



Tracks



the monthly magazine of the
INTERCITY RAILWAY SOCIETY

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

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



new Fastline Freight 66304
heading south with a rake of matching new HYA coal hoppers
Doncaster, 12 August 2008

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INTERCITY RAILWAY SOCIETY

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Society Notice Board

Editor's Comments:

With the magazine now titled, welcome to the first issue of 'Tracks' under the banner of the UK Transport Group, more of which is outlined below by **Maurice Brown**. Nothing alters as far as your membership goes or the magazine content, with the same exciting mix of articles by your fellow members from home and abroad, past and present. Hopefully the new title conveys the sense that all aspects of railways / light rail / trams are covered.

On a more serious note, I like many other railway photographers have been subject to jobsworths over recent times and you are probably aware of campaigns being run in the railway press to highlight the problem. The issue of photography in public places has even been on TV and been debated by MPs. It seems that we are winning the argument and the ATOC agrees that the guidelines in place are not being heeded by all railway employees or security staff. Photography is legal, but that knowledge is not helpful when facing sometimes aggressive harassment in front of onlookers. On a personal note I can deal with the jobsworths, but I suffered the final indignation as I was 'stopped' and searched in the name of security by two London Met officers whilst spotting / photographing and asked what was I doing...I ask you. This all took place in full public glare at the northern end of platform 10, Clapham Jct !! I was livid at the time and strongly 'discussed' with them the total waste of police time, about 15 mins bothering me. Whilst I understand the security issue, I fail to see how they were addressing that, other than by meeting targets. There were British Transport Police also on the station, but they didn't have a problem. They countered my argument with the answer that they "don't know what a terrorist might look like". Well unless I have been missing something and without prejudice, I don't think I quite match the profile of those that have recently been associated with the very acts the Police are trying to pre-empt by this method, either in age or complexion. Photography wasn't an issue but they still didn't see my point that a 'real' terrorist wouldn't use a bulky expensive camera but one of the millions of easily concealable mobile phones so taken for granted.

Having been brought up in the generation that 'feared' the wrath of the local bobby and supports the police, this whole episode just left me a little bit less satisfied with the direction that our society is heading...no wonder I've become a hermit in the depths of Scotland !! Over zealous Health and Safety enforcement has already been 'accepted'. If we allow all encompassing security restrictions to develop, then what does that say about our democratic society. David Davies had a point. As far as I can see and I argued this point to the officer emptying my pockets, that the terrorists have won.

This incident aside, I would be interested to hear stories from any members who have had encounters with jobsworths over photography, to get a feel for the problem. I now realise that it is not sufficient to keep quiet, thinking these are isolated incidents. If we don't stand up in support of our harmless hobby, we'll lose it or at the very least lose the fun, as many already have.

Back to the mag, can I ask all those who kindly submit articles / info by email to attach a word document rather than type in the body of the email. This doesn't apply to short paragraphs or a few sentences. The reason is I that in copying the text it includes a lot of unwanted web code, which I then have to delete, effectively retyping sometimes. Also the side benefits are you won't lose everything if your internet connection goes down before you've saved it or sent it...even short emails have sometimes caught me out !!

UK Transport Group:

The name of the group will be UK Transport Group, which will administer both the Intercity Railway Society and GB Bus Group. A meeting will be held in November to sort out the finer points, however the following will be representatives: Simon Mutton ICRS, Gary Mutton ICRS, Jeff Hall HB Publications, Gez Nicholls GBBG, Frank Gold GBBG and Maurice Brown ICRS / GBBG.

Any member wishing to join both ICRS and GBBG will now be able to at a discount of £2 less than the individual membership rates. The combined membership will be give you membership of the UK Transport Group and allow 20% of all transport publications including the new Road Haulage Series. (see the back page for list of new titles) Individual members of both ICRS and GBBG will still receive 20% of all railway and bus titles. Please remember the discount only applies to direct orders from HB Publications. **NOT** from any other sales outlets.

Errata:

Further to the **All Our Yesterdays** article in the April issue, various typos have been highlighted by the author Lawrie Williams. To put the record straight these are: 'King' class locos should be 6018 & 6021, not 5018 & 5018, the 'Castle' class loco 5033 should be 7033, A1 class locos 60019 & 61133 should be 60119 & 60133. In addition L1 2-6-4T 67745/97 were seen on King's Cross.

Membership Matters:

Membership Rates: Annual: **£15.00** Five Year Rate: **£75.00**

New Members: The following new member has joined this month: P Kibbey (Bristol) - a warm welcome to you.

Magazine Submissions:

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

The latest date for articles / info for the next magazine is **Friday 26th September 2008**. Items for **Out and About Sightings** should be sent in to **James Holloway** a few days earlier please.

Magazine Contributors:

Thanks to **Danny Coyne, Mick Young, Mark Wallace, Derek Sneddon, Paul Tarrant, Tom Holland, Mike Rumens, Nigel Hoskins, Mark Turner, Brian Derricote, James Holloway, Alan Gilmour, John Palin, Ray Smith, Bob Brown, Carl Watson, Peter Britcliffe, Martin Hall, Eddie Rathmill & Trevor Roots**. We are sorry if anyone has been missed. All photos by **Trevor Roots** unless shown otherwise.

Lincolnshire Sightings

by John Palin

13/7		22.00 60094 6E55	TH-LR	18.33 60014 6M06	LR-KY
23.30 60013 6V70	LR-CB	23.40 66018 6V70	LR-CB	20.42 66018 6E38	CB-LR
14/7		23.43 66606 6E68	KY-HR	22.18 66128 6M86	IM-RY
14.10 66618 6E54	KY-HR	15/7		22.52 60094 6E59	KY-LR
16.14 31459+31602 4Q10		14.10 66248 6B34	IM-WB	23.48 60083 6V70	LR-CB
	DY-IM	15.35 31602+31459 4Q10		18/7	
17.14 60024 6E82	CK-KR		IM-DY	05.40 66180 6D34	IM-CM
17.40 60007 6E41	WH-LR	15.45 66128 6E11	TO-IM	08.23 66009 4D34	CM-IM
18.40 60083 6M06	LR-KY	16.38 60026 6E82	CK-LR	08.30 60083 6E46	KY-LR
19.58 60047 6E59	KY-LR	16.55 66606 6E54	KY-HR	08.37 60014 6M57	LR-KY
20.45 60013 6E38	CB-LR	18.30 60007 6E41	WH-LR	13.41 66009 6B34	IM-WB

Location Codes:

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

Out and About Sightings

by James Holloway

Mark Wallace:

7th August:

Stowmarket 18.30-19.45:

19.00 66505 4E50 Felixstowe-Leeds

19.12 66726 4L78 Selby-Felixstowe

90002/04/010/012/036 on Liverpool Street
to Norwich services. 156418/19, 170202/04/06

Mick Young:

18th August:

Polesworth 14.00-19.00: 66118/401/415/417

66418/542/572/594, 86604, 90046/49, 221108

325007/11/16, 390003/05/07/17/20/21-23/30/31

390039/44/46/48/49/50/51/53

Paul Tarrant:

31st July:

Wandsworth Road 11.27-14.20:

59103, 66025/077/128/194/541/577/715

67001/027, 442408+73208+73206

13th August:

Angerstein Wharf 10.30:

66622 on Bardons

Hackney Wick 10.56-14.15:

66001/187/429/594/719/601/727, 86501

90016/43/44/48

19th August:

Stratford 11.25-15.25:

31105/601, 59002, 66007/104/118/430/501

66553/573/710, 90004/05/08/09/11-13/15/35

on Liverpool Street passenger services with

90016/40/43/46 on freight, 357217

999700+999701

Danny Coyne:

30th July:

Warrington 06.00-06.27:

08389, 66176/200. 67005/013/028, 390039

Crewe 06.46-07.05:

40145, 47769/805/815/839/848, 66702

150237, 153303, 158828, 175010/011, 323233

350105, 390019

Basford Hall: 66615

Stafford: 37423, 57304, 350121

DR77001/77323, 975025 Caroline

Stafford-Nuneaton: 66411/543/572

Nuneaton 07.50-17.22:

37423, 60018, 66082/098/181/301/401/415

66423/503-505/533/535/538/568/573/574/590

66591/594/701/710/728, 86501, 90041/044

90045/047, 92009/016/039, 153375, 170103

170111-113/117/397/398/519/522/523/637/638

221110/111, 350108/118, 390004/06-14/17-22

390024-30/32/34-37/43/43/49/50/53

Stafford: 66560, 350121

Basford Hall: 66539

Crewe: 57001, 86639, 153320/367,
175101/111

221144, 323235, 350107/127

Warrington: 66014/053/171, 92026

6th August:

Blackburn 05.50-06.11:

150207, 156464/483, 158756, DR73109/77325

Bradford Interchange: 158753

Leeds:

43051/239/307/312/313/318, 142018/019/054

142072/079/095, 144002/007/013, 150269

153330/334/352, 155341, 158752/757/758/790

158791, 170302, 185106/121/134/135/138

221123, 321902, 333010

Doncaster 08.10-12.49 and 15.00-17.06:

08762, 43084/108/110/123/208/238/299/302

43307/312/314/315/320, 60017/068, 66011/046

66083/099/134/171/193/232/250/421/527/528

66546/556/563/570/591/616/718/730, 67017

67020, 91101/103/106/107/110/112-118/122

91124-126/128-132, 142020/023, 144001/005

144009/011, 153315/316, 158784/794/797/815

158817/844/855/861/901/907/910, 185102/103

185122/124/126/127/145/148, 220007/008/012

220019/021/026, 221117/134, 222102/104

321903, DVT's 82201-206/208-211/213/214

82216/217/220/223/229-231

Hatfield 13.02-14.47: 60014/054, 66044/100

66148/171/305/527/609/618

7th August:

Warrington 05.50-06.27 and 19.55: 66034

66039/055/120/151/168, 175104/113, 390022

Crewe: 08890, 31190/601, 40145, 47805

47839/848, 66089/578, 86632, 153323/367

158831, 175005, 323232, 350117, 390005

Stafford:

20307/311, 66428/516/571, 90024, 92004

Nuneaton 07.50-17.22:

37038/602, 47815, 60017/031/049, 66066/175

66238/301/403/413/424/503/514/516/529/533

66537/543/567/569/570/572/575/578/591/617

66721/722/728/729, 86501, 90042/044/046-048

92036/042, 153354, 170106/113/116/397/398

170518/522/523/639, 221103/104, 350120/122

390001-10/12-17/20-25/28-30/32/34/35/37/38

390040/42/43/48-52, DR73105/913

Mark Turner:

30th July:

Sheffield: 66129

Doncaster Roberts Road: 66724

Hatfield Colliery: 66305

Goole SP: 08802

Hatfield/Stainforth: 66120

Doncaster: 66165/173/559, 67020, 91113
31st July:
Wakefield FLT: 66189
Stourton FLT:
 66527/538/541/579 with 66584 passing
Wakefield Kirkgate: 66034
Hunslet Sidings: 66581/583
1st August:
Sheffield: 66608
Doncaster Roberts Road: 56302, 66724
Doncaster: 47245, 66007/087/198
Hatfield Colliery: 66124
Scunthorpe: 66563
2nd August:
Sheffield: 43043/054, 60040/043
18th August:
Stourton FLT: 66591/593
Sheffield: 67029, 220030
19th August:
Worksop: 66078/530/609
Sheffield: 43054/076, 220027, 222002/016
Gainsborough Lee Road: 66119
20th August:
Sheffield: 47802, 66560, 220007/027, 222001
Worksop: 66009
Swinton: 66221/508
Doncaster:
 08669, 43053/110/238/317, 66429/582, 67024
21st August:
Hunslet Sidings: 66012/606
Leeds Midland Road: 66536/609
Stourton FLT: 66516
Wakefield Europort: 66170
24th August:
Doncaster: 67024
Doncaster Roberts Road: 08527, 56302
Sheffield:
 43060/075/076/082, 220001/007/016, 222002
25th August:
Huddersfield: 66405
Sheffield: 66162, 222009

Tom Holland:
22nd August:
Accrington 06.25: 60065
Leeds 07.51-0805: 43296, 150211/215, 158752
 158753, 185118, 220032
Wakefield 08.18: 144013
Doncaster 08.37-13.45:
 08669, 43065/068/080/108/110/206/238/296
 43306/312/314/318/367, 60047/084, 66041
 66061/065/147/170/508/536/561/609/719
 67024, 91102/06107/11/13/14/16-20/25
 91128-32, 142011/18/47/78/93, 144005/11
 144013/22, 153315/24/65, 158796, 158845
 158848/850/851/859/910, 185107/09/25/26/31
 185137/49/51, 220020/31/33/34, 221120/38/39
 221141, 222101/04, DVT's 82201/04/06-09/10
 82211/13/16/17/19/20/22/23/26/28/29

Mike Rumens:
23rd July:
Nuneaton 14.25-16.10:
 66175/419/536/723/729, 90042/048, 92004/030
 153371, 170111/113/521/523/638, 390002/09
 390013/16/18/21/23/29/30/34/36/37/48/49/51
26th July:
Nuneaton: 170397, DR73936
Hams Hall: 08653
Water Orton: 66304, 170114
Saltley: 66057
Landor Street: 66570/580
Birmingham New Street 08.08-08.40:
 67006/022, 153364, 150006, 158819/831
 170503, 220004, 390013/47
Soho: 350109
Bescot:
 08844/994, 09022, 37893, 66086, 92036
Stafford: 57315, DR73105
Crewe: 37423, D1748/D1842, 47475/769
 47805/848, 153367, 158837
Warrington: 175105, DR73110
Wigan: 156427/41
Preston: 153378, NR73924
Lancaster 11.15-12.06: 153328/332, 156429
 185104/07/36/42, 390005/13
Carnforth: 142027, 185124/146
Preston 15.35-16.25: 57308/309/314, 66085
 150136/218, 153317, 156424/425, 158758
 185139/45/50, 390004/34
Warrington: 67013
Crewe: 86612, 158837, 221105, 390018
Stafford: 170505, DR77323
Wolverhampton:
 150234, 153362, 323203, 350117
Birmingham New Street: 323207/19, 350113
8th August:
Nuneaton: 153334, 170116/518, 390053
Daw Mill: 66175
Water Orton: 66057
Lawley Street: 66537/571/594
Birmingham New Street: 153317, 170512
 220003/17/24/29/30, 221114/28/34/42/43
 321440, 323207/08/12/13/18/19/41, 350111
 350126, 390018/20/31
Birmingham New Street to Nuneaton:
 66008/536/542, 170108

Brian Derricote:
9th August:
Leicester 10.00-16.00:
 66066/154/305/728, 43043/045/048/052/054
 43055/059-061/066/073/075/076/081, 153384
 153385, 158852, 170114/398/518-520/523/637
 170639, 222001/03/05/06/09-13/15/17/19/20/22
 222023
18th August:
Sandwell and Dudley to Doncaster:
 08805, 09014, 43045, 56302, 60047/091

66057/121/152/155/165/169/238/301/531/539
66587/589/593, 142019/029/096, 144007
150143, 158794/810/838/847/849/859, 170102
170103/104/107-109/111/115/509/519/521
220004/11/22/27/28, 222023, 321421, 323205
323208/09/13/16/21, 350115/25/30, 390017

Doncaster Depot:

08569/582/664/941/953, 09202

Doncaster Station 11.30-17.45:

08669/762/871/892/922/945, 43013/053/056
43065/080/084/089/095/108/110/119/123/206
43238/300/302/305/307/309/313-318/367
60007, 66001/006/009/011/013/016/114/126
66147/305/418/514/515/527/530/563/608/727
67023, 91101/102/104/105/107-122/124-126
91129/131, 142020/084/093, 144004/005/016
153315/324, 158787/796/849/853/859/861/872
158905/910, 180111, 185104/111/116/117/126
185129/135/151, 220006/07/13/19/21/27/29
222101/04, 321901/02, DVT's 82110
82202/04/05/08-14/16/17/19/23/26/28-31
DR77802/98910/98960

Derek Sneddon:

Carmuir West Jct. and Camelon Station:

16th July:	66104 4M67	66423 4S43
66620 6A65	66183 6S36	66429 4A13
17th July:	66101 6A30	66403 4A13
66423 4S43	66203 6A31	66418 4N72
18th July:	60031 6S36	66403 4A13
66430 4R77	66114 6N44	66415 4N72
19th July:	60044 6S36	
21st July:	66423 4M48	66430 4M30
22nd July:	66221 6S36	66422 4A13
66429 4N72	66416 4S43	
23rd July:	66182 4M67	66416 4S43
66620 6A65	66213 6N44	
24th July:		
66149 6S36	66410 4R77	66620 6H51
25th July:		
66023 6D84	66027 4M67	66405 4A13
26th July:	60044 6S36	
28th July:	60044 6N44	66401 4N72
66411 4S43	66149 4M67	
29th July:	66151 6N44	66412 4A13
66417 4N72	66401 4R77	66620 6H51
90018+60044 6S36	31454+31105 4Q19	
30th July:	60044 6N44	66099 4M67
66620 6A65	66086 6S36	66405 4A13
31105+31454 4Q16		
31st July:	67005/022 1Z88	
60044 6S36	66110 0A30	66416 4N72
66101 4M67	66237 6A31	66430 4S43

Nigel Hoskins:

26th July:

Chesterfield-Clay Cross Junction:

60012, 66067/076/102/116/138/175/198 all
on track re-laying duties

Derby Station 15.15-18.40:

43043/044/049/052/054/059/060/061/064/066
43074/075/081/082/314/315, 158858/959
170108/109, 220002/03/07/11/12/16/20/25/29
221116/17/19/32
60024 6E59 Kingsbury-Lindsey
66066 6M86 Immingham-Washwood Heath
66088 6E79 Wolverhampton S.T.-Scunthorpe
66304 4G89 Ratcliffe-Chaddesden

29th July:

Doncaster 13.25-16.00:

60091/096, 66120/198/522/612/727, 67020
91102/103/105/107/114-117/121/122/124/131
142005/016/023, 144009, 150150, 153358/359
158796/817/848/855/859/903/909, 185104/09
18522/33/40, 220007/23/28, 222101/02/04
321902/03

1st August:

Carlisle 15.00-15.20 and 17.55-22.30:

31105/454, 57305/12/14, 66094/109/401/411
66525, 86610/28, 92016/30, 153304/60/78
156451/40/52/54/62/84/88/89, 156504, 158797
158842, 185112/41/49, 325006/11, 221110/11
390008/10/12/15/21/30/47

2nd August:

Carlisle 09.50-15.50:

6201 Princess Elizabeth 1Z76 Liverpool-Carlisle
20301/05, 40145, 57305/14, 66061/118/602
142045/88, 153317/59/60, 156440/43/79/82/84
156488/89, 158797/910, 185112/32/41
390012/15/29/47/52

3rd August:

Doncaster 09.35-10.55: 08762,

43065/066/074/080/208/312, 60075, 66011/039
66559, 67020, 91101/21/29/31, 142016, 150207
158792/844/855/859, 185128/46, 321901

4th August:

Mirfield 11.43-14.43:

66151/510/560/952, 142095, 144003/04/21
144022/23, 150207, 158817, 170301-03/05
185101/06/07/09/11/13-15/20-22/29/34/35/37
185138/50/51

Doncaster:

66250/554, 67020, 91103/07/17/31, 144005/08
153330, 158792/901, 185119/48, 220012

Barnetby 17.25-20.50:

60012/14/24/26/40/47, 66001/009/044/67/68
660105/137/203/207/528/531/595
185108/43/45/46

Eaglescliffe 11.50-14.20:

43065/080/084/123, 57012, 66126/953, 142021
142024/26/86/93, 185109/15/38

6th August:

Leeds 11.25:

43320, 67017, 91117/24, 144004/16/18/22
150224, 156401, 158753/784, 170302, 185138

Knottingley 12.50-15.18:

60017/68, 66048/059/068/103/137/512/604
66609/716, 142025, 158905

7th August:

Castleford: 20301/05, 66078/184, 142025/35
144007, 150234, 153332

8th August:

Chesterfield 11.45-18.20: 43007/043-045/047
43049/052/054/058/059/073/076/082/104
56302, 60066/75/100, 66040/109/124/175/180
66213/304/305/502/547/550/563/609/612/624
67029, 153311, 156406, 158773/774/785/780
158810/846/847/857/863/882, 220005/08/16/17
220016/17/26/27/30/31/34, 221117/118/122

Gloucester:

23rd July: 60025 6E41 66060 4V17
60040 6E30 60085 6V92 66047 6V07
66074 4M20 60042 6M41 60062 6M42
66035 6V35 66196 6E20 66556 4V07
66098 6V06 66165 6V68 57005 0Z80

24th July:

60047 6E41 60039 6M41 66035 6V53
60079 6B13 66074 4M20 60054 6E20
66096 4V17 66068 6V69 60029 6E36
60052 6V92 60017 6M94 66550 4V07

25th July: 66115 4M20

26th July:

66618 4V46 66525 6Y27 158959 5Z58

27th July: 66525 6Y27 60013 6E30

60085 6M42 66145 6V49 60052 6M41

60076 6E47 60052 6M41 60076 6E47

66230/122/054/146/094 0W91 Bescot-Margam

28th July: 60052 6M11 60024 6E41

60039 6M81 60054 6B13 37059 0Z37

31233 4Z08 66147 4M20

29th July: 37059 6Z37 60024 6E41

67005/028 1Z33 Preston-Bath Spa

1st August: 66132 6A36 60026 6E41

7th August: 60066 6E41 66090 6V32

20307/311 6M67

8th August: 60076 6E41 60052 6Z61

9th August: 66544 4V46 43302/317 1V29

43104/307 1V49 43166/051 1E46

10th August: 66041 6V61 66017 6M94

66014 6V32 66061 6M30 66143 6E47

60017 6E30 66076 0V49 66135 6W17

66051/162/027 6W18

11th August: 60025 6E41 60026 6B13

66079 6A36 66017 6V92 66015 6V69

60026 6B13 66227 6M42 60085 6E30

66020 6V35 66066 6E20 66135 6M96

60062 6V07 66162 6V14 66168 6M41

66174 6X52 57005 6Z55 66054 6W81

12th August: 66017 6V92 66162 6M74

60096 6E41 66169 6W83 57005 6Z56

13th August: 60026 6V92 60021 6E41

66162 6M81 66221 6V54 66074 6A36

66018 6M96 60029 6B13 66158 6W85

14th August:

66149 6V54 66018 6M96 60029 6B13

60021 6E41 60062 6V92 66017 6M41

60043 6W87 37602/038 6M67

15th August: 57006 6Z55 57005/47828 0Z45

60017 6M96 60029 6B13 60062 6V92

60021 6E41 66141 6E50 60040 6M81

66051 6M98 66174 6X51 60043 6W89

16th August: 57006 6Z56

66156 6X51 60013 6E41 66554 4V46

43104/106 1V49 43095/051 5V00

43315/299 1V29 43301/303 1E47

17th August:

66141 6M41 66158/135/181/149 0A53

18th August: 57006 6E94 66135 6M14

66149 6E50 60054 6V54 66141 6M96

60017 6B13 60047 6E41 60031 6W81

19th August: 999602 6Z63

66051 6M12 66017 7E10 66111 6E20

66149 6E47 66551 4V67 66153 6V68

66141 6V92 60047 6E41 66020 6V92

31602 4Z08 57006 6V95 60029 6V07

66037 6M41 60085 6M42 66097 7E10

60054 6Z68 47828 5Z60 60031 6W83

20th August: 66196 6E77 66020 6V92

60017 6B13 66163 6W85

21st August: 37605/611 6M67

60017 6B13 60096 6E41 66248 6V92

66117 6V69 66166 6W87 66174 4M20

60085 6E30 66171 6M12 66058 7E10

66006 6E20 66530 4V07 66088 6E47

Trevor Roots:**7th August:**

Southampton 11.20-16.40: 59004, 66063/079

66102/138/150/199/503/533/539/572/575

150243, 153370, 158769/798/886/888/950/954

158956/957/958, 220001/07/18, 221114/16/22

377106/108/309/313/405/473, 444004/06-08/13

444013/15/16/23/25/28/29/32/35/41/43/45

450009/13/22/23/34/38/71/80/106/116/121



66079 'James Nightall GC'

Southampton Central, 7 August 2008

Eastleigh Works:

07007, 47727, 153365, 442407/23, 1884

Eastleigh/Campbell Road Bridge 16.50-17.55:

66150/578/601, 158883/886/888/889, 220018

444021, 450076/113

Southampton 18.15-19.40:

66199/503, 15888/890/950/954/959, 220003

221140/41, 377301/308/451, 444007/009/013

444016/32, 450006/019/022/091/126/127

Location 'Spot'light

by Trevor Roots

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

SOUTHAMPTON CENTRAL STATION

Location: OS Map Ref: SU412 121

Southampton is the major city and port on the south coast of England in the county of Hampshire. It largely lies between the Rivers Test and Itchen and this is where the Central station can be found. Though a major transport hub, the station is quite small but is very busy handling all passenger traffic passing along the south coast, to and from London, Portsmouth Harbour to Cardiff and the Cross Country route north through Birmingham from Bournemouth. In addition virtually all freight traffic in the area also has to pass through the station's four lines.



SWTs 444040, 444001, Southern 377469 & Virgin XC (now Cross Country) 220017 occupying platforms 4 – 1 respectively, east end of Southampton Central, 15 January 2007

Access:

Rail: There are frequent services operated by South West Trains (SWT), Southern, First Great Western (FGW) and Arriva Cross Country (XC) and all passenger services stop.



XC 221141
heading east towards Southampton Tunnel
from platform 1, 7 August 2008



EWS 66199
heading east towards Southampton Tunnel
through platform 4, 7 August 2008



SWT 158890 heading east from platform 3 under the footbridge
as seen from end of platform 4, 7 August 2008

Bus: There are numerous local and national bus services that operate from adjacent the station.

Road: Southampton is easy to reach by road being at the southern end of the M3, which connects into the M27 passing to the north of the city. There are several ways then into the centre from junctions 1 to 8, including the A33, which parallels the railway from the west, passing just to the western end of the station. From here the A3024 Western Esplanade (dual carriageway) passes the south entrance of the station before crossing the railway north as Havelock Road above Southampton Tunnel a few hundred yards east of the station. To reach the entrance on the north side, the A3057 Central Station Bridge crosses the station at its western end from the A3024, just east of its junction with the A33, then via Commercial Road, Wyndham Place and into Blechynden Terrace. From the east and Havelock Road, the route is via West Park Road and Blechynden Terrace. The whole area is very open and easy to negotiate and car parks are situated around both entrances on both sides of the station.

Station Layout: The station lies on an east / west alignment and consists of four bi-directional through lines, which are virtually straight. The four main through platforms are numbered 1 – 4 with the centre island platform of 2 & 3 being split operationally into a & b, from east to west respectively. There are two equally used entrances, both controlled by ticket barriers and a centrally placed enclosed footbridge connects all platforms. There is a short bay platform, numbered 5 on the southern side at the western end, but this is largely only used to stable stock along with a further adjacent short siding. A further footbridge just outside of the station crosses to the east of the station.



EWS 66102
heading towards platform 3 from the west
tracks in left foreground lead to siding and
bay platform 5, 7 August 2008



FL 66539
heading west through platform 2 and passing
beneath Central Station Bridge (A3057)
7 August 2008

Passenger Traffic: The main operator is SWT, which uses Cl.444 & 450 EMUs on the main London Waterloo to Bournemouth / Weymouth route and Cl.158 DMUs on the Salisbury route via Romsey. It also operates EMUs to Portsmouth Harbour. If the route between Basingstoke and Salisbury has a problem, then traffic is often diverted through Central and Cl.159 DMUs can be seen. Southern operate Cl.377 EMUs on its hourly service to/from London Victoria and along the south coast to Brighton, Southampton being at the extreme western edge of its area. The stock from these services often runs through to the west of the station to release a platform before returning. FGW usually operate Cl.158 DMUs on its hourly Cardiff to Portsmouth Harbour service, for which 10 have been refurbished and converted to 3 car units. There is a single Cardiff to Brighton return service, again operated by a Cl.158 and there are also two daily services, usually a Cl.153 or Cl.150 DMU, one to Westbury and one to Worcester which usually terminate in platform 3b. The last of the four operators to use Southampton Central is XC which uses Cl.220 / 221 Voyagers on its hourly service to/from Bournemouth to York or Manchester Piccadilly via Birmingham New Street. These services use platforms 1 and 4.

Freight Traffic: There is a regular flow of freight traffic largely in the hands of Cl.66s operated by EWS, Freightliner and GBRf. The bulk of the traffic is containers but other flows includes stone, oil tanks, MOD stores, engineers and cars. Light engine movements also occur with Freightliner's Maritime TMD to the west and Eastleigh to the east. Freights can pass through all of the platforms in either direction.



SWT 444015 & FGW 153305
in platforms 1 and 2b, 16 April 2007



Freightliner 66504 heading west through
platform 4, with Cl. 450 stalled in bay platform
5 to right, 16 April 2007

Best Spotting/Photography Sites: With the simple layout, everywhere can be viewed from either end, but be aware of terminating trains usually in the island platforms 2 / 3. In this respect the eastern end is better as only the infrequent FGW services arrive and leave from the western end of platform 3. Southern services arrive and leave from the east. For photography, the sun plays a part with platform 4 being ideal though the island platform is also fine, particularly late on in the day. The other good spot is the footbridge to the east of the station (see below), though this can be very busy and it is not very wide.

Facilities: There are refreshment facilities on all platforms.



looking west from footbridge over station
SWT 450106 arriving in platform 3
from the east, 7 August 2008



looking east from footbridge towards tunnel
Southern 377108 arriving from the east into
platform 3 showing Western Esplanade (A3024)
(right) and car parking (left), 7 August 2008

Works Report

Eastleigh Works Update: July / August 2008 by Carl Watson

Following the re-opening of Eastleigh Works by Knights Rail Services in 2007 there has been much activity in many aspects of railway operation. Several companies have space within the Works to carry out their own businesses, in addition to that of Knights Rail Services itself.

Arlington Fleet Services Ltd (AFSL):

AFSL operate a nationwide wagon maintenance and repair operation with capacity at the works and mobile units. Freightliner has recently been sending wagons up from Southampton Maritime to be maintained at the Works by AFSL. In addition, AFSL have completed overhauls on two Class 47s (47727 and 47749) for Colas Rail and are currently close to completing the third and final, one 47739. They have also completed an overhaul on 73141 for Network Rail. The loco left the Works in July. Most recent activity has centred around the re-painting of 59001 and 59005 for Aggregate Industries, the new owners of Foster Yeoman. The other two Yeoman 59s will follow in due course. (see photo in **Revised Liveries** – a further selection on page 26)



Colas Rail 47739, 8 August 2008
Carl Watson



Network Rail 73141, 16 July 2008
Carl Watson

Network Rail:

Network Rail stables and carries out light maintenance on MPVs and other track machines from time to time.

Wabtec:

Wabtec have recently completed overhauls and re-paints of the First Great Western Class 153s. Attention has now turned to the ten London Midland Cl.153s with 153356 and 153365 both onsite in early August (see photo of 153365 completed opposite with 07007 taken on 7 August 2008). Other recent arrivals are Mersey Rail Cl.508 vehicles 64687, 71521 (508139) and 64734 (508143) for collision damage repairs. Class 508s were the last units to be overhauled at Eastleigh prior to the Works closure at the end of March 2006.



resident 07007 with re-liveried LM 153365
7 August 2008

Knights Rail Services (KRS):

KRS use large parts of the siding capacity to store CI.442 units, ex-Anglia/ONE DBSOs and, more recently, bogie oil tank wagons for various leasing companies. They are also cleaning and preparing batches of redundant Mk2 TSO vehicles for export to New Zealand.



view of works from Campbell Road with Mk 2s, ex Anglia 6821 & 6824 & ex Virgin 3285, 7 August 2008

On 16th July, 66732 arrived with 12 CI. 421/423 vehicles from store at MOD Shoeburyness, 76762, 62400, 71080, 76833 (1881), 76583, 62289, 70969, 76613 (1304), 76767, 76838 (1884), 62207 and 70897 (3536) bought by Bruce Knights. Bruce explained to me that he is aiming to return unit 1881 to mainline use, hauled by a 73, as a commercial venture before the end of this year. The rest will be retained for spare parts and possible use at a later date. Interior inspection of unit 1881 found it to be in excellent condition despite two years in storage. Unit 1884 (comprising the two vehicles from 1884 plus the two from 3536) has already returned (briefly) to main line use as it was used as brake force for the move by 47727 of the Class 508 vehicles from MOD Marchwood, where they'd been delivered by road, the short distance to Eastleigh Works.



CI.421 1881. 16 July 2008

Carl Watson



stored 442407 & 442423

7 August 2008

The resident shunter at the Works is 07007. KRS also own five other Ruston shunters, three of which are working on the East London Line and one (MOD 428) is slowly being rebuilt for re-use. The fifth is an 0-4-0 Ruston no. 504565 recently bought from the Rutland Railway Museum. This has donated parts to the rebuild of MOD 428 and is in the process of being scrapped., only the chassis remained on 16 July.



Ruston 504565...past its best !!

Carl Watson

Bruce Knights has indicated that he'd like to have an Open Day at the Works in 2009. Nothing is finalised yet but it should be one worth going to. Watch out for news on this in the coming months

Railway Globetrotters - 1

by Peter Britcliffe

FRANCE:

Here's a list of all I saw during our marathon 2400 mile journey ie. our summer caravan holiday. Sailing from Plymouth to Santander in Spain and then stopping in the French Pyrenees for 4 nights. We then worked our way north back to Calais hoping to see some Cl. 66s along the way and trying to avoid arrest this time !! There's not much until the final week. On the French locos I've missed off the sector codes. The British locos are shown underlined.

11/06/08 Laira: 08641, 08644, 43183

18/06/08 Gourdon Gare:

SNCF 7358, 26045, 26050, 67616

7358 and 67616 were on a quadruple headed freight passing through just as I arrived. They were travelling too fast for me to get the numbers of the other two locos. The 26s were on loco hauled local service between Toulouse and Brive-la-Gaillarde.

23/06/08 Le Mans Gare:

TGV 286, 302, 339, 388, 537.

A quick look in here, free parking for 30 minutes only, saw 4 TGVs. 339 and 388 were double headed (see photo opposite)



24/06/08:

Peter Britcliffe

Sotteville: (passing in car) SNCF 60062.

A massive freight yard here but having got lost in Rouen previously I had to keep my eyes to the front.

Caffiers: SNCF 16614, 75005, 050, EWS 66072, 66218

Frethun: EWS 66038

Les Fontinelles Gare: (Calais) SNCF Y 8268

25/06/08:

Grand Synthe, Dunkerque: EWS 66022, 66228, 66233.

On the final afternoon I drove to Dunkerque (Grand Synthe) and saw three Cl.66s parked here. They were not visible from the A16 because they were hidden behind lines of wagons but by driving over the yard to an industrial estate I found them nicely sited for photographing. Unfortunately the camera was in the caravan.

Frethun:

EWS 66072, 66212, 66216, 66245, 87007, 87008, 87026, 92002, 92041, SNCF 22335, 27155, 63684

With some difficulty I found the entrance to Frethun depot and drove in. No one came to challenge me so I noted what were visible and drove away quickly. The Cl.92s were parked nearer to the channel tunnel workings so I had to risk the wrath of the security guards who I came across last year to see these. The Cl.87s were in transit to eastern Europe.

Coquelles: Eurostars 373207, 373208 and Shuttles 9033, 9102, 9113, 9809

Caffiers: 66036 and possibly 66223 but this one unconfirmed.

I did meet some canny French railmen who were organising shunting operations in some sidings between Caffiers and Landrethun. In my best French I asked if I could photo 66036. He laughed, took off his hi visibility top and gave it to me to wear. Pity that my camera is not very good....not exactly Pete's words..ed. The loco I thought might have been 66223 was at the far end of the sidings and not clearly visible. Must buy some more powerful binos.

I did see 4 Eddie Stobart trucks on the journey back from Dunkerque including H3624. We saw this truck the next afternoon (24 hours later) on the A1 near Peterborough. They certainly get around.

Traffic & Traction News

by John Barton

August 3

67005 'Queen's Messenger' + 67022 doubled headed the ECS Northern Belle, westbound past Castleford at 10.00.

90035 worked the 09.30 Liverpool Street to Norwich

66720+66728+66729+66723+GBRf coal hopper 371072 passed Grantham 14.44 at speed with Peterborough to Doncaster move, followed by 43084+43123 with GC service 2 minutes later.

August 4

Apparently 66303 has been moved from the plant to Toronto for shipping. With it are the next 6 for ERC 77023-77028 and two T1 versions for a new operator, Nos 6312 & 6313 for Dillen & LeJeune Cargo.

Noted today at Bedford was 66599 on 6M79 Angerstein - Bardon Hill at 14.15

August 5

20302+20304 & saloon departed Carnforth at 14.10 on the 5Z56 to York via Hellifield.

August 6

395001 arrived into platform 2 London Victoria at 00.38.

ex SWT 442413 seen at Eastbourne on training run (see photo below).



August 8

66301 was seen heading westbound through Water Orton at 10.42 working Daw Mill - Ratcliffe

August 9

67005 top & tailed with 67006 a Kings Cross - Edinburgh charter, northwards past Browney, Durham at 13.52.

August 10

66598 top and tailed with 66603 the down 6Y33 Westerleigh Junction - Fairwater Yard past Cogload Junction 11.27.

August 11

ScotRail 90024 was in charge of the 16.25 Mk3 Virgin WC rake, making a colourful combination at Watford Jct. (see photo above opposite) The current CI.90+Mk 3 stock will soon be replaced by CI.180 Adelantes.

Bardon Aggregates liveried 66623 'Bill Bolsover' passed southbound through Clapham Jct at 12:40 (see photo below)



August 15

A loco convoy consisting of 55022+40145+ +26010+37712 headed north from Carnforth.

20905 passed through Durham north at 14.09 with 2 carriages from Wensleydale Railway.

August 16

66625 top and tailed 6Y11 Fairwater to Pewsey with 66603 through Taunton at 20.38.

August 17

57301 and DVT 82101 were noted working the 1Z41 1848 Wolverhampton - London Euston, passing Coventry signal box heading south down the Leamington Spa branch at 19.41.

August 19

47828 working the 5Z60 Gloucester - Glasgow Works passed Stafford heading north at 11.07 hauling stock ADB 975867+ADB 975864+5897+5812+5779

August 23

66115 passed through Princes Risborough with a rather sparsely loaded diverted Trafford Park-Wembley liner at 09.50

33207+33025 departed Birmingham New Street at on 07.38 1Z33 Crewe-Weymouth.

Diverted 221105+221113 headed south through Princes Risborough 10.04 en route to Euston.

66599 worked the 4L81 Coatbridge - Tilbury 'liner from Crewe with 86613+86639 in tow.

Preservation News

Midland Railway Centre Open Day, Butterley: by Mike Rumens

Once again I have been out visiting yet another preserved railway open day, this time the Midland Railway Centre on the 23rd August. The MRC is located at Butterley, about 1 mile North of Ripley. The original line ran between Ambergate and Pye Bridge, connecting to a main line at either end. A connection to the main line at Condor Park Jct is still used and was so used by the charter train from Woking on the day of my visit. Many of the original station buildings were demolished following closure of the line, but on reopening as a preserved site redundant buildings were obtained and rebuilt on the MRC.

Description of structure:

Butterley station
Butterley signal box
Swanwick Junction station
Swanwick signal box
Hammersmith signal box
Brands crossing signal box (used as a demonstration box)

Previous location:

Whitwell, North Derbyshire
Ais Gill
Syston, Leicestershire
Kettering
Kilby Bridge, Leicester
Linby, Nottinghamshire

Swanwick station is in the process of reconstruction, and like the other reclaimed buildings delightfully recreates the Midland era (see photo below).



At Butterley I saw the various displays in the station buildings and visited the carriage and DMU workshop. The first train of the day, which I joined, left for Swanwick and Riddings at 10.30, hauled by Standard 9F 92114. After running round at Riddings I alighted at Swanwick on the return trip. A comprehensive loco diagram had been arranged for the 9 loco hauled trains - motive power being diesel Cl. 20 and 31, steam 16410 (47327) 92114, 73129, 80098 and 53809 plus 2 double and 1 triple headed steam trips during the day. From platform 4 a DMU ran regularly down the short Swanwick Colliery branch, whilst a 5 car DMU combination completed 2 journeys from Hammersmith to Condor South curve. Any one visiting just to ride the trains should have been well satisfied.

The main site is at Swanwick and covers a very large area. Being an Open Day visitors were allowed almost unlimited access, very welcome indeed. With a charter train from Woking due at 12.00 I decided it would be advisable to look at and photograph exhibits in the display in front of the Museum as soon as possible. The following stock was noted:

Diesel locos: D182, D212, D1048, D1516, D2138, D2858, D6586, 08331, 08590, 20189, 31108, 33018, 33201, 44004, 45041, 47761, 50007

Steam locos: 16410 (47327), 53809, 73129, 80098

Shuttle train stock: 6390/13328/1802/4537/ no number and 84020/4904/9300/4804/no number



D2138



08950 in garish mauve livery



16410



101692 (53253+53170)
in ex Strathclyde Passenger Transport livery
on the Swanwick Colliery branch

The new diesel depot contained Cl. 20s 20227 and what I think was 20205 newly renumbered and repainted as 20907. Outside was 45133 and 47401 both looking immaculate. I returned to the station to see the arrival of the charter hauled by 67021+67003, the stock then departing to Butterley for stabling. Stock: 17077/3390/1699/3364/3397/3330/1680/3426/3348/1200/5769/5792/5998.

I next visited the Museum home, for many restored heritage artefacts etc:

Locos in the museum: MP158A 2-4-0 built in 1866, LMS 4F44027 and EM2 27000 '*Electra*'

West shed: (home of the Princess Royal Class trust): LMS 46203 '*Princess Margaret Rose*', coach 45000 and support coach 99040

In the trust workshop: Standard 4MT 80080 and industrial loco '*George*' both undergoing work.

The various storage areas, lines and workshops were explored, many items being noted but not always able to be identified:

Industrial locos: B7211, 441, 109 '*Gladys*', 1547 '*Victory*', '*2 Boots 2*', RS9 and RS12

Coaching stock: 26, 78, 253, 445, 851, 1119, 1779, 1862, 1910, 2885, 2902, 3809, 5461, 6320, 9281, 14281, 14425, 21059, 26481, 45047, ADB977528

DMU vehicles: 50015, 51341, 51353, 51398, 51591, 51675, 51806, 53170, 53253, 55976, 59303, 59387, 59486, 59521, 59609, 79018, 2nd gen railcar 141113

Wagons:

24 Stanton crane, 37 Open wagon, 46 Open wagon, 48 Tank, 52 Open wagon, 411 Track machine, 421 Plank open, 1001 Steam crane, 1136 Open wagon, 1399 Brake van, 28984 Milk Tank, 44018 Tank, 67137 Wagon, 70280 Jib runner, 81340 Crane, 91637 Perma clipper, 96704 Crane, 119812 Open wagon, 233962 Wagon, 395780 Crane runner, 499611 Wagon, 513353 Van, 761075 Van, 952186 Brake van, 988257 Grampus, 991625 Grampus, 992329 Mackerel.

The Golden Valley Light Railway:

Also on the site is The Golden Valley Light Railway, a 2ft gauge line approx 0.8 miles long running through Butterley country park. This is a delightful narrow gauge line passing through open land, woodland and includes a steep gradient. I took a trip on the line and was fortunate to travel behind the visiting steam loco '*Stanhope*'. (see photo) On the return journey the loco stalled on the gradient, but on restart, completed the climb in fine style. The Narrow gauge running shed was open and other locos identified were: No2 O & K (7529) '*Berryhill*', Ruston (222068) '*Calverton Quarry*', H/Clarke (1117), NG24 B/Drewry (3703) '*Ellision*', SMH(102T20) '*Pearl 2*', T.D.A.Civil (1)



a very atmospheric shot of 73129 showing off at Swanwick Jct.

Finally I joined a train to return to Butterley (loco 31108) having had an enjoyable visit. If MRC decide to have another open day I would certainly return for the event - this was one of the best.

all photos by Mike Rumens

Railway Globetrotters - 2

by Ray Smith

FEVE:

Ferrocarriles Espanoles de Via Estrecha, meaning "Narrow-Gauge Spanish Railways" is a state-owned Spanish railway company, which operates most of Spain's 1,250 km (775 miles) of metre gauge railway. It was created in 1965 as a successor to the government-run organization EFE (Explotacion de Ferrocarriles por el Estado), which had been taking over failed private railways since 1926. Following the creation in 1941 of RENFE, to which the ownership of all Spanish broad-gauge railways was transferred, EFE had in practice become the operator of a collection of exclusively narrow gauge lines. The present status of FEVE, as a government-owned commercial railway company, dates from 1972.

The bulk of the narrow gauge-lines still operated by FEVE are located along, or near Spain's Atlantic Ocean and Bay of Biscay coastline. FEVE operates 1,194 km of track, of which 316 km is electrified.

Principle routes are:- Leon to Bilbao (333 kms), Bilbao to Santander (119 kms), Santander to Gijon via El Berron (224 kms) and Gijon to Ferrol via Pravia (320 kms).

FEVE operates a range of cercanias (commuter services) from Bilbao, Santander and the Gijon/Oviedo area. In Bilbao, many of the locals consider themselves Basque, not Spanish.

RENFE operates broad gauge routes to the north of Spain. Imagine an open hand with fingers outstretched. From left to right:- A Coruna (for Ferrol), Gijon, Santander, Bilbao and San Sebastian, all termini for RENFE yet linked along the northern coast by FEVE (although the Bilbao to San Sebastian route is another private company called ET-Euskotren).

I have done Spain a few times in the past and the busiest area is Madrid, followed by Barcelona then Valencia. The further south you go the quieter it gets and indeed, the stations mentioned in the north do not have a regular main line service, although Bilbao and Oviedo have a reasonable local service, operated by RENFE.

I did a tour of most of the FEVE lines in Northern Spain and I was impressed with their operation. This part of 'green' Spain is not a preferred holiday destination. To be green you need rain and a cooler climate, and this is what you get. So not 'costa' temperatures, but a good variety of locomotives and units. For this article, I am not going into the history etc of the lines, but I am trying to give an indication of the locomotives and units you will see if you visit this area. This was a wonderful tour organised by Ffestiniog Travel of Porthmadog.

My first sight of a FEVE unit was at Leon station, a terminus with a closed 4 road shed and a turntable that probably has never turned in a long time. Leon has a limited local service operated by the CI. 26xx DMUs. There is one train a day in each direction from Leon to Bilbao. This is operated by the CI. 2401/51 series of dmus. The journey takes eight and a half hours. On route the train stopped at Cistierna, a depot, and outside were 3 x CI. 15xx coupled together. On route at Mataporquera, another 3 CI. 15xxs were on a freight. No other locomotives were seen until Balmaseda where a CI. 1650 and 1900 were seen. From then into Bilbao I saw many early 36xx EMUs and CI.1600 and 1900 diesels. Bilbao is an interesting city. A busy RENFE suburban station, a modern metro system, a tram route and a FEVE station. Plenty to see and ride on.



2456 +2406 & 2605+2605
Leon, 8 June 2008



preserved 1052 (actually 1059)
Gijon Railway Museum, 13 June 2008

The next stage was a 3 hour journey to Santander. Once again a CI. 2401/51 was the roster. Not much seen until the outskirts of Santander. All of the local services were in the hands of CI. 38xx EMUs with a pair of early CI. 36xxs seen. Diesel CIs. of 1600, 1650 and 1900 were also seen. The station is adjacent to the RENFE station with a limited local service using CI. 440s.

The next trip was to Gijon. It was noted how much freight FEVE operate. Between Santander and El Barron we passed 2 steel trains, both double headed by 1611+1612 and 1903+1913 respectively. The train was to Oviedo and we changed at El Barron for the last lap to Gijon. El Barron has a north-south, east-west level crossing with 3 of the 4 sides connecting. At the south-east side there is the depot and works. 1051 and 1056 are both without bogies and sitting on sleepers, one is destined to be rebuilt as a 19xx. On to Gijon and this area is served by the later series of 36xxs. CI. 3500 EMUs are also common place in this area. Although originally 3 car units, only 3518/6551/6518 was noted as a 3 car set, the rest being 2 cars. Many of the centre cars were stored at Pravia, under tarpaulin, with only 1 number visible. Gijon has a railway museum, adjacent to Jouellanus station. FEVE 1059 is preserved there as 1052. It has swapped identities. Maybe 1052 (now 1059) was in working order and could be used in service later! The Gijon/Oviedo area saw CI. 1600 and 1650 diesels, CI. 35xx 2 car units, later CI. 36xx and RENFE CI. 440s and 463s. The last lap was to Ferrol, an uneventful journey, taking 5 hours and 25 minutes, with the terminus hosting another CI. 2401/51 unit.



1656 on a private charter
Gijon, 14 June 2008



ex 3 car EMU 3526+6526
Pola De Laviana (end of the line), 14 June 2008



1608+1606
El Barron, 14 June 2008



long distance DMU CI.2401/2451 2418
Ferrol, 15 June 2008

There is a monthly pass available for the FEVE system and it is €75. The only snag is that the FEVE system is not co-ordinated and a ticket purchased in Leon does not operate the ticket machines in Bilbao, so new tickets issued and were fine until Santander. Once again they did not work and no changes were made as the ticket inspectors seemed to be used to this and once again in Gijon we had to get new tickets for their barriers! Apart from that, the ticket was good value.

I enjoyed my time on FEVE and I recommend a visit to the area. No McDonalds were found but I did find a good selection of reasonably priced Chinese restaurants

All photos by Ray Smith

Light Rail and Metro News

by Martin Hall

Manchester: The Metrolink expansion program is now gathering pace but how far the expansion will reach may depend on the congestion charging in the city. The 28 new trams planned for the Metrolink are to be built by Bombardier and Vossloh.

Sheffield: A proposal to run tram-trains between Sheffield and Penistone called TramForward has been put forward, but all ready some concerns have been raised. I do not know why so many councils are so short sighted.

Blackpool: After the winter engineering works the trams are now all back in service.

Wagon Corner

by Martin Hall

WAGON NEWS:

Stobart Rail is to pull out of its Pullman charter trains but is to increase its freight based services instead. Fastline using its new CI.66/3's has now started revenue earning services.

The same economic problems have arisen again when EWS(DB) were quoted very high charges by London and Continental Railways (owner of the high speed channel route) to run freight services from the continent, through the tunnel to the UK. I thought we were all on the same side to improve rail traffic? EWS 'high cube' KSA covered wagons are to be taken out of storage and used for a new service to transport refined sugar from Ripple Lane to Italy and a return service of wine.

The last MLA 'Falcon' flats have now arrived in the UK.

Disposals (August):

Air Braked Stock:

100035/047/049/058/066, 110075/114/121/169/177/181/213/215/221/258/305/356/365/377/408/444
449/528/594/623/630/666/686/737/799
200255/262/269/274/291/293/399/636/644/703/790/811/821/847/849/855/899/921/922/965, 210165/177
184/230/265/275/277/279/307/319/326/327
350084/0134/0296/0412/0477/0494/0549/0583/0588/0597/0636/0669/0697/0699/0753/0819/0981/0996
1016/1029/1068/1079/1178/1180/1305/1352/1355/1422/1436/1454/1471/1472/1510/1550/1560/1656
1666/1690/1846/1868/1992/2006/2024/2341/2613/2889/3074/3093/3103/3175/3193/3247/3359/3382
3388/3497/3518/3595/3684/3780/3799/3840/3847/3859/3871/3917/3927/3969/3993/4004/4016/4043
4060/4066/4093/4151/4164/4170/4190/4213/4220/4237/4284/4287/4332/4333/4358/4364/4388/4397
4614/4627/4725/4757/4786/4813/4827/4863/4877/4887/4892/4927/4938/5045/5079/5132/5138/5170
5174/5221/5234/5263/5346/5351/5373/5385/5438/5475/5491/5492/5544/5610/5629/5697/5768/5799
5817/5971/5972/5976/5992/6086/6113/6115/6161/6178/6218/6232/6268/6292/6311/6315/6317/6323
6326/6369/6379/6393/6555/6559/6651/6668/6674/6718/6720/6746/6750/6779/6790/6847/6904/6924
6952/6987/7011/7101/7151/7157/7250/7256/7257/7273/7333/7359/7596/7650/7742/7783/7784/7846
7942/7968/8296/8477/8927/9372/9385, 365199/5999,6102
368004/012/040/042/048/064/077/078/081/090/096/104/115/124/125/128/139/140/141/144/152/161/174
187/193/200/202/219/238/240/247/253/276/292/302/303/311/314/316/319/321/335/341/384/385/391
397/415/429/430/456/457, 460071/197/313

Departmental Stock:

DB972305/307/322/327/329/336/338/340/346/348/369/376/387/397/408/409/419/421/432/434/436/451
457/473/486/503/505/519/526/529/533/547/563/568/575/582/595/614/617/619/620/634/644/661/664
674/676/682/687/695/703/707/717/721/742/759/760/762/773/776/777/786/789, DB977944/945/946/947
DB980023/028/034/044/147/167/231/241

B Prefix Stock: B904525/B904716/B954821

Pre-Nationalisation Stock: DM700709/DE278482

Engineer's Vehicles Stock: DR77701

WAGON REVIEW:

Internal User Vehicles:

Internal User Vehicles, as the name implies are used exclusively in the confines of a yard, depot or works and are used as store vans, scrap holders, load carriers and have many other uses. Special permission is required to allow them to move on main line tracks. They have since the 1950's been numbered into regional series, usually on a cast number plate for older vehicles and just painted on with later ones...or not at all !! Out of the vast number of internal user vehicles, only a handful now exist and the practice of giving them regional numbers has now stopped. ICRS have a book that I compiled, but many numbers are missing as many of these vehicles did not last long and records were sometimes not kept. So if you have any information please let me know.

Main Number Series by Region:

Midland	020000 – 025045
Eastern	040000 – 042245
Western	060900 – 061231
Southern	080000 – 083671
Scottish	095000 – 095052

12t vent van, 041253
Norwich Goods Yard
18 April 1992

Martin Hall



All Our Yesterdays - 1

by Alan Gilmour

LTSR lines - a postscript (see July 2008 issue):

Lawrie Williams, whose article on a trip over the LTSR lines appeared in the July 2008 issue has written in to add some additional information and to correct a slight error concerning redevelopments. The Bromley-by-Bow goods yard was east of the station on the up side, and was shunted by a 'Jinty' tank engine before midday, whereas the curve from Bow, North London Line, to Gas Factory Junction passed under the LTSR line west of Bromley-by-Bow station. Lawrie has supplied a sketch map of the area and lines, which I will be happy to reproduce for any member requesting it. Lawrie continues by adding that the NLL through Bow Midland station on NLL lost its passenger service many years ago but was still served by freight to the railway owned Poplar Dock where, he thinks, other railway companies had freight facilities, possibly the GNR & GWR. Where the curve went of, just south of Bow Midland station, there was the Bow Loco Works, which didn't close until the BR period. It seemed to deal mainly with freight locos, including some as large as 8F 2-8-0's, one such loco possibly being 48292, ex Crewe South, being seen in the yard from a LT District line train which passed over the works yard. The works, like Poplar Docks was shunted by NLR tank locos (588xx); these were also used at Birkenhead Docks and the Middleton Incline in Derbyshire, and usually came to Bow for works attention. Devons road shed was south of the LU/LTSR bridge, over the NLL close to South Bromley (closed) passenger station, not to be confused with Bromley south station on the Southern Region in Kent. Devons Road shed had an allocation of Jintys, NLR 0-6-0T's, and a couple of LMS Ivatt Class 4 2-6-0's for working cross London freights, for example to Acton Yard on the GWR. Their tender cabs and higher water capacity than a tank loco was probably useful if trains were looped frequently to allow priority to passenger trains. Devons Road became the first all diesel depot on BR housing EE and type 1's, which were later transferred to Stratford (30A), and NBL small but powerful diesel shunters, 330hp 0-4-0's numbered D2900 – 20.

All Our Yesterdays - 2

by Alan Gilmour

ESSEX MUSINGS 1959:

Thanks once again to Michael Smith of Stockport for his memories from the days when he lived, and worked on the railway in Essex. These notes cover a period from mid to late 1959, and are a snapshot of workings and events in the Maldon, Shenfield and Witham areas of a railway age long since gone.

On June 22nd 1959 the 06:04 departure from Ipswich arrived at Shenfield worked by L1 2-6-4T 67719 and Ivatt LMS 2-6-0 46469 with 3 coaches, normally a 2-car set. Three days later the 3.40pm down working was run tender first behind 62524. 46469 appeared again on June 27th June heading an 8 coach plus buffet Saturday excursion from Maldon to Brighton.

A look at Colchester shed in on July 4th noted B1 4-6-0's 61000 '*Springbok*' & 61005 '*Bongo*', B17 4-6-0 61658 '*The Essex Regiment*', J15 0-6-0 65472, J17 0-6-0 65503/505, while across the border in South Suffolk, Ipswich shed held D2041, D5537, B1's 61052/109, B17's 61612 '*Houghton Hall*', 61618 '*Wynyard Park*'; J39 0-6-0 64800 and J17 65512.

A short session at Chelmsford (11.19 to 11.55) on July 11th saw workings by:

11.20 Britannia 4-6-2 70039 '*Sir Christopher Wren*' - up Clacton with 8 coaches

11.21 Britannia 70012 '*John of Gaunt*' - down Clacton, 8 coaches

11.26 Type 2 D5515 - down Yarmouth, 7 coaches

11.24 B1 61378 - up 9 coaches, fast

11.29 B1 61361 - up 7 coaches, fast

11.30 K1 2-6-0 62039 - down fast, stopped at signals on bend, very heavy slipping on restart

11.33 B1 61363 - up

11.34 Britannia 70011 '*Hotspur*' - down fast, 8 coaches

11.39 K1 62019 - up fast, 8 coaches, D5509 - down fast

11.50 B1 61248 '*Geoffrey Gibbs*' - to Walton, 8 coaches

11.55 K1 62036 - up fast, 7 coaches

90 minutes on July 13th at Bishops Stortford saw:

15.03 O4 2-8-0 63795 - up goods

15.13 Type 2 D5503 - Kings Lynn passenger

15.32 O1 63590 - up goods, 42 loaded coal trucks

15.32 N7 0-6-2T 69686 - down light engine

15.50 B17 61608 '*Gunton*' - up passenger

16.01 N7 69688 - light

16.01 L1 67720 - light up

16.16 B1 61360 - Cambridge all stations

16.27 B1 61301 - empty stock down

16.29 D5505 - up passenger, fast

L1 2-6-4T 67713 shunting in yard

A couple of footplate rides followed that month, firstly on July 14th when Mike rode on J20 0-6-0 64675, paired with ex-LNER tender 8242 and 30 wagons from Dunmow to Takeley, and again the next day on a Dunmow to Rayne and return freight headed by J20 64695. He describes this loco as being in a very rough condition, with the big-ends very bad. Four days later on 18th Mike travelled from Witham to Yarmouth, noting along the way to Ipswich D5531, Britannia 70001 '*Lord Hurcomb*', both on up passenger workings. Ipswich station and yard held Shunters D2041/561, NB Type 2 D6120, and B1 61056. In 1959 Beccles was a fairly important junction station with lines radiating to Lowestoft, Great Yarmouth, Ipswich, and Tivetshall. On this day the yards held L1 67710, whilst at Lowestoft were Shunter D2039, Type 2's D5532/539, B17 61660 '*Hull City*', and J50 0-6-0T 68924, with Yarmouth playing host to Shunters D2555/571, Type 2 D5521, L1 67711, and J68 0-6-0T 68656. Adjacent to Vauxhall station was D2212 working along the street lines either to or from the docks or brewery.

Into August 1959 now, and on the 5th Colchester shed was host to LMS '4' 2-6-0 43152, B17's 61616 '*Fallodon*', 61658 '*The Essex Regiment*', 61666 '*Nottingham Forest*', J39 64775, J20 64675, J15's 65446/468, J17 65545, and WD 2-8-0 90191. September 27th was the occasion of the Colchester Trades Fair, and present at Colchester for this were an ex-Pullman camping coach, J69 68619 in GER Blue, Britannia 70010 '*Owen Glendower*', Type 2 D5537, and Type 1 D8402. Two more footplate rides took place during October, on 12th on J15 65470 with a 16 wagon Maldon to Witham freight, and on 16th with J69 68577 on a Witham to Maldon freight working.

Diary of a Loco Spotter

by Eddie Rathmill – 1985, 1986 – Part 1

Time for some more of Eddie's travels as the last instalment was back in May.

1985 and I decided that Ilford was the place to head for, so on January 23rd I set out for London. Several spare cars were lying around the depot area and I noted them all down, there was no sign of 302229.

The interest wasn't quite the same though and I longed to get back to locos and more substantial copped so I took a trip to Derby and Toton on February 16th. Seven Cl.58s were seen for the first time. Seven days later and I visited Crewe Works to see the frame of 89001. At this stage the shape could not be made out but it was obvious that the finished loco would be far more streamlined than anything that was running on BR at the time.

March 6th and I was off to Ilford again and this time I went to the foreman's office to ask the whereabouts of my last EMU. "It's in the depot" he said. "Come on, I'll show you".....302229, copped. Fourteen days later I returned with my wife to Inverness. We were on our way to the Kyle of Lochalsh for three days rest. Unfortunately, we didn't get the benefit of the scenery until our return journey as most of the outward run had been made in the dark.

Clacton for the first time on April 17th and the first re-liveried 309 (309605) was seen. Several side numbers were also noted and I was told that there were many more spare cars at Shoeburyness. Another new destination, which I visited on May 8th.

Then came the day that changed my whole attitude to travel. I needed to go to London on business, to cover for a colleague at a meeting, and I was given a rail ticket - *first class on The Manchester Pullman*. I don't know which made me more nervous, the travelling or the meeting. We travelled via the Crewe avoiding line and I copped four re-numbered Cl.40s but I can't say that I really enjoyed the trip, as I couldn't seem to relax. Mind you, it gave me plenty to talk about on my return and I wondered whether I would ever be asked to go to the meeting again.

Pacers and Sprinters became the order of the day and I was seeing plenty of them. The odd Cl.58 was also copped and several re-numbered HST trailers were logged down towards the end of the year. Most of the spare cars on the Eastern Region had been seen and I had bought a book (at Leicester station) called 'Side Numbers' by Trevor Makins. This book was to become my bible.

The one puzzle of the year was the recording of 37111 as '*Outward Bound School Loch Eil*' on October 2nd at Eastfield. This loco was shown as in the books and magazines at the time and I have yet to find confirmation of the loco carrying its 2nd name. A reference does appear in the third edition of the Diesel & Electric Locomotive Register but the dates don't match with those in the Railway Press....I think you probably wrote it down wrong as the loco was only ever named '*Loch Eil Outward Bound*' from 20th April 1985 to July 1986, ed.

Into 1986 and between January and early May I picked up a lot of new numbers and visited many places, including Tenby, which was totally new to me. It was on this trip that my wife decided that I had gone mad. We alighted from the HST at Swansea some ten minutes late and with a tight connection. 47476 was at the adjoining platform with a rake of coaches and was just about to leave, so I picked up the case, shouted "Come on, Jill" and dived into the nearest carriage. We pulled out of the station to hear the guard announce that we were going to Milford Haven !! Luckily the train stopped at Whitland, so after a twenty minutes wait, we were able to board the local DMU for the final part of our journey.

I continued to note down various side numbers, not only from the Eastern, but also from the Midland and Southern, I was developing an interest. However, it was in April that life was going to change totally. I had one problem and that was that many withdrawn vehicles no longer appeared in the Platform Five Unit books and then I remembered Trevor Makins publication.... I checked them out, they were all there. I ruled them off and then came up with a hare-brained idea - "Why not try and see every number in this publication ?" A mammoth task, but an interesting one and why stop there ? - What about the side numbers of all the modern units as well ?

to be continued

Where in the...?

The clock featured last month hangs over the footbridge at York station above platform 3.



This month can you place the above location? The running line alongside the platform is single track with overhead electrification...not many of them.

Railway Cuttings

Wales: by Michael Hillier

A commuter train was forced to make an emergency stop near Wales' busiest railway station when a teenager started 'train surfing'. The Arriva Trains Wales driver hit the brakes when he spotted a youth hanging from a door as the four-carriage 6.22pm Aberdare to Barry Island train left Cardiff Central yesterday. The 'train surfing' incident happened at 7.30pm, when staff were alerted to a 17-year-old boy clinging to the train's door while it was moving. The teenager and another 18-year-old were arrested at Cardiff Central after Arriva staff tipped off British Transport Police. The pair were told to leave the train but refused, according to a police spokesman.

An Arriva spokeswoman said today: "Train surfing is very dangerous and not pleasant for everyone involved - there have been some quite serious injuries in the past. People have actually lost limbs because of it, our message is: please do not do it. It endangers passengers and is very traumatic for the train crew." The practice has become more popular in recent years, with youngsters even filming each other on mobile phones as they cling to moving carriages. The YouTube video-sharing website features more than 500 clips of teenagers performing the stunt.

It was the second incident to disrupt the railway in South Wales yesterday - an hour earlier services were suspended as police chased a suspected thief onto tracks. Trains between Cardiff Central and Newport were suspended as officers pursued the man onto the line near Maesglas Retail Park, Newport. Gwent Police Inspector Sian Flynn said the operation to catch the suspected thief started at 5.20pm. Network Rail was informed at 6.25pm when the man ran onto the line and trains were stopped while investigations were carried out. Insp. Flynn said the suspect was arrested on suspicion of theft. A Network Rail spokeswoman said the line was closed for 15 minutes and reopened at 6.40pm. She added: "It did cause a little bit of a delay because the trains had to stop."

European Trips and Visits organised by Robert Brown

Please note that Bob's **European Report** can now be viewed online via the ICRS website.

Fri 3rd to Sun 6th October to Belgium, Luxembourg & Germany:

By road from Chesterfield (05:00), Worksop (05:40) & Blyth (05:55) to Dover and the 12:20 sailing to Calais, then Liege, Stockem, Luxembourg and Koln depots (days to be adjusted once permits received) plus a session linesiding at a major station will be included.

Target Fare: under £200, which will include 2 nights hotel accommodation.

NB: this trip is limited to 6 people, first come, first served.

Stock Changes

by Trevor Roots (observations)

In order to compile as accurate and up to date list as possible, can members please pass on their observations, particularly of revised liveries, name changes and multiple unit reformations to the editor, **Trevor Roots**.

Namings:

08616	<i>Tyseley 100</i>	47501	<i>Craftsman</i>
08874	<i>Catherine</i>	47580	<i>County of Essex</i>
37087	<i>Keighley & Worth Valley Railway</i>	47832	<i>Solway Princess</i>
	<i>40th Anniversary 1968-2008</i>	87002	<i>Royal Sovereign</i>

Re-numbered: CL.450 Desiro EMUs (SWT): converted units are 450043-70 and carry HC above number to denote high capacity (all units now completed)

450063 to 450563 450064 to 450564 450068 to 450568

Temporarily Re-formed: FGW 3 car 1589xx DMUs

158950 currently running as 2 car unit with 57751 out of action

158959 currently running as 2 car unit with 52746 out of action



FGW 158959 minus 57751 and its set number at one end, Southampton Central, 7 August 2008

Revised Liveries – a further selection



re-liveried
Aggregate Industries
59001 'Yeoman Endeavour'
& 59005 'Kenneth J Painter'
Eastleigh Works
17 August 2008
the lower part of the livery
on 59001 (the first to be
painted) was originally
turquoise but did not show
up the company name and
was subsequently
repainted, after only a
couple of weeks, to a darker
shade of green as on 59005

Carl Watson



43055 (above) and 43048 'TCB Miller MBE' (below) with the first fully re-liveried HST the new East Midlands Trains livery as featured now on its frontline trains, St Pancras International, 5 August 2008



91111 (unnamed) the first CI.91 in National Express East Coast final livery with 43300 'Craigentinney' (similarly adorned behind) King's Cross, 5 August 2008

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IU5	Irish Railways 2008	£6.99
IU7	Railway Stock Names	£9.99

Ultimate Sighting Files (ICRS)

USF1	Shunters	£7.99
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IP3	Coaching Stock 2008	£10.99
IP4	Industrial Diesels 2008	£7.99

Wagon Datafiles (ICRS)

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IW3	RIV 2008	£5.99
IW4	Engineers 2008	£5.99
IW5	Combined 2008	£10.99

Steam Locomotive History (ICRS)

IS1	LNER	£10.99
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IS4	SR	£5.99
IS5	BR Standard & WD	£4.99
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IM3	Locolog	£6.99
IM4	Traction Engines	£7.99
PD01	2008 Pocket Datafile	£6.99

Non-European Datafiles (ICRS)

NE1	Australia & New Zealand	£7.99
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BR Wagons – A Numerical History (PTI)

HW1	Vol 1	Directory	£5.99
HW2	Vol 2	Engineers Stock	£6.99
HW3	Vol 3	Vans	£10.99
HW4	Vol 4	Flat Wagons B5xxxxx / B7xxxxx	£7.99
HW5	Vol 5	Flat Wagons B9xxxxx	£8.99
HW6	Vol 6	Brake Vans & Pre-Nat. Vans	£6.99
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HW8	Vol 8	Open Wagons (A) (Mineral)	£11.99
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IU8	Internal Users	£6.99
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PS01	First Generation DMU	£6.99
PS02	First Generation EMU	£5.99
PS03	Loco Hauled & HST Stock	£10.99
PS04	SNCF Coaching Stock	£8.99

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