

Tracks

the monthly magazine of the

Inter City Railway Society



Volume 41 No.9
September 2013



Inter City Railway Society

founded 1973

www.intercityrailwaysociety.org

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Front Cover Photo:

Prior to awaiting the passage of the 11.19 Aberdeen to Inverness Cl.158 in Keith loop, 37609 top & tails 37601 on a test train through Keith at 11.02 on 1Q14 Inverness to Millerhill Yard on the 23rd August 2013.

£1.50 where sold separately

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Society Notice Board

Editor's Comments:

Under **New Members** last month I mentioned it had been a good month in July, well August has been spectacular with 34 new members joining the Society. The organisation of visits to Crewe Gresty Bridge and Eastleigh has had an effect, but the quality of **Tracks** and the books also played a major part as seen by many in recent full page adverts taken out in Rail Express and Railways Illustrated. A big thank you to those of you who have taken the plunge to join us or re-join, as some were members way back in the 70s and 80s. As some of the new members will know, we ran out of the August issue of **Tracks** for the first time and I have had to up our order from September with the printers just to break even let alone allow for the usual new members each month. I will re-iterate, especially for the benefit of new members that the fantastically good value fee of £16 does not cover membership costs and it is only the success of the books that makes up the difference and allows us to produce a full colour 40 page magazine. But for the book profits we would probably be back to 24 pages in B&W. So the more members we have, the better our Treasurer feels in meeting the costs. Let's hope the trend is still upwards.

In line with above, again I thank all those that use BACS to pay their renewals as it keeps costs down on both sides. Whilst we appreciate not all have internet access, for those that do, if you don't currently use BACS, please take the trouble to do so and save the postage.

Following the Eastleigh event our web address will change to **www.intercityrailwaysociety.org**, however both the new and old websites will run together whilst everyone gets used to the change and emails etc are amended. A full list of the new email addresses will appear in another issue. At that point hopefully everyone will amend their contact lists. We mention it now as some of you will see that we will have the new address on our show stand at Eastleigh and it will appear in the **USFs**, the first books to use it.

Just to show how the muddled franchise bidding process can produce other side effects, Railcare, which operates works at Glasgow Springburn and Wolverton, was placed into administration on the 31st July. Though the company has a healthy order book it has little cash flow preventing the payment of staff. Sadly this has meant some staff have been made redundant. It is hoped buyers will come forward to keep both works open. Established in 1995, following privatisation, several TOCs rely on the works for maintenance, but the hold on franchise bids and therefore rolling stock programmes has played havoc with maintaining a steady flow of contracts.

In another major development the Government announced on 18th July that Hitachi Super Express Trains (SET) trains will now replace Cl.91s and Mk4s on the ECML by 2019 under the Intercity Express Programme (IEP). This is a follow on order for 30 more 9 car sets on top of the 92 already ordered.

With a new occasional series starting, **Forgotten Wagons** and much to pack in I have temporarily dropped **Railway Globetrotters**.

Errata: Caption at bottom of page 38 last month, 57009 should have read 57307...oops.

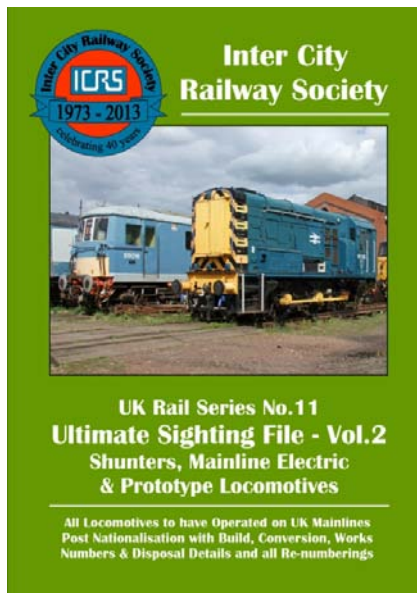
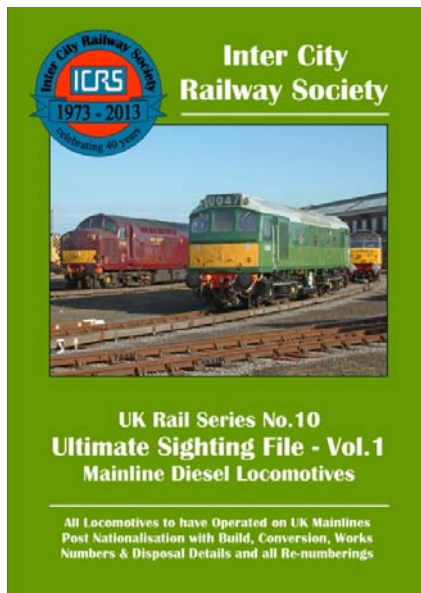
40th Anniversary Events: **Eastleigh Works, 7th September 2013:**

If this issue makes it to you in time, this weekend sees our finale event to celebrate our 40th Anniversary at Eastleigh Works on the afternoon of Saturday 7th September 2013. If you are going we will see you there.

Publication News:

Though we didn't quite make it for the Eastleigh event, the **USFs** are nearly ready and will be released by the end of September. Hopefully as I write this, whilst also valiantly trying to complete the **USFs**, we will have at least a draft example for members to see at Eastleigh. I will explain the layout and content next month. Apologies for the slip but have having waited 4 years we wanted to get the format right and as you know the task of producing the 2013 books has been borne by only myself and Carl. Considering that this is on top of producing an ever more time demanding **Tracks** and organising

recent events, it is amazing we have managed it and have stayed sane....I did hear it was sunny outside and at least Chris knows where I am !!!



covers of the two USF books, see rear cover for price details

Membership Matters:

Subscriptions:

Annual - £16.00, Five year - £75.00 (saving £5.00 & hedging against future rises)

ICRS Membership gives you:

- a high quality full colour 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 (5 currently available).
- 10% discount on Ian Allan books (direct sales from IA only).

New Members: (* re-joined)

Ian Beckerson (Derby), Andrew Bolton (Cottingham), John Bowling (Leyland), Chris Brown* (Barry), Alistair Campbell (Dumbarton), Lyndon Copley* (Derby), Fred Craggs (Bedford), Melvyn Dennison (Sheffield), Jon Easton (North Shields), Derek Everson (Yateley), Carl Haywood (Birmingham), Stephen Hooley (Guildford), Ian Johnson (Washington), Gavin Lake (Melbourne, Derby), John Rose (Poole), Bill Mickleborough (Hull), Tony Moss (Bedford), Richard Payling (St Albans), Leyland Penn (Cleethorpes), Colin Pottle (Wellingborough), Karl Proctor (Nottingham), Nick Robinson* (Waterlooville), Eric Salisbury (Walthamstow), Patrick Shields (Aberdeen), Brian Skinner (Hebden Bridge), David Skinner (Sidmouth), Geoff Storey (Reading), Roy Tasker (Newcastle upon Tyne), Robert Trusler* (Northampton), Louise Watson (Waterlooville), David Watts (Altrincham), Doug Welch (Keswick), Paul West (Flitwick), William Wilson (Barrhead) - a warm welcome to you all.

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. **Please make sure you complete the Date of Birth section and provide a telephone contact number. If you are ex-directory, don't worry as it will not be revealed to any third parties but it is important that we have a contact number other than by post, which if used to communicate is not covered by the low membership fee.**

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@yahoogroups.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 **September** issue is **Friday 27th September 2013**
with delivery to members after **Friday 11th October 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 **John Barton, Neil Dix, Bob Eastwood, Martin Evans, Michael Hayman, James Holloway, Geoff Hope, Nigel Hoskins, Ian Knight, Ian McAlpine, John Pease, Jim Porter, Mike Rumens, Derek Sneddon, Paul Tarrant, John Teasdale, Roger Thomas, Carl Watson, Andrew Woodcock & Trevor Roots**. We are sorry if anyone has been missed. All photos by **Trevor Roots** unless shown otherwise.

Odds & Sods Corner



recently scrapped at CF Booths, Rotherham, the No.1 cab from 37411 (D6990) has found its way to the car park of the Alexandra Hotel, Derby just to the north of the station (Martin Hall)

Advertisement – GB Bus Group (GBBG)

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

Eastleigh Works Report

by Carl Watson

With me taking two weeks off from the 29th July to the 9th August this is a short report.

Locos:

Early in August, 57308 departed having been repainted into DRS Compass livery by Arlington and named '*County of Staffordshire*' at the end of July but the name was kept under wraps until departure. 66741 also departed in early August having been repainted by Arlington in new GBRf livery. 47839 was scrapped by Raxstar between the 6th and the 8th. 57002 was being load bank tested on the 12th (see photo below).



73212 and 73213 arrived on the 21st (see photo below) formed between 73119 and 73208. 73212 and 73213 had just been repainted into GBRf livery at St Leonards and given the names '*Fiona*' and '*Rhodalyn*' respectively (see **Liveries & Namings**). The locos required minor repairs prior to working a charter the following day. I noticed that 73208 is running without its '*Kirsten*' nameplate on one side.



66716, the first of the original 'Bluebirds' has arrived for repainting in new GBRf livery. Arlington's MOD 428 (01508) has been in the Paintshop and preparation work has started for its repaint. It had to be removed when 66716 arrived for repainting and will return once that is completed. Meanwhile it's getting quite a bit of use shunting the yard.



Freightliner 66s have started arriving for repairs with 66564 and 66571 having been completed so far. 66571 departed on the 13th. 66556 was the next to arrive on the Maritime trip working with wagons for repair on the 19th.





Units:

Siemens have carried out repairs to 444008 and 444045 and are now gearing up for overhauls of class 450s which will start on the 26th. Once in full swing the program will see two units in for attention at one time, with arrivals staggered by one week.



Class 508 centre cars 71501 (508208), 71514 (508211) and 71515 (508210) have been scrapped by Raxstar. Also scrapped have been 508202 and 64677 from 508210 as well as 64700 of 508205. The other two vehicles from 508205 are awaiting scrapping and 508203 is currently being stripped of all useful components and will then be scrapped.

64653 from 508202...RIP, 20th August 2013



Wabtec have completed 455838 and are now working on 455839 which arrived on the 20th.

07007 + 455838, 15th August 2013



London Underground:

The five remaining 'C' Stock motors 5708, 5588, 5556, 5528 and 5589 had all been scrapped by the 5th. We are still expecting more 'C' Stock to arrive in September

Wagons:

66517 arrived from Maritime on the 19th (see photo opposite top) with 97771, 608335, 608337, 608449, 607086, 607004, 608284, 608309, 607015, 607100, 608473 and 97730 for repairs. It departed with repaired 608227, 608228, 97729, 608201, 607074, 607109, 608506, 608011 and 608012.



General: More track is being laid to connect the Works yard to the sidings laid at the back of the Works last year by Arlington. This will enable access to the rear of the Works without having to clear out Bay 3 to get vehicles through (see photo below).



photos by Carl Watson

Days Out

Keighley 7th July 2013 by Andrew Woodcock:

A beautiful untypical English summer day could not keep me home despite a bad thigh muscle injury, which limited my mobility. Keighley had a double event, Vintage Carriages on the KVV railway and a Festival of Transport for the Keighley Bus Museum held in a car park alongside the main part of the railway station.

I arrived and parked at Oxenhope, obtained a concession day rover and took the 11.00 to Keighley headed by 45305. In the yard at Oxenhope were D2511 and ex-LNWR 1054 for the Vintage train. At Haworth the following were visible in the shed area, 08266, D0266, 37075, DMU 51803 + 51189, sheeted over Railbus 79962, D23 'Merlin' and Standard 2-6-4T 80002. In Damens loop were 51565 + 50928 on a well packed morning diesel service. At Ingrow R&H 431763 'James' was in the yard.

At Keighley the bus display did not look very impressive but text messages told me that whilst there were not many vehicles (estimated 30-50) and only a few stalls, the display had very good variety. In stages, including a visit to Haworth Bookshop and a trip in the Vintage Carriages, I made my back to Oxenhope. A text told me I could park near the buses. On arrival I found the vehicles were very interesting and offered an excellent variety and I spent a few hours here with colleagues. Before heading home I took one of the bus tours with an unusual bus, a Leyland with Optare double-decker with detachable upper deck, formerly operated by Yorkshire Rider in York, among other places.

Despite my mobility problem with the help of friends I had an enjoyable day out.

Middleton Railway by Andrew Woodcock:

On Sunday 11th August after nearly two months of inactivity due to pulled muscles and bruised ribs I was back in action again, but not too energetic. I decided to travel the short distance to the Middleton Railway, well worth a visit but missed by many, probably due to its lack of BR items. I went armed with my IRS list and a web copy of their stock list. The list itself was last updated 12 months ago but is still current and has a useful column giving current status of the locos. The on-site available stock book has confusing dates 2012 on the cover and 2010 inside, but nevertheless full of detail. I paid the £5 admission fee (platform tickets are available) which includes admission and unlimited train travel. On my visit power was provided by steam with Slough Estates No3 pulling two converted ex SR PMV vans 1867 and 2084 as coaching stock

The ride leaves the station almost immediately on a gradient through nice wooded areas to a country park area where the loco runs round. As you leave the station three steam locos are in a siding which can only be seen properly from the train. The site itself is very compact with everything in one place. You enter the Engine Shed which comprises an amenity area and an exhibition hall. The latter is spacious, well lit and airy with exhibits in two lines and nearly 50% of the railways stock is here, all at least cosmetically restored. This shed leads to the platform. The workshops, due to H&S, are out of bounds except on Open Days. In the car park area a road from the Works has 3 locos and an oddity. It is a Leeds built-electric coking oven locomotive, the last built by Greenwood and Batley (Greenbat). Besides the coaches there are four items of BR type interest, Sentinel 68153 (body grounded by car park), NER 0-4-0T No 1310, Drewry Inspection Railbus DB998901 (ex Woodhead line) and LMSR diesel 7501 (Hunslet 1697/1932). Another curious exhibit is Brush/Beyer Peacock diesel work no 91/1958. This apart from a different engine appears identical to D2999 (No 100/1960) that worked on BR for a few years. The rest of the 31 items of stock is mostly comprised of diesel and steam of various shapes and sizes from the large number of Leeds based locomotive manufacturers, Fowler, Hunslet, Kitson etc. The staff are very welcoming and give any loco details required making the site well worth a visit....*one I have still to visit, ed.*

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.

Preservation Outposts

Crammed into the southeast corner of Barclay Bros Transport Yard in Methil Docks is 26040 (D5340). In private ownership 26040 has been slowly worked since its purchase in 1992. Recently given a lick of light grey paint over what was BR blue it is far from a runner with dead batteries. It also recently lost its screw coupling along with the two accompanying wagons to scrap thieves. The photos below were taken on the 18th August 2013 with the kind assistance of one of the owners Jeffray Wotherspoon who kindly opened up the yard for me. Behind the loco is the yard boundary fence and a 10 foot drop to a neighbouring terrace of houses, the path to which can be used to view the brake van and a bit of the loco.



Also on site behind 7 Fife buses is a 16T open steel wagon B592561 (below left), a 20T brake van B953868 (below right) and an unidentified 0-4-DM Jones KL100 Rail Crane manufactured by K&L Steel Founders, Letchworth for the MoD in 1943.





a view of 26040 showing its hemmed in situation

For those bus enthusiasts out there, the 7 buses, including a conversion for towing, (see photo above) are ex-Alexanders Fife or Alexanders Midland with fleet numbers MPD253, MPE29 (aka ML301), FRD187, FNV15, FRF63, FRA1 & FPE88.

Preservation Photo Spot - 1



Mid Hants Railway (MHR) has hired in 37901 from East Lancashire Railway (ELR). During a period of hot weather, when steam was banned in case of lineside fires, 37901 is seen on the 13.00 service leaving Ropley for Alton on 7th August 2013 (photo by Ian Knight).

Traffic & Traction News

by John Barton

August 1

56311+ 31452 + 37901 passed Portobello Junction at 21.15 on a Castleton - Washwood Heath loco move.

08899 was seen at Derby (photo below by Mike Rumens).



August 2

90048 + 66571 dead in tow were seen heading northbound through Rugby at 16.24 with the modal from Felixstowe / Ipswich - Crewe Basford Hall.

August 3

66552 dragged a poorly 86639 + 86629 south through Milton Keynes at 15.40 heading to Bletchley Yard.

August 4

4965 'Rood Ashton Hall' departed Stratford-Upon-Avon at 16.18 for the final time today back to Birmingham Snow Hill.

46115 'Scots Guardsman' departed Carlisle at 15.45 with 1Z71 to York.

August 5

66507 + 66607 hauling 15 MRAs on 6Y20 Westbury, Cowley Bridge, Riverside Yard, arrived Exeter Riverside at 22.31.

66428 working the Coatbridge to Daventry modal on 4M82 headed south through Bolton le Sands at 20.26.

August 6

66305 was seen heading northbound through Rugby at 18.26 with the intermodal from Daventry International Railfreight Terminal - Mossend Down Yard DRS.

August 7

57308 + 47828 + 20302 + 37667 headed northbound through Rugby at 22.10 with 2 FNA's from Sizewell / Willesden - Crewe CLS.

August 8

66590 arrived into Rugby at 20.34 and departed southbound at 20.50 with the intermodal from Lawley Street FLT - Tilbury RCT.

August 9

66040 was seen at 06.16 at Leamington Spa with MRAs (photo below by Roger Thomas).



66420 was seen at Leamington Spa at 06.38 on Southampton - Trafford Park liner (photo below by Roger Thomas).



20314 + 20311 t&t 20107 + 20901 passed through Rotherby (between Melton and Syston) at 18.20 working 6Z09 Old Dalby - Barrow Hill.

August 10

37605 + 37611 departed Stratford Platform 10 at 21.36 on Felixstowe Dock - Eastleigh working.

31105 was seen passing westbound through Ashford International at 11.21 with 3M05 Dollands Moor - Derby RTC test train (photo below by John Pease).



August 11

37611 + 37605 on an Eastleigh - Crewe ecs passed Portobello Jnct. Wolverhampton at 17.55

August 12

66174 working 6C94 Cwmbargoed DP - Aberthaw headed southbound through Llanbradach at 19.14 with 21 loaded HTA's.

66200 working 4C96 Aberthaw - Cwmbargoed DP headed northbound through Llanbradach at 21.14 with 21 empty HTA's.

66572 powered 4M61 Southampton - Trafford Park liner through Stafford at 17.30 (photo below by Martin Evans).



66430 was seen clagging through Stafford with 4M63 Mossend - Hams Hall at 16.55 (photo below by Martin Evans).



August 13

66572 was seen heading southbound from Rugby at 22.46 with the intermodal from Garston - Felixstowe.

46115 'Scots Guardsman' with 47760 passed Stourton at 20.14.

August 15

66729 'Derby County' passed through Castleford at 22.24 on a North Blyth - Drax working.

August 16

66035 passed Long Eaton High Level Goods at 20.11 with the 6M86 Ely - Peak Forest.

August 17

56105 working 0Z56 Carlisle - Bo'ness arrived at 18.53. it was expected to work oil trains from Grangemouth this week instead of the normal 66849 before appearing at BKR.

5043 'Earl Of Mount Edgcumbe' departed Llandudno Jnct. at 19.01 with 1Z54 The Welsh Dragon charter to Tyseley, Warwick Rd.

August 18

59202 passed Exeter St David's at 20.13 working 7Z26 Westbury Yard - Burngullow.

August 19

60049 with 59202 dead in tow worked the 23.25 Exeter - Westbury via Bristol and Bath.

66552 headed southbound through Rugby at 21.45 with loaded rails from Crewe Basford Hall - Willesden West London Jnct.

August 20

31106 + 37682 working Landore - Newport ADJ via Llandrindod Wells passed Swansea at 08.24.

66183 working 4C93 from Aberthaw - Cwmbargoed headed northbound through Llanbradach with 21 empty HTA's at 07.25.

66528 was seen passing through Derby with HTAs at 15.29 (photo below by Martin Evans).



August 21

60015 was seen at Warrington Bank Quay with HTAs at 13.38 (photo below by Martin Evans).



20311 + 20314 + 'S' stock + 20107 + 20901 arrived at Princes Risborough at 23.38.

66077 was noted heading northbound through Rugby at 23.02 with the empty Lafarge aggregates from Northampton – Mountsorrel.

August 22

66204 passed Maidenhead at 22.38 working 6V31 Dagenham Dock Reception - Didcot Yard.
66423 was seen at 15.39 on Mossend - Daventry at Sytch Lane near Norton Bridge (photo below by Roger Thomas).



August 23

47802 t&t 47832 departed Crewe at 06.00 working 1Z22 Crewe - Edinburgh via Lime St. Further down the line after its wait in Keith loop (see cover) 37609 t&t 37601 on test train 1Q14 from Inverness – Millerhill Yard were seen

heading eastbound away from Keith on by now the single track section amongst the rose bay willow herb.



European News by Bob Johnston:

July was a bad month on the continent for train accidents with many fatalities. Here is a report of another European derailment though this time only freight with no injuries.

On the 16th July I was on a train trip to France. I had been working my way down the West coast and had reached Saintes in South-West France. That morning I was due to go to Bordeaux, and so at about 08.00 I went to the station to check my train time. As I was stood on the platform a ballast train of full ballast hoppers came into view. I thought that it was going a bit fast! It was a big train of many hoppers double headed by 75053 and 75054. Suddenly there was a horrible grinding noise and ballast was flying everywhere, and the train came to an abrupt halt just up the track, right across several sets of points. I realised at that point that I had witnessed a high speed derailment for the first time in my life (after 55 years as a rail fan!). As it was nobody was hurt, but it could have been much more serious, if I had been another 100 metres up the otherwise empty platform I could have been hit by flying debris.

The derailment caused chaos. It became obvious at once that serious damage had been done to the track as the derailed hoppers had torn off all the fish plates and damaged the sleepers, not to mention the points over which it came to rest. In no time there were men and women in hi vis jackets everywhere, and everything came to an abrupt halt as the derailment had blocked the lines to Niort, Angouleme, Royon and Bordeaux all at the same time. Only the line North to La Rochelle was clear. To be fair to SNCF they organised rail replacement coaches quite quickly, and I actually got to Bordeaux within 10 minutes of my booked time. My only regret was that I had paid an extra 5 euros for a first class ticket and did not have a camera to record matters!

In spite of the fact that it occurred almost outside Saintes works, when I left there was no sign of heavy lifting gear or anything like that, and the next day when I came home from Bordeaux, the line was still blocked. There were rail replacement coaches all over the place. This did not surprise me because it was fairly clear that not only would the derailed hoppers have to be moved, but that the line and points would need complete relaying. The track did not appear to be in very good condition, with worn wooden sleepers and fish plated jointed rail. Now while speed might have been a factor, one cannot help wondering about the quality of SNCF track maintenance these days, especially as the Paris derailment the previous Saturday seems to be down to a broken fish plate.

All Our Yesterdays

After a long gap, another in the series of railway reminiscences, this time on a an outpost of the underground system which is now the preserved Epping & Ongar Railway.

Epping to Ongar branch line by Jim Fitch:

In about 1948/49 my father took me to visit some cousins in Ongar, Essex. We walked to North Acton tube station where he told me we needed an Epping train. Several trains came along, but all were for Hainault or Mile End. I had already looked at the tube map and noticed that Epping was shown as a terminus on the Central Line. Intriguingly the map then showed a short line running from Epping to Ongar but as a separate line from the main Central line, although still part of the Central line.

After about 30 minutes the booking clerk came onto the platform and saw us. As a ticket to Ongar from North Acton had to be handwritten, he obviously remembered us and informed us that Epping trains were few and far between at the west end of the line. He advised us to catch the first train going to Stratford and to change there as Epping trains would be more frequent. We found out later that most Epping trains started from Wood Lane (shortly afterwards renamed White City) or further east along the line. This was great as while waiting at Stratford for our train we were able to watch the main line into Liverpool Street.

As it was still just after nationalisation the locos still carried their LNER numbers, and in a few cases the previous number prior to the renumbering scheme the LNER had put into operation after the war. We were still travelling the line in the 1950s so the appearance of the first 'doodlebugs' (Britannia class) was an exciting development on the London to Norwich expresses. Somehow we always seemed to miss a couple of Epping trains before we finally caught one.

Arriving at Epping station was another exciting development. Waiting at the other platform was the Ongar train and it was steam. Hurrying over the footbridge I found out it was a BR engine and not an LT loco. The train was a 2 coach push and pull with the engine being at the London end. The class was F5 a 2-4-2T designed by Holden for the Great Eastern Railway. The class dates from 1911 and I see that in 1956 there were 18 left in the class. They were actually even older as they were rebuilds of the F4 class first introduced in 1884 by Wordsell. In 1949 six were fitted for auto working and I believe all six were allocated to Stratford MPD but I do not know if they had any other rostered duties.

Shortly after boarding we were off. There were 2 intermediate stations, North Weald which was one of the Battle of Britain fighter stations and no doubt saw a lot of passenger traffic during the war and even after until the RAF relocated. The other station was Blake Hall, known locally as Paraffin Junction, as it was not connected to the electric grid and so the station was lit by oil lamps. Travelling through there in the dark, especially if it was a bit misty, was eerie enough for a part in The Ghost Train. Finally it was the Ongar Terminus and a mile walk to our cousin's house, a welcome stretch after a tube journey of well over an hour.

After travelling on this somewhat unique LT line, for some years before national service and resettling in Bournemouth after demobilisation, I then travelled by road with a young family. However many years later with the children now married, my wife and I took advantage of a cheap fare to London to travel by rail and save the long drive. We experienced at firsthand how the branch lines were manipulated to prove they were uneconomical. As we arrived at Epping Station the Ongar train moved out. This meant a wait while it travelled to Ongar and back. In addition, although the line had been electrified some years before, the track had been allowed to become so poorly maintained that the train travelled at walking pace. Eventually the Ongar train arrived back at Epping. We now sat there until the hour was up and the tube was pulling into the other platform as we pulled out, so any passengers wanting to travel on to North Weald or Ongar had another hour to wait (Paraffin Junction had already been closed). We returned to Bournemouth more tired than if I had been driving the 300 miles by road. Not only that although it only took us less than 2 hours from Bournemouth to Waterloo, it took over 2 hours from Waterloo to Ongar!

Open Day Report

DRS Open Day, Kingmoor Depot Carlisle, Sat 17th Aug. 2013:

It had to happen, as in 2011, it rained. The only saving grace was it was dry to start with and stopped by 16.00 as the event closed !! At least this time we and the stock were dry under our new gazebo. Seen below before the rain came are Chris (my better half) Ray Smith, Carl Watson and Louise (Carl's better half) and what a star she was enrolling 11 new members including herself.



A total of 21 DRS locos were on the depot along with 11 Mk2 coaches, all now sporting DRS compass livery. There were also a handful of TIA bogie tankers (two behind 9419 & 9428 and I think three to the rear of the depot) and four 4w PFA container flats (inside the depot), the numbers being:

Locos: 20305/309, 37038/218/259/261/409/423/425/604, 47805, 57007/008/009/012/307
66303/421/428/432/434

Coaches: 5971/5995/6001/6008/6046/6117/6122/6173/9419/9428/17159

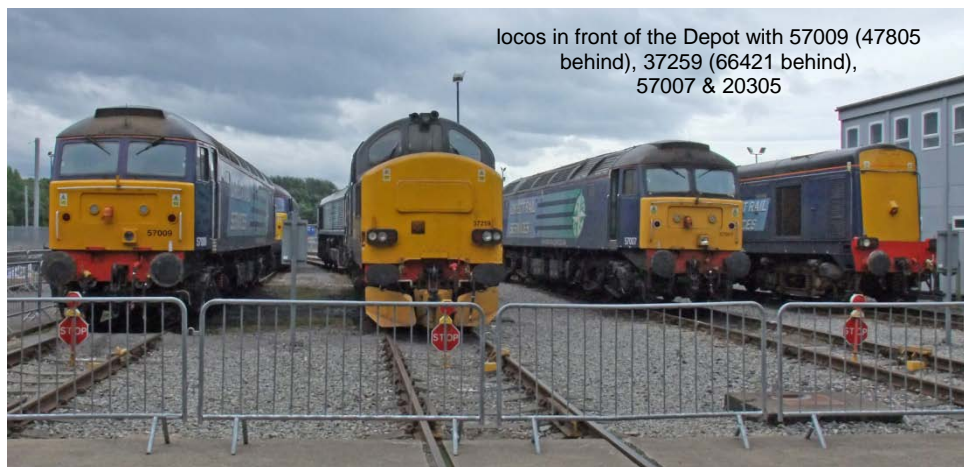
Wagons: PFA 92716/760/766/779, TIA 33.70.7899.036-9 (the only number clearly visible behind 9419...did any members get the others ?)



a view of Kingmoor Depot from the south with 57307 left Mk2s 5995 (nearest) & 6122, TIA tanks incl. 036-9 (furthest) and 20309, 57007, 66421 and 47805 in the background in front of the depot,



37409 'Lord Hinton' & 37038 outside the north end of the depot



locos in front of the Depot with 57009 (47805 behind), 37259 (66421 behind), 57007 & 20305

though shown in last issue, here is another view of 57307 'Lady Penelope' on prominent display with a clearer view of the wording



Unlike in previous years, only two locos were positioned alongside the depot roadway, 57307 'Lady Penelope' and 37425. The latter was named at 12.00 by Pete Waterman unveiling 'Sir Robert McAlpine'. The name, unseen on the opposite side was 'Concrete Bob'. See **Liveries & Namings** for photos.

47805 'John Scott 12.5.45-22.5.12' with 57307 in the distance, seen from the viewing area, 37423 was stabled with the Newcastle charter stock to the left during the morning







66428 & 66303 at the north end of the depot

Three locos of different classes were available to cab, two inside and one to the north end of the depot, 37409, 57012 and 66303

Just after 13.00 a charter from Carlisle to Newcastle left the depot top & tailed by 37423 and 37261 hauling newly refurbished Mk2 coaches 17159, 6117, 6173 & 6046.



the Newcastle charter stock returned to the depot at 16.35 behind 37261 with 37423 trailing
37261 detached and 37423 pushed the stock back alongside the depot

During the day other DRS locos passed the depot, notably 37608 top & trailing 37601 on a test train and 47813 top & trailing 47832 on the Northern Belle. 37606 and 37609 were also seen at Carlisle, with 37606 being stabled in Wapping Sidings south of the station.

In all four railtours ran through Carlisle during the day, the DRS and Northern Belle already mentioned plus a Cumbrian Mountain Express behind 46233 *'Duchess of Sutherland'* and a Statesman Rail trip. The CME was from Crewe to Carlisle and return whilst the Statesman was a returning two day trip to the Edinburgh Military Tattoo top & tailed by 57601 and 57315. This tour returned into Carlisle at 16.59 and departed south for London Euston at 17.20 (see photo opposite top).



departing south, 57315 brings up the rear behind 57601 with coaches 5991, 548 (99671) 'Grasmere', 551 (99674) 'Buttermere', 3312 'Helvellyn', Kitchen Car 1659, 3188 'Cadair Idris', 3231 'Ben Cruachan' and 17080

The Great Gathering...less two !

As a follow up to The Great Gathering article in the last issue, I finally made it to the NRM on the 8th August, having been thwarted on the 22nd July by the visit of Prince Charles and found four A4s still there. I expected only three, so 4464 'Bittern' was a bonus, especially as I had not seen it in this guise...or any previous incarnation for that matter. As you can see below, compared to the Great Gathering, there are not as many people.



from left to right in front of 4464 'Bittern' on the turntable are 60008 'Dwight D.Eisenhower', 4468 'Mallard' and 4489 'Dominion of Canada'

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

Paul Tarrant:

26th July:

Wandsworth Road:

10.59 66587 4O88 eastbound F/L
11.25 66514/846 westbound L/E
11.28 66738 6O88 westbound spoil
11.33 66066 6Y41 eastbound engineers
11.40 92016 eastbound L/E
11.56 67019 t/ 67028 eastbound VSOE
12.45 59103 7Z20 westbound bogie boxes
12.55 66097+66002+66056 eastbound engineers
13.14 66126 7O98 eastbound bogie hoppers
13.15 66705 4E19 westbound gypsum
13.24 66553 6M79 westbound Bardons

Stewarts Lane: 377604

27th July:

Nunhead:

10.14 66587 4O86 eastbound F/L
19.26 66016 westbound ballast

Peckham Rye: 10.28 66703 eastbound spoil

Stewarts Lane: 73202

Clapham High Street:

19.15 66703 6V97 westbound spoil

John Pease:

10th August:

Ashford International 10.50-13.10:

73141+73205+66738 1Z73 Victoria-Ashford
31105 3M05 Dollands Moor-Derby RTC
66151 4E32 Dollands Moor-Scunthorpe
67030 5Z82 Dover Priory-Stewarts Lane
171722/28, 37 3013/014/219/220, 375608/613/614
375623/630/701/702/705/711/713/808/812/814
375902/907/911/913/914, 395011-13/17/21
465249/901

Martin Evans:

6th August:

Doncaster:

66722 6B86 Hull Docks-West Burton PS coal

12th August:

Stafford 15.10-18.00:

66099/137/148/430/564/572/591, 70004/06/16
86627/37, 90043/49, 220006/08/09/15, 221107/08
221110/23/30/32/40, 350116/119/123/124/232/236
350246, 390001/002/006/011/043/046/117/130/135

Bob Eastwood:

25th July:

York:

15.26 66711 Tyne-West Burton coal
16.02 66529 Leeds -Holgate
16.11 66060 Butterwell-Drax coal

16.29 66113 Bardon Hill-Tyne aggregates

16.31 66715 Tyne-Drax coal

30th July:

Monk Fryston:

08.55 66720 Drax-Tyne biomass
09.05 66557 Leeds-York L/E
09.33 66084 Humber-Eggborough coal
09.45 66025 Eggborough-Redcar coal
09.54 66527 Drax-Immingham coal
10.25 66598 Immingham -Drax coal
10.30 09201 Knottingley-Milford
10.35 46115 & 47760 York-Scarborough
10.51 66594 Stourton-Wilton F/L
10.58 66415 Hunterston-Drax coal
11.22 66737 Ferrybridge-Tyne coal
11.33 66728 Tyne-Drax coal
12.08 66519 Immingham-Eggborough coal
12.09 66017 Drax-Milford coal
12.15 66060 Cottam-North Blyth coal
12.23 66017 Milford-Knottingley L/E
12.25 66004 Ratcliffe-Milford coal
12.29 66722 Tyne-Drax coal

8th August:

Rugby 12.08-14.23:

43013/14, 57302, 66590, 90044/45, 221102/09/14
221116/18, 350101/107/109/112/114/120/124
350127-129/235/237/243/264, 390006/010/016
390039/040/042-047/049/104/107/112/115/117
390121/122/124-129/131/134/141/153/156
DR73113/80215

13th August:

Monk Fryston:

08.40 66165/230 Heighington-Doncaster
08.45 66706 northbound biomass
09.29 66069 Eggborough-Redcar coal
09.35 66733 Tyne-Drax coal
10.07 66080 northbound coal
10.16 09201Knottingley-Milford
10.21 144002 Sheffield-York
10.34 46115/47760 Scarborough Spa Express
10.40 66550 Hull-Drax coal
10.43 09201 Milford-Knottingley
10.45 66083 Drax-Humber coal
10.50 66593 Stourton-Wilton F/L
10.58 66531 Drax-Immingham coal
11.04 66613 Hunterston-Drax coal
11.05 66527 Doncaster-Redcar coal
11.10 66162 northbound coal
11.25 66529 Leeds-York L/E
11.28 144002 York-Sheffield
11.34 66736 Tyne-Drax coal
11.41 66722 Immingham-Eggborough coal
12.05 66951 Immingham-Drax coal

James Holloway:**29th July:****Stafford 11.30-15.43:**

70013 'Oliver Cromwell', 20309, 37605, 47245
66031/118/143/434/505/517/565/594/620, 70003
70011/15, 86613/28, 90018/43, 92002, 98910/60

Roger Thomas:**9th August:****Leamington Spa 0600-08.00:**

66040/740, 67010/13, 165006, 168002/003/007
168113/214, 172214/215/219/332/338/340/341
220014, 221114, DVTS 82301/4

Geoff Hope:**1st July:****Manchester Piccadilly 17.45-19.30:**

66517, 86604/38, 142004/31/32/34/43/45/58/62/68
150119/133/143/144/148/203/205/207/270/274
156424/28/29/72, 158788/799/808/857/864/865
175007/008/112/113/115, 185101/02/06/09/10
185116-18/21/23/26/27/29-31/34/38/43/45/47/49
185150, 220016/18/29, 221136, 323225-30/32/33
323235/36/38/39, 390008/016/040/045/122/135
390137

4th July:**Barnetby 07.45-16.30:**

60017/19/20/92, 66003/009/019/025/053/060/066
66080/097/098/104/107/182/188/198/207/419/520
66525/548/553/602/614/708/713, 153310/26/74
185108/41

11th July:**Barnetby 07.45-15.45:**

60017/19/59/92, 66003/006/007/019/025/030/037
66041/080/104/109/140/143/524/527/531/536/555
66597/712, 153308/13/55/63, 170303/4, 185102
185108/12/34/36

Mike Rumens:**8th July:****Nuneaton 14.12-14.43:**

66221, 153334, 170105, 221117, 390008/107/153

9th July:**Nuneaton 14.07-14.30:**

57302, 66001/023, 153354, 170397, 221103
350127, 390009/153/155

10th July:**Nuneaton 14.05-14.35:**

66023, 153371, 170103, 221112, 390016/042/043
390134/137/155, DR999800

11th July:**Nuneaton:**

92043, 153354, 170101/638, 350104/239, 390114
390135/152, DR80215

Washwood Heath: 66167/177**Saltley:** 66059**Birmingham New Street:**

158821/823/835, 170111/117/507/515/639
220011/17/32, 221107/35, 323204/05/08/21/40
350122/130/232, 390112

Newport:

37602/607, 66119, 70011

Cardiff 11.40-18.25:

43004/009/010/016/021/024/025/030-032/037/040
43049/063/070/086-088/091/097/124/147/148/150
43162/179/183/194, 60054/62, 66004/012/014/016
66053/066/082/087/115/125/145/149/156/194
67001/02, 142006/10/59/69/72/76/77/80-83/85/87
143601/02/05-10/14/16/23-25, 153323/25/27/33
158798/833/950/952/954/956/957/960
175001-006/010/011/102/104-107/111/114
DVT 82306, c.s. 10259/12178-12180

18th July:**Nuneaton 13.45-14.45:**

61306 'Mayflower' + support coach 35457
37516, 66175/188/516/556, 90041/43, 153365
170107/117/521/636/638, 221111, 350106/124
350244, 390042/045/107/124/141/148/151/152/157

24th July:**Pennine North Eastern Explorer:**

37609/603+5937+6176+5987+6177+6158+1212+
3386+3333+3325+3345+3356+3344+17105

Nuneaton-Heaton Norris Junction:

153334, 175111, 323227, 350128, 390121/135
DR73923

Guide Bridge:

66520/524, DR73110/79201, 98003/04/10/11

Stalybridge-York:

56301, 60020, 66505/520/735, 142007, 144002/9
150112/141/203/276, 153324/31, 158899/906
185102/08/14/29, DR73118

NRM York:

4464 'Bittern', 45231, 09017, 55002

Durham:

43285/299/304, 91122, 185141, 220010/27/29
221122, DVT 82202

Newcastle:

66020, 67027, 91101/30, 142050, 156434, 185114
185137, 220013, DVT's 82205/15/18/20

26th July:**Birmingham International:**

350114/250, 390047

Birmingham New Street:

170503/511/520, 220013, 323214, 350110

Bescot: 66019/043/079/082/086**Walsall 15.30-18.15:**

66019/174/507/585, 70011, 153364/75, 170502
170505/514, 323204/08/16/18/20

29th July:**Nuneaton 13.55-14.45:**

66002/031, 90043, 153354, 170108/637, 221108
350104, 390047/114/124/137/152, DR79262/72
DR73907/78213

31st July:**Nuneaton 14.09-14.45:**

47802/853, 57011, 66034/177/713, 90016
153354, 170397, 221106, 350126, 390049/107
390112, DR79262/3

1st August:**Nuneaton 09.20-09.55:**

66503/504/742, 86605/607, 153354, 170106
221115, 350117/124, 390049/124/153

Tamworth:

220011, 221123, 350104/129

Burton on Trent (Nemesis):

08389, 09014, 37679, 56007/065/069/081

Derby 1037-12.10:08899, 37405, 43045, 66127/744, 153355, 156401
156470/473, 158770/788/812/851/864, 170101
170108-110/521, 220003/12/17/19/24, 221131
222004/008, DR7311777907**Burton on Trent:**56312, 60099, 66024/051/181/510/531/534/536
70006, 170104/106/109/110/115/515/639, 220003
220005/09/12/13/15/23/26/32, 221119/22/28/37
221140/41, 950001**Jim Porter:****30th July:****Willesden 10.54:** 09007, 86259, 87002**Wembley 10.57:** 90018, 92003/30**Bletchley:** 66165**Crewe:**

08868, 66068, 86247/504/607/609, 71000

Warrington Arpley:

09106, 60074, 66089/207, DR73108909/910

Carlisle:08605, 20304, 37409/601, 156469, 158796/850
DR73914/80213**Glasgow Central:**91105, 156430/437/445/449/453/465493/500/504
156506/513, 158733, 314201/04/05/09/11/16
380007/008/018/107/108/112**Glasgow Queen Street:**156446/492, 158707/20, 170393/401/404/408/419
170470**Haymarket:** 158867/868, 170456/473**Edinburgh Waverley 16.40-19.00:**43274/306/312/317/318, 67008, 90026, 156433
156434/494/501/509, 158704/710/711/716/718
158726-729/734/739/740/786/789, 170396/402
170407/412/420/421/424-426/428-430/433/434
170450/452-455/457/459-461/475-478, 221120
334002/06/09/12/16/19/21-23/26/27/32/34/36
334038-40, 380101/105**Glasgow Hyndland 20.18-20.37:**318251/54/60, 320304/10/17/21, 334004/14
334027/28/31/40**31st July:****Glasgow Central:**156431/435/442/453/457/467/496/499/502
156510/513, 158733, 314201/04/06/08/10-12
314014/16, 380001/002/005-007/014/015/017
380020/021/102/104/106/107/110/111/113
380115, 390118/152**Glasgow Queen Street:**

158734/741, 170429/432/434/451/458/478

Glasgow Hyndland 09.52-11.20:318250/55-57/61/63/65-70, 320303/05-08
320311-16/18-20, 334001/03-08/10/16/17/24
334027/32/33/35/37**Glasgow Shields Road 12.18 & 12.51:**314207/11, 334013/18, 380012/013/106/109
380116**Glasgow Corkerhill 12.20:**

156505, 314204/06/09

Carlisle:37194/601/606/608, 47580, 57004, 66089/183
156507, DR77908**Carnforth:** 33030, 37668**Lancaster:** 57302, 142014, 156429**Warrington Arpley:** 09106, 60019, 66708**Wembley 18.05:**

66135, 67019/22/24, 90024/47, 92015/37/42

Michael Hayman:**9th August:****King's Cross:** 43465/468, 67005, 91113/30**Peterborough:**20096/142/1189/905, 43272/274/290/299/302/306
43315-317/319, 47813/853, 57314/601, 66504/703
66713/725/729/730/740/741/745/751, 91102/06/07
91108/10/12/15/21/22/28/31**Derby:**08417/899, 31106/233/285, 66513, 73138, 86901
86902, 97301**Burton on Trent:** 20903/904, 43082**Wembley:**08571, 56311, 66059, 67016/26, 86213/259/401
87002, 92018/26/28/29/42**16th August:****Acton:** 34046 'Braunton', 59202, 66501**Old Oak Common:** 67016/26**19th August:****Willesden:**20107/142/189/311/314/901, 59002/4, 66005/115
66154/431/516/534/539/565/594/597/618/701/711
66726/727/846, 86501, 90044**22nd August:****Victoria:**

73212/3, cs 21269+3119+3066+1691+3068+3069

Ian McAlpine:**25th July:****King's Cross:** 67020**Victoria:**377103/116/156/449, 442407/15/19, 456017
465015/026/041/153/926**Clapham Junction:**3417, 377113/119/147/152, 378139/149/154/219
378256**East Croydon:**319214, 377116/118/123/125/149/214/303/414
377429/430/434/456/508/510/518/519, 442410/15
442420, 455843**Willesden-Richmond:**

378210/216/220/225/233, 450543

North Sheen-Waterloo:159022, 444042, 450002/086/555/561/564/570
455718/909/911, 458010/25**St Pancras:**

37 3013/017-020/022, 395002/05/13/14/23/26

Euston: 90024/26, 390130/156**26th July:****Inverness:**

08788, 67030, 158706/14/19/22, 170455

27th July:**Inverness:** 43206/367, 158706/18

Perth: 158734/871, 170412/51
Stirling: 66098, 170477
Camelon-Haymarket: 158704/07/26/36/39
Edinburgh Waverley: 90039, 220010, 380105
Craigentinny: 08472
Dunbar: 66622
Newcastle: 67027, 156504, 185106/35
Tyne Yard: 66092/113
York:
 8F 48151, A4 60009, 09017, 55002, 66529/717
 91105, 185103/32, DVT 82222
Doncaster: 66053
Peterborough: 66119/747/749
2nd August:
Peterborough:
 66136/149/171/704/749, 91104, 180105
Doncaster: 47826, 57315, 66619
York: 66550
4th August:
York: 47832, 66566/603, 150204

Doncaster: 66132
Peterborough: 20096/142/189/905, 66116/728
9th August:
Waterloo-Richmond:
 378148/214/231/232/257, 450002/550/554/564
 458005/08/10/12/15/19/21/23/25/26
10th August:
Peterborough:
 66149/710/713/742, 158812, 170113
16th August:
 43311/13, 66109/213/743/748/749, 91118
 170104, 180114
Doncaster: 66230, 67021
York: 46115 'Scots Guardsman', 8F 48151
18th August:
York: 66557, 150274
Doncaster: 66743/749
Peterborough: 66097/182/727/746, 91109

Preservation Photo Spot - 2

As reported by Mark Richards in the June issue, ex-GWR *Prairie* 2-6-2T 5521 was painted in mock London Transport red to commemorate the 150th anniversary of the opening of the Metropolitan Railway. It is currently on loan to the Bluebell Railway making the site of a GWR tank engine in red on the Southern Railway !! In the photo below taken on the 13th August 2013 L150 is about to depart from Sheffield Park on a service to East Grinstead. Though its home is the Dean Forest Railway, 5521 is often on loan, so for a view of it in glorious GWR Green, see page 17 of the May 2011 issue of **Tracks** when it was at Eridge on loan to the SPA Valley Railway.



Stirlingshire Sightings

by Derek Sneddon

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

16th July

05.45 66303 4H47	MN-IS
07.00 66304 4R75	GM-EE
07.40 66850 6R46	GM-PW
11.20 66434 4N66	GM-ML
13.00 66302 4A13	GM-AB
13.30 66111 6S36	DS-GM

17th July

05.45 66303 4H47	MN-IS
07.00 66304 4R75	GM-EE
07.40 66063 6G25	FY-ES
08.30 66616 6A65	OX-AB
09.44 66110 6E69	GE-HL
13.00 66302 4A13	GM-AB

18th July:

05.10 66616 6H51	OX-IS
05.45 66303 4H47	MN-IS
06.30 66100 6A32	MN-AB
07.00 66304 4R75	GM-EE
13.00 66430 4A13	GM-AB
13.30 47805/501 5Z79	CE-AB

19th July

05.45 66303 4H47	MN-IS
07.40 66850 6R46	GM-PW
13.00 66427 4A13	GM-AB
13.30 66111 6S36	DS-GM
20.02 37423/409 with 37425 at rear	
1Z81	Dunbar-AB

20th July

05.45 66303 4H47	MN-IS
10.05 66100 6A32	MN-AB
11.20 66427 4M16	GM-DV
13.30 66111 6S36	DS-GM

21st July

08.20 66617 6Y81	Larbert-CL
13.00 66431 4A13	GM-AB
14.50 37425/423 with 37409 at rear	
5Z75	AB-CE

22nd July

08.30 66622 6A65	OX-AB
13.00 66427 4A13	GM-AB

23rd July

05.45 66303 4H47	MN-IS
07.00 66427 4R75	GM-EE
07.40 66849 6R46	GM-PW
11.20 66302/421 4N66	GM-ML
13.00 66432 4A13	GM-AB
13.30 66100 6S36	DS-GM

24th July

05.45 66303 4H47	MN-IS
07.00 66432 4R75	GM-EE
07.40 66188 6G25	FY-ES
08.30 66622 6A65	OX-AB
11.20 66304 4N66	GM-ML
20.16 66175 6K30	MN-NL

25th July

05.10 66622 6H51	OX-IS
05.45 66303 4H47	MN-IS
06.30 66102 6A32	MN-AB
09.30 66110 6E69	GE-HL
13.00 66424 4A13	GM-AB

26th July

05.45 66303 4H47	MN-IS
07.40 66198 6G25	FY-ES

27th July

00.00 66102 6K10	MN-Polmont
05.45 66303 4H47	MN-IS
06.30 66207 6A32	MN-AB

28th July

08.45 66622 6Y80	Larbert-MN
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29th July

05.45 66303 4H47	MN-IS
08.30 66622 6A65	OX-AB
13.00 66304 4A13	GM-AB
14.20 66117 6D61	Riccarton-GM

30th July

08.30 66622 6A65	OX-AB
13.00 66305 4A13	GM-AB

31st July

05.45 66303 4H47	MN-IS
07.40 66198 6G25	FY-ES
08.30 66622 6A65	OX-AB
13.00 66302 4A13	GM-AB
20.00 66103 6K21	MN-ME
21.05 31106 3Q16	MN-IS

1st August

05.10 66622 6H51	OX-IS
05.15 31106 3Q15	IS-MN
05.45 66303 4H47	MN-IS
06.30 66100 6A32	MN-AB
07.00 66304 4R75	GM-EE
08.12 66103 6K21	Arbroath-MN
13.00 66424 4A13	GM-AB
13.30 66113 6S36	DS-GM

2nd August

05.45 66303 4H47	MN-IS
07.00 66424 4R75	GM-EE
07.40 66849 6R46	GM-PW
07.40 66194 6G25	FY-ES
13.00 66427 4A13	GM-AB

3rd August

05.45 66303 4H47	MN-IS
10.05 66103 6A32	MN-AB
13.30 66102 6S36	DS-GM

4th August

13.00 66304 4A13	GM-AB
------------------	-------

5th August

05.45 66303 4H47	MN-IS
08.30 66617 6A65	OX-AB
13.00 66304 4A13	GM-AB
16.18 37218/605 6Z50	MN-Fearn

6th August

05.45 66303 4H47	MN-IS
07.00 66304 4R75	GM-EE
11.20 66302 4N66	GM-ML
13.00 66421 4A13	GM-AB
13.30 66100 6S36	DS-GM

7th August

05.45 66303 4H47	MN-IS
07.40 66094 6G25	FY-ES
08.30 66617 6A65	OX-AB

8th August

05.10 66617 6H51	OX-IS
05.45 66426 4H47	MN-IS
06.30 66112 6A32	MN-AB
07.00 66422 4R75	GM-EE
13.00 66305 4A13	GM-AB
13.30 66103 6S36	DS-GM

9th August

05.45 66426 4H47	MN-IS
07.00 66422 4R75	GM-EE
07.40 66094 6G25	FY-ES
07.40 66849 6R46	GM-PW
13.00 66428 4A13	GM-AB
13.30 66103 6S36	DS-GM

10th August

05.45 66426 4H47	MN-IS
06.30 66107 6A32	MN-AB
13.00 66433 4A13	GM-AB
20.51 66617 6Y80	MN-SI

12th August

00.23 66433 6Z50	MN-Dunblane
05.45 66426 4H47	MN-IS
07.00 66433 4R75	GM-EE
08.30 66617 6A65	OX-AB
13.00 66429 4A13	GM-AB
14.25 66103 6D61	Riccarton-GM

13th August

07.40 66849 6R46	GM-PW
13.00 66422 4A13	GM-AB
23.04 66433 6Z51	MN-Stanley

14th August

05.45 66426 4H47	MN-IS
07.00 66422 4R75	GM-EE
07.40 66849 6L82	GM-LW
07.40 66094 6G25	FY-ES
08.30 66617 6A65	OX-AB
13.00 66427 4A13	GM-AB
13.30 66100 6S36	DS-GM

by Nigel Hoskins

25th July		27th July (cont)		29th July (cont)	
11.56 66304 4V38	DV-WG	66604/7 6Y21		66158 6M87	PY-RC
12.03 60054 6V05	RO-MG		HY-Berkeley Rd		
15.56 66014 6V07	RO-MG	66613/21 6Y11		30th July	
19.03 60063 6B47	WH-RN		FR-Tuffley Jnct	20308/37218 6M56	BE-CF
19.04 66147 6V06	HD-CT	60054 6B13	RN-WH	66508 4V06	RG-SG
20.02 66304 4M36	WG-DV	66956 4V06	RG-SG	66423 4V38	DV-WG
22.32 66083 6E47		66518 4V46	RG-SG	60062 6B13	RN-WH
	MG-Middlesborough			66956 4V47	RG-SG
	60063 6B13	28th July		66081 4V70	RC-PY
	66518 4V47	66613/21 6Y11	SD-FR	66121 6V05	RO-MG
26th July		66570 6Y12	GL-WY	20142/189 0Z20	CT-GL
66850 7Z56	LM-Northfleet	66421 4V38	DV-WG	31st July	
60092 6E41	WH-LY	DR75406 6J83		08.27 66106 6M81	MG-RO
66140 6M81	MG-RO		GL-Filton Jnct	09.02 20142/189 0Z20	GL-LM
60063 6B13	RN-WH			10.55 66431 4V38	DV-WG
66423 4V38	DV-WG	29th July		11.14 60054 6B13	RN-WH
66046 4V70	RC-PY	66027/177 6W40		66081 4V70	RC-PY
66116 6V05	RO-MG		Charfield-BS	60099 6E41	WH-LY
27th July		37608/7 6M56	BE-CE	66508/66 4V06	RG-SG
18.28 66176 6V06	HD-CT	66424 4V38	DV-WG	20308/37218 6M63	BR-CE
	66112 6W41	66154 6M81	MG-RO	66956 4V47	RG-SG
	BS-Charfield	60062 6B13	RN-WH		
		66081 6M69	PY-RC		

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

RV Ravenstruther	SK Shirebrook	SY Shipley	TO Toton	WP Worksop
RY Rugby	SN Stockton	TD Tyne Dock	TR Trishington	WR Warrington
SA Salfley	SO Southampton	TE Trostre	TS Tees Yard	WS Worcester
SB Stourbridge	SP Spetchley	TF Tremorfa	TU Tunstead	WV Wolverhampton
SC Scunthorpe	SR Stourton	TG Teigngrace	TY Tyseley	WW Washwood Heath
SD Standish Jnct	SS Swansea	TH Theale	VA Victoria	WY Westbury
SG Stoke Gifford	ST Severn Tunnel Jnct	TK Tavistock Jnct	WB Wembley	YK York
SH Slough	SV Stevenage	TL Tilbury	WG Wentloog	YT Yate
SI Stirling	SW Swindon	TN Taunton	WH Westerleigh	

Infrastructure News

Rail Operating Centre, York:

Network Rail is building the largest of what will be 14 Rail Operating Centres (ROC) on the triangle of land between York Station, and the freight avoiding lines. Due to be completed in 2014, the centre will eventually coordinate and control all rail operations on the London North Eastern route. The workforce development centre, which is planned to be built alongside, will consolidate services already provided at several different locations into a single purpose-built facility.

Whilst clearing the site, three turntable pits were unearthed, believed to date to the original York South MPD. These were subject to an archaeological examination and were then carefully covered over before construction work started.

ROC, York, 8th August 2013



Signalboxes:

With only around 500 still in use across the network, 26 in England have been granted Grade II listed status. This will protect them for the future. Considering all traditional signalboxes will eventually be made redundant by the ROCs (see article above) it is good some will be saved. The listed boxes are:

North: Hebden Bridge, Hensall

West: Bournemouth West Jnct, Lostwithiel, Marsh Brook, Par, Totnes

East: Brundall, Bury St Edmunds Yard, Downham Market, Skegness, Thetford, Wainfleet, Wymondham South Jnct

South: Aylesford, Canterbury East, Cuxton, Eastbourne, Grain Crossing, Littlehampton, Liverpool Street, Maidstone West, Rye, Shepherdswell, Snodland, Watlington

Light Rail, Metro & Tram News

Midland Metro: To commemorate the 60th anniversary of BCT trams ceasing service in 1953, no.11 has been re-painted in that years livery. During the ceremony on the 23rd August 2013, the name was re-dedicated at Snow Hill by Theresa Stewart before returning to service.



car 11 seen at St.Pauls, Birmingham on its way to the ceremony at Snow Hill, 23rd August 2013 (James Holloway)

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

20th July: The latest tram 1071, arrived at Queens Road Depot and was immediately undergoing commissioning and mileage accumulation running.

1st August: The latest collision in Mosley Street involving tram 3040 with a car happened around lunchtime halting services to/from East Didsbury/Altrincham/Eccles & Media City for approx 20 mins. At that time cars and trams were colliding at this hotspot once every three months. There have been 21 car versus tram prangs at the junction of Mosley Street/St.Nicholas Street between January 2007-201 Statistics have not yet been released for 2012. Traffic lights cannot be placed at this junction (although a yellow box is marked out on the road) because trams would block other junctions if they stopped. Bollards are a potential option according to Metrolink. The City Council said they were aware of the number of incidents at this junction and as a result had recently installed a flashing warning sign which advises motorists to stop before attempting to cross.

A second city crossing between St. Peters Square and Victoria is due to open in 2016. Preparatory work is already underway outside Victoria Station.

The TfGM have received a closure ratification notice from the ORR in respect of Woodlands Road stop but are committed to keep the stop open until the new Queens Road stop south of Woodlands Road has been built. A further new stop at Abraham Moss north of Woodlands Road has already been built and is in use.

The latest (14th) T68 tram to be withdrawn is 1024.

Freight Corner

WAGON UPDATES by Trevor Roots:

To allow members to keep their copy **UK Wagons** as up to date as possible, changes are provided via this spot every month. The 2013 editions 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.

The following are further annoying typos in the **UK Wagons Summer Edition**:

page 8	11057 ignore bracket after number
page 9	11621, the (S) should be in same box
page 26	112077 printed incorrectly as 110277
page 29	300720 entered twice
page 37	380109 missing a 0
page 38	390521 printed as 395021
page 44	395326 printed as 393326
page 61	900220 missing the 9
page 63	950141 printed as 940141
page 70	996434 printed as 966434
page 71	996547 ignore bracket after number

Not too bad considering, but thanks to Allan Cann for his conscientiousness in finding the above hiccups. Sometimes you can't see the proverbial wood when proof reading after spending weeks on compiling the book getting number blindness.

However a few wagons have been inexplicably left out, MRAs 501374/375/398/399/400. Thanks to David Jessop for picking these up.

The following are recent amendments:

Converted: VGA 210489/553 to RBA Coupler Translator Vehicles

IPA 4wh Covered Single Deck Car Transporter 23.87.4384.040-3/041-1/042-9/043-7 (see photo below).



new IPA 4wh Covered Car Transporter 23.87.4384.041-1 was seen in the consist of 6042 Halewood - Southampton, Nuneaton, 31st July 2013 (Mike Rumens)

FREIGHT NEWS

The first four of probably 15 converted single deck twin car transporters in the 23.87.4384.xxx-x range arrived in the UK on the 19th July.

Private owner tank wagons are no more as DBS has bought the remaining 116 strong fleet of Esso 4wh 46T TTA tanks. Details of any prefix or number change are not yet available.

The first of a 200 strong order for purpose built biomass bogie hoppers was on show at the NRM from the 25th July until 12th August (see photo of 83.70.0698.003-6 on display in the Great Hall, NRM, 8th August 2013). Built by WH Davis these wagons will transport biomass to Drax PS from the Ports of Tyne, Hull and Immingham. The wagon has a unique door design and flow control system clearly visible in cut-outs in the body. The wagons are claimed to carry 30% more volume than any other wagon currently used in the UK.



a view of the new discharge apparatus in bodyside cut-outs, NRM, 8th August 2013

Forgotten Wagons

*Around the country there are numerous wagons dumped in various locations, long since removed from TOPS. It is impossible to include an accurate list in **UK Wagons** but this will be the spot for members to inform others of their sightings and where possible photos. This is only for wagons still on network / private metals, not preserved sites.*

For your first taster here are two examples as seen by Neil Dix in his travels.

There are two grounded bogie TEA tanker wagons that have been dumped at Long Rock, Penzance for somewhere in the region of 2 decades now. They are 83300 & 87520.



At Fowey Docks there are 3 CDA china clay hoppers 375125, 375135 & 375137, which can only be seen by boat.



Other members may have seen or photographed similar examples, such as the last remaining TOPE wagon dumped at Ince Moss Tip, over to you.

Preservation News

Rother Valley Railway, East Sussex (RVR) by Trevor Roots:

From a long time storage yard of rolling stock, being slowly renovated, finally the site of the RVR alongside and to the east of Robertsbridge South Eastern mainline station is being turned into a proper station, Robertsbridge Junction. Construction work was well underway when visited on the 12th August 2013 with the station area levelled and ballasted (see photo below). All stock has been moved north onto the short length of track (just visible beyond and to the left of the road-rail machine) that curves eastwards towards Northbridge Street, the original A21 through Robertsbridge, now by-passed.



Work started in earnest in late September 2012 when track was properly laid around the curve as mentioned above (see photo below taken from Northbridge Street on 19th May 2013). The entire line can in fact be seen in these two photos.



Eventually the aim is to re-connect the mainline with the Kent & East Sussex Railway (KES), which has extended as far as the B2244, Junction Road, ½ mile west of Bodiam Station. There is still a gap of just over 2 miles which requires further land acquisition and the major crossing of the A21, but at least is safeguarded in the Local Plan. Assuming work is completed in time, a 'Return to Robertsbridge' Gala is planned for the 21st / 22nd Sep. with an 0-6-0T Terrier operating out of the station as far as the limit of the line at Northbridge Street and KES running up to their limit at Junction Road. There will be free bus shuttles between Northiam and Robertsbridge to create a total journey from Tenterden to Robertsbridge.

Stock Changes

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

Misc News:

66747-49 are now in traffic with GBRf.

With the repainting of 73212 & 73212, only 73141 remains in the all dark blue GBRf livery.

New:

66751

Exported: (to Hungary)

56117 86424

Locos Sent Abroad: (to France)

66038

Names:

New:



reported last month here is the np from 47805

57308

County of Staffordshire



37425

Sir Robert McAlpine / Concrete Bob

73212

Fiona

73213

Rhodalyn

Removed:

73136

Perseverance

320309

Radio Clyde 25th Anniversary

Transfers:

Locos: (* on loan)

31206 RSM to SPA 31530 MNR to MAN

37901* ELR to MHR

37800/884 EMR Kingsbury to WH

37703/714 DOL to BH

37716/718 DOL to RVEL

EMUS Scrapped:

Eastleigh Works 508202, 64700 (508205)

64677/71515 (508210)

71501 (508208)

71514 (508211)

Liveries & Namings



being prepared for repainting, 73213 seen at St Leonards Depot on the 14th August 2013
73212 & 73136 (already painted) were inside

Fiona



following repainting at St Leonards Depot into GBRf livery
73212 & 73213 were named 'Fiona' & 'Rhodalyn' respectively,
Eastleigh Works, 21st August 2013 (Carl Watson)

Rhodalyn



Sir Robert McAlpine



at the DRS Open Day on Sat 17th August 2013
37425 was re-named 'Sir Robert McAlpine' and 'Concrete Bob' (opposite sides)
as previously carried between 14/10/86 and 03/05/01

Liveries No More....RIP



ex-Central Railways green
is now history as 156418,
the last to carry it has
entered works,
seen here at
Chappel & Wakes
Colne,
2nd April 2012

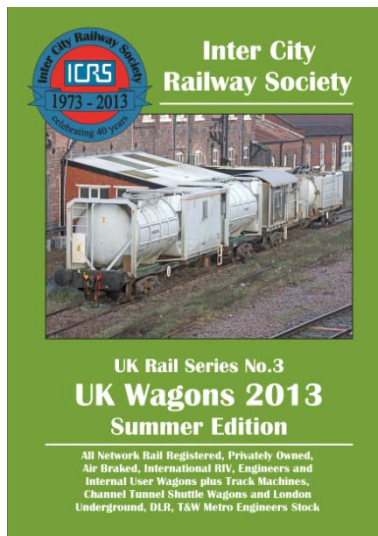
ICRS Publications

At last after 4 years, **Ultimate Sighting Files** (USF) is on the verge of being released by the end of September. We hoped to have it by the Eastleigh Works event as part of our 40th Anniversary celebrations, but the amount of work involved meant it has taken far longer to complete. It will be in two parts (see below) as opposed to the former three parts. The price to non-members at £24.98 in total will be similar to before but now members will only pay £18.00. See page 4 for covers.

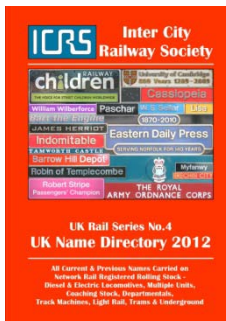
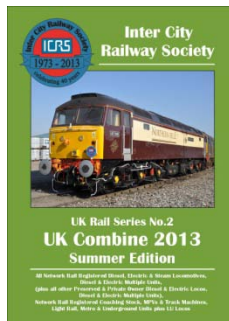
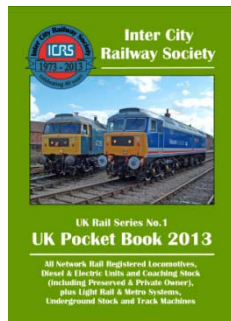
With the release of the **USFs** all 2013 books are now out, latterly **UK Combine Summer Edition**, **UK Wagons Summer Edition** and **Irish Railways**. The **UK Pocket Book** is also selling well, so if you haven't bought one yet remember it is packed with more info and is the best laid out version yet.

Of our other smaller books, **UK Name Directory** will not be updated until 2014. Due to poor sales none of the individual books, **UK Locomotives**, **Diesel Units** and **Electric Units** will be produced in 2013.

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 ICRS books)*

New:

Ultimate Sighting Files:

UKRS10 USF Vol.1 – Mainline Diesel Locos (215 pages)

UKRS11 USF Vol.2 – Shunters, Mainline Electric Locos
& Prototypes (174 pages)

(updated to 1st Aug13)

(updated to 1st Aug13)

	non-member	member
Price		

Current: (2013 – green, 2012 - red)

UKRS01 UK Pocket Book 2013 (240 pages)

UKRS02B UK Combine Summer Edition 2013 (280 pages)

UKRS03B UK Wagons Summer Edition 2013 (152 pages)

UKRS04	UK Name Directory 2012 (172 pages)
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UKRS09 Irish Railways 2013 (53 pages)

proposed: (publication date to be confirmed)

UKBS12 Ultimate Sighting Files – Diesel Units

UKRS13 Ultimate Sighting Files – Electric Units

(updated to 1st Jan13)

(updated to 15th May13)

(updated to 1st Jul13)

(updated to 10th Nov11)

(updated to 1st Jun13)

£9.50 £7.00

£15.99 £12.00

£12.99 £9.50

£12.99 £9.50

£8.99 £6.50

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