

TRACKS



Inter City Railway Society
May 2014



Inter City Railway Society

founded 1973

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Front Cover Photo:

DRS 68002 'Intrepid' coupled to 37423 (minus DRS Decals) preparing to leave Eastleigh Works, 22nd April 2014 (Carl Watson).

£1.70 where sold separately

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SOCIETY NOTICE BOARD

Editor's Comments:

The AGM passed off very successfully on the 26th April with our best attendance for many years, possibly decades. Full reports on the AGM and Basford Hall Visit appear elsewhere.

We understand that over 200 members do not have internet access but for those who do, the new re-vamped website is due to go live around the time you read this and we hope you approve. Hopefully it is easier to navigate around and as you will see the additional pages indexing articles in **TRACKS** will be a useful reference. You no longer need passwords to login, as the Members Area has gone in its original format and the **TRACKS** library of back issues has been revised. The previous 12 months (on a rolling basis) are only available to members who can request they be emailed, useful to new members. Additionally as a member you can now request the very latest issue of **TRACKS** to be emailed as a pdf when it goes off to the printers, so you will get it 'hot off the press' 10 days before you receive the printed version. That means you have the latest news, some within days of the event occurring. Please email myself, Trevor Roots at editor@intercityrailwaysociety.org to receive the latest issue by email in addition to the printed version. Maybe more members will bite the bullet and get wired up to take advantage of this benefit.

Sadly another famous locomotive depot, Doncaster Carr closed its doors at the end of April though it is to be re-developed as a new maintenance facility for IEP Hitachi class 800/801 units.

With no space available in this issue a full report will appear in the June issue as I managed to visit the depot on the 24th April.

Many thanks to those members who came forward with NSE photos. Once I have received all promised and had a chance to sort out and scan what I now have I will make another plea for those that are still missing.

Publication News:

Irish Railways 2014 has been released.

As reported at the AGM it should be borne in mind that book sales subsidise the production of **TRACKS** as a 48 page full colour magazine. Without the sale of books membership would have to be at least £3 higher. So please continue to purchase the books and recommend them to friends, even wave them around whilst you are with other enthusiasts, who in their wisdom are not members!!



Membership Matters:

Subscriptions: **Annual - £16.00, Five year - £75.00** (saving £5.00 & hedging against future rises) ICRS Membership gives you:

- a high quality full colour 48 page monthly magazine **TRACKS** - covering all aspects of railways.
- up to 30% discount on all ICRS books (7 currently available).
- occasional members only visits to railway facilities.
- the latest issue of **TRACKS** emailed (on request) 10 days prior to receiving printed version.
- an informative website, with access and indexes to previous issues of the magazine.
- 10% discount on Ian Allan books (direct sales from IA only).

New Members: (* re-joined)

Geoffrey Arnold (Chesterfield), Michael Austin (Enfield), John Davies (Grays), Christine Field (Huntly), Michael Elliman (Slough), Robert Fowler (Telford), Mark Gayton (Coventry), Chris Hatch (Ivybridge), Frank Kutta (Derby), Jacob Moore (Norwich), Gareth Oliver (Linton), Ray Platts (Rotherham), William Smith (Clitheroe), Philip Timerick (Walsall), Graham Warr (Woking), Mark Wilkinson* (Lancaster) - a warm welcome to you all.

Membership Renewal: When your membership is due for renewal / overdue this will be indicated on the **TRACKS** address carrier sheet with your expiry date. **Therefore please check your address**

carrier sheet with your copy of TRACKS...before you dispose of it. 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 Reminder (Final), your membership will be deemed to have lapsed. **Please make sure you complete the Date of Birth section and provide a telephone contact number. If you are ex-directory, don't worry as it will not be revealed to any third parties but it is important that we have a contact number other than by post, which is a costly way to communicate and not covered by the low membership fee.** As a helpful 'reminder', members who have set up a bank standing order will have a note to that effect above your name on the front of the carrier sheet but no renewal form on the reverse. Hopefully then no one will renew twice, as has happened !!

Methods of Payment:

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

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. Bank details will be included on your renewal form.

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 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 the first week of the following month. As well as receiving a new card, renewals will be acknowledged where possible by email.

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. No card is sent to overseas members.

Magazine:

If you so request, the very latest issue of **TRACKS** will be emailed as a pdf when it goes off to the printers so you will get it 'hot off the press' 10 days before you receive the printed version. That means you have the latest news, some within days of the event occurring. Please email the editor, Trevor Roots at **editor@intercityrailwaysociety.org** to receive the latest issue by email in addition to the printed version. Similarly the last 11 months are also available anytime by email, only to members on request.

Submissions:

Articles: 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.

Photos: Good quality photographs are always welcome, preferably high res digital photographs via email (**not compressed please**), but prints are acceptable. Please send an SAE if you wish them returned. Please include full contact details with any submissions, including your first name.

The latest date for articles / info for the **June 2014** issue is **Monday 26th May 2014**
with delivery to members after **Friday 6th June 2014**

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 John Barton, Kevin Bates, Peter Cole, Neil Dix, Bob Eastwood, Martin Evans, Martin Hall, Michael Hayman, James Holloway, Geoff Hope, Nigel Hoskins, Gordon Kirkby, Stuart Moore, Simon Mutton, Colin Pottle, Trevor Prince, Mark Richards, Mike Rumens, Stuart Runciman, Ray Smith, Derek Sneddon, David Spencer, John Teasdale, Roger Thomas, Carl Watson, Mike Waudby, Doug Welch, Bill Wilson & Trevor Roots. We are sorry if anyone has been missed. All photos by **Trevor Roots** unless shown otherwise.

Website:

Login details are no longer required to access previous issues of **TRACKS** (Dec 2006 to date) and new pages have been added listing articles appearing in these issues. However the last 12 months issues (on a rolling basis) are available and can be emailed as pdfs to members on request from the editor (see **Magazine** above).

Flickr Photo Gallery: www.flickr.com/photos/intercity-railway-society.

We have a photo gallery on **Flickr** and all photos submitted for inclusion in **TRACKS** will then be added to the gallery. Please send all photos to editor@intercityrailwaysociety.org

ICRS Yahoo News Group: We have our own Yahoo News Group, established in March 2004, open to members and non-members alike to post sightings and observations, share comments and debate the current railway scene. To join visit finance.groups.yahoo.com/group/intercityrailwaysociety/ or email Steve Revill at intercityrailwaysociety-subscribe@yahooogroups.com

AGM REPORT

Following the Basford Hall Yard Visit 34 members including officials tucked into refreshments at the Crewe Arms Hotel. It was good to see so many though as usual little time to chat. There then followed the AGM in which the resignation of Mark Richards as Website Manager was announced. Unfortunately Mark was unable to attend due to personal issues but thanks were given in his absence for the many years that Mark had officiated for the Society. The launch of a new website as announced last month and elsewhere in this issue, was then discussed and test screens shown. The new website has been designed by Trevor Roots but the maintenance will be undertaken by the new Website Manager, Christine Field. The minutes will be available in due course on the website which are well worth reading to see the costs involved in running the society and what good value the £16.00 membership fee is. It was agreed to maintain the current fee for 2014/15.

FORTHCOMING EVENTS

MEMBER ONLY VISITS

Eastleigh Works:

Following our successful visit in 2013 we have organised a Members Only visit to Eastleigh Works on the 7th June which is expected to start at 13.00 and be 2 hours longer, there being more daylight then. Details have yet to be finalised but where there will be a 100 tickets, access to all areas, cab rides and there will be a hog roast again. The 2013 event cost the society £2500.00 as a one off in our 40th Anniversary year so though we will still be heavily subsidising the event, it will be necessary to make a small charge of £10. Please reserve your place by sending an A5 SAE (normal second class stamp will suffice) with a cheque / PO to Louise Watson (Events Co-ordinator). Please provide either an email or telephone contact to receive confirmation of your application. Tickets will be posted out at the end of May.

OPEN DAYS

DRS Crewe Gresty Bridge Open Day, 10.00-16.00, 19th July 2014:

Tickets are now on sale via the DRS web-shop priced at £5 per adult, children under 16 are free but must be accompanied by an adult at all times. The new Cl.68s will be the highlight with one on display. We will be there with our sales stand. Offers of help to Louise Watson will be gratefully received.

CREWE BASFORD HALL YARD VISIT REPORT

With the Friday blighted by heavy rain, further heavy showers forecasted for Saturday 26th April thankfully did not materialise and the weather turned out bright and sunny for our first visit of 2014. In total 62 members enjoyed a brisk 40 minute tour of Basford Hall Yard led by John White and a colleague from Freightliner. The group are seen below after the safety briefing at 13.10 about to head off.



Though the visit was successful, the number of locos present was unfortunately low and not all of the yard could be 'explored' due to ongoing shunting. Hopefully next time the locos will be more plentiful. As this was my first time I discovered it is nigh on impossible in the time allowed to take wagon numbers and photograph so I plumped for the latter, relying on others to supply the jottings.

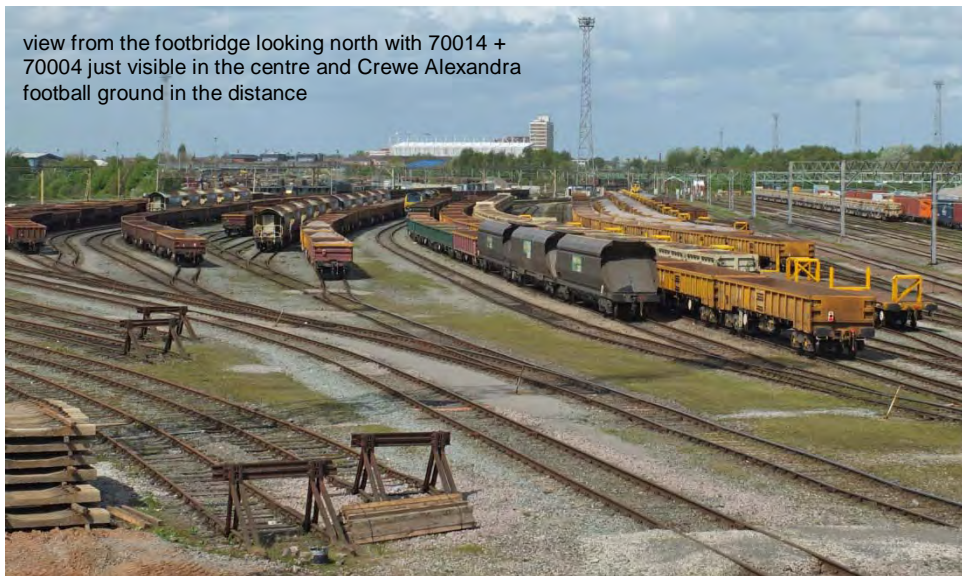


47816 + 47811 languishing next to the access road with 66623 just visible in the distance over the top of 47816

The tour started at the FL offices from where we walked north along the access road past 47816 + 47811 to where 66619 was stabled near to Crewe Sorting Sidings North. We then headed back south to view 90048 + 90044 before doubling back to walk between rows of wagons to 70004 + 70014. Continuing south we viewed 86501 + 86604 at a distance and 70007 shunting before reaching 86609 and the former Basford Hall Yard signal box, near the A500 road overbridge. At this point we crossed back to the access road and FL office car park via a footbridge over the main running lines.



view looking north from near the Basford Hall
Yard signal box with 86609 to the right



view from the footbridge looking north with 70014 +
70004 just visible in the centre and Crewe Alexandra
football ground in the distance



70007 having finished shunting moves off
past 86501 + 90041, as seen from the footbridge

Stock Seen Stabled or Arriving / Departing:

Locos - 37409, 47811/816, 57306/312, 66426/564/66619/66623, 70004/007/014, 86501/604, 90041/044/048. Of these, locos in motion were: 66623 departed just prior to starting the tour, 66426

brought in an intermodal train and departed and 70007 was shunting. Additionally 92003 passed by southbound on the WCML at 12.48. During the tour 66564 which started next to 86609 moved around and 37409 was seen to the north of the yard. At the end of the tour 86501 + 86604 moved off and coupled up to 86609, 66619 moved off where 57306 + 57312 were also seen by some....*not me, ed.*

viewed from the access road following the tour, 66564 having just 'arrived' with 90044 + 90048 stabled to the right and 37409 in the middle distance



Wagons:

68.4909.670/70.4901.027/70.4901.065/68.4943.084/68.4909.008/70.4901.038/70.4901.063/70.4901.058/68.4943.063/68.4943.065/68.4909.447/70.4901.049 (behind 66426).

The following were recorded in the yard by Simon Mutton, Martin Hall and Neil Dix:

29041/085/126/149/163/164/183/204/212/224/242/292/309/333/377/385/403/430/437/457/495/538, 92643, 93459, 110384/414/455/726, 112197, 370206/630/635, 380017/152/153/156/197/319, 391027/4034/4113/4141/4199/4207/4243/4282/4305/4315/4316/4331/4335/4337/4377/4379/4391/4398/4399/4470/4502/4586/4707/4740/4803/4993/5114/5126/5205/5219/5282/5333/5337/6027/6049/6054/6113/6136, 470001/014/051, 500208/226/239/258/262/281/289/296/302/314/328/336/342, 501041/1068/1101/1143/1241/1242/1243, 502025/2026/2033/2034/3098/3526/3577/3579/3583/3585, 608051/052/055/080/082/084/087/088/120/122/216/217/455/531, 621904/909, 640051/052/155/156/163/164/227/228/293/294/305/306/701/702, 641031/055, 996418/6467/6650, 39.70.4901.026-7/027-5/038-2/049-9/058-0/063-0/065-5, 33.68.4909.008-7/405-7/406-3/512-8/416-2 31.70.5892.017-2, 31.70.5992.003-1

If any other members recorded additional wagons please let Trevor know and they will be listed in the June issue.

viewed from the south of the yard towards the end of the tour members approach 86609 and the footbridge with 47816 + 47811 on the far left



EASTLEIGH WORKS REPORT

by **Carl Watson**
for the period up to 2nd May 2014



General: Work to convert the Bosh Shop into a Diesel Running Shed is progressing well with relaying of track well underway (see photo above).

Even more significant investment by Arlington in the form of a new Paintshop is being carried out in the old Rewind Shop which will eventually have 3 tracks into it. The middle one will continue through to Bay 1, North which is also having a full length pit excavated (See photo right).

Coaches: VSOE 99545 Baggage Car No.11, ex NNX 80207, has been overhauled and repainted in VSOE Pullman colours and departed mid month. Former LMS Inspection Saloon 45029 was in primer by the end of the month.

Locos: GBRf 66710, 66738 (see photo below left), 66742 and 66745 (see photo below right), have all visited for fuel during the month.



37423 was in grey primer on the 1st and completed in plain DRS blue with numbers on the 17th (see photos below).



50026 was moved into the Paintshop for its repaint into ??? on the 3rd in preparation for its visit to the Swanage Diesel Gala at the beginning of May (see photo below left taken on the 24th).

50031 is sporting different numbers on both sides, and neither is 031! This too, is appearing at Swanage.



Repairs to 66540 (note the big 0 with which it arrived) have been completed and it departed around the 17th (see photo above right).

D6515 (33012) is back on its bogies with its new wheels and visited the Paintshop to have its window surrounds repainted on the 15th (see photo below with 45029 and 08947).



66552 was on the Maritime trip on the 16th.
57003 arrived as expected (see photo taken on the 17th below).



47810 arrived for repairs and a repaint on the 22nd (see photo below)



73107 and 73138 stabled with their Test Train during the latter part of the month but the weather was so bad I didn't record the details!

31285 stabled with a Test Train (formed 31285, 977986, 977985, 62384, 9708) on the 24th (see photo opposite centre right).

66568 visited for repairs mid month and departed on the 1st May behind 66566.

68002 departed for Crewe behind 37423 on the 22nd (see photo opposite top and on front cover).



31105 arrived on the 29th with a Test Train (9714, 999602, 9481, 31105) 24th (see photo below left).



Freightliner's first modified class 70, 70010, was on the Maritime trip on the 28th. The extra vents and smaller Freightliner branding evident (see photo below).



Units: Siemens have completed overhauls on 450022, 100 and 094 with 071 and 098 (which arrived on the 28th) on site at the end of the month.

Wabtec have overhauled 455805 which departed on the 15th, being replaced by 455806 which is due to depart on the 2nd May. Wabtec 455 unit expected on Tuesday 6th is 455820.



Wagons: The General Repair of JNA 9801 is complete.

66007 was on the East Yard trip on the 7th, conveying IGA 4647.028-6 for repairs.

Scrapping of TDA bogie tank wagons by Raxstar started on 16th and was completed on the 2nd May. 78216 the first to be chopped (see photo above of the bogieless tank taken on the 14th followed by 78208, 212, 241, 248, 225, 201, 240, 239, 232, 246, 236, 245, 234, 228, 233, 244, 217, 219 and 209. 78238 and 78252 have been retained as internal user vehicles.

right TDA 78212 being cut, 16th April



On-Track Plant: The second EM-SAT unit, 999800, arrived on the 4th for storage (see photo right).

The Speno Rail Grinder, DR79221-226, arrived for its annual maintenance on the 21st (see photo above with DR 79222 to the fore).



The Harsco Rail Grinder DR79264/79274 visited for repairs on the 29th, just for the day.

photos by Carl Watson

RAMBLINGS OF A RAIL ENTHUSIAST

by David Spencer – 1968 Part 1

Sadly last month was the last of Dave's articles featuring photographs of working steam on the mainline though for the next few years he captured some of the survivors on preserved lines. Without knowing it Dave also captured at Woodhams Scrapyard at Barry, some of the preserved locos we treasure today in photos below and in next month's issue. I try to provide extra detail or follow up photos on the items of traction shown in photos, other than number, date and location as provided by Dave, including what became of them particularly with regards to preservation, ed.

1968: The first rail activity of the year occurred on the 8th April. In those days lots of servicemen hitched lifts in uniform something you never see these days and whenever I could get home, it was nearly always hitching. I went via a huge variety of routes, as long as I thought I could get home. Whilst returning to camp I ended up in Rushden and for some reason I knew about the branch from Irchester Junction, it must have been a magazine article. So I photographed the station and decided I'd walk to Higham Ferrers and noted what was there. Along my usual route were some quarries at Cranford that I passed most weeks. As I was dropped near there I decided to have a look at that as well and was rewarded by a Stewart and Lloyds industrial loco doing a bit of shunting.

On the 13th April the Warwickshire Railway Society ran another tour called 'South Wales Valley Rail tour No 2', clearly models of consistency. For the first time we had a printed booklet as opposed to duplicated sheets and the tour concentrated on the Cardiff Valleys. First we motored up the Rhymney to Ystrad Mynach then over the joint line to Cwmbargordand. After returning to Ystrad Mynach we did the Cylla branch to Penrhiwffelin the back to Aber Junction and up what was the Senghenydd branch to its current limit at Windsor Colliery, which was within sight of the old terminus. Then we reversed out to Aber Junction and down the 1 in 47 ramp to Taffs Well and another reversal up through Aberdare to Hirwaun. It was said that Maerdy, our next destination was only five miles away but it was to take us 24 miles by rail! Basically back to Pontypridd and back to up the Rhondda to Forth and the branch. The track as far as I know is still there as the branch was officially mothballed but a complete re-build would be necessary if it was ever re-opened. Pontypridd used to be a fantastic station and it is said that in its heyday it was busier than Cardiff Queen Street, certainly it used to have a fabulous departure board covering dozens of routes and destinations both current and places like Nelson, Ynysybwl and Llantrisant, long since departed and I often admired it when passing through.

Ivatt 2-6-2T 41313 (w/d 11/65) preserved at the Isle of Wight
Railway & BR Std 2-6-4T 80150 (w/d 10/65) another of the
Barry 10, preserved at the Mid Hants Railway,
Barry Scrapyard 13th April 1968



We went south by way of Radyr and Ninian Park and the direct Penarth Curve North and South Junctions to Barry Island then on the little used extension through the tunnel to Barry Pier and finally back to Cardiff. Roger and I then abandoned the tour at Barry Pier which we photographed as well the Barry dump...casually mentioned but such a vital source of locos for most preserved railways today.

Bulleid BoB 4-6-2 34070 'Manston' (w/d 08/64) preserved at the Swanage Railway, Modified Hall
 4-6-0 7927 'Willington Hall' (w/d 12/65)
 & 2-8-0T 4270 (w/d 09/62) preserved at the
 Gloucestershire & Warwickshire Railway,
 Barry Scrapyard 13th April 1968



Notice in the photos above how unlike a scrapyard it was in early 1968, with locos all in one piece and not yet cannibalised by various societies 7927 above was one of the last locos to be extracted from Barry scrapyard as one of the Barry 10. Only 15 years old when laid up it finally left in poor condition after nearly 3 times longer stored than it actually worked !! It was dismantled at Llangollen to provide parts for two new build locos, the boiler for 6880 'Betton Grange' at Llangollen Railway and the frames for 1014 'County of Glamorgan' at Didcot Railway Centre (see photo below), ed.



the frames of 7927 under conversion to new build
 1014 'County of Glamorgan', Didcot Railway Centre, 14th March 2012

photos by David Spencer (to be cont)

PRESERVATION GALAS - I

Battlefield Line Spring Steam Gala, 11-13th April 2014 by James Holloway:

A visit to Shackerstone & Market Bosworth on Friday 11th April Friday saw SECR Class P 0-6-0T 323 'Bluebell' from the Bluebell Railway and GWR 2-6-2T 5542 from the Gloucestershire & Warwickshire Railway providing the passenger services.



This was only the second time 323 had left the Bluebell Railway since preservation and 5542 was a replacement for 0-6-0PT 1638 which had not arrived due to an earlier failure.



'The Blue Circle' + brake van 56134,
Shackerstone, 11th April 2014



Providing the opportunity to see two early pioneers from the Bluebell Railway working together was Aveling & porter 2-2-0WT *'The Blue Circle'* which was demonstrating around Shackerstone station hauling freshly restored SR goods brake van 56134. GWR 2-8-0 3803 was in steam on the shed, due to work the following day, also present were diesel shunters 04110, D2245 and D3690.

right D3690 Shackerstone, 11th April 2014



04110 Shackerstone. 11th April 2014



D2245 Shackerstone
11th April 2014

photos by James Holloway

Llangollen Railway (LLR) Gala by Martin Evans:

On Friday 4th April I visited the above Gala. The Gala weekend was intending to return visitors back to the days when Wrexham's local engine shed (Croesnewydd) provided the motive power for the Ruabon to Barmouth line and between Chester and Shrewsbury and the former Cambrian Railway's Ellesmere branch.

Ex-GWR 0-6-0PT 1638 was visiting the railway from the Kent & East Sussex Railway where it had been recently painted into BR black for the rest of its boiler ticket. This loco was based at the Croesnewydd shed in Wrexham in steam days, finally being withdrawn in 1965 when the shed closed.



1638 heads a demonstration pick up goods train through Berwyn station bound for Carrog, 4th April 2014

The second visiting engine for the Gala was ex-GWR 43xx Mogul 2-6-0 5322. This loco is normally based at the Great Western Society's Didcot Railway Centre. During steam days this class regularly worked the Ruabon to Barmouth route.



5322 arrives at Carrog with the 11 30 am departure from Llangollen, 4th April 2014

In addition to these locos two of the home fleet at Llangollen were in traffic, namely ex-BR Standard 2-6-4T 80072 masquerading as 80096 and ex-GWR 28xx 2-8-0 3802.



It was noted on the Friday that the buffer stop on the Corwen extension was due to be installed at the weekend. Remaining works included track tamping/ballasting and the erection of a platform at Corwen to enable operations to commence on the extension hopefully in mid-summer.

80096 (80072) awaits its next turn of duty at Llangollen with the suburban
4th April 2014

photos by Martin Evans

Mid Norfolk Railway (MNR) Spring Gala, 4-6th April 2014 by Stuart Moore:

The annual Spring Gala took place between 4-6th April 2014 and I visited on the Saturday, the 5th. Visiting traction was 31108, 37219 carrying the name 'Demelza', D306 'Atlantic Conveyor' and 50007 'Hercules'. In addition D1015 'Western Champion' which had brought the 37,40 and 50 from Washwood Heath was on show but not in use over the weekend.

The usual hourly service operated between Dereham and Wymondham with a mix of single headed, double headed and top and tail operations. At least one train ran to the Network Rail Boundary on the 5th April (50007 to the boundary and 31108 back). The home fleet was also in use with 31235, 47596 and long term visitor 47579 all in use over the weekend. Following the event 47579 was returned to its home at Mangapps.

50007 superbly
(though sadly in my opinion, ed)
re-liveried from the unique
GWR livery into BR blue,
and also re-named back to 'Hercules'
Wymondham



The condition of the 40 and 50 are a credit to their owner and looked excellent and the variety made this an interesting event to attend. It had been hoped to have a Europhoenix 37 at the event but this was not possible, so thanks to Colas for making 37219 available. The addition of the 'Demelza' nameplates was a nice touch.

D306 'Atlantic Conveyor' at Dereham having come off the previous service from Wymondham which it had t&t with 37219

The Mid Norfolk Railway's next enthusiast event is the Steam Gala from 30th May - 1st June with three visiting West Coast Railway Company steam locos planned to attend. If you have not tried the Mid Norfolk Railway this event could be a good time to try it.

photos by Stuart Moore

North York Moors Railway (NYM) Spring Gala by Trevor Roots:

Over the weekends of 25th-27th April and 2nd-5th May 2014 NYM held its Spring Gala featuring the following locos: Visiting - A4 Pacific 4-6-2 4464 'Bittern', LMS 3F Jinty 0-6-0T 47406, LMS Black 5 4-6-0s 44871 and 44806 'Lancashire Fusilier'. Resident - LHSJC 0-6-2T 29, Std 4 4-6-0 'Green Knight' 75029, B1 4-6-0 61264, K1 2-6-2 62005 (first weekend only) and the newest addition LMS Black 5 44806. In addition D7628 was added to the Whitby trains. Myself and Chris visited prior to the start of the Gala on Thursday the 24th on our way down to the AGM and so witnessed preparations for the event. The 3 Black 5s were all operating service trains with D7628 added for the Whitby trains. Also out and about were 47406 + 37264 which ran light engine from Grosmont to Pickering at 12.25 as seen below. Unfortunately 62005 had a failure to start and 47406 failed completely with 37264 being pressed into service.



47406 + 37264 departing Grosmont
at 12.25, 24th April 2014



44871 & 44806 Grosmont at 13.30, 24th April 2014

TRAFFIC & TRACTION NEWS

by John Barton

April 1

66433 passed Northchurch near Tring at 14.56 with a Purfleet - Daventry working

A multi-coloured electric convoy of 90028 + 90034 + 92043 + 92003 passed Sytch Lane at 14.24 (photo at end by Roger Thomas).

The following passed Sytch Lane (photos below by Roger Thomas): 92002 at 13.01, 87002 at 13.42, 86609 + 86605 on 4M54 Tilbury – Crewe at 14.30 then 66704 at 15.45.



April 2

37402 + 37682 passed Long Dyke Junction at 19.07 with the 1Q13 Bristol TM - Swansea Landore working.

56302 on the Colas logs from Carlisle - Chirk failed at Carlisle yesterday, resulting in the log train not running for two days. 56078 was sent to retrieve 56302 and take it back to Washwood Heath (photo below by Doug Welch).



April 3

92030 + 60015 working from Bescot Yard - Warrington passed through Stafford at 21.17

April 4

350410 + 350409 (the latter in new TPE electric livery) was seen heading south through Penrith at 11.45 on 1M95 Edinburgh – Manchester (photo below by Gordon Kirkby).



90034 with the Pretendolino rolling stock minus coach J departed London Euston on 1G40 to Birmingham New Street on time at 19.03.

April 5

57314 t&t 57315 passed Aston at 19.42 heading for High Wycombe.

66617 working West Thurrock - Earles empty PCA cement tanks passed Cossington at 18.23. Black 5 4-6-0 5MT 44871 t&t 47245 passed Tilstock near Whitchurch at 11.41 with The Central Wales Explorer on 1Z89 Manchester Victoria - Cardiff Pengam Sidings. The tour left Manchester 52 minutes late including 45407 in

addition to 44871 but 45407 failed at Warrington Bank Quay. 47245 was added at Crewe (photo below by Roger Thomas).



April 6

66193 headed north through Bedford at 12.05 with Bedford South Junction - Toton North Yard spoil train.

April 7

Colas Rail Tamper DR73932 working 6J86 Cardiff Taff Vale Sidings - Pengam headed northbound through Llanbradach at 23.57.

60063 passed Hawkesbury Lane, Bedworth at 17.23 with the empty tanks from Bedworth Murco Sidings - Robeston.

April 8

47739 working Boston Docks - Washwood Heath passed Nuneaton at 23.17.

April 9

70803 working 6Z31 Westbury - Eastleigh became derailed around Dilton Marsh.

350409 + 350408 + 350410 was seen approaching Carlisle at 08.40 on the first 110 mph test run from Preston (photo below by Doug Welch).



37259 + 37425 t&t 37409 on Carlisle Kingmoor – Carnforth approached Carlisle at 11.00 with stock 5995, 6173, 6046, 6117, 5810, 6122, 5971. The locos were to be used in similar formation two days later for the Settle & Carlisle 25th Anniversary of the line being saved (photo opposite bottom by Doug Welch).

975025 'Caroline' + 37402 were seen at Wellingborough on 2245 Wellingborough - Derby RTC at 09.20 (photo below by Colin Pottle).



92003 on Dollands Moor – Mossend china clay tanks was seen approaching Carlisle at 13.34 (photo below by Doug Welch).



37419 was seen stabled in Wapping Sidings at Carlisle with a Network Rail test train which it returned to Derby in the wee small hours of the following Thursday morning (photo below by Gordon Kirkby).



April 10

66213 passed Paddock Wood at 19.59 working 6Z42 Hoo Junction - Tonbridge West Yard.

The following passed Sytch Lane (photos below by Roger Thomas):

180114 on a rare outing up the WCML at 12.13, 70010 at 13.26 then 90028 + 90035 at 13.54.



April 11

60092 working the Colnbrook - Lindsey empty bogie tanks passed Cossington at 18.45.

66601 on the Luton Crescent Rd - Mountsorrel empty hoppers passed Cossington at 18.34.

April 12

60065 hauling JNAs passed Mill Hill Broadway at 20.33 on Toton - Leagrave Junction

57314 t&t 47786 passed Long Eaton High Level Goods at 18.56 with Scarborough - Nuneaton working.

70804 working 6C41 18.43 Westbury - Swindon with JNA/MLA wagons passed through Trowbridge at 18.53.

April 13

37402 headed southbound through Nuneaton on 2A87 Derby - Willesden Brent via WCML with coach 975025 'Caroline'.

April 14

66018 headed south through Bedford at 22.48 with a Toton - Harlington engineering train.

67005 rescued 6O38 which had failed with 66171. 66027 which was seen sitting in platform 1 at Nuneaton coupled up to disgraced 66171 to take it to Southampton.

April 15

66027 + 66171 headed south through Nuneaton with 6O38 loaded cars (66171 was the failure yesterday which was rescued by 66027).

47832 passed through Stafford at 14.45 (photo below by Martin Evans).



37607 + 37608 were seen in Sellafield Station siding at 12.22 (photo below by Doug Welch).



April 16

37667 on the rear of a test train led by a DBSO was seen heading north through Luton airport parkway at 23.24.

20302 + 20304 stormed through Nuneaton at 22.45 on a Sizewell - Crewe nuclear flask working.

47854 was in charge of the first Royal Scotsman of the season.

70805 on 6M50 Westbury VQ - Bescot VQ was seen at Kings Sutton at 11.44 (photo below by Colin Pottle).



82301 t&t 67018 on 1H55 Birmingham Snow Hill – Marylebone was seen at Kings Sutton at 13.16 (photo below by Colin Pottle).



April 17

Two freights seen by Mike Rumens passing through Walsall were (photos below):
60015 on 6E08 Wolverhampton - Immingham empty steel at 14.40.



66522 on 6M49 Hull - Rugeley coal at 15.23.



Colas 70805 working 6C21 Hinksey - Southall passed Princes Risborough at 22.57.
66009 passed southbound through Llanbradach near Caerphilly at 21.24 with 6C95 Cwmbargoed DP - Aberthaw PS.
47739 worked Washwood Heath - Boston Docks empty steel past Wichnor Junction at 16.03.

April 18

66598 passed Paddock Wood at 17.28 working 6N32 Hoo Junction up Yard - Factory Junction.
6162 worked a Chesterton Junction - Mountsorrel empty self discharge train through East Goscote at 15.46.

April 19

60007 'Sir Nigel Gresley' t&t D7535 newly liveried in BR blue were seen passing through Churston on the Paignton & Dartmouth Railway (photos below by Kevin Bates).



57316 t&t 57314 on Statesman Rail Tour 1Z71 Cambridge – Carlisle passed through Appleby at 12.20 (photo below by Doug Welch).



66143 passed through Sevenoaks at 23.09.
47826 & 47786 'Roy Castle' headed through Castleford at 20.56 with a Holyhead to Bridlington working.

April 20

66742 t&t 66597 were seen at Borough Market with ballast wagons and a crane.
37612 + 37611 + 47810 working 1Z48 Whitchurch (Shropshire) - Eastleigh ECS move passed through Trowbridge at 14.25.

April 21

66597 passed through Bromley South light engine at 09.21 on Hoo Junction - Eastleigh working.
66602 working from Earles to West Thurrock with loaded JPA cement tanks passed Cossington at 08.13.
37685 + 37516 were seen in charge of the nine coach Royal Scotsman at its overnight Keith stop. Normally in hands of a single Cl.47, the two Cl.37s make a welcome sight and noise as they approached the former Cairnie Jct at 20.06 and then Keith at 20.24 (see photos below). The train departed Keith for Kyle of Lochalsh at 10.00 the following morning.



April 22

56087 passed Coppull near Wigan at 17.45 on Carlisle Yard - Chirk loaded logs.
37423 + 68002 passed Rugeley Trent Valley at 16.52 on Willesden Brent - Crewe TMD.
66705 passed through Highworth Junction at 16.53 on 6B85 West Drayton - Moreton on Lugg.

April 23

47790 + 975025 'Caroline' working the 2Z02 Stoke - Stoke Inspection Saloon, passed Bolton at 18.15 heading to Preston.

47853 t&t 47813 passed through Bridgewater at 18.45 with 1Z89 Paignton - Southport working.
60079 passed Skelton Junction at 19.12 on 6P81 Warrington Arpley - Peak Forest South, Altrincham with a single MEA box wagon in tow.
34046 'Braunton' was seen on the Cathedrals Express from Andover, first at Hatton at 13.15 and latter at Stratford upon Avon at 14.50 (photo below at the latter by James Holloway).



April 25

D1015 masquerading as D1017 + D1062 passed through Birmingham Snow Hill on their way to the Severn Valley Railway (photo below by James Holloway).



April 26

DR 73113 passed northbound through Crewe at 09.10 (photo below by Neil Dix).



92019 + 92037 passed northbound through Crewe at 09.00, as seen passing stabled 57304 in the photo overleaf top by Neil Dix.



47790 t&t 47832 brought the Northern Belle ecs into Crewe at 09.16 (photo below by Colin Pottle).



37601 + 97302 arrived from the south at 10.40 (see photo below) and stood at the southern end of platform 12 for 5 mins before departing south.



A quick view of Crewe Gresty Bridge Depot at 12.30 prior to the ICRS visit to Basford Hall Yard resulted in Neil Dix seeing 37682 and 37425.



92038 arrived and stabled in bay platform 8 at Crewe as seen at 17.55 in the photo below. It was still there the following morning.



66623 t&t 66605 passed northbound through Crewe at 18.10 just as the heavens opened for the first shower of AGM day, with a track maintenance train including DR 78802/12/22/32 and 76750 with 3 Seacows on the rear next to 66605 as shown in photo below from the dry of platform 11. Talk about bad timing, as 5 mins later the sun came out again !!



April 28

Black 5 44932 was seen approaching Ruabon at 14.51 with 1271 Great Britain VII rail tour (Bristol Temple Meads to Grange-over-Sands leg). Touring the UK behind steam from 27th April to 4th May (price per person in Premier Class £2785 - First Class £1895) (photo opposite top by Martin Evans).



April 30

62005 + support coach 80220 was seen at Carlisle at 15.11 on 5Z62 Grosmont - Joppa Straight (photo below by Doug Welch).



multi-coloured electric convoy

90028 + 90034 + 92043 + 92003 Sytch Lane, 1st April 2014 (Roger Thomas)



with 66063 having just headed west this is the busy scene looking west from Mallard Bridge, Doncaster with 66103 departing east and left to right, an unidentified double headed pair of FL 66s heading west between stabled GBRf 66738 and 47843 and 66588 with 60065 above the autoballasters and showing work underway on the right to create a 'replacement' DBS facility for Doncaster Carr Depot plus to the east of the bridge, 66185 has just arrived with 66709 stabled, 24th April 2014



east of Mallard bridge, Doncaster 66185 has just arrived with 66709 stabled right in the ex-Royal Mail Depot whilst an EC CL91 passes southbound on the ECML showing Potteric Carr Nature Reserve beyond and to the right, 24th April 2014

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 over long distances, to please add all locations when submitting to James...ed

Mike Waudby:

17th April:

Beverley 09.30: 158792

Bridlington 10.02-10.31: 158784/910

Scarborough 11.20-11.48:

185131

York 12.25-13.40/14.40-18.20:

20305/308, 43257/272/296/299/305/306/309/311

43312/315/465/480, 66093/105/120/431/590,

91101-03/11/15-20/22/24/26/28/32, 142019/22

144012, 150205/215/228/269/274, 155344

158752/754/759/843//849/855/903/907, 180101

185101/03/08/09/16/17/19/20/22/24/28-33/42/43

185145/50, 220001/04/05/11/13/14/22/23/25/31

221120/30/31/36/39, Snowplough ADB965206

Malton 14.02-14.11: 185130

Holbeck Sidings 18.22: 66595/714, 185135

Selby 18.42-19.05: 150277, 155346, 170303

Brough 19.22-19.38:

43274/319, 144013, 158816/851

Hull Paragon 19.55-20.15:

142096, 144013, 158784/794, 170303, 185148

Geoff Hope:

30th March:

Manchester Ardwick 18.45:

185129/40, 350405/406/409

3rd April:

Knottingley 08.10-14.10:

20303/309, 66025/035/081/115/135/145/172/183

66230/506/510/519/522/525/713/723/729/744/747

66748/957, 144001/18, 150204, 153307, 180114

8th April:

St Pancras 09.20-09.35:

373001/002/223/224/229/230

Stratford International 09.25-11.20:

373013/014/019/020, 395006/09/10/12/13/18/19

395021/22/26/29

Paddington 12.05-12.55:

165102/103/108/111/128/129, 166219, 332001-05

332007/09/10/13/14, 360201-203

Clapham Junction 13.35-14.55 :

159002/004/014/017/103-106, 377101/103-105

377109/111-114/118-122/129/132/139/141/144

377148/153/156/160/203/206/215/306/311/317

377324/410/415/417/419/421/428/437/441/442

377445/449/451/457/458/471/601/602/604-606

377610/612-614/618/621/623/626, 378146/147

378201/207/220/225/226/228/256/257, 442405/09

442410/15/17/18/20/24, 444008/11/12/18/24/31

444034-36/43/44, 450002/005/007/011/018/020

450021/023/033/036/041/079/080/086/089/090

450094/097/102/106/107/112/117/119/120/549

450552-554/559/563/566/569, 455701/703-706

455708-711/717/718/722/723/725/730/732/735

455739-742/750/802/819/820/822/823/827/830

455837/839/840/844/846/848/849/853/855/857

455859-861/864-866/869/874/901/902/905-908

455910/911/913-915/918/920, 458004/16/26-28

458030

East Croydon 15.15-16.25:

171722/728/803/804, 319008/423/4256/428/431

319441/449/458, 377103/106/107/109/111/113

377133-124/126/130-132/135/139/142/144/147

377149/150/154/156/160/162-164/205/210/325

377328/401/403/405/409/412-414/416/418/421

377425/426/434/437/439/441/458/462/465

377469-472/475/501/503/510-512/515/520/522

377611/621/623, 442405/09/10/11/15/17/18/20/24

455816/834/837/838/840/842

London Bridge 16.45-18.45:

171727/801/803, 319218/370/430/446/447/452

375304/601/604/606-608/611/612/614/618/621

375622/624/626/630/702/704/705/708/710-712

375714/801/802/804-806/808/813/815-818/822

375822/825/828/830/901-911/913/914/916

375918-925/927, 376001-07/09-13/15/16/18-22

376024-36, 377106/114/115/119/121/123/127/131

377133/142/148/151/153/161/304/306/308/310

377313-316/318/320/321/323/324/328/403/407

377412/422/427/431-434/440/448/449/456/459

377462/468/474/502/505/507/516/519/521/523

377603/604/612/625, 442401/07/08/13, 455801

455803/804/806/809/810/812-814/816/818-820

455823/825/826/828/829/831/833/834/838-840

455842-845, 465001-005/009/010/012/013/015

465016/018-023/026-029/031/032/037-040

465042-046/048/049/151-153/156/158-163

465165-167/169/172/174/176/177/179/181-183

465185/187-197/235/237/239/241/243-245/248

465903/906/909-911/913/915/923/924/927-929

465932-934, 466003/05/07-11/13/14/16/17/19-22

466024/26/31/34/36-40/43

12th April:

Swansea 09.15: 153320/27

Margam: 66155/181

Cardiff Canton: 56113

Cardiff Central 10.25-14.50:

43002/016/023/026/028/033/087/130/139-141/147

43174/176/181/188/192/196/197, 66059/093/098

66107/137/200, 142006/10/069/72/74/75/77/80-83

142085, 143601/02/04/07-10/14/22-25, 150002

150120/208/213/217/219/227/229-231/235/237

150240/242/243/252-255/258-260/264/278-280

150282/283/285, 153320/53/62/67/77/82, 158826

158827/841/951/952/955/959/961, 170113/117

170519/636, 175001/002/006-008/102-104/107

175112-114

Michael Hayman:**29th March:****King's Cross:**

60007 'Sir Nigel Gresley',

33207, 43312/314/317/423/480, 67028

91102/04/18/24/32

Finsbury Park: 08892**Peterborough:** 20096/107, 66727/735/740/746**Doncaster:**

08724/782/993, 20305/309, 60044/92, 66016/044

66092/137/172/431/538/553/561/723/744

York: 60009 'Union of South Africa'**Newcastle:**

61264, 62005, 43013/062/239/272/300/305

43318, 66702, 91101/04/11/13/22

3rd April:**Acton:**

60163 'Tornado', 37706, 47746, 56313, 59004

66023/101/505/728

9th April:**Acton:** 59202, 66018/062/413**Ealing Broadway:** 59204, 66013/023/025/165/742**11th April:****Paddington:** 57605**Peter Cole:****3rd April:****Port Talbot 09.20-15.20:**

43012/015/028/030/042/070/091/126/142/148/149

43151/163/169/186/193, 56113, 66055/200/560

142079, 150230/236/241/264, 153367, 175001

175002/004/009/011/101/102/111-113/115

4th April:**Port Talbot 09.00-15.30:**

43003/015/016/026/027/087/093/097/128/133/136

43140/156/162/163/180, 56113, 60059, 66044/076

150243/280, 153312/67, 158835, 175006/007/009

175010/011/101/105-109/112

Mike Rumens:**28th March:****Leicester 13.45-17.15:**

37415/610, 43044/048/055/058/059/066/073/076

43083/089, 56105, 156406/15/73, 170104/108/109

170112/113/521/637/638, 222001-005/007/008

222014/020/022/023/101/102

31st March:**Nuneaton 13.10-14.35/16.05-17.05:**

57007/012, 66007/430/567/589/593/714/742

70805, 90016, 153371, 170102/105/110/112/114

170116/397/522, 221101/04/08/16/43, 350106/110

350111/116/118/236/259, 390001/005/008/009

390020/045/112/117/121/130/131/138/141/151

390156, DR73109

1st April:**Nuneaton 16.00-16.50:**

37219, 50007, D1015, 57007/012, 66012/105/125

66567/589/591, 70805, 86610/22/37/39, 90016

92002, 153371, 170101/103/108/111/113/519/521

221102/03/07/14/16/42, 350101/102/104/114

390010/011/042/103/114/115/119/121/123/124

390126/127/134/137/148/153

4th April:**Nuneaton 13.07-13.45/16.10-17.50:**

66304/418/420/568/569/591/714/742, 90049

153365, 170102/110/111/117/397/522/638

221101/02/06/08/12/14/17, 350105/106/111

390005/043/047/114/116/119/121/125/126/130

390137/138/141/1152/153/157

7th April:**Nuneaton 13.10-14.50/16.10-17.42:**

60063, 66016/063/427/504/566/707/710/846/954

70805, 86501/610/612, 90016/44/47/48, 92024/38

153365, 170101/110/114/115/398/518/521

221103/18, 350101/107/112/116, 390001/002/020

390044/047/049/115/118/119/124/132/151/152

390155

8th April:**Nuneaton 13.15-15.10/16.25-16.50:**

47853, 60054, 66100/418/420/427/502/566/710

66743, 70803/805, 86610/12/22/39, 90016/20

92019/24, 153371, 170103/106/109/111/113/522

221102/05/07/08, 350112/114/118/125, 390002

390042/050/114/118/122/125/127/136/152/153

390155

9th April:**Nuneaton 14.14-15.40/16.16-16.50:**

66060/100/427/501/558/570/707/710, 70805

86610/12, 90016/47/49, 92024, 153364, 170102

170104/110/111/518/519, 221101/06/08/43

350108/114/118/128, 390002/013/020/114/116

390126/127/138/148/151-153

10th April:**Nuneaton 13.17-14.35:**

66053/069/425, 90047, 153371, 170103/113/518

170521, 221103, 350106, 390049/112/114/118

390123/125/126/136/138/156

11th April:**Nuneaton 13.17-14.35/16.05-17.55:**

60054, 66024/082/109/304/416/503/593/702/710

66717, 90045/47, 92024, 153364, 170102/105/111

170114/117/522/639, 221104/05/07/11/12/15/30

350104-106/130, 390001/013/047/107/112/115

390116/122/127/130/135/137/138/152/155

66138/212/214/228 Doncaster-Toton

Bob Eastwood:**11th April:****Darlington:** 91102**Tyne Yard:** 66520/616**Newcastle:**

43480, 66733, 67025, 142067/71/85, 156451/481

185114/45, 220006/26

Gateshead: 66746**Riding Mill:** 156475**Hexham:** 37405/604, 142071**Carlisle:**

10.11 66009 Hunterston-Ferrybridge coal

10.21 66563 Leeds-Carlisle coal

10.37 92039 Basford Hall-Coatbridge enterprise

10.38 66421 southbound autoballasters

10.50 66044 Workington -Carlisle tanks

11.39 57009/010 Shap-Carlisle

12.36 37259/409/425 Settle-Carlisle

13.19 56094 Carlisle-Chirk logs
 13.35 66559 Fiddlers Ferry-Hunterston coal
 14.19 66957 York-New Cumnock coal
 14.34 37425/409/259 Carlisle-Settle
 14.39 66069 northbound L/E
 15.13 66527 Hunterston-Ratcliffe coal
 15.18 66069/044 southbound L/E
 15.36 66531 Fiddlers Ferry-Hunterston coal
 16.07 66421 northbound autoballasters
 16.11 57009/57010/66302 Carlisle-Crewe L/E
 17.06 66553 Drax-Hunterston coal
 17.23 66433 Daventry-Coatbridge enterprise
 142019/64/87, 153317/24/51, 156438/443/444/454
 156463/467/479/495/500/506/514, 158784/790
 158817/844/908, 185102/08/10/11/44/48, 221102
 221106/10/11/13/42, 325001/13/15, 350402/403
 350405, 390002/039/042/044/045/107/125/126
 390130/132/138/141/148/152/154

17th April:

Skelton Junction, York:

09.55 66955 York-North Blyth coal
 10.08 66703 Drax-Tyne Dock coal
 10.30 66747 Drax-Hunterston coal
 10.38 66552 York-New Cumnock coal
 11.17 66590 Stourton-Wilton F/L
 11.29 60039 Scunthorpe-Lackenby steel
 11.55 66158 Redcar-Rylstone
 12.11 66722 Ferrybridge-Tyne coal
 12.16 66562 Drax-Redcar coal

12.55 66105 Redcar-Clitheroe
 13.01 66120 southbound L/E
 13.09 66167 Doncaster-Tyne coal
 13.25 66093 northbound concrete slabs
 14.05 66143 Redcar-Drax coal
 14.11 66749 Drax-Tyne coal
 15.00 66139 Redcar-Margam steel
 15.24 66748 Tyne-West Burton coal
 15.44 66613 York-Oxwellmains coal
 16.10 66414 Wilton-Stourton F/L
 16.18 66744 North Blyth-Ferrybridge coal
 43206/208/239/257/272/274/296/299/305/306
 43311-314/319-321/357/423/465/468/480
 91101-03/05/07/11/16/17/19-21/24/26/28-30/32
 180101, 185103/07/08/17/18/22/24/28/29/32/33/42
 185145/50, 220004/06/09/10/13-15/20/22/23/25
 220031, 221120/22/29-33/35/36/39/40, DR75402

Gordon Kirkby:

26th April:

Crewe 09.30-17.00:

37601, 47790/832, 57304, 70008, 92003/19/37/38,
 97302, 153303/326/357/374/381, 175003/010/011
 175104/110/116, 221101/102/109-111/113/117/118
 221142, 323223/230/233/234/237, 350231/233/235
 350240/252/267, 390002/040/044/046/050, 390103
 390114/118/119/121/123/125/128/129/132/134/135
 390138/155/156

Warrington 18.45: 09106, 60007/11, 66082/120

PRESERVATION OUTPOSTS

One of the more elusive preserved shunters is D3255 which was a CI.08 that never received a TOPS number, as it was withdrawn from BR in December 1972. Sold to the National Coal Board it worked at several collieries in Wales before being preserved when surplus to requirements in May 1987. It moved to the embryonic Brighton Railway Museum along with numerous other items of rolling stock based in the former Pullman Works. When this scheme was finally aborted in 2008 and with the building due to be demolished, D3255 was moved to Castle Hedingham on the Colne valley Railway. It then moved again to a private location ½ mile north of Leavening in Yorkshire where it is visible from the public road, as seen in the photo right taken on the 24th April 2014.



Visit <http://www.brightonlocoworks.co.uk/Pullman-Works.php> for further details of the Pullman Works.

THEN & NOW

This is an occasional series aimed at showing the differences over time between locations or items of rolling stock, over to you to find an interesting photo from the past and then to take a photo from the same spot or of the same item.

The previous and only **Then & Now** was in the April 2013 issue and featured an 08 shunter in 1973 and 2013. These photos taken by James Holloway are unusual in that whereas normally the current photo has less than the original, the opposite is true here. The location is Bickenhill Lane Bridge just to the northwest of Birmingham International Station. The NEC was officially opened in February 1976 requiring a station to serve both this and the nearby airport, the other side of the bridge. The station opened on the 26th January 1976. It is surprising that the airport did not have its own station before 1976.



A LIFE ON THE RAILWAYS

In another interesting article, member Stuart Runciman gives an account of his BR railway career.

My working career started at the age of sixteen on the 1st September 1969 at Eastleigh Railway. I started as a messenger boy in the station managers office where Mr King was the station manager. Jim Lovelace was the chief Clerk with John Smith and Derek Rawson the other Clerks. First thing every morning I would go to the mail room and collect the post to sort out. I would then take it to the office for despatch to different departments.

There were three books published each week that contained information regarding the running of trains. These books referred to amended rules, Special Workings and Engineering works that may affect the area the panel box covered. The guards were also given copies of these books. On Sundays the clerk would write out all staff's hours and pay deductions, I then had to write out the payslips for all the signalman, platform staff, depot staff and guards.

At the age of eighteen I had a chance of a career move and applied for the position of guard. After completing the training at the school in Campbell Road, Eastleigh I then went out to learn the routes. Eastleigh was a depot from which there were four ways to travel, London, Weymouth, Salisbury and Portsmouth. There was a large marshalling yard where freight came in and was sent out on other services. To the north of Eastleigh is East Yard which has 4 reception roads and still does the ballast work for a large area. I went out learning the routes which covered areas of Banbury, Ripple lane, Stewarts Lane and Chichester. As well as London to Weymouth we also took freight around the Staines and area. I enjoyed my time working freight and passenger trains. When I first started out as a guard I did the route from Southampton to Alton with the Hampshire units. At Alresford we collected the watercruss which went onto different destinations.

You were given fifty minutes to prepare a freight train, checking the doors were secure and couplings connected and tightened. I had to work out the load to give a ticket to the driver which told him the correct weight and brake force and also the length of the train. Most freights travelled at 45 mph, but oil and petrol were 60 mph. and freightliners were 75 mph. There was a yard at Redbridge which made the long welded trains which travelled at 25 mph. From time to time when accidents happened we had the breakdown crane at Eastleigh depot which was crewed by the fitters and went out to re-rail any locos or wagons that came off the road. If the jib was leading it was 45mph, if it was trailing it was 60 mph. You had to ensure that the weight did not exceed what the loco could pull or you had sufficient brake force to stop the train. Most of the freight trains had brake vans where the guard would ride as not all wagons had vacuum brakes. On a dark wet night sitting in a van behind 40 to 50 wagons with a nice fire going kept you warm and alert. The freightliner work we covered was from Southampton to Ripple lane and Didcot. The traction I had for motive power was classes 33, 47, 71 and 73. Sometimes other depots such as Saltley would come to Eastleigh with classes 31, 44 or 45 which made a change to see a different class of loco. We had passenger turns which paid extra money with mileage payments of over 200 miles. One turn was the 08.52 Eastleigh to Waterloo, the 10.45 Waterloo to Bournemouth then a break, the 13.41 fast Bournemouth to Waterloo and back and finally the 15.45 to Eastleigh. The mileage was 263 which we did Monday to Thursday. Rest day was on Friday and mileage on Saturdays. The EMUs which we had then were REPs, TCs and VEPs. CIGs and BIGs were used on the Portsmouth to Waterloo services.

Sadly our depot closed in 1980 with staff transferring to Basingstoke, Portsmouth and Bournemouth. The freight side was split up into EWS and Freightliner. It broke the morale of the drivers and guards who enjoyed the work and camaraderie of the depot. Along with some of the guards and drivers from Eastleigh I went back to the railway at Basingstoke completing the course and route learning. It took a while for us to be part of the depot as the variety of traction was not what we had at Eastleigh. I spent 5 years there and then left. I wish I had stayed on the railway as I miss the travelling, but remain friends with many of my colleagues. Each year in March since Eastleigh closed we have a reunion at the Railway club, when all drivers and guards from Eastleigh who went to the other depots come together as do other depot staff to remember the way the railway ran in a way which worked well. Privatisation remains an issue which many do not like.

A new depot at Northam has been built which many ex-drivers from Eastleigh now work from. There was a depot previously at Northam in 1901 so history does repeat itself.

INFRASTRUCTURE NEWS

Storm Damage News: Whilst the Dawlish sea wall took the headlines, the Hastings to Charing Cross line was also severely affected by the winter heavy rain, first succumbing on the 23rd December 2013 to landslips between Battle and Robertsbridge. Following repairs to 7 landslips in all, the line fully re-opened on the 31st March 2014.

Selby Swing Bridge by Trevor Roots:

The most significant refurbishment of the Selby rail swing bridge since it was built in 1889 has started, involving refurbishment of the structure and the hydraulics on the swing span. The swing bridge is one of the more interesting structures remaining on the railway spanning the River Ouse north of the station. Prior to 1983 the line through Selby was the East Coast Main Line (ECML) but this was diverted to avoid mining subsidence when the NCB developed the Selby coalfield. It also removed a troublesome slow speed bottleneck and the diversion became the first purpose built 125mph high speed line. Services will be disrupted from 26th July to 8th November.



Level Crossings:

New guides to help members of the public use level crossings safely have been launched by Network Rail. Covering the potential dangers, and stressing the importance of never making assumptions before attempting to cross the railway track, the guides provide a useful reminder of the steps to take when approaching and using a level crossing. They have been produced in partnership with the Office of Rail Regulation and the Heritage Railway Association.

Darren Furness, head of level crossings for Network Rail said: "Britain has one of the safest railways in Europe but level crossings remain a risk. We are investing £100 million in the next five years to upgrade and improve crossings across the country but we also want to help everyone who uses a level crossing have the knowledge they need so that they can approach a level crossing with confidence, knowing that they have taken every precaution necessary to get to the other side safely." Network Rail has invested £130 million into its programme to improve level crossing safety between 2010 and 2014. During this time it has:

- Closed nearly 800 level crossings
- Replaced footpath crossings with footbridges
- Installing warning lights as an additional safety measure at footpath crossings
- Launched a new schools programme – Rail Life – teaching both primary and secondary school children about how to stay safe when crossing the railway
- Rolled out safety camera enforcement vans
- Invested in new technology such as the obstacle detection radar technology
- Introduced power operated gate openers
- Installed spoken warnings to announce when “another train is coming” after one train has passed through
- Employed more than 100 new dedicated level crossing managers
- Community safety managers who work closely with local groups, councils and schools to raise awareness

Network Rail has pledged to close a further 500 crossings in the next five years, investing £100 million into its national level crossing safety programme.

The guides are available on the Network Rail website <http://www.networkrail.co.uk/level-crossings/using-level-crossings/> in both interactive form and as downloadable PDFs. Individual guides have been created for the four main groups of users of the crossings: pedestrians, motorists, cyclists and horse riders giving specific advice tailored to each user group.

Lumby Lane bridge replacement, Monk Fryston by Trevor Roots:

Following the discovery that the Lumby Lane road bridge was seriously weak a decision to completely replace the bridge resulted in its demolition. This location is best known to spotters as Milford Junction so the viewing has been compromised in recent weeks. A temporary footbridge has been erected to the north of the road bridge so views towards the Junction remain. Parking is currently limited in Ingthorpe Lane. The photos below show the situation on the 24th April prior to the replacement bridge being lifted into place on the 27th April. It will be interesting to see whether there will be a footway and what the parapet will be like and how this will affect viewing.





looking south from Ingthorpe Lane
showing footbridge, 24th April 2014



Lumby Lane / Ingthorpe Lane junction showing
missing road bridge to the left and
footbridge, looking west
24th April 2014

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.

GLOUCESTERSHIRE SIGHTINGS

by Nigel Hoskins

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

1st April

07.35 66046 6Z94 AV-CI
08.27 66197 6M81 MG-RO
09.05 66155 4V70 RC-AV
10.55 66560 4V09 RG-SG
10.55 66425 4V38 DV-WG
11.14 60020 6B13 RN-WH
12.01 66116 6V05 RO-MG
12.30 60040 6E41 WH-LY
12.45 66003 6V67 RA-MG
15.00 66096 6V92 CY-MG
16.02 66013 6M41 MG-RO
17.00 66197 6V07 RO-MG

2nd April

10.55 66424 4V38 DV-WG
11.11 60020 6B13 RN-WH
11.55 60040 6E41 WH-LY
12.01 66139 6V05 RO-MG
13.49 66711 4V94 IB-PY
14.45 66539 4V47 RG-SG
14.50 66848 4V30 GL-PY
14.57 66096 6V92 CY-MG
17.53 66074 6Z35 BS-AV
18.25 66065 6M69 AV-RC
19.13 66622 4V57 RG-SG

3rd April

05.09 60059 6V49 TS-MG
08.29 66197 6M81 MG-RO
10.00 66065 4V70 RC-AV
11.02 66507 4V09 RG-SG
11.14 60020 6B13 RN-WH
12.01 66013 6V05 RO-MG
13.27 60040 6E41 WH-LY
13.55 66711 4V94 IB-PY
14.02 66614 6Z78

Bardon Quarry-CT

14.37 66622 4V47 RG-SG
14.59 66096 6V92 CY-MG
15.30 66155 6M39 AV-RC
15.35 66848 4V30 GL-PY

4th April

03.30 66121 6V19 IM-LL
03.34 66098 4V01

Hope-Cwmbargoed

10.52 66302 4V38 DV-WG
10.55 66622 4V09 RG-SG
11.15 60020 6B13 RN-WH
12.01 66201 6V05 RO-MG
14.15 66711 4V94 IB-PY
14.45 66848 4V30 GL-PY
15.03 66095 6V92 CY-MG
15.05 66539 4V47 RG-SG
15.32 66155 6M39 AV-RC
15.55 66076 6M41 MG-RO
15.58 66079 6V07 RO-MG
17.45 66016 6Z35 BS-AV

4th April (cont)

18.05 66065 6M69 AV-RC
18.34 60020 6B47 WH-RN

5th April

04.07 66197 6D98 NT-HD
05.35 31105 3Z64 CF-DY
07.18 66155 4V83 TO-AV
09.12 66007 6W03 WY-SD
14.54 66117 6W05 WY-SD
15.18 66054 6W06 HY-SD
17.21 66174 6W07 HY-SD
19.05 66057 6W10 BS-SD
66134 6W09 HY-SD

6th April

13.31 66302 4V38 DV-WG
17.05 66140 6E47 MG-MD
18.50 66704 6V83 PB-MO
20.12 66302 4M36 WG-DV
20.36 66096 6E30 MG-HL
21.29 66104 6V66 RA-MG

7th April

07.54 66095 6M81 MG-RO
10.05 66622 4V09 RG-SG
11.00 66421 4V38 DC-WG
11.14 60017 6B13 RN-WH
11.48 66134 4E66 MG-RA
12.47 6059 6V05 RO-MG
14.02 37409/667 6Z56 BE-CE
16.46 66095 6V07 RO-MG
17.55 66074 6Z35 BS-AV
18.24 66197 6V97 BN-CT
19.52 60063 6V55 BD-RN

8th April

07.55 66065 4V83 TO-PY
08.35 66095 6M81 MG-RO
08.40 66110 6M98 CT-SA
10.52 66304 4V38 DV-WG
11.02 66513 4V09 RG-SG
11.13 60017 6B13 RN-WH
12.32 66104 6V05 RO-MG
12.45 60007 6E41 WH-LY

9th April

10.52 66433 4V38 DV-WG
11.22 60017 6B13 RN-WH
12.10 60024 6E41 WH-LY
12.37 66082 6V05 RO-MG
16.00 66059 6M41 MG-RO
17.02 66076 6V07 RO-MG
18.02 66101 6Z35 BS-AV
20.25 66098 6V55 BD-RN

10th April

05.59 66101 6Z94 AV-CI
07.55 66065 4V83 TO-PY
08.40 66059 6M81 MG-RO
09.14 66181 6M96 MG-CY
09.55 66136 4V70 RC-PY

10th April (cont)

10.53 66426 4V38 DV-WG
11.00 60017 6B13 RN-WH
12.16 66200 4E66 MG-RA
12.20 66076 6V05 RO-MG
12.30 60024 6E41 WH-LY
14.58 66560 4V47 RG-SG
14.59 66143 6V09 CY-MG
16.01 66088 6M41 MG-RO

11th April

03.14 66082 6M03 RN-BD
04.13 66054 4V01
07.56 66065 4V83 EA-Cwmbargoed TO-PY
09.00 66136 4V70 RC-PY
09.11 66429 4V38 DV-WG
11.11 66560 4V38 RG-SG
11.11 60063 6B13 RN-WH
12.48 66074 6V05 RO-MG
12.57 66200 6V567 RA-MG
13.27 60024 6E41 WH-LY
14.45 66548 4V47 RG-SG
15.00 66095 6V92 CY-MG
16.05 66102 6M41 MG-RO
20.00 66702 6V83

Bury St Edmunds-CT

12th April

02.45 66037 6Z94 AV-CI
14.30 66518 6Y07 GL-FR
18.09 66104 6V06 HD-NT
19.25 66147 6V29 LC-CT
21.04 56078 6C21 BS-PG

3th April

11.27 66426 4V38 DV-WG
16.45 66027 6X33 KM-BS
17.12 66102/60017 6E47 MG-MD
23.00 56078 6C21

Rumney River Jnct-BS

14th April

08.21 66155 6M81 MG-RO
10.48 66433 4V38 DV-WG
11.11 60020 6B13 RN-WH
11.26 66181 4E66 MG-RA
12.28 66088 6V05 RO-MG
14.00 66606 6Z78

Bardon Quarry-CT

14.59 66044 6V92 CY-MG

15th April

02.53 66606 6Z76 CT-Bardon Quarry
06.15 66066 6Z94 AV-CI
08.30 66093 4V83 TO-PY
08.31 66122 6M81 MG-RO
12.01 66044 6V05 RO-MG
15.04 66095 6V92 CY-MG
19.33 66140 6V69 BS-AD

16th April			19th April (cont)			22nd April (cont)		
21.31 66034 6E09	ON-IM		20.35 66107 6W13	BS-PG		20.27 66426 4M36	WG-DV	
09.00 66093 4V83	TO-PY		20th April			37688/402 1Z01	DY-Sharpness	
10.25 66188 4V70	RC-PY		11.29 66426 4V38	DV-WG		23rd April		
10.54 66429 4V38	DV-WG		18.00 66426 4M36	WG-DV		04.02 66149 6M03	RN-BD	
11.10 66547 4V09	RG-SG		21st April			11.15 60039 6B13	RN-WH	
11.14 60020 6B13	RN-WH		03.22 66082 6V84	LY-AW		13.50 20302/37425 6M63	BR-CE	
13.55 37259/425 6M63	BR-CE		09.58 37612/611 1Z49			24th April		
17th April			EH-Lllandrindod			05.58 66132 6Z94	AV-CI	
11.55 6044 6E41	WH-LY		11.01 66432 4V38	DV-WG		08.34 66150 6M81	MG-RO	
16.02 66044 6M41	MG-RO		15.59 66705 6V83	PB-MO		09.09 66035 6M96	MG-CY	
20.55 66848 4V30	AV-GL		18.30 66082 6E94	AW-LY		11.10 66302 4V38	DV-WG	
21.25 66148 6V04	KY-CT		18.30 66848 6M87	GL-RC		12.17 66149 4E66	MG-RA	
18th April			20.17 66093 6E30	MG-HL		12.25 60015 6E41	WH-LY	
02.33 66718 6V01	LY-CF		20.26 66718 6E12	CF-LY		14.48 66507 6Z78		
11.30 60044 6E41	WH-LY		10.54 66426 4V38	DV-WG			Bardon Quarry-CT	
14.45 66557 4V47	RG-SG		11.16 60039 6B13	RN-WH		14.51 66175 6V92	CY-MG	
14.57 66155 6M39	PY-RC		15.03 56113 4Z63	CF-SG		25th April		
15.04 66122 6V92	CY-MG		15.04 66076 6V92	CY-MG		08.31 60039 6M81	MG-RO	
17.16 66104 6V97	BN-NT		15.55 66095 6M41	MG-RO		09.11 66035 6M96	MG-CY	
18.05 66061 6Z35	BS-AV		17.52 66705 6B85			10.52 66432 4V38	DV-WG	
20.05 66433 4M36	WG-DV		West Drayton-MO			12.02 66847 0Z27	WW-CF	
19th April			18.37 66096 6V06	HD-NT		12.27 66076 6V05	RO-MG	
11.04 60020 6B13	RN-WH		19.30 66002 6V69	BS-AD		12.51 66149 6V67	RA-MG	
11.30 60044 6E41	WH-LY		20.21 66031 6E30	MG-HL		13.00 20304/57012 6M63	BR-CE	
18.56 60020 6B47	WH-MG							

Stirlingshire & Gloucestershire Sightings Location Codes:

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

TF Tremorfa	TL Tilbury	TU Tunstead	WH Westerleigh	WV Wolverhampton
TG Teigngrace	TN Taunton	TY Tyseley	WM Wemyss	WW Washwood Heath
TH Theale	TO Toton	VA Victoria	WP Workop	WY Westbury
TJ Tuffley Jnct	TR Trishington	WB Wembley	WR Warrington	YK York
TK Tavistock Jnct	TS Tees Yard	WG Wentloog	WS Worcester	YT Yate

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		26th March		5th April (cont)	
13.00 66427 4A13	GM-AB	05.45 66303 4H47	MN-IS	13.30 66069 6S36	DS-GM
17th March		07.00 66430 4R75	GM-EE	23.07 66069 6K01	MN-Polmont
05.45 66433 4H47	MN-IS	08.30 66610 6A65	OX-AB	6th April	
18th March		13.00 66428 4A13	GM-AB	13.00 66432 4A13	GM-AB
05.45 66433 4H47	MN-IS	13.30 66132 6S36	DS-GM	7th April	
06.55 56078 6R46	GM-PW	17.55 66100 6K26	MN-Cambus	05.45 66305 4H47	MN-IS
07.00 66304 4R75	GM-EE	27th March		08.30 66602 6A65	OX-AB
08.30 66621 6A65	OX-AB	13.30 66002 6S36	DS-GM	13.00 66301 4A13	GM-AB
13.00 66432 4A13	GM-AB	28th March		8th April	
13.30 66109 6S36	DS-GM	00.55 66100 6H44	MN-IS	05.45 66305 4H47	MN-IS
19th March		05.45 66432 4H47	MN-IS	06.55 56087 6R46	GM-PW
05.10 66610 6H51	OX-IS	13.00 66433 4A13	GM-AB	13.00 66430 4A13	GM-AB
05.45 66433 4H47	MN-IS	29th March		13.30 66069 6S36	DS-GM
07.00 66432 4R75	GM-EE	05.45 66302 4H47	MN-IS	9th April	
07.40 56078 6L82	GM-LW	10.05 66109 6A32	MN-AB	05.45 66305 4H47	MN-IS
13.00 66421 4A13	GM-AB	11.20 66433 4M16	GM-DV	07.40 56087 6L82	GM-LW
13.00 66103 6S36	DS-GM	13.00 66424 4A13	GM-AB	07.40 66164 6G25	FY-ES
20th March		20.03 66301 6K09	MN-Dalwhinnie	08.30 66602 6A65	OX-AB
05.27 56087 6S96	Sinfin-GM	30th March		13.00 66304 4A13	GM-AB
05.45 66433 4H47	MN-IS	13.00 66424 4A13	GM-AB	13.30 66044 6S36	DS-GM
06.30 66126 6A32	MN-AB	31st March		10th April	
07.00 66421 4R75	GM-EE	05.45 66432 4H47	MN-IS	05.45 66305 4H47	MN-IS
08.30 66621 6A65	OX-AB	13.00 66424 4A13	GM-AB	06.30 66079 6A32	MN-AB
13.00 66424 4A13	GM-AB	1st April		13.00 66301 4A13	GM-AB
13.30 66103 6S36	DS-GM	05.45 66432 4H47	MN-IS	11th April	
21st March		06.55 56087 6R46	GM-PW	05.45 66103 6H44	MN-IS
07.00 66424 4R75	GM-EE	08.30 66610 6A65	OX-AB	05.45 66305 4H47	MN-IS
13.00 66305 4A13	GM-AB	13.00 66430 4A13	GM-AB	06.55 66177 6R46	GM-PW
22nd March		13.30 66069 6S36	DS-GM	07.40 66079 6G25	FY-ES
05.45 66303 4H47	MN-IS	2nd April		13.00 66430 4A13	GM-AB
06.30 66109 6A32	MN-AB	07.40 66021 6G25	FY-ES	13.30 66110 6S36	DS-GM
11.20 66305 4M16	GM-DV	13.00 66433 4A13	GM-AB	12th April	
13.00 66430 4A13	GM-AB	3rd April		05.45 66421 4H47	MN-IS
13.30 66103 6S36	DS-GM	05.45 66432 4H47	MN-IS	06.30 66103 6A32	MN-AB
21.20 66126 6K30	MN-LI	06.30 66103 6A32	MN-AB	13.00 66432 4A13	GM-AB
23.15 66002 6K25	MH-Cambus	08.30 66610 6A65	OX-AB	13.30 66110 6S36	DS-GM
23rd March		13.00 66429 4A13	GM-AB	19.45 66177 6K30	MN-Pitlochry
13.00 66430 4A13	GM-AB	4th April		13th April	
24th March		01.00 66103 6H44	MN-IS	13.00 66427 4A13	GM-AB
07.00 66421 4R75	GM-EE	05.10 66610 6H51	OX-IS	14th April	
08.30 66610 6A65	OX-AB	07.40 66021 6G25	FY-ES	05.45 66421 4H47	MN-IS
13.00 66301 4A13	GM-AB	13.00 66430 4A13	GM-AB	08.30 66610 6A65	OX-AB
14.20 66132 6D61	RI-GM	5th April		13.00 66429 4A13	GM-AB
25th March		00.02 66099 6K02	MN-Polmont	14.20 66079 6D61	RI-GM
06.55 56087 6R46	GM-PW	00.09 66152 6K03	MN-Polmont	15th April	
07.00 66301 4R75	GM-EE	00.21 66124 6K04	MN-Polmont	05.45 66421 4H47	MN-IS
13.00 66430 4A13	GM-AB	05.45 66430 4H47	MN-IS	06.55 66092 6R46	GM-PW
		06.30 66103 6A32	MN-AB	13.00 66424 4A13	GM-AB
		13.00 66433 4A13	GM-AB		

RAILWAY GLOBETROTTERS

A Few Days in Bayern, Germany - July 2013 by John Teasdale - Part 1:

Sunday 21st July: It had been some time since my last visit to this part of Germany so I had looked forward to this trip with my pals but, after a very early morning ferry crossing, I was less certain as I was having a bit of difficulty staying awake at 09.00 on Koblenz station! More of the class 442 units were evident here as DB finally gets the delayed introduction of these well under way.



442 001 Koblenz, 21st July 2013

The passing freight traffic produced a mixed bag of class 182, 185 and 189 although it was class 139 no 558 that came through hauling a new unit destined for the Munich U-bahn. A quick call at Montabaur on the Frankfurt – Cologne high speed line followed where some ongoing track work meant two Spitzke Logistik MaK G1206's and a rebuilt V100 belonging to Die Lei were present along with two of the latest Voith class 261 locos.



MaK 100 1383 and 500 1475 Montabaur, 21st July 2013

We intended to overnight in Frankfurt but called at the depot outside the station first before dropping our bags at the hotel. DB Museum 103113 in red and beige TEE livery was amongst those 'on shed' as was 120 502 (see photo opposite top). Rather than remain at the Hbf, I wanted to get to Bischofsheim to see what was there. The yard and depot here is the focal point for the heavy freight traffic on the two Rhine routes and often produces some interesting visitors. No one was to be found and the offices were locked but the gate was open so a careful walk around got the numbers.



Monday 22nd July: We had intended a leisurely start to the next leg of our journey to allow us to cover the Monday morning rush hour at the Hauptbahnhof. This was as hectic as ever with a variety of new units from some of the private companies that now provide services in this area.

111 094 Frankfurt, 22th July 2013



101 025 with Starlight Express
advertising livery, Frankfurt.
21st July 2013

Amongst these were some from Verkehrsverband Hochtaunus, a community transport association that was formed to keep a nearby branch line open and whose services normally terminate in the suburbs out of peak times.



OdenwaldBahn (Vias) Itino
unit VT 103.2 Frankfurt,
21st July 2013



Würzburg was our first call of the day and we were allowed to walk around on our own, provided we stayed on the roadways. Class 714 (former class V100) numbers 001 and 009 topped and tailed the tunnel rescue train kept on standby here by DB. In addition, Schienen Güter Logistik maintains a workshop in part of the premises and a varied collection of their locomotives was present, including one of the quite rare Voith Maxima's, a 2750kw diesel hydraulic locomotive intended for freight and passenger work.

ASF 15 Nurnberg, 22nd July 2013
(ASF - akkumulatorschleppfahrzeuge)

Nürnberg was to be our overnight stop but not before calling at the depot. No guide could be found for us but a walk around on our own was allowed, although the huge scale of the redevelopment work taking place curtailed access to part of the site. One of the battery powered shunters, ASF15, was out in the sun near the turntable. These were, predominantly, to be found in the former East Germany but have since spread over the entire country.

332 263 Nurnberg, 22nd July 2013



Tuesday 23rd July: Another gentle start time allowed viewing of the morning traffic at the station where two more locos in former TEE livery were present. 217 012 now belongs to Bahntouristik Express but 103 245 is another of the DB Museum locos released back into traffic and used on services to and from Munich.

HUSA 185 613 Nurnberg
23rd July 2013





Calls at Schwandorf and Regensburg were followed by another at Ingolstadt where FS (Italian) E412 014 was on shed along with some SBB Cargo locomotives.

left: 294 089 Ingolstadt, 24th July 2013

Munich Nord had several OBB locomotives present as well as two long lines of stored classes 217, 225 and 362.



Dispolok 182 507
Munich, 23rd July 2013

photos by John Teasdale (to be cont)

LIGHT RAIL & METRO NEWS

Midland Metro:

The first public display of one of the new trams, No. 20, took place on 5th April 2014 at Birmingham Snow Hill station. They have a capacity of 208, with 52 of those being seated and 2 wheelchair spaces. They are made up of 5 articulated units and have increased braking power owing to the sharper turns and more severe gradients on the new route to New Street station. The plan is to run a new tram on the existing route from the summer. Staff said there were 21 new trams are to be supplied, this is an increase on figure of 20 originally quoted. The photo right was taken by James Holloway.



Metrolink: *The following information is kindly supplied by Geoff Hope.*

The latest tram 3082 arrived at Queens Road depot during mid April. Tram 3049 worked the first service out of Queens Road depot from Rochdale, the first tram service for over 80 years.

T68A's 2001 & 2003 are rarely used on the Bury - Abraham Moss shuttle when operational M5000's are available. It was originally planned to use the T68A's on the shuttle service during 2014. CF Booths at Rotherham will dispose of the T68 & T68A's and have started with the removal of 2004 from Old Trafford Depot on the 2nd April and 1001 on the 15th April. 1004 is next in line for disposal.

FREIGHT MATTERS

WAGON UPDATES by Trevor Roots:

To allow members to keep their copy **UK Wagons** as up to date as possible, changes are provided via this spot every month. The 2014 edition is now out so please let Trevor know if you have any amendments or wish pass on any other helpful wagon information, contact details on page 2.

Thanks to Mike Rumens for reporting seeing the following wagons out and about so no longer (S):

3411, 10688/784/793/807/826/828/868/879/900, 11024/027/088/101, 12949, 29243, 89002, 93304/347/354, 110156/0669/2199/2260, 394071/4271/4544/4650/5047/5089/5092/5218/6145, 501001/061/121-123/265-267/330/368-370, 92610/639, 966224/233, 996219/6661, 81.70.4908.005/007/039/127 33.68.4909.139/189/343/365/376/487/518/747 37.80.4909.114

Thanks to Peter Meyer who has reported the following amendments to RIV numbered wagons:

page 73 33.70.0780.xxx should be 23.70.0780.xxx
page 76 delete 33.80.2787.133-7 as has been long converted to log carrier KFA 97233
page 78 43.87.4145.202-5 was re-numbered into the 23.87.7376.xxx range (page 81)
page 79 add 23.80.4351.841 to 849
page 83 32.70.4501.xxx should be Bogie not 4wh
page 86 33.70.4739.003/010/026/065/066/072/074/076/078/079 have all been converted to Timber Carriers with the same numbers.
(page 91) insert new group 37.83.4909.000 to 019 IKA Bogie Megafret Twin Container Flat
(page 94) insert new group 37.80.4988.000 to 021 IKA Bogie Megafret Twin Container Flat
page 97 31.83.7197.xxx should read 21.83.7197.xxx
page 98 delete 23.85.7390.xxx as all withdrawn
page 99 delete 23.85.7398.xxx as all withdrawn
page 100 33.87.7797.000 to 016 re-numbered to read 33.87.7890.600-2/601-0/602-8/603-6/604-4/605-1/606-9/607-7/608-5/609-3/610-1/611-9*/612-7*/613-5* 614-3*/615-0*/616-8* those with an asterisk are already listed.
33.87.7797.001 to 118 should read 33.87.7897.001 to 118 with all check digits moving on by 1 eg. 001-5 is 001-6
page 102 delete 33.87.7898.048/064/070/105 as already re-numbered to 33.87.7898.xxx
delete re-numbering comment as remainder unlikely to be so treated.
page 106 add 33.87.9382.022 to 043
33.87.9383.000 to 029 have been re-numbered to 33.80.9383.000 to 029 with all check digits moving back by 3 eg. 000-5 is 000-2 and where digit is a 1 or 0 then they convert to 8 and 7 eg. 016-1 is 016-8, 026-0 is 026-7

New: IIA Bogie Covered Biomass Hoppers 83.70.0698.64/66/67/69-75

Bogie Twin Cont Flat 'Lowliner' 39.70.4901.067-075

GWML Electrification Factory Train 99.70.9131.012-3/013-3 **Railvac** 99.70.9515.002-2

Out of Store from Long Marston (into Colas Rail service): 4021-25/27/29-32/33/36-38/42-48/51/53-57/60/64/65/68/70/71/72/74/76/91/93/98/99, 4101-04/07/11/13-15/18-21/23/27/30/33-35/37

For Scrap: Tamper DR 73428

110010/054/107/211/254/292/309/344/349/420/438/620/639/64/720/753, 112170/182/186/196/222/246/247/257/268/272/278/281/283/291/317/324/330/333/338/345/347/349/364/370/383, 112271/286/294/301/380, 200653/676/708/738/741/762/770/781/814/817/837/848/886/898/966, 210178/314 391020, 460096/126/154/173/222/376/594/732/967

STOCK CHANGES

It is hoped that all major changes recorded below will help you keep the **UK 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**.

Misc. News: 31410 finally moved to CF Booths on the 10/11th April. 60002/047/056/076/095 have moved from Crewe to Toton for refurbishment by DBS for Colas Rail. The remaining six Cl.60s 60028/055/082/039/046/029 were initially lined up opposite the south end of platform 1, Crewe as seen on the 26th April 2014 below until being moved to the EMD on the 30th April 2014. Chiltern Railways is to lease 68010-015 when they arrive in the UK.



New:

Locos:

68003 68004 68005 70806 70807

EMUs: 350368/369

Re-numbered: 73205 to 73964

Transfers:

Locos:

37175 BK to WH 37275 BH to SDR

Names: (* from 47749)

37198 *Chief Engineer*

37219 *Demelza** 68003 *Astute*

68004 *Rapid* 68005 *Defiant*

153326 *X24 - Expeditious*

156482 *Elizabeth Gaskell*

365517 *Supporting Red Balloon*



nameplate from 68002 '*Intrepid*' (Carl Watson)

For Scrap:

CF Booths, Rotherham 86901, 86902

Scrapped:

Ron Hull Jnr, Rotherham 56074

LIVERIES



390155 (69255) in X Men - Days of Future Past advertising livery, Birmingham International (11.40) 2nd April 2014 (James Holloway)



66114 the latest in DBS red on 6M53 West Thurrock - Mount Sorrell SDT,
Leicester (15.22) 28th March 2014 (Mike Rumens)



Riviera Trains 08507
repainted in October, not previously recorded,
Crewe, 15th April 2014 (Martin Evans)



preserved 08830 repainted into BR blue
Crewe Heritage Centre
26th April 2014



TPE 350409 the first in revised electric service livery on 1M95 Edinburgh - Manchester
(11.45) Penrith, 4th April 2014 (Gordon Kirkby)



20142 + 20189 have recently been re-liveried from BR blue and LT red respectively and are now in Balfour Beatty blue and white, as seen above at Crewe (16.11) 25th April 2014 (Stuart Moore) and below (20189 + 20142) at Derby (13.30) 29th April 2014 (James Holloway)





GBRf 66750 now complete with large numbers and decals alongside 66526 south end of the ex-Royal Mail Terminal sidings as seen from inside Potteric Carr Nature Reserve 24th April 2014



ScotRail Saltire liveried EMUs now include the first CI.318 and all of the CI.320s with *left* 318251 posing for its official photograph, Shields Road, 10th April 2014 (Bill Wilson) and *right* 320308 at, Partick, 14th March 2014 (Bill Wilson)

REPATRIATED 92s



from Coquelles, France to Brush, Loughborough *above* 92018, *below* 92023 & 92014 (Colin Pottle)



ICRS SALES

We have now published 10 books since 2009, 7 of which are in print and available or due for imminent release (see below). Of our smaller books, **UKRS04 UK Name Directory** will not be updated until late 2014. Books can be ordered either:

online via PayPal at **www.intercityrailwaysociety.org**

or by post from (please make cheque / PO payable to ICRS)

Carl Watson, ICRS Publications, 14, Partridge Gardens, Waterlooville, Hampshire PO8 9XG

All books, except **UKRS01 Pocket Book**, are A5 wire bound printed on 90gm paper with plastic coated covers allowing them to be laid flat.



BOOKS: (all Members receive up to 30% discount on ICRS books)

Current Titles:

UKRS01	UK Pocket Book 2014	updated to (6 th Jan14)
UKRS02A	UK Combine 2014	(6 th Jan14)
UKRS03	UK Wagons 2014	(1 st Feb14)
UKRS04	UK Name Directory 2012	(10 th Nov11)
UKRS09	Irish Railways 2014	(1 st Apr14)
UKRS10	Ultimate Sighting File Vol.1 – Mainline Diesel Locos	(27 th Sep13)
UKRS11	Ultimate Sighting File Vol.2 – Shunters, Mainline Electric & Prototype Locos	(27 th Sep13)

Proposed: (publication date to be confirmed)

UKRS12	Ultimate Sighting Files – Diesel Units
UKRS13	Ultimate Sighting Files – Electric Units

SUNDRIES:

Pocket Book cover

TRACKS A5 Cordex binder (takes 12 issues @ 48 pages – 2014 onwards) LARGE

TRACKS A5 Cordex binder (takes 12 issues @ 32 or 40 pages – 2011-13) MEDIUM

Price

	Member	Non Member
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UKRS02A	£12.00	£15.99
UKRS03	£9.50	£12.99
UKRS04	£9.50	£12.99
UKRS09	£6.50	£8.99
UKRS10	£10.00	£13.99
UKRS11	£8.00	£10.99
UKRS12	TBC	TBC
UKRS13	TBC	TBC

Pocket Book cover	£1.50	£2.50
TRACKS A5 Cordex binder (takes 12 issues @ 48 pages – 2014 onwards) LARGE	£7.50	£9.99
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