successful last month and with nearly 100 members renewing in April it was sensible to start the new procedure immediately. Apologies therefore to anyone caught out by the reverse printed Renewal form, but so far it appears to be working successfully. If you are due to renew or are overdue, it will state this above your membership number on the carrier sheet.

A new payment method has now been adopted, the option to pay by BACS, direct online bank transfer. This is now encouraged instead of PayPal for renewals. It is quick and means the society gets the full amount of your subs. This also appears to be successful. Both new procedures have the added bonus of being less work to administer, so as they say a win win situation. For those who wish you can also pay by standing order which means the sub will be automatically deducted each year. We are not however adopting direct debits as an option, as this involves additional costs and more work administratively. You can still pay by cheque / postal order and PayPal is still available for those wishing to pay by credit card. It is hoped that, other than minor tweaking, the solution to soaring admin costs and a heavy workload has been solved and the year ahead should see some stability. It was agreed at the AGM that membership cards would continue as these conveniently also double as an acknowledgment of renewal. Those with email will continue to receive the added bonus of an email acknowledgment.

My AGM Editors and Membership Reports provide analysis of the costs of printing / distributing **Tracks** and basic membership admin, but in brief it will cost £19.48 per member pa from 1st May. So you can see, perhaps for the first time, what exceptional value the annual £16 sub really is. Without book sales, the sub would have to be over £20 or we would have to revert to a more basic b&w and smaller **Tracks**. But even with support from book profits the sub will reluctantly have to rise at least by £1, though this still wouldn't cover the postal rises of the last two years. However at the AGM it was agreed that this will not kick in until next year, so take advantage of the 5 year discount if you can. If that is still beyond you, why not pay at least a couple of years on renewal.

Well GBRf are definitely top of the pile for liveries on their loco fleet with yet another one-off added to 66709, though it replaces a similar one-off Medite livery carried previously.

Flipping weather....so much for the hosepipe ban !! Still my roof has been subjected to snow, hail and a fair amount of precipitation ! With one day's work left on my roof the weather curtailed the associated application of harling by over a week, but was due to be finished in the sunshine at last as I send this to printers.

AGM Report, Sat. 21st April 2012:

The main business of the AGM this year saw the welcome addition of two 'new' officials, Peter Britcliffe as Treasurer and Stuart Moore as Secretary. In gaining two we lost Gary Muten who was thanked for his sterling efforts over many years whilst having to deal with extremely trying domestic problems. We wish him well. 2011 was a busy year and the issues of improving and producing a quality magazine and books was a feature of most reports and the consequent costs. The administration costs for membership and printing **Tracks** is discussed above and as can be seen are substantially higher than the income from subs. It was therefore stated that subs will have to rise, but not until next year. With the various changes in membership (loss of joint membership), **Tracks** and book improvements of 2011/12 now out of the way, hopefully a stable year ahead will give an accurate position of our finances before the 2013 AGM.

Following the AGM meeting, an hour long tour was conducted by a guide from the Roundhouse and those who participated are seen in the opposite top photo on the balcony level of the library, formerly the carriage shop. The pod in which we held the meeting is to the left and overlooked the station.



Derby roundhouse from outside the eastern Pride Park entrance to the station. The carriage shop / library is the lower section on the extreme left

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.

Publications:

HELP - Publications Assistant Required

With the production of **Tracks** and the membership admin now settling down, one issue that needs resolving is help for Carl Watson in distributing books, as he has his work cut out just getting the books ready for printing. As stated at the AGM, Carl's work and domestic commitments no longer allow him time to adequately cope with the added pressure of having to deal with pre-orders whilst compiling the books, then the continuous post release process of orders and sending them out. We are therefore pleading for someone to help out with this important process. As has been well documented before and above, book sales are important, so providing a fast and efficient sales service is vital work. Due to the location of Carl and our current printers, ideally you should be in the south Hampshire area and have a telephone landline and computer. The work would involve liaising with Carl but largely receiving postal orders and checking daily online for PayPal orders, then posting out. Obviously access to a nearby post office would be ideal. The nature of the role would also ideally suit someone who is retired. It needn't take a lot of time but does involve some work on a daily basis.

If someone can be found then this will release Carl to concentrate on further improving the books and compiling further titles, which we have proposals for. Anyone interested should contact Carl for a discussion by phone or email.

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:

Maurice Brown (Birmingham), G Connor (Trowbridge), Rev John Hibberd (isle of Wight), Paul Sharman (Stafford), Robert Tiffin (Carlisle) - 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 sub will automatically be paid each year until you stop it. Please confirm, if possible 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: address is: finance.groups.yahoo.com/group/intercityrailwaysociety/

We have our own Yahoo Group, established in March 2004, open to members and non-members alike to post sightings and observations, share comments and debate about the current railway scene. To join please email Mark Richards at website.manager@icrs.org.uk

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.

<p>The latest date for articles / info for the next issue is Friday 25th May 2012 with delivery to members after Friday 8th June 2012</p>

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 **Michael Hayman, Dave Martin, Mike Rumens, Ian McAlpine, Geoff Hope, Paul Bright, Roger Francis, Stuart Moore, Dave Spencer, Mark Richards, 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.

Eastleigh Works Report

by Carl Watson

Locos:

In early April all six NR 57s and all three GLVs had arrived for warm storage (GLV 68501 can be seen leading the line-up below on the 4th April). 57310 departed to Brush Loughborough on the 12th for coupler modifications.



66744 emerged from the Paintshop in GBRf livery on the 4th (as seen below).



57009 arrived from Crewe on the 17th for cabside repairs following a scrape with a CI.37 at Crewe Gresty Bridge.

73138 and 73201 stabled with a Test Train on the 10th.

Recent acquisitions for DRS, 57302, 57304 and 57309 arrived for repainting on the 4th (as seen below). 57309 went straight into the Paintshop and was in plain blue by the 25th, 57304 should be next.



31465 stabled with a Test Train from the 11th - 13th.

The second Kof loco, 323 539-7, is running again but not yet in service.

Schools Class no. 925 'CHELTENHAM' is nearing the end of its overhaul with the loco quickly taking shape with the cab roof refitted on the 24th and painting started.

97301 with Test Train arrived on the 26th (as seen below on the 27th).



31106 arrived to collect 31465 and its train on the 13th (as seen below).



Track Machines:

Speno Rail Grinder DR79221-226 arrived on the 24th for maintenance.



Wagons;

A long welded rail train (LWRT) comprising wagons YEA 979509 (see above), YXA 89007 and YEA 979614 arrived for overhaul on the 3rd April and departed on the 20th.

66556 arrived with KFAs 92573, 92559, 92562 & 93366 for overhaul on the 16th.

66416 arrived with FSAs 608544 & 608509 and FTAs 607040 & 607122 for overhaul and departed with KFA 92611.

Units:

317708, 317710, 317 729 and 317732 had arrived from Ilford by the end of April, with two more due in early May.

444038, 444037, 444042, 444044, 444035, 444045 & 444008 have received attention by Siemens.

London Underground:

'A' Stock arrivals in April have been; 5079, 5084, 5198, 5229, 6079, 6084, 6198, 6229, 5000, 5001, 5232, 5233, 6000, 6001, 6232, 6233, 5040, 5050, 5148, 5194, 6040, 6050, 6148, 6194, 5045, 5053, 5057, 5153, 6045, 6053, 6057 & 6153.

The removal from service some weeks has been two whole eight car trains which has meant vehicles being dispatched to Eastleigh and Rotherham in pairs and so we've had parts of sets rather than full sets.

In addition, 1972 built vehicles 3219, 3221, 3319, 3321, 4219, 4221, 4319 & 4321 have arrived from MOD Shoeburyness.

Disposed of during April have been, 6018, 6076, 6192, 6222, 5126, 5127, 5214, 5215, 5018, 5076, 5192, 5222, 6068, 6069, 6212, 6213, 6000, 6001, 5068, 5212, 5213, 6229, 5229, 5084 & 5069.



re-united with its 'Rail Express' nameplates, 47853 glistens in the sun on 30th March 2012

all photos by Carl Watson

Members Letters

Request from member Brian Lawrence: Having accidentally damaged his copy, does any member have a mint / very good unused copy of **UK Datafiles No.4 Combine July 2009** (the last produced by HBP). If so Brian can be contacted via the editor. Brian is willing to pay.

Ramblings of a Rail Enthusiast

by David Spencer – 1964 Part 9

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.

September: Coronation pacific 46245 'City of London' appeared at Birmingham Snow Hill on a Ian Allan special on the 1st from Paddington to Crewe. With another local branch line calling I took 73021 to Worcester Shrub Hill where I changed to the Bromyard train behind 3725 (right).

Collett 0-6-0PT 3725 (w/d 01/65)
Worcester Foregate Street
1st September 1964

Having duly photographed all the stations and halts I travelled home from Foregate Street on a DMU.

The following day I covered four soon to close wildly different lines. Although I have not researched it fully, I expect they closed at the end of the summer timetable.



Ivatt 2-6-0 43155 (w/d 01/65), Derby Friargate
2nd September 1964



First I went down to Bristol Temple Meads behind the usual Peak D127, From there a DMU covered the Portishead branch, where it seemed incongruous that an almost brand new station should close as Portishead had been re-sited only a few years earlier. Returning the same way D150 did the honours back to Birmingham where I moved over to Snow Hill to allow D1699 to take me to Wellington and the Stafford line behind 73025. My brief changing time at Stafford produced two Britannias, 70030 on a down parcels and 70032 on a Birmingham New Street to Edinburgh Princess Street train. DMUs then returned me to Birmingham and out again to Leicester and my third line to Burton on Trent and onward to Derby Midland. I would swear that I travelled from Nottingham Victoria to Derby Friargate and my memory utterly convinces me I'm right but the photographic evidence is I caught the 18.05 from Friargate behind 43150 and also captured 43155 on a train from Nottingham. Crossing from Victoria to Midland I took a DMU to Derby and D56 home. On each of the lines I took photos of the stations as, in most cases, I never went back again. As I said above, my note does not confirm closure but four days later I have noted that the winter service starts.

I spent two successive evenings photographing the steam local services around Tyseley, Olton or Solihull in case once the dark nights started I would not get the chance again. Even with my free passes and privileged tickets, money was a problem and on 9th I have "*stayed in, lack of money*" and the 10th "*decided not to go to Glasgow, too costly*".



However I did not waste my day off and set off by way of DMUs to Stratford-upon-Avon and Honeybourne to Kingham where I set off to walk the line to Kings Sutton. This line was open for freight at both ends but closed and lifted in the middle and proved to be more of an adventure than I envisaged. As far as Chipping Norton it was uneventful although Sarsden Halt was very much worse for wear and at the end of the track I proceeded through the tunnel and passed Great Rollright and into Hook Norton Tunnel. I knew nothing about this line so as I reappeared into daylight I found two metal spanned viaducts that somehow had not been demolished. It was a great surprise and I continued to walk the branch across both viaducts to where to track resumed in Hook Norton yard. All three remaining stations had lights and signs, belying the fact that they had closed to passengers on 4th June 1951. Eventually I reached Kings Sutton which then had an appalling service but the one early evening train was steam to the end and became the last regular steam working out of Paddington. On this day it was Hall 6924, but was a regular Castle duty later, which only took me to Banbury. I then had an unidentified Brush to Leamington and a DMU home.



this fascinating picture shows Standard 4-6-0 73021 on the 16.40 service to Worcester Shrub Hill at Birmingham New Street amidst the construction of the new station, 11th September 1964

Collett 0-6-0PT 9453 (w/d 11/64)
Stonehouse Burdett Road,
18th September 1964



The 18th, my rest day saw me off to Bristol again behind D90 and after a quick trip to Avonmouth Dock with a DMU I returned to Temple Meads with 4992. Peak D165 took me north as far as Berkley Road and 1453 on to Sharpness. I had no problem continuing in the overgrown section to the demolished Severn Bridge but when I returned to the station I met stiff opposition from the station master. As you know I have walked many hundreds of miles of railways and never had a problem. Usually I was made welcome in signal boxes etc but at Sharpness that all changed. There was no train back so I set off to walk the branch but was called back and told off in no uncertain terms. So I set off along the road until out of sight of the station and made my way to the track. At Berkley station I photographed the station and continued when I heard someone yelling at me and looked round to see an ancient porter furiously peddling his equally old bicycle towards me! Luckily I managed to convince him I was harmless and I was allowed to continue to Berkley Road. It was years later that I realised they were very sensitive because of saboteurs and protesters of nuclear power stations and waste trains. Standard class 5 73001 took me the short distance to Stonehouse Bristol Road and a quick transfer to Burdett Road, from there I unexpectedly had 9453 (see above) to Chalford and back to Stroud.

Collett 2-6-2T 5184 (w/d 10/64)
Brimscombe shed,
18th September 1964



I had seen photographs of Brimscombe shed and the Sapperton banker, a perfect GWR scene and was chuffed to get a shot of 5184 awaiting its next duty, an idyllic rural railway scene (see above). At Stroud I went back up to Chalford and back to Gloucester with 1458 (see right) and D145 providing the traction home.

Collett 0-4-2T 1458 (w/d 11/64)
on the 12.50 service to Gloucester Central,
Chalford 18th September 1964



all photos by David Spencer (to be cont)

Traffic & Traction News

by John Barton

April 1

MPVs DR98908+DR98958 passed Didcot Parkway at 22.40 on a Didcot Yard - Didcot Yard via Whatley Quarry working.

April 2

The following working passed through Llanbradach near Caerphilly:

07.23 66158 northbound on 4C93 Aberthaw - Cwmbargoed DP with 21 empty HTA's.

19.15 66046 southbound on 6C94 Cwmbargoed DP - Aberthaw with 21 loaded HTA's.

21.28 66206 southbound on 6M18 Cwmbargoed DP - Hope Earl Sidings via Margam with 18 loaded HTA's.

April 3

56312 + 37905 passed Water Orton at 21.58 on Alton - Burton loco move.

66704 + 317710 passed Basingstoke at 22.36 working 5O17 Ilford Depot - Eastleigh Works.

April 4

57304 + 57302 + 57309 were seen passing Northampton on their way to Eastleigh, the last journey in Virgin livery.

Cl.455 units 5870 + 5741 passed through Basingstoke at 16.15 working 5Y51 Bournemouth T&RSM - Wimbledon Park EMUD.

66599 passed Coppull near Wigan at 16.27 working from Carlisle yard - Crewe Basford Hall light engine move.

April 5

67011 passed Worting Junction at 23.38 working from Wembley Yard - Eastleigh Yard.

37608 t&t 37069 on 5Z26 Crewe CS - Exeter through Newport at 23.05.

The following were all seen at Whitnash near Leamington Spa:

11.50 66538 on 4M28 Southampton - Ditton intermodal (photo by Roger Thomas).



12.41 82304 t&t 67013 on London Marylebone - Birmingham Moor Street service (photo by Roger Thomas).



13.56 66619 on 6M40 Westbury VQ - Stud farm with empty ballast boxes (photo by Roger Thomas).



14.19 66188 on Halewood - Southampton East Docks loaded car carrier (photo by Roger Thomas).



April 6

66065 passed Stafford at 18.38 on a diverted working from Toton - Bescot, due to the closure of the Sutton Park line.

April 6 (cont)

EMT 43076 t&t EC 43310 on the 1E25 Aberdeen - London King's Cross into Haymarket at 17.18.

April 7

66618 + 66621 passed Didcot Parkway at 23.36 working from Fairwater Yard - Southcote Junction.

66035 passed Coppull near Wigan at 19.27 working Carlisle yard to Weaver junction engineers train.

April 8

67025 + 90039 Passed Haymarket at 22.39 working from Glasgow Central - London Euston via ECML

67011 + 350120 passed through Feltham at 20.40 on a Northam - Wembley/ Northampton working

April 9

37069 + 37608 passed Portobello Junction, Wolverhampton at 19.26 on Dumbarton - Exeter charter.

43304 t&t 43366 departed Cheltenham Spa at 16.16 heading for Edinburgh.

April 10

66715 headed a liner eastbound through Thurston heading to Felixstowe at 19.52.

66059 on 4E25 Ripple Lane - Heck passed North Muskham (north of Newark Northgate) at 18.39.

60091 passed Tollerton at 17.54 on Jarrow - Lindsey MT bogie tanks.

April 12

66615 headed north past Waterbeach at 22.01 with empty stone wagons from Chesterton Junction returning to the northwest.

April 13

86627 + 86607 + 90016 passed Leyland at 22.03 working a Coatbridge - Crewe Basford Hall liner.

April 14

47760 + 33207 on 5Z14 Southall - Carnforth passed Winwick 17.12.

April 15

66429 powered the 4M36 Wentloog - Daventry through Chepstow at 17.37.

47760 + 33207 working 5Z14 Southall - Carnforth, passed Winwick 17.12.

April 16

66084 worked southbound through Llanbradach near Caerphilly at 21.26 on 6M18 Cwmbargoed DP - Hope Earl Sidings via Margam with 18-loaded HTA's.

67005 t&t 67028 were the locos on 1Q18 OHLE test train for the ECML.

April 17

66846 with Carlisle - Chirk logs passed through Wrexham General at 18.58.

Ex-DRS 66416 + failed 66592 dead in tow heading eastbound through Steventon at 18.06 with the 4Z51 Wentloog - Southampton liner.

April 18

47760 + 47580 were reported at Salford Central at 08.44 working a Hooton to York charter.

56312 and 56302 were both present in Cardiff Central Riverside Sidings at 08.31.

2-8-0 48151 with support coach headed south through Bolton-le-Sands on the Roses Express at 08.11.

April 19

455870 moved from Ilford - Wimbledon, the unit originally moved to Ilford on the 9th April.

April 20

66710 '*Phil Packer BRIT*', following a reversal in the station, departed northwards from Tonbridge West Yard at 11.42 followed 3 mins later by a colourful convoy of 5 further GBRf locos, 66739 + 73141 '*Charlotte*' + 73208 '*Kirsten*' + 73205 '*Jeanette*' + 66724 '*Drax Power Station*'. Also present in the yard were GBRf 73213 + 73206 '*Lisa*' and 73109 '*Battle of Britain 50th Anniversary*'. Of the 8 GBRf locos present, there were 7 different liveries !!



April 20 (cont)

60099 passed Warrington Bank Quay at 19.30 with the late running 6F09 FFPS - Liverpool BT empty HTA's

70015 + 70002 working OM70 Midland Road - Basford Hall, passed Wilmslow at 19.15.

46233 '*Duchess of Sutherland*' was stabled overnight in Derby station prior to its use on 'The Yorkshire Coronation' charter to Scarborough on the following day. The WCR charter stock 5278, 4973, 4940, 1861, 5239, 99350, 99121 '*Julia*', 506 '*Windermere*', 99127 '*Christina*', 99125 '*Jessica*', 9391 was also stabled t&t by WCR 47237 and 47804, having started at Kettering.



April 21

20901 + 20905 t&t new LU 'S' stock 21103/22103/23103/24103/24104/23104/22104/21104 with 20142 + 20227 and barrier bogie tanks KBA 85933/85936 into Derby station from Litchurch Lane at 09.32, departing at 09.47 to the Old Dalby test track (see cover & below).



20227 + 20142 + KBA 85936 with 47237 beyond



20901 + 20905 + KBA 85933 + 'S' stock
prior to departure from Derby

67027 t&t 67005 passed Leyland at 19.57 working an Edinburgh Waverley - Shrewsbury charter via Runcorn and were later seen passing Gretna Junction at 18.07.

46233 '*Duchess of Sutherland*' departed Derby station at 08.00 on 'The Yorkshire Coronation' charter to Scarborough with 47804 on the rear, reserve 47237 remained stabled in the station.

April 21 (cont)

Two ex-celebrity liveries are now no more as 37419 (DBS red) & 37425 (BR Large logo) are now in corporate DRS compass livery as seen below at Barrow Hill.



April 22

Ex-works 43197 hauled 43031 on 0Z77 08.50 Laira - Laira via Newton Abbot westbound through Totnes at 09.50.

April 23

DR73935 Colas Rail track machine working 6U41 from Penarth Curve - Ystrad Mynach South Jnct headed northbound through Llanbradach near Caerphilly at 22.47.

April 24

37602 passed through Wigan North Western at 22.06.

66069 passed Didcot Parkway Platform 2 at 21.02 working from Westbury Up Yard - Scours Lane Junction.

April 25

46233 'Duchess of Sutherland' on 5Z52 worked from Midland Rail Butterley - to Cadder Yard through Uttoxeter at 06.50.

Not previously recorded, below is a super convoy of 9 DBS 66s on their way through Eastleigh at 16.45, which originated from Margam on the 18th February 2012 (photo by David Elliott).



April 26

The following were all seen at Stafford: (photos by James Holloway).
92027 + 92011 which were rescued by 67028 and towed south at 12.22.



13.52 47843 'Vulcan' stabled in the former Royal Mail platform.



14.17 390154 on test train 5H88.



May 1

Owing to a landslip caused by flooding on the West Highland mainline in the Carrbridge area on 27th April, freight services were diverted via Aberdeen for a few days. On the last day of diversions, DRS 66305 with the 4H47 Mossend – Inverness Tesco intermodal, pulled into Keith loop east of Keith station (see below) at 10.00 awaiting a passing service train to clear the single track section.



Following its departure at 10.18, the first Royal Scotsman of the season, having stabled overnight, set back out of Keith station to the loop at 10.25, to continue its journey west at 10.43 behind WCR 47237 (see below).



Revised Liveries - 1



three weeks after becoming the 170th MTU re-engined HST re-numbered ex-43274 now operated by EC is seen in the latest grey livery, King's Cross, 30th March 2012

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.

Appleby Frodingham Railway:

TATA Steel, Scunthorpe is holding a diesel weekend 12th / 13th May open to members of the Appleby Frodingham Railway Preservation Society. Day membership must be bought for non-members preferably in advance as tickets on the gate will cost £2.00 extra and may not be available if over-subscribed. Tickets are available from Brigg Tourist Information Centre, 01652 657053, e-mail brigg.tic@northlincs.gov.uk Prices: £10 adults, £2.50 ages 14-18 years, under 14 free.

Trains will run every 30 mins from 10.00-16.00 with either DMUs or loco + brake vans. One of the TATA Cl.20s is hopefully due to attend alongside resident ex-BR diesels D2128, D2853 and 07012 plus industrial shunters.

Tyseley Locomotive Works: website: tyseleylocoworks.co.uk

An open weekend is planned for the 23rd / 24th June from 10.00-17.00 and will feature many resident and visiting steam locos (tbc). The cost is £10 for adults with all children under 15 being admitted for FREE (accompanied by an adult only). Parking is limited (opens at 09.00) so it is recommended you travel by train to Tyseley station which is a 5-10 min walk away.

Railfest NRM York, 2nd - 10th June: website: nrm.org.uk/railfest2012

It opens on the 2nd June with a naming of 91110 and a flypast of the Battle of Britain Memorial Flight. There are numerous locos and items of rolling stock attending.

You can buy daytime tickets for the main event, as well as special tickets for evening and photography events. It is expected there will be a high demand for tickets so advance booking is recommended.

Day ticket: A daytime pass to the main Railfest event gives you unlimited access to the daily programme including:

- Steam and diesel train rides of all sizes
- Vehicle access
- Live theatre performances
- Steam model layout
- Trade stands with shopping opportunities
- Under 6s area
- Vehicle demonstrations

The daytime event runs from 09.30 to 17.30 daily with rides running from 10.00 to 17.00.

Photo event ticket: Get up-close snaps at these special photo events. Entry is limited to 400, so you'll avoid the hustle and bustle of the daytime event.

Evening ticket: Enjoy the awe-inspiring sights of Britain's biggest rail celebration after hours.

Ticket	Book online*	Book by phone**	On the day
Adult	£13	£13**	£15
Child (2 - 15 yrs. Under-2s go free)	£8	£8**	£10
2 adults + 2 children	£35	£35**	£40
2 adults + 1 children	£30	£30**	£34
1 adult + 2 children	£25	£25**	£28
Evening (8 or 9 June)	£13	£13**	£15
Daytime + Evening (8 or 9 June) - <i>phone only</i>	--	£23**	£25
Photo event (4 or 5 June)	£50	£50**	£50

* You will need access to a printer to book online. Online sales end at midnight on 29th May 2012

** Book by phone on 0870 870 4840. A £1.50 booking fee will be added to your total order. Phone sales end at 18.00 on 22nd May 2012.

Infrastructure News

Anything to do with railway structures or track maintenance will be covered in this section including special engineering vehicles and track machines.

Track replacement work was carried between Carmuir East and Carmuir West on Sunday 1st April 2012 and Derek Sneddon took some photos of the Octopus train parked up at Camelon station. The train was 6K05 07.50 Millerhill - Camelon arriving 09.07, but was about 50 minutes late hauled by 66172. Consist was 6 salmon wagons with concrete sleepers followed by YDA Octopus ballast wagons with the generator van in the middle. The generator van VXA 210306 is the only one working of three extant, the other two being stored.

generator van VXA 210306, Camelon 1st April 2012



Skako Octopus ballast distribution wagons YDA 92218 & 92219 in different liveries
Camelon 1st April 2012

The first train off site in the morning was 67016 with 12 YKA Osprey wagons loaded with old track. 6K01 Greenhill - Mossend. There were six trains on site over the weekend. First five were routed Mossend - Shotts - Edinburgh - Falkirk and the sixth train direct from Mossend to the site.

The 67 only got as far as two miles west of the worksite when it encountered another possession. They were replacing a road bridge with a new concrete one. And the old one was lifted out by crane. So there were four trains in convoy all stuck behind each other. And the drivers would be out of hours. Obviously a lack of planning somewhere to have two possessions within a three mile stretch of the same track on the same Saturday to Sunday weekend.

On Friday 23rd March 2012 Derek Sneddon also recorded 37682 working 6Z23 12.00 Inverness – Grangemouth, then 6Z23 17.12 Grangemouth - Kingmoor. The consist was the snow train with new Network Rail de-icer vehicle 99-70-9594-014-1 (see photo below by Derek) and coach ADB 977896. Converted from a YEA LWRT vehicle, previously numbered 979054 it appears to be a sort of hot hair dryer to melt the snow.



Another unique track machine is Railvac 99-70-9909-001-8 built by Railcare, Sweden seen north of Doncaster station on 19th April 2012.



Out & About

by James Holloway

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

Paul Bright:

14th March:

Blackpool-York:

57316, 91103, 142026/29/44/55, 144014, 150136

150275, 153324, 156484, 170305, 180112

185110/19, 333004

York:

43206/208/238/257/301/303/306/309/314/318/465

43484, 47760, 66055/056/523/559/706/849, 91102

91105-09/13-16, 144009/13, 150147/224/225/276

158753/754/758/787/859, 180114, 185104/07/08

185115/20/21/30/33/35/36/39/41/42/45/49, 220001

220006/20/27, 221122/24/28/33/38/39/41, 222008

York-Blackpool:

91128, 144012, 150275, 158757/851, 185108/10

185142

Geoff Hope:

1st March:

Barnethy 8.45-16.15:

66003/021/060/061/096/105/124/150/175/193/199

153311/19/26, 170301/4, 185101/02/15/32/50

DR75403

Mike Rumens:

15th March:

Euston:

350231/249/250/254, 378203, 390043

Waterloo 07.30-08.35 & 18.00-18.30:

158880, 159007/016/017/101/103/106, 444007-09

444015/25/32/34, 450006/007/009/011/016/017

450027/039/040/050/071/074-076/080/084/094

450101/106/109/111/118/123/124/553/555-557

450563/564/569/570, 455 5715/716/718/722-728

455 5731/733/735/740/741/847/850/853/860

455 865-867/871/905-907/910/911/920, 458 8002

458 8008/22/23

Waterloo-Eastleigh 08.40-09.55:

444007, 450003/004/012/018/020/024/041/042

450072/076/091/097/124/542/544/545, 455 5713

458 8003/14/24

Basingstoke:

66163, 158877/886, 159005/10, 450036/070/108

Eastleigh Station 09.55-10.40 & 13.10-16.30:

59103, 60039, 66027/030/068/130/132/144/301

66416/418/542/549/565/594, 70017/8, 158882/888

158889/890, 220005/13/20/30, 221122/30/36/39

377112, 444002/04/05/19/20/22/23/27/30/31/33/35

444043, 450006/052/071/107/558/570, 458 8023

19th March:

Nuneaton 14.05-14.50:

66165/703/954, 153334, 170106/117/397, 350108

390008/25/28/31/34/45

20th March:

Nuneaton 14.00-14.45:

66232/717, 153375, 170103/105/523, 221107/12

221117, 350116/265, 390001/10/21/35-37

21st March:

Nuneaton 14.10-16.10:

66151/232/544/703/722/746/954, 86607/10

153366, 170106/108/520/523/638, 221112/16-18

350103/113/242/254, 390001/05/10/13/16/22/25

390026/28/32/34/35/41-44/48/51/52/56

26th March:

Nuneaton 14.10-14.35:

66009/131, 153371, 170638, 350124, 390015/17

390039

27th March:

Nuneaton 14.05-14.45:

66131/136/715, 86501, 153375, 170637/8

221106/15, 350122, 390001/15/16/49

28th March:

Nuneaton 14.10-14.45:

66009/703, 86501, 153356, 170639, 350121

390020/32

30th March:

Nuneaton 15.45-17.10:

47739, 66069/158/305/541/551/563/619/720

86604/22/32/38, 90049, 153364, 170110/112/397

170398/518/523/638, 221103/08/13/17, 350109

350115/125/129, 390019/20/26/27/30/35/36/41/45

390048/50/52/54

3rd April:

Nuneaton 14.00-15.20:

47245+86450, 66117/136/715, 86501, 90045

153309/75, 170102/3/7, 221116/43, 350110/13/21

390014/21/38/48

5th April:

Nuneaton 14.00-14.45:

66188/715, 86622/32, 153375, 170101/2, 221102

350126, 390012/37/47/54

11th April:

Nuneaton 14.12-14.45:

66135, 90044, 153371, 170101/520, 390020/36/37

12th April:

Nuneaton 08.50-09.10:

66432/539, 70004, 170398, 350118, 390011/32

Washwood Heath: 66201/952

Saltley: 66056

Lawley Street: 66536/540/541/563

Birmingham New Street:

170102, 158818/28, 220003, 221104, 350107/125

350250, 390048

Birmingham Snow Hill 09.55-10.25:

172212/217/331/335/336/338/343/344

Trams 05-08/14

Bescot: 66009/091/187/529

Walsall 14.45-17.00:

66091/112/174/187/518/534/545/956, 170506-508

170631/633/634, 323206/10/11/16/43

13th April:

Nuneaton 15.50-17.20:

66050/108/430/526/538/564/619/955, 90046

153354, 170103/110/112/117/522, 221105

350106/12/20/26, 390016/018/022/024/032/046

390047/154

14th April:

Nuneaton 15.06-15.55:

66087/731, 153356, 170102/116/522, 221101/02

350121, 390001/04/09/12/20/26/30/32

16th April:

Nuneaton 14.05-14.45:

66170, 86638, 153356, 170109/398, 221105

390002/06/13/22/53, DR73948

James Holloway:

21st April:

Lawley Street: 66414/535/537/569/593/594

Washwood Heath: 08762

Kingsbury scrap yard: 56032/058/078

Burton-on-Trent Nemesis Rail:

37227/679, 56007/051/060/117/302, 73134

24th April:

Water Orton 11.28-15.25:

31285, 43013/62, 47739, 60054, 66017/023/041

66065/080/085/112/121/133/136/532/534/544

66559/561/728/730, 170101/102/104/107-109/116

170117/397/398/519-522, 220010/13/32, 221126

26th April:

Wolverhampton Steel Terminal 10.47:

66017/164

Stafford 11.28-15.45:

47773+ Pegasus Pullman car, 47843, 66027/109

66302/529/542/549/591/740/847, 67028, 70002

70010/13/17, 86604/27, 90043, 92011/27, 220007

220016/18/20-22/27/32/34, 221105/07-10/12/14

221117/21/27/28/32/42/43, 350102/104/109/112

350114/118/120/126/129/233/237/249/258

390003/004/006/008/021/023/035/037/042/044

390047/048/050/051/107/154/155

Nigel Hoskins:

17th April:

Chipping Sodbury:

14.17 66124 6D15 AV-DT

14.25 66061 6B50 SW-LL

14.47 66058 6O32 MG-DM

15.15 66168 6Z35 MO-AN

15.54 60079 6B33 TH-RN

16.47 66119 4D10 DT-AV

22nd April:

Hatharley, nr Cheltenham:

11.16 66433 4V38 DV-WG

Chipping Sodbury:

13.20 66713 6E27 CT-Ferme Park:

13.33 66116 6O32 MG-DM

Haresfield:

16.12 66728/30 4V94 NT-PY

Grange Court, nr Gloucester:

16.50 66089 6E47 LL-TS

18.22 66433 4M64 WG-DV

19.07 66044 6E68 MG-HL

19.53 66054 6M75 MG-Harendale

Ian McAlpine:

29th March:

Peterborough: 66711/20/33, 91118, 153319

Doncaster:

08676, 31601, 66087/199/592, 322483

York: 37612, 57009, 66957, 185120

30th March:

Darlington:

43272/296/316, 66732, 67027, 91113, 142079/89

156467/84/90, 185132/35/45, 221119

1st April:

Darlington:

43238/309, 66728, 91119, 142016/66/68/95

185138, 20032, DVT's 82200/23

York:

43272/308, 66174/597, 150114/207, 158844

185120/32

Peterborough: 66010/707/724, 91107

6th April:

Peterborough:

66010/031/591, 317345, 321401/19, 365517

King's Cross:

43277/317, 67019, 313041, 365519/37

Waterloo-Egham:

159008/12/14/17, 378207, 444007/17/27/28/30/41

450011/013/015/030/032/034/079/097/108/109

450115/118/120/550/551/556/560/563/566

45 5731/734/903/908, 45 8004/11/13/28

13th April:

Peterborough:

43206/274/290/318, 66139/722, 91103/05, 153302

170103, DVT's 82231

Doncaster: 66077/744

York: 66559, 142096

Northallerton: 66506/736

15th April:

York: 70013 'Oliver Cromwell', 150225/76

Doncaster: 66043/717

Peterborough:

66162/702/705/719/730/733/740/746, 67030

91110

19th April:

Biggleswade: 66127

King's Cross: 67020

Paddington:

43026/033/134/139/143/153/171/194, 166212

332012

North Pole: 66552

Acton: 66041/107/144/605

Hayes & Harlington: 66014

Reading:

43035/134/153/181, 66594, 165104/07, 166210

Taunton: 43159/186, 66621

Newton Abbot:

43029/033/070/097/193/194, 146=3611/17/18/20

150102/108/216, 220007/31

20th April:

Newton Abbot:

43130/180, 143611/18/20, 153372, 220032

221122/24

Exeter St David's:

43037/041, 47580, 57601, 143603/21, 150102/108

150249, 159004/16/18, 220006

Laira Depot: 08641, 43129

21st April:

Newton Abbot:

43037/041/093/134/153, 67025, 143617, 150120/4

153372/80, 221127

King's Cross: 43311/17, 67030, 180110

Dave Martin:

14th April:

Northampton 9.00-10.10:

70000 'Britannia' / 67028 Euston-Chester

67006/67026 Woking-Seaforth VSOE

66063/66138 London Victoria-Runcorn

47818/47501 Liverpool South Parkway-Wembley

350103/113/124/235-237/241/249/254/257/262

Michael Hayman:

14th April:

Willersden: 86101/259/701, 87002

Harrow:

70000 'Britannia', 47501/818, 66049/063/138/565

67006/26/28, 90044/7/9, DVT 82126

Stonebridge Park: 90018/20

16th April:

King's Cross: 67005/20/28

Acton: 66014/107/567

Light Rail, Metro & Tram News

Blackpool: The first day of public service on the 3rd April, with the new Flexity2 trams started, was marred by a de-railment caused by an excess of blown sand on the tracks.

Preservation Photo Spot - 1

58016 alongside 45060 'Sherwood Forester' inside Barrow Hill Roundhouse, 22nd April 2012.



Standard Gauge Preservation Scene

Midland Railway Butterley:

The vulnerability of preserved railways to criminal damage was again exposed at Butterley on the Midland Railway. Though it was in poor condition the grounded body of one of three similar American built Pullmans was destroyed by a suspected arson attack on Sat 24th March. Delivered as a kit of parts to the Midland Railway it dated from the mid 1870s. The damage also extended to the adjacent model railway hut, which was slightly burnt but a caravan was totally destroyed (the wheel of which can be seen in the lower photo).



Mainline AC Locos in Preservation – Part 1

Background:

In 1956 the British Transport Commission decreed that 25kv was to be the standard national system for overhead electrification starting with the West Coast Main Line. Though the first section of energised line was finished in 1958 the only loco available was E1001 then E2001 converted from prototype Western Region gas turbine 18100. Orders were given to 5 different manufacturers to build 100 locos to a standard specification, though this resulted in different interpretations, particularly in regards to internal layouts. The whole family had a similar appearance with a raking nose. The designation of the locos was AL1 to 5 later Classes 81 to 85 under TOPS. Numbering was as follows:

Class		Numbers	
Original	TOPS	Original	TOPS
AL1	81	E3001-23, 3096-097	81001-022
AL2	82	E3046-55	82001-008
AL3	83	E3024-35, 3098-100	83001-015
AL4	84	E3036-45	84001-010
AL5	85	E3056-95	85001-040 (85101-114)

Further details on the numbering system are given in the class descriptions below.

Thankfully an example of all the first five 25kv AC mainline electric locos has been saved for posterity and are now looked after by the AC Locomotive Group at Barrow Hill Roundhouse.

AL1 / Class 81:

The first of the class, and the first new AC electric to be delivered was E3001 in November 1959, allocated to Longsight (9A), Manchester. Delivery of the rest of the class was protracted with the last loco, E3097, not entering traffic until February 1964.



The order for the first 25 locos was given to the British Thomson-Houston division of Associated Electrical Industries (AEI) in 1955, who subcontracted the mechanical construction to the Birmingham Railway Carriage and Wagon Company, Smethwick, Birmingham. It was planned that AEI was to deliver 20 Type A (mixed traffic) and 5 Type B (heavy freight) units, but this was later amended to 23 Type A and just 2 Type B. The original number series was E3001 - E3023 (A), E3301 - E3302 (B), though within 2 months of delivery, E3301 was renumbered E3096. E3302 was never used, being delivered as E3097.

Three of the class never made it to TOPS re-numbering, being written off. The first was E3009 in the Hixon level crossing accident of 6th January 1968. Two others, E3002 and E3019 were withdrawn due to severe fire damage in November 1968 and July 1971 respectively.

The surviving Cl.81 is 81002 (E3003) was built in February 1960. After its last workings on empty carriage stock at London Euston it was withdrawn in October 1990 and eventually saved by Peter Holt, who later sold it onto Pete Waterman, finally coming under the ownership of ACLG in 1997.

AL2 / Class 82:

The second order for 10 locos went to the Metropolitan Vickers division of AEI. The mechanical construction was subcontracted to Beyer-Peacock Ltd, Gorton, Manchester. Built with separate underframe and body, rather than the integral or semi-integral construction of the other types, these were the heaviest, but also nominally the most powerful of the five designs. They shared a good deal of equipment with type AL1, not surprising as both shared the same parent company (AEI).

The first loco to be delivered was E3046 which entered traffic in July 1960 with the last, E3055, delivered in April 1962. Ironically both E3046 and E3055 were written off by fire and withdrawn in January 1971 and September 1969 respectively and never made it to be re-numbered.

The surviving Cl.82 is 82008 (E3054), built November 1961 and like 81002 it's last workings were on empty carriage stock at London Euston. Following withdrawal in December 1987 it was saved from the electric 'graveyard' at Crewe Electric Depot in 1993 by Pete Waterman and passed to ACLG in 1997.



82008 Barrow Hill Roundhouse, 22nd April 2012

to be cont.

Stirlingshire Sightings

by Derek Sneddon

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

16th March

05.45 66303 4H47 MN-IS
10.35 66529 6G05 RV-LT
13.00 66434 4A13 GM-AB
13.30 66117 6S36 DS-GM
18.15 66079 6N44 PW-GM

17th March

02.30 66113 6Z48 MN-IS
05.45 66424 4H47 MN-IS
10.05 66110 6A32 MN-AB
10.35 66529 6G05 RV-LT
11.20 66431 6M16 GM-DV
13.00 66422 4A13 GM-AB

18th March

13.00 66304 4A13 GM-AB

19th March

05.45 66424 4H47 MN-AB
08.30 66601 6A65 OX-AB
11.20 66433 4N66 GM-ML

20th March

05.45 66424 4H47 MN-IS
10.35 66523 6G05 RV-LT
13.00 66301 4A13 GM-AB
13.30 66110 6S36 DS-GM

21st March

05.45 66422 4H47 MN-IS
07.00 66301 4R75 GM-EE
08.30 66597 6A65 OX-AB
10.35 66523 6G05 RV-LT
13.00 66429 4A13 GM-AB
13.30 66113 6S36 DS-GM
18.15 66110 6N44 PW-GM

22nd March

05.10 66601 6H51 OX-IS
05.45 66422 4H47 MN-IS
10.05 66113 6A32 MN-AB
10.35 66523 6G05 RV-LT
13.00 66424 4A13 GM-AB
14.40 57001 5Z73 CN-BO

23rd March

05.45 66422 4H47 MN-IS
10.05 66102 6A32 MN-AB
10.35 66523 6G05 RV-LT
11.20 66424 4M16 GM-DV
13.00 66430 4A13 GM-AB

25th March

10.00 66023 6K11 BI-MN
13.00 66032 4A13 GM-AB

26th March

05.45 66432 4H47 RV-LT
08.30 66601 6A65 OX-AB
10.35 66506 6G05 RV-LT

27th March

05.45 66432 4H47 MN-IS
13.00 66302 4A13 GM-AB
13.30 66023 6S36 DS-GM
18.15 66091 6N44 PW-GM

28th March

05.45 66432 4H47 MN-IS
07.00 66304 4R75 GM-EE
08.30 66604 6A65 OX-AB
10.35 66546 6G05 RV-LT
13.00 66424 4A13 GM-AB
13.30 66091 6S36 DS-GM

29th March

05.10 66604 6H51 OX-IS
05.45 66422 4H47 MN-IS
06.05 66091 6A32 MN-AB
13.00 66429 4A13 GM-AB

30th March

05.45 66422 4H47 MN-IS
10.35 66512 6G05 RV-LT
13.00 66431 4A13 GM-AB
13.30 66177 6S36 DS-GM
18.15 66111 6N44 PW-GM

31st March

02.30 66111 6Z48 MN-IS
05.45 66422 4H47 MN-IS
10.05 66172 6A32 MN-AB
10.35 66512 6G05 RV-LT
11.20 66431 4M16 GM-DV
13.00 66429 4A13 GM-AB
13.30 66177 6S36 DS-GM

1st April

08.00 67016 6K01 Greenhill-MN
08.30 66113 6K02 Greenhill-MN
09.30 66039 6K03 Greenhill-MN
13.40 66122 6K04 Greenhill-MN
20.58 66122 6K06 MN-Greenhill
21.26 66172 6K05 Greenhill-MN

2nd April

05.45 66303 4H47 MN-IS
08.30 66511 6A65 OX-AB
10.35 66514 6G05 RV-LT
12.30 66111 6Z50 IS-MN
13.00 66432 4A13 GM-AB

3rd April

05.45 66303 4H47 MN-IS
07.00 66432 4R75 GM-EE
10.35 66514 6G05 RV-LT
13.00 66302 4A13 GM-AB
13.30 66111 6S36 DS-GM

4th April

05.45 66428 4H47 MN-IS
06.30 66103 6S04 MN-AB
10.30 66432 4N66 GM-ML
10.35 66514 6G05 RV-LT
13.00 66424 4A13 GM-AB
13.30 66122 6S36 DS-GM

5th April

05.10 66604 6H51 OX-IS
05.45 66422 4H47 MN-IS
06.30 66122 6A32 MN-AB
10.35 66514 6G05 RV-LT

6th April

05.45 66304 4H47 MN-IS
10.35 66514 6G05 RV-LT
11.10 47760 0Z47 IS-CN
13.00 66428 4A13 GM-AB
13.30 66111 6S36 DS-GM
18.15 66122 6N44 PW-GM

7th April

02.30 66113 6Z48 MN-IS
05.45 66304 4H47 MN-IS
10.05 66106 6A32 MN-AB
10.35 66514 6G05 RV-LT
11.20 66302 6M16 GM-DV
13.00 66422 4A13 GM-AB
13.30 66102 6S36 DS-GM

8th April

13.00 66423 4A13 GM-AB

9th April

05.45 66304 4H47 MN-IS
08.30 66604 6A65 OX-AB
10.30 66424 4N66 GM-ML

10th April

05.45 66304 4H47 MN-IS
07.00 66423 4R75 GM-EE
13.00 66432 4A13 GM-AB
13.30 66111 6S36 DS-GM

11th April

05.45 66430 4H47 MN-IS
06.30 66099 6S04 MN-AB
08.30 66604 6A65 OX-AB
10.35 66512 6G05 RV-LT
13.00 66431 4A13 GM-AB
13.30 66102 6S36 DS-GM

12th April

05.45 66430 4H47 MN-AB
06.30 66111 6A32 MN-AB
07.00 66431 4R75 GM-EE
13.00 66305 4A13 GM-AB
13.30 66106 6S36 DS-GM

13th April

05.45 66301 4H47 MN-IS
07.00 66305 4R75 GM-EE
10.35 66512 6G05 RV-LT
13.30 66102 6S36 DS-GM

14th April

00.30 66102 6Z48 MN-IS
05.45 66301 4H47 MN-IS
10.05 66106 6A32 MN-AB
10.35 66512 6G05 RV-LT
11.20 66429 4M16 GM-DV
13.00 66430 4A13 GM-AB
13.30 66111 6S36 DS-GM

Stirlingshire & Gloucestershire Sightings Location Codes:

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

Gloucestershire Sightings

by Nigel Hoskins

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

23rd March

10.50 66301 4V38	DV-WG
11.12 60074 6B13	RN-WH
14.20 66509 4V47	RG-SG
20.00 66706 6Z97	BN-CT
37229/37409/97301	1Q13
	BZ-DY
66065 6V07	RO-MG
66076 6E30	MG-HL
66086 6V66	SC-MG
66141/060 6E21	MG-SC
66151 6O42	HO-SO
70006 4V57	RG-SG

24th March

13.46 70014 4V20	
17.57 66148 6E21	
66602/598 6Y13	
66522/520 6Y12	
66621/616 6Y11	
66161 6E34	
66076 6V02	
25 th March	
11.42 66429 4V38	
18.50 66429 4M36	
19.14 66088 6E68	
19.30 66050 6E30	

25th March (cont)

20.02 66182 6M75	
	MG-Harendale
66148 6V66	SC-MG
66621/616 6Y11	GL-FR
66602/598 6Y13	CS-WY
66544 6Y25	AT-WY
66522/520 6Y12	
	Alstone-WY
70006 4V99	RG-SG
26 th March	
09.08 66208 6M96	MG-CY
11.10 66428 4V38	DV-WG

26th March (cont)

15.59 56312/302 6Z69 BU-CT
60071 6E41 WH-LY
66706 6Z97 BN-CT

27th March

60007 6B13 RN-WH
66745 6Z50 GL-TG
70006 4V06 RG-SG
66301 4V38 DV-WG
20301/2 6V73 CE-BE
66206 6M96 MG-CY
66140 4E66 MG-SC
66162 6A36 AH-DT
66143 6V67 RA-MG
66165 6V05 RO-MG

28th March

12.26 60079 6B25 WH-RN
66434 4V38 DV-WG
66014 6V05 RO-MG
66513 4V57 RG-SG
60007 6B13 RN-WH
66020 6V66 SC-MG
66706 6Z97 BN-CT
70006 4V06 RG-SG
66181 6M96 MG-CY
66066 6E66 MG-SC

29th March

12.58 56312 6Z56 CT-SY
15.10 66158 6V92 CY-MG
60011 6E41 WH-LY
20301/2 6M56 BE-CE
70006 4V06 RG-SG

30th March

06.24 66008 4Z70 EA-Cwnbargoed
14.07 66008 6E66 MG-SC
14.50 66547 6M36 WY-EA
15.16 66024 6V92 CY-MG
19.02 66181 6V07 RO-MG
20.19 66050 6E21 MG-SC
20.50 66718 6Z97 BN-CT
21.55 66147 6V66 SC-MG
66513 4V57 RG-SG
66531 4V61 RG-SG
66078 6O42 HO-SO
66424 4V38 DV-WG
60007 6B13 RN-WH
60079 6V05 RO-MG
66114 6M96 MG-CY

31st March

60074 6E41 WH-LY
66513 4V46 RG-SG
66148 6V40 SC-MG
66008 6V67 SC-MG
66152 6V35 RM-CT
66024 6E66 MG-SC
66053 4Z32 RC-NT
66132 6E21 MG-SC
66518 4V56 RG-SG

1st April

66304 4V38 DV-WG
66132 6V66 SC-MG
66121 6E47 LL-TS
66718 6Z33 CT-Hexathorpe
66086 6E68 MG-SC

2nd April

66433 4Z38 DV-WG
66074/119 6E41 WH-LY
66718 6Z97 BN-CT
66605 6M36 WY-EA
66086 6V66 SC-MG
66091 6V17 RO-MG
66114 6M41 MG-RO
66119 6V92 CY-MG
66182 6E30 MG-HL
60007 6B47 WH-RN
70003 4V57 RG-SG
31285 1Q06 DY-SS
66554 4V06 RG-SG
66172 6M96 MG-CY
66091 6M81 MG-RO
66174 6V67 RA-MG

3rd April

66430 4V38 DV-WG
66213 6V69 BS-AD
66722 6E01 CF-Peterborough
70003 4V57 RG-SG
66165 6E30 MG-HL
66119 6V92 CY-MG
66745 6Z50 GL-TG
66040 6V67 RA-MG
60007 6B13 RN-WH
66008 6M81 MG-RO
66053 6E47 AD-TS

4th April

60063/66086 6V67 RA-MG
60079/07 6B13 RN-WH
66429 4V38 DV-WG
66155 6V66 SC-MG
66114 6V92 CY-MG
66090 6M41 MG-RO
66518 4V57 RG-SG
66132 4E66 MG-RA
66109 4Z70 EA-Cwmbargoed
66618/21 6Y11 AT-FR
66143 6V05 RO-MG

5th April

12.02 66432 4V38 DV-WG
66171 4V33 RC-AV
70003 4V47 RG-SG
66701/33 4V94 NT-PY
66132 6V67 RA-MG
66119 6V92 CY-MG
60074 6E41 WH-LY
66745 6Z51 CK-GL
66053 6E31 MG-HL
60079 6B13 RN-WH
66522 4V06 RG-SG
66040 6M96 MG-CY
67002 0Z60 CF-GL

6th April

11.26 66155 4E66 MG-RA
11.39 60079 6B13 RN-WH
12.20 66424 4V38 DV-WG
66618/21 6Y11 AT-FR
66039 6V66 SC-MG
66162 6V81 RM-CT
60063 6V55 BD-RN
66701/33 4V94 NT-PY

7th April

12.58 66174 4E66 MG-RA
17.55 60007/66039 6Z20 MG-SC
18.21 66108 6Z67 SC-MG
66155 6V66 RA-LL
60071 6E41 WH-LY
9th April
11.01 60079 6B13 RN-WH
18.49 66718 6Z30 HD-CT
19.01 66053 6E30 MG-HL
19.07 66194 6B47 WH-RN
21.57 66024 6V66 RA-MG
23.03 66044 6E47 LL-TS
23.12 66162 6E20 MG-IM
66618/21 6Y11 FR-Stoke Works
37069/608 1Z22 Dumbarton-EX

10th April

20.00 66739 6E01 CF-Peterborough
20.02 66182 6V69 BS-AD
66152 6E30 MG-HL
66155 6V07 RO-MG
60079 6B47 WH-RN
66142 6Z20 MG-SC
66618/21 6Y11 FR-Stoke Works
60079 6B13 RN-WH
66194 6V05 RO-MG

11th April

09.00 66074 6V40 SC-CT
10.51 66423 4V38 DV-WG
11.05 60079 6B13 RN-WH
11.27 66120 6V05 RO-MG
12.56 66141 6V67 RA-MG
15.07 47749 6Z47 LL-WW
19.01 66155 6V07 RO-MG
20.30 66718 6Z97 BN-CT
21.16 66063 6Z20 RO-MG
60063 6B25 WH-RN
66618/21 6Y11 FR-Stoke Works

12th April

10.50 66432 4V38 DV-WG
11.03 60079 6B13 RN-WH
11.08 66105 6V05 RO-MG
11.30 66155 4E66 MG-RA
15.02 56312 6Z34 DY-CT
19.00 66055 6V07 RO-MG
21.35 60049/66074 6Z20 MG-SC
22.29 66154 6V66 RA-MG
22.34 66044 6V35 RM-CT
23.00 66152 6E47 LL-TS
66161 6E41 WH-LY
66618/21 6Y11 AT-FR

13th April

01.17 66718 6Z33 CT-BN
10.46 66422 4V38 DV-WG
11.09 66055 6V05 RO-MG
11.11 60079 6B13 RN-WH
21.22 66152 6V55 BD-RN
66620 6M36 WY-EA
66740/17 4V94 NT-PY
66213 6M81 MG-RO
66618/21 6Y11 AT-FR

14th April			17th April			19th April		
12.55	66213 4E66	MG-SC	05.10	66037 6D98	CT-HD	05.27	66116 6M81	MG-RO
16.26	47812/56312 6Z56		06.25	66044 6M81	MG-RO	12.03	66422 4V38	DV-WG
	CT-Stockham		10.31	66718 0Z66	CT-LM		66055 6E41	WH-LY
17.29	66172 6Z67	SC-MG	10.44	66428 4V38	DV-WG		66044 6V92	CY-MG
17.57	66034 6Z20	MG-SC	11.13	60063 6B13	RN-WH		66720/27 4V94	NT-PY
	66507 4V56	RG-SG	11.26	66100 4E66	MG-SC		60063 6B13	RN-WH
	66037 4Z32	RC-NT	11.27	66001 6V05	RO-MG		66001 6E30	MG-HL
15th April			15.02	66165 6V92	CY-MG	20th April		
18.03	66429 4M36	WG-DV	15.27	66718 6Z66	LM-CT	05.24	60079 6M81	MG-RO
19.57	66100 6E30	MG-HL	20.33	56312 6Z56	Stockham-CT	11.13	60063 6B13	RN-WH
20.09	66055 6M75	MG-Harendale		66723/20 4V94	NT-PY	10.55	66422 4V38	DV-WG
	66429 4V38	DV-WG		60054 6E41	WH-LY	14.33	56312/02 6Z34	CT-DY
	66172 6E47	LL-TS		66077 4V32	TO-ON	15.02	66082 6V92	CY-MG
	66046 6E68	MG-SC		66621/18 6Y11	AT-FR		47580/57601 1Z42	Lancaster-PZ
16th April			18th April				66103 6V81	RM-CT
06.07	66001 6M81	MG-RO	05.49	66713 6Z31	CT-HD		66142 4Z70	
08.58	66058 6M96	MG-CY	11.03	66430 4V38	DV-WG			EA-Cwnbargoed
10.55	66431 4V38	DV-WG	11.07	66165 6V05	RO-MG		66165 6V55	BD-RN
11.11	60063 6B13	RN-WH	11.12	60063 6B13	RN-WH		66554 4V07	RC-SG
14.29	66165 6V92	CY-MG		66727/20 4V94	NT-PY		66148 6O42	HO-SO
16.08	66116 6M41	MG-RO		66116 6M81	MG-RO		66713 6Z97	BN-CT
20.17	66718 6Z30	HD-CT		66092 6V92	CY-MG		66727/20 4V94	NT-PY
21.57	66034/46 6V66	SC-MG		66080 6M41	MG-RO	21st April		
	66134 6A36	AH-DT		66745 6Z50	GL-TG		60074 6E41	WH-LY
	66614 6M36	WY-EA		66182 6E11	CF-LY		66007 6Z67	SC-MG
	66509 4V57	RG-SG		66086 4V33	TO-AV			
	66720/23 4V94	NT-PY		66621/18 6Y11	AT-FR			
	60071 6E41	WH-LY		66049 6V40	SC-CT			
	66084 4Z70	EA-Cwnbargoed						

Preservation Photo Spot - 2

03089 about to propel DMU 51381 on the first service of the day from the Mangapps Railway Museum station, 1st April 2012



Rail Tour News

'The Forth Circle' rail charter operated on Saturday 28th April as 1Z46 Linlithgow to Inverkeithing via Fife Circle, Alloa and Stirling. Hauled by Stanier Scot 4-6-0 46115 '*Scots Guardsman*' it was seen at Stirling by Derek Sneddon who took the photo below together with its support coach 80217. The ex-BSK 35299 shows the roller shutter door carried out on conversion to a NNX courier vehicle in 1986/87.



Railway Globetrotters

by Dave Spencer

Scandinavia, April 1964 – Part 2:

I had a day of rest looking at suburban and ancient electrics on freights in Stockholm and sending cards to the folks back home before the 16.00 departure to Gothenburg. I arrived at Gothenburg behind electric 702, where I had five hours doss down before leaving at 03.05 to Oslo East arriving behind electric 13.2143.



1.2050 Honefoss, 15th April 1964



13.2133 on the 09.50 to Bergen
Oslo East 15th April 1964

No time to look around as I had another twelve hour trip to Bergen, which was not yet fully electrified. We started off with 13.2133 as far as Al where we had a Nohab diesel 3.616 over the mountain tops to Voss and electric 11.2091 onto Bergen. Unlike Finland the scenery was amazing with the bonus of the odd steam working as well, a great trip.



stored 2-10-0 5858, Al, 15th April 1964



3.616 Al, 15th April 1964

Overnight was another boat trip, this time to Stavanger where I changed my plan. I was to catch the day train to Oslo and overnight there, but Scandinavia was then, as now, a very expensive area so I decided to spend the morning of the 16th April in Stavanger and catch an all stations EMU to Kristiansand. There I then had a seven hour wait for the overnight train to Oslo West, thus cutting out a night in a hotel.

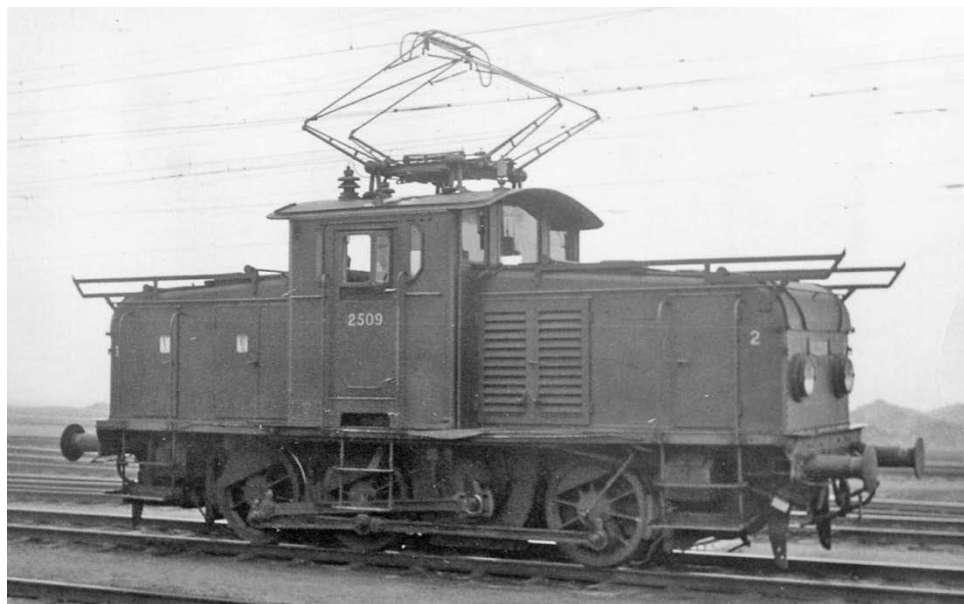
EMU 6819, Stavanger, 16th April 1964



However I was a bit dim and did not find the shed, so was highly miffed when I passed it on the train and saw all the stock therein. The EMU journey was an experience we stopped at every roadside or wherever anyone wanted to get on or off and obviously a lifeline in that rural part of Norway and who needs a station anyway? Electric loco 8.2054 was my haulage though the night from Kristiansand to Oslo West, where it is seen (left) on the 17th April 1964



On my last day, apart from travelling I decided to visit the National Railway Museum at Hamar so walked over to Oslo East where I had 13.1217 for haulage. On arrival I found a world of steam and had a guided tour around Hamar shed with a huge variety of locos. I then walked a fair way to the museum, which though open had not yet woken up from Winter, with covers over a lot of outdoor exhibits. The Museum was interesting and well worth a visit.



10.2509 shunting at Hamar, 17th April 1964

I then began my long trek home with first 13.2137 returning me to Oslo East and 13.2122 back to Sweden and Gothenburg. We changed engines here in the middle of the night but I did not record it. I carried on to the Halsingberg ferry and back into Copenhagen, Denmark with diesel 1119. It was no hardship to wait five hours for the through train to Ostend and among other things I went to photograph the original Hans Andersons 'Little Mermaid' before it was vandalised. A replica now sits in its place.



1008 Halsingør, 18th April 1964



DMU 1306 Copenhagen Central, 18th April 1964



4-6-2 978 on a service to Rungsted Kyf, Copenhagen Central, 18th April 1964

I left Copenhagen at 13.40 behind diesel 1128 to Rodby ferry, then the same warship V200.120 to Hamburg, a change to steam traction and 3.1089 onto Osnabrook and finally electric E10.190 to Cologne where our through coach was left for two and a half hours. I was woken up by a rather attractive young lady who spoke to me in German, but on replying in English it turned out she was as English well, so we had a great laugh all the way back to London. I try not to let girls upset my rail activity but apart from noting diesel V205.026 to Liege nothing else got written down, but she was a lovely girl and great company!

Returning to my senses after Victoria I noted D1713 returned me home, a fantastic trip and of the ten nights away three were on boats and all the others wholly (five nights) or partly (two nights) were on the train not a single hotel! Even after such a strenuous trip I didn't stop that night going first to church then to my sort of girlfriends house to see her mother about a new job.

all photos by Dave Spencer

Freight Corner

WAGON UPDATES by Scott Yeates (to UKRS No.3 UK Wagons 2012):

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

Nothing to Report

FREIGHT NEWS

The iconic 'silver bullet' china clay bogie tanks are to be re-introduced into service following refurbishment at Burton.

Scottish Power is to shut Cockenzie coal fired power station at the end of March 2013.

A new freight terminal at Georgemas Junction is under construction which will allow nuclear waste to be transported from Dounreay to Sellafield.

WAGON REVIEW by Trevor Roots:

KFA Timber Wagons:

Following on from the article on OTA wagons in the Feb/Mar issues, the next timber wagon conversions were from 1977-79 built bogie Ferrywagons. 30 of the Linke Hofmann Busch wagons were re-built by WH Davis in 2007 by largely removing the sides and the roof and by fitting 14 stanchions and 20 strap reels per side. The ends were painted blue and the stanchions red.



seen shortly after conversion KFA 97235 is seen in pristine condition, Carlisle, 29th November 2007

The larger capacity KFAs are used on the Carlisle Yard – Chirk timber flows and were originally hauled by spare Virgin Cl.57 Thunderbirds stabled at Carlisle. These were replaced with Cl.66/8s, as operated by Colas Rail, in February 2010 aided for a short while by hired DRS Cl.57/0s.

The wagons were re-numbered from the RIV series as below:

33-70-2797-106-4	to	97106	33-70-2797-161-9	to	97161	33-70-2797-221-1	to	97221
33-70-2797-109-8	to	97109	33-70-2797-162-7	to	97162	33-70-2797-229-4	to	97229
33-70-2797-112-2	to	97112	33-70-2797-166-8	to	97166	33-70-2797-233-6	to	97233
33-70-2797-126-9	to	97126	33-70-2797-168-4	to	97168	33-70-2797-235-1	to	97235
33-70-2797-138-7	to	97138	33-70-2797-170-0	to	97170	33-70-2797-236-9	to	97236
33-70-2797-147-8	to	97147	33-70-2797-171-8	to	97171	33-70-2797-247-6	to	97247
33-70-2797-148-6	to	97148	33-70-2797-211-2	to	97211	33-70-2797-266-6	to	97266
33-70-2797-151-0	to	97151	33-70-2797-214-6	to	97214	33-70-2797-268-2	to	97268
33-70-2797-153-6	to	97153	33-70-2797-216-1	to	97216	33-70-2797-276-5	to	97276
33-70-2797-158-5	to	97158	33-70-2797-220-3	to	97220	33-70-2797-309-4	to	97309



in more weathered condition KFA 97162 is seen in service, Carlisle, 2nd April 2008

for comparison unconverted Ferrywagon IWB 33-70-2797-296-3, is seen here at Immingham reception sidings, 15th October 2007



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**

New Stock: 390057

Pendolinos Lengthened & Re-numbered:

390007 to 39107 with 68907/65307

390054 to 391054 390055 to 391055

390056 to 391056

Locos returned abroad: (DBS - France)

66033/226

DVT Re-numbered: 82108 to 82308

Namings:

08451 *M.A. Smith*

156438 *Timothy Hackworth*

DMU disbanded:

153399

Locos Transferred:

D2302 BH to Moreton Business Park

D2578 MID to Moreton Business Park

08588 WEA to WH 56051 CD to BU

31128 NYM to BU 40106 WH to NHC

57302/304/309 VWC to DRS

60044/100 (TO) to St Blazey (stored)

86215 Floyd 5 LM - WN

EMUs transferred:

Cl.502 28631/29898 Tebay to Merseyside

Transport Trust, Burscough

Cl.421 62378 Southall to BH

Cl.421 69318 CVR to GCR then MNR

Cl.317 3177708/710/729/732 to EH (stored)

DMUs transferred:

51353 MRB to WEN 59521 MRB to HEL

51341/51398 MRB -DFR

51592/51604 SDR to MHR



seen shortly after arriving from SDR,
Cl.127 51592 + 51604 are seen in the sidings
at Alresford, MHR, 15th March 2012

Locos for Scrapping:

EMR Kingsbury 56049, 56078

Locos Scrapped:

EMR Kingsbury 56046

Ron Hull 37893, 325010

DMUs Scrapped:

NLR 51359

Not Previously Reported:

SWV 51134, 52061

EMUs Scrapped:

DFR 76811

Revised Liveries - 2



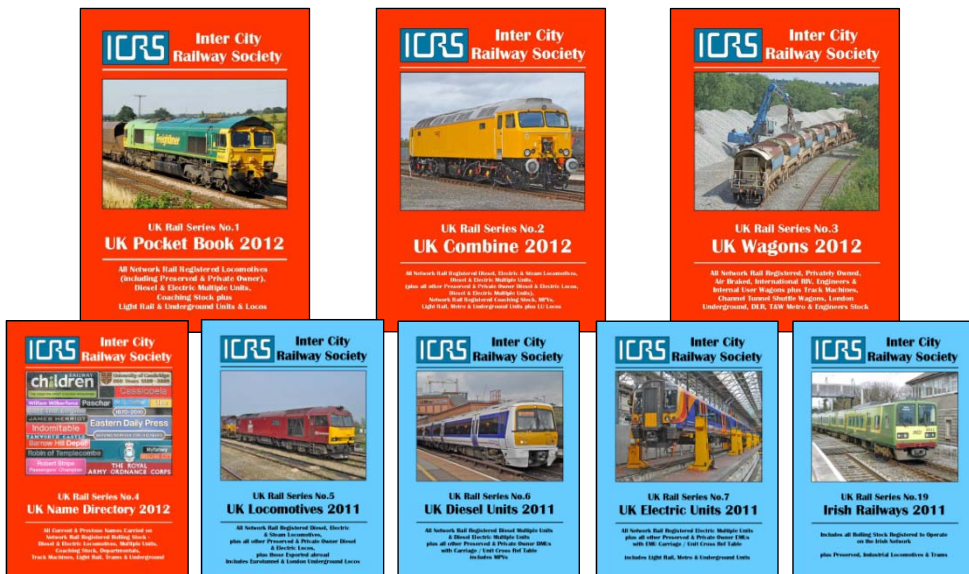
DCR 56312 with Railfest advert (see **Open Day News** for details), Derby 20th April 2012

ICRS Publications

The **2012 UK Pocket Book** has now been released and follows hard on the heels of the **UK Combine** and the 2012 versions of **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 are the current 2011 editions of **UK Locomotives**, **Diesel Units**, **Electric Units** and **Irish Railways**, so if you don't want to miss out, order yours now. The individual books have additional carriage number to unit number cross ref tables, not found in the Combine and are very useful. As for future titles, an eagerly awaited updated **Ultimate Sighting File** is in preparation for release during 2012 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 2010/11 & up to 27% discount on 2012 ICRS books)

			non-member	member
			Price	
New: (2012 – red)				
UKRS01	Pocket Book 2012 (240 pages)	(updated to 1 st Jan12)	£9.50	£7.00
UKRS02A	UK Combine 2012 (264 pages)	(updated to 1 st Jan12)	£15.99	£12.00
UKRS03	UK Wagons 2012 (164 pages)	(updated to 1 st Oct11)	£12.99	£9.50
UKRS04	UK Name Directory 2012 (172 pages)	(updated to 10 th Nov11)	£12.99	£9.50
Current: (2011 – blue)				
UKRS01	Pocket Book 2011 (240 pages)	(updated to 1 st Jan11)	£8.99	£7.19
UKRS05	UK Locomotives 2011 (81 pages)	(updated to 1 st May11)	£7.99	£6.39
UKRS06	UK Diesel Units 2011 (64 pages)	(updated to 1 st May11)	£7.99	£6.39
UKRS07	UK Electric Units 2011 (116 pages)	(updated to 1 st May11)	£8.99	£7.19
UKRS19	Irish Railways 2011 (53 pages)	(updated to 1 st May11)	£7.99	£6.39

Previous 2008-11: check online for availability as some are now SOLD OUT

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