

40th Anniversary – The ICRS Story

To develop your spotting beyond where you lived required money and more importantly usually someone or some group to do it with successfully. So as many of my generation will know who started travelling on receipt of their first real income from starting work in the early 70s there were several active societies promoting and running trips criss-crossing the UK. How, who or with which society you joined was largely down to geography and more often which group of mates you tagged along with. Most stations had their resident gang. I was a bit of a loner in spotting terms and regularly jumped on the train from my home town of Tamworth from 1971 at the age of 16 to all points Northwest (Crewe), Northeast (Derby & York), Southwest (Birmingham, Bristol & Cardiff) but not Southeast / London strangely. Handy was Tamworth. I also commuted to Birmingham (Brum) daily for 3 years, until I headed for the bright lights and desolate railway outpost called Eastbourne via a short stint in Coventry. So like many, to go further afield and especially cop those elusive shunters out stationed all over the UK, I joined a Society offering trips. It wasn't ICRS as it hadn't yet been born but the Worcester Locomotive Society in 1972 who regularly ran trips with Brum as a pick up. Aaah, memories of travelling on the milk train into New Street to then kip down in a platform waiting room after the mails to await the early morning coach.

So it was that in preparing to delve into the history of ICRS I had no personal knowledge and it was not going to be easy as most of the original members have either resigned or sadly are no longer with us. Whilst we have a complete archive of magazines and some of the early books produced, supplemented by my private library, there was little dated material of who did what and when in the very early days or any committee meeting minutes, unlike now. Later magazines, though that stopped for a while, record the officials. It was therefore fortuitous that a founder member, Steve Shuttleworth introduced himself at the DRS Kingmoor Open Day in 2011. Below are his comments of the early days. He left the society in the late 70s after moving on with his career.

One fact applicable to all similar societies was that in the 1970s they concentrated on trips to the still many and mostly welcoming BR depots and stabling points. So it was with ICRS and the early magazines are dominated by trip itineraries and reports. As you will also see the society was organised along Branch lines and was not the national homogeneous society we have today. Another facet of the Society and this applies to all walks of voluntary life is that they are made up of individuals with their personalities, likes and dislikes. Though a Society can benefit from this and the pooled talents, inevitably clashes lead to splits and it was how ICRS was born in the first place and has developed ever since....read on.

How it all Began by Steve Shuttleworth:

The inaugural meeting to set up ICRS was on Saturday 23rd December 1972 in one of the founders living room in Walthamstow. Most of us were Dalescroft Raifans Club members or officials and decided at that meeting to break away and form ICRS. Much of the early work to establish the Society took place in early January 1973 and the first magazine was published in January 1973 and was dated February 1973 (see below). The first trip was on Sunday 21st January 1973 to the Birmingham area, Derby Works, Toton etc. originating from the Bristol area. This trip was originally a Dalescroft trip but we ran it under the banner of ICRS after advising all participants of our intentions. A full list of all motive power seen on the trips detailed below. The first trips 100% organised by ourselves took place in February 1973. One was from the Bristol area to the East and South Midlands and the other a full weekend trip from Carnforth, Lancaster and Preston to Swindon, Bristol and South Wales

There were 8 of us at the inaugural meeting in Walthamstow:

Dave Goodwin	from Derby who became our first Chairman and the Midlands Branch Official (Jointly with Neil Smith).
Neil Smith	from Leicester who became Membership Secretary until May 1973 and Midlands Branch Official (Jointly with Dave Goodwin).
Dave Hoad	from Walthamstow and became joint Fixtures Secretary and joint Home Counties Branch Official with Roger Graham.

Roger Graham	from Walthamstow and became joint Fixtures Secretary and joint Home Counties Branch Official with Dave Hoad.
Pete Ifold	from Bristol and became Treasurer and Bristol & West Branch Official (Jointly with Dave Pedley).
Dave Pedley	from Bristol who became Bristol & West Branch Official (Jointly with Pete Ifold).
Gordon James	from Cardiff who became Magazine Editor and South Wales Branch official.
Steve Shuttleworth	from Carnforth and became the North West Branch Official and also took on the Membership Secretary role from June 1973.

Geoff Woodley (who sadly passed away last year) was not one of the original 8 founders but was one of the original members and was a regular contributor to the magazine from the first edition. He was also a larger than life character (in more ways than one) on many of the trips from the Bristol area. Geoff also became Magazine editor after Gordon James.

A couple of other guys (Dalescroft branch officials) volunteered from a distance to be branch officials of ICRS but we suspected they may have been “spies” to see what we were up to!!! They were quickly found out.

The number of branches quickly expanded from 5 (Home Counties / Midlands / Bristol & West / South Wales / North West) to 13 by the end of the first year. Some were completely new branches and others divisions of existing branches into smaller more appropriate geographical areas. These were Somerset & Glos / West Midlands / East Midlands / South East England / Yorkshire / Avonside / North West / London / South Wales / Lincolnshire / Devonshire / Cornwall / Scotland.

Why did ICRS come about? The founders felt much pressure from the president of the Dalescroft Railfans Club who appeared to be running it for his own gratification and reward rather than the members benefit. Specifically:

- Planned trips were disorganised as were not provided with the necessary depot permits. Trying to get round some depots with 50 people was impossible without a permit. This created ill feeling and disappointment from the members who rightly expected to get round a depot if a trip advertised it. ICRS appointed a Fixtures secretary whose responsibility was to build a relationship with and obtain permits from the relevant BR officials.
- We believed he was trying to make money personally but was not prepared to come clean. Was it a business or a non profit making club for the members? ICRS held an AGM (at the Crewe Arms Hotel in the early years) and published a set of accounts. Any member was entitled to attend and stand/vote to elect officials and make suggestions as to how the society should be run. ICRS was a society for the members run by the members....*and it still is, ed.*
- Visits to Multiple Unit depots/stabling points were never classed as essential but only tolerated if time permitted. Sometimes at joint Loco/Unit depots we would be discouraged from viewing the Units!! ICRS scheduled visits (with permits if available) to both Loco and Multiple Unit Depots/Stabling Points and allowed time to view all types of motive power....*again we are a broad church which we still try to uphold, ed.*

Thanks to Steve for the above...maybe others still around can add to the story ?

to be cont.

Society Magazine: The style and size of magazine produced has varied through the years with the current A5 size adopted in August 1975. Before that, various imperial and A4 sizes were used with the very first being imperial size 9” x 11” and only 2 pages ie 4 sides. As was most things back then the magazine was laboriously typed. No logo was used to start with, that only appeared on issue 2. A detailed look at the logos and front cover designs used will be the subject of a future article.

But to see how far we have come in quality, here is a scan of the first page of that very first issue, hopefully you can read its faded print. The second and third pages were lists of forthcoming fixtures and visit reports, the rear page was a quiz compiled by Geoff Woodley...unfortunately I don't have an answer sheet.

Vol. I. no. I. INTER-CITY RAILWAY SOCIETY. February, 1973.
Chairman: D. Goodwin, 24, Hawkshead Avenue, Breadsall, Derby, DE2 4EA.
Fixture Secretaries: D. Hoad, 21, Woodville Rd., Walthamstow, London, E17 7ER.
R. Graham, (address as above) Tel. 01 521 2485.
Membership Secretary: N. Smith, 3, Hat Rd., Braunstone, Leicester, LE3 2WF.
Treasurer: P. Ifold, 76, Dursley Rd., Shirehampton, Bristol, BS11 9XG.
Tel: Avonmouth 59423
Editor: G. James, 19, Clodion Avenue, Heath, Cardiff, CF4 3NL. Tel 40234.
Branch Officials
Midlands: D. Goodwin & N. Smith. Home Counties: D. Hoad & R. Graham.
Hants & Dorset: M. Toulouse, 11, Fulwood Avenue, Bear Cross, Bournemouth.
Humber-side: S. Smith, 14, Waveney Rd., Longhill Est., Hull, HU8 9ES.
North West: S. Shuttleworth, 6, Highfield Rd., Carnforth, Lancs.
Avon-side: P. Ifold & D. Pedley, 33, Ingle-side Rd., Kingswood, Bristol, BS15 1JH.
South Wales: G. James, (Address above).

Letter from the Chairman.

Dear Members & Prospective Members,

It is the intention of the Inter-City requirement being the acquisition of permits for every depot for which they are available and the second being that the trips would include places where locomotives might be at work or left for the weekend and thirdly that we would like parties to be conducted around depots in an orderly fashion, where older members should set a good example, especially when visiting a depot 'subject to permission.'

Our need is for yet more members. If you know of any likely candidate for membership, please let us know so that we can send one of our forms. If you require a large number of forms, please let us know. Our membership is still open for any Delescroft member who wishes to transfer over to Inter-City. Any new member will be most welcome to join at their own free-will. Opinions, suggestions and news items are welcomed and should be sent to the editor.

Lastly, I would like to wish you all (belatedly) a happy and successful New Year.

Good spotting!

David Goodwin . . . Chairman.

Forthcoming Fixtures.

February 11th: From Bristol to East Midlands. Bristol T.M. 07.00. (22.25),
£3. Frampton Jct. 13 07.40 (21.45), Gloucester 07.55 (21.30) £2.75,
Birmingham New St 09.30 (19.20) £2.50, to Nuneaton, Coventry, Rugby, Leicester
Northampton, Wellingborough, Bedford, Wolverton, Bletchley & Luton. Please
note that fares may be reduced if sufficient bookings are made. Bookings
with £1 deposit to Mr. Pedley, please, as soon as possible, (address as
above)

Below is the visit report for the first trip on 21st January 1973 from Bristol:

Near Bescot: 7667

Bescot: 118, 1621/92, 1708, 1814/15/70, 1923, 3108/15/16, 3364, 3780/81, 3840/67/71, 3977/78/82/95, 5208/77, 7613/27/40/41/55, 12056/87. E3102/22 passing.

Saltley: 34, 38, 44, 64, 130, 133, 139, 159, 161, 1585, 1630/66, 1709/13/14, 1813/16, 3020, 3576, 3974, 4138, 5248, 5636/82/84, 6858, 7628/72, 8012, 8115/48/82.

Burton Sidings: 3050.

Near Derby on a transporter: Steam - SR 34039.

Derby Research: 832, S15705.

Derby London Road: 2397, 3426/28, 3577, 3700/79/92, 3839, 5279, 8178.

Derby Works: 7, 14, 15, 21, 42, 45, 51, 53, 57, 58, 70, 71, 79, 96, 116, 136, 149, 164, 168, 173, 2386/88/99, 3283, 3371, 3755/69/86/96, 3832/39/52, 3912/70, 5039/74, 5158, 5203, 7508/32/41/71/92, 7604/45/74, 8041, 8193, 8314.

Derby Station Pilot: 3351

Derby Etches Park: 13, 42, 69, 127, 131, 169, 189, 1858, 1961/67, 3839, 5235/72/76/81, 5539, 6737, 6924, 7614

Westhouses: 1802/10, 7556, 8064/66/71/74/77, 8114/22/34/35/40/41/46/47/50/59/63/65/68/75/77/86
95/98.

Toton: 1-6, 8, 9, 40, 59, 61, 73, 76, 88, 98, 99, 102, 105, 113, 114, 119, 120, 122, 123, 185, 1631/60/97, 1738, 1806/07/25/26/28/32/34/43/47, 3029/39/44, 3340/45/62, 3400/02, 3505, 3777/88/89, 3997, 5225, 6835, 7602/11/44/47, 8002/13/15/37/38/42/45/52/63/68/69/76/87, 8111/37/38/43/45/49/52/53/55/56/60/64/66/71/72/73
74/79/81/87/90/91/92/96/99.

Nottingham: 37, 65, 82, 91, 1803/05/09, 3021, 3363, 3514, 5163/71, 5224/39/52/66, 5578, 7539/58/62/63, 7616/19,
8009/11/36/39/40/44, 8136/42/54/58/61/62/76/80/81