

The background of the cover is a photograph of a high-speed train, specifically a TGV, traveling on tracks. The train is white with a yellow front and blue accents. The number '465169' is visible on the front. In the background, the Shard skyscraper is prominent, along with other city buildings and construction cranes under a clear blue sky.

Tracks

the monthly magazine of the

Inter City Railway Society

ICRS

Volume 40 No.8
August 2012

Inter City Railway Society

founded 1973

www.icrs.org.uk

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Front Cover Photo:

In the days when we had sun back on the 20th June, SET 465169 is seen departing from Waterloo East with the completed Shard behind. The new tallest building in Europe at 310m officially opened on 5th July and is now another imposing structure on the skyline of London. A 360° viewing area at 244m will open from 1st February 2013 though will cost up to £29.95 for a ticket if bought on the day.

£1.50 where sold separately (post free)

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

Society Notice Board

Editor's Comments:

I think it's time to abandon talking about the weather but it is certainly varied !! As mentioned last month, the weather did though cause major disruptions and the derailment of 66734 in Scotland. I managed to reach the crash site and a report is featured in this issue.

Only the trade unions could be crass enough to threaten strike action or use the Olympics as a 'hostage' at the start of the biggest sporting event this country has seen in modern times. Thank goodness nothing materialised, but they don't get any brownie points in my book or much respect, no matter what the underlying issues are.

Surprisingly we got further big rail investments announced by the government on the 16th July with further 25kv electrification projects. These include the Midland Mainline from Bedford to Sheffield, extending that already planned beyond Cardiff to Swansea, Oxford to Nuneaton and Reading to Southampton. The latter conversion from 750V DC will not only create an electrified spine down the country from Yorkshire / Midlands to the south coast ports, but test the business case for further third rail conversions. That's one to watch ! The announcement covers the period from 2014- 2019.

Apologies to those up for membership renewal as I inadvertently sent the same mailing list for June in July to the printers. This not only meant duplicate Final Reminder / Reminder / Renewal notices for May & June but those due to renew in July did not receive a Renewal notice on the reverse of the address carrier sheet...good old separate mailing did the trick as in old !!

Membership Matters:

Subscriptions:

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

ICRS Membership gives you:

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

New Members: (* re-joined)

Terry Castle (Huddersfield), Lee Mason* (Retford), Chris Seymour (Ryde, Isle of Wight) - 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.

The latest date for articles / info for the next issue is **Friday 30th August 2012**
with delivery to members after **Friday 14th September 2012**

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

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

Eastleigh Works Report

by Carl Watson

Locos:

57309 was completed and named '*Pride of Crewe*' in early June. It departed to Railfest before even I managed any photos of it !

57302 and 57304 were also completed in June, the latter being named '*Pride of Cheshire*'.

57310 arrived back from Brush, Loughborough on 14th June with its modified retractable Delner coupling (see below).



66745 arrived for repainting into new GBRf colours on 25th June, departing on 6th July.



37259 and 37038 stabled with a Test Train (37259, 6264, 977868, 72612, 37038) during w/c 18th June

37038 with a test train. 18th June 2012



31465 stabled with a Test Train w/c 25th June

31465 with a test train, 24th June 2012



37038 arrived with 47832 for repairs on 27th June, the 37 departing on 29th June.

37608 and 37603 (37608, 99666, 1256, 977997, 9481, 37603) stabled with a Test Train during the last week of June.

57310 underwent testing of its modified retractable Delner coupling with 450104 in the Works yard on 3rd July.

08650 arrived by road from Merehead on 3rd July, the lorry returning with overhauled 08933.

08650, 3rd July 2012



D6515 (33012) arrived back for wheel bearing repairs on 6th July top 'n' tailed by 66744 and 57310. from Southampton Docks where it had been delivered by road from Burton on Trent.



D6515, 6th July 2012

57303 arrived back from Brush, Loughborough in early July with its modified retractable Tightlock coupling and underwent testing with 317732 in the Works Yard on 9th July.

37682 and 37409 (37682, 72639, 72616, 977997, 1256, 37409) stabled with a Test Train during w/c 9th July.

Niteq Mini-Mover 1500-E 00-B168 was delivered to the Works on 18th July.

37604 and 37603 stabled with a Test Train (37604, 977997, 9481, 99666, 37603) w/c 23rd July.

37603 with 9481 on a test train, 28th June 2012



73107 and 73201 (73107, 977986, 999550, 977983, 6261, 73201) also stabled with a Test Train w/c 23rd July, however, the train came to grief entering the Ludgershall branch at Andover on 24th July with 73201 de-railing.

Coaches: Work on Mk1 RBR 1657, now owned by Riviera, is progressing well with windows, doors and gangway ends fitted and preparation work underway for repainting.

London Underground: LU A Stock disposed of since last report (May 26th);

5045, 5153, 6098, 6099, 5057, 5053, 6017, 5225, 6106, 6107, 5071, 6169, 6135, 6105, 5151, 5015, 5089, 5046, 6218, 6114, 6120, 5047, 5088, 6122, 5093, 5081, 6013, 6181, 6202, 6100, 5099, 5106, 6024, 6025, 6160, 6161, 5107, 5098

Wagons:

60011 arrived from East Yard with IVBs 2398 528-2, 2398 591-0 and 2398 632-2 for repair on 14th June. ICAs 7797 017-3 and 7797 036-3 (see photo right) departed by road for their new owners in France on 15th June.

Long Welded Rail Train wagons DR89005 and 979515 arrived for repairs in late June and departed behind 66221 on 4th July.

66107 arrived on 19th July with IWA 2693 026-7 and KVA 2795 323-6 for repair.

66517 arrived on 23rd July with KTAs 97705, 97732, 97761, 97763 and KFA 93364 for repair, departing with two repaired KTAs.

DLR Engineers wagon 996 has been completed and awaits delivery back to the DLR.



Units:

Wabtec have started a two and a half year program of refurbishment of Southern Class 455s. The work involves complete overhaul of the interiors along with an internal and external repaint. 455808 (see right) was the first unit, arriving 30th May and departing on 14th June. The second unit is due after the Olympics, w/c 13th August.

Class 450s receiving attention during June and July have been: 450085, 091, 071, 074, 099, 104, 106, 108, 116, 127, 118 & 124.

London Underground 4-TC unit (76297, 70823, 71163, 76324) was completed and returned to LU on 22nd June.

508212 was shunted inside the shed on 9th July for component recovery.



66733 arrived late evening 2nd July with the last of seven 317/7s from Ilford, 317714



Track Machines:



Rail Grinder DR79261+DR79271 arrived for maintenance on 14th June.

Stoneblower DR80217 arrived for repainting on 18th July (see left).

all photos by Carl Watson

Ramblings of a Rail Enthusiast

by David Spencer – 1964 Part 11

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: (cont)

The month ended with two Scottish bashes, it should have been only one but I had no knowledge of Glasgow feast days and that Glasgow Central Low Level line trains were all cancelled. On the 28th my best mate joined the Royal Air Force, which I mention because it becomes relevant later in my story.



Stanier Black Five 4-6-0 45112 (w/d 10/66)
on the 09.43 Liverpool Exchange – Edinburgh
Princes Street via Glasgow Central, Carlisle, 28th September 1964



BR Standard Britannia 4-6-2
70040 'Clive of India', Carlisle
28th September 1964

I went up to Motherwell behind D344 and caught a bus up to Coatbridge. At Coatbridge Central I was informed that no trains were running so I made my way to Sunnyside and a blue train into Glasgow. Changing from Queen Street to Central I went down to Lanark in the hope of doing Muirkirk in the dry but failed as I could only get a train to Douglas West. From there I returned to Lanark and then Carstairs and was able to photograph lots of black fives and a Britannia. Either D244 or 344 took me down to Carlisle and D314 to Penrith.

Here I asked for a single to Birmingham via Workington and was shocked at the cost, but I accept it is a huge extra mileage compared with the main line. From the DMU on the Workington train I took photos of several of the stations, although to Keswick it was some years before closure and what followed was reasonably rare haulage for me with D5717 onward to Lancaster. The ancient electrics were still operating to Morecambe via Green Ayre, so I sampled a quick EMU trip before heading for home with D305 to Crewe and D342 onto Birmingham.

two-tone green North British type 1s, D6134 + D6131 propelling a brake van
Coatbridge Central, 30th September 1964



If I was to do the Glasgow Central Low Level lines before closure it had to be that week. So on the following day I set off overnight behind D269 for Motherwell and a bus to Coatbridge as before. This time I was successful with 45178 to Langloan and 73099 into Glasgow Central Low Level.

Clayton type 1 (later Class 17) D8533
on a down freight, Rutherglen,
30th September 1964



From there to Dalmuir Riverside I got in the front of the DMU to take photos but the driver started to chat and said to me come back with the empty stock and take photos then. It went pear shaped as the guard threw me off and when I protested he pointed out he was in charge of the train and not the driver. So I had no choice but to return by blue train and then proceeded to get DMUs to Rutherglen, Partick, Coatbridge and Possill before running out of options and reverting to the bus back to the city centre. A blue train to Bridgeton before the afternoon steam traffic with 44850 back to Dalmuir. For the second time Dalmuir was to disappoint, partially my fault but I found a smoky amazing atmosphere of four or five trains belching out smoke whilst they awaited their departure and no wind to blow it away. It hung low over the stabling sidings and was a fantastic atmospheric sight and I ran out of film ! I dashed out to buy more, but in those days it was common practice for shops and areas to observe a half day closure and Wednesday was half day in that part of Glasgow and of course supermarkets that opened all day had not yet been invented so there was nowhere open. So although I can remember the scene well that's all I can do. For the record I had 45178 to Dumbarton before returning to Glasgow by EMU, then a quick time-filler to East Kilbride and back, before D383 took me on a through train home.

all photos by David Spencer (to be cont)

'Olympic' Preservation Photo Spot

Plinthed outside Stratford Station is Avonside 0-6-0ST wp 2038 '*Robert*' built in 1933 for the Lamport Ironstone Mines, Northamptonshire. On closure of the railway in 1969, '*Robert*' worked on several preserved railways before being acquired by the London Docklands Development Corp for display on the site of the former Beckton Gasworks. In 2000 '*Robert*' was moved to Stratford for display until 2008 when removed for expansion works. After temporary display at the East Anglian Railway Museum at Chappel & Wakes & Colne, '*Robert*' returned in 2011.



Traffic & Traction News

by John Barton

July 1

This 2012 season of the Shakespeare Express started with 6201 '*Princess Elizabeth*' as power. Photo below by James Holloway is of 6201 approaching Widney Manor at 16.48 on the second run.



July 2

37610 t&t 37609 and one test coach was seen heading south through Bedford at 21.25. 390141 headed north through Tring at 20.03 working from London Euston - Manchester Piccadilly at 20.03.

July 3

Ex-works 153362 '*Dylan Thomas*' headed south through Burton on Trent at 20.05 en route to Cardiff. 66735 passed Cranberry north of Stafford at 11.25 with 4M29 Felixstowe - Barton Dock intermodal.



66030 passed Cranberry North of Stafford at 10.45 with 6M44 Southampton - Halewood empty car carriers.



July 6

66561 t&t 66602 on the Calvert - Cricklewood binliner departed Aylesbury at 20.05.

July 7

Since the start of the May timetable a Chiltern Cl.172 has been diagrammed for a Saturdays only working. This is 07.00 from Marylebone returning 09.12 from Birmingham Snow Hill and it is the first time they have worked north of Bicester. Chiltern say this is to gain experience with the class over this route with a view to using them on Marylebone to Stratford on Avon services from December. The photo below from James Holloway is of 172101 at Dorridge at 08.42 on the rear off the down service.



An excursion from Stratford on Avon to Carlisle via the S&C was headed by 20309 + 20308, the photo below by James Holloway shows the excursion picking up at Dorridge at 06.35.



The return excursion was later seen at 20.22 passing through Leyland.

July 8

Seen at 19.45, 150106,153368,150126 &150921 were stuck in Platform 3 at Weymouth due to the Yeovil line being closed.

66098 + 66056 + 66110 + 66183 worked 0Z98 Warrington Arpley Yard - Bescot TMD via Norton Bridge at 18.40.

July 9

66741 left Worksop eastbound wrong line at 22.38 before using the crossover east of station. It is presumed off route due to a landslide at Saxilby.

66080 working 6Z77 (a new headcode for the line) Cwmbargoed DP - Hope Earl Sidings via Margam with 12-loaded HTA's passed southbound through Llanbradach near Caerphilly at 21.28.

The second Railvac track machine to appear in the UK, 99-70-9515-001-4 was seen at Eastleigh 15.25 (photo below by David Elliott).



July 10

59202 was seen working 7A09 07.12 Merehead - Acton Yard.

A very dirty 66431 headed southbound through Bolton le Sands on 4M34 Coatbridge - Daventry at 08.04.

90043 passed southbound on 4L89 Coatbridge - Felixstowe through Milton Keynes at 07.38.

July 11

86605 + 86632 passed Coppull near Wigan at 21.39 working from Crewe Basford Hall - Coatbridge.

July 12

Ex-DRS 66416 passed Didcot at 20.13 working 4O57 Wentloog - Southampton.

July 13

66533 + 66955 dead in tow passed Water Orton at 16.43 on a Leeds - Southampton freightliner.

July 14

67017 arrived at Preston at 21.51 working 5Z21 Glasgow Central - Crewe Holding Siding.

July 15

70000 'Britannia' worked on 1Z28 Torbay Express from Kingswear - Bristol Temple Meads, up through Dawlish Warren at 17.46.

4965 'Rood Ashton Hall' on the Shakespeare Express was seen approaching Dorridge at 13.13 (photo below by James Holloway).



July 16

92016 with 90039 dead in tow headed south through Cheddington at 20.19 on the empty Garston - Dagenham cartics.

66081 departed Swanley at 19.19 heading to Dollands Moor.

July 17

66613 t&t 66615 passed northbound through Bristol Temple Meads at 21.02 on 6Y11 Fairwater - Westerleigh Junction.

37676 + 37685 passed Wombridge at 20.15 on 1Z36 (diverted via Oxley Cord).

DCR 31601 towed 61306 'Mayflower' through Water Orton at 15.43 on its way back to Washwood Heath from the Mid Norfolk Steam Gala (photo below by James Holloway).



July 18

66735 working 6F01 18.10 Tyne Dock - Cottam Power Station loaded HYA Hoppers passed Skelton near York at 21.35.

July 19

56312 + 56311 departed Peak Forest at 21.02 working 6Z56 loaded Stone to Attercliffe.

56094 passed Water Orton at 20.36 heading for Washwood Heath.

July 20

66197 headed south through Leyland at 20.24 on Hardendale - Margam loaded limestone bogie container flats.

66720 with its bizarre livery passed East Usk at 19.40 with a train of scrap for Sims Metals.

July 21

46233 '*Duchess of Sutherland*' worked on 1Z22 Cumbrian Mountain Express passed Denton Junction at 20.37.

July 22

A while since it last ran in Scotland, 26038 has been on test today on the Bo'ness & Kinneil Railway.

July 23

66119 + 66041 + 66174 arrived into Didcot Yard at 17.49 working 6X44 Dagenham - Didcot.

July 24

55009 made its return to the mainline running from the East Lancashire Railway to London.

66086 with 92016 dead in tow overheated at Nunhead. The loco overheated again at Orpington and having been declared a failure, 66232 was summoned up from Dollands Moor to rescue the train.

July 25

70015 with 6L87 Earles - West Thurrock cement passed through Harringay Green Lanes at 20.34.

153301 + 153315 departed Wigton at 18.50 working 2C43 Lancaster - Carlisle Northern service.

July 26

67013 passed through Watermans Crossing, Hatton at 19.35 on 1F94 18.07 Marylebone - Kidderminster.

Publications

Our next two up to date books, **UK Combine Summer Edition 2012** and **Irish Railways 2012** can now be ordered with release expected mid August (see rear cover for prices etc). Both have been updated to 1st July 2012.



**Inter City
Railway Society**



UK Rail Series No.2 **UK Combine 2012 Summer Edition**

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Infrastructure News

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

South London Line Changes by Mark Richards – Part 2:

Wandsworth Road station situated between Voltaire Road Junction and Factory Junction provides an ideal vantage point to observe workings as nine lines converge into five at this location. The complex layout of Factory Junction can be plainly seen with its four diverging routes – the Up and Down Atlantic (towards Battersea Park), Up and Down Ludgate (providing access to both Clapham Junction and the West London Line), Up and Down Stewarts Lane (towards Victoria and the Stewarts Lane Stone Terminal) and the three Chatham lines (to Victoria). The former Battersea Power Station and gasometer also provide a well-known industrial backdrop here.



From Factory Junction, the Atlantic Lines continue on a viaduct towards Battersea Park, crossing the entrance to Stewarts Lane depot providing a good view of stock stabled there before continuing over the Battersea Reversible and the lines to Waterloo. A good view is also afforded of the Stewarts Lane Stone Terminal. After calling at Battersea Park, the Atlantic Lines join the Up and Down Brighton Slow into Victoria.



a view of Factory Junction from Wandsworth Road with left to right: Atlantic Lines to/from Battersea Park, Ludgate Lines to/from Clapham Junction or West London Line and the Stewarts Lane lines to/from Victoria or Stewarts Lane Stone Terminal. The three lines on the right of the photo are the Chatham Reversible, Up Chatham Main and Down Chatham Main, 14th May 2010

The South London Line was a pioneer of electrification, initially being equipped with a 6,600V AC overhead electrified system which was inaugurated on 1st December 1909. With standardisation to the third rail 750V DC system under Southern Railway ownership the line was eventually converted to third rail operation on 17 June 1928.

The section between Factory Junction and Crofton Road Junction sees regular freight flows to and from Kent destinations including Grain, Hither Green, Angerstein Wharf and Dollands Moor. This traffic crosses to the Catford Loop at Crofton Road Junction running either via Nunhead to Lewisham or via Shortlands Junction. Similarly, in the 'Up' direction most freight leaves the Atlantic Lines at Factory Junction using the Ludgate lines to run via either the West London Line or via Clapham Junction.

New Service:

From December 2012 the current Southern service from London Bridge to London Victoria via Denmark Hill will be withdrawn and partly replaced by an extension of London Overground's (LOROL) East London Line to Clapham Junction. This project known as East London Line Phase 2 will incorporate a new 2.5km link from a junction to the south of the current Surrey Quays station - to be called Surrey Quays Silwood Junction - to Old Kent Road Junction to the north of Queens Road Peckham. A new station at Surrey Canal Road is proposed between these two junctions on approximately the same site as Old Kent Road station which was closed in 1917.



with a Class 378 stood in Platform 1 (previously Platform 2) it is perhaps easier to see how the two platforms have been arranged. W304 is the starting signal for Platform 2 and the 'W' prefix shows that this will be controlled from Wimbledon although I understand an emergency panel is provided at Victoria Area Signalling Centre. Moves to and from both, 11th March 2012

At Factory Junction the LOROL service will divert from the current route to Victoria and will run via the Ludgate Lines to a newly opened Platform 2 at Clapham Junction. The section on the Atlantic Lines

between Factory Junction and Battersea Park will be served by just one train a day in each direction weekdays only. This will mean that regular use will be made of the crossover at Battersea Park as terminating trains have to return from Platform 2 on the Up Atlantic.



the photo above shows more clearly the new Platform 2 and its relationship with the former Platform 2, now Platform 1 at Clapham Junction. Essentially the country end of the former Platform 2 has been built outwards occupying part of the trackbed of the platform line such that it now meets the line that was the Middle Siding. The platform has also been extended at the country end beyond the footbridge occupying part of what was Kensington Sidings. The former Platform 2 has therefore become a bay platform starting at the London end/side of the footbridge and is renumbered Platform 1. This is in use by LOROL services over the West London Line whilst the new Platform 2 will be used by the extended East London Line services from December 2012, 11th March 2012

The new service will for the first time allow an orbital railway journey to be made around London albeit with a change at Clapham Junction and Highbury & Islington. The journey time from Highbury & Islington to Clapham Junction will be around 40-45 minutes calling at all stations en route.

Test running and driver training should commence shortly pending commissioning of the new signalling at Surrey Silwood Junction, Old Kent Road Junction and for the new routes into Clapham Junction. Of interest here is that the layout at Clapham Junction will permit simultaneous parallel arrival or departure at Platforms 1 and 2 to/from the West London Line and Ludgate lines respectively.

Other South London Changes:

The Department for Transport (DfT) launched a consultation on 10th May for the withdrawal of passenger services between Wandsworth Road, Kensington (Olympia) and Ealing Broadway. This comprises the current one return journey a day (Mondays to Fridays) operated by Southern from Clapham High Street to Kensington (Olympia) and the once a week bus service (Tuesdays Only) from Ealing Broadway to Wandsworth Road and return. Both are poorly used, the latter especially which the DfT claims has an average loading of 0-3 passengers per week but this is not bad considering it is unadvertised!

The withdrawal of this service will mean that three short sections of track will be left without a scheduled passenger service: Longhedge Junction to Latchmere No. 1 Junction, Willesden West London Junction to Acton Wells Junction and Acton Wells Junction to Acton East Junction. The latter two sections have seen regular use for scheduled diversions from the West Coast, most recently over the early May Bank Holiday weekend with Virgin Voyagers operating via this route to reach Greenford and the Chiltern line.

Formal closure will take place at the December timetable change which means that the last train services will run on Friday 7th December 2012.

A copy of the DfT consultation can be found here: <http://www.dft.gov.uk/consultations/dft-2012-17>

all photos by Mark Richards

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

James Holloway:

5th July:

Stafford 12.28-15.43:

LMS 5XP 44932+99053, 66075/152/221/304/504
66564/622/723, 70014, 86612/22, 90049, 220001
220004-06/17/19, 221102/04/10-13/16/17/23/32
221136/39/42, 350101/105/116/118/123/129/235
350240/247/260/261/264, 390002/004/006/016
390018/020/023/026/027/035/039/042/044/046
390047/119/136/141

7th July:

Rugby 11.00-14.17:

66005/109/174/422/430/536/570, 86501, 92038
221102/03/05/06/08/10, 350101/105/109/110/117
350120/126/128/235/240/242-245/248/252/254
350256-258/262/264-266, 390002/003/005/006
350008/009/011/013/015/018/020/025/026/034
390039/040/044-046/049/051/052/112/119/122
390124/131/136/137/141/154-156, DR80208
DR73935/92285/92286, Motorail Vans 96608/09

17th July:

Water Orton 13.35-15.50:

31601+ LNER B1 61306 'Mayflower', 60079
66020/023/080/213/549/550/587/955

Paul Tarrant:

17th July:

Sidcup:

10.50 66090 westbound CCE
11.30 66541 4O88 eastbound F/L
12.11 66018 6Y41 eastbound engineers
12.33 66569 4O86 eastbound F/L
12.47 66555 6M79 westbound Bardons
12.56 66090 eastbound L/E
13.00 66192 6Y08 eastbound Bretts
13.44 66061 7O98 eastbound hoppers
14.34 66133 t/t/ 66001 6Y42 westbound engineers

18th July:

Sidcup:

10.02 31106 t/t 73107 1Q61 westbound test train
11.29 66567 4O88 eastbound F/L
11.48 66592 4E24 westbound F/L
12.13 66192 6Y41 eastbound engineers
12.34 66594 4O86 eastbound F/L

Michael Hayman:

7th July:

Acton: 66114/194/238

Reading: 66118/207

Didcot:

70013 'Oliver Cromwell', 66053/131/170/230/540
66587, 67016, emu 1001

Oxford: 47790/805

Mike Rumens:

25th June:

Nuneaton: 14.05-15.15:

66021/081/511/735, 86632/7, 90044, 153354
170105/112/117, 221106/11, 350113/127, 390005
390010/020/028/029/039/049/052/112/154

26th June:

Nuneaton: 14.15-15.20:

66059/067/723, 86614/39, 90049, 153354, 170109
170117/523, 221111, 350104/127, 390013/021
390038/156, DR73936

27th June:

Nuneaton 14.12-15.45:

66081/103/107/511/718/731/736, 86632/7, 90043
153354, 170109/398/520/523/638, 221102/04/12
350106/127/129, 390003-005/009/020/021/025
390032/040/042/044/046/050/112/131

2nd July:

Nuneaton 14.15-14.45:

66013/081, 86501, 153354, 170109, 221108
350129, 390004/011/028/050

3rd July:

Nuneaton 14.15-14.50:

66149/189/723, 90045, 153354, 170109/519/637
221109, 350126, 390039/047/131/154

4th July:

Nuneaton 14.10-15.40:

66058/735, 86613/28, 153354, 170101/109/519
170522/638, 221113/16/17, 350126/128/239
390005/008/009/025/034/038/044/046/051/112
390122/124/157

5th July:

Nuneaton 14.15-14.40:

66152, 86612/22, 90049, 153344, 170109/522
350115, 390021/039/107/114

9th July:

Nuneaton 15.30-17.10:

66107/434/503/533/536/594/724/725/955, 86607
86628, 90049, 153364, 170101/103/108/112/397
170522, 221101/04/06, 350110/117, 390001/006
390023/025/034/042/045/052/112/124/131/156

10th July:

Nuneaton 14.10-14.35:

66077/187, 153364, 350113, DR73947/8

11th July:

Birmingham International:

90048, 323217, 390122

Birmingham New Street:

43301, 170116/504/506/513/630/635, 220017/32
221124, 323209/16/20/42, 390009

Birmingham Moor Street:

153354, 172211/212/216/219-221/331/334/337
172338/344/345, 165012, 168107/217, 170632

12th July:

Nuneaton 14.10-14.35:

660777/723, 86609/22, 90041, 153364, 221115
350240, 390043/046/049/052/130
DR73948, 999801

17th July:

Nuneaton 14.10-15.30:

31601+61306 Mayflower, 66020/194/592/723
90047, 153354, 170102/109/398/520/521, 221118
350109/110/239, 390009/027/029/032/044/052
390112/122/136/141, DR73931

18th July:

Nuneaton 14.05-15.30:

66020/119/197/709, 90045/6, 153354, 170106
170109/117/521/639, 221110, 350110/262
390001/010/013/025/039/049/130/157

19th July:

Nuneaton 14.07-14.40:

66119/194/723, 90045/7, 153334, 170109/637
221103, 350109/116, 390003/006/020/050/117
390122/156

20th July:

Nuneaton 15.45-17.15:

66044/097/302/416/523/536/567/710, 86612/3
90047, 153334, 170101/108/112/113/397/522
221112, 350117/125/128, 390001/004/009/010
390026/038/040/045/049/137, DR73936

Ian McAlpine:

6th July:

Peterborough: 66716/730/741, 170106

Nuneaton: 66545

Lawley Street: 66536/537/563

Birmingham New Street:

170502/632, 323211/20, 350247

Hereford: 66114

14th July:

Kings Dyke: 66177/703

Peterborough:

66041/249/704/713/715/743, 158810, 170109/273

Nottingham: 43089, 156405/15/70, 170397

Sheffield:

142030/68, 158799/862/904

Trams 104/07/10/14/116-19/23

19th July:

King's Cross: 43290/302, 67027

Liverpool Street:

315818, 317660/886, 321306/426, 360103/14

379026

Stratford: 66532, 315831

DLR 05/11/99/118/120/131/134/145

Stratford-Richmond:

66741, 378144/154/202/205/207-209/212/215/224

378226/228/229/257, 450563, 458004

North Sheen-Victoria-Clapham Junction:

66001, 375601/714, 377403/409/463, 378223/228

442413/18, 444009, 450549/556/558/560/561

455801/832/841/842, 458023/30, 465172/183

466039

Clapham Junction-Gospel Oak:

E3137/86401/701, 172006, 378201/202/204/209

378213/216/223/228

Euston:

90026/36, 350113/120/232, 390006

20th July:

Edinburgh Waverley: 156430/454

Rannoch: 156499

Tulloch: 66736

Fort William:

LMS 5XP 45407, BR K1 62005, 37685/706, 67007

156457/493

21st July:

Fort William-Glasgow Queen Street:

66736, 156450/457/465/476/485/493/499, 158704

158741, 170418/422/427/453

Haymarket:

156447, 158731, 170470

Edinburgh Waverley:

90039, 158723/732, 170401/473, 380102

DVT 82212

Craigtintny: 08615

Dunbar: 66545/607

Newcastle: 67028, 142017, 185150, 220001/13

York:

46115 'Scots Guardsman', 43312/17, 158752/793

185104/25

Doncaster: 66619/704, 92042, 180111

Peterborough:

66137/702/715/722/738, 91109David Earl:

25th June:

Daw Mill Colliery: 66020

Water Orton: 66588, 170636

Washwood Heath: 66161

Lawley Street: 66541/542

Birmingham New Street:

170511, 220004/13, 221104, 323201/04/06/09/14

323221, 350111/117/130/254, 390043/050/131/157

Wolverhampton Steel Terminal: 66104

Warrington: 60091, 66002/067/068

Carlisle:

57007/8, 66004/100/117/198/200/204/421/515/518

66531/598, 70005, 156444/449/451/475/478/490

156501/508, 158753/793, 185101/02/05/06/47

221103-105/10/12/17, 325003/06/11, 390003/06

390011/16/25/48/49

26th June:

Carlisle:

43014/062, 56312, 66088/162/188/430/514/518

66519/533/550/560/598, 70004/05, 92031, 142015

142070, 156438/439/444/449/451/475/479/481

156506-509, 158791/815/855/909, 185102/04-06

185109/110/118/127/143/145, 221104-07/15/17

325003/13/14, 390017/018/020/026/028/038/042

390047/050/052/053/107

27th June:

Carlisle:

60049, 66017/100/113/119/419/513/598/606

67019, 70014, 92026, 156438/448/467/479/483

156490/508, 158794/795/849/901, 185103/04/10

185112/17/42/43, 221105/07/10/13/14/43, 390004

390010/048/141

Carlisle-Glasgow:

37247, 57012, 66088/427, 90018, 92012

Glasgow Central & Paisley Gilmour Street:

66428, 156432/434/439/445/467/485/500/502/509
156512/513, 158723/34, 221130, 314204/05/10
380001/003/005/007-009/011/014-016/019/107
390001/038

28th June:**Carlisle:**

60049, 66088/100/188/506/513/546, 70006/15/16
92031, 153316/17, 142021/87, 156431/438/451
156479-481/484/490/502/507/511, 158791/795
158796/905, 185104/10/12/15/31/36/38/43
221105/09/10/14/16/17/43, 390001/008/011/020
390021/026/027/029/048/052/137

29th June:**Carlisle:**

57315, 66100/124/421, 90020, 156443/467
185112, 221115, 390018/031

Leeds:

43257/305/306, 66528, 91130, 142025/68, 144002
144007/09/15/16/18/22/23, 150206, 153331/58
155344/6, 158753/758/851/859/905/906, 185121
185137/47, 220021, 322472, 333001

Leeds Midland Road: 66562, 70011**Nottingham:**

43064, 66733, 153319, 156401, 158783/813/854
158865/903, 170104/639, 222014

Kettering: 66546**Geoff Hope:****9th June:****Stratford 9.15-11.20:**

90004/05/08/11/15/47, 315803/04/13/14/17/19/20
315823/24/26/30/37-41/48/54-56/58/59, 317507
317508/515/649/50/652-654/656/657/660/662/663
317665/666/670/882/886/887/891, 321329/330
321336/337/344/346/355/356/359/362/363/425
321428/429/432/443, 360102-10/12/13/15/16/18
378201-06/12/14/17/19/23/29/30/56, 379001/02
379004-09/11-14/16/18/20-22/25/28/29
DVT's 82105/07/14/18/32, DLR 25/39/46/47/55/56
83/86/124/130/151

Barking 11.45-12.45:

172002/005/007/008/102, 357001/002/004/005
357007/008/011/017/021/024/025/027/030/032
357033/040/041/045/046/203/205/206/208/215
357220/222

Whitechapel 13.10-14.15:

378134-141/144-147/151-153/231/233/234

Victoria 14.40:

377159/163/406/456, 465175/177/249/914

Clapham Junction 15.00-17.00:

159004/006/014/016/018/019/021/102/104/108
377101/106/107/112/114/116/120/122/126/127
377131/142/147/159/162/202/204/205/208/214
377215/302/305/307/308/311/313/314/319/322
377326/401/408/409/413/417/419/422/424/428
377434-436/441/446-448/451/456/465, 378211
378213/23, 442401/030/04/08/09/12/13/16/17/22-24
444005/07/10/12/16/24-26/31/33/34/38/39/41/43
450002/003/006/012-014/023/025-027/032/033
450035/041/073-076/080/086/094/102/105/106
450108/113/114/117/119-121/123/126/127/545

450546/547/551/554/560/564/565/568/570

455701/702/704/705/710-713/715/717-719/721
455724/727/729/731-734/736/737/739/740/802
455804/806/809/810/812/816/817/820/824/827
455832/834/835/837/838/840/841/850/854-857
455860/864/865/871/874/903-906/908-912
456004/07/12/13/15/17/19/20, 458001/05/13/15
458022-25/29/30, 460001

London Bridge 17.20-19.30:

171723/802, 319003/007/215/216/220/363/366
319421-423/425/428-431/435-438/440-442/445
319447/448/458, 375601/603/608/609/621/625
375627/629/702/707/709/714/802/811-813/815
375824/905/911/912/915/927, 376012/22/34/35
377116/117/158/164/213/407/416/420/429/438
377453/455/504/510/511/514/519/520/522/523
455803/05/07/10/12/14/18/26/28/31/36/39/40/42
455844, 456002/03/08/09/18/22/24, 465001/003
465005/007-011/018/019/022/024/025/028-030
465035-040/044-048/151-153/156/158/160-162
465164/171/180/181/185/186/190/193-196/236
465238-240/242/243/246/248/903/904/907/908
465913/922/924/929, 466007/12/22/24/25/29/30
466032/40/42/43

19th June:**Bethnal Green 9.05-11.05:**

90001/08/14, 315801-03/07-09/11/13/14/19-21
315823-32/34-47/49/51/53-56/59-61, 317501/502
317504/506/507/519/650/652/654/656-658/660
317663-668/670/882-885/888/892, 321303/305
321306/315-319/325/325/329/332/336/337/340
321342/345/348/351-357/359/361/362/421-423
321431/432/434/436/439/441/444-447, 360105-09
360112/13/17/20, 379003/04/06-09/11-16/18-20
379022-28/30, DVT's 82105/07/21

Barking 11.40-13.05:

66536, 172002/04-08, 357001/002/004/005/008
357022/024/025/028/033/035/037/041-043/206
357212-215/219/223/225

London Bridge 13.40-15.45:

171722/801/802/804/805, 319011/220/424/430
319432/433/438/442/444-446/455/456/460
375303/308/604/613/621/622/627/628/704/709
375804/805/820/823/825/909/910/913, 376004
376006/10/12/13/16/18/19/25/27/28/30-32/36
377107/130/144/148/201/320/323/419/425/439
377445/446/448/471/502/506-509/511/512
377514-521/523, 455803/04/07/11/12/14/16/17/20
455823/26/28/31/34/37/44/45, 456002/06/09/14
456017/18/21/23, 465003/004/006-008/010/013
465014/016/015/016/019-021/027/033/035/038
465039/041/043-045/047/049/151-153/155-157
465164/166/169/172/174/176/178/179/182/184
465186/188/193/196/238-244-248/904/910/926
466005/13/19/20/27/29/41

Clapham Junction 16.10-19.00:

159003/005/011/014/015/018/019/021/104-108
378208/10/11/16-18/27/29/56/57, 377101/102/105
377107/111/112/115/116/118/121-127/129-135
377138/139/141/143/145-147/149-157/159/163
377202/205/206/208-210/213/215/305/308/317
377326-328/401/404/405/410/411/414-417/420

377424/428-432/434/437/439/441/444/445
 377452-456/459-462/464-466/468/470-474
 442402/03/06/07/09/10/12/13/15/16/19-21/23
 444001/03/05/08-19/20-24/26/29/33/034/36-41/43
 444045, 450002-005/007-016/018/019/021-023
 450025-039/041/042/071/073-075/077-080/082
 450083/086-089/091-094/096/098-102/104-110

450112-121/123-125/127/543/545-551/553-561
 450564/565/567-570, 455701/703/704/706-719
 455721-742/750804-806/809-811/818-824
 455823-827/829/832/833/836-838/843/845/847
 455848-850/856-872/902-905/909-911/914-920
 456001/02/08-10/12-17/19-21, 458001/04-06/08
 458011-13/15-17/19-22/24-26

Freight Corner

FREIGHT NEWS

24 new TEA bogie tanks for VTG arrived in the UK . They are numbered in the 33-70-7792-xxx-x range.

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**

DMU reformed:

170115 (temp 170111 disbanded)

Namings:

60019 *Port of Grimsby & Immingham*

Locos Transferred:

08798 EMR Kingsbury to EMR Attercliffe

08484 FX to GWR 08927 GWR to NRS

31461 BAT to BUR

37683 CHC to RTC

56086 BAT to WH

56096 EMR Kingsbury to Europhoenix

DMU Scrapped:

NET, Great Yeldham

31530 MNR - private

45041 MRB to GCR

56317

Advertisements

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.

Charity Railtours

“The Great Eastern Freighter”
 Saturday 8th September 2012

An ultra rare opportunity to travel by train from Felixstowe Beach “cross docks” to Felixstowe North PLUS a visit to the Griffin Wharf Branch in Ipswich & The Mid Norfolk Railway!

Haulage by 2 x 37s, 60 & 66

Ticket Prices from **£55**

Eastleigh, Primrose Hill, Stratford, Ipswich, Ely, Dereham, Norwich, Felixstowe Docks, Parkston Thorp & Hinch Town

Full details of proposed timings, fares and requested Route can be found at: www.charity-railtours.co.uk

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DB SCHENKER

Standard Gauge Preservation Scene

Spa Valley Railway:



The resident CI.207 DEMU 1317 has been restored and brought back into operation for a special Thumper Re-launch event over 6-7th July. Services on the Friday were 27 years to the day since 1317 last ran between Tunbridge Wells and Eridge in BR service. 1317 as 207017 was retired from mainline service and moved to SPA in 2004. Currently operated as a 2 car unit with DMBS 60142 + DTS 60916 the unit is being re-liveried into blue / grey but due to the recent wet weather only 60142 has been treated so far (see below left). Eventually 1317 will be returned to original condition as a 3 car unit with centre car TSL 60616 (see below right) in the final stages of restoration in the shed at Tunbridge Wells West (photos below taken on 29th July).



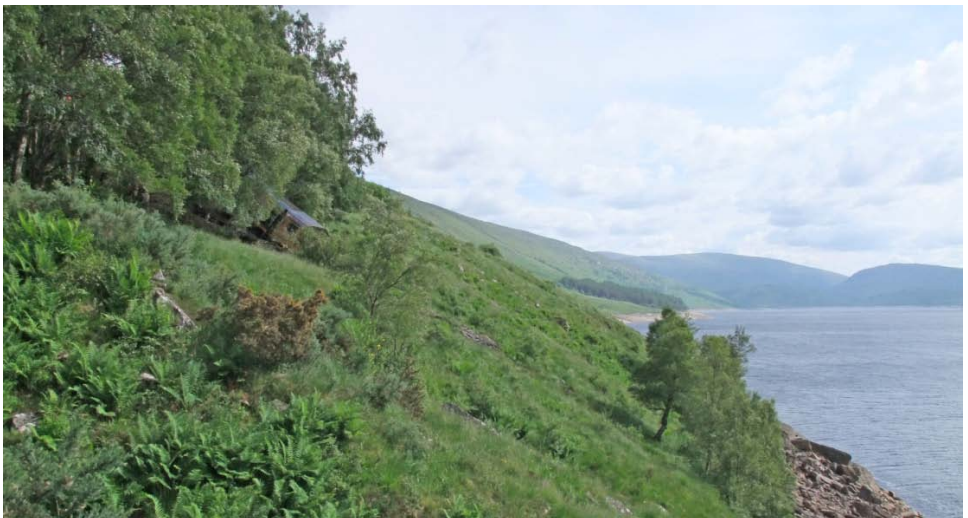
Loch Treig Landslip

by Trevor Roots

Following heavy rainfall several landslips affected railways, both preserved and mainline, throughout the UK on the 28th June. The worst affected area was Scotland where a landslide between Corrour and Tulloch on the West Highland Line caused an accident around 19.00. The service was the 6S45 Tues & Thurs only North Blythe to Fort William alumina tanks with GBRf 66734 '*The Eco Express*'. The location was about 2 miles south of Tulloch on a very remote inaccessible section of line alongside the eastern side of Loch Treig. Fortunately the driver was not injured but had to be airlifted by the RAF due to the lack of road access.



Having decided to attempt to reach the accident site, which was a 200 mile round trip, we set off on Friday 6th July. Access to the Loch is from a dead end road, off the A86, to Fersit, a tiny group of houses at the head of the Loch, ½ mile north of the dam and 1½ miles south of Tulloch station. I believe Tulloch was the base for rescue operations though I didn't go there. From Fersit we continued on foot along an unmade road to the dam, where the track runs adjacent. From there it was then a very rough scramble over unstable boulders to the crash site. Luckily water level was low, unlike the Google earth view which is full with no shore to walk on. I left Chris at the dam as it was too rough for her to continue and she didn't see me for another 3 hours! Worse still, no mobile signals...though at least returning rail workers parked near the dam did report I was on my way back.



The two views opposite top, shows the terrain about half way to the crash site, firstly looking back to the northern head of the Loch and the dam and secondly to the south and the far promontory, around which the crash finally appeared. With no clear view straight ahead, I kept thinking it must be round the next promontory and having struggled so far I was reluctant to turn back but it was 1½ miles and a difficult clamber through the heather and across multiple stream gullies before I finally reached 66734 as seen in the bottom view opposite. I calculated the OS map location as NN 346 748.

Whilst clambering along, several road/rail landrovers passed carrying personnel to and from the crash site. The view below shows one such vehicle near the dam, far left and shows how the track dropping to nearer the Loch. The mountain in the background is Beinn Teallach at 2789 ft, 3 ½ miles north beyond Tulloch



Having apparently hit a boulder dislodged by the landslide, 66734 had derailed to the left and fallen down the slope towards the Loch. The first three 4 wheel tanks (24 in total) had also overturned. It was fortunate that the accident was at slow speed and that at the point of the accident the distance from Track to the water's edge was higher and wider with the upper slopes heather strewn and less steeply banked than elsewhere. Had the accident occurred only a few hundred yards further north, then the loco may well have pitched into the Loch as the steeper rock strewn bank of the Loch runs straight from track level to the water. The track also gradually drops along the mountain side to virtually dam height as it follows the Loch from south to north.

The loco had ploughed through some lineside trees and come to rest against a large rocky outcrop on a natural ledge with the lineside fencing still wrapped around the cab front. There was no visible bodyside damage, but I suspect as with 66048, there was bogie damage. My appearance in the vicinity of the loco was not welcomed by the rail workers, one who enjoyed shouting and threatening me with everything from H& S to the BT police, even though I was not on rail property. The second dramatic photo below shows the angle at which the loco finished up. The line was eventually cleared and re-opened on the 10th July, though the loco awaits retrieval.



Mainline AC Locos in Preservation – Part 2

AL3 / Class 83:

The third order for 15 locos, initially 12 Type A and 3 Type B, went to English Electric. Type As were numbered E3024-35 with the first loco to be delivered being E3024 in July 1960. The Type Bs were initially allocated the number series E3303-05 but were re-numbered E3098-100. E3100 was the last to be built, entering service in June 1962 as a Type A and never carried its E3305 number. It was built as a test bed for new technologies with Transductor Stepless Tap-Changer control and was used on trials for several years and was helpful in developing future designs. Fitted with silicon rectifiers in place of the standard mercury-arc, this proved to be prophetic as the rest of the class had to be retro fitted following trouble with the mercury-arc rectifiers. Following storage of the class in 1969 in Bury steam shed, bar E3100, refurbishment was finally carried out during 1973-74 at Doncaster Works. Ironically E3100 was converted to a standard Cl.83 at that point as it was non-standard and so restricted in its use due to driver unfamiliarity.

As with other AC electric classes early crash repairs and withdrawals were high compared to the number of locos in the class. Both E3027 and E3028 were extensively repaired at Vulcan Works in 1965 though E3027 finally succumbed to the cutters torch as 83004 after hitting 47163 in Kensal Green Tunnel on 24th December 1977. In January 1975 83003 was also withdrawn after colliding with 86209.



E3035 (83012)
Barrow Hill Roundhouse, 22nd April 2012

Following a mass withdrawal of the class from mainline service in July 1983, two examples, 83012 (E3035) and 83015 (E3100) were used on ecs workings from London Euston along with 82005 (E3051) & 82008 (E3054). Another, 83009 (E3032) was used as a static converter at Longsight to convert 25kv AC to 1500v DC for the Cl.506 Glossop EMUs. After only a year following withdrawal of the Cl.506s in 1984, it was returned to working order and sent to work ecs with the others out of Euston until 1988 when Cl.81s took over. Following withdrawal the 3 Cl.83s were sent to the 'graveyard' at Crewe EMD from where in 1993, 83009 & 83015 went to MC Metals, Glasgow for scrap whilst 83012 was saved for preservation by Pete Waterman. It later passed to ACLG in 1997.

to be cont.

Preservation Galas

Bo'ness & Kinneil Railway Diesel Gala, 27-29th July by Neil Dix:

The Bo'ness & Kinneil Railway are gaining a reputation for holding some seriously good Diesel Gala's and I am pleased to say that this summer's was no exception held from Friday 27th to Sunday 29th July. There was a good variety of visiting locomotives to compliment the home based fleet. I shall not say much about the railway in general as Trevor's excellent report in June's edition of **Tracks** gives a good insight into what it is like and what can be seen however I must say that much of the site is open to visitors and even those parts which are 'out of bounds' can be viewed from the path that goes around the entire site. If only all preserved railways were as welcoming as they are at Bo'ness!



Although it was a 3 day event, I was only able to attend on the Saturday and like much of the country the weather was mostly fine with the odd heavy shower in between. Visiting locomotives included 66850 from Colas Rail, 66727 from GBRF plus 26038 and 47270. Many of the home fleet were also hauling trains, including the shunters D3558 & D2767.

66850, Bo'ness



Among the many highlights, it was great to witness 26038 working push/pull with the resident Class 303 EMU (see photo opposite top), the first time 26038 had worked in Scotland for 20 years. Also seeing 66727 'Andrew Scott CBE' at the head of a passenger train in Bo'ness was also a bit special. All in all it was a great day out and I am already looking forward to their next diesel gala.

47270 approaching
Bo'ness



27001, Bo'ness



D3558, Bo'ness



Locomotives in use over the weekend were:

D2767, D3558, 20020, 26024, 26038, 27001, 37175, 47270, 47643, 66727 'Andrew Scott CBE', 66850

Other mainline diesel locomotives also on site were:

25235, 26004, 27005 - SRPS museum, 37025 & 37403 - Inside diesel shed

20020, Bo'ness



all photos by Neil Dix

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)

15th June

05.45 66425 4H47 MN-IS
07.00 66305 4R75 GM-EE
07.40 66847 6Z46 GM-PW
10.35 66554 6G05 RV-LT
13.00 66431 4A13 GM-AB
13.30 66100 6S36 DS-GM

16th June

06.05 66004 6A32 MN-AB
11.20 66431 4M16 GM-DV
13.00 66434 4A13 GM-AB
23.06 47826/804 5Z60 CN-BO

17th June

09.25 47826/804 1Z61 ED-Kyle
13.00 66428 4A13 GM-AB

18th June

05.45 66425 4H47 MN-IS
07.00 66428 4R75 GM-EE

19th June

05.45 66425 4H47 MN-IS
07.00 66428 4R75 GM-EE
07.40 66847 6Z46 GM-PW
08.30 66607 6A65 OX-AB
13.00 66424 4A13 GM-AB
13.30 66004 6S36 DS-GM

20th June

05.45 66429 4H47 MN-IS
07.00 66423 4R75 GM-EE
07.40 66847 6Z82 GM-LW
08.30 66545 6A65 OX-AB
13.30 66004 6S36 DS-GM
13.30 66426 4A13 GM-AB
21.35 66847 6Z96 GM-Sinfin

21st June

05.10 66607 6H51 OX-IS
05.45 66429 4H47 MN-IS
06.05 66111 6A32 MN-AB
07.00 66427 4R75 GM-EE
13.00 66422 4A13 GM-AB

22nd June

05.45 66429 4H47 MN-IS
07.00 66422 4R75 GM-EE
07.40 66847 6Z46 GM-PW
10.58 67030/29 1Z05 ED & return
13.00 66433 4A13 GM-AB

23rd June

05.45 66429 4H47 MN-IS
08.30 66847 6Z47 PW-GM
10.05 66111 0A32 MN-AB
11.20 66427 4M16 GM-DV
13.00 66421 4A13 GM-AB
13.30 66117 6S36 DS-GM
16.30 66008/113 6G36 DS-GM

24th June

13.00 66422 4A13 GM-AB

25th June

05.45 66429 4H47 MN-IS

25th June (cont)

07.00 66422 4R75 GM-EE
12.30 66110 6D61 Riccarton-GM

26th June

05.45 66429 4H47 MN-IS
07.40 66847 6Z46 GM-PW
10.35 66557 6G05 RV-LT
13.00 66428 4A13 MG-AB

27th June

05.45 66423 4H47 MN-IS
07.00 66428 4R75 GM-EE
07.40 66847 6Z82 GM-LW
08.30 66607 6A65 OX-AB
10.35 66557 6G05 RV-LT
11.20 66433 4N66 GM-ML
13.00 66430 4A13 GM-AB
13.30 66113 6S36 DS-GM

28th June

05.10 66607 6H51 OX-IS
05.45 66423 4H47 MN-IS
06.05 66110 6A32 MN-AB
07.00 66430 4R75 GM-EE
13.00 66429 4A13 GM-AB
18.06 66002 6K55 MN-DC

29th June

05.45 66423 4H47 MN-IS
07.00 66429 4R75 GM-EE
13.00 66430 4A13 GM-AB
16.25 46115/37676 5Z20 CN - Thornton

15.15 66100 6S36 DS-GM

1st July

08.30 66545 6A65 OX-AB
13.00 66301 4A13 GM-AB

2nd July

05.45 66423 4H47 MN-IS
07.00 66304 4R75 GM-EE

3rd July

05.10 66607 6H51 MN-IS0
05.45 66423 4H47 MN-IS
07.00 66305 4R75 GM-EE
07.40 66847 6Z46 GM-PW
13.00 66426 4A13 GM-AB
13.30 66016 6S36 DS-GM
14.05 57001 1Z10 CN-Keith

4th July

05.45 66434 4H47 MN-IS
07.00 66426 4R75 GM-EE
07.40 66847 6Z82 GM-LW
08.30 66545 6A65 OX-AB
13.00 66430 4A13 GM-AB
13.30 66016 6S36 DS-GM
21.38 66847 6Z96 GM-Sinfin

5th July

00.00 37602/5 6S99 Sellafield - Georgemas
05.10 66607 6H51 OX-IS

5th July (cont)

05.45 66434 4H47 MN-IS
06.05 66016 6A32 MN-AB
07.00 66430 4R75 GM-EE
13.00 66426 4A13 GM-AB

6th July

00.30 66110 6H44 MN-IS
05.45 66434 4H47 MN-IS
07.00 66426 4R75 GM-EE
13.00 66427 4A13 GM-AB
13.30 66111 6S36 DS-GM

7th July

05.45 66433 4H47 MN-IS
10.05 66162 6A62 MN-AB
11.20 66421 4M16 GM-DV
13.00 66427 4A13 GM-AB
13.30 66111 6S36 DS-GM

8th July

00.41 66614 6Y80 MN-Larbert
09.45 66614 6Y80 Dunblane-MN
13.00 66429 4A13 GM-AB
13.27 57001 1Z27 IS-Dunblane

9th July

00.48 66614 6Y81 MN-Larbert
05.45 66433 4H47 MN-IS
06.20 66614 6Y81 Dunblane-MN
07.00 66429 4R75 GM-EE
10.35 66552 6G05 RV-LT
13.00 66428 4A13 GM-AB

10th July

05.45 66421 4H47 MN-IS
07.00 66428 4R75 GM-EE
07.40 66847 6Z46 GM-PW
10.35 66554 6G05 RV-GM
11.20 66430 4N66 GM-ML
13.00 66426 4A13 GM-AB
13.30 66158 6S36 DS-GM

11th July

21.00 66847 0Z96 SI-DY

12th July

00.10 37602/5 6S99 Sellafield - Georgemas
05.45 66433 4H47 MN-IS
06.05 66158 6A32 MN-AB
07.00 66428 4R75 GM-EE
10.35 66509 6G05 RV-LT
13.00 66431 4A13 GM-AB

13th July

05.45 66433 4H47 MN-IS
05.56 66850 0Z98 CE-GM
07.00 66431 4R75 GM-EE
07.40 66850 6Z46 GM-PW
10.35 66552 6G05 RV-LT
13.00 66423 4A13 GM-AB
13.30 66002 6S36 DS-GM

14th July

05.45 66433 4H47 MN-IS

14th July (cont)		13.00 66431 4A13	GM-AB	15th July	
10.05 66110 6A32	MN-AB	13.30 66002 6S36	DS-GM	13.00 66429 4A13	GM-AB
11.20 66421/23 4M16	GM-DV				

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

16th June		17th June (cont)		18th June (cont)	
11.25 60099 6E41	WH-LY	17.52 66423 4M36	WG-DV	10.50 66431 4V38	DV-WG
21.10 66047 4Z33	RC-AV	20.00 66168 6E30	MG-HL	12.30 60099 6E41	WH-LY
17th June		20.07 66183 6M75		15.15 66238 6V92	CY-MG
11.33 56311/31601 0Z56	YK-BT		MG - Harendale	15.17 66138 6E86	PY-FB
11.37 66423 4V38	DV-WG	21.30 DR73935 6J42		15.50 20301/5 6M67	BR-CE
15.08 66061 4E68	MG-RA		HF - Maindy Jnct	16.02 66063 6M41	MG-RO
15.57 66075 6Z35	MG-SC	18th June		17.00 66040 6V07	RO-MG
17.13 66076 6E47	LL-TS	02.55 66743 6Z31	CT-HD	17.41 66172 6Z35	MG-SC

18th June (cont)			23rd June (cont)					
19.04	66092 6Z44	AW-LY		37676/516 1Z37		66433 4V38	DV-WG	
20.17	66125 6E30	MG-HL		Birmingham Intl - PZ		66058 4V83	TO-PY	
20.25	66622/19 6Y11					60064 6B13	RN-WH	
	FR - Stoke Works					66198 4E66	MG-RA	
20.53	66743 6Z30	HD-CT		24th June		70005 4V57	RG-SG	
21.55	66008 6V66	SC-MG		66181 6E30	MG-HL	66155 6V05	RO-MG	
19th June				66846 6Z50	CK-GL	66525 4V47	RG-SG	
09.05	66200 4V83	RC-PY		66013 6E47	LL-TS			
10.50	66301 4V38	DV-WG		66051 6V66	RA-MG			
12.29	60074 6V05	RO-MG		66135 6Z35	MG-SC	30th June		
13.01	66182 6V67	RA-MG		66085 4E68	MG-RA	16.54	66094 4E35	MG-TS
15.12	66061 6V92	CY-MG		66198 6M75		19.02	66154 6V66	SC-MG
15.20	56311 6Z69	DO-CT					66155 6V02	HL-LL
17.14	66008 6V07	RO-MG			MG - Harendale		66060 4Z33	RC-AV
19.15	66007 6V69	BS-AD		25th June			47790/805 1Z25	YK-Bath
19.19	60063 6B47	WH-RN		19.00	60063 6B47		66512 4V06	RG-SG
19.56	66726 6E01	CF-LY		19.01	66743 6Z30	WH-RN	66510 4V46	RG-SG
20.07	66171 6E09	SS-IM		20.16	66155 6E30	HD-CT		
21.57	66044 6V66	RA-MG			66168 6V66	MG-HL	1st July	
	47812/56313 0Z47	WW-EH			66622/13 6Y11	SC-MG	11.38	66425 4V38
					FR - Spetchley loop		15.09	66011 4E68
					66548 4V57	RG-SG	15.20	66154 6Z35
							17.02	66193 6E47
							18.27	66425 4M36
							20.18	66035 6M75
20th June				26th June				MG - Harendale
66135 4E66	MG-RA			05.05	66613/22 6Y11	AT-FR	20.30	66063 6E30
60063 6B13	RN-WH			11.27	66422 4V38	DV-WG		MG-HL
66434 4V38	DV-WG			11.28	60063 6B13	RN-WH	2nd July	
20301/5 6V73	CE0BE			11.35	66121 4E66	MG-RA	16.06	66043 6M41
66507 4V05	RG-NT			12.03	66040 6V05	RO-MG	16.59	66119 6V07
66105 6V67	RA-MG			15.12	66158 6V92	CY-MG	20.13	66040 6Z30
66046 6V05	RO-MG			17.00	66167 6V07	RO-MG	21.09	66144 6E09
66039 6E86	PY-FB			19.05	66250 6E09	MG-IM	21.55	66017 6V66
66168 6V07	RO-MG			19.07	66086 6V69	BS-AD	22.45	66084 6V81
66182 6V92	CY-MG			19.21	66193 6V06	HD-CT		66510 4V05
66192 6V66	SC-MG			20.53	66719 6E01			66431 4V38
66198 6E11	CF-IM					CF - Peterborough		66011 6V67
21st June					70010 4V57	RG-SG		66617 6M36
66187 4V83	TO-PY				37612 5Z56	KK-LA		66143 6V92
66085 6V05	RO-MG				60099 6E41	WH-LY		66145 6E86
66135 6V67	RA-MG				66102 4V83	TO-PY		70010 4V57
66142 6V06	HD-CT			27th June			3rd July	
66168 6V07	RO-MG			09.11	66046 6M96	MG-CY	60099 6E41	WH-LY
60079 6B13	RN-WH			12.50	66121 6V67	RA-MG	66063 4E66	MG-RA
66544 6M36	WY-EA			14.58	66158 6V92	CY-MG	60063 6B13	RN-WH
66423 4V38	DV-WG			16.29	66167 6V07	RO-MG	66304 4V38	DV-WG
66725 6E01	CF-LY			17.27	66076 6Z35	MG-SC	66097 6V05	RO-MG
66105 6V92	CY-MG			18.02	60063 6B47	WH-RN	66154 6V07	RO-MG
66121 4E66	MG-RA			19.41	66152 6E11	CF-IM	66516 4V57	RG-SG
22nd June				20.18	66039 6E30	MG-HL	66197 6V69	BS-AD
20.50	56311 6Z56	SY-CT		21.41	66094 6V66	SC-MG	66119 6E09	MG-IM
66121 6V67	RA-MG				66512 4V57	RG-SG	66728 6E01	
66616 6M36	WY-EA				66200 6E86	PY-FB		CF - Peterborough
66426 4V38	DV-WG				66846 6Z52	GL-TG	4th July	
66743 6Z30	HD-CT				66616 6M36	WY-EA	10.05	66124 6V40
66040 6V05	RO-MG				70010 4V47	RG-SG	11.03	60063 6B13
66102 4V01	EA-MG			28th June			11.12	66305 4V38
66200 4V83	TO-PY			10.51	66433 4V38	DV-WG	11.21	66078 4E66
60063 6B13	RN-WH			11.04	60063 6B13	RN-WH	11.59	66056 6V05
23rd June				12.20	60099 6E41	WH-LY		66023 6E30
11.20	60079 6E41	WH-LY		15.05	66023 6E86	PY-FB		66744 6V88
13.05	66585 4V20	FF-SG			66144 6Z35	MG-SC		66549 4V57
14.55	66548 4V46	RC-SG			66525 4V57	RG-SG		20303/4 6M56
19.55	66017 4Z33	RC-AV		29th June				47812 0Z47
21.45	66040 6V02	HL-LL		17.02	60089 6V07	RO-MG		66063 6V67
66198 6V67	RA-MG			19.00	60063 6B47	WH-RN		66035 6V92
66158 6Z66	SC-MG			19.18	66743 6Z31	HD-CT		66200 6E86
55022 1Z55				20.01	66094 6V55	BD-RN		66011 6V07
	Birmingham Intl- PZ				66415 4V05	RG-SG		
					66596 6M37	WY-EA		

5th July			10th July			13th July (cont)						
05.50	66005	6W61		15.50	66085	6E86	PY-FB	10.46	66429	4V38	DV-WG	
	Rumney River - BS			15.53	60063	6M41	MG-RO	11.10	60074	6B13	RN-WG	
09.05	66047	4V83	RC-PY	16.30	66043	6V07	RO-MG	12.10	70003	4V06	RG-SG	
11.07	60063	6B13	RN-WH	19.35	66087	6V69	BS-AD	12.26	66027	6V05	RO-MG	
12.02	66428	4V38	DV-WG	20.02	66197	6E47	LL-TS	15.14	66030	6V92	CY-MG	
12.07	66043	6V05	RO-MG	22.25	66167	6V35	RM-CT	17.03	66087	6V07	RO-MG	
12.35	60071	6E41	WH-LY		66147	4V04	TO-MG	18.20	66548	6Z26	RY-FR	
12.53	66078	6V67	RA-MG		60074	6B13	RN-WH	18.20	66019	6E69	PY-FB	
20.49	66124	6V06	HD-CT		66721	6E01		19.45	66099	4Z65	RC-AV	
6th July			CF - Peterborough					20.32	66147	6V55	BD-RN	
09.10	66181	6M96	MG-CY		66510	4V57	RG-SG	22.28	66728	6V88	BN-NT	
11.30	66154	4E66	MG-RA		70003	4V06	RG-SG	22.40	66510	4V05	RG-SG	
	66560	4V57	RG-SG		66063	4Z65	TO-AV	22.44	66206	6V81	RM-CT	
	66213	6V66	RA-MG		56312	5Z56	CL-LA	23.50	66527	6M37	WY-EA	
	66113	6V81	RM-CT		47854/04	1Z27		14th July				
	66197	6V07	RO-MG		9493+99965+99967+			18.04	66008	6Z35	MG-SC	
	66429	4V38	DV-WG		99138+99961+99962+99963+9996			18.55	66056	6Z34	SC-MG	
	66011	6V05	RO-MG		4+			19.05	66113	4Z33	TO-AD	
	66105	6E86	PY-FB		99969+99968			20.25	66585	6Y12	WY-AT	
	66093	6V92	CY-MG		11th July			22.45	66613/15	6Y11	FR-AT	
7th July				Royal Train					60079	6E41	WH-LY	
06.30	66164	6E34	WY-IM		67026+10546+2920+2915			15th July				
09.50	66051	6V40	SC-CT		+2917+2916+2923+2922+2904+29			11.25	66426	4V38	DV-WG	
17.50	66569	4M64	WG-CE		21			18.03	66426	4M36	WG-DV	
18.30	70008	6Z15	PY-RG		+99040			16th July				
19.03	66108	6Z34	SC-MG		04.55	66585	6Y27	GL-	09.00	66066	4V83	TO-PY
	67016	1Z96	WS-VA		Hackney				12.20	60079	6E41	WH-LY
	66529	4V56	RG-SG		10.51	66422	4V38	DV-WG	14.10	60074	6E66	MG-SC
	66020	4Z33	RC-AV		11.11	60074	6B13	RN-WH	15.07	DR77901	6J88	RY-CF
	60099	6E41	WH-LY		11.56	66043	6V05	RO-MG	15.10	66167	6V92	CY-MG
	66548	4V06	RG-SG		12.05	70003	4V06	RG-SG	16.03	66007	6M41	MG-RO
8th July				15.14	66186	6V92	CY-MG	16.49	66055	6V07	RO-MG	
	66084	6Z35	MG-SC		18.00	66079	4Z65	TO-AV	20.00	60063	6B47	WH-RN
	66093	6E47	LL-TS		18.07	66027	6Z35	MG-SC		66141	6V81	RM-CT
	66016	6M75			19.57	66056	6E11	CF-IM		66088	4Z33	RC-AV
	MG - Harendale				20.17	66017	6E30	MG-HL		66510	4V57	RG-SG
9th July				22.27	66728	6V88	BN-NT		66512	4V05	RG-SG	
	66728	6V88	BN-CT			56312	5Z56	LA-CE		66728	6V88	BN-CT
	66510	4V57	RG-SG			66063	6E86	PY-FB	17th July			
	66125	6V92	CY-MG			66078	6V07	RO-MG	09.11	66024	6M96	MG-CY
	60059	6E41	WH-LY		12th July				10.50	66429	4V38	DV-WG
	66085	4Z65	TO-AV		09.15	66075	6B36	DT-AH	11.11	60063	6B13	RN-WH
	70008	4V47	RG-SG		11.04	66430	4V38	DV-WG	16.46	66093	6V07	RO-MG
	56312	6Z34	CT-SN		11.13	60074	6B13	RN-WH	17.20	66066	6Z86	NT-FB
	66585	6Z26	RY-FR		12.25	60091	6E41	WH-LY	20.02	66728	6E01	
	66213	6M96	MG-CY		12.55	70003	4V06	RG-SG		CF - Peterborough		
	60074	6B13	RN-WH		13.50	20303/4	6M67	BR-CE	21.11	66056	6E09	MG-IM
	66427	4V38	DV-WG		15.20	66079	6E86	PY-FB		66158	4Z33	RC-AV
	60063	6M41	MG-RO		19.24	66102	6E09	MG-IM		60079	6E41	WH-LY
	DR75406	6J83			13th July					66177	6V66	SC-MG
	GL - Chipping Sodbury				09.10	66060	6M96	MG-CY		66560	4V57	RG-SG
					10.00	66019	4V70	RC-PY		60040	6V69	BS-AD

Open Day News

DRS Crewe Gresty Bridge Open Day, 18th August 2012:

Unlike the last time an Open Day was held at Crewe Gresty Bridge in 2010, tickets are available on a first come, first served basis at the entry gate on the day - no pre-booking is required. As proceeds are to be donated to charity, a minimum donation of £5 will be levied at the gate. Open 10.00 - 16.00.

We will be there with our new sales stand and our two new books **UK Combine Summer Edition 2012** and **Irish Railways 2012**. If you are going please say hello.

Railway Globetrotters

by Ray Smith

LADS WEEK 2011 ...well actually it was 10 days – Part 3:

Day 5 - April 12th 2011:

Although Bern is the capital of Switzerland, Zurich is much busier. This was our first call of the day going to Limmertal yard first. There is a freight depot in the yard but before we went to it we drove alongside the yard to see what was scattered about. Having done that we went to the depot and permission was granted as long as we put on the safety boots. (must be a different safety elf)! We got a thorough tour of the depot and depot yard with some interesting sightings (see photographs).



the large yard at Limmertal serves Zurich and 843015 is seen outside the depot, 12th April 2011



departmental CI.234 are the most modern Infrastructure trains with crane, 234 219 Limmertal yard. 12th April 2011



the TMIV CI.B from 8751 are being rebuilt with Caterpillar engines and re-numbered as CI.232 1xxs and the same class from the 9651 series are being renumbered as 232 2xxs, 232124 (ex 8774) and 232210 (ex 9660) are in their new livery, Limmertal yard, 12th April 2011



CI.Em 831 001 at Limmertal yard,
12th April 2011



the Re 6/6 class soldier on with some
re-numbered into their new CI.620 series
as with 11629 *Interlaken*, outside
Limmertal shed, 12th April 2011

It was decided not to go to the main depot as in the past it is virtually empty during the day. Instead we spent some time at Hardbruke station which is the first one out of Zurich and the s-bahns also come through prior to diving underground to go through Zurich.



Several units, main line locomotives and shunters were seen. We then went on to Sant Gallan, where it was pouring. Then off to some private depots at Speicher, Gais, Appenzel, Herisau, with 2 depots, the SOB and the Appenzeller then Wil

inside the depot at Gais is
museum unit BCFeH 4/4 No. 5
12th April 2011



the SOB, Südostbahn is one of Switzerland's
independent standard gauge main line
operators formed in 2002 with the merger of the
BT (Bodensee Toggenburg) and the (original)
SOB (Schweizerische Südost Bahn
1931 built class Be 4/4, No BT11 stands outside
the SOB depot at Herisau, 12th April 2011



2007 onwards built, CI.RABe 526
are 4 car articulated EMUs
526044 is seen inside
the SOB Herisau depot,
12th April 2011

We returned to Winterthur station for the evening rush hour. Tonight was our last night in Winterthur.



inside the SOB Herisau shed is ex-BT 1,
now Tm 236001, 12th April 2011



ex-BT 2, now 236002 is resting in the station
yard at Herisau, fitted with snowploughs,
12th April 2011



not a good sight if you have a migraine!
ex-FW (Frauenfeld-Wil Bahn), now managed
by the Appenzellerbahnen,
Be 4/4 16 *Kufstein im Tirol* is seen in the station
yard at Wil, 12th April 2011



the original Zurich s-bahn double decker
sets are formed of a CI.450, single end cab
locomotive, 2 intermediate trailers and
a driving trailer but these have been joined
by the CI.514 double deck 4 car units and
CI.511, 6 car double deck units.
450094 at Winterthur station, 12th April 2011

Day 6 - April 13th 2011:

Heading south, the first call was Aarau, not a lot happening so on to Olten, passing Dienekon on the way which had three CI. 164xxs working the yard. Olten depot buildings are now the home of several preserved locomotives with a few SBB locomotives stabled around. Nearby is the carriage works that suffered a major fire which destroyed some coaches and damaged at least one shunter (see photos).



Am 841017
Olten depot, 13th April 2011



large crane departmental 234056,
Olten depot, 13th April 2011



originally class TmIII and numbered from 9501,
these small crane locomotives were rebuilt
from 2003as with 232012 ex-9508
Olten depot, 13th April 2011



on 28th March 2011 a coach caught fire in
Olten works destroying part of it and
damaging diminutive battery tractor 251003,
13th April 2011



preserved? Ee 3/3 16404
inside Olten depot, 13th April 2011



preserved TmIII 912
inside Olten depot, 13th April 2011



plinthed outside Erstfeld shed is 1921 built Ce 6/8II 14270,
it has been there at least 20 years, 13th April 2011

Safety elf 3. Luzern depot did not have much on but to do it we had to wear the safety hats. (now we have had glasses, boots and hats)! Next was Stanstadt, a local private depot that would not let us

round. Radiating around Luzern the Zentralbahn was formed after a merger of the Luzern-Stans-Engelberg railway and the SBB Brünig Line in 2005. Stanstadt depot at Engelberg is the ex LSE one. Now to Erstfeld, the station is probably better than the depot. I have spent some evenings on the platform and the freights just keep on coming, one after the other, wonderful. This depot also houses some preserved locos and in the yard was a plinthed crocodile No. 14270 that was there when I first passed the depot 20 years ago. 24 were on the depot and adjacent is a small yard where the German Cl.185s stable.



CI.Tell 171202
Stanstadt at Engelberg, 14th April 2011



withdrawn, Tel 198 *Hergiswil* at the entrance
of Stanstadt depot, 13th April 2011

Continuing southward to Biasca, this was a dump for stored Re 4/4s but today only 4 were left on. We then continued on to the museum at Mendrisio then to Chiasso. We did one of the yards first, then onto the depot. It was only tea time, yet there was no one there to ask. So around we went.



new Vossloh G1000 carries 3 numbers!
Vossloh No. 5001854 on the cabside,
Italian D100004 and Swiss 842014 on the sides
and front, Chiasso depot, 13th April 2011



the Swiss CI.474s are not seen much in
Switzerland, their main area of operation is from
Southern Switzerland and into Italy, allocated to
Bellinzona depot, here 474014 is seen
at Chiasso depot, 13th April 2011



the FNM (Ferrovie Nord Milano)
now brand their cargo
locomotives as NORDCARGO
as with newly acquired
E482100 in the yard
at Chiasso, 13th April 2011



Italian company DFG (Del Fungo Giera) was taken over by IFI (Impresa Ferroviaria Italiana) who then suspended operations and its locomotives were put into store as with 'snorkle' D752.509, which has been at Chiasso for some time, 13th April 2011



CI.Am 8400xxs are owned by SBB Cargo Italia and also carry 2 numbers as with 840004 aka G2000.08 Chiasso depot, 13th April 2011



484104, which also carries Italian number 484904 is seen passing Bellinzona depot 13th April 2011

Although only 20 on the depot there was a wonderful selection of Italian, Swiss and private locos (see photos). We then walked up a hill that overlooked a yard that stabled another incredible selection of locomotives, most of which could be seen using binoculars. We were going to spend some time on the station (the southern end being in Italy) but parking and time issues made us continue back north to Bellinzona where we were to spend the night. The station sees many freights and from the northern end you can view the depot to the east and to the west you can look down into the works.



SBB now have a fleet of dedicated fire fighting trains of which we saw two on our tour. 9177 008 was at Olten, giving rides to a party of schoolchildren (all wearing Hi Vis Vests), and 9177 006 was seen here at Bellinzona station, 13th April 2011



the cardinal drive class Ee 3/3s are slowly being replaced by the new class CI.922s but 16448 is still active at Bellinzona station, 14th April 2011

all photos by Ray Smith (to be cont)

ICRS Publications

Our next two updated books, **UK Combine Summer Edition 2012** and **Irish Railways 2012** are now ready to order with release expected mid August.

Other **2012** editions available are **UK Pocket Book**, **UK Combine**, **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 2013 to celebrate our 40 year anniversary and will combine all locos into one book rather than the 3 previously published.

Books can be ordered online via PayPal at www.icrs.org.uk or by post from **Carl Watson, ICRS Publications, 14, Partridge Gardens, Waterlooville, Hampshire PO8 9XG** (please make 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 - due mid August - (2012 – red)				
UKRS02B	UK Combine Summer Edition 2012	(updated to 1 st Jul12)	£15.99	£12.00
UKRS19	Irish Railways 2012	(updated to 1 st Jul12)	£9.00	£6.50
Current: (2011 – blue, 2012 – red)				
UKRS01	Pocket Book 2012 (240 pages)	(updated to 1 st Jan12)	£9.50	£7.00
UKRS03	UK Wagons 2012 (164 pages)	(updated to 1 st Oct11)	£12.99	£9.50
UKRS04	UK Name Directory 2012 (172 pages)	(updated to 10 th Nov11)	£12.99	£9.50
UKRS05	UK Locomotives 2011 (81 pages)	(updated to 1 st May11)	£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
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