



Tracks



the monthly magazine of the
INTER CITY RAILWAY SOCIETY

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

in association with **HB Publications**



immaculate D5217 (25067) having just returned south from it's stay on the Weardale Railway
was built in 1963 and was the first CI.25 into preservation so has spent longer in the that state than
it's working life, Battlefield Line, Shackerstone, 18 April 2009

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INTER CITY RAILWAY SOCIETY

founded 1973

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vacant

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Society Notice Board

Editor's Comments:

Interesting times in the political world but one by-product has been the promotion of Lord Adonis to Secretary of State for Transport, at last someone in the last few years that appreciates and supports the railways. Unfortunately he may only have less than a year to have an impact and that set against a background of savage cuts that will need to be made...sorry Labour says they are economy savings !!

Interesting times in southeast commuter land as well, with the first domestic passenger service to use HS1 brought forward on a regular basis between Ashford and St Pancras Int. See Ian Feathers report on some really fast trains...lucky devil.

To round off Eastleigh 100 a complete definitive rolling stock list is included as promised, but I promise that should be the last word on the event. A report on Long Marston Open Day is also included where the weather was the complete opposite, especially on the Saturday, raining all day. The other community open day yet to come at DRS Carlisle Kingmoor on 11th July will be reported on next month as Mark Richards and I have got tickets via the lottery. If anyone else has, please let me know. I'm going down early and will be on Carlisle station all Friday afternoon.

With the open day reports, **Location 'Spot'Light** has made way again...sort of, but will return properly next month along with the first article in a new **Diary of a Spotter** series on early spotting memories by David Spencer. There are a couple of more fascinating articles by Jim Fitch under **Memoirs of a Railman** and several **All Our Yesterdays** articles waiting in the pipeline. Plenty of interesting reading I hope for many months to come. However please don't let that put you off sending articles in, the more the better.

ICRS Website:

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

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 31st July 2009**. Items for **Out and About Sightings** should be sent in to **James Holloway** a few days earlier please.

Magazine Contributors:

Thanks to **RD Richardson, Neil Dix, Lawrie Williams, Ian Feather, Andrew Woodcock, Craig Johnson, Paul Bright, Ron Sansome, Mike Rumens, Alan Gilmour, Brian Derricote, Ian McAlpine, Derek Sneddon, Nigel Hoskins, Gordon Wharrie, 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

Carluke: by Gordon Wharrie

Carluke Train Station is well on track to receiving national exposure as it features quite prominently in a new Virgin Trains TV advert centred around Ed, a 30-something regional sales manager. As the train flies through Carluke station, Ed's imagination sees his colleagues shouting words of encouragement from the platform, including Wendy from accounts going the extra mile by pulling open her blouse to reveal the words "Go Ed" written across her bust in red lipstick!

Virgin Trains sales and marketing director Sarah Copley said: "When filming at Carluke station, we wanted to create ads that were humorous but also thought provoking. We want people to enjoy train travel as part of the journey experience. Like Ed, a little imagination can turn an ordinary train journey into a real adventure. And just think if Wendy really was a regular at Carluke station..."

Featuring a mix of reality and imagination, the television ad follows Ed's journey as he transforms from a stressed executive to an unstoppable business tycoon, flying through the sky, creating a brilliant presentation as he goes. Ed, who is using Virgin's regular Pendolino train service to travel from Glasgow to Preston, is on a journey to make the presentation of his career.

And it's not just Wendy creating a stir in the new ad, another famous businessman, Virgin boss Sir Richard Branson, makes a split second appearance in an interesting cameo. Playing the role of a refuse collector at Virgin Trains' Scottish terminus in Glasgow, a scruffy looking Richard is heavily disguised with tattoos and missing teeth, as he drives a bin lorry across the station concourse. Branson told the Gazette: "Years ago I decided to bow out and let our companies tell their own product stories in their TV ads without my ugly mug detracting from their messages! But when Virgin Trains asked if I would support their first ad campaign to celebrate the fact that now Network Rail has finally delivered on the track upgrade, we can shout loud and proud about our increased frequency and speed, wi-fi on all trains, uninterrupted mobile phone connection and the fact that weekends are now back on the West Coast Mainline, I jumped at the chance! All of our staff at Virgin Trains have worked incredibly hard over the last decade to deliver great trains, amazing product offerings and fantastic customer service in the most difficult circumstances. The fact that they have never wavered in their belief that we would deliver on our promises is a great testament to them. I am so proud of all of our staff at Virgin Trains and if dressing up in disgustingly dirty clothes, having my teeth blacked and getting covered in tattoos was what it took to prove it, I was delighted to oblige!"

Traffic & Traction News

by John Barton

June 1

950001 the yellow NR sprinter passed through Manton junction at 09.28 thundering along to Ilford via Peterborough.

June 4

37038 not sounding well passed slowly through Cheddington at 20.50 with 66574 right behind on a liner.

Noted at Derby Litchurch Lane were new EMUs 378/001/002/006/009/011/017.

June 5

60011 working a Toton - Whitemoor engineers train hammered through Uffington and Barnack at 19.05.

321411 worked 5M21 Doncaster West Yard - Northampton the first of 10 to be painted into London midland Livery.

66730 hauled 378015 south through Watford Junction at 19.37.

June 8

66144+66101 worked the 6G45 Toton - Bescot through Burton-on-Trent at 16.32 heading towards Tamworth on the goods line. Earlier at 15.35 66146 worked the 6E08 Wolverhampton Steel Terminal – Immingham.

June 10

43384 with 43301 XC02 set on 1S55 Plymouth to Edinburgh Waverley arrived Derby at 18.42 about 60 minutes late. This service was diverted due to flooding in the Sheffield area.

66163 working 6G45 Toton - Bescot passed through Water Orton heading west (Sutton Park) at 18.13. Earlier at 17.32 66527 headed west with 6E05 Daw Mill - Drax FLT.

June 12

66037 delivered 350259 to Northampton at 10.58

The following DVTs were seen at Bescot 82145/48/50//38/20/13.

66715 headed west through Water Orton on 4M40 Washwood Heath - Wellingborough concrete sleepers at 15:37.

56312 passed through Carpenders Park at 13.44 heading south.

June 13

59206 travelled through Severn Tunnel Junction at 20.03 with 59205 dead on the rear working 1Z59 Carmarthen - ondon Paddington.

Arriving at Stafford at 07.21, 47760 & 37610 top & tailed 'The Statesman' 1Z56 Birmingham International - Carlisle

June 14

The following workings were noted through Carlisle: 37604+37609 on Kingmoor - Sellafield flasks, 37516 & 47760 top & tailing on Carlisle-Whitby rail tour, 47786 & 37610 top & tailing on return 'The Statesman' rail tour (see above)

June 15

37607+37218 were seen at Stafford hauling 1Q18 Derby RTC - Tyseley TMD.

37688+37087 thrashed through Rugby at 22.06 on 6K51 Willesden - Crewe flasks.

66011 dragged new unit 350260 northbound along the middle road through Northampton at 10.58.

June 16

Heading west through Derby were 66841+47237 at 21.03 with Derby - Cardiff Tidal scrap working and 66044+60040 at 23.32 with 3 x 950s on enterprise working.

June 18

See special report below on the launch of new high speed service using Cl.395 'Javelins'

New EMU 377509 with 377203 was seen heading northbound through Willesden low level at 22.15

60163 '*Tornado*' passed Thatcham on the up Berks & Hants at 20.55 running over 85 mins late.

60013 passed through Bishton at 19.04 on the 6B47 Westerleigh - Robeston empty MURCO bogie tanks.

June 20

Both 37401+37670 failed on the return leg of the Jorvik Fellsman, 66067 was sent to the rescue.

67026 & 67030 top & tailing through Bishton at 19.39 with the 1Z68 Kensington Olympia - Cardiff Central Northern Belle,

60096 on the 6B33 Theale to Margam empty MURCO bogie tanks, running bang on time after being held at Bristol Parkway and Pilning, passed through Magor on the main at 15.41.

66142+66126+66106 leading a long welded rail train passed through Willesden high level at 04.56

66568+86501 hauled a liner southbound passing Willesden chord at 04.04 towards Felixstowe.

June 22

350259 was in service today on the 11.07 Northampton – Euston.

D9009 is being prepared at Barrow Hill for a visit to the Nene Valley Railway. The Deltic is expected to move by rail early next week.

June 23

66101 working 1Z90 London Euston - Aberystwyth charter departed from Birmingham International 09.24, 90019 come off train and went light engine to Bescot.

47826 & 47804 top & tailing passed Cossington at 07.46

LMS no 46115 '*Scots Guardsman*' passed Castleford at 16.48 with a rake of empty Mk1s forming 5Z62 Scarborough to Carnforth.

‘Javelin’ Speed Record: by Ian Feather

Courtesy of South Eastern, I was privileged to be invited along with other railway enthusiasts from Ashford, to sample the launch of their new flagship high speed service on 18th June 2009 using their new Cl.395 Hitachi ‘Javelin’ EMUs. The run was from along HS1 from St Pancras International to Ashford International and return.

After a reception and introduction by Mike Gibson, SE General Manager, we boarded our units 395002/006 (395002 leading) on platform 13. Departure was at 13.45 and we were informed that the journey would take approx. 37 mins. The passenger list comprised of local MPs, Councillors, stakeholders and other interested parties.

After leaving St Pancras Int. we dropped down into a tunnel for 8 mins under East London passing Stratford International under construction. Briefly surfacing to pass under the northern approaches of the Dartford Bridge we passed an up Eurostar before entering another tunnel under the River Thames into Kent. Empty Ebbsfleet flew by and as the green fields of Kent unfolded we approached the Medway Bridge dropping rapidly into the valley and rising to the contours of the North Downs. After several short tunnels the line followed the M20 down to Ashford.



We pulled into platform 5 at 14.13 well ahead of schedule. The journey was very smooth and comfortable with seating similar to Cl.375s and above all very quiet. The general conversation on board was it's fast but at a price and will commuters cough up for a premium service or will they prefer the present slower services to existing termini at Charing Cross, Waterloo and Victoria.



interior of standard class



395006 +395002 Scharfenberg coupling

On the return journey we were informed that the down run had been completed in 28 mins and 40 secs covering the 55.4 miles at an average speed of 117.1 mph, with a max of 143mph on some sections. The steeply graded sections were achieved at 130mph. This transpires is a new British Railway Speed Record for a domestic service between two stations and confirmed by the Railway Performance Society who were on board. An earlier press trip the same day had only managed the journey in 29 mins and 26 secs.

A normal day return from Ashford to Charing Cross costs £22.20, the extra cost to travel by ‘Javelin’ on HS1 will be £4.40 more at £26.60. A limited service will operate earlier than planned from 29th June between Ashford, Ebbsfleet and St Pancras Int using the fleet of Cl.395 ‘Javelins’ already delivered. Of the 29 x 6 car sets ordered, 18 are currently on acceptance / driver training trials at Ashford and Ramsgate.

all photos by Ian Feather

Out and About Sightings

by James Holloway

Ron Sansome:

29th April:

Paddington:

43003/022/027/034/139/154/162/164/165/170

43172/175, 165028/104, 332001/003/005/007

332014, 360204

Fenchurch Street: 357005/023/043/202

Bromley: 357204

East Ham Depot:

357001/002/017/039/211/213/214/216/217/222

357223/225

Barking 12.10-13.43:

66046/426/524/585, 67028, 90042, 150123

150128/131, 357004/013/016/022/025/031/033

357044/046/204/207/210/220/221/228

Stratford 14.30-15.30:

66539, 90001/005/011/012, 313102/06, 315806

31512-14/16/18/21/24/25/27/37/39, 321319/328

321334/336/352/359/365/448, 360103/05/07/11

360115/16/19/21, DVTs 82102/18/21/43

London Bridge 16.00-17.50:

171723/729/802-804/806, 319002/216/217/220

319369/430-432/439/446/455-457/459/460

375310/601/607/610/-/612/615/617/619/623

375625/626/705/714/801/802/813/814/818/820

375821/824/825/827-829/901-903/905/908-910

375913/915/917/920/921/923-927, 376001-04

376006-13/15-23/25-27/29/32-36, 377101/108

377111/127-129/135/146/154/160/210/305/309

377310/313/401/415/424/425/430/431/433/441

377450/459/460/466/468/471, 455801/02/04-06

455808/10-12/16/25-29/31/33/39/43/46, 456001

456002/07/10/21/23, 465001-004/006/007/010

465012-015/017/020-022/024/025/028-031/035

465037-039/042/043-045/047/049/050/152/153

465155/156/159/161/164/165/167/169/170/172

465178/181/184/185/187-196/236-241/243/247

465248-250/901/906/908/910/919/922/929/930

466005-07/11/22-23/26/29/31/36/40/41/43

Waterloo 18.15-19.00:

159004/10/14/20/22/25, 444005/12/16/23/27/35

444036, 450003/004/021/023/025/027/034/036

450041/072/074/075/089/093/098/101/102/106

450109/112/118/123/545/547/548/554/559/563

450566/568, 455702/04/11/713/24/27/34/39/40

455742/50, 455848/860/64/72/73, 455919

458006/08/14/27/30

Docklands Light Railway:

Fenchurch St-Limehouse-Stratford:

02/04/07/12/15/16/24/26-31/36/40-42/45/47

48/52/56/59/60/63/65/70/71/74/77/79/80/83

87/88/90/95-97/99/106/113/123

23rd May:

Southampton Station 7.30-8.30:

66050, 150248, 158883/886, 220003, 377103

377106, 444005/011/012/019/023/024/030/036

444038, 450027/106

Southampton Maritime:

08575/745/624, 66501/535/538/573/575/591

66592/601/955

Eastleigh Station 8.50-12.00:

35028 'Clan Line', 08482/804, 37069/602

66005/008/043/081/142/587, 158885/886

444001/04-06/08/12/15/18/20/24/27/29/31/32

444035/36/38/39/41/44/45, 450036/094/104

29th May:

Northampton 8.35-17.56:

57307, 66111/149/418/516/536/540/550/580

66587/589/590/706/728/954, 90041/44/45/48

92005/07/22/26/30, 321410/12/17/18/19/21/22

321424/29/31/33/36, 325001/02/12, 350105/06

350108/11/15/21/23/24/29, 350231-233/35/36

350239/41-44/48/49/51/54/56

66008 arrived hauling 350257 & barrier wagons

100032/200442/873/210396, 70 4913 018-5/83

70 4913/002-9

Northampton Depot:

350110/122/240/252

Mike Rumens:

22nd May:

Nuneaton 15.30-16.40:

66411/413/537/587/703/722, 90044, 92019

153371, 170111/112/523/637, 221105/108/113

221115/116, 350103/115, 390008/14/15/17/30

390032/36/40/45/53

23rd May:

Birmingham International:

158840, 221129, 321436, 323205, 350128

390021

Coventry: 220025, 350254, DR77323

Leamington Spa: 150007

Banbury: 165002/026, DR73920

Oxford: 165024, 166221, 221124, DR73911

Didcot: 66237

Reading West: 66599, DR73935

Reading Station: 43129/150/169, 220029

Reading Depot: 165110/132, DR73905

Basingstoke: 450031/37/86

Eastleigh Yard: 08432, 66081

Southampton 09.43-09.55:

377413, 444041/44/45, 450005/35/94

Eastleigh Station 10.10-11.25:

35028 'Clan Line' with 17096+35469+3097+

3149+1692+3140+5040+4902+1813+4998+

5008+5292+66005. "The Wessexman"

37602+37069 with 5419+4984+4960+4973+

4905+4994+1861+3148+3143+3136

66008/043, 158885/86, 220011, 221125

444002/05/06/10/22/24/29/31/33/39/42/43

Eastleigh Station 13.45-14.10:

66102/145, 444016/18

70013 'Oliver Cromwell'+9392+17019+99318+

99722+99127+99128+99125+99316

Southampton 14.36-17.15:

66501, 158751/764/798/853/883/885/886/951
 158953/955/957, 220007/021, 221135, 377103
 377163/451/465/471, 444001/03/05/11/12/015
 444019/20/22/24/29/30/32/35/38/41/44
 450027/032/085/106

En route back to Birmingham International:

66599, 43130/133, 165110/19/35, 166218/20/21
 390019/36, 444036/45, 450003/005/102

29th May:**Birmingham NS 14.40-16.00:**

153333, 158827/041, 170104/106/109/512
 170632-634, 220002/05/08/09, 221106/25/29
 221133, 321426/33/36, 323201/07/08/10/11/14
 323218/22/40/42, 350101/104/108/129/251
 390005/17/20/30/45

1st June:

Nuneaton: 66024

Birmingham NS:

158831/833, 170111/506, 220007, 221122/25
 323212/18/43, 350101/11, 390035

11th June:**Nuneaton 14.55-16.45:**

66304/420/517/571/585/594/702/724, 90042
 90043, 92030, 153334, 170111/115/516/518
 170523, 221111/13/14/16/18, 350105/11
 350249/53, 390005/10/12/15/30/31/35/40/42
 390043/47/48/50/51

Alan Gilmour:**16th June:****Long Buckby:**

09.45 66574 4M86 Felixstowe-Lawley St F/L
 10.00 66532 4O86 Crewe-Thamesport F/L

Daventry Freight Terminal:

10.10 08742, 66433/535

Rugby: 57305 stabled

11.00 66567 4L93 Lawley St-Felixstowe F/L
 11.42 66427 4M34 Coatbridge-Daventry I/M
 11.59 90044 4L75 Crewe-Felixstowe F/L
 12.20 66193 6A51 Coventry-Wembley
 12.29 66433 4S44 Daventry-Coatbridge I/M
 12.38 90019 11G18 Euston-Birmingham
 13.55 66576 4M94 Felixstowe-Lawley St F/L
 14.03 90019 1B50 Birmingham-Euston
 14.22 90043 4M54 Tilbury-Crewe F/L
 14.25 92031 4H17 Wembley-Trafford Park I/M
 15.00 66067 6H50 Willesden-Tunstead cement
 15.23 66537 4M58 Southampton-Crewe F/L
 15.40 66571 4L90 Ditton-Felixstowe F/L
 15.42 43014/062 1Q28 Etches Park-Euston
 15.50 66724 4M26 Felixstowe-Hams Hall I/M
 15.50 92019 4O10 Trafford Park-Southampton
 15.55 90016 4M81 Felixstowe-Garston F/L
 16.00 66706 4L22 Hams Hall-Felixstowe I/M
 16.25 66575 4L68 Lawley St-Felixstowe F/L
 16.35 90019 1G30 Euston-Birmingham

Daventry Freight Terminal:

16.50 66414/535

Long Buckby:

17.30 90045 4M28 Felixstowe-Crewe F/L

Brian Derricote:**18th June:****Sandwell & Dudley-Birmingham-Tamworth:**

08805, 31233, 43207/285/304/321/384, 47739
 47749, 60085, 66043/055/065/074/102/116/139
 66168/192/302/305/418/422/501/525/539/549
 66557/578/594/611/625/954, 86609/28, 90041
 90042/44, 92009/22, 170101/104/108/115
 170518-20/23, 221120, 321409, 350105/12/20
 350240/252/255/257, DR73909/921

Paul Bright:**8th June:**

Blackpool: 156482, 185115

Preston: 150137, 221101

Wigan: 150137, 156483

Warrington: 37401/670

Crewe: D1843, 40145, 47839/843/848, 66606

Wolverhampton: 390030

Coventry: 66505, 153334, 221139, 321421/33
 350240/48/50, 390022/23/35

Birmingham NS:

153334, 158818/838, 170105/107/115/515/637
 170639, 220010/20/28/32, 221133, 321415/33
 323202/04-06/09/10/15/16/18/21/40, 390022-24
 390030/39

9th June:**Coventry:**

66539/714, 90019/048, 153325, 321416/22/29
 321430-431/434, 350102/104/130/245/247
 390001/20/23/27/34/35/39/40/52

Rugby 9.30-13.30:

57309, 66009/027/426/434/559/594, 90019/43
 221110/113/115, 321409/16/22/29/30, 350101
 350108/114/115/130/241/243/245/247/248/250
 390001/09/10/13/15/17/19/24/26/27/35/40/43-46
 390051-53

10th June:**Coventry:**

90019, 221125, 321431, 350246, 390014

Kings Cross 10.00-14.30:

43065/080/238/290/295/305/308/310-313/317
 43318/320, 91103-06/11/12/17/20-22/24/27/29
 91132, 180110/11, 317337/39/43/45, 321405
 365503/06/07/09/10/13-18/20/22/25/27/31/32
 365537/39/40/41

Euston 15.30-16.30:

90019, 350102/104/109/115/126-128/239-241
 350253/254/256, 313110/21, 321410/31
 508302, 390003/10/24/25/32/44/45/47

Coventry-London-Coventry:

57302, 66142/192, 67006, 90042, 92009

11th June:**Coventry:**

66537/543, 67014, 153334, 220004/22, 221119
 221122/37, 321416/17/22/31/33, 350108/239
 350244/49, 390009/15/17/19/20/25/52

Leamington Spa:

66017/059, 67029, 165018/29/33/36/39, 168002
 168113/215/219, 220011/20/21/26/31, 221119
 221126/30/33

12th June:
Coventry:
67012, 90019, 153366, 220031, 221128,
321430/35, 350232/41, 390011/12/23/29/40/47
Coventry-Blackpool:
08810, 57313, 66048/104/127/147, 86424
170502/631, 175010, 221109, 323210, 350111
350256, 390025/34/37

Ian McAlpine:

5th June:

Peterborough-Hooton

08661/737/754/871, 43308/315/319, 66131/134
66138/201/505/598/612/701/706/713/719/722
67001, 91118, 142012/50/92, 144016, 150134
155347, 156420/88/89/91, 158817/844/866/908
170306/637, 180113, 185104/08/17/20/32/35/38
185140, 321901, 323229, 350115, 365537
507003/08/26, 508104/14/22/27/34/38

7th June:

Hamilton Square-Peterborough:

43303, 66131/150/248/704/712/715, 67024
92001, 142009/12/26, 144004/07/11, 150138
156420, 158844, 185110/11/13/50, 321902
333016, 350243, 390017/20/30, 507025
508137

11th June:

Peterborough-Derby and return:

08536/697/899, 31468/602, 43045/046/048/059
43066/076/083/123/285/321, 57006, 66009/048
66067/074/087/106/116/130/132/175/268/535
66579/605/701/706/720/721/728/955, 67001
91103/18/28, 153310321355357381385
156404/05, 158780/866, 170102-104/106/113
170114/115/519/520/522, 220006/07, 221124
221132, 222001/004-008/010/015-018/023/104
317341/42

19th June:

Peterborough-Lincoln:

66014/106/117/126/132/707/708/725/731,
67001, 73204, 153355, 156401

20th June:

Peterborough-Nottingham:

66001/017/040/117/200/725/731, 67001, 73207
153313/79, 156401/08/13, 158813/847/852/863
170101/104, Trams: 201-203/205-212/214/215

Derek Sneddon:

Carmuir West Jct and Camelon Station:

1st May: 66413/423 4H47 66426 4Z16

4th May: 66104 6N44

5th May:

66104 6S36 66113 6M34 66412 4M30

66105 6A30 66174 6D68 66413 4H47

6th May: 66419 4S49 66424 4H47

7th May: 66106 6A30 66201 6A31

66419 4H47 66113 6S36 66412 4A13

8th May: 66007 6N44 66420 4A13

66619 6A65 66412 4H47

9th May:

66412 4S49 66420 4H47 66424 4Z16

11th May: 66104 6N44 66418 4S43

66429 4A13 66418 4M48 66420 4H47

12th May:

66025 6M34 66185 6A31 66418 4M48

66056 6D68 66185 6A30 66426 4M30

66104 6S36 66417 4A13 66429 4H47

13th May:

66417 4H47 66419 4A13 66603 6A65

14th May: 37676/516 1Z87 Drem-

Tainault

66056 6A30 66414 4M48 66422 4A13

66104 6D68 66419 4H47 66603 6A65

66128 6A31

15th May: 66035 6S36 66132 6N44

66422 4H47 66103 6D66 66418 4A13

Falkirk:

9th May:

37401/670 1Z47 Glenrothes-Mallaig

Nigel Hoskins:

Gloucester:

22nd May: 60065/096 6E41

66034 6V05 66013 6V92 60065 6B13

23rd May: 66177 6Z43

25th May:

60040 6E41 66116 6V36 66622 4V46

26th May:

66186 6E41 60074 6B13 66515 4V46

27th May: 66186 6E41 60074 6B13

66024 6E35 66002 6V36 66046 6M41

66138 6V92 66110 6V07 47237 6Z56

28th May: 20303/304 6M67

66149 6V19 60040 6E41 66142 6B36

66138 6E35 60074 6B13 66170 6X71

66046 6M81 66116 6V36

29th May:

660256V05 60040 6E41 60074 6B13

66085 6E35 66116 6V36 66046 6V92

30th May:

66018 6Z85 66024 6E35 66199 6V35

66116 6V36 60074 6B13

60163 Tornado 5Z26 Bescot-Gloucester

31st May: 66056 6W80 66031 6M30

1st June: 66237 6V69 66178 6E20

66170 6V81 66547 4V56 60085 6E41

66047 6E47 66178 6E20 60074 6B47

66027 6E09 66250 6V61 66193 6A36

66127 6V36 66031 6E63 66046 6V92

66080 6V07 66250 6M41

2nd June: 60085 6E41 60074 6B13

66170 6V35 66027 6V36 66034 6M41

66046 6V92 66012 6V12 66020 6E20

66117 6X52 66250 6V07

3rd June: 60085 6E41 66051 6M81

60074 6B13 66027 6V36 66024 6E35

66002 6V92 66547 4V56

4th June:

60085 6E41 66009 6V74 60074 6B13

66178 6E35 66206 0M12 66237 6Z71

66080 6M41 47580/73006/50026/50135

66170 6V92 20304/37609 6M67

5th June:

66041 6V36	60074 6B13	66141 6Z98
60085 6M41	66027 6M81	66841 0Z80
67008 0V66	43014/062 1Z20	
66085/206 6M98		66001/080 6E35

6th June: 37401/670 6E30 Preston-Paignton

66116 6M60	66047 6E35	66185 6V35
66027 6V36	60085 6E41	66141 6V12
66109 6W05	66841 6Z67	Tidal-Stockton

7th June:

66027 6E30	66057 6M30	66104 6M75
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8th June:

66173 6E35	60040 6E41	66510 4V46
66130 6M41	60074 6B13	66130 6M81
66082 6B36	66116 6V92	66044 6V36
66560 4V56	66077 6E10	66164 6E20

9th June:

66041 6E35	66035 6X52	66021 6V55
57005 6V67	66077 6E10	66172 6V35
66164 6E20	66044 6V36	60074 6B13
66508 4V46	66141 6M41	66051 6V92
66168 6A36	57006/47145 0Z95	

10th June: 66031 6V36 66173 6E77

66730+D1062 0V52 Kidderminster-W.S.R.

11th June:

66175 6E35	66116 6V36	57006 6E94
66068 6Z71	66085 6V61	66046 6E09
66172 6Z42	43014/062 1Z23	
37612/605 6M67	66118/141 6E47	

12th June: 66046 6V36 66116 6E35

66182 6E09 66607 6M37

13th June:

66199 6E50	66182 6V36	66199 6V35
66021 6V49	66130 6E35	66185 6E41
66841/47237 6Z95		

15th June:

60074 6B13	66082 6B36	66066 6V69
66199 6V06	66510 4V57	66200 6V81
60085 6E41	66090 6V92	66021 6V07
66065 6M41	66165 6V36	66044 6E20
66136 6M41	60085 6E41	66563 4V46
66090 6V92	66165 6V36	60013 6B13
66058 6E10	66529 4V59	66053 6X52
	66508 6M37	66199 6V06

60096/66046 6V68 66021/141/60074 6E20

66186 6Z94	66841 0Z60	
60074 6B13	60085 6E41	66075 6B36
66098 6M81	66065 6V92	57006 6V95

18th June:

66002 6V92	60013 6B13	60085 6E41
66065 6E09	66098 6M81	66146 6B36
66085 6E41	66596 4V46	
66098 6V36	66061 6V92	66548 6M37
66841 6V67	67026/030 1Z53	

66118 6V75	66061 6V36	
66165 6E35	66046 6V35	66200 6V68
66043 6Z87	66181/081 6E41	

21st June:

66044 6M30	66118 6E30	57006 6V95
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Trevor Roots:**21st May:****Bank 11.57:** DLR: 65+70**Shadwell DLR 12.05-12.25:**

357009/12/27/33/45

DLR: 05/09/11/14/22/23/24/30/33/41/42/46/47
52/60/62/64/72/73/80/84/97/102/115/121/123

c2c 357012 passing DLR 97+33 with the 'Gherkin' behind, Shadwell, 21 May 2009

Limehouse DLR: DLR: 06/13/78/94**Westferry DLR:** DLR: 25/92**Poplar DLR 12.35-12.50:** DLR: 01/03/06/07/13
14/16/22/17/28/31/32/35/38/44/45/49/51/54/66
67/73/74/77/80/83/87/91/96/98/116

DLR 31+66 Poplar, 21 May 2009

Poplar DLR Depot: DLR:15/55/58/81/117**All Saints DLR:** DLR: 02/53**Devons Road DLR:** DLR: 28/49**Bow Church DLR:** DLR: 03/74**Pudding Mill Lane DLR:** DLR: 32/38
315825, 321340

Preservation News

Middleton Railway Diesel Gala, 6th & 7th June 2009: by Neil Dix

There were a number of locos in service: The highlight being the only visit of D2578 away from it's private home base at the Moreton Business Park and home locos 7051 'John Alcock' 0-6-0 LMS DM shunter, 138C 0-4-0 diesel shunter converted from a Sentinel steam loco, D2999 0-4-0 DE Brush/Beyer Peacock, RDB 998901 4wh DM Drewry overhead line inspection unit, 'Austin No.1' 0-4-0 DM Peckett.



7051 'John Alcock'



138C 0-4-0



a rare chance to see visiting D2578



D2999+RDB 998901 in RTC livery

Keighley & Worth Valley Railway Diesel Gala, 5th - 7th June 2009: by Neil Dix

The highlights of the traction weekend were visiting locos from:

Boness & Kinneil Railway: 37025 'Inverness TMD', 47643, **DRS:** 57007, 37682
visiting Deltic 55022 'Royal Scots Grey' also put on a good show



55022 'Royal Scots Grey', Keighley



37025 'Inverness TMD' Oxenhope
(all photos by Neil Dix)

Lincolnshire Sightings

by John Palin

20/5

13.40 66176 4R41 EG-IM
14.58 66625 0G76 WR-DR
15.07 66051 6E82 CW-LR
18.37 66213 6M24 LR-KY
20.17 66149 6E38 CB-LR
22.50 66230 6V70 LR-CB

21/5

14.00 66625 6E54 KY-HR
14.45 66555 0G76 DR-WR
14.47 66118 6E11 RU-IM
15.07 66116 6E82 CW-LR
17.32 66094 6E41 WL-LR
17.36 66716 6E42 IM-EG
18.38 66213 6M24 LR-KY
20.34 66230 6E38 CB-LR
22.40 66063 6V84 LR-TH
22.42 66031 6E81 CW-LR
22.57 66118 6M86 IM-RU
23.15 66094 6V70 LR-CB
23.46 66606 6E68 KY-HR
23.47 60096 6V98 LR-CB

22/5

14.07 66625 6E54 KY-HR
17.38 66154 6E82 CW-LR
18.30 60065+60096 6E41
WL-LR
18.40 66046 6M24 LR-KY
20.02 66230 6E59 KY-LR
20.40 66094 6E38 CB-LR
21.05 66063 6E55 TH-LR
22.45 66031 6V70 LR-CB
22.55 66206 6E27 BW-HR
23.02 66118 6E11 RU-IM
23.40 66606 6E68 KY-HR

23/5

18.39 66047 6Z43 LN-BS
19.40 66206 6E59 KY-LR

1/6

06.25 66122 6B05 IM-WB
08.45 66063 6M57 LR-KY
11.25 66553 0G76 DR-WB
11.45 66723 4R41 EG-IM
13.33 66553 0G76 WB-DR
13.35 66122 4R17 WB-IM
14.00 66625 6E54 KY-HR

2/6

05.15 66051 6M51 HR-BW
06.35 66122 6B05 IM-WB
07.40 66148 6F09 IM-CM
08.22 66048 6E46 KY-LR
08.34 66302 4Z15 CH-IM
11.30 66520 0G76 DR-WB
11.45 66723 4R41 EG-IM
13.15 66520 0G76 DR-WB
13.42 66122 4R17 WB-IM
13.58 66302 6Z15 IM-IB

3/6

06.00 66180 6B05 IM-WB
08.25 66048 6E46 KY-LR
08.43 66175 6M57 LR-KY
08.46 66707 4Z15 CH-IM
09.22 66841 4Z72 WB-TY
11.27 66621 0G76 DR-WB
12.15 66723 4R41 EG-IM
14.10 66625 6E54 KY-HR
14.11 66621 0G76 WB-DR

4/6

05.44 66122 6B05 IM-WB
08.24 66303 4Z15 CH-IM
08.50 66048 6E46 KY-LR
11.30 66621 0G76 DR-WB
11.44 66723 4R41 EG-IM
13.00 66621 0G76 WB-DR
13.37 37607 0Z37 DY-LN
13.40 66122 4R17 WB-IM

4/6 cont

13.45 37607 0Z37 LN-DY
13.47 66303 6Z15 IM-IB
14.02 66625 6E54 KY-HR

10/6

13.42 66076 4R17 WB-IM
14.25 66617 0G76 WB-DR
14.30 66621 6E54 KY-HR
15.28 66841 4Z72 WB-TY
17.33 66729 6C42 IM-EG
18.37 66250 6M24 LR-KY
20.40 66083 6E38 CB-LR
21.31 66181 6E55 TH-LR
23.44 66625 6E68 KY-HR

11/6

14.04 66617 6E54 KY-HR
15.07 66128 6E82 CW-LR
15.25 66303 6Z15 IM-IB
17.37 60040 6E41 WL-LR
17.52 66181 6D34 WB-LR
18.34 66172 6Z42 LN-CF
20.32 66128 6M24 LR-KY
20.55 66146 6E38 CB-LR
22.35 60085 6E81 CW-LR

12/6

14.08 66625 6E54 KY-HR
16.15 66729 6C42 IM-EG
18.37 66128 6M24 LR-KY
20.53 66181 6E38 CB-LR
22.10 66250 6E55 TH-LR
22.35 66027 6E27 BW-HR

13/6

13.50 66109 6M86 IM-RU
14.30 66181 6E82 CW-LR
15.36 66146 6V70 LR-CB
15.37 66185 6E41 WL-LR
19.30 66083 6E59 KY-LR
19.40 66136 6E38 CB-LR

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	

Location 'Spot'light...or not !!

by Trevor Roots

Following articles on accessible locations I thought I would throw in a shorter article with information on an extant but inaccessible depot, if only to help those who might think of visiting it. Hither Green (code HG, formerly 73C) is one of the last remaining depots in the southeast still extant and where you might see occasional locomotives stabled eg. EWS Cl.66s / 67s & DRS 37s (3 x Cl.09s 09010/12/18 are currently stored) Past its former glory, it is now only an EWS servicing point and civil engineers yard. Freight services from various companies do however pass through the adjacent Hither Green Station so is worth a visit particularly for photography. Passenger services are operated by South Eastern Trains.

HITHER GREEN (MPD)

Location: OS Map Ref: TQ390 745 (station)

It is situated directly to the south of Hither Green station in the junction between the north Kent line via Sidcup / Dartford and the main line to the south coast via Grove Park. The station has four platforms, two on each line connected at the northern end. A freight only spur (Lee spur) between the two lines to the south gives access and creates a compact triangle containing the depot and yard.

Station Access:

Rail: Going south, frequent services from south London termini, ie. Charing Cross / Waterloo East / London Bridge. Going north from south coast, change at Orpington for stopping services.

Road: Hither Green station is situated 700m north of the A205 south circular road. Access to the main western entrance is via Springbank Road running north parallel with railway

Depot Access / Views:

Rail: A path leads from the south end of platform 4 (Grove Park line), but a locked gate prevents access. Hardly any view from the platform is possible. The only view is from passing trains but then buildings and track machines block a clear view of the centre of the triangle, where the stored locos are. Seeing stabled visiting locos, especially if carrying large numbers, is slightly easier but all you get is a quick partial glimpse.

Road: To the east of the station, Fernbrook Road runs parallel with the Sidcup line for 500m, at the junction with Manor Lane turn right to pass under both this line and the spur line. In between the junction is the depot access off and up to the right, which after about 100m ends in locked security gates. There is little to be seen from this access road even clambering up the steep bank to look through fence !! Continuing on down Manor Road for 500m will bring you to St Mildreds Road, the south circular, where turning right under the Grove Park line and right again leads into Springbank Road. Unfortunately the entire railway network is raised on embankments and the surrounding roads provide no view into the triangle from any point...except perhaps a residential upper floor window !!

This is what was seen in the early 1970s when visits were allowed and there was something to see:

12th November 1972:

3042/092/097/666/928, 1100

6556/62/65/72/73/86/88/89/94

E6014/41

4th March 1973:

3097/671/924/928

6556/60/62/6/69/77/78/82/86/90/92

65/94/97, E6008/10/21

3rd April 1976:

08378/653, 09010 (still there, but stored, 30 years later)

33034/043/044/053/056/059/061

33062/201/202/206/208/211

73109/14/29



now stored Fastline 56303, heading south through Hither Green on the north Kent line, 17 April 2007

Days Out

National Rail Strike, Wednesday 28th June 1989 by Trevor Roots:

I've often found that good spotting days are spontaneous affairs and chance events. Such was an occasion 20 years ago when accompanying my then wife on a business trip to Sheffield for 4 days. For over 10 years since 1977 my spotting activities had barely ticked over and apart from regular college / work related trips from Eastbourne to London, trips further afield were very limited. I therefore took the opportunity, by taking leave, to travel with my wife to old haunts around the country. As she worked, I went in search of the 'new' Cl.56s & 58s, most of which I had yet to see and the re-numbered 37/6s based at Buxton. So it was that whilst in Sheffield a national rail strike was called on 28th June 1989 and I took the chance to jump in the car and visit as many sheds as I could in the area, knowing that there were still numerous locos to be seen on depots and stabling points, both locos and depots now largely gone. The following is what was seen:

Tinsley TMD (TI):

08210 / 244 / 436 'Beighton' / 492 'Barnetby' / 509 'Wath ETD' / 749 'Great Central' / 857 'Darnall' / 870 'Millhouses' / 879 'Earles' / 880 'Mexborough' / 919 'Cadeby', 20061 / 064 / 098 / 107 / 112 / 126, 31102 / 286 / 457, 37068 'Grainflow' / 251 / 285 / 357 / 378 / 668 'Leyburn' / 45103 'Griffon' / 45141 'Zephyr', 47099 / 124 / 130 / 205 / 218 / 231 'The Silcock Express' / 317 'Willesden Yard'

Tinsley secondary sorting sidings:

08141 'Manvers', 45007 / 012 / 033 'Srius' / 037 / 046 'Royal Fusilier' / 052 'Nimrod' / 106 / 107 / 110 'Medusa' / 113 'Athene' / 120 / 124 'Unicorn' / 128 / 134 'Neptune' / 140 'Mercury' / 145 'Scylla' / 150 'Vampire' / 97409 (45022) / 410 (45029) / 411 (45034) / 412 (45040) / 413 (45017) 'Amethyst', DB968024 (45017), 46009, 47093 / 104

Doncaster TMD (DR):

08224 / 285 / 285 / 418 / 420 / 459 / 510 / 562 'The Doncaster Postman' / 607 / 639 / 813 / 876, 31113 / 132 / 144 / 145 / 164 / 189 / 208 / 230 / 249 / 284 / 304 / 449, 37065 / 066, 46010, 47012 / 102 / 120 / 121 / 188 / 215 / 279 / 280 'Pedigree' / 332 / 342 / 352 / 822, 56083, 084 / 088 / 094 / 097 / 110, 156443

Doncaster Yard:

08514 / 595

Knottingley SD (KY):

08707, 56029 / 066 - 069 / 072 / 073 / 074 'Kellingley Colliery' / 075 'West Yorkshire Enterprise' / 076 / 077 / 079 / 082 / 087 / 089 / 091 / 095 'Harworth Colliery' / 096 / 098 / 100 / 102 - 104 / 107 / 109.

Healey Mills TMD (HM):

08706 / 776, 31185 / 221 / 223 / 282 / 431, 37212 / 422, 47285 / 292 / 438, 56047 / 090 / 092 / 105 / 106 / 120.

Buxton TMD (BX):

20137 / 178, 37197 / 676 - 678 / 680 - 687 / 688 'Great Rocks', 47425 'Holbeck' / 441 / 447 / 473 / 588 'Carlisle Currock'

Buxton Station:

20092 / 102, 37425 'Concrete Bob/Sir Robert Mcalpine', 150201 / 206 (3 car with 52222) / 223 / 231 / 233 / 241

Peak Forest Railway: (preserved)

3429, 25265

Shirebrook SD (SB):

20047 / 105, 56013 / 024, 58008 / 021 - 023 / 032 - 034 'Bassetlaw' / 036 / 044 / 045 / 048

Barrow Hill SD (BH):

20026 / 059 / 085 / 103 / 136 / 186, 56007 / 011 / 012 'Maltby Colliery' (named only 6 days previously) / 019, 58002 'Daw Mill Colliery' / 024 / 027 - 029 / 037 / 050 'Toton Traction Depot'

A worthwhile day out gaining entry to all locations with 209 locos seen in addition to the two at Peak Forest and only 7 DMUs. I managed to see all the 37/6s, the one missed at Buxton, 37679 being seen on Tinsley TMD on the way home 2 days later. Though Doncaster, Knottingley and Healey Mills are still in use to a lesser extent, Buxton and Shirebrook are long gone. I also never expected to revisit Barrow Hill, which at the time was reduced to a stabling point, looking desolate and run down and close to closure. It is now busier than it was 20 years ago. Unfortunately it was at Barrow Hill that my day out ended shorter than intended and quite comically as I managed to lock myself out of the car, keys still in ignition.....quite common back before central locking.

Did any other members take advantage of the situation and visit depots on this day ?

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.

Nothing new, but the following are reports / stock lists from recent events. A report of the DRS Carlisle Kingmoor Open Day on 11 July will appear next month as I've been successful in the ticket lottery

Open Days Reports

Long Marston Open Weekend, 6th & 7th June 2009: by Martin Hall

Wet! Wet! Wet!, I went on Saturday 6th and it rained from when I left my house until I returned but it was a good day out. The old MOD site is vast and I spent three to four hours wandering the site recording the stock locos, coaches and wagons and if you like wandering around elephant's grave yards or fossil hunting then this is the place for you. There was also a train from the Stratford & Broadway Railway to take you round the site. It looks like this will happen every year now so let's hope it does not rain next year, as I did not take very many photos.



visiting 57307, Long Marston, 6 June 2009



Middlepeak Rlys Ltd 13/HO49 ex-Dutch
Long Marston, 6 June 2009

Rolling Stock on site: (visiting locos underlined, not sure on working industrials)

Locomotives:

Diesels: 08345/517/668/728/736/813/827/869/928, 20016/032/057/072/088(2017)/081/115/215/902
20903/905, 31301/423/437/439, 37010/308/412/672/696/898, 47580/746/829, 50026/135, 56021,
57307, 66730

Electrics: 86205/12/17/18/23/26-35/42/45-47/51/53/58/60, 86401, 8704/09/11/13/14/17/18/21/23/25
87027/30-32

Electro-Diesels: 73006/138

Industrial Diesels: 01512 'Conductor', 275, WD 70047 'Mulberry' 0-4-0DM Barclay, 503 Hunslet,
11230, 'Emma' 0-6-0, 'Rachael' 0-6-0, No.5, HO13/14/21 Sentinels, X7202 Sentinel

Industrial Steam: No.15 Barclay 0-6-0ST



01512 'Conductor' with visiting 73006 & 50026 behind, Long Marston, 6 June 2009



WD 70047 'Mulberry' Long Marston, 6 June 2009



08345, Long Marston, 6 June 2009



08736, Long Marston, 6 June 2009

DMUs: Cl.117 – 117704, 51341/342/376/383, 59505

EMUs: trailers 70292/531, Pendolino crash trailers from 390033 – 69133/433/633/833, 68833

DVTs: 82108/10/11/16/22-25/28/29/31/37/40-42/44/47/49

Carriages:

Mk1s: 1211/1966/1971/3746/4614/4777/15849/21092/24918/25231/25637/35006/977351

Mk2s: 1252/3241/3312/3438/5136/5787/5789/5797/5815/5869/5876/5913/5925/5936/6013/6035/6124/6154/6160/6162/6170/6722/9500/9505/9509/9524

Mk3s - Hauled: 10201/05/26/31/33/40/53/59, 10647/681/701/727, 11005/06/11/26/42/52/58/97, 12008/22/29/36/45/47/58/83/87/95, 12101/04/34/42/44/56/58/60/63

Mk3s - HSTs: 40402/03/16/19/34, 40723/32, 44065/85/89

Motorail: 96101/181/602-609

N/K: 97796, 99625

Wagons:

Ballast: 3451/3600-3849, **Presflo Tanks:** 10106/07/09/12/14/21/22/30/31/34, 10568/569, 74031/032

Aggregate: 14203/08/13/14/16-19/22/24-26/29/34/36/41/42/46/55/56/58/60/61/63/73/78/80/82/85/88/89/91/93/94/97-99, 14301/03/06/09/10/12/18/22/23/35/39/45-56/58/59/62/63/65-67/69-72/74/76/77/83

14434/45/46/55/56/65, 14714/21/26/28/40/41/49, 27003/13/14, **Iron Ore Tipplers:** 26565/575/578/582/596/597/604/608/610/615/619/626/634/641/646/651/652/654/660/666/672/677/678/699/701/714/735

815/823/838/843, **Tanks:** 51498/955-57/964/961/967, 55495/498/501/503/529/543/549, 63680/699

779/780/866/888/894, 70400-07, 78215/217/218/244/2349/268/270/273/274/276, 80564, 83178/197

284/596/660/930/932/937/940/942/943/944, 87135/164/171/188/191/462/484/516/566/569/577/583/590

670/672, **Cont Flats:** 92690, 93332/76, 603001/04/06/07/11-22/25/27-29/31-33/35/37/39/40-43

Refuse Flats: 95378-81/83/84/86-90, **Nuclear Flasks:** 95600/01/03-05, **Ballast Hopper:** 993610

?: 28735

(all photos by Neil Dix)

Eastleigh 100 - Rolling Stock on site:

As promised, the following is a definitive list of all rolling stock on site during the 3 day event including a more detailed list of all the traction briefly listed last month: (compiled by Trevor roots, Carl Watson & Mark Richards)

Description	Owner / Usual Location - status
Steam Locomotives:	
35028 'Clan Line'	MNLPS / Stewarts Lane - visitor
35005 'Canadian Pacific'	Mid Hants Rly (Watercress Line) - visitor
34070 'Manston'	Southern Locomotives Ltd / Swanage Rly - visitor
34028 'Eddystone'	Southern Locomotives Ltd / Swanage Rly - visitor
850 'Lord Nelson'	National Collection (Watercress Line) - visitor
41312	Mid Hants Rly (Watercress Line) - visitor
30587	Bodmin & Wenford Rly - visitor
53	Swanage Rly - visitor
96 'Normandy'	Bluebell Rly - visitor
Diesel Locomotives: (** re-dedicated)	
07007	Knights Rail Services - resident Works shunter
20110	South Devon Rly - visitor
20301 'Max Joule 1958-1999'	DRS - stored / engine & bogie swap with 20309
20305 'Gresty Bridge'	DRS - stored / for repaint
20309	DRS - stored / engine & bogie swap with 20301
20314	DRS - stored
D7612 (25262/25901)	South Devon Rly - visitor
31108	Midland Railway Centre - visitor
33002 'Sea King'	South Devon Rly - visitor
33103 'Swordfish'	Barrow Hill R'house / (currently at Swanage Rly) - visitor
D6515 (33012) 'Stan Symes'	Swanage Rly - inside for overhaul
37059	DRS - stored / for repaint
37308	privately owned - inside / overhaul
37411/D6990 'Caerphilly Castle/ Castell Caerffili'	DB Schenker - stored (moved over from depot)
37422 'Cardiff Canton'	DB Schenker – inside / stored (moved over from depot)
37516	WCRC - visitor
37608	DRS - stored / for repaint
37706	WCRC - visitor
45060 'Sherwood Forester'	Barrow Hill Roundhouse - visitor
47580 'County of Essex'	Stratford 47 Group - visitor
47712 'Pride of Carlisle'	DRS - for engine repairs
50026 'Indomitable'	privately owned - visitor
50135 'Ark Royal' **	privately owned - visitor
55022 'Royal Scots Grey'	East Lancashire Rly - visitor
59001 'Yeoman Endeavour'	Aggregate Industries - visitor
59103 'Village of Mells'	Hanson - visitor
59206 'John F Yeoman Rail Pioneer'	DB Schenker - visitor
66730	GBRf - visitor
Electro-Diesels: (* named, ** re-dedicated)	
73006	Severn Valley Rly - visitor
73109	SWT - visitor
73119 'Borough of Eastleigh' *	Knights Rail Services - resident
73136/E6043 'Perseverance'	Privately Owned - inside / for repairs
73201 'Broadlands' **	National Collection - visitor
EMUs:	
1497 'Freshwater'	CI.421/7 SWT (Lymington branch shuttle) - visitor
1881	CI.421/4 Knights Rail Services - resident main yard
2415	CI.442 Angel Trains - stored main yard
3417	CI.423/1 Bluebell Railway - stored main yard
508301	CI.508/3 Angel Trains - stored main yard

62207 (3536)	Cl.423/1	Knights Rail Services - Van Shop (behind Class 73s)
62289 (1304)	Cl.421/5	Knights Rail Services - Van Shop (behind Class 73s)
70897 (3536)	Cl.423/1	Knights Rail Services - Van Shop (behind Class 73s)
70969 (1304)	Cl.421/5	Knights Rail Services - Van Shop (behind Class 73s)
76767 (1884)	Cl.421/4	Knights Rail Services - Van Shop (behind Class 73s)
76838 (1884)	Cl.421/4	Knights Rail Services - main yard (with Anglia Mk2s)



still in NSE livery, Bruce Knight's EMU Cl.421 1881, 24 May 2009

DMUs:

143611	Cl.143	FGW - in works / overhaul
143619	Cl.143	FGW - in works / overhaul

Carriages: (in order north to south)

99035 Service Car 2 (35)	WCRC	Queen of Scots luxury train (alongside Cosham line)
99886 Service Car 1 (86)	WCRC	Queen of Scots luxury train (alongside Cosham line)
GWR 9004 1st Saloon	WCRC	Queen of Scots luxury train (alongside Cosham line)
99880 Dining Saloon 159	WCRC	Queen of Scots luxury train (alongside Cosham line)
99881 GNR 807 Family Saloon	WCRC	Queen of Scots luxury train (alongside Cosham line)
99052 GCR 41	WCRC	Queen of Scots luxury train (alongside Cosham line)



Queen of Scots carriages
99880 on left, 99035 above, 25 May 2009

17096 'Mercator'
S35464

MNLPS
Swanage Rly

support coach (with 35028)
support coach

10237	Ocean Liner Express	DRS	Mk3A RFM	(by 50135 & 73201)	to be refurbished
11030	Ocean Liner Express	DRS	Mk3A FO	(with 47712)	
11044	Ocean Liner Express	DRS	Mk3A FO	(by 50135 & 73201)	to be refurbished
11054	Ocean Liner Express	DRS	Mk3A FO	(by 50135 & 73201)	to be refurbished
17159	Ocean Liner Express	DRS	Mk2D BFK	(by 50135 & 73201)	to be refurbished
1657	Ocean Liner Express	DRS	Mk1 RBR	(by 50135 & 73201)	to be refurbished



DRS Mk3 11030 in refurbished
Ocean Liner Express livery
23 May 2009



DRS Mk2 17159 in ex-Stobart livery
the removed vinyls can just be seen
23 May 2009

99710	WCRC	Mk1 SK	(by 66730 on 25 th only)
99716	WCRC	Mk1 SK	(by 66730 on 25 th only)
99721	WCRC	Mk1 SK	(by 66730 on 25 th only)

ADB975875	EMU barrier coach	stored - main yard (by 50135 & 73201)
ADB975976	EMU barrier coach	stored - inside (near Paint Tent)
ADB975977	EMU barrier coach	stored - inside (near Paint Tent)
ADB977087	EMU barrier coach	stored - main yard (by 50135 & 73201)

Stored Mk2s - All HSBC Rail Owned:

1207	Virgin	Mk2f RFB	stored - inside (near trade stands)
1221	Intercity	Mk2f RFB	stored - inside (near trade stands)
5908	Virgin	Mk2f TSO	stored - inside (near trade stands)
5933	Virgin	Mk2f TSO	stored - front yard (alongside catering stalls)
5940	Virgin	Mk2f TSO	stored - inside (near trade stands)
5943	Virgin	Mk2f TSO	stored - bottom yard (out of bounds)
5949	Virgin	Mk2f TSO	stored - Van Shop (behind Cl.73s)
5957	Virgin	Mk2f TSO	stored - Van Shop (behind Cl.73s)
5969	Virgin	Mk2f TSO	stored - inside (near trade stands)
5977	Virgin	Mk2f TSO	stored - Van Shop (behind Cl.73s)
5978	Virgin	Mk2f TSO	stored - bottom yard (out of bounds)
5980	Virgin	Mk2f TSO	stored - bottom yard (out of bounds)
6009	Virgin	Mk2f TSO	stored - bottom yard (out of bounds)
6012	Virgin	Mk2f TSO	stored - bottom yard (out of bounds)
6016	Virgin	Mk2f TSO	stored - bottom yard (out of bounds)
6021	Virgin	Mk2f TSO	stored - bottom yard (out of bounds)
6028	Anglia	Mk2f TSO	stored - main yard (behind 1884 DTC)
6029	Virgin	Mk2f TSO	stored - bottom yard (out of bounds)
6031	Virgin	Mk2f TSO	stored - bottom yard (out of bounds)
6037	Anglia	Mk2f TSO	stored - main yard (behind 1884 DTC)
6050	Intercity	Mk2f TSO	stored - inside (near trade stands)
6101	Virgin	Mk2f TSO	stored - inside (near trade stands)
6136	Virgin	Mk2f TSO	stored - bottom yard (out of bounds)
6150	Intercity	Mk2f TSO	stored - main yard (alongside Cl.50s)
6153	Virgin	Mk2f TSO	stored - inside (near trade stands)
6175	Virgin	Mk2f TSO	stored - bottom yard (out of bounds)
6179	Virgin	Mk2f TSO	stored - front yard (alongside catering stalls)
9704	Anglia	Mk2f DBSO	stored - main yard (by 50135 & 73201)

9705	Anglia	MK2f DBSO	stored - inside (near Paint Tent)
9707	Anglia	MK2f DBSO	stored - inside (near Paint Tent)
9709	Anglia	MK2f DBSO	stored - main yard (by 50135 & 73201)
9710	One	MK2f DBSO	stored - inside (near Paint Tent)



ex-Anglia Mk1 DBSO 9709 with barrier vehicle
ADB 977087 to the left, 23 May 2009



DTC 76838 one of the 2 remaining cars from
set 1884 with ex-Anglia Mk2s 6028 & 6037
behind and Mk1 barrier vehicle ADB975875
to the left, 23 May 2009

Wagons:

JNA 4400	scrap wagon	inside / overhaul
JNA 4401	scrap wagon	inside / overhaul
ADB900929	Works internal user wagon	inside

Misc:

DR98305+DR98306	Network Rail - Geismar VMT 860	stored - main yard
DR79264+DR79274	Network Rail - Harsco RGH-20CS Rail Grinder	inside / overhaul
DR98916+DR98966	Network Rail - Windhoff MPV	inside / overhaul
DR98917+DR98967	Network Rail - Windhoff MPV	inside / overhaul
ADRC96710	Network Rail - Cowans Sheldon DH crane	main yard (by 31108)



NR Track Motor Cars DR98305+98306
25 May 2009



NR MPVs DR98916+98966
23 May 2009

Locked away, out of sight (in Test Centre buildings at bottom end of site):

01508 (MOD 428, RH 466617)	Ruston 0-6-0 LSSH	Knights Rail Services - stored
2422	CI.442	Angel Trains – stored

Vehicles Disposed of the week before the event;

5944	Mk2f TSO	sent to scrap merchant in Avonmouth
6174	Mk2f TSO	sent to scrap merchant in Avonmouth
76583 (1304)	CI.421/5	sent to scrap merchant in Avonmouth
76613 (1304)	CI.421/5	sent to scrap merchant in Avonmouth

Railway Globetrotters

by Ray Smith

BELGIUM REVISITED - Part 2:

On April 18th we set off on an 8 day tour of Belgium, Luxembourg, the Netherlands and setting foot in the Ruhr (Germany) and a bit of France. The journey was by car. This article will deal with the Belgian part of the trip to give an idea of what was seen and where. I will give details of the rest in subsequent articles, hence the missing days.

Saturday, April 18th 2009.

The first depot was Merelbeke, Gent. A depot that has never been a problem until now. As it was a Saturday the gate was locked and my talk on the intercom resulted in being told if we did not have a licence !!! we could not enter. We went to the station because there is a boarded crossing to the shed. This had a gateman, asleep on the ballast, but it was clear that this was no longer a spotter friendly shed. It may still be ok on a weekday. My only consolation was my penultimate Cl.62xx No 6201 was standing alongside the station. A poor start !



CI.77s lined up Antwerpen Nord, 18 April 2009



preserved 5156 alongside a withdrawn example
once seen all over Belgium, Antwerpen Nord
18 April 2009



preserved 5910 (old no. 201010)
Antwerpen Nord
18 April 2009

We then drove to Antwerp(en) Nord. A shed I had not done. I googled it from the internet and we found it easily. What a sight as we approached. Apart from the shed building there were locomotives stabled in a large yard nearby. This time the boss was a friendly lady and permission was granted. There were other British enthusiasts there as well. There were 142 locomotives on shed. The lines had the locomotives stabled by class or similar features. The majority were CI.77xx that totalled 44. There were also 14 of the new CI.28xx electrics there. The only active shunter class was the 82xx, with an unidentified member painted in the same new livery as the 77xx but with no number. All of the 74xx were stored with only 7410 missing. The entire first series of CI.25xx were stored there apart from 2503 and the entire second series were also there. Strangely, 2513 appeared at Hasselt later on our tour.



withdrawn heavy duty shunter 7209
now preserved by SNCB
Antwerpen Nord, 18 April 2009



Vossloh G2000s are appearing throughout
Europe, here 5702 & 5704
Antwerpen Nord, 18 April 2009

Other lines included freight electrics of Cls.23xx and 26xx. There were 3 each from Cls.13xx and 20xx. The 20xx were primarily used between Brussels and Luxembourg. There were 3 Vossloh 57xx and an assortment of Cl.62xx. The diesel Cl.51xx, that are all withdrawn had 7 examples there. 8441, another withdrawn class of shunter was there as well and 7209, which was withdrawn on December 1st 1985 and classed as preserved although it looks as nothing has been done to it since withdrawal. The shed building was locked up, although we saw many through the windows. There was an unidentified preserved Nohab inside. This made up for the disappointment at Merelbeke.



2513 Hasselt Depot
23 April 2009



Cl.84xx shunters are all long withdrawn
8455, 8454 & 8433 stand in a yard
close to Hasselt Depot, 23 April 2009

Thursday, April 23rd 2009.

The next Belgian shed was Hasselt. Permission was granted. Quite a change from my last visit. This time the Cl.51xx and 62xx now had only one example, 6291. Of the 27 class 41xx DMUs allocated there only 4133 and 4189 were on shed. There were some 3xx and 5xx EMUs, 10 Cl.27xx and 2 Cl.28xx electrics as well as 2513 that was on Antwerpen Nord last Saturday. Interestingly for me were 3 long withdrawn shunters, 8433/54/55.



the original 1802 with 1804 behind, now
preserved at Kinkempois, 23 April 2009



forlorn 2502 once privileged with
Paris-Brussels-Amsterdam services lies
dumped at Kinkempois, 23 April 2009

Liege Kinkempois (known in Geordie as Kinkyplace). Once again permission was granted. Although a weekday, there were still 81 on shed. This shed serves the nearby yard. The once stronghold for the Cl.55xx now only had 7 on shed. There were 11 Cl.82xx shunters and 17 Cl.77xxs. There were 3 of the remaining Cl.15xxs now downgraded to local peak hour services. What a comedown from their original diagrams that were Paris-Brussels-Amsterdam. Dumped were 1802 and 1804 designated preserved. Classmate 1805 once held the Belgian speed record of 218kph. Also scattered about were a mixture of diesel classes and another 2 withdrawn Cl.51s, Nos. 5142 and 5173.



5507 one of a class used for services to Luxembourg where the same locos are cl.18xx
Kinkempois, 23 April 2009



still plenty of these little fellas about,
B shunter 9146
Kinkempois, 23 April 2009



Angel Trains Cl.186 are leased to SNCB so carry a SNCB no. 2812 (186204)
Kinkempois, 23 April 2009



preserved B-2 DH DMU 4406
Stockem Depot, 24 April 2009

Friday, April 24th 2009.

Arlon station. Well worth a look. At weekends there will be around 20 electrics from classes 23 and 26. Today there were 2315/27/41/51/54/72 and 74.

A few minutes away is Stockem shed. This has to be one of the largest shed buildings I have visited. In steam days this depot could easily house in excess of 100 locomotives under cover. The building is still standing although half is locked up.



5212 Stockem Depot, 24 April 2009



A ghostly sight inside the locked part of Stockem Depot with 7341 & 9135 are on the left, 24 April 2009

Servicing is still carried out there with a few DMUs and EMUs getting attention. Inside the shed was preserved DMU 4406 and also in good condition 4510. Small shunter 9135 was also there. Outside were two lines of Cls.52s and 53s. A short scrap line contained DMUs 4408 and 4504, possibly donors for the two inside. Also there was the remaining third of 5214. Inside the old locked building were another 12 Cls.52xx and 53xx as well as 7341 and 9159 (I found a way in). This meant that all but 3 (5201, 5209 and 5303) of the classes 52 and 53 in the Inter-City Datafile were on shed.

Namur next and a look outside Salzines works. 2632, 5510, 5517 and 5530 were in the yard. Just a bit further out of town was Ronet depot. The building contained departmental wagons and coaches and outside were 17 assorted locomotives from Cls.13, 20, 23, 26, 62, 77 and 82. In the yard was a SNCF Vossloh 1615.

6215 Ronet (Namur)
24 April 2009



The last stop was Charleroi. On route we looked in at Chatelet and saw 7738, 7741, 7823 and 7381. The shed at Charleroi Sud is a new building and I had not been there before. It was clearly visible from a road overbridge and also was a locked gate complete with gateman. We failed to see much there and arriving were the 4 locomotives that we saw at Chatelet!

That was the last call in Belgium although I later found out that the shed at Monceau (I spelt that wrong in part 1) was still very much active.

Brussels Schaarbeck was not visited on this tour, but this shed is still active and a large selection of locomotives can be seen there.

Now to France for a couple of depots before heading home.

(all photos by Ray Smith)

European Days Out

Mercia Charters 'The Resurrection' 13th June 2009 by Andrew Woodcock:

Prior to the railtour date we knew that the proposed train loco 6041 had not completed re-certification and that Infrabel had decided that the Bascoup Branch was unfit for a passenger train. On the day the train was hauled by a well performing 5910 with assistance where required on reversals by 5311 (supposedly withdrawn). On the day time was lost at Monceau Formation and a points failure at Mariembourg. To keep to pathing this meant photographic stops were either omitted or reduced in duration. This also resulted that only a brief visit was possible to the CF3V museum at Triegnes. This was a pity as the facilities are excellent and on the day we were allowed access to the workshops as well. A must for a repeat visit. In deserted yards near Courcelles-Matte was dumped Cl.25 electric loco . 2512. On the CF3V the train was hauled from Mariembourg to Olloy by 6086 where 5120 piloted us to Triegnes. On our return the train loco was 7304 to Olloy, then piloted by ex SNCF 63149 to Mariembourg. At Olloy the service train passed us with DMU 4610. At Mariembourg on view were DMUs 4407, 4608 and 554.11(4611). At Triegnes in the station yard was an industrial loco painted up as SNCB 9008. In the museum at Triegnes was CFL DMU 201/211 and SNCB DMU 4616 plus an English build loco ex-Fina Hunslet 9096 of 1983. At La Louviere time was adequate to view all the contents of the store and photograph them. Inside were DMU 3-car 4006, single car 4505 and what looked like two trailers for DMUs. EMUs 002, 027, 039 and parcels unit 002, electric locos 2801, 101.012(2912), diesel loco 5917 and diesel shunter 8319 and also a small collection of home made early pw motorised trolleys.

Other European Observations, Antwerp Berchem:

Latest Cl.28 seen in service is 2839. Two sets of Cl.186 locos on Amsterdam-Brussels Trains. Two European Rail Vossloh 2000's were seen on the 12th and 13th June or were they the same one twice as they seem to carry no number. On the evening of the 12th SNCF Cl.66 no. 6603 and Vossloh 2000 no. 1615 were seen. In the evening of the 13th 5910 was seen returning LE to Antwerp after its rail tour duties. On Sunday morning I was told that the 17.15 Brussels-Amsterdam was showing running 105 mins late. The stock was seen arriving from the wrong end of Brussels Midi behind two Cl.77 diesels so obviously something had gone badly wrong further north.

Wagon Corner

by Martin Hall

WAGON NEWS:

Freight services may be on the up as freight operator First GBRf signs two new contracts with Network Rail both to extend their existing contracts at Whitemoor.

Unfortunately DB Schenker may well lose services if the Corus Teesside Cast Products Plant at Redcar closes.

As a result of the decline in the coal products in the East Midlands, DB Schenker has mothballed the Old Bank and New Bank sidings at Toton in Nottinghamshire.

Advenza has started a new service of scrap metal from T.J.Thomson's yard in Stockton.

Fastline Freight has stopped running its intermodal services and stored its three locos 56301-3.

Deliveries of the new batch of 55 'Falcon' bogie box wagons 31.70.5892.001 – 055 have begun to arrive in the UK.

More new wagons on the scene are IIA coal hoppers 37.70.6955.140 – 159 from Poland and 37.70.6791.100 – 189 from WH Davis.

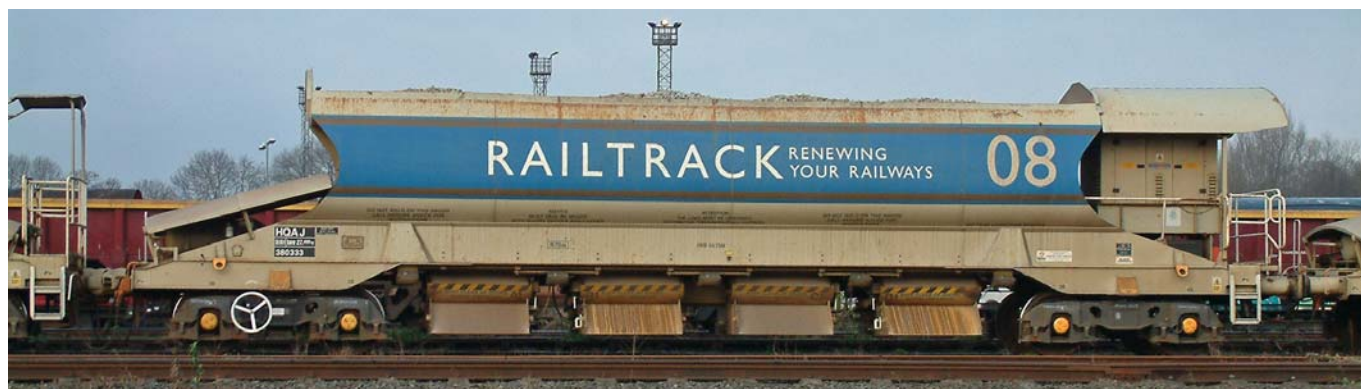
WAGON REVIEW:

HQA Autoballaster Hopper Wagon HQ001A/B/C/D/E/F

With the demise of most of the BR ballast hoppers like Dogfish, Catfish, Whale, Walrus and Sealion a new and faster vehicle was required. The HQA is a covered hopper, which is installed with eight remotely controlled doors allowing the ballast to be accurately placed on the track. The wagons usually run in rakes of five with a generator wagon to supply its own power. They were built between 2001 and 2006 by Wabtec, Doncaster.

Number Series:

380001 – 380038	Code HQA-G	Outer Wagon	380101 – 380214	Code HQA-H	Inner Wagon
380301 – 380338	Code HQA-J	Outer Wagon with Generator			
380401 – 380410	Code HQA-F	Outer Wagon with Generator			
380501 – 380510	Code HQA-D	Outer Wagon	380601 – 380630	Code HQA-E	Inner Wagon
380701/706	Code HQA-K	Outer Wagon with Generator			
380702-4/7-9	Code HQA-L	Inner Wagon	380705/710	Code HQA-M	Outer Wagon



HQAJ 380333 Toton Yard 1 April 2007

Light Rail and Metro News

by Martin Hall

London: Another tram scheme is scrapped because of financial savings as the Greenwich Waterfront Transit is mothballed even though it was to serve the 2012 Olympics.

Nottingham: Although the extensions were approved due the change of political power it is now doubtful were the money is going to come from.

Blackpool: An artist's impression of how the new Starr Gate Tram Depot will look has been released. The depot will also have facilities to maintain some 20 vehicles including 16 new trams to be built.

All Our Yesterdays

by Alan Gilmour

Thanks once again to Lawrie Williams of Dagenham for his contribution to this section of your magazine, this time covering a foray into Wales on 5th & 6th September 1958.

The trip was a Friday overnight / Saturday trip from Paddington via Carmarthen to Aberystwyth, returning to Paddington via Wrexham. Lawrie made this trip several times, on one occasion returning via Oswestry and Whitchurch to Crewe then the LNW main line to Euston. Of the trains used he has only one recorded, Castle 5001 *'Launceston Castle'* hauling the 20.55 service from Paddington. He then continued after visiting Carmarthen shed on a train at about 06.00 – 06.30 to Aberystwyth, possibly behind Manor 4-6-0 7804 *'Baydon Manor'*. There followed shed visits, all without permits at Machynlleth, Oswestry and Cross Newydd. Being a BR employee, Lawrie used quarter rate privilege tickets with costs: Paddington to Carmarthen 11s 7½d, Carmarthen to Aberystwyth 2s 10½d, Aberystwyth to Machynlleth 1s 1½d, Machynlleth to Oswestry 2s 11d, Oswestry to Wrexham General 7d, and Wrexham to Paddington 9s 4d, a total of £1 8s 5½d ---- that's £1.42 in decimal money !!! At around this time Lawrie recalls that the basic weekly pay for a railway porter was about £7, and about a year later Agfa colour film cost about 15s, which does tend to put things into perspective.

Paddington to Carmarthen:

Collett 0-6-0PT 3621/3764/4674, Churchward 2-8-0 3853, Churchward 2-8-0T 4268, Hawksworth Modified Hall 4-6-0 6962 *'Soughton Hall'*, Hawksworth 0-6-0PT 8453
BR Derby 3-car suburban DMU W50861/59034, BR 0-6-0 Shunter D3262/3267, D3423/3427

Carmarthen:

Collett 0-6-0 2200/2216/2273/2298, Collett Hall 4-6-0 4937 *'Lanely Hall'* / 4958 *'Priory Hall'*, Castle 5077 *'Faurey Battle'*, Churchward 2-8-0T 5246, Churchward 2-6-0 5345/5357/5377, Churchward 2-6-2T 5549, Hall 5903 *'Keele Hall'* / 5937 *'Stanford Hall'* / 6935 *'Browsholme Hall'*, Churchward 2-6-0 6333, Collett 2-8-2T 7213, Collett 0-6-0PT 7400/7401/7419/7425/7444, Collett Manor 4-6-0 7804 *'Baydon Manor'* / 7824 *'Iford Manor'* / 7826 *'Longworth Manor'*, Collett 2-6-2T 8102, Collett 0-6-0PT 8777
WD 2-8-0 90179

Pencader:

Collett 0-6-0 2280, Collett 0-6-0PT 9632

Aberystwyth:

Collett 0-6-0 2217/2224/2244/2271/2272, Churchward 2-6-0 4377, Collett 0-6-0PT 7406/7417, Manor 7811 *'Dunley Manor'* / 7819 *'Hinton Manor'* / 7822 *'Foxcote Manor'*

Borth: Camping coach W9878W

Glandyfi: Camping coach W9912W

Dovey Junction:

Collett 0-6-0 2237, Churchward 2-6-2T 5517
BR Std 2-6-0 78002

Machynlleth:

Hawksworth 0-6-0PT 1636, Collett 0-6-0 2210/2233/2255/2285, Churchward 2-6-0 4377/6371, Churchward 2-6-2T 4560/4564, 5556, Collett 0-4-2T 5809, Manor 7800 *'Torquay Manor'* / 7801 *'Anthony Manor'* / 7821 *'Ditcheat Manor'*, Collett 4-4-0 9021
BR Std 2-6-0 78007

Machynlleth to Oswestry:

Hawksworth 0-6-0PT 1602, Collett 0-6-0PT 5422, Churchward 2-6-0 7329, Collett 0-6-0PT 7410, Manor 7827 *'Lydham Manor'*

Oswestry:

Collett 0-4-2T 1432, Hawksworth 0-6-0PT 1603/04, Collett 0-6-0 2202/19/39, 3200/01/02/08/09, Collett 0-6-0PT 3704/89, Churchward 2-6-2T 4595, Churchward 2-6-0 5386, Collett 0-6-0PT 5400, Manor 7807 *'Compton Manor'*, Collett 0-6-0PT 7434, Collett 0-6-0PT 9681
(LMS) Ivatt 2-6-0 46503/46505/46507/46509/46512/46521/46522/46523

Moat Lane:

Collett 4-4-0 9017, Ivatt 2-6-0 46515, BR Std 2-6-0 78000

Welshpool:

Churchward 2-6-0 6378/6392

Oswestry to Gobowen to Wrexham:

Collett 2-6-2T 4110, Churchward 2-6-0 5318/6380, Collett 0-6-0PT 6404/7433/7440, Collett 0-6-2T 6694, BR Std 4-6-0 73013/73021/73024, BR Std 4-6-0 75005/75026

Croes Newydd:

Collett 0-4-2T 1465, Hawksworth 0-6-0PT 1635/1659/1660, Collett 0-6-0 2201/2251, Churchward 2-8-0 2878, Collett 0-6-0PT 4645/4683, Hall 4973 *'Sweeney Hall'*, Castle 5036 *'Lyonshall Castle'*, Collett 0-6-0PT 5416, Collett 0-4-2T 5810, Churchward 2-6-0 6311/6316/6325, 7313, Collett 0-6-2T 6611/6617/6632/6696, Collett 0-6-0PT 7403/7414/7431/7442/7443, Manor 7817 *'Garsington Manor'*, Collett 0-6-0PT 8791/9768/9793

Ivatt 2-6-0 46507, BR Std 2-6-2T 82002, BR 2-10-0 92231

Wrexham to Paddington:

Churchward 2-8-0 2806, Collett 0-6-0PT 3760, Collett 2-6-2T 4158, Castle 5046 *'Earl Cawdor'*, Collett Grange 4-6-0 6807 *'Birchwood Grange'*, Collett 0-6-2T 6681, Hawksworth 0-6-0PT 9496

(LMS) Stanier 2-6-4T 42562, Stanier 4-6-0 44738/44872, BR Std 4-6-0 73024

BR 0-6-0 Shunter 13111, BR 3-Car Cross Country W50699/W59277, Gloucester RC&W 3-Car Suburban W51130, Derby 3-Car Suburban W59440

Not all the locos shown at certain points were necessarily on shed, some may well have been on passing trains, or shunting nearby sidings for instance. Noteworthy is that whilst diesel railcars and shunters were in evidence no main line diesels were seen.

Lawrie concludes that although this trip was some 50 years ago it does not seem so, and although dieselisation was coming he never thought it possible for steam to have finished on BR within 10 years.

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' on hire: (to France) from store at EH

DB Schenker: 58005/07/09/11/18/26/33-35

New Stock:

(EMUs) in service

350257 350258 350259 350260
377509

(EMUs) on test at WN (more 378s at Derby)

378001 378005 378007 378011 378013
378015

Revised Liveries



ScotRail 158786 (ex-SWT) in base blue livery
(not previously recorded here)
Edinburgh Waverley, 23 May 2009
Craig Johnson



recently refurbished EMT 158846
now in Stagecoach livery
Leeds, 10 June 2009
Craig Johnson

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