

Tracks

the monthly magazine of the

Inter City Railway Society



Volume 41 No.2
February 2013



Inter City Railway Society

founded 1973

www.icrs.org.uk

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Front Cover Photo:

Prior to the next snowfall two days later, eastbound ScotRail 170415 in Saltire livery on the 12.04 to Aberdeen (seen from the B9116 road bridge) passes DBS 66018 waiting in Keith loop for its westbound path on the single line to Inverness with an engineer's train 6Z51 consisting of 4 MTAs, 6 MHAs and 7 YKA wagons from Raiths Farm, Dyce, 1st February 2013.

£1.50 where sold separately (post free)

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Society Notice Board

Editor's Comments:

Those of us who wonder why Railways never get a decent look in on the small screen have been in seventh heaven over the past couple of months which culminated in the last week of January being the best week, I can remember, for serious railway related TV programmes. Thursday the 31st capped it all !! There was Michael Portillo's daily (BBC 2 weekdays) **Great British Railway Journeys** 4th series into its third week, followed by **Welsh Railways** for four of the five weekdays, **The Genius of Invention** (BBC 2) covered the steam locomotive and **The Restoration Man** (Ch.4) was about the saving of the Settle water tower. Also during the week **Dan Snow's History of Railways** was finishing its third episode (Tues 29th). Then to top it all repeats of Julia Bradbury's **Railway Walks** (BBC 2) are currently showing. Pre Christmas, we had 3 episodes of Chris Tarrant's **Extreme Railway Journeys** (Ch.5) and 5 hour long episodes of Michael Portillo's **Great International Railway Journeys**...happy days, still got to watch most of them as been rather busy with some blooming Society !!!

Due to a lack of work, costly maintenance and regulation to fit GSM-R, ETLs fleet of 7 mainline electrics is to be stopped and disposed of. This should have happened by the time you read this. Initially 86101 & 86213 will be gainfully employed elsewhere with 86701/702 having already returned to Europhoenix. Hopefully 86401/424 can be saved, but 87002 may be exported.

What was I saying about snow, managed to catch it down south during January...a rare event and one many drivers in the southeast appear unable to drive in, even when it's only a dusting. We didn't even have the 4x4, having left that in Scotland. Then we raced north a fortnight later, after sorting out my Stepdad (see **Publications**) with another 600 mile 11 hour straight run home, once past the crawling SE drivers, just keeping ahead of the much heavier snow forecast for the northeast and Scotland. This duly fell not long after we arrived home on the 12th ...3 inches on arrival was quickly 8 inches. Since then it has snowed on and off, with a blizzard raging as I am writing this on the 3rd February.

Errata:

With the amount of work, timing and domestic issues I had to contend with it's not surprising that gremlins struck last month with some minor typos, conjoined letters and words, incorrect formatting and some information left in. Not up to my usual standard so apologies. However the biggest hiccup was an incorrect caption in **Ramblings...** on page 22. The Cl.15 tucked in the background was of course built by BTH (British Thomson-Houston).

AGM – Sat. 13th April 2013:

This year our AGM is being held at Wansford on the Nene Valley Railway.

Subject to the numbers attending (see below) the AGM will start promptly at 11.45 and run until 13.00. All Members are welcome to attend. Access to Wansford by car is easy being only ½ mile from the A1 (junction to Stibbington). The start time allows members who wish to travel by train via Peterborough mainline station and then the first service on the NVR, the timetable is printed below.

After the AGM we will hold a separate 40th Anniversary Event which is open to all Members but must be booked in advance. The event entails discounted travel on the Nene Valley Railway. Instead of £14 for a Rover ticket you will only pay £10. Plus we have booked two round trips of the line in the recently restored Swedish Railcar (see photo and brief history below). The timings will depend on the numbers responding and then in turn this may affect the AGM timings.

Please contact Carl Watson to reserve your place (details on page 2) either by email or by post, in which case make sure you include your name, address, Membership number and a stamped addressed envelope. We will use the SAE to let you know what you need to do on the day. There is no need to send any money yet. Likewise details will be emailed to those applying by email. To enable us to plan the day in good time **PLEASE** respond asap and hopefully full details can then be printed in **Tracks** next month.

The railcar ride will be free to Members and will be on a first come first served basis. The only cost will be a rover ticket if you wish to travel on the service trains (see timetable).

Station		Timetable				
Wansford	dep	10.00	11.45	13.30	15.15	
Yarwell Jnct	arr	10.05	11.50	13.35	15.20	
Yarwell Jnct	dep	10.15	12.00	13.45	15.30	
Wansford	arr	10.20	12.05	13.50	15.35	
Ferry Meadows	dep	10.35	12.20	14.05	15.50	
Orton Mere	dep	10.40	12.25	14.10	15.55	
Peterborough Nene Valley	arr	10.45	12.30	14.15	16.00	
Peterborough Nene Valley	dep	11.00	12.45	14.30	16.15	
Orton Mere	dep	11.06	12.51	14.36	16.21	
Ferry Meadows	dep	11.11	12.56	14.41	16.26	
Wansford	arr	11.26	13.11	14.56	16.41	



History: (reproduced from the IRPS section of the NVR website with thanks)

1212 was built for the Swedish State Railways (SJ) in 1958 by Eksjöverken. The vehicle has a very unusual appearance, being one of the widest vehicles ever to have run in the UK. With the near ground level loading there is no room underneath for the engine. It is therefore found in one of the driver's cabs and passengers have to walk past it to enter the saloon! 378 driving vehicles of this type as well as 321 trailers were built between 1953 and 1961. Up to 8 vehicles could be coupled together and driven from one cab, though there are no plans to get another vehicle at the NVR yet! With a top speed of 78mph our vehicle ran 1,996,000km in service: The equivalent to travelling to the moon and back over 2½ times.

She moved to the NVR for preservation in 1984 and operated on the line until her owner passed away in 1989. Following the sale to the Bygone Village, Fleggburgh, Great Yarmouth, she spent the next 14 years undercover alongside Swedish tank engine no 1928. When this shut down in 2003/04 the collection was sold on and the railbus ended up as an undercover picnic area on Tweddle Animal Farm, Hartlepool. In January 2011 it was purchased by its new owners and moved back to the NVR where restoration began culminating in its return to service on the 14th October 2012.

At the end of 2012 it successfully won the first Railcar Association annual Railcar of the Year.

Membership Matters:

Subscriptions:

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

ICRS Membership gives you:

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

New Members: (* re-joined)

Alan Hardcastle (London), Grenville Jackson* (Bishops Castle) - a warm welcome to you both.

Membership Renewal: When your membership is due for renewal this will be indicated on the **Tracks** address carrier sheet with your expiry date. The reverse of the carrier sheet will be printed with a Renewal / Reminder form, which can be returned or not depending on the method of payment (see below). If no renewal is forthcoming after a second Final Reminder, your membership will be deemed to have lapsed.

Methods of Payment:

Internet Banking (BACS) / Standing Order: This is the preferred most cost effective, secure and quickest way of paying, for you and the Society and ensures we get the full amount. Please remit your sub to a/c: **22032668** sort code: **309947** (Lloyds TSB, 128-132 York Road, Hartlepool TS26 9DD). Please use your **name and membership number** as a reference. If you choose to set up a standing order for annual payments only, then please make the payment date the first of the month following your expiry date (see overleaf). By using a standing order your membership will automatically be paid each year until you stop it. Please confirm, by email or telephone which option you have used.

Cheque or Postal Order: Please make payable to ICRS and return your remittance with the form to: Trevor Roots (Membership Secretary) ICRS Membership Renewal, Mill of Botary, Cairnie, Huntly, Aberdeenshire AB54 4UD

PayPal: Pay by credit card or debit card via PayPal on the website, however this incurs a cost to the Society (currently £0.74 for £16 & £2.75 for £75)

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

Please provide your first name and a landline telephone number, whether joining or renewing and your email. If you renew in the first week of the month, whilst **Tracks** is at the printers, you may receive a Renewal / Reminder form but do not worry as the admin process will naturally see things cross in the post. Please also note that cheques are not presented to the bank until usually the first week of the following month. All renewals whether by BACS, PayPal or by post will be acknowledged with a new membership card and where possible, by email.

NB. When using PayPal, please remember to provide your home address and email via the comments box, but **ONLY** if different from the one used ie you may use your partners account or do it from work. Also use the comments box if buying or renewing a subscription for someone else.

Membership Cards: Your membership is valid until the end of month as shown by the first two numbers. For those who joined from mid 2009, the second two numbers are the year. Cards will be sent as soon as practicable following your renewal, separate from **Tracks** distribution.

Website Matters:

Members Area: Access requires a username and password. From the start of 2011 the username is now your 6 figure membership number and the password a random word provided by Trevor Roots. For new members this will be in the welcome email and following letter. For existing members, email a request to Mark Richards at website.manager@icrs.org.uk Please remember to include your ICRS membership number.

NB. The username / password is personal to you and should not be given to a non-member.

Flickr Photo Gallery: As previously stated, Mark Richards has established our photo gallery on Flickr, so please have a look www.flickr.com/photos/intercity-railway-society. However the success of this site relies on your support, so please send Mark your photos.

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

Facebook: For those of you who've become part of the social networking revolution online, ICRS now has a Facebook page. Search for ICRS and request us to be your friend and you'll be connected to what we do. We acknowledge that not all of our members have computers but if you can and want to get in touch then please do so and we'll see where it takes us.

Magazine:

Submissions: Any information / article on any railway related item will be most welcome for inclusion in the magazine. Your visits, travel stories or anecdotes about any part of the railway network, past or present, home or abroad can give pleasure to others or inform of places to visit. This railway hobby of ours is made all that more enjoyable by the sharing of information, knowledge and experiences. Neatly hand written submissions are perfectly acceptable, but ideally a typed document is preferable. Better still, if you have a PC and internet connection then send an email. Good quality photographs are always welcome, either prints or preferably high res digital photographs via e-mail (**not compressed please**). Please include full contact details with any submissions, including your first name.

The latest date for articles / info for the next issue is **Friday 1st March 2013**
with delivery to members after **Friday 15th March 2013**

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

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

Publications

2013 Wagon Book:

Hopefully everyone who ordered a book will have by now received it or be in the post. Apologies to those who expected **UK Wagons** out earlier but we were determined to produce as accurate a book as possible rather than rush it out. As you will have read last month Trevor was literally snowed under with the amount of work needed and the timing over Christmas. The situation was made more difficult as he had to bring forward and extend a planned trip back south to help sort out his Stepdads admission for a replacement hip operation and initial rehabilitation back home.

2013 Combine:

Hard on the heels of **UK Wagons** is the new **2013 UK Combine** which should be out shortly in mid February.

Unlike **UK Wagons**, the number of pages has increased slightly to 280. Prices etc are shown on the rear cover of **Tracks**.



Eastleigh Works Report

by Carl Watson

General: Several inches of snow fell across much of the country on the 18th with Eastleigh receiving about 4-5 inches, giving some interesting views including a good layer of snow on the Snow & Ice Treatment Train (SITT) top 'n' tailed by 57s.

*right: the view from my
'office' window of 07007
and below:
71000 'Duke of Gloucester'
on the 18th*



Locos: In a surprise move, DRS 57307 was released in DRS blue without decals but retaining its pink 'Lady Penelope' nameplates which had been suitably repainted. It departed with repainted 57010 behind 47818 on the 4th (see photo below)....decals have since been applied (see WNXX) !!!,ed



66718 received fuel tank repairs in early January.

31465 was stabled with a Test Train on the 4th.

57303 and 57312 top 'n' tailed a Test Train for a few days in mid January before being replaced by 73119 and 73206 on the 16th.

73201 and 73107 stabled overnight on a Test Train on the 15th.

A GBRf loco convoy (66743, 73206, GLV 68504 and 73119) arrived on 15th and deposited the GLV for replenishing.

57312 and 57303 top 'n' tailed the SITT which visited on the 18th and several days the following week.



57312 and 73204 top 'n' tailed GLV 68504 on the 21st (see photo above).

31190 arrived to return 71000 *'Duke of Gloucester'* to Crewe on the 24th (see photo below).

73212 arrived back with GLV 68504 on the 28th.





Coaching Stock:

Mk2 TSOs 5908 and 6136 (see photo above) have escaped the cutters torch for a short while as more parts are removed for re-use on the DRS Mk2 overhaul project.

Five of the DRS Mk2 coaches (5971, 6001, 6008, 6117 and 6122) have been repainted in DRS blue and await decals.

The two Arlington liveried Translators, 975974 and 975978, departed behind 66719 on the 9th



Units:

Siemens have attended to 450001, 109, 563, 564, 116, 545, 112, 549 and 107.

Wabtec have completed overhauls on 455809 and 819 (see photo above) with 828 being the most recent arrival.

Track Machines:

Stoneblowers DR80215 and DR80206 (see photo left) have been repainted and returned to traffic.

The Speno Rail Grinder DR79221-226 departed at the beginning of January.



Wagons:

FLAs 606010, 605014/010/013 and 606008 arrived for repairs on the 10th departing behind 66501 on the 14th, which had arrived with FSAs 608384/381, and FTAs 607024/051

DLR Engineers wagon 996 departed for Docklands on 14th (see photo above), being replaced by 98 (to be renumbered 998) the following day (see photo in works on the 4th February below).



70009 arrived on 28th with FEAs 640045, 640046 and FSAs 608312, 608096 for repairs (see photo above right).





London Underground:

Work continues on conversion of the extra two cars for the AIT, 3079 (see photo above) and 3179. C Stock disposed of in January; 5532, 6515, 6732 and 5515.

The last of the ex Shoeburyness 1972TS vehicles have now been disposed of; 3321, 3219, 4219, 4319 and 3319.

The only ex LU stock left on site for disposal are the two Standard Stock vehicles, 7281 (loW 44) and L130.

Also disposed of has been B168, the Niteq battery shunter from Neasden (see photo below).



photos by Carl Watson

40th Anniversary – The ICRS Story

Following on from last month it is fascinating to see that during the fairly turbulent first few years there were many changes in officials due to work commitments and simply the workload of running a voluntary Society. To finish the story on the initial set-up, the editorial from issue 2 is reproduced below.

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Vol. I. no. 2.

THE INTER-CITY RAILWAY SOCIETY

March, 1973.

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EDITORIAL

It is clear, from the large membership that we already have, that our new railway society is flourishing. The members who have given us their support and encouragement are to be thanked by the few who have worked hard to get Inter-City launched. However, we have trodden on the toes of the D.R.C. and it is not surprising that some harsh words have been exchanged. A state-of-the-club meeting of the interim I.C. officials took place in Cardiff on 27th January to which the D.R.C. president was invited so that we could clear up any further upheavals and misunderstandings between D.R.C. and our new, independent society. As a result of this meeting, the two societies will pursue their own, separate courses, with no association whatsoever between them. Inter-City is completely independent of any other society and will be run on a democratic basis, as far as is possible. (A copy of our own constitution is included with this news-sheet for you to examine and comment upon, if you so wish.) As soon as this society is well-established, postal elections of all officials will take place and an A.G.M. will be held next January, when we shall be able to examine how the society is functioning and discuss any changes of structure or new policy. In this way, it is hoped that Inter-City will be run by you and for you. The present constitution can, therefore, be altered if the majority of members so wish, and in this way we hope to avoid a position where any official or group of officials can dictate how the society should be run. Perhaps this is not an ideal way to run a society. It is an experiment which may or may not work, but it will, at least, give all members a say in how the society should progress. It is up to you to make your opinions known, for without them the society will not be able to function in the way it should. Although our news-sheet is no 'glossy monthly' it will attempt to give you exactly what you want. That means you should try and contribute what you can - however small - whenever you can, including news items, interesting workings, 'tips of general interest, questions, jokes (yes, why not a few railway jokes?), letters, etc., so that our news-sheet has something that will interest everybody. It is your news-sheet so you must make it what you want it to be. I cannot edit the news-sheet unless there are some contributions to be edited! How about it? The news-sheet can be as big as you want it and can contain whatever you want it to contain, (within reason, of course!). There's no shortage of paper!

G. A. James . . . Editor.

One fascinating issue raised constantly re-iterated over the years was one of getting members to provide articles for their magazine....*seem to have been there, ed.* In the end it was and always will be

down to the editor to garner what they can from members and add to it through their own talent / experience. This inevitably changes the style and content of the magazine. I am sure the early editors would never have believed we would be producing a 40 page magazine now.

What is also apparent from those early editorials is that the aims of trying to keep membership fees low and produce a cost effective magazine has constantly been thwarted by postal rate increases, paper costs and the availability of technology. The style and production of the magazines will be covered in a later article but suffice to say the difficulty of typing each issue and printing it via stencils on a hand printing machine is heroic to anyone who remembers those days, not to mention hand writing 500 + envelopes each month !! The postal rises meant that fees doubled in two years from the original 50p to a £1 from 1st January 1975, doubled again to £2 in January 1977 and by the 10th year had risen to £4. By the start of 1983 the cost of servicing each member was stated as £4.25 with publication sales subsidising membership. Nothing has much changed over the years, which is why we are still the best value for money Society around...tell your friends !!

Though the stated aim of the Society was to raise membership to 1000 in the first year, this was too difficult and in a climate of rising costs which forced many other Societies to fold, ICRS did well to reach 500 then 600 by 1975. However the 1000+ was reached in 1976. The figure has fluctuated over the years but we still have over 630 members. This is remarkable considering the quantum changes to the railways, technology and competing interests and even more so as it appears many early members were juveniles....which can't be said of today's membership.

Though the obvious aims and indeed the reason for the Society was to conduct trips, the desire and talents of some members to produce helpful spotting books produced the first ICRS publications in 1974, **Shunter Duties** being the first of four titles. Again a separate article will be forthcoming on what publications have been produced over the years.

to be cont

Preservation Photo Spot

The last remaining Cl.11 12088 has finally been preserved, moving from Butterwell Opencast Mine, Widdrington to the fledgling Aln Valley Railway at Alnwick. Reported last month, here it is seen on the 5th January 2013. An article on the railway will appear in a future issue. All 10 remaining ex-BR Cl.11s are now preserved....time for a feature article !

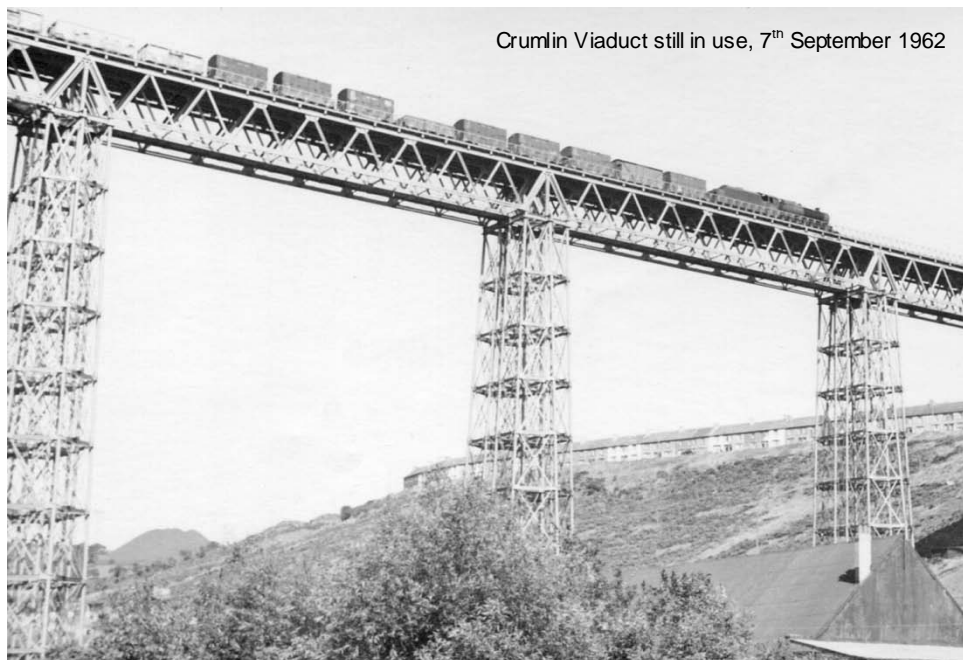


Ramblings of a Rail Enthusiast

by David Spencer – 1965 Part 3 (final)

I try to provide extra detail on the items of traction shown in photos, other than number, date and location as provided by Dave...so it's my fault if errors creep in, ed.

June: Just two railway days this month, both in South Wales and connected to Camp. On the 9th whilst travelling back after the Whitsun bank holiday, I hitched via Pontypool so decided to go to Crumlin Viaduct, which was about to be demolished, not an easy task with the town immediately below. The spans were lifted by helicopter. I took loads of photographs scrambling down the steep sides to get shots of the piers, a different perspective to the usual when travelling either under or over it as I have done many times before. The photo below is as it was in use 3 years earlier.



Crumlin Viaduct still in use, 7th September 1962

On the 30th I got a lift from my corporal to Penarth and had a good nose round the dock, it was still very much an industrial stronghold with tracks going in all directions and cranes and other infrastructure to do with the export of coal, which I found fascinating. Today it is surrounded by roads and I understand it is a posh waterside housing development, so I think I saw it at its best.

July: Again just down the road from camp was Aberthaw where the Vale of Glamorgan platforms are still there today though seriously unused, but I wanted to investigate the former Taff Vale extension line from Cowbridge, which had a very short shelf life. Only opened in 1889 it closed to passengers in 1930 and totally in 1932, but on poking about I found substantial remains of both Aberthaw and St Athan Road stations. A great find and whilst in the area we visited local pubs, as you do, where down a long cul-de-sac is a village called Llanbethery, which had a station on this line. The locals were telling me in that in severe winters like 1947 and 1963 the only way out of the village was the track bed, so even thirty years after closure it was still serving that tiny community. I finished my trade training at the end of the month and whilst not exciting outings I went photographing the local stations around camp and at the weekend spent a fair bit of time with all the holiday extras out of Birmingham Snow Hill.

At our end of course booze-up our sergeant had his parents with him and during the course of the evening his dad invited me up to Scotland for a holiday and then bet his son that I would be too drunk to remember! He lost his bet; this boy is never to drink to forget an offer like that! and later in the year had part railway, part golf holiday in Fife!

My first 'real' camp was Hullavington not far from Chippenham which at one time had its own station on the direct South Wales line. I moved there by rail on the 28th by way of DMUs to and D1033 from Bristol to Chippenham.

On the 31st there was another brilliant rail tour, The Rambling 56' run by Swansea Railway Circle with haulage by 6643. From Cardiff General we went via Ninian Park to Radyr, now an half hourly DMU but a well sort after freight track in the 1960s. At Taffs Well we took the Rhymney line up to Penrhos Junction when we were propelled up the Barry Railway line to the dolomite works next to Walnut Tree Viaduct then returning passed Penrhos and Aber Junction along the Senghenydd branch. Again we were propelled out, no topping and tailing in those days just professional railmen and good common sense. Down to Cae Harris via Ystrad Mynach came next and after a reversal we returned to Ystrad Mynach, reversed to go up to Bargoed and another reversal, This time we went down to Maesygomer Junction along to Tredegar Lower Junction and down the tower bit of the LNWR Sirhowy Valley line through Nine Mile Point to terminated at New port.



Collett Grange 4-6-0 6870 (w/d 09/65) on the 10.20 relief to Hastings, Birmingham Snow Hill, 10th July 1965



BR Std 2-10-0 92135 (w/d 06/67) on a down freight, Tyseley, 24th July 1965



(above)
BR Std 4-6-0 73166 (w/d 12/65)
Tyseley, 24th July 1965

August: Nothing of railway worth to report in August, just the photo left of Collett Hall 4-6-0 6924 'Grantley Hall' (w/d 10/65) on an up freight between Olton and Solihull, 7th August 1965.



September: On September 4th I went up to Hullavington station to inspect what was left, see photo below .

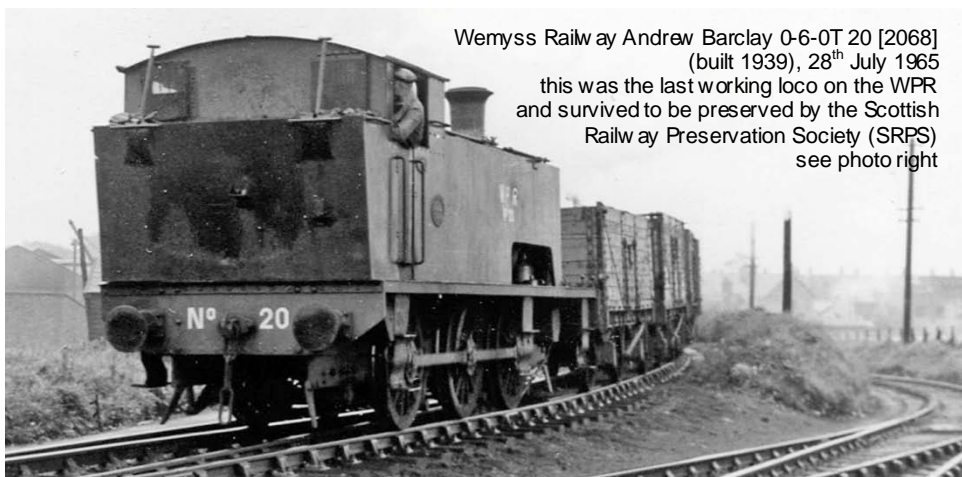


On the 17th I got a bus into Chippenham for a detailed trip on the Calne branch and on 20th made my way up to Scotland with my best friend Mick to spend a few days with my former sergeant's parents at Coaltown of Balgonie, between Thornton Junction and Markinch. For the record D390 took us to Carstairs but we had some fun on the way. At Wolverhampton I dashed out for two pints, at Stafford Mick did the same, at Crewe I did it again and at Preston Mick dived out. By Carlisle we were surrounded by empty pint glasses much to the amusement of the other passengers in the compartment! From Carstairs 45171 took us on to Edinburgh. An unidentified EE type 4 took us on to Kirkcaldy and a bus to Coaltown. On the 23rd we had a trip up to Aberdeen starting with D5317 from Thornton Junction to Dundee followed by D353 to Aberdeen. I should explain Mick is not a rail fan but apart from that a great bloke, so whilst with him I didn't push rail things hence we drank a lot of beer and played darts or golf. Returning we had A4 60004 to Stonehaven, which was on a Perth train, but you can't miss an opportunity for A4 haulage and D363 on to Dundee and a DMU to Markinch. Mick went home on the 24th which gave me a free rein and I went into Edinburgh the next day with 364 I did have some socializing with one of mother's friends so it wasn't all fun and I watched Hibernian play. Sunday you could do nothing not even drink, so on Monday after a round of golf at Thornton

Wemyss Railway Bagnall 0-6-0ST 16,
[2759] ex WD 75171 (built 1944)
28th July 1965 this survived to be
preserved by the Caledonian
Railway, Brechin



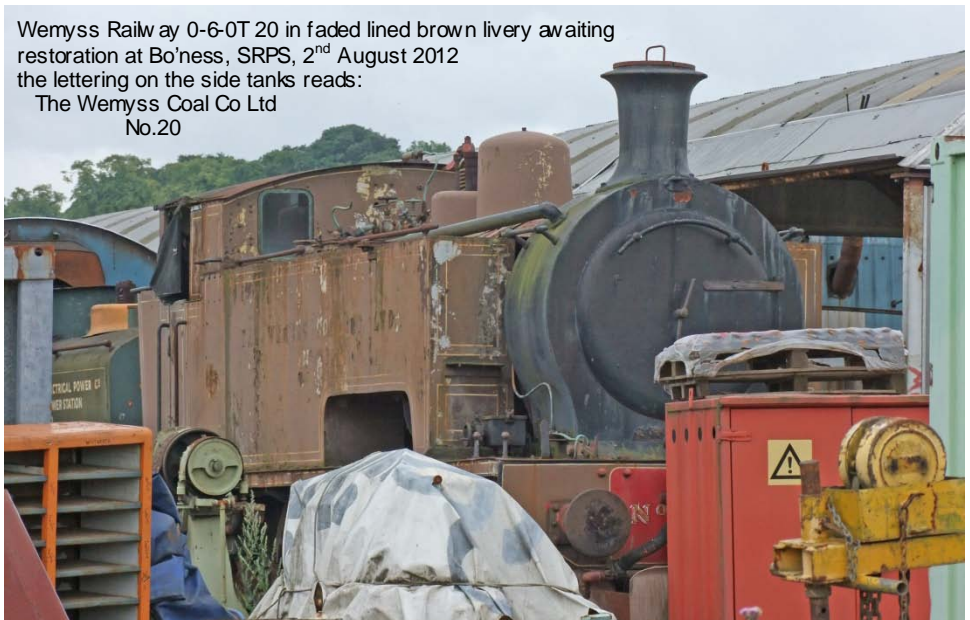
Wemyss Railway Andrew Barclay 0-6-0T 20 [2068]
(built 1939), 28th July 1965
this was the last working loco on the WPR
and survived to be preserved by the Scottish
Railway Preservation Society (SRPS)
see photo right



The Wemyss Private Railway should have been taken over by NCB after nationalization but due to local issues remained jointly administered by the Wemyss Estate and NCB until its eventual closure on 26th June 1970. The railway operated to Methil docks from the Wemyss Coal Companies mines, using a variety of small industrial steam locos, reduced to five Andrew Barclay 0-6-0Ts following nationalisation and later 0-6-0STs. Remarkably both locos David photographed have survived, 16 at Bridge of Dun, Caledonian Railway and 20 at Bo'ness, SRPS (see photos below)...ed.



Wemyss Railway 0-6-0ST 16 in rusty lined brown livery with WPR lettering awaiting restoration at Bridge of Dun, Caledonian Railway 3rd February 2011



Wemyss Railway 0-6-0T 20 in faded lined brown livery awaiting restoration at Bo'ness, SRPS, 2nd August 2012
the lettering on the side tanks reads:
The Wemyss Coal Co Ltd
No.20

I missed the bus and hitched a ride to Methil and walked the branch back to Thornton Junction where on the way I espied the Wemyss Private Railway so made that my target the following day.

I saw Reid J37 0-6-0 64569 (w/d 12/66) shunting at Dysart which also played a starring role on the next day when I got a bus to East Wemyss and spent some time with the intensive coal traffic and variety of engines (see photos left).

In the afternoon I returned to Glenrothes and made my way to the level crossing and waited and hoped! Eventually 64569 appeared (see photo right) on the Leslie branch freight and as the guard came to operate the gates I asked for a ride. He was reluctant as a local urchin was also hanging about but I was able to persuade him and bagged some more rare track. I got off near the old passenger station and left him to shunt and go down the paper mills branch which I photographed before getting a bus back. Soon it was time to say goodbye and I had bus to Thornton Junction, DMU to Dunfermline, Bus to Alloa, DMU to Larbert and 73146 into Glasgow.



DMU at the buffers, Coalburn
29th September 1965



I had just two passenger lines, to Strathaven and Coalburn, left to do in Scotland and neither was easy without cheating. It was impossible as the total evening service was a train from Hamilton to Coalburn, a train from Stonehouse Junction to Coalburn and a train from Glasgow to Strathaven and I assume a similar set up into Glasgow in the morning. Anyway I got the Coalburn train and on arrival asked the

guard if I could return on the empty stock to Stonehouse and he agreed so enabling me to do Strathaven as well. I got a bus back to Hamilton, a train into Glasgow and the overnight train home.

October: I have to start with the 16th not that I saw any trains but it was my 21st Birthday, when a barrel of finest ale was consumed with the help of friends. But of more importance was Lyndon Youth Club football winning 7-2 away and again the following week which made headlines in the Sports Argus, the local Birmingham pink sports paper. Under the headline "From Rags to Riches" it said that the team who apologized last season to all the other clubs for being so bad for only winning one game and getting four points were this season top of the league having got four points after only two games! It didn't last but was nice to bask in the glory for a while as one of their few supporters. Railway stuff came the following day with another SLS special, this time 'The Final Great Western Cavalcade' which was a straight out and back Birmingham Snow Hill to Bristol Temple Meads. Haulage was 6667 as far as Worcester Shrub Hill, 6435 and 1420 to Gloucester South Junction and 7029 for the rest of the day. The amazing thing was at Gloucester South Junction, I accept on those days only freight regularly used that line as all passengers were routed via one of the two Gloucester stations, but we were allowed to jump on to the track and roam freely taking photos of the engine change without yellow jackets or the Health and Safety Executive anywhere to be seen! The only other rail activity remains one of the sights of a lifetime and I wasn't in a position to take advantage. I went out for a cycle ride and made my way to the recently closed Christian Malford halt and Dauntsey station which was being demolished but before I tell my story I must explain the Malmesbury branch which is unique in that in its lifetime it has two equally important junctions from completely different lines. When the Bristol main line was built a branch was built from Dauntsey to Malmesbury then early in the 20th century the GWR started building their cut offs including the line from Wootton Bassett Junction to Stoke Gifford Junction and in doing so cut the Malmesbury branch in half so they opened a new junction from Little Somerford and closed the Dauntsey to Little Somerford section. It is the only branch in the county that this has happened to. So back to my story, both the station nameplates were lying there and on the face of it were painted with cream letters on a chocolate background as you would expect for a GWR station but when I looked closely they were the original blue enamel ones and clearly read Dauntsey change for Malmesbury under the paintwork. All I had was a push bike and no way I could carry one let alone both and in any event I was moving camp and could not have got them home, a real tragedy. At the beginning of September most of the aircraft I worked on did a runner as the unit was moving to Gaydon and for the rest of the month and for October we had nothing to do, playing crib and Scalextric may sound fun as it was for half a day, but day in day out it was sole destroying and we used to fight over what scraps of work came our way! Eventually the last aircraft flew to its new base and we were posted on the 28th I left Hullavington and on Monday 1st November I reported to RAF Wyton near Huntingdon and found myself working on V bombers.

photos by David Spencer (to be cont)

Open Day News

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 the editor know.

Nothing to report.

Advertisement – GB Bus Group (GBBG)

Belonging to ICRS tells us you have an interest in vehicles involved in travel, whether it is to do with their design or simply number-crunching. That being the case, have you also got an interest in **buses** in the UK ? **GBBG** may already be known to you from its link with ICRS in the past, but if you haven't thought about joining us before, why not reconsider? Our annual membership subscription has now been reduced to a modest **£13.60**, so why not visit our website **www.gb-bg.co.uk** or write to our Secretary, Hazel Roberts, at 37 Abbey Place, Crews CW1 4JR for further information? It could well be of benefit to you as a fellow transport enthusiast.

Traffic & Traction News

by John Barton

January was dominated by snow affecting many parts of the country as seen from the following scenes from the south coast to the north of Scotland

60049 shunting in Eastleigh station yard,
19th January 2013 (David Elliott)



Cl.172 departing B'ham Moor St over the viaduct, 19th January 2013 (James Holloway)



67005 approaching Keith (from B9116 road bridge), 27th January 2013



Jan 1

92011 + 66071 + 66218 + 66127 passed Tonbridge at 21.35 on a Wembley - Dollands Moor working.

66133 working 6B86 from Avonmouth - Aberthaw with 21 loaded HTAs was noted held at Cogan Junction near Cardiff at 15.55.

Jan 2

66519 + 66520 on autoballasters passed through Didcot at 20.37 working 6Y40 Westbury - Reading.

20901 + 20905 t&t 20314 + 20096 with tube stock 25328, 24327, 25386, 22327, 21327 + one other were sitting at Branston Curve with engines switched off at 16.20.

Jan 3

66061 passed Coppull near Wigan at 16.32 working a Carlisle yard - Crewe Basford Hall engineers freight.

37667 + 37611 working 6M67 Bridgwater - Crewe CLS headed north out of Cheltenham loop at 16.25.

86612 + 86638 passed Stafford at 15.56 on Garston - Felixstowe Freightliner working.

Jan 4

LNER J15 no.7564 loco and tender were loaded onto two road vehicles at Bitton, AVR, for transfer to Norfolk.

Jan 5

The following were seen at the East Lancashire Railway today: working services D2062, D3871, D9531 *'Ernest'*, D335, D1501, D9016 *'Gordon Highlander'* and DMU 51339 + 51382. Other locos seen were: steam 46428, diesels D2956, D7076, 50015 *'Valiant'*, D1041 *'Western Prince'*

Jan 6

56094 passed Stevenage Stocks Lane LC at 17.10 working 0Z56 Washwood Heath - Cardiff Riverside.

66730 + 66729 + 66709 were seen stabled in Doncaster Decoy Yard (see photo at end).

66701 was seen in the ex-Royal Mail Terminal at 11.20.



Jan 7

66516 was noted at platform 7 at Nuneaton waiting to head South up the WCML at 19.40.

20096 + 20314 t&t 20901 + 20905 passed Tamworth at 18.29 on an Old Dalby to Amersham working.

Jan 8

66250 departed Bescot at 14.27 on Birch - Felixstowe, 66250 had replaced 66023 which brought the train into Bescot.

70015 departed Bescot for Toton at 14.11 with short train of three vehicles, just a Kirow crane with its runner, plus YWA flat, 66009 was on 6E08 in the loop waiting to follow.

Jan 9

56312 arrived at 19.24 to join 56311 stabled opposite platform 6 at Derby.

Jan 10

37667 + 37605 passed through Maidstone East at 18.02 with 6M95 Dungeness - Willesden nuclear flasks.

Jan 11

66250 passed Didcot curve heading east at 20.58, working 4076 Birch Coppice - Southampton docks.

Jan 12

66599 + 66525 passed Long Eaton High level goods at 21.33 with a massive 6Y33 on a long journey to Ratcliffe Junction.

Jan 13

66557 t&t 66615 with 10 Autoballasters passed Long Eaton Town level Crossing at 12.57 with 6Y54 Stenson Jct - Toton working.

Jan 14

150107 arrived at Bedford around 18.20 as 5T07, departing shortly after.

66525 passed Long Eaton High Level Goods at 18.26 with 4Z34 Whitmoor - Stapleford.

Jan 15

66525 t&t 66598 headed south through Bedford at 21.18 on an engineer's train.

Jan 16

57301 t&t 73205 were waiting outside Tonbridge as of 05.31 on a Tonbridge ES de-icer circuit working.

Jan 17

66607 working 6Y76 Westbury - Paignton via Goodrington arrived at Paignton at 20.52 and departed at 21.07 towards the work site at the Barn Owl Bridge with wagons: 29417, 29541, 29402, 29106, 29497, 29383, 29127 & 29149.

Jan 18

67001 t&t 82306 arrived at Cardiff Central platform 4 at 15.41.

66063 arrived at 15.08 on Ferme Park - Croft stone hoppers, reportedly was caught up behind failed 365537, but was held on a red-signal for a few minutes

Jan 19

172334 was seen departing a snowy Solihull on a service to Dorridge (see photo below from James Holloway).



37667 + 66423 working the 0Z37 Carlisle Kingmoor - Crewe GB passed through Bolton le Sands at 16.30.

Jan 20

Colas 66846 + 66850 on a snow train passed Barnehurst at 21.52 heading towards London.

Jan 21

After bringing Prince Charles to Northampton, 67026 departed to Wolverton.

Jan 22

60040 headed north passed Syston (just north of Leicester) at 16.03 on 6E41 Westerleigh - Lindsey tanks.

67015 departed Birmingham Moor St at 15.13 on Birmingham Moor Street - Banbury ecs.

Jan 23

47854 t&t 47500 with 99125, 99121?, 1860, 4984 and 99128 passed through Manchester Piccadilly at 14.30. 47500 caught fire shortly after near Manchester Museum access, having derailed and has yet to be recovered having been shunted into the Museum yard.

66171 passed Long Eaton High Level Goods at 19.51 with the 4M86 Ely - Peak Forest working. 60015 + 60092 passed Syston north of Leicester at 17.01 with diverted Kingsbury - Humber tanks.

Jan 24

66080 working 6C95 from Cwmbargoed DP - Aberthaw with 21-loaded HTAs passed southbound through Llanbradach near Caerphilly at 21.39.

31190 was seen towing 71000 'Duke of Gloucester' through Eastleigh at 16.40 (photo opposite top from David Elliott). The ensemble was later seen passing Portobello Junction, Wolverhampton at 22.03 en route to Crewe.



66186 passed Portobello Junction Wolverhampton at 21.48 on a Birch Coppice - Trafford Park intermodal working.

Jan 25

66557 passes Tilstock near Whitchurch at 11.23 with Landore Junction - Crewe Basford Hall (photo below from Roger Thomas).



60092 powering the diverted 6M00 Humber - Kingsbury passed through Loughborough at 14.37.

60020 brought loaded hoppers out of Tunstead works into the loop at 12.00, then at 12.15 60019 arrived with the empties from Oakleigh, 60020 followed it down from Peak Forest at 12.20 then after running round it headed off towards Buxton at 12.25.

70004 working 6C16 on Crewe Basford Hall - Carlisle Yard departmental headed northbound through Bolton le Sands at 09.51.

Jan 26

Track machines DR73936 + DR73929 were seen awaiting the road north at Stafford at 21.58.

20312 + 20308 t&t 37409 passed Portobello Junction, Wolverhampton at 21.30 on an Enfield Town charter.

60011 was noted ready to depart Bescot Yard at 20.45 on ballast train to Longbridge.

Jan 27

67005 'Queens Messenger' passed westbound through Keith at 11.50 with the Caledonian Sleeper ecs on 5A25 to Inverness (see photo at start).

66021 passed Grove foot crossing at 14.46 working 0O32 Llanwrn - Dollands Moor.

Jan 27 (cont)

66008 t&t 66030 were seen being unloaded just south of Ashchurch station, due at Cheltenham at 16.06, but arrived at 17.40.

The following Manchester trams were seen at Trafford Park depot today: 3005, 3016, 3031, 3058, 3055, 3063, 3052, 1019, 1018, 1011, 1008, 1005, 1004, 1001, 1025, 1007, 2001, 2003 and 2006.

66431 Passes Tilstock near Whitchurch at 11.51 with 4V38 Daventry - Wentloog Tesco liner. This train is booked to run for six continuous Sundays via the Marches line from 6th January - 10th February 2013 (photo below from Roger Thomas). NB. this is the same location as 66557 seen on the 25th but the snow has thawed in the intervening two days.



Jan 31

56303 was seen passing Diddcot at 12.33 (photo below from David Elliott).



Jan 28

56094 worked 6Z52 Chirk - Teigngrace through Sutton Bridge Junction at 07.52.

59102 worked down through Taunton at 07.20 on 7C27 Westbury Down Yard - Exeter Riverside Yard.

Jan 29

57008 lead a Sandite covered 57011 out of Crew e to Gresty Bridge at 22.22.

56094 passed East Usk at 21.30 with 6Z53 Teigngrace - Chirk loaded KSAs.

Jan 30

66232 passed Long Eaton High Level Goods at 19.46 with 4M86 Ely - Peak Forest

66043 working 6N75 Aldwarke - Tees Yard passed Skelton near York northbound at 18.57 with loaded coiled steel in SPA wagons + flats.

Jan 31

455903 was seen heading southbound at 14.15 through Eastleigh on what is presumed a driver training run to Northam Depot (photo below from David Elliott).



66418 was seen heading southbound at 14.49 through Eastleigh on a liner (photo below from David Elliott).



57301 t&t 57305 were seen on a test train in Eastleigh at 10.00 (photo below from David Elliott).



Jan 31 (cont)

66746 headed through Harrow & Wealdstone at 21.03 on a Felixstowe - Hams Hall working.
57308 passed through Harrow & Wealdstone at 19.15 on a Rugby - Euston working.

Feb 2

57305 t&t 57301 were seen on a test train in Eastleigh at 11.12 being passed by northbound 66102 on car transporters (photo below from David Elliott).



Feb 3

66088 + 66145 were seen passing westbound through Didcot Parkway at 13.21 (photo below from David Elliott).

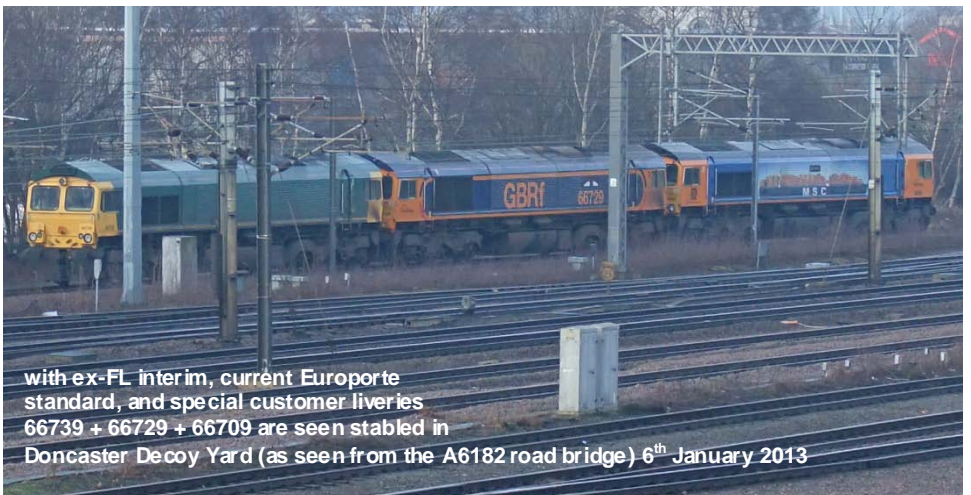


67009 passed westbound through Keith at 11.52 with the Caledonian Sleeper ecs on 5A25 to Inverness (see photo opposite).



Feb 4

67026 + 67006 were seen approaching Eastleigh at 13.45 on car transporters (photo below from David Elliott).



with ex-FL interim, current Europorte standard, and special customer liveries
66739 + 66729 + 66709 are seen stabled in
Doncaster Decoy Yard (as seen from the A6182 road bridge) 6th January 2013

Out & About

by James Holloway

To be more helpful for those interested in where stock was exactly, can I ask all contributors who list trip sightings en masse, particularly over long distances, to please add more detail when submitting to James....ed

Steve Fryer:

31st December:

Carlisle Station:

66093, 86101, 87002, 156480/86/95, 390126/138

DRS Carlisle:

20305/309/315, 37229/422, 66424/430

Kingmoor Yard: 66184/232/528/951

16th January:

Oxenholme: 86101, 390151

Lancaster: 156420

Preston: 150145, 158755

Warrington: 60074, 66172

Crewe:

66540/745, 86621, 153302, 323224, 350257

Stafford: DR73929

Wolverhampton: 66009, 221103, 390152

Birmingham New Street: 350114/115, 390124

Michael Hayman:

4th January:

Old Oak Common: 57605

Acton: 34067 'Tangmere', 47500, 66415/525

5th January:

Acton: 37602/682, 66515

22nd January:

Paddington: 66723

Acton: 66053/060/221

Ealing Broadway: 20304/308/312, 37409

Liverpool Street:

37409/603/607, 90001/04/08/11/13

Mike Rumens:

12th December:

Nuneaton 14.17-14.45:

66024/170, 70001, 90043, 170108/117/398

221109, 350112/113, 390009/114/122/136/148

390154

13th December:

Nuneaton 13.57-14.55:

66024/066/502/731, 70016, 90048, 153366

170102/518/522/636, 350112, 325001/12/13

DR73108/936

17th December:

Nuneaton 15.30-16.45:

66011/184/420/423/602/702/745, 86605/7

153371, 170102, 350120/118

18th December:

Nuneaton 15.46-16.20:

66118/745/954, 170113/638, 350118

19th December:

Nuneaton 14.09-14.45:

66074/710, 86501, 153366, 170519, 350125

21st December:

Nuneaton 15.30-16.25:

66590/702/745, 153334, 350117/127, 390041

390112/138

3rd January:

Nuneaton 14.00-14.45:

66085/204/710, 70001, 90047, 153371, 170106

170520/639, 221101, 350123/125, 390008/042

390045/103/122/132/137/156

4th January:

Nuneaton 15.10-16.30:

66011/061/094/532/542/732, 153365, 170103/108

170110/112, 221101-03/08, 350108/115/127

390010/043/045/114/125/151/153/157

7th January:

Nuneaton 14.10-14.30:

66199/711, 90016, 153364, 170106/518/523

221116/18, 350119, 390047/122/124/129

8th January:

Nuneaton 14.09-14.40:

66136/137/183/727, 86501, 153366, 170106/12

350109, 390104/115/134/153

9th January:

Nuneaton 14.08-14.45:

66175/201/727, 86501, 153371, 170102/106/521

221107, 350108, 390011/107/114/126/153

10th January:

Nuneaton 14.04-14.45:

66023/136/183/727, 90045, 153366, 170101/108

170110/116, 221107/23, 350108, 390045/114/118

390136/151

11th January:

Nuneaton 15.15-16.45:

66039/050/543/563/567/704/707, 153334, 170107

170108/114/638, 221113-15, 350116/118/120

390010/011/126/157

12th January:

Nuneaton 11.06-12.45:

66423/431/593, 153371, 17107-109, 350113

390040

14th January:

Nuneaton 14.26-14.40:

66135, 221111, 350104

15th January:

Nuneaton 13.32-14.46:

59005, 66047/065/116/570/719/952, 90043

153365, 170102/103/115/521/522, 221110/16

350110/112/117, 390005/008/042/123/126/127

390129/148/151/155

16th January:

Nuneaton 13.53-14.40:

66047/051/116, 86501, 153334, 170102/107

221105, 350118/127, 390006/011/039/114/118

390123/124/127/132/148

17th January:

Nuneaton 14.12-14.50:

66023/169/719, 153365, 170117/521, 221110
350113/115, 390005/115/127/128/138/157
NR80201

23rd January:

Nuneaton 14.12-15.15:

47739, 60040, 66024/063/093/113/525/5657/566
66745, 90049, 153334, 170105/107/111/113/636
221115, 350101/109/110/119, 390011/042/047
390118/12/11/23/127/129/153/156, 73947/77001

24th January:

Nuneaton 14.13-14.34:

66007/122, 153334, 170103, 390009/020/047/049
390137/153, NR77001

Ian McAlpine:

4th January:

Whittlesea: 66587, 158856, 170113/207

March: 60071, 66713/714/726

Ely: 66044, 170207/398

Bury St Edmunds: 170206

Ipswich:

66188/538/558/563/567/588/592/723/954, 70019
90016/41, 153309/22, 170271, 360107

Saxmundham: 156402

Beccles: 170203

Lowestoft: 153314

Norwich: 156412, 170205, 321360

5th January:

Whittlesea: 158788, 170208

Ely: 47802/828, 66723, 170202/639

Cambridge:

170204, 317502/513/514/669, 379008/12/18/22

19th January:

66571, 158857, 170106/203

March: 66718

Ely: 170202/203/205, 365520

Waterbeach: 66137

Cambridge:

170205, 317503/512/652/656/661-663/667

390132/138

Geoff Hope:

1st December:

Doncaster 08.45-15.30:

Charters 60009+61994+21266+4940+4973+1861+
99347+'Amethyst'+3058+99122+99316+99128+
3136+47804, 47760+3395+3392+Ullswater+3350
+3313+3326+1201+6115+5928+6000+9496
+47854, 43013/062/238/239/257/272/274/295/296
43299/305/307/309-311/313/317-320/367/423/467
43480/484, 66035/106/108/169/175/188/413/513
66540/572/705/711/723/728/732/746, 67019/24
91102-04/06/08-10/13/15/17/18/20-22/24/25/27-29
91131, 142018/26/90/95, 144001/05/09/10/13
150218, 153383, 156413, 158795/844/853/860
158872/901, 170301/8, 180105/07/09-12/14
185104/14/20/27/30/48, 220007/09/10/19/29/31/33
221120, 222011, 322483-5, DVT's 82201/03/04
82206-08/11/12/14/15/17/19/20/22/24/26/27/30/31
DR79262/72, 975974/78

8th December:

Doncaster 08.45-14.30:

43206/251/272/274/277/295/299/302/305/306/308
43310/311/314/315/317/318/367/423/465/467/480
66037/039/147/152/158/223/413/542/557-559/714
66728/741/746, 67019, 91101-07/10/11/15/16/18
91120/22/24/25/27/30/31, 142023/32/50, 144001
144002/04/05/07/09-12, 153331, 156404, 158797
158815/848/855/861/865/904/905/908, 170304/7
180101/02/05/10/11/14, 185114/21/24/36/50/51
220003/06/17/18/28/30, 221122/41, 222020
321902, 322484, DVT's 82200/01/03/04/06/07/09
82210/14-16/20/22/24/25/28/30/31, DR73946
75402/79262/79272

Leeds Midland Road 15.20-15.40:

66419/508/512/515/524/557/558/571/601/951/952
70018

12th December:

Manchester Piccadilly 14.25-16.35:

66502/954, 142003/13/28/36/39/43/51/54/62/63
150110/115/134/136/144/147/203/210/220
156421/26/59-61/72/86, 158770/783/785/788/806
158810/813/825/846/852/858, 170302/4/5/7/9
175004/007/102/104/116, 185102/04/07/08/16-19
185121/23/26/27/31/38/41/43/44/45/47-50, 220001
22003, 221126/30/33, 323223-32/34-37, 390002
390008/044/114/129/134/153/154

18th December:

Manchester Piccadilly 14.40-16.35:

66590/955, 142007/22/23/28/32/38/40/48/57/63/70
142092, 150112/113/117/138/141/144/145/150
150223/224/226/228, 156427/28/55/72/81/87
158773/774/785/812/831/847/866, 170304-6
175006/103/110/116, 185102/06/11/12/15/17/18
185120/21/26/28/32/33/36/39/41/43/47, 220005/10
220023, 221120, 323223/32/36-38, 390016/115
390122/125/129/130/141

20th December:

Doncaster 08.45-15.30:

43257/272/277/295/296/299/306-311/313/314/316
43319/423/465/467/480, 60054, 66006/012/070
66076/151/164/207/566/618/717/724/726/729/733
67028, 91101-05/08/09/12/14/16/18/20-22/25-32
142003/14/24/55/89, 144003-04, 150118, 153304
153310/52/83, 158755/787/791-793/795/842/844
158851/860/906, 170305/9, 180107/09/10/12/13
185101/16/22/32/39/48, 220001/04/18/21/23/25/28
220029/32/34, 221123, DVT's 82200-05/07-12/14
82216/17/19/20/24-27/29

Bob Eastwood:

25th January:

Monk Fryston 10.30-12.30:

66014/070/075/092/140/148/192/197/549/550/589
142067, 180112

Gloucestershire Sightings

by Nigel Hoskins

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

1st January

18.12 66025 6V69 PY-FB
66005 4Z33 RC-AV
66124 6E86 PY-FB

2nd January

18.50 66098 6V06 HD-CT
19.44 60065 6B47 WH-RN
66560 4Z42 RG-SG
66034 6E86 PY-FB
60011 6E41 WH-LY
66069/60017 6V66 SC-LL
66305 4V38 DV-WG
66136 6M41 LL-RO

3rd January

08.27 66030 681 MG-RO
11.06 66423 4V38 DV-WG
37667/611 667 BR-CE
60092 6E41 WH-LY
66075/076 6E66 LL-SC
60065 6B13 RN-WH
66526 4V47 RG-SG
66089 69E86 PY-FB
66136 641 LL-RO
66846 0Z66 RO-CF
66089 4V83 TO-PY
66091 6V66 SC-LL
60079 6E47 MG-TS

4th January

66526 4V47 RG-SG
66034 6E86 PY-FB
66161 6O42 HO-SO
66091 6E66 LL-SC
66150 6V05 RO-MG
66301 4V38 DV-WG
60065 6B13 RN-WH
66615 6M36 WY-EA
66034 4V83 TO-PY
66030 6M81 MG-RO
66025 6V06 HD-NT
66075 6V66 SC-LL
66706 6V88 BN-TF

5th January

11.00 60065 6B13 RN-WH
14.46 66526 4V46 RG-PG
15.55 66074 6E66 LL-SC
66555/515 6Y14 WY-AH
66613/622 6Y11 FR-AT
66519/596 6Y12 WY-AH
66091 6V66 SC-LL
60011 6E41 WH-LY
66595 4V61 RG-SG

7th January

08.07 66018 6M81 MG-RO
09.58 66129 6M96 MG-CY
10.56 66302 4V38 DV-WG

7th January (cont)

11.10 60065 6B13 RN-WH
12.02 60017 6B25 WH-RN
13.11 66065 6E66 LL-SC
15.42 66187 6M41 MG-RO
66555/515 6Y14 AH-WY
66622/613 6Y11 Stoke Works-FR

8th January

08.10 66421 6Z40 CE-
Key ham
10.20 60065 6B13 RN-WH
10.51 66432 4V38 DV-WG
12.28 66018 6V05 RO-MG
14.52 66539 4V47 RG-SG
14.55 66125 6V92 CY-MG
66018 6M11 MG-RO
66174 6E66 LL-SC
66595 4V61 RG-SG
66128 6M41 MG-RO
66140 4V83 TO-PY

9th January

08.31 66051 6M81 MG-RO
09.13 66115 4V83 TO-PY
09.40 66169 6M96 LL-CY
11.02 66305 4V38 DV-WG
11.11 60065 6B13 RN-WH
12.02 66108 6V05 RO-MG
12.21 66176/164 6E66 LL-SC
13.44 37688/610 6M67 BR-CE
15.41 66069 6M41 MG-RO
16.05 56312 6Z55 CT-CH
16.19 66595 4V47 RG-SG
16.28 66115 6E86 PY-FB
19.18 66415 4V57 RG-SG
22.02 66129 6V66 SC-MG
66136 7W50 AH-BS
66125 6V92 CY-LL
66421 0Z40 Plymouth-CE

10th January

10.53 66432 4V38 DV-WG
13.53 66140 6E86 PY-FB
14.08 66055 6E66 MG-SC
15.06 66125 6V92 CY-MG
16.14 66094 6M41 MG-RO
21.08 66745 6E01 CF-PB
21.40 66134 6E09 ON-IM
66018 6E47 MG-TS
66067 6V66 SC-MG
60065 6B13 RN-WH
66596 4V61 RG-SG
66595 4V05 RG-SG

11th January

66136 6W30 WY-AL

11th January (cont)

66555/413 6Y13 WY-Eckington
66607 6Y12 Hackney-Eckington
66622/613 6Y11 FR-AT
66115 6E86 PY-FB
66125 6V92 CY-MG
66128 6E66 MG-SC
66067 6V07 RO-MG
66706 6V88 BN-TF
66596 4V61 RG-SG
66135 4Z33 RC-AV
66059 6V55 BD-RN
60091 6V66 SC-MG

12th January

66066 6W31 WY-AL
66096 6W32 WY-AL
66170 6X33 WY-AL
66238/60063 6X34 WY-AL
66087 6W36 WY-AL
66100 6W38 WY-AL
60065 6B13 RN-WH

13th January

15.35 6063 6W35 AL-WY
66135 6W39 WY-AL

14th January

14.00 66250 6V05 RO-MG
14.35 60063 6E66 MG-SC
14.39 66238 6E86 PY-FB
16.00 56312 6Z54 CT-CH
16.02 60017 6V92 CY-MG
16.06 66075 6M41 MG-RO
18.02 66119 6V07 RO-MG
20.22 66433 4M36 WG-DV
21.56 66250 6E30 MG-HL
66004 6V06 HD-CT

15th January

60065 6B13 RN-WH
66427 4V38 DV-WG
37688 6Z40 Key ham-CE
66181 6M81 MG-RO
66030 4Z33 TO-AV
60017 6V92 CY-MG
66139 6V69 BS-AD
66143 6E66 LL-SC
66181 6V07 RO-MG
66727 6E01 CF-PB
66004 6V06 HD-NT
66003 6E86 PY-FB
66075 6M41 MG-RO
66086 6V66 SC-LL
66099 6E30 MG-HL
66100 6E47 MG-TS
66050 7W56 AH-WY

16th January			19th January (cont)			23rd January (cont)		
09.10	66156 6Z36	LL-LM	17.42	66201 6V66	SC-LL	60007 6B13		RN-WH
12.00	66069 6V05	RO-MG	20.17	66552/602 6Y12		66060 6V55		BD-RN
12.10	66426 4V38	DV-WG			WY-Eckington	66120 6V92		CY-MG
	66188 6M41	MG-RO	21.41	66606/622 6Y11	FR-AT	66177 6M81		MG-RO
	66069 6V05	RO-MG	22.02	66145 6W31	WY-AL	60065 6V05		RO-MG
	66086 6E66	LL-SC	22.06	66024 6X32	WY-AL	66535 4V47		RG-SG
	66238 6E86	PY-FB	22.09	66108 6W30	WY-AH	66012 6V52		WV-NT
	60015 6E41	WH-LY		66529/607 6Y14	WY-AH	66158 6E86		PY-FB
17th January			21st January			24th January		
08.33	66108 6M81	MG-RO	12.05	66177 6V05	RO-MG	60007 6B13		RN-WH
11.10	60065 6B13	RN-WH	13.24	66183 6E66	MG-SC	60015 6E41		WH-LY
11.27	66303 4V38	DV-WG	13.29	56311 6Z59	CH-CT	66120 6V05		RO-MG
12.02	66130 6V05	RO-MG		66161 6V92	CY-MG	66150 6V07		RO-MG
13.11	66176/60017 6E66	LL-SC		60007 6B13	RN-WH	66161 6E30		MG-HL
14.57	66555 6M36	WY-EA		66096 6M41	MG-RO	66186 6E86		PY-FB
15.00	66552 4V47	RG-SG		66301 4M36	WG-DV	66726 6E87		CF-LY
15.10	66250 6V92	CY-MG		66050 6W50	WY-GL	20312/308 6M56		BE-CE
15.41	66031 6M41	MG-RO		66031 6M81	MG-RO	66021 6M41		MG-RO
18th January				66301 4V38	DV-WG	25th January		
10.30	66706/66131 6E87	CF-PB		66607/529 6Y14	AT-WY	66601 6M36		WY-EA
10.59	66181 6M81	MG-RO		66606/622 6Y11		60065 6V05		RO-MG
11.05	66426 4V38	DV-WG			Stoke Works-FR	66527 4V47		RG-SG
12.10	66131 1Z99	GL-NT	22nd January			60007 6B13		RN-WH
12.32	60065 6B13	RN-WH		66002 6B36	DT-AH	66192 6V92		CY-MG
12.36	66108 6V05	RO-MG		66060 6V05	RO-MG	66096 6M81		MG-RO
17.00	66181 6V07	RO-MG		66425 4V38	DV-WG	66174 6E86		PY-FB
17.14	66065 6O42	HO-SO		60007 6B13	RN-WH	66727 6V88		BN-TF
20.53	66426 4M36	WG-DV		60040 6E41	WH-LY	66054 6V52		WV-NT
22.01	66198 6V66	SC-LL		66197 6V69	BS-AD	66069 6V55		BD-RN
	66082 6E66	LL-SC		66021 6E30	MG-HL	26th January		
19th January				66201 6E47	MG-TS	60017 6B13		RN-WH
12.09	60079 6E41	WH-LY	23rd January			66107/197/096/069/061/		
14.20	70010 4V20	FF-SG		66431 4V38	DV-WG	088/078 0X98		MG-BS

Stirlingshire & Gloucestershire Sightings Location Codes:

AB Aberdeen	CA Calvert	EU Euston	IS Inverness	MO Moreton
AC Achnasheen	CB Coatbridge	ES Earlsseat	JM Jersey Marine	MS Maesteg
AD Alexander Dock	CD Charfield	EV Evesham	KB Kittybrewster	MT Mountsorrel
	Jnct	EX Exeter	KC Kirkcaldy	MV Manchester Vic
AE Attercliffe	CF Cardiff	FB Ferrybridge	KK Kilmarnock	MW Moorswater
AF Ashford	CH Chaddesden	FF Fiddlers Ferry	KL Kyle of Lochalsh	NA Nairn
AH Ashchurch	CK Chirk	FG Fishguard	KN Kennethmont	NE Neath
AJ Awre Junction	CL Carlisle	FO Forres	KS Kingsland Road	NG Nottingham
AL Alston	CM Chalmersston	FR Fairwater	KY Kingsbury	NH Newton Heath
AN Acton	CN Carnforth	FY Falkland Yard	LA Laira	NJ Norton Jnct
AP Appleford	CQ Chepstow	GC Glasgow Central	LB Ladybank	NL Newtonhill
AR Abercynon	CP Croft Quarry	GE Georgemas Jnct	LC Lincoln	NT Newport
AT Abbotswood Jnct	CR Cadder	GL Gloucester	LD Lydney	NV Neville Hill
AV Avonmouth	CS Cheltenham	GM Grangemouth	LG Lairg	NW Nantwich
AW Abergthaw	CT Cardiff Tidal	GR Grange Sidings	LH Leith	OB Oban
AY Ayr	CU Cumbernauld	GS Gleneagles	LI Linlithgow	ON Onllwyn
BA Blair Atholl	CV Cliff Vale	GY Grimsby	LK Lackenby	OO Old Oak Common
BD Bedworth	CY Corby	HA Hayes	LL Llanwern	OX Oxwellmains
BE Berkeley	DC Dyce	HD Handsworth	LM Long Marston	OY Oxley
BH Brierley Hill	DL Dalmeny	HF Hereford	LN Laurencekirk	PA Paisley
BI Burntisland	DM Dollands Moor	HH Holyhead	LO Longsight	PB Peterborough
BL Bristol	DR Doncaster	HL Hartlepool	LS Leeds	PC Port Clarence
BN Beeston	DS Dalston	HO Halewood	LT Longannet	PF Peak Forest
BO Bo'ness	DT Didcot	HR Harwich	LW Linkwood	PG Pengham
BP Bath	DU Dundee	HS Hunslet	LY Lindsey	PH Perth
BR Bridgwater	DV Davenport	HT Hastings	MC Machen	PM St Philips Marsh
BS Bescot	DY Derby	HU Hunterston	ME Montrose	PN Paddington
BT Barton Hill	EA Earles Sidings	HV Haverfordwest	MF Milford	PO Polmadie
BU Burton	ED Edinburgh	HW Heywood Jnct	MG Margam	PR Preston
BW Barrow Hill	EE Elderslie	HY Hinksey	MH Millerhill	PT Paignton
BZ St Blazey	EH Eastleigh	IB Ironbridge	ML Motherwell	PW Prestwick
BY Barry	EL Elgin	IM Immingham	MN Mossend	PY Portbury

PZ Penzance	RY Rugby	SP Spetchley	TH Theale	WH Westerleigh
RA Redcar	SA Saltley	SR Stourton	TK Tavistock Jnct	WP Worsop
RC Ratcliffe	SB Stourbridge	SS Swansea	TL Tilbury	WR Warrington
RD Reading	SC Scurthorpe	ST Severn Tunnel Jnct	TN Taunton	WS Worcester
RE Redmire	SD Standish Jnct	SV Stevenage	TO Toton	WV Wolverhampton
RG Rugeley	SG Stoke Gifford	SW Swindon	TR Trishington	WW Washwood Heath
RM Rotherham	SH Slough	SY Shipley	TS Tees Yard	WY Westbury
RN Robson	SI Stirling	TD Tyne Dock	TY Tyseley	YK York
RO Round Oak	SK Shirebrook	TE Trostre	VA Victoria	YT Yate
RR Rowley Regis	SN Stockton	TF Tremorfa	WB Wembley	
RV Ravensthruther	SO Southampton	TG Teigngrace	WG Wentloog	

Stirlingshire Sightings

by Derek Sneddon

The following sightings are from Camelon Station & nearby Carmuir's Junction with an occasional sighting from Falkirk. Only freight and notable loco hauled workings are shown together with the diagram code, time, origin and destination (see location codes)

17th December		24th December (cont)		6th January	
05.45 66424 4H47	MN-IS	22.30 66213 6K01	MN-Hay market	10.30 66107 6K20	KC-MN
07.00 66430 4R75	GM-EE	27th December		13.00 66301 4A13	GM-AB
08.30 66606 6A65	OX-AB	05.45 66434 4H47	MN-AB	13.12 66207 6K21	KC-MN
10.35 66545 6G05	RV-LT	06.30 66141 6A32	MN-AB	17.22 66112 6K27	MN-KC
13.00 66421 4A13	GM-AB	10.35 66545 6G05	RV-LT	7th January	
18th December		13.00 66422 4A13	GM-AB	05.45 66424 4H47	MN-IS
05.10 66606 6H51	OX-IS	28th December		13.00 66302 4A13	GM-AB
05.45 66424 4H47	MN-IS	00.30 66110 6H44	MN-IS	14.27 66107 6D61	Riccarton-GM
07.00 66421 4R75	GM-EE	05.45 66434 4H47	MN-IS	8th January	
07.40 66003 6G25	FY-ES	07.40 66850 6R46	GM-PW	05.45 66424 4H47	MN-IS
07.40 66850 6R46	GM-PW	10.35 66545 6G05	RV-LT	11.20 66302 4N66	GM-ML
09.40 66301 4N66	GM-ML	13.00 66430 4A13	GM-AB	13.00 66304 4A13	GM-AB
10.35 66545 6G05	RV-LT	13.30 66213 6S36	DS-GM	13.30 66107 6S36	DS-GM
13.00 66423 4A13	GM-AB	29th December		9th January	
19th December		05.45 66434 4H47	MN-IS	01.05 31106 3Q04	MN-PH
05.45 66424 4H47	MN-IS	10.35 66545 6G05	RV-LT	05.45 66424 4H47	MN-IS
07.00 66427 4R75	GM-EE	11.20 66430 4M16	GM-DV	10th January	
07.36 66850 6L82	GM-LW	13.00 66425 4A13	GM-AB	05.45 66430 4H47	MN-IS
10.35 66545 6G05	RV-LT	13.30 66112 6S36	DS-GM	06.10 66114 6A31	MN-AB
13.00 66304 4A13	GM-AB	30th December		07.40 66182 6G25	HU-ES
13.30 66110 6S36	DS-GM	13.00 66304 4A13	GM-AB	10.35 66553 6G05	RV-LT
20th December		31st December		13.00 66427 4A13	GM-AB
05.10 66606 6H51	OX-IS	05.45 66434 4H47	MN-IS	13.30 66107 6S36	DS-GM
05.45 66434 4H47	MN-IS	09.40 66423 4A66	GM-AB	21.30 66847 6S96	GM-Sinf in
06.30 66109 6A32	MN-AB	2nd January		11th January	
07.00 66303 4R75	GM-EE	05.45 66434 4H47	MN-IS	10.35 66547 6G05	RV-LT
07.40 66003 6G25	FY-ES	13.00 66301 4A13	GM-AB	13.00 66426 4A13	GM-AB
10.35 66545 6G05	RV-LT	3rd January		13.30 66107 6S36	DS-GM
13.00 66431 4A13	GM-AB	05.45 66434 4H47	MN-IS	12th January	
13.30 66110 6S36	DS-GM	06.05 66112 6A31	MN-AB	10.05 66105 0A32	MN-AB
21st December		13.00 66429 4A13	GM-AB	11.20 66301 4M16	GM-DV
00.30 66101 6H66	MN-IS	66850 0Z50	BO-RY	13.00 66428 4A13	GM-AB
05.45 66434 4H47	MN-IS	66847 0Z47	CL-SI	13.30 66114 6S36	DS-GM
07.00 66431 4R75	GM-EE	4th January		21.07 66107 6K20	MN-KC
22nd December		00.30 66107 6H44	MN-IS	21.41 66102 6K22	MN-KC
05.45 66434 4H47	MN-IS	05.45 66424 4H47	MN-IS	23.07 66197 6K23	MN-KC
10.05 66092 6A32	MN-AB	07.40 66847 6R46	GM-PW	13th January	
10.35 66545 6G05	RV-LT	13.00 66304 4A13	GM-AB	08.10 66080 6K10	Greenhill-MN
13.00 66425 4A13	GM-AB	13.30 66102 6S36	DS-GM	08.30 66114 6K05	Hay market-MN
23rd December		5th January		09.20 66110 6K24	MN-KC
05.45 66434 4H47	MN-IS	05.45 66424 4H47	MN-IS	10.46 66105 6K25	MN-KC
24th December		10.05 66112 6A32	MN-AB	12.10 66147 6K21	KC-MN
05.45 66434 4H47	MN-IS	11.20 66305 4M16	GM-DV	12.30 66185 6K08	Hay market-CL
09.40 66422 4A66	GM-AB	13.30 66102/67004 6S36	DS-GM	13.00 66431 4A13	GM-AB
10.35 66545 6G05	RV-LT	21.05 66109 6K10	MN-ME	17.15 66012 6K26	MN-KC

14th January		14.27 66012 6D61	Riccarton-GM	07.40 66079 6G25	HU-ES
05.45 66430 4447	MN-IS	15th January		07.40 66847 6R46	GM-PW
08.57 37602/608 6S99	CL-GE	05.10 66623 6H51	OX-IS	10.35 66506 6G05	RV-LT
10.35 66506 6G05	RV-LT	05.45 66430 4H47	MN-IS	13.30 66102 6S36	DS-GM
13.00 66302 4A13	GM-AB	06.10 66147 0Z32	MN-AB		

Freight Corner

WAGON UPDATES (to UKRS No.3 UK Wagons 2013) by Trevor Roots:

To allow members to keep their copy as up to date as possible, changes are provided via this spot every month. The 2013 edition has not only been updated but has been re-organised to be more user friendly and incorporate stored wagons where known. As this latter attempt is anything but exhaustive we rely on member sightings to help. Please let Trevor know, contact details on page 2, if you have any amendments or wish pass on any other helpful wagon information.

As usual, no sooner than a new edition is released than wagons are changed !! Here is the latest.

Re-coded: FCA to FXA 610025-028/053/054 FYA to FXA 610029/030/071/118

Re-numbered: 31 80 4667 xxx-x to 37 84 4667 xxx-x with 050-7 to 200-0 keeping the same check digit but 201 to 249 being re-numbered to 001 to 049 with different check digit as follows:

201-6 to 001-0	214-9 to 014-3	227-1 to 027-5	240-4 to 040-8
202-4 to 002-8	215-6 to 015-0	228-9 to 028-3	241-2 to 041-6
203-2 to 003-6	216-4 to 016-8	229-7 to 029-1	242-0 to 042-4
204-0 to 004-4	217-2 to 017-6	230-5 to 030-9	243-8 to 043-2
205-7 to 005-1	218-0 to 018-4	231-3 to 031-7	244-6 to 044-0
206-5 to 006-9	219-8 to 019-2	232-1 to 032-5	245-3 to 045-7
207-3 to 007-7	220-6 to 020-0	233-9 to 033-3	246-1 to 046-5
208-1 to 008-5	221-4 to 021-8	234-7 to 034-1	247-9 to 047-3
209-9 to 009-3	222-2 to 022-6	235-4 to 035-8	248-1 to 048-1
210-7 to 010-1	223-0 to 023-4	236-2 to 036-6	249-5 to 049-9
211-5 to 011-9	224-8 to 024-2	237-0 to 037-4	
212-3 to 012-7	225-5 to 025-9	238-8 to 038-2	
213-1 to 013-5	226-3 to 026-7	239-6 to 039-0	

FREIGHT NEWS

A revised junction was installed to Acton Yard over the Christmas period to provide for extra capacity for Crossrail services.



Wagon Photo Spot

Unique Drain Cleaning Unit PFA 95490 + 95491
Doncaster West Yard, 6th January 2013

Railway Globetrotters

by Ray Smith

INDIA – Hill Railways...and more:

When the BBC broadcast the Indian Hill Railways it brought a fresh interest to this country and these lines. However, Ffestiniog Travel has been running tours to these three lines once or twice a year for the last decade. In February 2012 I did this tour. The mix between culture and railways is spot on. You cannot go to a country like India and not also see the Mogul Red Fort, Taj Mahal and the Golden Temple. We had internal train journeys but the distance between the three Hill Railways is so great that we had to fly on some occasions. I would have loved to do it all by rail and this would have made the three week tour a six week tour which would not have been practical.

We took an evening flight from Heathrow on February 12th 2012, arriving the next morning in Delhi. A quick transfer and we were on another flight to Amritsar, our base for 2 nights. What was left of the day was spent around the hotel and adjusting to the time difference (India was 6½ hours ahead).

It is said that the British brought to India, trains and brains.

February 14th 2012: This morning we had a visit to the famous Golden Temple at Amritsar. On route I saw (from a distance) my first Indian locomotive. There was a Chinese lunch at the hotel. It was explained that we would have so much Indian food before the tour was over that this would be a nice change. In the afternoon we visited the Attari (Wagah) India border post with Pakistan to watch the evening ritual of closing the gates. Spectacular, and the way the troops marched had to be the inspiration for Monty Python's silly walks.

February 15th 2012: and our first train journey! Arriving at Amritsar station, with plenty of time before our departure I saw my first numbers. 2 Alco Co-Co diesels were station pilots and an assortment of electric locomotives on various trains. The Indian system is nearly all broad gauge (5'6") for mainline routes with different narrow gauge lines scattered all over.

right my very first Indian number! Alco built WDM-2, Co-Co 18921 was stabled at Amritsar when I arrived, it worked off and returned bringing the empty stock for my train to Ludhiana, 15th February 2012

The coaching stock appeared antiquated yet in reality, not that old. It appears the design has hardly changed in decades. The majority are corridor sleeper with 3 + 3 seating facing each other and on the other side is 1 + 1 seating facing.



Above all is the top bunk which should fold away during the day. This gives sleeping accommodation in each location of 1 up and 1 down. It was also noted that during the day it was not uncommon to see someone at full stretch on the top bunk. The reason for this design is the amount of long distance trains that operate. For ventilation you simply open the window. They do have some air conditioned stock on some of the trains. The views from the windows are not good. I found it best to go to the vestibule but even then it was not always possible to see beyond someone who was standing looking out of the open doorway when the train was at full speed! As expected, the "Safety Elf" was nowhere to be seen. Many main line trains average 22 coaches! Due to these lengths trains depart from stations very slowly so if you are still on the platform when it departs you can easily catch it up and board.



this was my first Indian electric cop!
Class WAP-4, Co-Co 22252 at Amritsar
15th February 2012



the sun is just rising as Class WAP-5
Bo-Bo 30007 arrives at Amritsar with a
19 coach train, 15th February 2012

So, my first train journey. Up front was CLW, Co-Co, 6350 hp electric locomotive 30283. This took us to Ludhiana Junction from where we were transferred to our hotel for the night.



two views of 21st century built Co-Co class WAP-7s at Kalka, 16th February 2012
left: 30246 in splattered livery ready to depart with a train to H. Nizamudon
right: 30241 in the more usual livery

February 16th 2012: The first of the Hill Railways. A coach took us to Kalka for our 6 hour journey to Shimla, on the 2'6" gauge line. Kalka is 2 termini stations, one at the end of the line for the national system and the other is the end of the line from Shimla. When we went onto the station, there were 4 electric locomotives seen and a walk up the platform took us to our own private train comprising of a rake of deluxe carriages.



two completely different looking ends to Kalka to Shimla steam locomotive 520
under repair outside the Shimla workshops, 16th February 2012



Off the end of the platform was the depot and workshops for the railway. This contained an assortment of diesel locomotives and the lines steam locomotive that is out of use at the moment. The line also has 3 railcars that were not seen.

Indian Railways 2'6" gauge
Class ZDM-3 154
stands outside the workshops
at Kalka
16th February 2012



with the dead line to the left, ZDM-3 No 701 is seen in front of the diesel shed at Kalka, the building to the right is the workshop
16th February 2012



close up of the Kalka dead line with ZDM-3 No 149 leading
16th February 2012

We had our choice of coaches and seats so I chose the back coach which was a director's saloon with panoramic rear windows, comfy chairs, tables and beds. We even had an attendant who served a packed lunch. I must point out that cleanliness is vital. Always wash prior to any meal, never drink the water and avoid watermelons and all food sold from stalls. Delhi belly can be awful and germs live on door handles and even the lower denomination notes were manky. Hand cleaning gel is a must. Lucky for me I had no problems.



We departed in our luxury train. Several photo stops ensued and at Shoghi we were looped to allow one of the railcars, 3 to pass (see photo left). It turned out the other 2 were in the carriage shed at Kalka, out of use. We arrived early evening at Shimla, after an 89km journey.

February 17th 2012: I am not going to do Indian history but today we visited the Viceroy's Lodge where the Independence documents were signed. Later, we got our first (of many) encounters with the monkeys. Do not pet or feed them, they are a rabies risk. There is a small railway museum in Shimla, mainly artefacts and 2 wagons.

February 18th 2012: After another free day we departed Shimla at 16.00 back to Kalka, this time on a service train. Food was again brought on for us. At Kalka we boarded the "Midnight train" (actually 2345) to Tundla Junction. This is the Kalka Howrah Mail. We all had reserved berths, yet these had to be checked as the number on the ticket may not be yours. Hand written reservations are stuck to each coach and these are what you go by. All berths only have curtains so we had cycle padlocks and chains to fasten our luggage to the berths!



Class ZDM-4? No 192 shunts at Shimla
18th February 2012



ready to return us to Kalka No 706 awaits
departure from Shimla, 18th February 2012

February 19th 2012: The train stopped at Delhi Junction for a while, another big, busy station and our breakfast was brought on board. Onward to Tundla Junction where we visited the Baby Taj on the way to the hotel. In the afternoon the Red Fort and Agra Fort station were included. 7 locomotives were seen on the station. In the evening, 2 of us decided to go into Agra and visit Cantt station. Our hotel was on the outskirts of the city so we took a Tuk Tuk into town. These are 3 wheeled scooters and there must be thousands of them. The owners are so desperate for fares they will wait to take us back and are so trusting they wait until our return for payment.



WAP-4 CLW Co-Co electric No 22375 stabled
at Agra Fort station, 19th February 2012



2010 built WDP-4B Co-Co 40033
Agra Fort station, 19th February 2012

February 20th 2012: It was still dark when we got up. The reason was to get to the Taj Mahal so we could see the sunrise reflect on it. It is so clean and beautiful. I was searched on entry and had some sweets confiscated. The reason was in case I discarded a wrapper on the ground.

built by ALCO/DLW from 1962 onwards
this class WDM-2 Co-Co diesel stands at
Agra Fort station, 19th February 2012





Now, by road to Delhi where on route we had lunch at a restaurant that overlooked the main line (see photo below of WAP-4 No 22762 heading towards Agra). Never has food been consumed so quick by some of the party. Also plinched outside the restaurant was steam locomotive 721 (see photo above). We continued to Delhi, arriving early evening.



Of note, the driving standards in India have got to be admired. It is a free for all. Junctions seem to have no right of way, everyone just squeezes in and no one seems to get angry. Horns are blown constantly, only to let others know you are there. Size does count in these situations. A few times, on dual carriageways other vehicles have been coming the wrong way and no one bothers.

photos by Ray Smith (to be cont)

Light Rail, Metro & Tram News

Nothing to report.

Stock Changes

It is hoped that all major changes recorded below will help you keep the **Combine**, **Pocket Book** and **Name Directory** up to date, (numerous pool code changes will not be recorded). In order to compile as accurate and up to date list as possible, can members please pass on their observations, particularly name changes and multiple unit reformations to the editor, **Trevor Roots**

Locos Sent Abroad: (to France)

66223 66225

Namings:

08663 Jack

08822 John

Locos Transferred: (* into preservation)

D2868 MSM to PEA 06003 MSM to PEA

31144 to WEA 33103 WEA to BO

20057 LM to BH 56037* to BAT

57313/314/316 to WCR

EMUs disbanded (Cl.460)

460001/003-008 - driving cars to Brush, Loughborough and intermediate trailers stored at Long Marston (001/003/005-007) or Wabtec, Doncaster (004/008)

EMUs Transferred:

5BEL 287 Car No.87 (3052) SO to BH

Locos for Scrapping:

EMR Kingsbury 56077



the sad remains of 33034 at Norden
SWR, 25th January 2013 (Carl Watson)

Locos Scrapped:

CF Booth, Rotherham 37427, DVT 82128

TJ Thompson, Stockton 08662. 09205

Norden, SWR 33034

Liveries

FGW HST 43186 in its Queen's Diamond Jubilee special livery, not previously recorded, passing Didcot Parkway, 30th January 2013 (David Elliott)



New Locos



as reported last month 66747 -749, acquired by GBRf, are now in this country

above: GBRf 66748, as seen from the public viewing gallery,
one of 3 new Cl.66s originally ordered for Dutch railways undergoing conversion
to UK spec in the West Shed workshop at Midland Railway Butterley
the original RIV number 92 80 1266 283-1 can be seen mid body above the solebar,
the loco frame in the foreground is from Peckett 0-4-0ST [2111]

below : GBRf 66749 & 66748, as seen through the public viewing window from the rear
of the display hall, 66747 was out of public view, 6th January 2013



Transferred Stock



D2037, seen in the company of D2134 & D2094, is now at Milton of Crathes, RDR having moved from Row sley, HST, 5th January 2013



having moved from the NNR via NRM Shildon, LEV 1 (975874) is now based at Leeming Bar, WEN, 20th January 2013

ICRS Publications

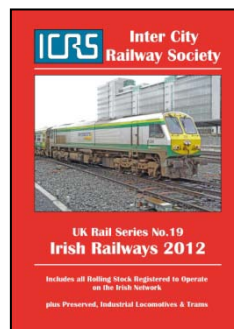
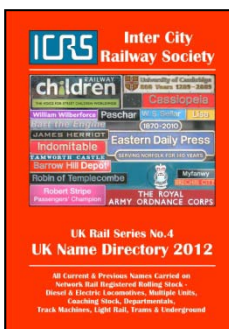
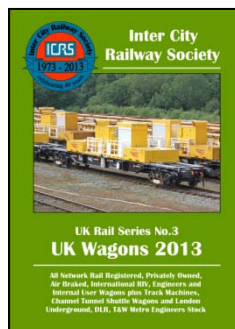
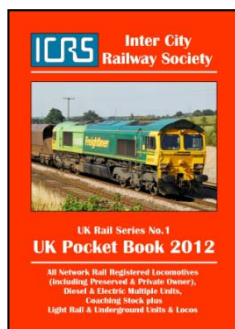
With the **Wagon Book** now out, the next release at the printers is the **2013 Combine** due out around mid February.

All **2012** editions are still available but will be updated throughout 2013 except the **Name Directory** which will not be updated until 2014. Due to poor sales (the reason no **2012** issues were released) none of the individual books will be produced in 2013.

As for future titles, an eagerly awaited updated **Ultimate Sighting File** is in preparation for release during 2013 to celebrate our 40 year anniversary and will combine all locos into one book rather than the 3 previously published.

Books can be ordered online via PayPal at www.icrs.org.uk or by post from **Carl Watson, ICRS Publications, 14, Partridge Gardens, Waterlooville, Hampshire PO8 9XG** (please make cheque / PO payable to ICRS).

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



Book Titles: (all Members receive up to 27% discount on 2012/13 ICRS books)

				non-member	member
				Price	
New: (2013 – green)					
UKRS02A	UK Combine 2012 (280 pages)	(updated to 1 st Jan13)		£15.99	£12.00
UKRS03	UK Wagons 2013 (136 pages)	(updated to 1 st Jan13)		£12.99	£9.50
Current: (2012 - red)					
UKRS01	Pocket Book 2012 (240 pages)	(updated to 1 st Jan12)		£9.50	£7.00
UKRS04	UK Name Directory 2012 (172 pages)	(updated to 10 th Nov 11)		£12.99	£9.50
UKRS19	Irish Railways 2012 (53 pages)	(updated to 1 st Jul12)		£9.00	£6.50
In Preparation: (publication date to be confirmed)					
UKRS21	Ultimate Sighting Files - Locomotives			TBC	TBC
Proposed:					
UKRS22	Ultimate Sighting Files – Diesel Units			TBC	TBC
UKRS23	Ultimate Sighting Files – Electric Units			TBC	TBC