



Tracks



the monthly magazine of the
INTER CITY RAILWAY SOCIETY

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

in association with **HB Publications**



could almost be the 60s...an atmospheric early morning line up of Bulleid Pacifics
MN 35005 '*Canadian Pacific*', BoB 34070 '*Manston*' & WC 34028 '*Eddystone*'
Eastleigh 100, 23 April 2009

VOLUME 37
No.6 June 2009

INTER CITY RAILWAY SOCIETY

founded 1973

The content of the magazine is the copyright of the Society
No part of this magazine may be reproduced without prior permission of the copyright holder

President: **Simon Mutton** (01603 715701)
Coppercoin, Blofield Corner Road, Blofield, Norwich, Norfolk NR13 4RT

Chairman: **Carl Watson** - chairman@icrs.org.uk
14, Partridge Gardens, Waterlooville, Hampshire PO8 9XG

Secretary: **Gary Mutton** - secretary@icrs.org.uk (01935 600445)
1 Corner Cottage, Silfield St. Silfield, Wymondham, Norfolk NR18 9NS

Treasurer: **Gary Mutton** - treasurer@icrs.org.uk details as above

Membership Secretary: **Maurice Brown** - membership@icrs.org.uk (0121 624 8641)
192 Alvechurch Road, West Heath, Birmingham B31 3PW

Editorial Manager: **Trevor Roots** - editor@icrs.org.uk (01466 760724)
Mill of Botary, Cairnie, Huntly, Aberdeenshire AB54 4UD

Publications Manager: **Maurice Brown** - publications@icrs.org.uk details as above

Website Manager: **Mark Richards** - website.manager@icrs.org.uk (01908 520028)
7 Parkside, Furzton, Milton Keynes, Bucks. MK4 1BX

Editorial Team:

Sightings: **James Holloway** - sightings@icrs.org.uk (0121 744 2351)
246 Longmore Road, Shirley, Solihull B90 3ES

News / Lincoln Area: **John Barton** - traffic.news@icrs.org.uk (0121 770 2205)
46, Arbor Way, Chelmsley Wood, Birmingham B37 7LD

Wagons & Trams: **Martin Hall** - wagon.corner@icrs.org.uk (0115 930 2775)
5 Sunninghill Close, West Hallam, Ilkeston, Derbyshire DE7 6LS

European: **Robert Brown** - european@icrs.org.uk (01909 591504)
32 Spitalfields, Blyth, Worksop, Notts. S81 8EA

All Our Yesterdays: **Alan Gilmour** - alangilmour@Tesco.net
24 Norfolk Street, Lowestoft, Suffolk NR32 2HJ

Magazine Distribution: **Peter Britcliffe** - p.britcliffe10@hotmail.com (01429 234180)
9 Voltigeur Drive, Hartlepool TS27 3BS

Publications Team:

UK / Ultimate Sight Files: **Carl Watson** - ukbooks@icrs.org.uk details as above

UK Wagons: **David Sharpe** - wagon.compiler@icrs.org.uk (07944 718429)
25 Lynfield Road, Great Harwood, Blackburn, Lancashire BB6 7TS

Euro / Preserved / Trams: **Martin Hall** - details as above

European: **vacant**
vacant

Website Assistant: **vacant**

Contents:

Officials Contact List.....	2
Society Notice Board.....	3-6
Publications	28
Current News / Sightings:	
Lincoln Sightings.....	14
Light Rail and Metro News.....	24
Network News.....	12-13
Open Days News.....	22
Out and About Sightings.....	9-11
Railway Cuttings	6
Stock Changes / Liveries	25-26
Traffic and Traction News.....	7-8

Wagon Corner	23-24
Feature Articles:	
All Our Yesterdays.....	16
Days Out.....	15
European Location 'Spot'Light'.....	22
Eastleigh 100 - Photo Spot.....	17-18
Eastleigh 100 - Traction List	16
Eastleigh 100 - Re-dedications	27
Preservation News.....	15
Rail Tour Photo Spot	15
Railway Globetrotters	19-21

£1.25 post free

Printed by Ords Group, Progress House, Usworth Road Industrial Estate, Hartlepool TS25 1PD

Society Notice Board

Editor's Comments:

It's been and gone...phew, a full report from Carl appears below, but suffice to say I thought the Eastleigh 100 show was very successful and that sentiment was mirrored by those who attended. Apart from a couple of short tea breaks I actually never saw the crowds during the busy opening times and had the advantage of uninterrupted shots of all exhibits both early morning and evening, as you will see from the photos. According to the recent review in Railway Magazine, 19,000 attended over the three days, all to see us...well actually it was probably the 42 locos including 9 steamers and 35 diesels/electro-diesels. Many of the locos are featured in the following pages and all can be seen on our fotopic site. Apologies for the predominance of Eastleigh 100 photos in this issue, but a centenary only happens once ! Even **Location 'Spot'light** has had to make way. My thanks to all who helped over the three days, with your company making it that more enjoyable. Thanks should also go in particular to our Chairman, Carl for his 'expert' carpentry and producing the special Loco Pocket Datafile.

On normal magazine issues and to redress the number of photos in this issue, there are plenty of interesting 'memory lane' articles planned in the coming months in the **All Our Yesterdays** and **Memoirs of a Railman** series, so thanks to those who have submitted their memoirs to paper. Please, if anyone else is tempted I'm happy to receive your ramblings, it's not that difficult once you start writing.

It seems the economic downturn is still causing issues with, as I write, reports that DB Schenker is storing more locos and wagons. Although there is feverish infrastructure activity, particularly around numerous London locations, to do with 2012 Olympics and Crossrail, it also seems the promised delivery of extra passenger vehicles is now in doubt. Who would be a franchise holder. The Crossrail activity mentioned has had the effect of closing Old Oak Common with the last vehicles removed recently. The FGW side is still operational, but that's another major shed gone and another loco free zone created. With adjacent North Pole empty, it's hardly worth the walk along the canal now.

Eastleigh 100 Report from our Chairman:

After much planning and anticipation, the Eastleigh Works Centenary, organised by Bruce Knights and Railway Magazine, took place over the bank holiday weekend of 23-25 May. The weather was kind with glorious sunshine on the three days, a small shower excepted early on Monday morning. The stand was erected by Trevor and myself on the Friday evening after I had an exhausting afternoon of helping Bruce Knights with organisation, ...*playing trains more like, ed.* Laminated covers of most of our books were stuck to the tabletop to allow visitors to properly see our range of books, which were then shown on request and this worked very effectively. With ICRS not having attended an event like this in recent years, I feel the stand did it's job...and didn't collapse until Trevor dismantled it ! The stand location indoors was almost ideal with good light and was quite visible being opposite D6515 and the DRS CI.20s inside. Many members visited the stand and got to see some of the officials...probably to the ruination of their day !!



from left to right
Jim Fitch, Pete Meyer, Martin Hall & Mark
Richards, on the Saturday



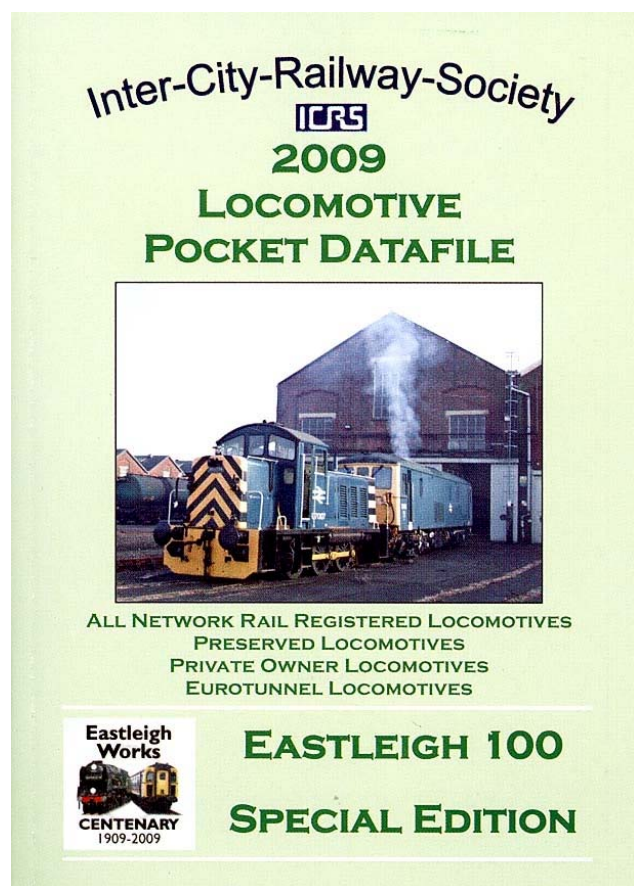
from left to right
Carl Watson (on one of his brief escapes from
demanding stewarding & family duties !!), Pete,
Dave Barlow & Mark on the Sunday

For us it was great to be able to speak face to face with so many members and get their feedback. The aim of attendance was to raise our profile, both as a society to join and of the many books we produce and to this end we were successful. Some new members signed up over the weekend whilst several others have since joined as a result of the show. The Special Edition Locomotive Pocket Datafile, with money donated to charity, didn't sell out as expected and is still available, see details below.

As I was largely involved in stewarding for the event, hence the yellow jacket in photo, I must thank those that helped man the stand, Martin Hall and Jim Fitch on the Saturday, Dave Barlow on the Sunday and Mike Avis on the Monday. Again thanks for spending the entire day indoors, which at times got quite stifling. Thanks also to our new President, Simon Mutton, who also helped on the Sunday. In particular, thanks go to Pete Meyer, Mark Richards and Trevor for their sterling efforts manning the stand for all three days. With brisk business especially on Saturday morning it needed several people to keep things manageable...*that's what we told you, it was chaos, ed !!*

What was clear over the three days was the number of people who had either not heard of us or not realised what books we produced. All the comments will be taken on board in deciding our future publications and advertising strategy, so thanks also to the members who made their views known. It is most likely that we will provide a stand at similar events in the future.

I enjoyed meeting those members who helped out and those who managed to catch me in my regular, but all too brief, visits to the stand over the course of the weekend.



For your copy of the Eastleigh 100 Special Edition Locomotive Pocket Datafile, please send a cheque for £4.95 (payable to **Inter City Railway Society**) to the following address:

ICRS Pocket Book
14 Partridge Gardens
Waterlooville
Hampshire
PO8 9XG

Only 500 have been printed and there will be no more once they are gone. Bruce Knights of Knights Rail Services has written the Foreword for the book and 50p from each Special Edition sold will be donated by ICRS to the three charities being supported, Teenage Cancer Trust, PSP Association and Naomi House. The book is 112 pages with a green colour cover and contains Owner, Livery, Operator, Pool/Status Code and Allocation/Location details for **ALL** locomotives, Mainline, Preserved, Stored, Private Owner and Industrial still in existence that do or have run on British Railways, it's Privatised predecessors and successors. All information is updated to 1st April 2009.



line-up of locos Eastleigh 100

47580, 55022, 45060, D1015, 20314, 20110, 37516, 37706, 47712, D7612 & 66730

ICRS Website:

Eastleigh 100: I have put a section on the website about Eastleigh 100 and there are also four galleries on the Fotopic site icrs.fotopic.net with about 150 photos from the weekend. One of these galleries is for ICRS members only. A password is required, which can be found in the Members Area section. To see other photos taken during preparations see Carl's own site at carl-watson.fotopic.net

Password Change: Remember the generic username/password used to access the Members' Area of the ICRS website has changed. Any member who has been using the Members' Area but has not as yet chosen their own username/password will not be able to access this part of the site. To request a username/password, just email Mark Richards (website.manager@icrs.org.uk) with your chosen username and password – each can be a maximum of ten characters with no spaces, together with your ICRS membership number. Confirmation will follow within 24-hours by e-mail that your chosen username and password have been set up.

PayPal: This is a reminder to existing members that you can now renew your ICRS membership quickly and easily online via the website using our new PayPal facility. In a few clicks you can be signed up for another year, or take advantage of the 5-year subscription, saving £5 on annual fee, or take a joint membership with GB Bus Group, saving £3 on the normal combined annual membership subscription rate. Select 'Join ICRS' from the left-hand menu on the homepage at icrs.org.uk

ICRS Yahoo Group: We have our own Yahoo Group, established in March 2004, open to members and non-members alike to post sightings and observations, share comments and debate about the current railway scene. Web address is: <http://finance.groups.yahoo.com/group/intercityrailwaysociety/> Please note also that more contributions from members would be appreciated, especially photos for the Fotopic site or news items. Event and exhibition details are always welcome as are details of railtours. Please email Mark Richards at (website.manager@icrs.org.uk)

Publications:

With all the Data Files the society is now publishing, we could do with more assistance with publications. We require members who are computer literate, an internet connection and familiar with MS Excel and Publisher.

If you have a few hours a month to spare and feel you would like to help the society, please contact **Maurice Brown** at **Publications** on **0121 624 8641** or email me at publications@icrs.org.uk

Readers Letters:

Feedback on photo location request from Kevin Bates last month. S Ramage confirms that 60019 was indeed at Stirling in platform 3, probably on an Aberdeen-Glasgow express.

Membership Matters:

Membership Rates:

Annual: £16.00 Five year rate: £75.00 (saving £5.00) Joint: (with GBBG saving £3.00): £26.00

New Members: The following new members have joined this month: P. Deans (East Sussex), Mark Hazell (Gloucester), Colin Hothersall (Cambridgeshire), K. Ireson (Lancaster), Peter Langford (London), G. Morse (Buxton), George Richardson (Co. Durham), Michael Robinson (Hertfordshire), Doug Stafford (Northumberland) - a warm welcome to you all.

Credit Card Renewals: Please note we are no longer offering renewals by credit card so please send a cheque or postal order. However you can renew by PayPal via the website.

When communicating with the society or renewing by PayPal on the website - would members please **include their membership numbers** as this helps with administration. Your number is clearly shown on the address label with your copy of 'Tracks' each month. Thank 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, not compressed, (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 June 2009**. Items for **Out and About Sightings** should be sent in to **James Holloway** a few days earlier please.

Magazine Contributors:

Thanks to **Ken Pitt, Craig Johnson, Philip Deans, David Webber, Paul Bright, Colin Mytton, Derek Sneddon, Nigel Hoskins, Paul Tarrant, Pete Meyer, Brian Derricote, Alex Ford, Chris James, Mark Richards, John Barton, James Holloway, John Palin, Ray Smith, Martin Hall & Trevor Roots**. We are sorry if anyone has been missed. All photos by **Trevor Roots** unless shown otherwise.

Railway Cuttings

Berkshire by John Barton:

Bracknell station, in Berkshire, now has a new footbridge and two lifts.

The provision of step-free access between the station entrance and both platforms is a big step forward in making the station more accessible for everyone. The £2.9m project has been made possible by funding from the DfT's Access for All schemes.

Transport Minister Andrew Adonis said, "These new facilities at Bracknell station will make it easier and safer for every rail passenger to travel through this busy corner of the South East. We want to make rail travel available to everybody, but if we want to encourage more people to travel by train we need to make it more convenient."

Wrexham & Shropshire by John Barton:

The Wrexham & Shropshire railway has decided to charge the same fare whatever the time of day in a bid to end passenger confusion and attract back rail custom.

Says Andy Hamilton, managing director of Wrexham & Shropshire, "Having listened to what our passengers tell us, we are cutting out the confusion and the high costs that surround train travel. Passengers buying Wrexham & Shropshire tickets will get the same great deal whenever they travel."

Passengers will also be able to buy the same ticket on board. Turn-up-and-go return fares from either Shrewsbury or Telford will be £40 - valid all day.

High Speed 1 by John Barton:

British Transport Police and Network Rail are going into 300 schools and youth groups in Kent, Essex and London spelling out the dangers of trespassing on High Speed 1 (HS1). Youngsters will be taught the dangers of the new high speed railway between St Pancras International and the Channel Tunnel. A special 12-minute DVD will help highlight specific dangers.

The DVD, which forms part of Network Rail's 'No Messing' campaign, communicates important facts and figures about the speed of high-speed trains, the turbulence they create, how quiet they are, their stopping distance and a graphic demonstration using watermelons to show what would happen if someone got struck by a train. It also shows how electricity can jump through the air and shows the consequences of throwing stones at trains.

Says Anne-Marie Batson, community safety manager at Network Rail, "It is madness for young people to play on any railway line, but owing to the fact the high-speed trains are bigger, faster and quieter, we have developed this initiative to highlight some of the specific dangers associated with them. We hope that by getting these messages across we can help prevent a needless tragedy."

Parents and teachers in Kent have welcomed the initiative. Says Paul Hodson, assistant head at Swan Valley Community School in Swanscombe, which is sited just a few hundred metres from Ebbsfleet International station on HS1, "We welcomed the arrival of the high speed railway to our community, as it opens up opportunities in London and on the continent. However, it is important our pupils learn to respect the dangers of trespassing on the railway or misusing it in any other way. Any resource, which helps us get this message across is very welcome, and the DVD certainly does this. You could have heard a pin drop when our students watched it."

Traffic & Traction News

by John Barton

May 1

This afternoon another west coast move with 47826 still sporting the Scarborough express logo on the one side and 47786 'Roy Castle OBE' on rear of the 5Z27 Carnforth -Worcester ecs at 15.53.

66093 + new desiro 350254 passed northbound through a sunny Milton Keynes at 10.36

May 3

GatEx 73202+442424 passed through Clapham Junction on the 5Z30 Lovers Walk - London Victoria at 11.30.

May 4

395007+006 paired up running slowly into Ashford station at 12.24

58009+033+034 were at the front of freight awaiting dispatch to France and beyond with 92009 running light engine past towards the terminal plus 66169+66189 stabled together.

56311+56312 (with 57311 on rear) passed through Ponthir at 17.15 on 1Z57 Bath-Huddersfield return tour.

May 5

A convoy consisting of 66710+66709+66708 +66701+66732 worked the Wellingborough - Peterborough engine move past Oakham at 17.14.

Ex-Hull Trains 222101 forming the 10.02 Nottingham to St Pancras Int. was seen at Leicester at 10.35

May 7

66591 was observed heading north through Derby towards Chesterfield at 23.40.

May 8

The following new Cl.378s were noted at Derby Litchurch Lane early this morning, 66730 plus 378006+378009+378011+378008.

390047 was renamed '*CLIC Sargent*' at a ceremony at Euston this morning.

May 9

The following charters were seen at Wolverhampton today:

- Vintage Trains – "Scot Over Shap", Loco: 86259 '*Les Ross*', Stock: W9101, W5198, W5157, W5177, W5191, W3125, 99353, 99349, 99361, W35470
- PMR Tours – "Welsh Dragon", Loco's: 47851 / D1648 '*Traction Magazine*' top & tailed 47798 '*Prince William*', Stock: 99680, 99121 '*Julia*', 99127, 506 '*Windermere*', 99128, 99125 '*Jessica*', 99348, 1861, 4940, 5278
- Network Rail / Spitfire Railtours – "Cambrian Mountaineer", Loco's: D444 '*Exeter*' top & tailed 37676 '*Loch Rannoch*', Stock: 4960, 4973, 4905, 4994, 99723, 99311, 99327, 5239 '*The Red Knight*', 5229 '*The Green Knight*', 5035

May 9 (cont)

60059 '*Swinden Dalesman*' worked the 6M34 Crawley - Peak Forest passing Redhill at 10.40 running 60 minutes early.

47851 top & tailed 47798 on the 1Z22 06:03 Gloucester - Holyhead "The Welsh Dragon" PMR tour, through Moss Pit at 08.35.

222009 rushed through Oakham at 06.30 empty towards Corby

May 10

WCRC 37676+D444 dead on rear passed through Standish at 13.51 with the 5Z38 Bristol Temple Meads - Carnforth ECS.

May 11

60011 headed north through Willington with 6E41 at 15.15.

Fastline 66301 was seen heading light engine north through Carlisle station at 09.25 today presumably to the DRS depot.

May 12

PPM 139002 seems to have started to be used on the Stourbridge Town branch, at least in the middle of the day. It seems to be swapped for the Cl.153 around 3 pm.

60087 Barry Needham worked the 6G07 Liverpool - Ironbridge coal freight

May 14

66534 headed west through Derby towards Burton on a Leeds - Southampton liner at 08.28. DR77319 & DR73806 track machines both stabled at Derby Station.

Steam locos 45231 and 62005 departed Carnforth 06.47 to Fort William

ATW 158835 on Doncaster - Cardiff headed west towards Burton through Derby at 20.53

May 15

60091 heading north passed South Wingfield at 13.20 with 6M11 09.05 Washwood Heath - Peak Forest running around 80 minutes late.

May 17

The following locos were noted at Frethun yard (Calais) at 15.00, UK: 66028, 66033, 66073, 66205, 66214, 66216, 92007, 92009, 92038. ECR: 77002, 77008, 77009, 77012, 77015. ECR 77009 left yard on stone train 15.20.

May 18

Recently repaired and freshly painted 66502 on a freightliner from Trafford park, passed through Ardwick heading south.

May 20

66186 was seen light engine inside Derby Litchurch Lane at 10.00.

May 21

WCRC 37516 headed east through Tamworth low level at 14.22 working Carnforth - Southall ECS.

May 22

Eastleigh 100 movements:

73201 'Broadlands' (crests on one side only) fresh out of the paint shop in BR blue seen approaching Tonbridge and entering the yard while working from St. Leonards - Eastleigh. It later worked to Eastleigh 100 with 66730, being the last locos into the works at about 16.15. (photo of the pair passing south through Eastleigh Station below)



Passing through Southampton at 14.20 on way from the Swanage Railway to Eastleigh 100, WCRC 37706 hauled steam locos 34070+34028 +53+brake van S56289+support coach S35464. (see photo below) The convoy stabled in East Yard whilst 37706 ran around before entering the works at about 15.40.



The last rolling stock convoy of 47799+coaches from Old Oak Common MPD ran behind 66039 to Eastleigh MPD for storage (see photo below arriving at Eastleigh at 14.52 with 37706 running around it's convoy in East Yard on the right)



May 22 (cont)

Colas 47727 towed 87029, 87020 & 87033 from Crewe LNWR - Rugby DED (0Z48), arriving at 14.24 it went straight into the Colas depot. 31459 with 1Q12 Selhurst - Derby with the radio test train and DBSO worked though Tonbridge - Tunbridge Wells and then back to Sevenoaks. 60065 + 60096 passed through Yate at 13.19 to Lindsey via Lickey.

May 23

DRS 37069+37602 hauling Spitfire Tours 1Z45 Weymouth - Crewe crawled northbound through Didcot Parkway on time at 19.33. (photo below shows the tour arriving at Eastleigh at 18.15 passing depot entrance on left)



67008 on a rugex charter from Leicester - Edinburgh Haymarket was seen at Edinburgh Waverley at 12.42. (see photo by Craig Johnson below)



May 24

87033, 87029 & 87020 left Rugby Colas depot by road at 11.50 going for export.

May 25

40145 'East Lancashire Railway' passed Castleford right on time at 12.22. 66174+66607 arrived at Bushbury Jnt loop at 21.50 heading north on new ballast wagons. 60040 passed Stoke Lane, Carlton at 18.37 with Westerleigh-Lindsey working.

May 26

Colas 47727 working 0Z47 Rugby DED - Rugeley Trent Valley sidings via Stafford passed through Nuneaton heading north at 10.42.

Out and About Sightings

by James Holloway

With a comprehensive list to be published, all sightings at Eastleigh 100 have been omitted.

Mike Rumens:

29th April:

Tamworth 14.59-18.06:

High Level: 43285/357/366/378, 60096, 66044
66089/120/141/510/550/598/611, 170101/103
170105/106/109/114/116/398/519/521/636
220001/104/127, 221112

Low Level: 66416/504/570, 90041/045/046
92016, 221129/136, 350105/108/126/128/231
350242, 390007/12/17/23/25/31/37/40/44/46
390049/51/52

6th May:

Birmingham: 158832, 170112, 321410/35
323242, 390026/41

12th May:

90035+11027+12017+12094+12054+10242+
11064+11086+82101, 153367/371, 170115/516
220024, 221101/104, 321429/437, 390025/44

13th May:

Nuneaton 15.30-15.52:

66593/714/720, 92030, 170108

Leicester 16.15-17.42:

43055+41077+41064+40749+42151+42164+
42165+42153+44047+43048
43075+41156+41113+40730+42331+42131+
42132+42133+44046+43082
43052+41079+41063+40700+42155+42156+
42157+42125+44070+43058
156410, 158812, 170108/16/117/397/522/636
222003/05/06/09/11/22, 221102, DR73907

Philip Deans:

6th May:

Three Bridges:

442403/06/08, 2418

East Croydon: 350116, 377501

Stonebridge Park:

08786/897, 66019/048/730/955, 67005, 90039
on ecs sleepers, 92019/022/026/042

Watford Junction 12.20-18.50:

66023/189/416/501/532/539/542/567/568/594
66719/722, 86604/32, 90021+82101, 90042
90045/046/049, 92005/026, 313103/05/06/11
313120, 321401/06/07/09/10/14/17/20-23/27-30
321434/35/37, 350101/02/05/06/09/12-26/28/29
350232/35-37/39/41/44/46/50/52, 390001/04/05
390008-11/13/14/17/18/20/21/23/25-27/29-32
390034-36/40-50/52/53

Brian Derricote:

7th May:

Stafford 8.30-9.20:

66004/533/535/587, 92019, 220001/011
221102/03/15/19/30/37, 350105/10/13/28-30
350238/39/42/48, 390009/12/17/23/28/29/48

Tamworth 10.45-17.30:

43207/285/301/304/357/366/378/384, 47749
47804, 60013, 66070/077/087/090/118/134/142
66147/243/304/305/414/420/428/501/527/539
66558/560/566/577/591/616/620/956, 86628
86637, 90041/042/045, 92001, 170101/104-110
170117/518/522/523, 220008/10/13/15/24
221132/35/39, 350104/126/128/233/239/244
350247, DR73930

Stafford 18.00-19.20:

66511/576, 86501, 92009, 220001/18/28
221108/11/14/17/18/22/34, 325002/08/12
350105/06/19/29/30, 350231/48
390001/10/28/30/36

23rd May:

"The Wessexman" Crewe-Weymouth:

08442/482/604/676/765/804/842/864, 09024
37069/077/417/602, 43012/041/042/124/171
43191, 47760, 56059/091/095/115/117, 58004
58006/046, 66005/008/043/059/068/081/102
66142/145/213/237/594/599, 67005/006/010
67012/021, 158822/833/883/885/886, 165003
165009/018/027/029/034/036/103/105/110/112
165116/117/120/126/132/134-137/212/221
166204, 168216, 220031, 221124/137, 350102
350110/113/245, 390036/37, 444002/04/05/06
444009/11/12/14/15/18/20/24/27/29/31-33/35
444036/38/39/41/45, 450004/009/026/031/037
450102/104/127, DR73276/911/920

Paul Bright:

12th May:

Blackpool:

142051, 156441/483, 158850, 185124/35

Preston 14.45-17.30:

57303/314, 66412/419/519, 142004/12/33
150133/134/225, 153301, 156429/41/55/83/90
156498, 158753/754/791, 180103, 185102/13/15
185117/23-26/29/35/39/42/48, 221101/03/04/10
221113/18, 390005/10/40/48

21st May:

Blackpool:

142028, 156498, 158757/855, 185117/39

Preston 14.45-16.35:

57305/310, 66433, 142028/43/55, 150133/269
150275, 153315, 156466/98, 158757/855/907
180106, 185104/08/17/18/27/30/39, 221107/11
221112/43, 390002/08/41/46

Paul Tarrant:

13th May:

Wandsworth Road 11.28-13.26:

57005, 59004/101, 66061/192/502/558/703/728
66957, 999700/001

Lewisham 14.20: 66019

David Webber:

19th May:

Hornsey:

321405 has FCC lettering on its Silverlink livery

Trevor Roots:

21st May:

Stratford 13:00-16.45:

66053/103/153/193/200/507/508/524/537/539
66568/591/624/703, 82105/18/3/392, 90001/02
90005/09/10/11/12/14/41/43/49, 170202/05/07
313105-08/10/14/16/19/20/21/34, 315820/34/40
315841/45/49, 317506/07/13, 321317/318/320
321325/326/338/339/342/344/354/357/362/365
321439/441/443/444, 360104-07/09/11/14/15



DBS 66053 Stratford, 21 May 2009

22nd May

Southampton 12.15-14.45:

37706, 66043/050/207/538/592, 153372,
158887/88/90/951/952/956/957, 20001/123/13
377104/114/467, 444002/05/07/10/15/18/27/33
444035/45, 450094/114/127
Steam: 53, 34028, 34070



DBS 08804 Eastleigh, 22 May 2009

Eastleigh 14.55-16.10:

08482/804, 47799, 66008/030/039/165/730/955,
73201, 221126, 421497, 444001/23/34/42/44
450088, 999700+999701

Nigel Hoskins:

Gloucester:

20th April: 47237 5Z46 with 6348
60091 6E41 60065 6B13 66047 6M81
66172 6V54 66146 6B36 57006 6E66
66056 6V92 60024 6M41 66951 6M37
66529 4V46 66053 0Z86 57005 0Z74

21st April: 66015 6B13 60091 6E41
60024 6V07 66213 6M41 66096 6A36
66055 6E20 66098 6E47 66177 6V06
66144 6V55 66143 6E10 66044 6V68
66213 6V61 66581 6Z21
22nd April: 66100 6E77 60065 6B13
37087+37688 6M67
23rd April: 60065 6B13 60011 6E41
66005 6B36 66149 6V61 57006 6V67
66089 6Z71 66181 6E10 66206 6E47
24th April: 60011 6E41 66185 6M94
66047 6M98 66158 6M81 66005 6B36
66185 6V92 66166 6V72 60065 6B13
47237 with 6330+41176+42102+42147+42294
+42381+6348 Kilmarnock-Laira
25th April: 66177 6E50 66111 6C80 66057 4C49
60065 6B47 66613 6Y14 66131 6V08
66111 6W24 47818+43056 5Z47
26th April: 66112 6W30
27th April: 66085 6V69 66524 6V20 66005 6A36
66162 6V06 66177 6V81 66169 6V36
60011 6E41 60065 6B13 66043 6V07
66056 6M41 66103 0E20 47818 6Z50
28th April: 60096 6E41 66135 6B13
66005 6A36 66080 6M98 66131 6V07
66142 6M41 66011 6V36 66002 6V55
66122 6E10 66162 6V06 66529 4V56
66201 6X52 66008 6E30 66001 6V35
29th April: 60096 6E41 60065 6B13 66011 6E09
66053 6V81 66056 6V36 66152 6E20
66002 6V92 66002/080 6E30
30th April: 47237+31415+47716 0Z50
47727 6Z44 66011 6V36 60091 6E41
37602+37218 6M56 47786/854 5Z47
1st May: 60065 6B13 60091 6E41
66147 6A36 57006 6E66 66050 6V81
66135 6V92 66056 6V07 66001 6V36
66529 4V56 66522 6M37 66548 4V05
2nd May: 66604 6X14 66051 6M74 66070 6B33
66149/139/050/043 0F75 66087/141 6W26
3rd May: 66080 6W81 66025 6W12
4th May: 66186 1Z65
31105 4Z08 with 72631+999606+9714
5th May: 66011 6M81 66230 4V32
66047 6E50 66177 6V54 60065 6B13
60013 6E41 66070 6V36 66089 6A36
66055 6V92 66153 6M41
6th May: 57006 6E67 60074 6B13
66070 6V92 60013 6E41 66200 6M8
66177 6V54 66011 6V36
67002 1Z41 with 3174+3273+1566+3265+3182
+1953+3275+3247+17167+10734
7th May: 60013 6E41 60074 6B13
66153 6M81 66618 0Z74 66082 4V32
66189 6V51 66093 6M72 66070 6V36
66177 6V54 66200 6V92 57006 6Z67
37423+20303 6V73/6M56

8th May:

60011 6E41 66250 6M81 60074 6B13
 66200 6V36 57006 0Z74 75406 6J83
 47798/47851 5Z78 with 4940+1861+99348+
 99125+99128+99679+99127+99121+99680

9th May:

66057 6B78 66609 6Y14 66178 4C53
 66957 6A21 66047 6W04 66121 6Z35
 66183 6W01 60065 6B33 66030 6W05
 66153 6E50 66093 6M60 60065 6B33
 66005 6C80 60074 6B47/6B13
 47798/47851 1Z22 Gloucester-Holyhead
 31105 4Z11 with 75631+999606+9714

10th May:

47798/47851 5Z27 Gloucester-Carnforth
 37676/50044 5Z38 Bristol-Carnforth

11th May: 66094 6V72 60065 6B13
 60011 6E41 66200 6M81 66117 6M41
 66194 6V54 66145 6V36 66170 6B36
 47237 0Z74 66055 6V92 66129 6W50

12th May:

66087 6M81 79253 6U03 66129 6W50
 60065 6B13 60011 6E41 66200 6V92
 57006 6V95 66134 6V36 66024 6M41
13th May: 60074 6B16 66085 6B36
 66178 6M81 66017 6E41 66057 6V92
 66204 6V36 66100 6M41 66545 6M37
 37606+37609 6V74/6M67

14th May:

60013 6E41 60074 6B13 66137 6M81
 57006 6E67 66023 6V36 66204 6M41
 66012 6X52 66046 6Z71 66057 6V92

15th May:

66137 6B36 57005 6V67 66055 6V36
 66089 6E41 66034 6M81 60074 6B13

16th May:

60074 6B13 66158 6B86 66092 6C80
 66057 4C83 66023 6V36 66024 6V95
 47237+57006 6V95 37401+37670 1Z74
 5029+5043 1Z57/58 Hereford-Tyseley via Glos.

17th May: 66083 6E30 66093 6M94
 57005+57006+47237 0Z80

18th May: 31602+31285 1Z06

66121 6M81 66024 6M98 60074 6B13
 66034 6V36 66093 6V92 66199 6E80
 60065 6M76 66157 4V32 66067 6M74

19th May: 37607 0Z37 66085 6V51
 66199 6M98 66011 6M11 60040 6E41
 66206 6E30 66117 6V35 66168 6E47
 66549 6M37 66121 6V61 66002 6E09

66615/618 6Y11

20th May:

66154 6V72 66199 6E50 66133 6M94
 66129 6V49 66189 6V19 66152 6M11
 60065 6B13 66163 6W81 66250 6M41
 66005 6A36 66133 6V92 66042 6E77
 66013 6M81 47237/828 6Z95

21st May: 60065 6B13 66094 6E41
 66184 6X51 66090 6Z71 66121 6Z62

D1015 0Z52 Eastleigh-Kidderminster
 D1015+73006 0Z73 Westbury-Kidderminster.

Colin Mytton:**14th May:****Worcester Shrub Hill:**

47727 ran from Rugby to Crewe to collect 86233
 and then onwards to Long Marston as 0Z86.

47727 returned with 87020/029/030 and stabled
 overnight. On the following day 47727 took the
 87's to Crewe and then ran light back to Rugby.

Derek Sneddon:**Carmuir West Jct and Camelon Station:****1st April:**

66430 4H47 66434 4A13 66622 6A65

2nd April:

66046 6A31 66413 4S43

66434 4H47 66187 6S36 66419 4A13

67019 0A30 66187 6M34

3rd April: 66106 6N44 66419 4H47

66434 4A13 66187 6S36

4th April: 66424 4Z16 66434 4H47

5th April: 66433 4A11

6th April: 66046 6L49 66433 4H47

7th April: 66046 6A30 66118 6N44

66433 4H47 66074 6S36

8th April: 66414 4S43 66430 4H47

66621 6A65 66428 4A13

9th April:

66074 0A30 66420 4A13 66523 6G07

66118 6A31 66428 4H47 66621 6H51

10th April: 66112 6S36 66420 4H47

66429 4A13 66132 6N44

11th April: 47798+47786 1Z47 66413 4A13

13th April: 66413 4H47

14th April: 66117 6A30 66422 4A13

15th April: 66426 4A13 66621 6A65

16th April: 66173 6A31

17th April: 66163/173 6D84

47843/805 1Z41 Hooton-Inverness

66100 6D66 66414 4S43 66433 4H47

66163 6Z31 66420 4A13

18th April: 66416 4Z16 66433 4S49

20th April: 66088 6N44 66415 4A13

66423 4S43 66414 4H47

21st April: 66043 6A30 66415 4H47

66423 4S43 66086 6N44 66418 4A13

22nd April: 66418 4H47 666549 6G04

66622 6A65 66429 4A13

23rd April: 66429 4H47 66549 6G04

67001 6A30 66433 4A13

24th April:

66086 6S36 66174 6D84 66549 6G05

66113 6D66 66413 4A13 67001 6N44

25th April: 66086 6S36 66429 4S49

66549 6G05 66413 4H47 66430 4Z16

27th April: 66433 4H47

28th April: 66069 6A30 66414 4A13

29th April: 66086 6S36 66424 4A13

66619 6A63 66417 4S43 66508 6G06

30th April: 66086 6A31 66423 4A13

66619 6H51 66105 6A30 66113 6S36

66508/598 6G07

Network News

London King's Cross: by Trevor Roots

Amongst the ongoing work the former eastern side bay tracks have been removed to make way for the new platform 0.



Stratford: by Trevor Roots

With the station changing shape every few months in preparation for the ever growing 2012 Olympic Park to the north, I've yet to do a Location Spot'Light' at this popular busy London station but it is worth recording some major changes of late. The existing station is effectively now known as Stratford Regional Station.

New bay platforms 1 & 2 for the North London Line (NLL) are now in operation outside of platforms 11& 12 and opposite platform 9. Spanning the entire station is a new footbridge, the Town Centre Link Bridge, to allow access from Stratford town centre to the new Westfield shopping centre looming over platform 1. Platforms 1 & 2 are connected to platform 12 and accessed from the western most subway. Platform 1 is longer and is the usual platform for services. The former lower level NLL tracks have been ripped up and work is progressing on creating a Docklands Light Railway connection into Stratford Int. The western end of platforms 1 & 2 now give a new photo opportunity, especially later in the day once the sun comes round, not possible before (see photo of 66053 in **Out & About**)



LO 313105 & 313114 in new platforms 1 & 2 with the new Westfield shopping centre above Stratford, 21 May 2009



rear of platform 2 from platform 12 showing the footbridge connecting to the shopping centre Stratford, 21 May 2009



LO 313114, NExEA 317513, FL 66624 & GBRf 66703 'Doncaster PSB 1981-2002' in platforms 2, 12, 11 and 9 respectively with the new footbridge above, Stratford, 21 May 2009



looking from the top of the escalator above the main concourse, the former NLL tracks have gone to be replaced by a DLR connection to Stratford Int. 21 May 2009

Further work will see platform 10a brought back into passenger use and extended. New track is also to be laid towards Maryland station creating a freight loop to allow trains to be clear of platform 12 whilst recessed. The third easternmost subway is also to be re-opened. A further platform face for Central Line westbound tubes is also to be brought into use allowing direct access between the Jubilee line, DLR and the main entrance without the use of subways. Once finished the whole station will have 3 entrances and is to be de-cluttered to allow more space for circulation...should improve on the hoardings in place for some time.

Lincolnshire Sightings

by John Palin

20/4

06:02 66076 6F25 IM-CM
08:52 66040 6M57 LR-KY
09:45 57601+47786 5Z32
LN-CN
11:32 66714 4R41 EG-IM
11:45 66530 0G76 DR-WR
13:07 66530 0G76 WR-DR
13:42 66197 6B11 IM-WB
13:55 66620 6E54 KY-HR
14:00 66076 4R17 WB-IM
14:39 66506 6M51 IM-RY

21/4

08.22 66129 6E46 KY-LR
11.32 66714 4R41 EG-IM
11.45 66530 0G76 DR-WR
12.45 66620 6M00 HR-KY
13.15 66530 0G76 WR-DR
13.48 66199 4R17 WB-IM
14.01 66611 6E54 KY-HR

22/4

08.24 66095 6E46 KY-LR
08.48 66080 6M57 LR-KY
11.32 66714 4R41 EG-IM
11.45 66530 0G76 DR-WR
12.55 66620 6M00 HR-KY
13.10 66197 6B11 IM-WB
13.35 66530 0G76 WR-DR
13.37 66238 4R17 WB-IM
14.05 66611 6E54 KT-HR

23/4

07.12 66238 6F25 IM-CM
08.22 66055 6E46 KY-LR
08.30 66199 4R11 WB-IM
08.39 66020 6M57 LR-KY
10.47 66013 6D31 LR-WB
11.44 66530 0G76 WR-DR
12.03 66199 6B11 WB-IM
12.10 66714 4R41 EG-IM
13.02 66530 0G76 WR-DR
13.40 66238 4R17 CM-IM

29/4

13.41 66125 4R17 WB-IM
14.10 66163 6B11 IM-WB
14.20 66562 0G76 WR-DR
14.30 66620 6E54 KY-HR

29/4 (cont)

15.11 66040 6E82 CW-LR
17.40 60096 6E41 WL-LR
17.40 66707 6E41 IM-EG
18.40 66020 6M24 LR-KY
19.35 66120 6E55 TH-LR
20.40 66129 6E38 CB-LR

30/4

13.57 66611 6E54 KY-HR
14.15 66163 6B11 IM-WB
14.30 66125 4R17 WB-IM
14.36 66184 6E11 RU-IM
15.10 66180 6E82 CW-LR
17.28 60091 6E41 WL-LR
17.39 66707 6E42 IM-EG
20.07 66120 6E59 KY-LR
20.38 66040 6E38 CB-LR
22.40 66018 6E81 CW-LR
22.50 66184 6M86 IM-RU

1/5

14.09 66620 6E54 KY-HR
15.08 66040 6E82 CW-LR
17.33 66707 6E42 IM-EG
17.38 60091 6E41 WL-LR
19.30 66112 6E55 TH-LR
20.05 60096 6E59 KY-LR
20.35 66180 6E38 CB-LR
22.35 66142 6E27 BW-HR
23.00 66184 6E11 RY-IM

2/5

14.02 66184 6M86 IM-RU
14.30 66018 6E82 CW-LR
15.10 66620 6E54 KY-HR
19.45 60011 6E59 KY-LR
19.55 66120 6E38 CB-LR

5/5

15.07 66012 6E82 CW-LR
16.48 66620 6E54 KY-HR
18.41 66207 6M24 LR-KY
19.22 60013 6E41 WL-LR
20.00 66013 6E59 KY-LR
20.33 66097 6E38 CB-LR
22.45 66063 6E27 BW-HR
22.52 66134 6V84 LR-TH
23.40 66012 6V70 LR-CB

8/5

08.22 66207 6E46 KY-LR
08.33 66303 4Z15 CH-IM
08.40 66063 6M57 LR-KY
11.30 66704 4R41 EG-IM
12.50 66620 6M00 HR-KY
13.58 66303 6Z15 IM-RC
14.05 66614 6E54 KY-HR
14.33 37602+37218 1Q13
DY-WR

11/5

06.02 66124 6F25 IM-CM
08.40 66097 6M57 LR-KY
12.17 66507 0G76 DR-WR
13.35 66507 0G76 WR-DR
13.37 66124 4R17 CM-IM
14.04 66611 6E54 KY-HR

12/5

08.23 66213 6E46 KY-LR
11.33 66716 4R41 EG-IM
11.45 66528 0G76 DR-WR
13.09 66528 0G76 WR-DR
13.12 47501 0Z23 MG-NR
14.00 66606 6E54 KY-HR

13/5

07.38 66302 6Z15 IM-IB
08.28 66213 6E46 KY-LR
08.44 66207 6M57 LR-KY
11.22 66528 0G76 DR-WR
12.34 37423 2Z16 DR-SG
12.57 66606 6M00 HR-KY
13.25 66507 6B10 IM-WB
13.26 66528 0G76 WR-DR
14.07 66611 6E54 KY-HR

14/5

06.05 66507 4R10 WB-IM
07.35 66305 6Z15 IM-IB
08.29 66213 6E46 KY-LR
10.25 37423 2Z17 SG-WF
10.51 66507 6R10 IM-WB
11.31 66716 4R41 EG-IM
11.45 66528 0G76 DR-LN
12.55 66606 6M00 HR-KY
13.05 66528 0G76 E-DR
13.50 66611 6E54 KY-HR

Location Codes:

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

Preservation News

by James Holloway

Open Weekend at Tyseley Locomotive Works 27/28 June 2009:

(Opening Hours 10:00-17:00)

60163 'Tornado' returns to Tyseley - her birthplace - where her frames were laid.

The first and the latest steam passenger engines to be posed side by side - 'Locomotion' and 'Tornado'

Eight engines in steam - five other steam engines on static display

Commissioning of Peckett No.1 at 2.30 pm each day - the return of a Birmingham industrial shunting engine

Moor Street Station Centenary Event with Chiltern Railways (Saturday only) Chiltern services will additionally stop at Tyseley on the Saturday.

Solihull Model Railway Circle will probably be demonstrating including myself, having been a member for 20 years. So any members going, introduce yourself to James.

For further information see the website <http://www.tyseleylocoworks.co.uk/>

Days Out

by Ken Pitt

Retirement cab ride:

Though nearly a year ago now, this different day out on the 25 June 2008 was as a result of my retirement from Network Rail after 40 years service. Virgin Trains allowed me to ride the in the cab of Pendolino 390016 on the 1B34 10.00 Birmingham New Street – London Euston. Arrival into Euston was 5 mins late, where a reporter from Rail News, the rail staff magazine, met me. The driver was Paul Ireland who, along with the safety manager was extremely helpful.

I came back on the cushions, 1st class of course with lunch on the return 12.10. The 94 miles from Euston to Coventry were covered in 58 minutes including 2 min station stop at Milton Keynes. It was ultra smooth even at 125mph and I thoroughly enjoyed the day.



Ken's ride for the day, VWC 390016
B'ham New Street, 25 June 2008

Rail Tour Photo Spot



40145 'East Lancashire Railway' on a Compass
Tours charter from Shrewsbury
arriving at it's destination Edinburgh Waverley
23 May 2009

Craig Johnson



the Steam Dreams 1Z20 Edinburgh – York leg
used 60009 'Union of South Africa'
clagging well having been coaled ready to
accelerate, approaching Morpeth, 18 May 2009

Ray Smith

All Our Yesterdays

A day out with Tyseley footplatemen by James Holloway:

I was fortunate in my early years in that I was able to visit Tyseley many times up until the mid 1950's, since my father was a fireman there during that period. The allocation was over 100 steam locomotives and an ideal place to see the everyday running of a large steam locomotive shed. I occasionally made footplate trips such as the one described below.

During March 1954, when I was 8 years old, I made my way down to Soho & Winson Green Station, where I had arranged to meet my father, Jack Holloway and his driver Bill. They were travelling on the " cushions ", so I joined them on the local stopper to Kidderminster. Once off the train we walked down and off the platform at the Worcester end and crossed the main line to pass through the goods yard, now part of the Severn Valley Railway. The yard was almost full of wagons, many of them " opens " loaded with sugar beet for the local factory. Further on, passed the end of the goods yard, we crossed the running lines and entered the locomotive shed yard and found our engine for the day's turn. This was Tyseley's 6134, a member of the 70 strong 2-6-2T 6100 Class, and one of about half a dozen which were transferred to 84E in September 1953. They appeared to be a direct replacement for some of the 10 B.R. Standard 3MT 2-6-2T's nos. 82000-09 which were transferred to Barry about the same time. They arrived newly built from Swindon about the middle of 1952, but lasted not much more than 12 months at Tyseley, not a success, but their looks seemed amazingly different at that time in contrast to the G.W.R. types. I never heard any praise for these standard tanks at Tyseley and they always sounded noisy when approaching and working passed, but then we weren't used to hearing the " clank " of outside valve gear on the " Western ". My father disliked them more than most, since he experienced his only " blow back " whilst working on 82003. I can remember his singed hair and eyebrows after this unpleasant experience.

While Bill and dad were preparing 6134 I wondered around the depot yard and shed looking at the locomotives. The most exciting find was old pannier tank 2034, of the 2021 Class 0-6-0PT, complete with spark arrester for working the naval stores on the former Cleobury Mortimer and Ditton Priors Railway. I was particularly interested in finding old generation pre-Churchward classes at that time. Their scarcity meant that my only sighting in the Birmingham area was of " Dean Goods " 2541 at Tyseley, which I avidly cabbed.

When 6134 was ready we left the depot and stopped at the signal box where dad collected the first of the single line tokens we needed to travel light engine to Bridgnorth. We had no delays, only slowing to exchange tokens with the signalmen as we passed through one single line section to the next. When we reached Bridgnorth we took the last token to the signal box and handed it over, and then had a chat with the " Bobby ", who showed me around his box.

After about half an hour 6134 was coupled to its train in the main platform. We took water from the column and dad prepared the fire for the return journey, which was all stations to Snow Hill. As we returned down the Severn Valley we collected the passengers from the crowded station platforms, most of whom were returning home after a days fishing.

The sounds, movement and the sense of power are still vivid in my memory, made more potent by the fact that we were travelling in the dark in that early March evening. Highlight of the return were the starts and climbs from Cradley Heath and Old Hill stations up the bank and through the tunnel to Rowley Regis. 6134 easily coped with the heavy train, never faltering. So that I could see out of the cab I stood on an upturned bucket on the fireman's side, otherwise a good view would have been impossible for an 8 year old. I finished the trip when I left the train at Soho & Winson Green station and walked home, it had been an ordinary, uneventful trip for the Tyseley footplatemen, but a great day out for a young boy.

Eastleigh 100 – Traction List

Steam: (9) 53, 96, 30587, 41312, 850, 34028, 234070, 35005, 35028 **EDs: (5)** 73006/109/116/136/201
Diesel: (28) 07007, 20110, 20301, 20305, 20309, 20314, D7612, 31108, 33002, 33103, D6515, 37059, 37308, 37411, 37422, 37516, 37608, 37706, 45060, 47580, 47712, 50026, 50135, 55022, 59001, 59103, 59206, 66730 **DMUs: (2)** 143611/619 **EMUs: (6)** 1497, 1881, 1884 (part), 2415, 3417, 508301

Eastleigh 100 – Photo Spot

In addition to the brief **Traction List** above, a full list of all rolling stock will appear on the website and in next months issue, once we have confirmed the stored coaches. However throughout this issue I've managed to show a photo of most of the locos (19 of 28), EMUs & DMUs that were on show including all the steam (9) & the EDs (5). For a photo of all that was on view, see the fotopic website.

Inside the Works



D6515 (33012) 'Stan Symes', 23 May 2009



20301 'Max Joule 1958-1999', 23 May 2009



37422 'Cardiff Canton', 37308 &
73136 'Perseverance', 23 May 2009



143611 (55677)
23 May 2009

EMUs



2415, 3417, 1497 'Freshwater', 508301 & 59001 (the other full unit 1881 is on right, 23 May 2009

EDs

(the other 3 of the 5 on show are shown elsewhere, 73136 above, 73119 & 73201 on pages 25 & 27)



73006 recently repainted into BR blue & 73109 '*Battle of Britain 50th Anniversary*'
24 May 2009

Steam

(the other 3 of the 9 on show are shown on the front cover)



53, Brake S56289 & 30587, 25 May 2009



41312 & 96 '*Normandy*', 24 May 2009



850 '*Lord Nelson*', 24 May 2009



35028 '*Clan Line*', 24 May 2009

Railway Globetrotters

by Ray Smith

IRELAND: (cont)

Day 2: March 10th 2009

An early start to do the morning Connolly rush hour. Apart from the DARTs there were many 29xxx units working up north to Drogheda, Dundalk and west to Maynooth. The 26xx and 28xx units also worked to Drogheda and Dundalk as well as south to Gorey and Rosslare. 22xxx units were seen on the Sligo route and a couple went up north as well. The cross border enterprise Dublin to Belfast was worked all week by dedicated CI.201s No's 208, 209 and 230 (no jokes about the chinaman going to the dentist)!



Spanish built 29408
Dublin Connolly, 10 March 2009



push-pull driving brake generator 4004
Dublin Heuston, 10 March 2009

I then caught the tram to Heuston for the 09.30 to Waterford. On arrival a large crowd had gathered for the 09.00 to Cork. This was formed of the 05.05 from Cork and was running late. I wonder if the driver phoned ahead and said "Heuston, we have a problem" !...*that's terrible, ed.*

The journey to Waterford was uneventful and when I got there only my next connection was there. This was units 2715/24 for the 12.30 to Limerick. On route the train passes Carrick on Suir. Here the Irish Traction Group keep preserved B103, C231 and G616. This was another place that if I got off I had a very long wait for the next train so I was happy just to see them. I saw my train driver and asked where, in relation to the station these locomotives were. He told they were north west of the station and I would see two of them clearly as we left but C231 was locked up. Fortunately, I had already seen that in Inchicore in 2000. The train duly arrived at Carrick on Suir and after a few moments the driver came through the train looking for me. He said the eastbound working was ten minutes late so I had time to get out and take a photograph. I thank the driver very much.



Inter City liveried 231
Dublin Heuston, 10 March 2009



073
Limerick Jnct, 10 March 2009

At Limerick Junction the train crosses the Dublin to Cork main line before reversing into the platform. Two freights were waiting there for passage after the north and southbound passenger services, hauled by 079 and 084. Also stabled was 073. On to Limerick. On shed were 087 and 141.

Adjacent to the station was the last long distance six car unit 22140, the first six car outer suburban unit 22141 (see photo on the right) and the first three car outer suburban unit 22146 (in distance in photo). These were the only outer suburban 22xxx units I saw on the whole tour. Many 27xx DMUs were also around. It seems that these mainly work in the south. An uneventful return followed to Dublin.



Day 3: March 11th 2009

Another Connolly rush hour before joining the 09.35 to Belfast hauled by (8)208. Today's aim was to see the 3xxx units and visit the Cultra Folk and Transport museum and go to Whitehead for the Railway Preservation of Ireland's base. On the way up I passed the DMU depot at Drogheda, there was only one unit on. When I arrived in Belfast the first train to leave was for Bangor so I took this to Cultra. The museum is only two hundred yards from the station. The transport section had a good selection of steam locomotives and trams, in fact anything with wheels including an Asda shopping trolley in the car park. After that a return to Belfast and a Larne train to Whitehead. I passed Yorkgate again and how it had changed. A new depot had been built on the site. I saw CI.111s, 111 and 112 and there were two 3xxx DMUs there. I got off at Whitehead and found the site where I asked for a look around and an enthusiastic gentleman took me round. Plenty of steam, but almost all inside. Outside 101 class, No. 102 preserved with 101 dumped for spares. There were many nice wooden bodied coaches on site but restoration was not a priority as the 'safety elf' would not allow them on the main line. They had a rake of Mk 2s for main line duties. My guide showed me all aspects of the site and I was there longer than planned, once again, many thanks to my guide.

I had over half an hour before my train and I found a fish and chip shop and a Chinese takeaway that were open and next to the station. That was tea sorted. The plus was a Castle class DMU back to Belfast. This was 8458, which according to page 14 in the Irish Datafile is withdrawn! I now had over an hour to wait for my Dublin train, which allowed me to see more 3xxx units. I now need only 4. It was now dark, so a sleep was grabbed on the way back.



driving motor brake 8452 on a Larne Harbour service, Whitehead, 11 March 2009



NIR Spanish built 3009
Belfast Central, 11 March 2009

Day 4: March 12th 2009

Cork. I caught the 09.00. I passed the new depot at Portlaoise. This is well south of the town and out in the wilds so I think a visit there is not advised. Cork, as nine years ago was still quiet. My last 27xx unit was there and CI.201, 214 was in a siding. I got out as quick as possible and back to Dublin. Another evening then ensued on Heuston.

During my five days I saw all eight Dublin to Belfast sets although I missed six standard coaches. These must be spares.



214 in original orange livery
Cork, 12 March 2009



Korean built 3 car DMU 22224
Dublin Connolly, 12 March 2009

Day 5: March 13th 2009

So far so good! I do not need much now so I decided to stay local. I am down to two Cl.071, one Cl.181 and one Cl.201. As for units I was down to seven class 22xxx and two class 29xxx. After a two hour session on Connolly I saw one of my 22xxx. It was time to find and ride the green tram line. These trams are in the 4xxx series. I went to the end at Sandyford, which is where the depot is and saw them all as well as 3011 from the red line. I decided to go to Maynooth for the ride and also hoping to see one of my 29xxxs. I did not, but back at Connolly one came in.



Dublin Green Line tram crossing the Bride
Dundrum, 13 March 2009



Dublin Red Line tram 3011 unusually seen at
Green Line city terminus, St Stephen's Green
13 March 2009

One last visit to Heuston and still no more cops so I took a local service to Newbridge, which passed Inchicore and give me a last chance to see one of my locomotives. None were seen. Back to Connolly by tram but I still need two from the 3xxx series. I had a good trip but as I only need four locomotives it will be a good while before I go back.

141 on pilot duties
Dublin Heuston, 13 March 2009



Day 6: March 14th 2009

An early start for the airport bus and while waiting a pair of 29xxxs went by. But sadly not mine.

(all photos by Ray Smith)

European Location 'Spot'light

Wagon Hotspots by Pete Meyer:

The following European locations are where you can regularly can spot between 750-1000 wagons in a day, though beware not on a Monday anywhere in Europe.

FRANCE:

Paris Villeneuve St Georges Gare: Freight passes fairly slowly.

Woippy Metz Freight Yard: the best place is on the road bridge over the hump north of the stabling point.

Miramas: south of Avignon, freight pass through the station.

BELGIUM:

Antwerpen Dam Station: most freight pass slowly to and from Antwerpen Noord Yard.

Antwerpen Docks: only OK from 13.00 on Saturday until Sunday night as all locos return back to depot. One snag is you need a car to go around the docks. There are 18 different yards.

GERMANY:

Koln West Station: most freights pass slowly.

Harburg Hbf (Hamburg) Station: freight travel to & from the docks. Freight on far side of the yard travels too fast.

Seelze (Hanover) Station: freight by the side of the station.

Grosskorbetha Station: outside of Halle, this large yard is full of tankers for the petrol refinery.

Bebra Station: south of Kassel and east of Eisenach, most freight pass through slowly or stop for a crew change.

Furth Nurburg Station: most freights pass slowly.

Mains Bischofshreim Station: most freights pass slowly.

AUSTRIA:

Kledering Yard: opposite the hump.

Furnitz Yard: by the hump.

Kufstein Station: most freight stop for a crew change or to pick up a banker.

SWITZERLAND:

Muttenz Yard: from a road alongside the yard going back to Basel.

Erstfeld Station: platform $\frac{3}{4}$ is best where most freight stop for a crew change or to pick up a banker.

Open Days News by Trevor Roots

It is hoped that as details become known of forthcoming Open Days around the country then info concerning them will be notified to you. If anyone hears of any such events, please let me know so details can be passed on.

DRS – Carlisle Kingmoor Open Day: Sat. 11th July 2009, 10.00-16.00: This is the same as last years Gresty Bridge 'Open Day' in that the tickets are chosen randomly from all applications after the closing date of **12th June**. 'Winners' will be notified within 2 weeks. For those like myself, travelling a long way, these types of Open Day are useless, as no forward planning can be made or cheap travel arranged. You can apply direct on their website directrailservices.co.uk or post an application to:

Direct Rail Services Ltd, Open Day 2009 Application, Kingmoor Depot, Etterby Road, Carlisle, Cumbria, CA3 9NZ

Postal applications must state clearly the following details: Full name, full postal address, telephone contact number and either Single Ticket or Family Ticket. Family ticket must include all names of the family group. (Maximum of 2 adults and 2 children under 16).

Failure to provide the above information in its entirety will void the application.

Wagon Corner

by Martin Hall

WAGON NEWS:

Another casualty of the recession is Fastline, as it cuts its intermodal service between Thamesport and Trafford Park putting its CI.56s into store, but overall rail freight is already down nearly 4.5%.

VTG the wagon lesser has gained more stock as it purchased 20 JGA bogie hoppers BLI19200 to 219 and 30 JGA bogie cement tankers BLI11701 to 730.

Network Rail has ordered 28 Kirow tilting switch and crossing carriers and the first pair 37.70.9378.001/002 have been undergoing tests at the Great Central Railway, Loughborough.

Network Rail have 40 new box wagons numbered 31-70-5892-001 to 040, pool 8534, tops code IOA.



IOA 31-70-5892-002-3, Bescot Yard, 13 February 2009

Disposals (May):

Air Braked Stock: 210274, 353262/5824/6107/7012, 360227/1987/5376/5967/8334, 400300/04/06/09 12-39/41-43, 950000/202/210/284/416/495/693

Departmental Stock: ADB975497

'B' Prefix Stock: KDB741047

Observations from Alex Ford:

33-80-4742-013-2 has been renumbered to 33-80-4737-013-9

Deleted from Thornton Junction: BFL 92796/92808/92809/92816/92832/92834/92845/92859

Deleted from Tees Yard (scrapped): 43-70-7499-300-1/301-9

Deleted from Aberdeen (presumably scrapped): 83-70-9196-001-8/002-6/101-6/102-4

Deleted from Milford and taken to Ron Hull, Rotherham for scrap: 400300/301/303/305/307/308/310/311 315-317/320-326/328-334/336/337/339/340/342/343

Deleted from Milford Junction to Ron Hull (last batch): 400302/04/06/09/12-14/18/19/27/35/38/41

Deleted from Llandarcy (scrapped on site): BPO37069/081/183/188/199/262, BPO53723/27/29/32-34/37/38/72/73/77, BPO61686, BPO63565, BPO67094/174/180, BPO87573/767/775/791/883/886/891

Deleted from EMR Kingsbury: BPO61560/61/63/65-69/71-79/81-99/660-67/69-77/79/80/82-91

Deleted from Old Oak Common: ADB975080/465

WAGON REVIEW:

MRA Side Tip Ballast Wagon Design Code MR001A

With the demise of the BR departmental 'Mermaid' side tipping wagon which have now all disappeared from BR metals, although some can still be found in preservation, Network Rail needed a new design for its track renewal programme so the MRA side tip ballast wagon was adopted and built by Astro Vagoane in Romania. The later designs had the addition of a motor, which aided the ballast laying and tipping mechanism. The first vehicles had the blue and grey livery but later ones now have Network Rail's all over yellow livery.

Number Series:

501001 – 060 Code MRAA

501121 – 300 Code MRAC

501321 – 340 Code MRAE

501061 – 120 Code MRAB

501301 – 320 Code MRAD

501341 – 400 Code MRAF



MRA(A) 501007 with central motor, Bristol Temple Meads, 23 September 2008



MRA(F) 501389 without central motor and revised sides, Bescot Yard, 29 September 2008

Help wanted !

I am putting together a Datafile which may cover road vehicles run by the various rail operators like Network Rail, Amey, Fastline etc, so if anyone has any information please get in touch at the address at the front of the mag or my e-mail address.

Light Rail and Metro News by Martin Hall

Birmingham: Centro has shelved the extension to Brierley Hill until 2014 and has decided to press on with extending the present system into the centre of Wolverhampton and Birmingham especially with the proposed re-building and modernisation of Birmingham New Street Station.

Manchester: Work has started in Old Trafford to build a new tram depot for the Metrolink system, which will house 32 trams.

Heathrow Airport: The guideway for the Personal Rapid Transit System at the airport is almost complete.

Stourbridge: The first of two Parry People Movers 139 002 has finally entered service and although 139 001 is still at Parry's workshop in Cradley Heath it should be available by the 17th of May when full services begin.



LMT (Centro) 150109 passing the depot used by the Parry People Movers
Stourbridge Junction, 17 April 2009

Ray Smith

Stock Changes

by Trevor Roots (observations)

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

Locos 'Exported':

Freightliner: 66582/583
DB Schenker: 08738/939

Locos Renumbered:

50035 to 50135
66406 to 66841 66407 to 66842

Coaches Renumbered:

41058 to 42381 42352 to 41176

New Stock: (EMUs) in service

350234 350253 350254 350255 350256
377502

(EMUs) on test

395014 395015 395016 395017 395018

Transferred: LMT to FCC

321401 321402 321403 321404 321405

Namings:

08907 *Molly's Day*
20305 *Gresty Bridge* (due to doors being transferred from 20310)
47787 *Windsor Castle*
73119 *Borough of Eastleigh*
66957 *Stevenson Locomotive Society*
1909-2009
390047 *CLIC Sargent*

Re-dedications:

50135 *Ark Royal*
73201 *Broadlands*



as the new pride & joy of Bruce Knights
73119 was named 'Borough of Eastleigh'
at Eastleigh 100 (currently one side only and the
plaque is temporary as proper ones not ready),
24 May 2009

you can't get much
further away...

before transfer
back to normal
southern home turf
73119 was
domiciled in
Scotland on the
Keith & Dufftown
Railway, Dufftown,
1 April 2008

(note the J&B
whiskey 0-6-0
industrial behind)



Revised Liveries – Photo Spot



re-liveried into BR blue 33103 'Swordfish'
temporarily based on the Swanage Railway
Eastleigh 100, 24 May 2009
(see front cover of Oct 2007 issue for
comparison whilst operating for Fragonset)



saved from scrapping, WCRC 37516 looks
resplendent in the maroon of it's new operator
Eastleigh 100, 24 May 2009



above
DB Schenker 59206
still only one of only 2 locos so far
re-liveried in red
Eastleigh 100, 23 May 2009

right
the other DB Schenker liveried loco is 66152
seen passing Trowse signal box
24 April 2009

Chris James



Eastleigh 100 - Re-dedications

re-liveried 73201 in BR blue from it's former SWT colours at Eastleigh 100 having been re-dedicated '*Broadlands*' a name it previously carried up until 1999

23 May 2009



'*Broadlands*' nameplate & plaques as fitted to 73201, was re-dedicated at Eastleigh 100 (plaques only on one side only) 24 May 2009



'*Ark Royal*' nameplate & plaque as applied to 50135, was re-dedicated at Eastleigh 100 23 May 2009



re-numbered 50135 in very smart, but un-prototypical LoadHaul livery at Eastleigh 100, having been re-dedicated '*Ark Royal*'

23 May 2009

NB. both locos were re-dedicated on Sat 23 May 2009

ICRS PUBLICATIONS

All books (except Pocket Datafiles) are printed on 90gm paper, A5 laminated spiral bound
(full details on www.hbpub.co.uk)

Members receive a 20% discount on all titles published by HB Publications (**direct orders only**)

ICRS / Public Transport Images (PTI):

UK Sighting Files (ICRS)

IU1	Loco Datafile (Jan 2009)	£7.99
IU2	EMU Datafile (Jan 2009)	£8.99
IU3	DMU Datafile (Jan 2009)	£6.99
IU4	Combined (Jan 2009)	£14.99
IU5	Irish Railways 2009	£6.99
IU7	Railway Stock Names 2009	£9.99
PD01	2008 Pocket Datafile	£6.99
PD02	2009 Pocket Datafile	£7.99

Ultimate Sighting Files (ICRS)

USF1	Shunters	£7.99
USF2	Mainline Diesel	£9.99
USF3	Electric, HST & pre-TOPS	£6.99

Preserved Datafiles (ICRS)

IP1	Steam Locomotives 2009	£7.99
IP2	Wagons 2009	£10.99
IP3	Coaching Stock 2009	£10.99
IP4	Industrial Diesels 2009	£7.99

Wagon Datafiles (ICRS)

IW4	Engineers 2009	£9.99
IW5	Combined 2009	£11.99

Steam Locomotive History (ICRS)

IS1	LNER	£10.99
IS2	LMSR	£12.99
IS3	GWR	£9.99
IS4	SR	£5.99
IS5	BR Standard & WD	£4.99
IS6	Steam Locomotive Names	£9.99
IS7	Combined 1948-68	£10.99

Non-European Datafiles (ICRS)

NE1	Australia & New Zealand 2009	£7.99
NE2	North African 2009	£4.99

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
HW7	Vol 7	Hopper Wagons	£9.99
HW8	Vol 8	Open Wagons (A) (Mineral)	£11.99
HW9	Vol 9	Open Wagons (B) (Mineral)	£11.99
HW10	Vol 10	Open Merchandise Wagons	£8.99
HW11	Vol 11	Track Machines	£4.99
HW12	Vol 12	Private Owner Wagons	£10.99
HW13	Vol 13	BR Box Containers	£10.99

Departmental Stock (PTI) (LW**)

IU8	Internal Users	£6.99
IU9	Pre-Nationalisation Dept Stock	£7.99
IU10	Departmental Coaching Stock**	£4.99

Passenger Stock – A Numerical History (PTI)

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

Miscellaneous (ICRS)

IM3	Locolog	£6.99
IM4	Traction Engines	£7.99

European Datafiles (ICRS)

IE1	Germany 2009	£9.99
IE2	German Private Owner 2009	£10.99
IE3	France 2009	£9.99
IE4	Benelux 2009	£9.99
IE5	Switzerland 2009	£9.99
IE6	Austria 2009	£7.99
IE7	Iberia 2009	£9.99
IE8	Italy 2009	£9.99
IE9	Scandinavia 2009	£9.99
IE10	Czech & Slovakia 2009	£9.99
IE11	Hungary 2009	£7.99
IE12	Poland 2009	£7.99
IE14	Balkans 2009	£11.99
IE15	Russia 2007	£12.99

Tram & Light Rail Systems (ICRS)

IT1	Western European 2009	£9.99
IT2	Eastern European 2009	£11.99
IT3	Metro Systems 2009	£8.99
IT4	Preserved Trams 2008	£4.99

GB Bus Group:

HB1	South West of England 2009	£11.00
HB2	South East of England 2009	£11.00
HB3	London 2009	£13.00
HB4	West Midlands 2009	£11.00
HB5	Eastern Counties 2009	£11.00
HB6	East Midlands 2009	£10.00
HB7	North East of England & Yorkshire 2009	£13.00
HB8	North West of England 2009	£12.00
HB9	Wales 2009	£11.00
HB10	Scotland 2009	£13.00
HB11	Ireland 2009	£12.00
HB12	National Express 2009	£11.00
HB13	Preserved Buses 2009	£14.00
HB14	UK Regional Registration List 2009	£14.00
HB21	Budget Stagecoach Fleet 2009	£6.00
HB22	Budget First Fleet 2009	£6.00
HB23	Budget Arriva Fleet 2009	£6.00
HB24	Budget Municipal & Other Major Fleets 2009	£6.00
HB31	North of England Bus Garages & Stations	£5.00
WM1	W Midlands Bus & Coach Pocket Book 2008	£5.00

HB Publications:

European Wagon Datafiles (ICRS)

Currently 30 published, for list, contact HB Publications

LorrySpotting.com:

RH01	Road Haulage Datafile 2008 (A - C)	£10.00
RH02	Road Haulage Datafile 2008 (D - G)	£10.00
RH03	Road Haulage Datafile 2008 (H - L)	£10.00
RH04	Road Haulage Datafile 2008 (M - O)	£10.00
RH05	Road Haulage Datafile 2008 (P - Stiller)	£10.00
RH06	Road Haulage Datafile 2008 (Stobart - Y)	£10.00
RH07	Road Haulage Datafile Register 2008	£10.00

all prices include post & packing

HB Publications Ltd, 3 Ingham Grove, Hartlepool TS25 2LH

24 Hour Sales Line on 01429 293611 or online at <http://www.hbpub.co.uk>

