

Tracks

the monthly magazine of the

Inter City Railway Society



Volume 41 No.1
January 2013



Inter City Railway Society

founded 1973

www.icrs.org.uk

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Front Cover Photo:

On a rare dry day in rarer December sunshine, a First service to Manchester Airport formed of the last and first of the Cl.170/3 sub class, 170309 + 170301 departs south from Doncaster, 15th December 2012.

£1.50 where sold separately (post free)

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Society Notice Board

Editor's Comments:

Hope you all had a good Christmas and wish you all a Happy New Year and let us hope it is drier with some sunshine !! Just to rub it in for those beleaguered south westerenites and others, apart from 15 days of lying snow for the start of December (though never got more than 3") there has been little rain or wind up here. With predominantly south westerly weather systems it has mostly dropped on the Grampian mountains, one advantage of being in the lee of big lumps of granite. We'll no doubt cop it with the white stuff again once winds turn to the north. More on the awful weather disruption to rail elsewhere.

Apologies for the poor reproduction of photos in the December issue, our printers let us down, for which they apologise. It is rare and we must remember that a full colour magazine is only courtesy of good sales of our books. On that link for those interested or those thinking of embarking on a riveting career move to wagon spotting (I know some of you would rather not consider this option!), please read the review elsewhere of our next release of the **2013 Wagon Book**. This marks the start of our 4th year independently producing our own titles and as mentioned above is instrumental in delivering the 40 page full colour magazine we are all now used to and love. I do appreciate your comments on the quality (printing hiccups apart) and content of **Tracks** and does make the genuine sacrifices worthwhile. See how far we have come from the very first issue of the Society magazine in **40th Anniversary – ICRS The Story** the start of a series of articles throughout 2013 concerning the history of ICRS. Just for those who didn't read it in the last issue and for those new members please find again the relevant bits of Carl's take on the upcoming 40th Anniversary events. One of the many reasons for continuing your membership, when due or for encouraging new members to join.

With the start of the 40th articles and a load of photos on Doncaster Works in **Ramblings...** I have left out **Globetrotters** this month, but as promised it will return with the start of Ray Smiths Indian saga. Finally, nice coincidence that *'Tornado'* has been repainted in our colours for our anniversary !!

40th Anniversary, 2013 – Chairman's Comments:

Looking forward to 2013, ICRS will celebrate its 40th Anniversary, having been founded in 1973. We have designed a special logo which will appear on the cover of **Tracks** and all of our publications during 2013. We are also planning to get a headboard made up so that it can be used on trains at the 40th anniversary events and give us lots of good publicity.

To celebrate this huge milestone we are planning a number of events in different parts of the country to allow you, our Members, to join in the celebrations and enjoy something that is exclusive to ICRS. The first event will be centred around our AGM which will be on Saturday 13th April 2013 at Wansford on the Nene Valley Railway, Peterborough. We are putting together a package for Members that will include discounted travel on the NVR all day, a ride on something a little different on the railway and, of course, the AGM itself. There will be a small charge for the day but you will not need to attend the AGM to be able to participate in the days' events. A further two events are in the early stages of planning for June and September. More details and how to book will appear in **Tracks**.

I hope you all had a good Christmas and wish you a Happy New Year and look forward to meeting many of you at our 40th Anniversary events.

Warmest Wishes, Carl

Membership Matters:

Subscriptions:

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

Kevin Darnley (Cosham), David Elison (Sale), Mike Holland (York), Stephen Le-Petit (Stevenage) - 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.

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 next issue is Friday 31st Jan 2013
with delivery to members after Friday 15th Feb 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 **Kevin Bates, Colin Broomfield, Michael Hayman, Geoff Hope, Mike Rumens, 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:

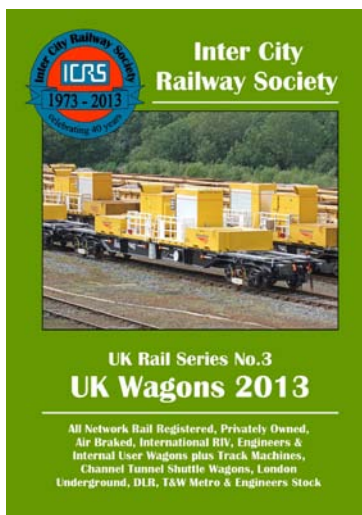
As you will have seen from the rear cover last month and our advert in Railways Illustrated, the **2013 Wagon Book** is due to be released in January and should be at the printers by the time you read this. Thanks to all those who have pre-ordered. However because we have decided to concentrate on getting the information as correct as possible and introducing further improvements, to what is now our 4th year issue, there may be a slight delay. As you will know I agreed to take over the **Wagon Book** on top of everything else. For one thing trying to effectively re-write a book is bad enough without doing it after moving, with all that entailed, then there was Christmas and New Year, then introduce time 'lost' to travelling to visit and collect relatives and it gets silly. Oh and I had to design the 40th Anniversary logo and the RI advert and then write this issue of **Tracks**....a full time paid job was easier, At least I had two weeks offI love it really, and thank goodness Chris is patient and has months of Emmerdale to catch up on !!!

Right that's the explanation in case you wait slightly longer than you hoped but here are the benefits in the new book:

- Fully updated to 1st January 2013, better than advertised.
- Improved detailed Introduction with help in spotting wagons for novices and hardened enthusiasts alike. I had 40 years of railway knowledge when I first looked properly at spotting wagon numbers only to find it a minefield and what I have incorporated in this issue would have been very helpful, hopefully you agree....but it can be always improved upon or added to, so please contact me.
- Though company prefixes in the Section 1 for 3000 – 99999 are not essential for spotting, I have re-introduced them, but to keep the space saved (the reason dropped before) they are shown in the title boxes to each number group.
- The RIV numbers in Section 3 have been totally re-organised to hopefully make them user friendly. Due to the nature of the long 12 digit number, the confusing varying location of numbers and the swapping of country codes RIV numbered wagons are a nightmare to record and correctly identify on site and then in the **Wagon Book**. This can be because if only the latter

digits are recorded and the first ones have altered from what is in the book then the check digit will also have changed leading to confusion as to which group of wagons were actually seen. Clearly many of you are more organised and experienced in knowing what wagon type was seen but we all started at some point and new spotters must find it bewildering. Because of the RIV system where wagons can pop up in this country with seemingly new numbers then disappear for years, the arbitrary existing system of listing numbers by country code has been abandoned as a trial. Because in each country there are similar wagon types (digits 5-8) with similar wagon numbers (digits 9-11) that do not alter I thought it easier that they be listed together, so easily spotting the correct wagon seen. Therefore the RIV listing becomes more logical with wagon type numbers dictating the sequence. Also I felt it unnecessary to repeat the first 8 numbers for each wagon in each group, which are now shown prominently in the title box. This dramatically shortens the RIV section making it quicker to flick through and it will also make it far easier in future to update. Hopefully this all makes sense.

- Section 4 on Track Maintenance Vehicles has also been more logically arranged with self propelled vehicles listed together first. The arrangement of vehicle types was always arbitrary and not necessarily in sequence and to some extent this has to continue as numbers are of different lengths ie 5 or 6 digits.
- The lists of extant wagons have been removed in favour of showing all TOPS registered stored wagons in the main listings. Though the exact status of stored wagons is hard to determine, where known they are shown with the suffix (S). The main problem with listing extant wagons is many are no longer on TOPS, are in the process of condemnation / scrapping or 'awaiting' preservation. There will be many wagons lying around the country in these categories but to produce a comprehensive list is impossible and better not attempted. In the end the **Wagon Book** is a list of current TOPS registered wagons that can be seen running on the network or are likely to be re-instated.



Prices etc are shown on the rear of **Tracks**.

This is the first radical shakeup since re-launching the 2010 book so hopefully you will approve as most of the changes are in response to suggestions and the practical 'black art' of spotting wagons.

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, it is intended to provide changes 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 provide let Trevor know, contact details on page 2.

All known updates are incorporated in the 2013 book, so get your copy now.

FREIGHT NEWS

A new flyash service 18.12 6X92 Mon-Fri from Didcot PS to Calvert has begun operating with Devon & Cornwall Railways (DCR) on behalf of DBS. The return 10.55 runs as 6X91.

Infrastructure News

Anything to do with structures on the railway or track maintenance will be covered in this section.

East London Line, Clapham Junction by Mark Richards:

The 9th December 2012 saw the first day of passenger operation to Clapham Junction from the East London Line (ELL). A previous article in August 2012 explained the situation. The photo below shows ELL 378225 sitting in the re-modelled platform 2 with the West London Line Willesden shuttle beyond in re-created platform 1. The second photo (bottom) better shows the arrangement from platform 3.



I thought that the signage was quite poor and there was certainly a lot of confusion when I was there. There was staff on hand making additional announcements. The situation may well have improved since if people have now got used to the new arrangement. The track layout and signalling is flexible enough to allow simultaneous movements so a train can be arriving at Platform 1 from the West London Line as a train departs Platform 2 to the East London Line or vice versa. The maximum permissible speed for ELL services is 10mph until beyond Latchmere Jct where the West London Lines diverge via the Latchmere Curve.

Signal W311 (see photo right) at the country end of Platform 2 is a Fixed Red and only permits access (by means of the shunt dummy) to the siding beyond the platform where one four-car unit can be stabled. Interestingly both Platforms 1 and 2 come under the control of Wimbledon Area Signalling Centre (ASC) and hand over to Victoria ASC. Automatic Route Setting (ARS) applies to all moves to and from Platforms 1 and 2. Both platform 1 and 2 are now terminal platforms, 1 being a bay.



With the exception of Wandsworth Road and Clapham High Street, none of the other intermediate stations have been rebranded. The photo at Clapham High Street above show that LOROL (London Overground) paint, branding and style of platform furniture has been applied. From what I have observed the platforms at Clapham High Street and Wandsworth Road appear to be permanently staffed but I had no problems taking photos.

photos by Mark Richards

The Aftermath of Rain, Rain, Rain:

The severe weather of November and December has wreaked havoc yet again on various parts of the rail network with the GW mainline flooded by the River Exe at Cowley Bridge Junction being most badly affected. It has been inundated several times with collapsed culverts and finally had the trackbed washed away. Anyone watching the news prior to Christmas will have seen the pictures and heard about the disruption to West of England services.

On the 27th December the Midland mainline was blocked when a stone train derailed at Barrow on Soar with the rear 10 wagons overturning.



In another separate incident that added to the misery of travellers, a second landslide occurred at Teignmouth on Christmas Eve. The clear up is shown underway in the photo above taken by Colin Broomfield at 11.55 on Christmas Day.

New Timetable by Mark Richards:

The timetable change on Sunday 9th December 2012 saw a significant change to some services and a number of 'lasts' as well as a few 'firsts' which are notable. The December timetable change this year will be the last annual timetable with the reversion to two timetables being issued in December and May from 2014. An annual timetable was done this year due to the 2012 Games and it has been carried forward for 2013 although there will be a Subsidiary change in May. Confused? I'll try and clarify!

There are normally two timetable changes each year. The main one in December is known as the Principal Timetable Change and the May one is called the Subsidiary Timetable Change. In 2012 there was not a Subsidiary Timetable Change although some operators chose to split and retime trains for the traditional change in May. The same will happen in May 2013 although in practice the vast majority of services that changed in December 2012 will remain the same until this December.

For anyone who is interested, Network Rail has now made available the Working Timetables (WTTs) for the whole country on their website which you can find by searching for 'WTT'. The WTT is a lot more detailed and complex than a public timetable and times are shown to the half-minute. A word of caution that the WTTs on the website may not be fully up to date as the data extract to produce them was taken some weeks before the start of the December 2012 timetable and some services particularly freight may have been altered since. Additionally they do not show short-notice planned alterations such as for engineering works, special events or very short notice services which are dealt with and published separately to the WTT.

The Engineering Access Statement (EAS) and the Timetable Planning Rules (TPR) can also be downloaded from the Network Rail website. The EAS shows all booked possessions that should be included when planning the WTT service. These are known as Section 4 Possessions and are sometimes also referred to as white periods in the timetable as they are spaces on the timetable graph when no trains run. The Timetable Planning Rules show the rules that underpin the timetable and is a document that contains the minimum planning headways, junction margins, station planning rules and other requirements that specify how the timetable is constructed and the timing of trains. The significant changes for December 2012 that I have identified are as follows:

- The South London Line service from London Victoria to London Bridge via Battersea Park, Wandsworth Road, Clapham High Street, Denmark Hill, Peckham Rye, Queens Road Peckham, South Bermondsey ceased from 8th December 2012. It was replaced by a new London Overground (LOROL) service that runs from Clapham Junction Platform 2 to Highbury & Islington serving Wandsworth Road to Queens Road Peckham inclusive

before leaving the South London Line at Old Kent Road Jn on a new chord to Silwood Jnct on the existing East London Line to the immediate south of Surrey Quays station. The new service operates every 15 minutes 7 days a week.

- The current 'parliamentary' service that runs Mondays to Fridays from Kensington (Olympia) to Wandsworth Road and returns Clapham High Street to Kensington (Olympia) will cease in the near future although no date for its withdrawal had been announced at the time of writing. The Tuesday's ONLY bus service from Ealing Broadway to Wandsworth Road has been withdrawn, the last recorded service being on Tuesday 4th December 2012.
- The consequence of these changes is that the section of line from Battersea Park to Factory Jnct sees a token one passenger service in each direction only to avoid statutory closure proceedings over this section of line. However Platform 1 at Battersea Park is left without any booked passenger service. The section of line from Longhedge Jnct to Latchmere No. 1 Jnct also lost its passenger service but the Up and Down Ludgate lines have gained their first regular passenger service.
- London Midland are running Class 350/1 Desiro's on the West Coast Mainline at 110mph. These are used on new off-peak 'fast' services that run via the 'old line' between Hanslope Jnct and Rugby, not serving Northampton.
- Virgin ceased to use the Mk.3 loco-hauled set from the timetable change with the final working of the Friday's ONLY 1K39 18.43 London Euston to Crewe via Birmingham New Street being in the hands of 90044 on Friday 7th December 2012.
- Also affecting Virgin, the Pendolino drags along the North Wales Coast from Crewe to Holyhead have ceased. Although this should have continued until Saturday 8th December, the Pendolino on that day was substituted for two Voyager units working throughout from Euston to Holyhead. The previous Saturday a failure to couple 57315 to 390049 saw that working substituted by a single Class 221.
- The new passing loop at Beccles on the East Suffolk line from Ipswich to Lowestoft was in use from the start of the new timetable offering an enhanced hourly service. Interestingly this line which was previously operated using Radio Electronic Token Block was converted to conventional colour light signalling with track circuits in October.
- From May 2013 there will be a number of changes at London Bridge as the first stage of the rebuilding of the station gets underway. This will see Platforms 14, 15 and 16 taken out of use initially for the first stage. The impact on Southern is minimal at the moment, with only one service likely to be diverted to Victoria.

I am sure there are other changes that I may have missed but mostly these seem to be small in nature and do not affect such big changes as those mentioned above.

Taking place over Christmas and New Year (and still to be completed) is the Bletchley Remodelling, evidence of which is already to be seen. The main works took place over the Christmas and New Year holidays with a complete block of the Bletchley area from 22.00 on Saturday 22nd December until early hours of Thursday 27th December when the Fast Lines were handed back – the Slow Lines were handed back for the start of traffic on 31st December although the Bedford branch (Marston Vale) remains closed until 15th January 2013. There are some significant changes, notably with the extension of Platforms 4 and 5 to 12 car length and the severing of the connection to the Up and Down Slow at the south end of the station to/from Platforms 5 and 6. Two new high speed junctions were due to be commissioned to replace Bletchley Jnct, which was partially removed following the Freightliner derailment in February. These junctions will be called Drayton Road Jn and Water Eaton Road Jn. Platform 5 was to be completely disconnected and will have no signalling when it has handed back after Christmas and is not likely to be back into use until Easter. Platform 6 now has temporary buffer stops at the south end and no access will be possible to the Carriage Sidings from the south, so all ECS movements have to be via the north end requiring a fair amount of shunt moves to run via Milton Keynes Central. Sadly the 1960s built Bletchley Power Signal Box was decommissioned at the end of service on 22nd December with control passing to Rugby SCC. The PSB at Rugby which was abolished earlier this year was expected to be demolished at Christmas.

Eastleigh Works Report

by Carl Watson

Locos:

31106 stabled with a Test Train on the 11th being in and out much of that week, returning again the following week.

DRS 20303, 20304, 20302 and 20301 arrived for storage on the 21st and were driven straight through the workshop to the rear of the Works and then reversed into Bay 1.



As is now becoming usual practice, three Mendip Rail operated Class 59s arrived for maintenance over the Christmas period. Namely, 59002, 59101 and 59102



With the last 3 Virgin liveried Thunderbirds now with DRS, 57307 '*Lady Penelope*' arrived on the 6th, towing 57002. 57307 was promptly taken into the Paintshop and prepared for repainting. It was in base DRS blue by Christmas Eve (see photo bottom). This just leaves 57308 and 57311 remaining in Virgin colours though minus their Thunderbird plates. 57002 arrived for engine repairs.





Coaching Stock:

Translators 6376 and 6377 arrived for overhaul on the 11th

Translators 6378 and 6379 are already on site in the process of being overhauled.

Overhaul of the DRS Mk2s is progressing well as with TSO 5971 seen in the photo above on the 17th. The first one to be painted in DRS base blue is 6001.

Units:

Siemens have carried out modifications to 450115, 562, 106, 550 and 001, the latter not quite completed on Christmas Eve. In the photo right, 450562 is up on the jacks on the 5th

Wabtec completed 455813 which departed on 10th and was replaced by 455809 arriving on 11th.

Wagons:

66954 arrived on the 10th with FLAs 606006, 605007, 605019, 605004 and 606005 for repair and departed with repaired KTAs 97711, 97713 and KFA 93392.

66534 arrived on the 18th with FLAs 606007, 605003, 605023, 605026 and 606009 for repair and departed with repaired KTA 97715 and KFA 92645.





Track Machines:

Stoneblower DR80215 arrived for repainting on the 18th (see photo right). The impressive six vehicle Speno Rail Grinder DR79221-226 arrived for maintenance on the 20th (see photo above)

London Underground:

LT electric loco 'SARAH SIDDONS' was on test on the fourth rail in the yard on the 8th having had vacuum brakes installed. She returned to Ruislip on 10th behind 66724.





Conversion work on 3079 (top photo above) and 3179 (photo below) for the Tube Lines Asset Inspection Train (AIT) is progressing well.



As expected, all the 1972 stock that was in the car park visible from Campbell Road was moved into the main yard and processing of the vehicles has started. C Stock vehicles scrapped have been 5575 and 6575. The last C Stock vehicle currently on site is 5532 which is sat in the cutting area waiting for Raxstar to return on the 7th January. Also scrapped have been 1972 Tube Stock vehicles 3221 and 4221. There are just five of these left on site now and 3321 is ready to go into the scrap line in January

photos by Carl Watson

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

Ramblings of a Rail Enthusiast

by David Spencer – 1965 Part 2

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.

February: No railway involvement but I have to tell you my youth club won their only game of the season, 2 - 0 on the 13th March. For what it's worth I served my square bashing at Swinderby between Newark and Lincoln without railway involvement as it was a harsh regime and I passed out on the 5th and was transferred to St Athan for trade training, only half a mile from the Vale of Glamorgan line and site of Gileston station. St Athan station served the main west camp and was the next station up. My friend Roger came down on the 27th and after a DMU up to Caerphilly we walked both the routes to Machen, the three intermediate halts being small even by Newport Alexandra Dock & Railway standards with a sleeper as a platform and a fence. One of these was called Waterloo, one of those ironies that the largest and arguable the smallest station on BR shared the same name. I think we then got a train up to Ystrad Mynach and walked the Cylla branch to Pentrihiwefelin Sidings, for those not sure where we were, this was a short goods line between the Nelson and Bargoed lines just north of Ystrad Mynach station. Observant readers might have noticed I often mentioned catching steam up the valleys from Cardiff; this was only possible for the first train of the day, the newspaper train as all the daytime trains were units. On Sunday the new order had taken over as haulage was D6883 to Pontypridd here we had a snag as the Aberdare (Low Level) line had closed to passengers and we had to blag our way onto the back of the newspaper lorry to get us to Aberdare. After a struggle they relented. It was not without humour, as they delivered the newspapers not to newsagents as you would expect, but to a butchers! We walked to Aberaman for a comprehensive tour of the Dare Valley lines. Although long closed and lifted it was clearly still a rail route and we spent a lot of the day and nearly two full films looking round. One line still had track to Nantmelyn Colliery and once had a workman's passenger service and Nantmelyn and Gadlys Road platforms were still extant. From there we caught a bus to Maerdy and walked up the old waterworks lines alongside the reservoirs above the village. Beyond both the station and the colliery, the track and sheds etc remained, but I'm not sure when it closed being a private line.



Stanier Black 5 4-6-0 44814 (w/d 03/68)
on a down freight, Derby, 21st April 1965

April: Unable to return home the following weekend I had another walking day and a DMU up to Pontypridd making my way to Pont Shon Norton Junction to head for Nelson. Berw Road Halt was visible from the Abercynon line and I had seen it before and I walked along the track which was in place as far as Cilfynydd colliery, although the line closed to passengers in September 1932. Beyond the colliery was just trackbed with a huge pipe alongside and I walked for miles on this pipe until I reached the canal at which point my nerve failed me and try as I could I had to cross the canal lower down, what a wimp! On reaching Nelson and Llancaiach I caught a bus to Bedlinog and walked down

the branch to Trelewis. One anecdote about this line was that in the early 1960s the German Army were allowed to train in the West Wales training area and caused a mighty furore at the time. On the unadvertised Taff Merthyr Colliery Halt someone had painted 'Free Wales' and among our 'gang' the halt was always referred to as Free Wales halt. Trelewis had a platform on the joint line and a halt on the main line and I visited both before walking onto Quakers Yard. I then returned to Cardiff and Barry as I knew there were diversions along the Vale of Glamorgan line so went to Porthkerry Viaduct to take photographs.



At the end of the Easter holiday I went up to York and went round the Museum still then in the pokey little home next to the station, a world of difference to what you see today...*that's where I got the bug and my first IA abc visiting in 1963 on a school trip, ed.* Three days later I was back home for a half day SLS special train 'Farewell to the Stratford and Midland Junction Railway' with 6435 and 44188 for haulage straight out and back down from Birmingham Snow Hill to Stratford upon Avon then round to Old Town and then up the S&MJ to Woodford Halse via Fenny Compton. A line I knew of but had never travelled before. I had old school friends in Stratford and often stuck my head into Stratford shed usually to see familiar Tyseley locos, but once I got a cop with a Northampton duck 6 that obviously come off this line. I had also visited Old Town station many times before and the engine pits of the old LM shed were still there and I found some paper work in the station building. We managed to see a couple of industrials at Byfield Quarry and was a good trip This line twice made the national press after its closure one was that they wanted to stable the royal train in Old Town platform and the locals were furious that the platform was specially resurfaced a total waste of money. The second was that the signal boxes were manned twenty four hours a day after closure for security and again the nationals made a meal of it.

May: May Day wasn't a bank holiday either and it was another weekend I was unable to get home, so had another walking trip. Starting in uniform I hitched as far as Little Mill Junction then set off to walk the Monmouth line. Track was still insitu as far as Usk and I had a few trips as far as Glascoed ROF but the rest was all new. It was uneventful as far as Usk with the various ROF platforms and halts but a bit hard going beyond Usk. At Llandenny I struggled to get round the station site and putting all my weight on a branch to get along the river bank I heard a loud snap and I was in the water! You have to carry on though, so I reached Raglan where the station is a council depot. At this point I had had enough and hitched to Dingestow, where I knew the station was in good nick being used as a farm shed and hitched again to Ross on Wye. Although the station was complete, there was no stock I could doss down in and had to sleep on a station bench. On Sunday I walked all the way to Monmouth Troy there, being track as far as Lydbrook junction then trackbed thereafter. The only problem was at Symonds Yat where the tunnel was bricked up and the surrounding hillside was heavily forested so I

got a bit lost climbing around it. I didn't know the station site was a car park and missed it altogether. Eventually I reached the trackbed and continued to Monmouth where both (May Hill) and (Troy) stations were intact and of great interest to end the afternoon.

[2654] 0-6-0ST 'Cherwell' Byfield Quarry, 24th April 1965. After withdrawal it was on static display in New Street Recreation Ground, Daventry from where it was rescued in 2001 and is now resident at the Rushden Transport Museum



[2654] 0-6-0ST 'Cherwell' minus plates, undergoing some cosmetic painting Rushden Transport Museum, 15th December 2012



Hughes Crab 2-6-0 42715 (w/d 02/66)
Doncaster Works, 8th May 1965



Gresley50/2 0-6-0Ts No.8 (68911) (w/d 04/61) & No 10 (68928) (w/d 09/62)
in departmental service, Doncaster Works, 8th May 1965



Gresley50/2 0-6-0Ts No.14 (68961) (w/d 04/61) in departmental
service, Doncaster Works, 8th May 1965, note North British
Type 1 Bo-Bo (later Cl.15) behind
possibly D8230 ?



I was home the following weekend for a Warwickshire Railway Society 'South Yorks and Notts Tour' which was hauled by Crab 42715. It was a Birmingham New Street to Doncaster special to do the works and shed but went via an amazing route with loads of closed stations. First after a Walsall stop we went direct to Wichnor Junction which only closed in January then crossed over to the Stenson Junction to Sheet Stores Junction line. What is now the Robin Hood line had closed in October and we covered the whole of that line and continued along the full length of the L&EC and later Great Central line across the Dukeries to Tuxford Junction.



North British Type 1Bo-Bo
(later Cl.16) D8403 (w/d 07/68)
Doncaster Works,
8th May 1965



English Electric Bo-Bo Baby Deltic
(later Cl.23) D5903 (w/d 11/69) Doncaster Works, 8th May 1965

English Electric Type 3 Co-Co (later Cl.37) D6982 (37282 / 37405) (still extant at Barrow Hill)
D6980 (37280) (w/d 04/97), D6981 (37281 / 37428) (awaiting disposal at Booths),
Doncaster Works, 8th May 1965



Doncaster Works was largely modern apart from the J50 works shunters with AL6 (Class 86) new build and diesels, no longer with us like Baby Deltic D5903, D8403 and D8207 amongst others, but loads of steam on the shed, largely freight engines except for Jubilee 45565 'Victoria' (see photo right). We returned via the South Yorkshire Joint to Shireoaks then down to Mansfield where haulage was changed to 92155. We turned off via Pye Bridge to reach Trent Junction and returned home the same way as we came.



WD 2-8-0 90662 (w/d 08/65)
Doncaster Works, 8th May 1965



Thompson B1 4-6-0 61367 (w/d 08/65)
Doncaster Works, 8th May 1965



BR Std 9F 2-10-0 92155 (w/d 11/66) changing engines,
Mansfield, 8th May 1965



June: Just two railway days this month, both in South Wales and connected to Camp. On the 9th 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. 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.

photos by David Spencer (to be cont)

Traffic & Traction News

by John Barton

91125 outside Wabtec, Doncaster, 29th November (photo by Mike Rumens)



Dec 1

60054 was seen heading through Didcot (photo below by David Elliott).



6201 'Princess Elizabeth' was seen approaching Didcot heading the 'Worcester Anniversary Christmas Fayre' railtour from Paddington with 47500 on the rear (photo below by David Elliott).



The photo below from David shows it taking the Oxford line having passed through with mirroring emissions from Didcot Power Station.



08452 was seen shunting in Didcot yard (photo below by David Elliott).



Dec 2

66097 + 66144 + 60079 + HOAs 320000/43/67 headed southbound through Carlisle at 19.20 on 6E62 Carlisle Yard - Tees Yard.

Dec 3

92031 worked 6O15 Mossend - Eastleigh Yard southbound through Carlisle at 22.18.
70015 working 6K27 Carlisle Yard - Basford Hall headed southbound through Carlisle at 16.30 with EWS MDA/MCA/MOA's and YXA's.

Dec 4

37038 worked northbound through Carlisle at 22.37 on 6C46 Sellafeld - Kingmoor.
92031 + 92019 + 66090 passed southbound through Carlisle at 22.13 on 6O15 Mossend - Eastleigh Yard.
86632 + 86622 on 4M11 18.23 Coatbridge - Basford Hall passed southbound through Carlisle at 20.30.

Dec 5

66301 + 66432 on 4M48 Mossend - Daventry departed Carlisle at 20.41.
47760 t&t 47786 departed Carlisle at 20.36 on 1Z76 Edinburgh - Blackpool North.
37611 t&t 37038 arrived Carlisle at 19.33 working 6M50 15.12 Torness - Carlisle Kingmoor.

Dec 6

66301 + 66432 departed Carlisle at 21.45 working 4M48 Mossend - Daventry.

Dec 7

66184 passed Long Eaton High Level Goods at 19.38 with 4M86 Ely - Peak Forest working.

Dec 8

66301 (with cleaned cab number) proceeded slowly northbound at 15.40 through the gloom at Bolton le Sands on the 4S49 Daventry - Grangemouth Malcolm intermodal.
66056 t&t 66238 away from London Liverpool Street on RHTT train at 14.23.

Dec 9

66164 + 66131 + 66079 passed through Doncaster at 16.42 on a light engine move to Immingham.
47245 t&t 57601 passed Coppull near Wigan at 13.44 working a Holyhead - Carnforth stock move.

Dec 10

70017 working 4M99 16.57 Southampton - Trafford Park passed through Leamington Spa at 19.48.
GLV 68504 + 73206 'Lisa' arrived at Tonbridge at 10.53 and waited for entry into the station.

Dec 11

66741 t&t 66704 'Colchester Power Signalbox' approached Ely North Junction at 19.56 with the 6T67 Whitemoor - Tottenham South Junction.

Dec 12

47853 'Rail Express' + 47790 'Galloway Princess' departed Cambridge at 18.30 with 5Z94 Northern Belle ecs to Norwich.

Dec 12 (cont)

31602 + ex-Virgin 12094 passed through Didcot at 17.29 working 5Z42 Bristol - Wembley.

Dec 13

66432 + 57011 + 57007 passed Long Eaton Town Level Crossing at 20.42 with 0Z51 York - Crewe GB.

Dec 15

67017 t&t 67024 passed Rochester at 15.42 working Victoria - Victoria circular.
GWR 4965 'Rood Ashton Hall' was seen travelling at speed through Wilnecote at 15.17 well ahead of schedule.

Dec 16

43467 + 43484 'Peter Fox 1942-2011' working the 1A61 1212 Sunderland - King's Cross passed through Sherburn-in-Elmet at 14.16.

Dec 17

70000 'Britannia' working the 1Z71 Yeovil - Victoria passed through Ashford at 21.03.

Dec 18

66560 + Balfour Beatty track conveyor and loaded sleepers departed Didcot Parkway at 20.14 working 6Y41 Westbury - Reading.
The three photos below from Roger Thomas were all taken at Hemies Bridge north of Stafford: 66503 'The Railway Magazine' with 4027 passed at 11.53 with the Garston - Southampton intermodal.



66710 'Phil Packer BRIT' passed at 13.57 on 4L18 Barton Dock - Felixstowe intermodal



90047 passed on 4L90 Crewe - Felixstowe at 13.48 (photo opposite top).



Dec 19

20901 + 20905 t&t 20311 + 20314 with barriers and underground stock 21349 + 21350) passed Bardon Hill at 14.46.

47501 t&t 47832 passed Llansamlet, Swansea at 12.46 on 1227 Newport - Fishguard Harbour Northern Belle.

Dec 20

Whilst on a wet and gloomy West Midlands Day Ranger, Kevin Bates saw 56312 at Dorridge at 10.25 with 67015. 139001 was seen at Stourbridge Town at 14.00, see photo below.



70010 passed Portobello Junction, Wolverhampton at 17.53 on a Bescot - Crewe route learner.

Dec 21

47832 t&t 47501 passed Denton Junction at 20.12 on 5Z85 Manchester Victoria - Crewe Northern Belle.

67001 moved refurbished Arriva coach 12181 from outside the old running shed at Canton, Cardiff up to ATWs carriage shed at 15.20.

Dec 22

GWR 5043 'Earl of Mount Edgcumbe' departed York at 18.24 with the return "Christmas White Rose" to Tyseley Warwick Road charter.

56094 t&t 60092 passed Kensington Olympia at 18.02 working 1Z59 London Waterloo – Crewe. Unusually two Cl.150s were seen at Bletchley 150105 + 150107 (see photo below by Mark Richards). Normally the branch service to Bedford is provided by a Cl.150 and a Cl.153. I presume that the service was being strengthened as it was the weekend before Christmas and since 18.15 that evening until 14th January the service is withdrawn and replaced by buses due to re-signalling / re-modelling work underway at Bletchley. The reason both units were at Bletchley at the same time is because there was a driver shortage and the booked working of 150105 was cancelled. A better view of the new Cl.150 LMT livery on 150105 can be seen in **New Liveries**.



Dec 24

43196 + 43009 headed through Yatton at 12.01 with 10.00 London Paddington - Tiverton Parkway via Bristol.

66554 + 66585 dead in train headed south past Cambridge at 19.30 with the Hoo Junction - Whitmoor engineers train including 2 MPVs.

Dec 26

66201 working 6N10 Gatwick Airport - Eastleigh East Yard passed Basingstoke at 10.49.

Dec 27

66569 passed Manchester Piccadilly at 16.33 working Southampton - Trafford Park liner.

66431 headed northbound through Preston at 15.51 working 4S44 Daventry - Coatbridge Intermodal.

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.

Solent Railways

by Mark Richards

Lee-on-the-Solent:

A remarkable survivor is the original station building at Lee-on-the-Solent, which closed to passengers on 1st January 1931 and completely with effect from 30th September 1935. It had opened in 1894 as the terminus of a short branch from Fort Brockhurst on the Gosport to Fareham line. The line to Lee was never a success, suffering from competition by local buses and trams and the lack of a through service to London. It was however conveniently situated adjacent to the beach and a short walk from the High Street at Lee.



All that remains today is the original station building (the track was lifted in 1939) and the platforms have long since been obliterated by a public car park.

Gosport

The last time I visited the site of the former Gosport Railway Station was New Year's Eve 2007 and found it in a sad state of repair (see report in February 2008 issue). The years of neglect and unattended damage from bombs in World War II made the crumbling edifice a sorry sight indeed. On a recent return visit I was delighted to find that not only has the original fabric been made good but it has been sympathetically incorporated into a new housing and office development with extensive restoration and enhancement to the remaining structure.

before: Gosport Station, 31st December 2007



The building, designed by Sir William Tite of the LSWR was built in the Italianate style; its principal remaining feature is a 14 pillared colonnade on the south side. The station was constructed as a single-storey building to preserve the line of fire of guns on the ramparts surrounding the town. Its location was also dictated by the presence of the town's defences which made it both inconveniently sited for the town centre and the ferries to Portsmouth.

A notable claim to fame of Gosport station is that it was the preferred route taken by Queen Victoria to her retreat at Osborne House on the Isle of Wight. It was also from here that Queen Victoria's coffin was conveyed by train to Waterloo in 1901.



after: Gosport Station, 27th December 2012

The station suffered extensive damage in March 1941 during a bombing raid and subsequently the overall roof was removed.

Gosport Railway Station closed to passengers on 6th June 1953 and freight was withdrawn with effect from January 1969.

Whilst the majority of the line to Gosport was lifted after closure and turned into a combined cycle/pedestrian way, a small stub from the Fareham end as far as Bedenham was retained for freight and remained in use until the late 1990s. The line at Fareham has now been completely severed and the junction removed although the site of the line to Gosport is still visible. A section of the former railway between Holbrook and Redlands Lane, Fareham has been converted into an unguided busway branded 'Eclipse' and operated by First Hampshire & Dorset. This links Fareham (including the Railway Station) with Gosport.



Gosport Station before and after, *left*: 31st December 2007 and *right*: 27th December 2012

photos by Mark Richards

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

Mike Rumens:

Nuneaton 13.28-14.40:

66140/143/555/587, 90045, 153354, 170114/117
170398/637, 21102/14, 350106/121, 390002/006
390016/107/123/129/138/148

23rd November:

Nuneaton 13.34-14.40:

66054/080/414, 90048, 153354, 170107/111/113
170114/637, 221111, 350104/116, 390001/005
390009/010/016/104/136/153/156

26th November:

Nuneaton 13.33-14.40:

59101, 66031/066/589, 90043, 153334, 170110
170397/521/523, 221113, 350238/254, 390005
390046/118/132/156/157

27th November:

Nuneaton 13.55-14.45:

66051/120, 86501, 90016, 153354, 170103/398
170520/522, 350265, 390001/009/016/131

29th November:

Derby: 66100, 153311/21, 220010, 222002/014
DR73114/77904

Sheffield:

66213, 144001/4, 158904, 185115, 220015

Booths Yard: DVT 82128

Doncaster 10.05-14.44:

08869, 43206/208/257/296/302/305/308/311/313
43318/328/367/484, 60063, 66043/046/097/129
66142/169/184/218/249/543/704/709/745, 67019
142018/64/95/96, 144001/03/07/10/13/18, 153308
156498, 158793/816/848/860/872/902/906/909
170304/9, 180101/03/07/09/11/14, 185104/15/24
185130/32, 220008-10/12/13, 221124

3rd December:

Nuneaton 13.55-14.40:

66002, 86613/27, 90045/46, 153371, 170103/107
221110/11, 350129/236, 390001/008/042/112/119
390121/131/155

4th December:

Nuneaton 10.35-11.40/13.35-14.40:

6201 *Princess Elizabeth* on Cathedrals Express
66006/008/116/138/430/433/537/543/544, 67016
70005/20, 86501, 90045-47, 153371, 170102/105
170111/112/114, 221110/16, 325006/08, 350129
350130/233/249, 390001/008/039/046/117/123
390128/155/156, DR80215, 98909/59, cs 99040+
35469+3146+3148+3125+1699+3112+3100+3121
+1832+4959

Michael Hayman:

25th November:

Paddington: 60163 *Tornado*, 66731, 67016

Old Oak Common: 57605

Acton: 57006/601, 66002/077/099/119/165

Blackfriars: DEMU 1001

King's Cross:

60007 *Sir Nigel Gresley*, 43074/251/299/302/307
43311/314/318/367, 47760/786/804, 67028
91102/10

4th December:

Reading: 6201 *Princess Elizabeth*, 59104, 67016

Didcot: 66082/142/201/518

Oxford: 60045

Ealing Broadway: 66507

Acton: 66031/037/183

Victoria: 35028 *Clan Line*, 67026

7th December:

Kings Cross: 43467/480, 67028, 91106

Hitchin: 66712/721

Peterborough: 20311/314/901/905, 66039/184

Doncaster:

47760/854, 66012/518/705/714/744/745, 67030
91102/09/18/29

York:

43305/308/310/317, 47851, 55022, 66035/061/077
66509/512/551/730

Derby:

08899, 31465, 37261/683, 66014/023/593, 70011

Leicester: 66725, 70016

8th December:

Kensington Olympia:

47790/853, 66706/720, 92036, 466001/20

Clapham Junction: 35028 *Clan Line*, 67026

9th December:

Old Oak Common: 57604

Acton: 59201/202, 66016/069/081

Southall: 60163 *Tornado*, 08780, 37676

Reading: 66168

10th December:

Acton: 57804

Willesden:

60163 *Tornado*, 66031/134/143/155/507/525/554
66706, 86622/27, 90044

11th December:

Kensington Olympia: 57001/005/012, 66591

18th December:

London Victoria: 67022/24

Paddington: 66719

Acton: 20189, 59001, 66050/099/604

Euston: 43013/62, 90044

21st December:

Clapham Junction: 66554/735/747-749, 67017

Kensington Olympia: 66418

12th December:

King's Cross: 43480, 66149/199

Euston: 56094, 57309, 60092, 90044

Geoff Hope:

9th November:

Doncaster 09.05-15.30:

08669, 43206/208/238/239/251/272/274/277/290
43295/296/302/306/308/309/312-314/316-320/423
43467/480/484, 60059/92, 66045/079/125/143/176
66206/207/250/416/562/598/614/619/703/717/723
66429/732, 67019, 91101/02/04/06-13/16-21/24
91126-29/31, 142027/29/38/65/70/91/93, 144001
144004/09/10/12, 153384, 156401, 158795/816
158843/844/848/850/853/904, 170302, 180105/07
180109/10/12/13, 185106/11/17/23/25/27, 220018
220020/22-24/26/31, 221123, 322482
DVT's 82200-03/06-12/14/16/18/20/22-24/26/28
82230/31, DR75402/77801/77802/79261/79271
80217

14th November:

Manchester Piccadilly 14.15-16.45:

66420/568/743, 92003, 142001/03-05/11-13/27/28
142033/36/37/40/43/45/46/48/54/57/58/61/63/88
150103/115/118/119/132/133/147/148/204/206
150220/224/268, 158773/777/780/785/788/789
158799/840/856/866, 170301/4/5/7/8, 175010/101
175102/112/113, 185101/03/04/07/09/13/20/24/25
185128-30/32/34/38-40/42-44/48/49/51, 220003
220011/25/28, 221137/39, 323224-28/30-32/34
323236-39, 390005/020/045/112/114/119/137/138
390153

17th November:

Doncaster 09.25-15.30:

43014/062/206/208/238/251/272/274/290/296/302
43306/308/310/313-316/318/319/423/467/480/484
66025/044/046/052/060/076/109/130/152/167/194
66199/218/413/543/555/588/591/701/702/705/722
66745, 67028, 91101/04/06-09/11/15-17/19-22/24
91127-29/31, 142020/27/84/88, 144004/05/07/08
144010/13/18, 150137, 153307/81, 156414
158784/815/848/849/861/907, 170302/5, 180101
180105/09/11/12/14, 185103/10/13/21/29/32

220005/11/14/23/25/29/31/33, 221124/41, 222009
322481/2/5, DVT's 82200/02-04/06/08/10-12/14
82216/18-20, DR73109

21st November:

Edinburgh Waverley 09.25-12.15:

43299/309/311/319, 67020, 90019, 156432/449
156504/509/514, 158706/714/721/729-732/734
158736/738-740/868/871, 170396/402/403/405
170407/409/414/415/418/422/424-428/431/434
170450-452/454/459-461/471/473/476-478
185102/24, 220010, 221104/28/32/42, 334001/04
334006/07/11-14/16/19/26-28/30/32/35/38/40
380102/103/106

Edinburgh-Glasgow 12.15-13.05:

156502, 158726/727/729, 170401/405/419/434
170470

Glasgow Queen Street 13.05-13.40:

156510, 158710/713/718/723/782, 170425/427
170429/458

Glasgow Central 13.55-17.00:

156432/433/436/437/439/442/446/447/449/456
156462/467/477/478/485/496/500/501/503/504
156506/507/509/512-514, 158724/730/870
185128, 221112/27, 380002/004-007/009/011-015
380017-020/101/105/107/111-116, 390134/148
390155

28th November:

Manchester Piccadilly 14.30-16.40:

66156/505/516, 142001/04/05/07/11/32/37/39/42
142048/53/62, 150103/117/132/133/135/139/140
150148/206/211/220/223/228/264/271, 156460
156466/472/483/486/488, 158773/806/856-858
158865, 170301/5/7-9, 175011/107-109, 185102
185103/08/10/11/15/17/18/21/26/29/30/38-40/43
185145/47/49/51, 220012/23/29, 221131, 323223
323224/26-32/34/37-39, 390050/103/107/118/131
390132/138

Preservation Photo Spot - 1



A1 4-6-0 60163 'Tornado' in its new BR blue express passenger livery, Eastleigh, 10th December 2012 (photo by David Elliott)

Railtour News

The Solent Witness Railtour by Mark Richards:

This UK Railtours excursion on 28th December 2012 visited the docks at Southampton as well as the branches to Fawley and Hamworthy. 66007 and 66201 topped and tailed the 12-coach train throughout. I joined at Eastleigh with the train running first to Southampton Eastern Docks.

The line beyond Northam Junction remains in use as a headshunt for the Siemens / South West Trains depot and for freight and the occasional passenger service to and from the docks. The station at Northam has long since been demolished and whatever remains has been savagely consumed by foliage. Just before crossing Canute Road into the docks, there are the remains of Southampton Terminus station which closed to passengers in 1966. The rail connection was lifted in 1969 and the former platform canopies now provide shelter for a public car park.



Authorisation was provided by ABP (Associated British Ports) for the train to run all the way to the Queen Elizabeth II terminal at Berth 38/39, the full extent of the line. This is used on occasion by the VSOE and Cruise Saver specials. This was the only opportunity of the day to leave the train so I made good use of the time to take some photos of the train and the surrounding docks area.

Leaving Eastern Docks, the train retraced the route back to Northam, making use of the Depot Reception Road for reversal to proceed west through Southampton Central, taking the Down Goods Loop to the Millbrook Dock Entrance. This provides access to what are now known as Western Docks, which still boasts one of the largest dry docks in the world. These docks were built by the Southern Railway as part of a £13m scheme to extend the docks at Southampton. The train reached the Mayflower Cruise Terminal which has a short wooden platform, far too short to accommodate a 12 coach train so there was no opportunity to alight here.

After a further reversal, the train next continued down the main Southampton to Bournemouth line as far as Totton where the Fawley Loop line was taken for the nine mile branch to Fawley. The most interesting feature of this line is the remarkably intact and unspoilt station at Marchwood (closed 1966) and its fine array of semaphore signals. Access to the terminal at Fawley was for understandable reasons not permitted but the train did reach the entrance to the terminal.



A further reversal back to Totton in order to reverse again and continue on down the Bournemouth main line and through Poole to Hamworthy where the goods line that runs behind the signal box was taken. The only semaphore signal between Waterloo and Weymouth stands at the country end of the station on the branch.



The train reached the site of the original Poole station, not quite the end of the line but the furthest that could be practically reached. Remarkably part of the platform of the original Poole station remains despite passenger services being withdrawn in July 1896! (see photo above) There has not been freight on the Hamworthy Goods for some months and it was remarked on the train that this railtour could be the last train ever to run on the line. Time will tell.

From here, the route was retraced back to Hamworthy and then back on the main line to Southampton with a frustrating wait in the Up Goods Loop whilst we were passed by at least two freight trains and three passenger services! Arrival back at Eastleigh though was around 17.30 after a fascinating day exploring lines around the Solent area.

photos by Mark Richards

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 November

00.30 66106 6H66 MN-IS
 05.45 66425 4H47 MN-IS
 07.00 66430 4R75 GM-EE
 07.00 66427 4A13 GM-AB
 07.40 66850 6R46 GM-PW
 10.35 66512 6G05 RV-LT
 13.30 66113 6S36 DS-GM

17th November

05.45 66425 4H47 MN-IS
 10.05 66107 6A32 MN-AB
 10.35 66512 6G05 RV-LT
 13.00 66305 4A13 GM-AB
 13.30 66113 6S36 DS-GM

18th November

13.00 66305 4A13 GM-AB
 19.25 66113 6K25 MN-Ushan

19th November

05.45 66425 4H47 MN-IS
 07.00 66430 4R75 GM-EE
 08.28 66113 6K25 Arbroath-CL
 08.30 66606 6A65 OX-AB
 10.35 66616 6G05 RV-LT

20th November

05.10 66606 6H51 OX-IS
 05.50 66427 4Z40 B-Blackford
 07.00 66434 4R75 GM-EE
 07.40 66206 6G25 HU-ES
 07.40 66850 6R46 GM-PW
 10.35 66616 6G05 RV-LT
 13.00 66302 4A13 GM-AB
 13.30 66110 6S36 DS-GM

21st November

05.45 66425 4H47 MN-IS
 05.50 66433 4Z40 CB-Blackford
 07.00 66302 4R75 GM-EE
 07.40 66850 6L82 GM-LW
 08.30 66606 6A65 OX-AB
 10.35 66616 6G05 RV-LT
 13.00 66424 4A13 GM-AB
 13.30 66110 6S36 DS-GM

22nd November

05.10 66606 6H51 OX-IS
 05.45 66425 4H47 MN-IS
 05.50 66432 4Z40 CB-Blackford
 06.05 66110 6A32 MN-AB
 07.00 66424 4R75 GM-EE
 10.35 66616 6G05 RV-LT
 13.00 66428 4A13 GM-AB
 13.30 66106 6S36 DS-GM

23rd November

00.30 66106 6H66 MN-IS
 05.45 66304 4H47 MN-IS
 07.00 66428 4R75 GM-EE
 07.40 66850 6R46 GM-PW
 10.35 66616 6G05 RV-LT

24th November

10.05 66147 6A32 MN-AB
 10.35 66616 6G05 RV-LT
 11.20 66431 4M16 GM-DV
 13.00 66303 4A13 GM-AB
 13.30 66093 6S36 DS-GM

25th November

13.00 66428 4A13 GM-AB

26th November

05.45 66304 4H47 MN-EE
 08.30 66606 6A65 OX-AB
 13.00 66424 4A13 GM-AB

27th November

05.10 66606 6H51 OX-IS
 05.45 66304 4H47 MN-IS
 07.40 66302 4R75 GM-EE
 07.40 66145 6G25 HU-ES
 07.40 66850 6R46 GM-PW
 10.35 66559 6G05 RV-LT
 11.20 66424 4N66 GM-ML
 13.00 66303 4A13 GM-AB
 13.30 66093 6S36 DS-GM
 22.40 37682 3Q45 MN-AB

28th November

05.45 66304 4H47 MN-IS
 07.00 66303 4R75 GM-EE
 07.40 66850 6L82 GM-LW
 08.30 66514 6A65 OX-AB
 10.35 66559 6G05 RV-LT
 13.00 66431 4A13 GM-AB
 13.30 66093 6S36 DS-GM

29th November

05.45 66304 4H47 MN-IS
 06.05 66110 6A32 MN-AB
 07.40 66431 4R75 GM-EE
 10.35 66559 6G05 RV-LT
 13.00 66433 4A13 GM-AB
 13.30 66093 6S36 DS-GM

30th November

05.45 66304 4H47 MN-IS
 07.00 66433 4R75 GM-EE
 10.35 66559 6G05 RV-LT
 13.00 66432 4A13 GM-AB

1st December

05.45 66304 4H47 MN-IS
 10.05 66110 6A32 MN-AB
 10.35 66559 6G05 RV-LT
 13.00 66426 4A13 GM-AB
 13.30 66107 6S36 DS-GM
 22.36 66107 6K25 MN-Newburgh

2nd December

00.15 66113 6K03 MN-Greenhill
 11.15 66171 6K06 MH-Greenhill
 13.00 66303 4A13 GM-AB
 19.07 37606 0Z37 CL-IS

3rd December

05.45 66304 4H47 MN-IS
 08.30 66606 6A65 OX-AB
 10.35 66545 6G05 RV-LT
 13.00 66303 4A13 GM-AB
 14.27 66110 6D61 Riccarton-GM

4th December

05.10 66606 6H51 OX-IS
 05.45 66304 4H47 MN-IS
 08.30 66145 6G25 HU-ES
 10.35 66545 6G05 RV-LT
 11.20 66303 4N66 GM-ML
 13.00 66427 4A13 GM-AB
 13.30 66110 6S36 DS-GM

5th December

07.00 66427 4R75 GM-EE
 07.40 66850 6L82 OX-LW
 08.30 66606 6A65 GM-AB
 08.57 37602/609 6S99 CL-GE
 10.35 66545 6G05 RV-LT
 13.00 66305 4A13 GM-AB
 13.30 66110 6S36 DS-GM
 19.33 37685 0Z36 BO-IS

6th December

05.10 66606 6H51 OX-IS
 05.45 66304 4H47 MN-IS
 06.05 66102 6A32 MN-AB
 07.00 66305 4R75 GM-EE
 08.30 66145 6G25 HU-ES
 10.35 66545 6G05 RV-LT
 13.00 66430 4A13 GM-AB
 13.30 66110 6S36 DS-GM
 16.33 47851/55022 5Z15 CN-BO
 47501/47832 1Z51/52 Northern Belle: Perth-Dundee
 -Glasgow-Stirling-Edinburgh

7th December

00.30 66110 6H66 MN-IS
 05.45 66304 4H47 MN-IS
 07.00 66430 4R75 GM-EE
 07.40 66850 6R46 GM-PW
 10.35 66545 6G05 RV-LT
 13.00 66302 4A13 GM-AB
 13.30 66107 6S36 DS-GM

8th December

05.45 66304 4H47 MN-IS
 10.05 66113 6A32 MN-AB
 11.20 66424 4M16 GM-DV
 15.00 66302 4Z75 GM-EE

9th December

10.55 66102 6K12 Greenhill-MN
 15.25 66110 6K13 Greenhill-MN

10th December

05.45 66304 4H47 MN-IS
 07.00 66429 4R75 GM-EE
 10.35 66536 6G05 RV-LT
 13.00 66426 4A13 GM-AB

10th December (cont)		12th December		13th December (cont)	
14.27 66092 6R61	Riccarton-GM	05.45 66304 4H47	MN-IS	08.57 37602/608 6S99	CL-GE
11th December		06.05 66606 6A65	OX-AB	10.35 66536 6G05	RV-LT
05.10 66606 6H51	OX-IS	07.00 66421 4R75	GM-EE	13.00 66092 6S36	DS-GM
05.45 66304 4H47	MN-IS	07.40 66850 6L82	GM-LW	14th December	
07.40 66850 6R46	GM-PW	10.35 66536 6G05	RV-LT	00.30 66110 6H66	MN-IS
07.40 66145 6G25	HU-ES	13.00 66434 4A13	GM-AB	07.40 66850 6R46	GM-PW
10.35 66536 6G05	RV-LT	13.30 66092 6S36	DS-GM	15th December	
11.20 66430 4N66	GM-ML	13th December		05.45 66302 4H47	MN-IS
13.00 66421 4A13	GM-AB	05.45 66304 4H47	MN-IS	07.40 66536 6G05	RV-LT
13.30 66092 6S36	DS-GM	06.05 66102 6A32	MN-AB	10.05 66102 6A32	MN-AB
13.30 66426 4R75	GM-EE	07.00 66430 4R75	GM-EE	11.20 66434 4M16	GM-DV
		07.40 66145 6G25	HU-ES	13.00 66427 4A13	GM-AB

Stirlingshire & Gloucestershire Sightings Location Codes:

AB Aberdeen	CP Chepstow	HL Hartlepool	MN Mossend	RV Ravenstruther
AC Achnasheen	CQ Croft Quarry	HO Halewood	MO Moreton	RY Rugby
AD Alexander Dock	CR Cadder	HR Harwich	MS Maesteg	SA Salties
Jnct	CS Cheltenham	HS Hunslet	MT Mountsorrel	SB Stourbridge
AE Attercliffe	CT Cardiff Tidal	HT Hastings	MV Manchester Vic	SC Scunthorpe
AF Ashford	CU Cumbernauld	HU Hunterston	MW Moorswater	SD Standish Jnct
AH Ashchurch	CV Cliff Vale	HV Haverfordwest	NA Nairn	SG Stoke Gifford
AJ Awre Junction	CY Corby	HW Heywood Jnct	NE Neath	SH Slough
AL Alston	DC Dyce	HY Hinksey	NG Nottingham	SI Stirling
AN Acton	DL Dalmeny	IB Ironbridge	NH Newton Heath	SK Shirebrook
AP Appleford	DM Dollands Moor	IM Immingham	NJ Norton Jnct	SN Stockton
AR Abercynon	DR Doncaster	IS Inverness	NL Newtonhill	SO Southampton
AT Abbotswood Jnct	DS Dalston	JM Jersey Marine	NT Newport	SP Spetchley
AV Avonmouth	DT Didcot	KB Kittybrewster	NV Neville Hill	SR Stourton
AW Aberthaw	DU Dundee	KC Kirkcaldy	NW Nantwich	SS Swansea
AY Ayr	DV Daventry	KK Kilmarnock	OB Oban	ST Severn Tunnel Jnct
BA Blair Atholl	DY Derby	KL Kyle of Lochalsh	ON Onllwyn	SV Stevenage
BD Bedworth	EA Earles Sidings	KN Kennethmont	OO Old Oak Common	SW Swindon
BE Berkeley	ED Edinburgh	KS Kingsland Road	OX Oxwellmains	SY Shipley
BH Brierley Hill	EE Elderslie	KY Kingsbury	OY Oxley	TD Tyne Dock
BI Burntisland	EH Eastleigh	LA Laira	PA Paisley	TE Trostre
BL Bristol	EL Elgin	LB Ladybank	PC Port Clarence	TG Teigngrace
BN Beeston	EU Euston	LC Lincoln	PF Peak Forest	TH Theale
BO Bo'ness	ES Earlseat	LD Lydney	PG Pengham	TK Tavistock Jnct
BP Bath	EV Evesham	LG Lairg	PH Perth	TL Tilbury
BR Bridgwater	EX Exeter	LH Leith	PM St Philips Marsh	TN Taunton
BS Bescot	FB Ferrybridge	LI Linlithgow	PN Paddington	TO Toton
BT Barton Hill	FF Fiddlers Ferry	LK Lackenby	PO Polmadie	TR Trishington
BU Burton	FG Fishguard	LL Llanwern	PR Preston	TS Tees Yard
BW Barrow Hill	FO Forres	LM Long Marston	PT Paignton	TY Tyseley
BZ St Blazey	FR Fairwater	LN Laurencekirk	PW Prestwick	VA Victoria
BY Barry	GC Glasgow Central	LO Longsight	PY Portbury	WB Wembley
CA Calvert	GE Georgemas Jnct	LS Leeds	PZ Penzance	WG Wentloog
CB Coatbridge	GL Gloucester	LT Longannet	RA Redcar	WH Westerleigh
CD Charfield	GM Grangemouth	LW Linkwood	RC Ratcliffe	WP Worksop
CE Crewe	GR Grange Sidings	LY Lindsey	RD Reading	WR Warrington
CF Cardiff	GS Gleneagles	MC Machen	RE Redmire	WS Worcester
CH Chaddesden	GY Grimsby	ME Montrose	RG Rugeley	WV Wolverhampton
CK Chirk	HA Hayes	MF Milford	RM Rotherham	WW Washwood Heath
CL Carlisle	HD Handsworth	MG Margam	RN Robeston	WY Westbury
CM Chalmersston	HF Hereford	MH Millerhill	RO Round Oak	YK York
CN Carnforth	HH Holyhead	ML Motherwell	RR Rowley Regis	YT Yate

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).

19th November	56303 6Z54	CT-SN	66088 6V66	SC-MG	66125 6E66	MG-SC
	60010 6V92	CY-MG	66555 4V47	RG-SG	66155 6V92	CY-MG
	56094 0Z94	WW-CF			66303 4V38	DV-WG
	60054 6E41	WH-LY	28th November		60054 6V05	RO-MG
	66170 6V05	RO-MG	21.34 66506 4V61	RG-SG	DR80211 6U31	Port Talbot-GL
	66115 6V06	HD-CT	66066 6V66	SC-MG	60010 6B13	RN-WH
	66020 6V07	RO-MG	66007 6V92	CY-MG	66150 6M81	MG-RO
	60065 6B13	RN-WH	66088 6E66	MG-SC	60099 6E41	WH-LY
	66617 6M36	WY-EA	66424 4V38	DV-WG	6th December	
	66432 4V38	DV-WG	60010 6B25	WH-RN	09.13 66144 6M96	MG-CY
	66170 6E30	MG-HL	60007 6B13	RN-WH	11.00 60010 6B13	RN-WH
20th November			29th November		12.10 60007 6E41	WH-LY
	66741 6Z66	CT-LK	66109 6V66	SC-MG	12.58 66150 6V05	RO-MG
	60010 6B13	RN-WH	56303 6Z54	CT-SN	13.55 20305/303 6M67	BR-CE
	60065 6V05	RO-MG	66007 6V92	CY-MG	14.18 66431 4V38	DV-WG
	66066 6V92	CY-MG	66014 6V07	RO-MG	15.12 66063 6V92	CY-MG
	66150 6M81	MG-RO	66034 6E66	MG-SC	17.09 66204 6V07	RO-MG
	158953 5Z58	TY-BL	66132/60054 6B47	WH-RN	19.30 60010 6B47	WH-RN
21st November			66188 6E30	MG-HL	20.14 66088 6E30	MG-HL
	66116 6V66	SC-MG	60007 6E41	WH-LY	20.58 66539 4V61	RG-SG
	60065 6V55	BD-RN	66302 4V38	DV-WG	21.50 66185 6E09	ON-IM
	66555 4Z13	TO-SG	30th November		23.22 66150 6E47	MG-TS
	66126 6V07	RO-MG	60010 6B47	WH-RN	23.50 66125 6V66	SC-MG
	66142 6E94	AW-LY	66713 6Z30	HD-Tremorfa	7th December	
	66305 4V38	DV-WG	66007 6V92	CY-MG	66148 6V05	RO-MG
	66596 4V61	RG-SG	66596 4V47	RG-SG	60010 6B13	RN-WH
22nd November			66147 6E86	PY-FB	66106 4V83	TO-PY
	37038//606 6M67	BR-CE	66303 4V38	DV-WG	66713 6V88	BN-Tremorfa
	60010 6B47	WH-RN	1st December		8th December	
	60092 6E41	WH-LY	10.55 60010 6B13	RN-WH	01.58 66084 6M77	MG-EA
	66066 6V92	CY-MG	12.35 60071 6E41	WH-LY	08.10 66132 4V83	TO-PY
	66082 6V07	RO-MG	15.30 66957 4Z47	RC-SG	10.55 60010 6B13	RN-WH
	66069 6V61	RO-MG	16.55 60007/66192 6E66	MG-SC	11.57 60007 6E41	WH-LY
	66305 4V38	DV-WG	18.10 66088 6V66	SC-MG	12.57 66510 4V06	RG-SG
23rd November			2nd December		14.15 66591 4V64	CE-WG
	66529 4V47	CE-SG	09.37 66623 6Y12	Alstone-	14.27 66519 4V46	CE-SG
	66424 4V38	DV-WG	WY		15.56 66520 4V22	FF-SG
	66161 6V92	CY-MG	11.28 66431 4V38	DV-WG	17.24 66009 6V66	SC-MG
	66066 6V05	RO-MG	11.32 66605/610 6Y11	Alstone-FR	20.32 66555 6Y12	WY-AH
	66095 6V66	SC-MG	66091 6E68	LL-SC	22.22 66603/610 6Y11	FR-AH
	60065 6B13	RN-WH	66106 6V66	SC-MG	66591 4M64	WG-CE
			66132 6E09	LL-SC	9th December	
24th November			3rd December		11.50 66305 4V38	DV-WG
	66529 6Y12	WY-AH	11.12 60010 6B13	RN-WH	66603/610 6Y11	Alstone-FR
	60065 6B13	RN-WH	12.03 66422 4V38	DV-WG	66555 6Y12	Alstone-
	60035 6V66	SC-MG	12.36 60065 6B25	WH-RN	WY	
	66605/610 6Y11	FR-AH	12.59 60054 6V05	RO-MG	10th December	
25th November			13.12 66106 6E66	MG-SC	13.10 66175 6E66	MG-SC
	66606/610 6Y11	Alstone-FR	14.19 66068 6V92	CY-MG	14.58 66109 6V92	CY-MG
	66529 6Y12	Alstone-WY	17.31 66063 6V07	RO-MG	15.47 66424 4V38	DV-WG
	66430 4V38	DV-WG	22.06 66009 6V66	SC-MG	15.59 66183 6M41	MG-RO
	66117 6V66	SC-MG	22.37 66024 6V81	RM-CT	18.57 66108/106 6E30	MG-HL
66188/082/089/014/007/132/152			4th December		66526 4V61	RG-SG
			11.14 60010 6B13	RN-WH	66192 6E86	PY-FB
			12.28 60054 6V05	RO-MG	11th December	
			12.56 66433 4V38	DV-WG	11.12 60091 6B13	RN-WH
			13.41 66034 6Z44	AD-LY	14.51 66126 6V92	CY-MG
			17.07 66150 6V07	RO-MG	16.00 66138 6V07	RO-MG
			19.00 66011 6V06	HD-CT	16.00 60010 6M41	MG-RO
			20.10 66164 6V69	BS-AD	18.33 66094 6V06	HD-CT
			22.48 66141 6E09	ON-IM	66122 6V69	BS-AD
			66068 6E47	MG-TS	66250 6E09	ON-IM
			66181 4Z33	RC-AV	66079 4Z32	TO-MG
			66166 6V66	SC-MG	66200 6V66	SC-MG
			66011 6D98	CT-HD	66150 6E47	LL-TS
27th November			5th December		66560 4V61	RG-SG
	66141 4Z33	RC-AV				

12th December	DV-WG	13th December (cont)	MG-RO	14th December (cont)	RG-SG
66426 4V38	BD-RN	66025 6M41		66552 4V61	RG-SG
60065 6V55	WH-RN	14th December		66585 4V05	BN-GL
60091 6B47	MG-SC	11.11 60091 6B13	RN-WH	66737 6V88	
66076 6E66	MG-RO	12.05 66430 4V38	DV-WG	15th December	
66025 6M41	CY-MG	13.55 66546 6M36	WY-EA	08.16 66065 4V83	TO-AV
66126 6V92	SC-MG	15.26 66147 6E86	PY-FB	09.32 66737 6V88	GL-Tremorfa
66193 6V66	PY-FB	15.35 66526 4V47	RG-SG	11.32 60091 6B13	RN-WH
66137 6E86	RN-WH	15.57 66018 6V07	RO-MG	11.51 60011 6E41	WH-LY
60091 6B13	RC-AV	20.03 66139 6V52	WV-NT	12.55 66547 4V06	RC-SG
66137 4V83		20.52 66113 6V55	BD-RN	13.48 66557 4V20	FF-SG
13th December	WH-LY	22.06 66027 6V66	SC-MG	15.58 66528 4V22	FF-SG
60007 6E41	BR-CE	22.23 66083 6V81	RM-CT	16.47 66027 6E66	MG-SC
37667/682 6M67	RN-WH	31602 6Z78		16.52 56303 6Z52	CT-CH
60091 6B13	SC-MG	with 10257+10222+11027		18.00 66083 6V06	HD-CT
60079 6V66	DV-WG	+11044+10237	GL-LM	19.00 60091 6B47	WH-MG
66421 4V38					

Preservation Photo Spot - 2

Further to the report in the last issue on the repatriation of two A4s from USA and Canada, 60010 'Dominion of Canada' is seen undergoing cosmetic restoration and repainting into LNER garter blue inside NRM's Shildon site on the 21st December 2012 complete with festive Santa.



Advertisement – GB Bus Group (GBBG)

Belonging to ICRS tells 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.

Light Rail, Metro & Tram News

Metrolink: The latest M5000 tram number 3060 was delivered to Queens Road Depot on 17th November.
Following reconnection to the system, 15th December saw the first day of service for Shaw & Crompton with a 30 min journey into Manchester city centre.

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**

New Locos: (ex-Dutch)

66747 66748 66749

Locos Sent Abroad: (to France)

66010 66026 66042 66052 66062
66071 66072 66123 66218 66243
66245 66249

Locos Repatriated: (from France)

66225



66052 prior to shipping to France at
Doncaster Carr 21st December 2012

Refurbished / Renumbered Stock:

Pendolinos lengthened & re-numbered
(completed)

390015 to 390115 with 68915 / 65315

Locos Transferred: (* into preservation)

07001* BH to HST

37401 KM to BH 37411 KM to RVEL

57307/308/311 VWC to DRS

57316 ATW to DRS

DMUs Transferred:

59664 EMR to SDH

Namings:

Locos for Scrapping:

CF Booth, Rotherham 37406, 37426

DVT 82128

EMR Kingsbury

37800, 37884

DMUs Scrapped:

MHR

51592, 51604

New Liveries

All three of the
LMT Cl.150s
150105/107/109
have been
re-painted into the
corporate livery
as with
150105 seen at
Bletchley
22nd December
2012 (photo
byMark Richards)



ICRS Publications

First off the press for 2013 is the **Wagon Book** in January. See the review elsewhere in this issue for details of the updates and improvements.

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)				
UKRS03	UK Wagons 2013 (140 pages)	(updated to 1 st Dec12)	£12.99	£9.50
Current: (2012 - red)				
UKRS01	Pocket Book 2012 (240 pages)	(updated to 1 st Jan12)	£9.50	£7.00
UKRS02B	UK Combine Summer Ed 2012 (274 pages)	(updated to 1 st Jul12)	£15.99	£12.00
UKRS03	UK Wagons 2012 (164 pages)	(updated to 1 st Oct11)	£12.99	£9.50
UKRS04	UK Name Directory 2012 (172 pages)	(updated to 10 th Nov11)	£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