

SEVERNSIDE TRAVEL AND RAILWAY SOCIETY

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The Chairman, officers and editor of STARS wish all our members and their families A Very Merry Christmas and a Happy, Prosperous, and Successful New Year

Editorial

May I thank everyone who has made contributions of reports, stories, information, letters and photographs to the STARS magazine over the last twelve months. I would especially thank those people who have sent items that for various reasons we have been unable to publish, as without your help and assistance there would quite literally be no magazine.

A few weeks ago Pete White allowed me to see a quite wonderful story written by no less an authority on railways than Peter Dobson, a man who is becoming something of a legend among Continental railway enthusiasts. I enjoyed the story so much so that I contacted Peter and begged him to allow me to print it in this magazine. Although he had considered publishing it nationally, he gave his blessing for his story to appear in the STARS mag.

I believe this is the best railway/spotting yarn I have ever read, and sits well in our Christmas edition. I know that STARS members will get as much pleasure from reading it as I did, and I am very grateful to Peter for allowing it to appear in this magazine.

Pour a glass of brandy, sit down in an easy chair after Christmas dinner, and enjoy 'The Big Dump' by Peter Dobson.

From the Chairman

SETTING THE RECORD STRAIGHT!

As we face a brand new year we have much to look forward to, and plenty to be optimistic about, however we all feel that there is one negative which must be addressed before we move on. It is only right that, on behalf of all officers at STARS, I apologise unreservedly to our members for the deterioration in the quality of the website up until September last. This in addition to the personal apologies that have already made to individual members who sent in valuable information which, for reasons still unexplained, was never posted on the site! Also, to my horror, I discovered late in the year that not one tour report for 2009 had been posted, despite being assured at committee meetings that they had been. I then reflected on the number of occasions during the year that members had commented adversely about the website, when I repeated the explanation I had been given, that "not much was coming in". We now know that not to have been the case, and I can understand why so many members were disappointed with us. Meanwhile, I do not feel it appropriate to point fingers or criticise any individual in these columns. If it has been a failure on the part of one, it has been a failure of us all for allowing it to happen. Suffice to say, a lesson is learnt..... let's move on.

WEBSITE.

When Gary took over the website his brief was to bring it back to the level when Terry was running 'the show'. Because of Gary's technical knowledge, I always had the confidence that given time, he would achieve that objective. What has happened since September has exceeded my expectations by 'a country mile.' Let's just review what he has done so far.

There is now a steady stream of ad hoc information coming in from members, which is being posted in the appropriate sections.

38 items have been posted in 'Latest News' since 10th October.

Obsolete function buttons and files have been deleted.

In the Members' only section, the 'Y' Locator, and UK Stock Formation Lists are now up to date. However, we now also find ever growing stock Lists for countries far and wide. Algeria, Egypt, Poland, Thailand, Malaysia, Morocco, Sri Lanka, USA, even Vietnam.

Gary has introduced a 'STARS Forum' where member can directly communicate with member, and it is pleasing to see just how much use is being made of the facility.

Half a dozen 2009 STARS Tour Reports have been posted, but there are still eight to be entered. We are hopeful that the majority will be available for members by the end of the year.

From both verbal and written comments that have come our way, the praise and appreciation for Gary's work over such a short period of time is of the highest level, and myself, and the other officers, fully associate ourselves with those sentiments expressed by members. The frightening thing is that he is far from finished! Obviously, areas such as the sales section, which is badly out of date, will need 'refreshing' in time, but he has many other ideas to improve and we await such initiatives with relish.

In addition Gary and Colin will be liaising closely to determine the most appropriate 'vehicles' for specific information, Magazine, Website, or both?

These are indeed exciting times and, quite simply, Gary has taken us on to new levels, but nowhere near those in his vision for the future. Watch this space... No.... Better still, watch the Website.

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INTERNATIONAL TOURS 2010

If everything comes together, this magazine will accompany the 2010 International Tours Brochure. We apologise for the late appearance of the latter, but Anita and I have been through purgatory with the arrangements particularly in respect of the hotels, and trying to balance price, quality and convenience. We have had difficulties with every tour except the three Rapides. I could write a book on our problems this year but I will cite just one example. We received a quote from one hotel who wanted £123 per person, sharing in a twin, and no breakfast!! Was it a Hilton, Mercure, Novotel, InterCity? **No. It was an Ibis!!** That, and most other problems have now been resolved, but we are still unhappy with hotels on three of the tours and are therefore seeking alternatives.

We have some outstanding tours in 2010 and hope they will capture your imagination and tempt you along. For the 'out of the ordinary' we offer you an Isle of Man tour, and two tours with no overnight travel. We also offer you one or two days' Rail touring with our charter train in the Czech Republic, at an outstandingly low all-in price. We implore you to send your bookings in without delay.

MEMBERSHIP

Anita thanks all those who have renewed their membership so far. Everyone apart from four members enclosed stamped addressed envelopes –thank you. She has now processed, and sent out, two large batches of membership renewals, but there are still more to come in. If you haven't already renewed please do so as soon as possible. This will ease Anita's workload when tour bookings start to arrive.

As before we are extending the renewal deadline to 31st January, but please do not leave it as long as that.

We also remind you to include your e-mail address with your application. ***We assure you that the safeguards of Data Protection will apply equally to your e-mail details as they do to the other data we hold.***

STARS membership classes are:-

STARS INTERNATIONAL FULL MEMBERSHIP

£17.50

(Includes posted tour reports, tour brochure, magazine, and access to STARS website).

STARS INTERNATIONAL REDUCED RATE MEMBERSHIP

£13.50

(Posted tour brochure, magazine, and access to STARS website including web tour reports)

STARS UK MEMBERSHIP

(Magazine, but no international reports or tour brochure)

NEW BOOKS ON THE WAY

There are two European Handbooks about to appear from Platform 5 Publishing:

Swiss Railways

Price £19.50.

due before Christmas.

Czech and Slovak Railways

Price £19.50

due by 31st January

In addition the 4 **UK Pocket books** will also be available before Christmas, Price £4.35 each, therefore why not place your order with STARS. (Add £1.50 p & p)

Press Date

Please note that the latest press date for the acceptance of articles, photographs and news reports for the April magazine will be March 1.

The Big Dump by Peter Dobson.

For many years rumours have been rife among railway enthusiasts that the Russian penchant for keeping things long after their apparent usefulness has expired, has resulted in the establishment of huge dumps of redundant locos. Tales of thousands of steam engines mouldering in the forests of Siberia were common, and the sighting of a very large dump at Ulan Ude simply added fuel to the speculation that somewhere deep in the country was "the big one". I am pleased to say that I can now shed some light on the subject.

It all started quite by chance. As an enthusiastic surfer of the Internet I located the Russian railfan site. The difficulty with this site is that although part is in English much is in Cyrillic and therefore only appears on the screen as a series of question marks. Some of these were clearly buttons for other screens and by clicking at random I was pleased to find lists of loco depots, but more intriguingly a map showing the location of strategic stores. These however were all shown in the western part of the country; presumably those in public view. Nothing referred to the vast open spaces of Siberia and the east. One button however gave me an e-mail link to a guy called Yuri. On the basis of nothing ventured, nothing gained I sent him an email in English asking him if anything was known about Ulan Ude or similar dumps.

I heard nothing for several months and then quite out of the blue I got a reply. He confirmed that Ulan Ude was indeed well known in Russia but the contents had been greatly inflated by foreign railway magazines. There was however a much larger dump deeper into Siberia. He was reluctant to give me further details as he was of the 'old school' and was paranoid that the authorities still monitored communications, and there was still no telling as to what was and what was not a state secret. He did not trust the internet but offered to take me to the dump if I would meet him in Moscow. This was an opportunity too good to miss and I jumped at the chance.

Yuri met me at Sheremetyevo Airport on 21 August having travelled up from Voronezh the day before. We went straight to Moscow Yaroslavski station to catch the eastbound "Rossya" at 15.25. On the way he told me that the dump was at Baranavichy—Hrodna which until very recently had been a restricted area and not visited voluntarily by many people since Stalin's time. Plenty had gone there but few had returned! Consequently the village and the railway were not to be found on any map. Yuri was still puzzled why I wanted to go all that way to get the numbers of the locos on the dump. Pointing to a ChMe3 he commented with admirable logic 'you have seen one of these, why do you want to see the other 7,000?' I mumbled the usual excuse about it being a British hobby and he laughed 'you must be mad.' I could not help but agree with him.

On the morning of the fourth day after leaving Moscow we arrived at Krasnoyarsk smack on time. Despite the generous schedule I thought this was some achievement for a 2,500 mile journey! Virgin Trains please note. The journey had been a reminder of just how big Russia is, and the immense amount of freight carried by rail – for three days during the hours of daylight my head had been out of the window for much of the time and whilst I had only been getting the numbers of the front locos, my notebook was getting gratifyingly full.

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At Krasnoyarsk we changed to a rather decrepit D1 railcar. I had expected it to go directly to Baranavichy—Hrodna but instead only went as far as the station just short of the former restricted zone. Fortunately a bus was waiting which took us deep into the forest- we were the only passengers for the journey which took about an hour. Eventually we reached Baranavichy—Hrodna. It was deserted and rather reminded me of the villages abandoned during the war near Lulworth in Dorset. The most remarkable feature however was a huge freight yard about three times the size of Tinsley and quite capable of storing a thousand or more locos. The trouble was that it was completely deserted apart from notices giving the international symbol warning of radiation hazard. I cannot start to explain how wretched I felt. Yuri then spotted an old man cycling on the edge of the yard. He ran over to him and I could see from a distance that he was reluctant to answer Yuri's enquiry. Finally however they shook hands and Yuri waved to me asking me to follow.

We went to the top left hand corner of the yard (the north east) and there saw that there were two sets of rusty tracks just discernible amongst the vegetation which led to the heart of the forest. We followed the rails for about a mile, but further progress was blocked by two massive steel gates, topped with barbed wire and flanked by even larger reinforced walls. We banged and rattled at the gates for several minutes before a small hatch in one of the gates opened. Yuri had asked me to purchase my full allowance of duty free on the plane, and he returned to the hatch, explained what we wanted, and handed over a pack of 200 American cigarettes. The gates opened like magic and we were in. Well, as far as the office block. More negotiations and presents, before we were finally shown into the presence of the boss. Yuri started his spiel again but the boss was clearly unhappy with his request yet could not take his eyes off the \$100 note that Yuri was casually holding. When Yuri added a second note the boss stood up and said 'Da'. I did not see the passage of the \$200 from Yuri's hand to a desk drawer. It was all too quick.

The boss led us outside and we went to a tall lookout tower. At the top there were still the remains of a machine gun fixture. I was not however looking at that. I could not believe my eyes, for in front of me were ten parallel tracks full of locos. They stretched back quite literally for miles. So far in fact that visually the mass of locos almost disappeared to a point, before bearing right and disappearing out of sight.

We returned to the foot of the watchtower and I asked Yuri to tell the boss that I wanted to walk up between the locos. He got a very negative reply. Instead the boss invited us into his old Lada and then drove very slowly up a track to the right of the outside line of locos. I was therefore able to get most of the numbers on this line. By the time we had got to the part where the lines bore right, I must have recorded at least 165 locos *from that line alone.* In one way it was unfortunate that almost all of them were M62s as I would have preferred a wider selection. The lines of locos ended shortly after this point but about 800 yards further on there was yet another dump. Much smaller than the first and it looked as though they were all TE3s. Even so there must have been about 120, or 240 if you include both parts

We continued right up to the end of the second dump. It was obviously crunch time. I insisted that I got out of the car and walked back through the middle of the dump to the starting point. The boss man went mad but after Yuri had spoken to him for some time (and probably gave

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him a further 'administration fee') he relented. With bad grace, he shrugged his shoulders and he and Yuri sped off in his car. As I watched them go I remembered that in addition to my luggage my jacket was in the car, and inside that was my passport, return plane ticket, credit cards and all my cash apart from a few coins. If they were not waiting for me at the other end I would, to put it mildly, be up the proverbial creek without a paddle.

I selected the path between what I thought were the two longest lines, and most likely to pass the steam engines, and started on my way. It took me two and a half hours of non stop walking and writing to reach the other end. Many older types of Russian electric and diesel were seen including some classes thought to be extinct. I had not chosen well for the steam. I missed them by a line but glimpses between the diesels and electrics suggested that they were mainly L class with a few ERs. There was an exciting glimpse of what might have been two or three Class P36 on the line farther over.

I have to say that the walk was not without stress or difficulty. In addition to my jacket I was concerned about the heat - I started at ten o' clock when the temperature was about forty degrees centigrade, and it was getting hotter by the minute. I was not really prepared for what faced me. More by good luck than good judgement I had been holding a bottle of Lucozade when I jumped out of the car, and also had four bios in my shirt pocket. The drink had gone before I was a quarter of the way back. I had hoped that the shade from the locos themselves would give me some relief from the sun, but the narrow passage was made impossibly hot by the heat radiating from the metal of the locos. In the extreme temperature my bios flooded and gave up the ghost one after the other. For the last mile or so I had to make heavy indentations in my notebook in the hope that I would be able to decipher them later. Even more critical than that was dehydration. At first I was sweating like a pig, but the longer I walked the less I was able to perspire until I was bone dry. Over the last half mile or so I developed a blinding headache and became rather disorientated. I don't know how I made the last bit but make it I did.

I staggered out at the end of the lines to find them all waiting in the shade. They gave me an ironic round of applause. I was glad to see that Yuri was holding my jacket but even more pleased to see a very large jug of cold water which I downed in a few gulps. After taking a few minutes to recover I announced that I would have to make at least two return trips to the other end of the yard to get most of the remainder of the locos. I felt that if I took plenty of water with me together with the pencils that were in my jacket I could just about make it. I really needed to make three return trips but I was realistic enough to know it would have been too much.

I announced my intention to Yuri who told me in no uncertain manner that there was simply not enough time left in the day as we were leaving for Moscow that night. I went ballistic, but Yuri said something in Russian to the boss and all the Russians fell about laughing. I asked in high temper 'what was all that about?' Yuri laughed and replied that he was asking the boss whether he should give me the full list of locos on the dump now or later. It transpired that while I had been nearly killing myself walking through the dump, Yuri had had the wisdom to ask for two copies of the inventory which of course included details of every loco and where it

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could be found. He handed me a copy of the list. I looked at it quickly. About 50 numbers per column, four columns per page, and just short of nine very full pages. I had cracked the biggest dump in the world and felt deliriously happy. I could have kissed them all apart from the rather hirsute young woman who had done the photocopying. I had no further time to examine the list as the boss announced that we would celebrate. We moved on to a building in the shade of the forest which was partly submerged to avoid the extremes of temperature. It was there that I made a fatal mistake.

Despite the water I had drunk I was still badly dehydrated and the vodka (what else!) was freely dispensed for the first of many toasts. I noticed that Yuri was sipping very slowly which surprised me as on the train from Moscow he had shown his partiality to Vodka and was quite capable of throwing back one after another. When I asked him about it his cryptic reply was 'there is good vodka and there is bad vodka'. Meanwhile I, being in a state of euphoria, got somewhat carried away by the occasion. Toast followed toast. I can vaguely remember the toast for our Prime Minister, but after that, very little.

I know that I became quite ill. I can only assume that the vodka was impure but whatever the reason I have little memory of how on earth I got from Baranavichy—Hrodna to Moscow airport. I can just recollect saying goodbye to Yuri, but the next thing I can remember with any clarity was waking up in my bed in familiar surroundings.

When I fully awoke I felt remarkably clear-headed. By rights I should have had the mother and father of all hangovers. After pausing for a moment to savour the thought that I had accomplished something that no other British gricer had achieved, I went to the cupboard where I keep my railway books to have a better look at the list. To my horror I could not find it. After frantically searching in panic for a few minutes I stopped and thought that as Yuri also had a copy it would be easy for him to send me a copy by fax. Problem solved! I therefore wandered into the computer room, and having logged in, sent an e-mail to Yuri and waited for a reply. The reply that I eventually received was most unwelcome – his e-mail address did not exist. I thought I may have entered an incorrect digit, so I input his address very carefully. Again the same reply. With growing anxiety, and a feeling that something sinister may have occurred, I tried again and again, but to no avail.

After what seemed an eternity I gave up and wandered back to my room in a daze. On the way back I passed one of the doctors who cheerfully asked me where I had been yesterday. 'Russia' I dully replied.

The doctors here are very kind and say that provided the drugs stop the hallucinations I might be released. But who needs drugs when there are such wonderful adventures to be had without them? On returning to bed Yuri contacted me by telepathy. Inside my head he told me not to worry because he still had a copy of the dump list. Secondly, he had had news of an even bigger dump, and would I be interested in visiting? I immediately replied that of course I would – he laughed and said 'you must be mad'.

I could not help but agree with him.

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Y Club

Just a reminder that this list applies to Ys required from the 1999 Platform 5 French book. Now that we are gathering together a meaningful list of locmas, they may also have to be taken into account. The criterion for inclusion in the list is less than 50 Ys required and I should reiterate that the Y Club is not just a record of wants, - members often share sightings and other information via e-mail before we are able to publish it. If anyone wishes to join the Y Club, simply send the editor a summary of requirements by e-mail.

Member	Active Ys required	W/Drawn, Sold or Scrapped required	Total	Latest information requested
Graham Brown	zero	zero	Zero	
Trevor Makins	3	zero	3	7187/215. 8105. Pre 99 w/d 7118/28.
Adrian Norton	3	1	4	7181/426. 8304/473
Gordon Macleod	5	zero	5	7255/8/555.8016/211.
Phil Whitehouse	5	zero	5	7831/7.8158/338/446
Mark Foster	6	zero	6	
David Moreton	10	zero	10	
Colin Dingley	8	2	10	7153/81/596/617.
John Foster	18	zero	18	
Stuart Robb	23	5	28	7449. 7556.

Y News

Further developments regarding the conversion of Y7xxx to Y9xxx have been evident in the removal or movement of previously stored and dumped machines from depots throughout France. There are 13 tracteurs stabled outside Quatre Mares works which could be for either assessment or rebuilding. Similarly, many more are appearing on the dumps around Sottteville – possibly rebuilding rejects? As tracteurs have been spotted from depots hundreds of miles from Sotteville, anything could turn up, therefore sightings would be appreciated as soon as they are to hand.

An e-mail from a reliable source that caused excitement recently was a possible sighting of long lost Y7181 at Aubagne, east of Marseille. Two weeks after this report was received, Ken Ashwell passed Aubagne yard on a TGV and reported Y7287 on shunting duty, but no sign of 7181. Although Marseille no longer has an allocation of Ys, depots do seem to retain their previous tracteur duties, and as 7287 is ex MB, and given that Aubagne is a likely MB, and not Avignon duty, there must be some doubt about 7181, however many of these machines are 'on the move', and further confirmation would be appreciated.

Withdrawn Y7566 is reported preserved by CF de Wassy, (south east of Chalons en Champagne) but has not been seen in two visits. Does anyone know the whereabouts of this one? *Many of us are guilty of travelling the length and breadth of France ignoring the preserved railways. One has to wonder how many unreported ex SNCF Ys and other locos there may be at these locations –Ed.*

David Moreton reports that the Ys stored for years under the bridge at Hausbergen, and seen by your editor in October, have gone. But have they gone to Quatre Mares, Barancourt or even Culoz?

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New Generation Locmas

Would members kindly report any amendments or additions to the following list?

Y Number	Colour	Allocation	Location	Identification on loco
7101	G	LE	Nevers Works	
7117	O	EP	Epernay TER	
7120	G	BZ	Perpignan	
7126	O	LN	Longeau EMT	
7143	G	BD	Perigueux	
7147	G	LN	Haut Picardie	
7154	G	BD	Bordeaux	Locma 1
7164		BD	Hourcade	Locma 2
7166	G	LE	Materiel de Somain	
7171	G	HE	Hendaye	
7186		BD	Hourcade	Locma 3
7197	G	VE	Venissieux	Locma 105532
7212	O	BD	Bordeaux	Locma 4
7213	G	BD	Bordeaux	Locma 5
7226	G	SO	Sotteville	AT2-RO-290
7231	G	EP	Materiel De Charville	
7234	Blue	DJ	Dijon	
7239	O	HE	Bordeaux	Locma 7
7247	G	MZ	Blainville	
7249	G	AC	EMT Villeneuve St Georges	
7251	O	LN	Longeau	
7252	G	LE	Lens	
7265	G	BD	Saintes	Locma 37146
7282	G	SO	Quatre Mares	
7285	O	LE	Lens	
7301	O	MB	Marseille	
7451	O	LV	Venissieux	Locma 105530
7494			Amberieu Wagon Works.	
7495	O	BD	Bordeaux	Locma 6
7525			Chalons Wagon Works	Locma 27000
7538	O	LE	UPM de Somain	
7542	G	CB	Technicentre de Chambéry	
7647	O	TL	Toulouse	
7654	O	LV	Lyon Vaise	
7665	G	TL	Toulouse MU Depot	
7734	O	RS	Rennes CW works	Locma 33113
7768	O	BD	Perigueux CW	
63509	O	RS	Rennes	
63627	O	VE	Venissieux	Locma 105531
63711	G	LE	Nevers Machines (Nevers Works)	
63826	G	MZ	UPM de Metz	
63'	G	NB	Nantes	Locma 61378 - Probably 63903.
63922	G	CB	Technicentre de Lyon	

Mistaken Identity by Pete White

We see our locos, record their numbers, check if it's required on the hit list, and that's it, job done. In many cases however, the fun is only just starting as so many railway engines have over the years, been renumbered. I have heard the argument 'count it as you see it' but if I did this my total number of Brush 4s would be something like 1500 as some have changed numbers up to five times, and I would be accused of fudging on an unprecedented scale. We must therefore trawl our records and exchange information in order to elicit original identities.

Most enthusiasts, myself included, regard a loco's frame as the key item. Walking round Swindon, Crewe, Doncaster and Eastleigh, if the frame and cab was there it went in the book. Boiler, tender, and wheels were all interchangeable- it was the frame you had to see, however this theory was somewhat shattered by what happened to a friend of mine at Darlington in 1954. Frank was pleased to find the frame and cab of his penultimate B16 – no. 61442, in the works yard, but two hours later an immaculate ex-works 61442 passed through the station on a running-in turn. He commented that although Darlington works could pull the stops out when required, this was going it a bit. It transpired that Darlington kept an extra set of B16 frames which went on the next loco to be shopped in order to speed a return to traffic. The frames which had entered the works on 61442 would be refurbished and allocated to the next B16 due in. Crewe works were similarly reputed to keep two spare sets of 'black 5' frames for the same reason.

If one starts to dig too deeply, a can of worms appears. Was 46224 really my last semi- seen on Crewe South in October 1963, or was it something else? (*46224 Princess Alexandra was also my last semi – copped on Carnforth following a failure in 1957 – Ed*)
Exactly what have any of us really been seeing over the last five and a half decades?

Fortunately the vast majority of BR steam locomotives retained their original frames until the end, although certain pairs of locos did undergo an identity swap, some permanent, some temporary – and some famously.

Western Region

(a) In February 1952, 4082 Windsor Castle and 7013 Bristol Castle exchanged identities permanently because 4082 could not be made ready in time for King George VI's funeral train.
(b) The Standard Gauge Steam Trust at Tyseley began to dismantle their ex- Barry purchase 4983 Albert Hall for restoration when they had a surprise. More and more parts, including the frame, were stamped 4965. This swap was apparently carried out around May 1962 and was recalled by a Swindon Works shop floor worker. Only one Hall emerged from the two however – 4983, but with the frame of 4965 Rood Ashton Hall, as its own was beyond repair.

Southern Region

In 1960, M7 30128 changed identities with same class 30031, and vice versa. Similarly in 1961, M7 number 30106 became 30667 the second – the original being withdrawn at the same time.

Midland Region

(a) It seems very likely that the Americans did not get the genuine 6100 'Royal Scot' for the 1933 'Century of Progress' exposition in Chicago. The locomotive sent had the Derby style of

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motion bracket, whereas 6100 had the North British type. Some historians hold that 6100 temporarily switched identities with 6152, whereas others maintain the switch was permanent. One authority on LMS locos –Peter Rowledge, has written that 'in the main', it was 6152 that went, though many components came from other Scots.

(b) In my steam days visits to Crewe I nearly always saw 45552 Silver Jubilee with its chrome numbers and nameplate letters. Decades later I discovered that the object of my admiration had swapped identities with 45642 Boscawen in 1935, and had never been changed back.

(c) In 1939 the Americans did not get 6220 'Coronation' as the British representative at the New York World's Fair. The PR people wanted a red and gold engine, but 6220 was blue. A simple swap of names and numbers saw 6229 'Duchess of Hamilton' depart for the States disguised as 6220 'Coronation'. This was why 6220 ran in red and 6229 in blue. The 'Duchess' enjoyed an extended stay in America as the loco and train could not be brought back due to the outbreak of World War 2. The loco eventually returned in February 1942, but the coaches had to wait until peacetime. The correct identities were restored in April 1943.

I never saw a streamliner, they had all been defrocked by the time they entered my cop books, however thanks to the efforts of the S.G.S.T we can once more enjoy the sight of Duchess 6229 with all her finery restored

Eastern and NR Regions

Perhaps because of the outrageous ongoing antics at Darlington, these two regions seemed to keep a low profile, and I can find no examples of other swaps.

Scottish Region

Always recalled as being friendly and helpful to enthusiasts, this trend continued by not swapping any locos' identities as far as I know.

Do any members know of any other one to one exchanges during the steam era to add to the above?

RAILCARE LTD GLASGOW –Monthly Works report by Bill Wilson

September 2009.

Locomotives- Nil

Diesel and electric multiple units

156 510/1 re-livery. 158 730 re-livery + mods.

318 250/70 C4. 314 205/10 mods.

Hauled Coaching Stock

6706 C4.

Departures during September

156 505/11. 158 735. 314 208/10. 318 270. 320 305. 6706.

Present and under Overhaul on October 1

156 502/10. 158 730. 314 205. 318 250.

Stored on site

Nil

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October 2009.

Locomotives. Nil

Diesel and electric multiple units.

156 509 re-livery. 158 710 crash damage, 158 736/41 enhancements.
314 202/3 modifications. 318 261. 320 317 C4.

Hauled Coaching Stock.

1210. 6705. both C4.

Departures during October.

156 502/10. 158 730/41. 314 205. 318 250/61. 320 317. 1210

Present and under overhaul on November 1

156 509. 158 710/36. 314 203. 6795.

Stored on site

Nil

November 2009

Locomotives Nil

Diesel and Electric Multiple Units

156 431 Re-livery. 158 732/4 Enhancements
318 256. 329 319. C4. 314 204/16 Modifications

Hauled coaching stock.

Nil

Departures during November.

156 509. 158 710/32/6. 314 203. 320 310. 6705

Present and under overhaul December 1.

156 431. 158 734. 314 216. 318 256. 370 059.

Stored on site

Nil

*** **Competition Time** ****

In the October STARS mag I asked what the connection was between the following lines:-
Basingstoke – Alton, Howarth – Keighley, and Limpley Stoke – Camerton.

The connection is that all three lines have been used in the making of full length feature films.

Basingstoke – Alton . 'Oh Mr Porter'

Howard-Keighley 'The Railway Children'

Limpley Stoke – Camerton 'The Titfield Thunderbolt'.

Several correct answers were received, first 'out of the bag' was Alan Kersley who receives £20 of sales vouchers.

Now for this month's competition – simply answer the following three questions

1. Britannia 70049 'Solway Firth' was originally scheduled to be named what?
2. Which was the only Deltic never to be reallocated during its working life?
3. Which famous railway pioneer is buried near Karl Marx in Highgate Cemetery?

Answers by e-mail, post card or carrier pigeon to the editor by March 1st.

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Motive Power and other Information supplied by Members.

Austria

DB 185s are much more in evidence now as use of class 151 is reduced. Rebuilt class 1044 have now entered operational service as 1144 after delays in commissioning, while several unrebuilt 1044s have been removed from store for seasonal use.

The 1116 class locos that were painted in the colours of the teams competing in the EURO 2008 finals are sadly being returned to conventional livery.

Bulgaria

They must like them! A total of no less than 27 ex-BR class 87s are now scheduled to be exported to Bulgaria.

Egypt

24 class 66 are now operating in Egypt with more to come. Those noted working so far have all been on Alexandria-Cairo workings

France

2007 Scrapyard Report

Apparently the SNCF scraplist for 2008 created a lot of interest, and with thanks to Graham Brown, the following is a list of locomotives cut during 2007

Locos cut-up in 2007

Rouen	8502	8513	8542	8544	8546	8547	8555	8557
	8563	8566	8575	8579		8712	8724	8736
	25103	25114	25118	25122				
	25516	25519	25538	25565	25575	25586	25587	
	63006	63037	63039	63044				
	63422	63507	63513	63516	63603	63612	63614	63616
	63621	63890	64027	64034	64052			
	66006	66088	66094	66142				
	67002	67024	67026	67031	67033	67038	67044	67053
	67064	67066	67083					67310
	68001	68011	68018	68020	68040	68041	68043	68044
	68049	68055	68059	68070	68073	68074	68075	68083
	68505	68518	68534					
	72011	72012	72017	72028	72053	72055	72059	72088
	Épernay	8570	8577		15006		20209	
16544		16561	16578	16586	16593	16658	16685	16752
25503		25506	25513	25537	25562	25569	25573	25579
Culoz		6572						
	8545	8548	8558	8559	8568	8569	8581	
	8631	8634	8635	8637	8639			9248
	9602	9611	9612	9626	9630	9634	9635	9636
	16024	16049						
	16565	16570	16571	16698	16700	16701	16702	16721
	16783							
	25221	25223	25248					
	25515	25527	25533	25541	25548	25557	25561	25583
	25632							
	63575	63578	63635	63656	63706	63729	63751	63806
	63807	63984	63990	64067				
	65501	65508	65516	65517	65521	65527	65530	65534

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<u>Barancourt</u>	9703							
	16526	16533	16538	16539	16548	16568	16598	16623
	16634	16660	16664	16668	16669	16674	16675	16686
	16707	16722	16779					
	20201	20202	20205	20207	20208	20211	20212	20213
	25151	25152	25153	25157	25158	25165		
	25220	25227						
	25525	25526	25530	25577				
	62405	62406	62407	62409	62429	62440	62443	62444
	62449	62450	62456	62462	62466	62467	62470	62477
	62491	62501	62504	62506	62508	62510	62513	62526
	63639							

Once more the list does not include Ys, Caravelles etc, nor does it indicate precisely where locos may have been cut.

An ominous sign for enthusiasts in France – notices have been seen at the entrances to several depots warning that trespassing can incur fines of up to 3,700 euros, or 6 months imprisonment!

Acheres

The long withdrawn locos dumped in the middle of the triage are slowly being removed – most likely to Barancourt.

Dourges Delta 3 terminal

22382/9, 37506/11/7, Y8374, VFLI Vossloh G2000 98 87 0002 023, and VFLI 45/56 seen here on 22/08.

Le Bourget

No less than 24 class 60xxx were noted on Le Bourget sp on Sunday 23/08.

Sotteville

Reports are being received regarding several dumps of diesels, electrics and tracteurs on the depot, in the yards, and around the works at Sotteville, possibly over a hundred locos in total. A new, and rather worrying development, has been the sighting of several 22xxx electric locos among a line of dumped 63xxx. A full list would be welcome.

Class 76000

The first of 45 diesel locos for SNCF is scheduled to appear at any time. Unfortunately the bodyshape is that of the ubiquitous Traxx Bombardier machines

Germany

Angermunde

Another 'closed' depot that still sees lots of activity in its role as a stabling point – up to 20 locos can be seen here at weekends, 155s being predominant.

Hamburg

Hamburg S-Bahn unit renumberings (completed more than a year ago) are as follows:-
474 059 to 474 091 renumbered as 474 113 to 474 145 respectively.
474 104-474 112 are new units.

Ruhr

Delivery of class 442 units is hastening the demise of loco hauled services. Several Dusseldorf 143s have been noted making the short journey to Benders.

Class 217

The remainder of class 217- all freight locos operating from Muhlendorf, are scheduled for withdrawal at the end of the year.

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Great Britain

The former Merseyrail electric depot at Hall Road, out of use for some years, has been demolished and all sidings and tracks removed. Nothing remains.

The first of 30 class 70 deliveries to Freightliner had arrived by late November. It is rumoured that Freightliner may pause the order after 12 deliveries to re-assess their traffic requirements.

Wolverton

It is planned to hold an Open Day here on August 14/15 2010.

Italy

Le Nord (formerly FNM – Ferrovia Nord Milano) has put its nine Skoda E630 class up for sale. These locomotives were originally bought from CD as 163 112- 163 120.

Paola

Track maintenance company Ventura (based in the 'toe' of Italy) has purchased SNCB 5167/70/4/80/4/5 to add to their large number of ex DB and Belgian locos. They are currently reported to own 11 class 51, 5 class 60, 1 class 62, 2 class 75 and 2 class 80 from Belgium, plus 13 class 323, 4 class 211 and 3 other shunters from Germany. This is in addition to 3 Austrian, 1 Italian, and 1 Polish loco!

Valcesura

A large scrapyards has been discovered at Valcesura on the FER line to Codigoro, north east of Bologna. Items awaiting scrapping are stored in sidings on the line from Ferrara. Two FS shunters noted on site are 225 2118/20.

Netherlands

Dordrecht

On September 24 a fatal head on collision between two freight trains occurred at Barendrecht between Dordrecht and Rotterdam. ERS 6616 fell onto its side and had to be dragged from where it lay underneath a road bridge by army vehicles. Rail Nederland 6414 and 6514, which were at the head of the other train, are reported to be badly damaged.

Rotterdam

77501/2/3 for Veolia unloaded from MV Stella Prima at Rotterdam Haven 30/09. On the same day, Veolia 66s 653-01 and 653-10 were seen passing north through Rotterdam station on containers.

Terneuzen

Due to the recession, and the employment of DB class 189 on the Betuwe route, DB Schenker has a surplus of class 64xx. All its 204 xxx were therefore withdrawn from Terneuzen in May, and replaced by 64xx. Locos 6510/2/4/8 are reported working there. The redundant 204 xxx have been sold to private operators in Rumania.

Tilburg

Even more 66s! On the same day as above, 77020/3/5/31/2/3/6/7/9/42, and DE6310/1/2/3 were all noted outside the works.

Zwolle

A new line (called Hanzelijn) is presently under construction that will connect Zwolle with Lelystad. Completion of the new line is scheduled for the winter of 2012/3. Regrettably the depot at Zwolle and at least part of the works will be demolished in order to accommodate new platforms in the station.

Poland

Freightliner locomotive 66625 has joined its companions 66582/3/4/6 in Poland. These locos have been seen working from the east into the Berlin area.

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Rumania

To add to its collection of French class 25xxx and British 87 xxx (among others) five 1992 built Danish EA BoBo electrics arrived in October along with DB 232 682/5 from Dresden. It has been suggested that the transfer of several more 232s may be 'in the pipeline'.

USA

Multi millionaire Warren Buffet has bought America's Burlington Northern and Santa Fe Railway (BNSF) for \$34 billion in a clear indication that he sees US railways being one of the main beneficiaries as the country emerges from recession.

. Westcountry Witterings by Keith Danks

Right! Who spotted the typing error in the last issue? (You cannot get the staff these days). Correct and well done, but no cigar. Although there are a few 350s through Clapham Junction there are no renumbered ones in this class (yet). I should of course have written 450s. Sorry for the confusion!

Anyway, let us get on with the last round of meanderings

A trip up to Worcester at the beginning of September for my eldest grandson's wedding made a pleasant break. While up there my good ladywife and I added a couple of days on to stay with my brother. He had not been on a train for over fifty years so we decided it was time for him to experience the delights of modern rail travel. Catching a train from Northfield (my home area) we travelled in to New Street, walked over to Moor Street, and caught the train to Snow Hill. The tram was taken to Wolverhampton, going past the area of Winson Green where we had both lived many moons ago (outside the prison I must add). Coffee in Wolverhampton, and a stroll to the station, where I copped 350265, for the trip back to New Street and Northfield. A pleasant little sojourn with a few memories raised. I think we may even persuade my brother to come down to us by train in future.

The end of September saw us back to the Midlands again. This time for my ladywife to attend a conference, and myself to struggle on my own with a three day East Midland rover. We stayed with Margaret's sister as usual and I purchased my ticket on the Friday at the local station, copping 350236 in the process. An early start Saturday took me to March, hoping for 667xx's to be parked up there. I am fairly sure I saw 724 there in May, but not certain. Unfortunately there was nothing on shed, so straight back to Peterborough. A short stay there brought me 43314, my penultimate re-numbered HST, and then on to Doncaster where 43305 cleared them. Journeying back home brought nothing else, but a pleasant day had been enjoyed.

The stretch of track from Stone to Colwich Junction is only (as far as I know) travelled by the Virgin Manchester to London service. Still wanting it, I decided that it would be my next priority. On my next day out I travelled to Stoke-on Trent, via Leicester. Stopping off at Loughborough on the way, I walked round to the back of Brush works hoping that 92032, my last, might be visible. No luck again. I carried on to Derby and thence Stoke, where an amusing incident (for some) happened. A southbound Voyager was due. It was shown on the arrivals board, and had also been announced. As it approached the station, everyone wanting to board started to move to front of platform. I thought it was travelling rather fast, and sure enough, it went straight through the station. The looks of non-comprehension and puzzlement on the faces of the

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passengers was more than a little interesting. As the train vanished down the track, the usual message of apology came over the loudspeakers. "train cancelled due to mechanical problems". I bet the people wanting to board it wondered what was wrong, as it had steamed merrily through. Fortunately for me my Pendolino was on time, and I enjoyed the new bit of track. The journey to Milton Keynes was booked for 56 minutes, and we did it from start to stop in 53 minutes 40 seconds. The journey back brought me 350232/261 at Northampton, and 66431 at Daventry. Another satisfactory day.

The next day I took my sister-in-law to the local shops. I was absolutely obliged to drive up the road to Tile Hill station to turn round and wait a short while for her. While there, 350242 was added to my collection.

1st October, and last day of my rover. Doncaster was my starting point. Buying an extra ticket to Tamworth to give me an earlier start with my rover, I was rewarded with 667X1 at Washwood Heath. Why the X? Well, needless to say as we came up to it I could make out the 1 but not to sure about the next number, (it was the other side of that damned galvanised fence). Needless to say, as we came right opposite, a unit passed, blocking my view. However, a bit of work on the web confirmed it was 731. At Doncaster it was quite busy freight-wise, but nothing I wanted. Still wanting one 185, I kept my fingers crossed. There are two movements an hour through Doncaster, with the north and southbound scheduled to pass in the station. The first pair brought nothing and I thought I was lucky with one of the second pair as the last number was a seven. Unfortunately 117. The third pair came just before I was due to leave, and as the Southbound one came in to view, I thought it was 117 on the return. When I could see the number clearly, it was 107, so luck was with me again, and another class cleared. Back to Coventry via Tamworth and Rugby brought me renumbered 56312 and 350249/251. This left me wanting only two more of the 3502xx. Not bad for a young lad from the West Country. All-in-all, a good three day roving.

At the end of October the Red Cow Gang decided on an away day to Manchester. Our early morning drive to Cwmbran gave us a good start and I was lucky enough to pick up my last 175 at Shrewsbury. We had mainly gone for track, as most of us wanted very little in the way of numbers from that area. I did pick up three of my last five trams, plus two of the new units in the depot. We all managed plenty of new track, and despite the long day, had a thoroughly good time.

With my involvement with the Poppy Appeal, plus our visit at the end of November to see our son in Amsterdam, I do not think there will be time for any more trips before next year. The short daylight hours is also a problem at this time of year when having to travel so far from Devon before hitting paylode areas. I have had a good year, with several classes cleared and a lot of new track. I hope you have all had an enjoyable time, and as much luck as I have. All my best wishes for Christmas and 2010.

Good health, good luck, and good spotting.

Keith in Exeter. November 2009

Members' Queries

The Editor is asking whether any member may have a list of locomotives seen at Vitry Works (Les Ardoines) in March 2004, or failing that, from a couple of months either side

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Toulouse - Bordeaux Circular by Martin Kirk

This was a trip to try and see ex SNCF locos still working in SW France as well as investigate a few new stabling locations. We hit the usual hurdles of high walls, gated roads, tree-screened sidings around the industrial facilities but had more success with locating stabling points. Had terrible weather on the Friday with the Bayonne area inundated with water when a month's rainfall fell in ten hours - the railway line was shut and our hotel was full of stranded passengers.

I have given Google map links to assist those trying to find the locations listed - only selected / interesting items are shown.

Thursday 17th September 09

Toulouse

Arrived late afternoon and the following noted

Depot Y7229/7711/7738/7780/7802/7840/8085/8549 66016/115/170
69275 63594/63680/63964/64003/64070 CN1 [ex 8553]
Sernam & CS Y6279 Y7665/7736/7737/8060/8065/8137/8419/8544

Friday 18th September 09

Boussens LaFarge (Usine de Martres)

Yellow Moyse BN40 Type? here along with grey Y6583 working hopper train

Boussens Station Y7834 on p/way train, Y8312

Saint-Gaudens (Cellulose Site)

Whilst unsuccessfully trying to see 71016 / 71023 at Cellulose plant we found Y2508 in the Co-op Agricole (Gascoval) siding adjacent to main gate. Still has number plate on with Tarbes stencilled above it.

<http://maps.google.co.uk/maps?ll=43.098097,0.71802461&z=16&t=h&hl=en-GB>

Tarbes Station Y7857/8486

Artix. Y8522

Since single road shed was empty we headed for Pardies at end of branch where we found VFLI 64036 shunting a tanks train. Yellow industrial here marked Pardies Acetiques.

<http://maps.google.co.uk/maps?ll=43.373334,-0.57461305&z=15&t=h&hl=en-GB>

Lacq

When I have passed Lacq on a passenger train I have occasionally seen a Y tripping tanks but there are extensive sidings to the south out of sight of the main line [take D31 road]. VFLI 313 [63167] and VFLI 63921 were shunting here.

<http://maps.google.co.uk/maps?ll=43.411046,-0.620368&z=16&t=h&hl=en-GB>

Puyoo. Nil

Biarritz Y7169/7413 and a stranded TGV

Hendaye

Electrics 7225/7235/7277/7301/7306/7309/7353/7365/7405/7437

Diesels 60066/60106 63579/970 64023 Y7171 (Locma), Y7728/8072

Three VFLI Vosslohs 92.87.0061.736-0, 737-8 and 738-6 plus one un/id

Several unidentified locos in yard including an ETF 66/6 and Vossloh

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Irun Decoexa Sncf 64041 shunting train on main line, blue Y6530? in sidings

<http://maps.google.co.uk/maps?ll=43.335125,-1.8106708&z=17&t=h&hl=en-GB>

Saturday 19th September 09

Bayonne Yard Electrics 7221/7311 63881 Y8368
Bayonne Depot Electrics 7212/7372/7384/7392
Bocau Yard 66129 ; took a trip around docks here but nothing seen
Laluque Y7613. 66284. VFLI 63540 ETF 99.87.9.182.529-7 plus
Genifer 99.87.9.182.622-0
Yard being developed and expanded - new base for LGV line?
Lesgor Nil : photo of 71's stabled here in January 09 on web but
presumably now cut up as per Today's Railways Europe reference
Tartas 71015 not seen at factory as usual problem - hard to view etc
VFLI 605 [66097], BB661 [66614] : shed locked
9325 Y8189 63823 plus another un/id
Sabres (Pres.Site) BB D4028, Y12004, Y6202, Y6233, XBD5822, VFL T11
Steam 3071 plus un/id diesel
Labouheyre Y8225, ECR 66219, 77017 : now a major timber loading point.
Facture Road-Railer vehicle appears to shunt Smurfit-Kappa factory
Hourcade Yard SP 7364. 22227/22233.27065. 63993/64003 69212/69259
VFLI Vossloh's 61015/61021 and blue/white 732
Container Terminal 69216, Y8259 plus orange Y un/id
Sernam 63562, Y7631, Y84xx hidden but as none of us needed Y84's...!
Station + CS+ PW Y7863/8073/8475. 63948

Bordeaux Depot Over 140 items on depot including units - electric locos not listed

Y7592/7615/7757/7791/7801/7827/7856/8073/8089/8154/8218/8453/8462/8494/8501
Y8503. Also here were Y7468 [destined for Sotteville] and Y8315 [destined Hendaye]
63418/529/62/86/605/8/80/98/733/7/869/84/95/947/8/55/81/95. 64043
BB66002/36/54/75/85/109/25/88/226/73/89/308. 69193/225/34/5/46/65/71/80/7.
67257. 67404/7/12/6/24/9/35/41/5/75/86/98/578/92/607/15/6/22.

Locma 1 = Y7154, Locma 4 = Y7239, Locma 5 = Y7213, Locma 6 = Y7495
Locma 7 = Y7239. *Note* : Locmas 2 and 3 [= Y7164 and Y7186] are believed to be resident
at wagon works in Hourcade Yard. No older generation Locmas seen.
Of the newer units 81696/81698/81739 and 81826 were present

Sunday 20th September 09

Took a run round the docks area north of Bordeaux as I wanted to locate the stabling point for
the two Vosslohs which work the Bassens to Bousens cement works train. Whilst doing this
discovered an un/id Y51xxx not listed in Platform 5 book along with a few other industrials. If
you're on foot Line A takes you to edge of docks - www.infotbc.com

Appontements Yard 63609
Saipol (Grain to Oil) Small grey shunter : cab to one side - unusual
Sabareges Yard Nil

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Silo d'Aquitane (Invivo) Light blue Y51... [look for the "turrets"] - its in adjacent open ended shed. Location is avenue Bellerive des Moines SACM remote controlled loco here also
<http://maps.google.co.uk/maps?ll=44.915746,-0.537153&z=16&t=h&hl=en-GB>

Lafarge Ciments Vossloh 5001514 / 5001732 - both MRCE black
Location is on corner of Blvd de l'Industrie / rue Lavoisier
<http://maps.google.co.uk/maps?ll=44.909948,-0.532209&z=16&t=h&hl=en-GB>

Libourne Nil
Coutras Y7614 in p/way yard, Y7672 in station sidings

Les Amis Chemin de Fer de la Vallee de l'Isle (Preservation)
BB4033, Unit M104, Unit CFLG M7, un/id plinthed steam, steam 501 (Fives, Lille 1949)
Un/id diesel.
Steam 3107 (La Meuse, Liege - 1924) was operating,

Saintes Un/id green Y in works. Units 81671/81679/82527/82586
Cognac Nil
Angouleme Y8067/8298. 63552/63786/63817/63865 plus un/id 63
Vecchietti 99.87.9.181.518-1 = 66608
Interesting looking loco : Genie 99.87.9.182.630-3
Perigueux P/Way Y7825 in full yellow infra livery - first time I'd seen that
(Chamiers) I think we should nickname them "Canaries"
Perigueux Station Y8304 plus units
Perigueux Works No Y in works yard - stabled within works at weekends?
Bergerac Station 66032 looking very worn.
Investigated Groupe SNPE siding connection which led to a walled factory but track overgrown and no sign of Y6554.

Monday 21st September 09

Agen Nil - last time I was here there were 5 Y's present!
(See the comments re Agen Ys in the next report-Ed)
Castelsarassin 66121 on grain train
Green Renault diesel in Qualisol silo at Chemin de Carel
Montauban Y8271/8545. Meccoli 99.87.9.182.589-1
Grisolles (Canals) Grey Y6262
Castelnau-d'Estretfonds No ECR 66's or Vosslohs present at warehouses
St Jory Yard Y8197/8220 at container terminal :Y8xxx missed in yard
7224/7427/22287 63741/64042 66115/66121/66229
69271/69275 61019 Y7642 all on stabling point
Y2421 and Y2482 (both all yellow ends) at p/way

Toulouse (Magasins Generaux)

VFLI B001 shunting tank wagons into siding - it was stencilled MGF logistique on cabside.
Missed a trick by not following it back to depot as there is another one allocated here = VFLI B002. Depot may be here :-

<http://maps.google.co.uk/maps?ll=43.651061,1.4242409&z=18&t=h&hl=en-GB>

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Switzerland

I was in Switzerland in early September and went to Biasca where 23 Ae 6/6 locos are stored. Also in the yard there was a Brissonneau & Lotz "63 type" with number 80.85.9770.002-6 built in 1960, named "Gazelle" and coloured blue. It is being used by track maintenance company Scheuchzer for works trains in new Gotthard Tunnel.

After some research I believe it *might* be HBNPC No 29

Members' Advertisements

THE EUROPEAN RAILWAY DATABASE is a comprehensive database for PCs written by Mervyn John, which contains stock details for 10 EU countries including UK, France, Benelux, Ireland, Germany, Austria etc, and allows you to record sightings, haulage, photographs etc, and is fully updatable. For full details log onto the ERD website at www.eraildb.co.uk. There is a generous discount for STARS members. For a trial version, send a cheque for £3 to cover p&p to ERD, Highbank House, 51 Ashby Road, Burton on Trent, Staffs. DE15 OLQ

The editor has for sale a large, maroon signal box board 'Morecambe South Jct'. The signal box was located on the London-Glasgow main line north of Lancaster, by the junction of the branch to Morecambe. The board has been fully restored. Price £200 – buyer to collect.

Grand French tour October by Colin Dingley

A brief report highlighting Ys and anything else of interest seen during a ten day visit to France in October. The tour was remarkable in the 20 plus regular Y locations such as Commentry, Nancy, Champigneulle etc that came up blank, although it is appreciated that many Ys are dispatched to their parent depots for refuelling and maintenance at weekends.

Saturday October 3

Amiens – 8 class 75xxx including 75119. Y7733, 8337.

Refused permission, but as usual got virtually everything on the depot from the road.

Drove to **Longeau**, pulled up inside the shed – who stopped alongside us? - the chef from Amiens, who, having apparently followed us, ejected us very smartly.

Longeau – 3 class 75xxx.

Noyon – We were allowed a swift viewing inside the works by a very watchful mechanic.

VFLI Y7215 was among the hulks adjacent to the main line, plus VFLI B020/6/38/49/75/81/91/3/6/101/6/8/12. Also 'No 5'-1327/74 and BNY 82.

Tergnier Wagon Works. A long walk over the footbridge revealed four tracteurs - Y7126/251/819 and 8300 on works duty, plus 6 other diesels and a couple of Vossloh G1000 - 9287 0001 010/015 in the yard.

Soissons Y7492

Montmirail. 63152/6/87/97/207/17/32/43/610/883. 64028. 66046/65. 65529.

BBA 031/47/81/106/411.

Chased out twice by some madman, but not before most locos inside the works had been identified. There are reports that the watchman's dog has a penchant for the ankles of marauding spotters.

Romilly Y8372

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Troyes Y7501/621/8108. plus 60081/8. Class 72xxx diesels were noted on passenger work from here.

St Valentin. Y8208

Laroche Migennes. Y7560 ,VFLI 66104/53. All buildings empty.

Sunday October 4

Nuits sous Ravieres CFTA 4814/5.

Les Laumes. Y7586/8022.

Autun. Lovely little VFLI depot here, unfortunately deserted and well locked up. VFLI Y7423/569. 63168. 66072/92/122/56/63 parked outside.

Nevers Depot.

VFLI 66050.

Y7151/223/30/50/4/531/643/6. 8138/348/9. Locma 40 (Y7440).

Probably the luckiest day for me in years. Refused permission to go round, but copped my last three Nevers Ys through the gaps in the depot wall. The number of Caravelles in evidence is much reduced. Nevers is probably the last depot in France servicing these units in any sort of quantity – amazing to think they are approaching ‘endangered species’ status.’

Moulins sur Allier. Y7766.

Montlucon. Y8355. Roundhouse out of use.

Commentry. First time I have not seen a Y here.

St Germain du Fosse. Y8351.

Vichy. Locma Y2514, still here.

Monday October 5

Gannat, Riom –another two blank Y locations.

Gerzat Y8177. Locmas Y2427 (green) Y2495 (blue) Y2518 (green).

Clermont Ferrand depot. An apologetic refusal, but all units and 63/66/67 diesels identified through the fence. Y7741/8352/4/469.

Clermont Ferrand Gare. Y7781/8459.

Issoire, Arvant, Brioude, Neussargues – no tracteurs

Le Lorian. Y7806

Aurillac Crossed the line, entered the depot, swiftly ejected by visiting officials. Of interest was an old loco converted to a snowplough with CNS 974 7 082 as its only means of identification. According to the Platform 5 French book this is ex BB 60021. Y8350 in the yard.

Capdenac – plinthed steam 130B439, no tracteur.

Agen. Disgraced myself here. I walked to the very limit of the end platform and reported no Y in evidence, however someone who reached the extremity of the middle platform spotted the end of what looked like a shunter poking out of the sidings, which after investigation turned out to be Y7863.

Tuesday October 6

Castelsarrasin – nothing.

Montauban. Y8220

St Jory. Y7829. 8197/549 – all the dumped locos appear to have been removed. Twelve 63/66 diesels plus electrics.

Raynal. Y6279/7570/685/718/36/7/665/810. Y8080. AT2 T2 046 ‘Electricite de France’.

Yard. Y8049/545.

Toulouse Depot. -Refusal, but everything seen except a couple of locos inside the repair shop.

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BCB 1515 (G1206). Y7711/80/817/40/1/2. Y8065/271/358/485/96. CN1 (ex BB8553).
Locma 87. As usual required Y7802 was not on shed for me – am I the only person in the world that hasn't seen this tracteur?

Castelnaudary Y7744. 8168.

Narbonne. Y8172/274. ETF 505 (481 505)

Columbes. Y7182.

Beziers. Y 2511. Y6467. Y7176/209/42/6/427/9/90/666/94/879.

Y8125/329/38/430/4/5/41/73/99. Also 66028, 69267.

Wednesday October 7

Carcassonne –not visited, apparently there is no longer a tracteur duty there.

Montpellier – no sign of a Y

Nimes –depot and yards. Y7306/590/612/68. Y8104. New unit depot fully operational. Usual preserved stuff in the museum.

Remoulins - blank

Tarascon. No Y, but VFLI 303. Plus unid 63XXX- probably VFLI 51(= 63233) working in the cellulose factory.

Miramas pw. Y8019

Miramas depot and yards. Thought we were about to get our first ever refusal here, but on the way out we were called back when a driver anxious to communicate in English volunteered to take us round.

Y7743. Y8050/148. plus ECR 77002/14 and six class 75xxx.

Cavaillon. Y7428

Avignon Sernam. Y8261/83.

Avignon Gare. Y8016.

Avignon Depot. Permission given. The long line of dumped diesels has been removed as have many of the withdrawn Ys previously stabled round the turntable.

Y7140/77/244/59/88/304/480/555/705/84. Y8043/96/174/418/29/42/6/519.

Avignon Fontcouverte Yard. Y8443.

Thursday October 8

Sorgues, Orange(!) and Pierrelatte – no Ys. It seems many years since the small roundhouse at Orange was host to half of the SNCF 666xx class.

Portes Y8028

Valence Y7453/671.

Venissieux. View only. Y2450/99. Y6304. Y7197/451/98. The dump of electrics by the main line has gone.

Perrache. Y7588/609/765/851.Y8303/39/550. This small roundhouse rarely disappoints.

Vaise. Y7215/76/512/654/722. Y8027/9/53/5/364/455/546 plus usual five in cement works. (Y7215 was appreciated by many, as it is the normal Oullins shunter.)

Amberieu

Dump at west end of station - 6 Caravelle units. 5 27xx units. 67307/11/27/34.

Dump at east end of station - 9607/9/20/3/37. Long withdrawn 63021/66 plus 63702/39 and many more unid (hidden by a line of wagons)

Amberieu Depot and station. Y7545. Y8282/449.

Amberieu Wagon works. Y7494 – almost certainly their locma.

Bourg en Bresse. Y7575/719. The last few times I have been here there have always been 4/5 EWS 66s stabled south of the station – none at all this day.

Dijon Gare. Y8291.

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Friday October 9.

Dijon depot – usual tour on the paths round the outside Y7179/524/76/97/848. 8180/286/451/7/8. CN3. Blue locma Y7234. Locma 48. (Y2441).

The line of Ys to the left of depot much reduced. Also in the yard was 63987 which has not been withdrawn – but it has been omitted from the latest Platform 5 French book.

A small dump has appeared on the opposite side of the line beyond the unit depot. BB8539 or 8599, 8612, 9242. 63717/816/942/51/86. 64007.

Gevrey. Y7579. VFLI G1206 740/1. (500 1820/67)

Saulon – not visited as the dump of Ys has been reported dispatched to Tours (but has since disappeared – to Quatre Mares?)

St Jean de Losne gare. Small dump of units here – X2816/25/63. X6031/241.

Dole. Y7496/833. Y8523. ECR 77006. Veolia Vossloh G1000 – 1026.

Mouchard, Pontarlier – nothing.

Frasne. Y7773 reports of this loco's demise have been somewhat premature!

Rest of day spent in Switzerland.

Le Locle museum.

10914/43/87. 11000. 16332/801. BLS208. Steam GWZ3. Several unid electric locos.

Bel Bienne - most of their allocation were out working (what a cheek!) only seven locos on plus the three museum pieces.

Biel Goods Yard and Works

The line of 15 Ae6/6 is still in the yard, plus a further 36 locos, mainly shunters, were seen around the goods and works yards.

Haggendorf pw turned up 7 shunters plus 3 electrics.

Olten depot was viewed, nothing unusual seen. The museum was not visited. Two of the electrics seen at Haggendorf turned up while we were here.

Basle hbf was heaving late on Friday night – half an hour's observation brought 16 locos, including stabled BLS 161/3/80/3/5/90, 485 001/9, 8 units and 2 ICEs.

Saturday October 10

MuttENZ Yard Basle. ERS class 66 – 6615. Only two French 37xxx in evidence. Total of 49 locos recorded – the least I've ever seen.

Haltingen. ECR E186 162-4D. 151 033/123. 218 326/43. 8x class 185s. A total of 39 items altogether, but a new experience for me – no class 155 on

Mulhouse Gare and yard. Y7534/78/858. Y8212. Colas 65507 and 2 pw 182s.

ECR 2000 92 87 0002 0009-4. and ECR 1272 601-6.

Mulhouse Nord yards. Y8058/118/533 plus two unid.

Colmar. Y8175.

Selestat. Y7874.

CFT du Rhin, (CFTR) Port Rhenan- an 8km tourist line on the banks of the Rhine east of Colmar. Among locomotives noted were Baldwin 62029, Y2402, DR 310 700-0, and a good selection of steam and diesels, most in working condition. There were some quite magnificent old steam locos – three of them over 100 years old including one in steam. This location is highly recommended.

Strasbourg depot. Entered from station, permission refused, but only the atelier missed.

Y7148/634/796/7/816/76. 8014/74/184/213/536/7.

G2000 1272 607-3. G1206 500 1552/626. 61010/2/9.

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Hausbergen. Y7624. 8011/83/116/51/452/540. 61001/3/4/5.

The Y dump under the bridge has grown since my last visit

1` Y7111/548/65/80/600/749/821/75.

Stayed in a small hotel in Sarrebourg which appeared a bit pricey. The non English speaking woman on reception gave each of us a voucher for what we thought was a free drink in the restaurant. It turned out to be a three course meal which was included in the price of the accommodation!

Bolwiller, Obernai, Molsheim, Haguenau, Saverne, and Reding, all devoid of Ys.

Sunday October 11.

Blainville –over 50 locos on here and in the yards including track maintenance V211s.

Y7133/5/247/675. Y8010/526. It was a Sunday though.

Jarville. Y8110

Nancy despite intensive searching, could not believe there were no Ys here. Z27888.

Champigneulles. ECR 77012 but no Ys. Has Nancy become a Y free zone?

Metz depot. Full visit with guide. Y7127/34/44/95/224/33/62/99. Y8145/235/483/529.

Locma 63. No German 185s. Ten 63xxx. Z27950.

Sablou Yard. Y7102/4/112/274/401/37/795 This dump is slowly being reduced – many of the Caravelles have been sold to Rumania.

Wagon Works. Not visited

Woippy Y8002/4/346/407. DB 185 035

Thionville Y8006. Twelve Belgian 13xx, one CFL plus MRCE 500 1730 and Colas 08/14.

Locmas 30/94. No tracteurs on depot, or in the yard. Y 8006 by station.

Audun le Roman Y7264. 63592.

Barancourt

Station yard west. BB16680/748. 12 x Caravelles - mainly ex-Sablou Yard.

Turbo power cars T2077/81 – not seen one of these for a long time.

Station yard east. 63704/42/811/9/956.

Scrapyard. 16566/718/64.

Note – this scrapyard cannot be seen from the station, the line to Longuyon, or the bridge to the north of the station. One has to take the rough road to the left and north of the bridge and drive for at least half a mile before the locos are revealed.

Lerouville. ECR G1206 1544/74. Viola 37505/11/5/8.

St Dizier. No tracteurs

Chalons en Champagne. Y7405. Y8277/408. 5xclass 75xxx including 75120.

There is one miserable swine of a chef here who I always seem to run into - perhaps he is only in charge at weekends. Smartly ejected, although one can drive in the entrance at one end of the depot, and leave by the other.

Monday October 12.

Rheims gare. Y8504

Sernam. Y7794.

Betheny. Y8340

Somain. From across the tracks. Y7237. Y8330. Locma Y7166. 75004/67.

Lens. Refusal – unfortunately becoming more common here.

Y7001/188/296/500/636/742. 8323/428/70/81.

Dunquerque. Usual electrics plus 75054.

Frethun ECR 77013. Unid. Y

Calais depot. Y8082.

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Gloucester Review October/November by Nigel Hoskins

- Oct 3. Hastings 5 car dmu 1001 worked a Hastings/ Cheltenham/ Worcester and return special.
- Oct 7. 66726 on Chaddesdon –Portbury Fastline coal empties.
- Oct 7/8. 31602, 31105 top and tailing radio survey car 977869.
- Oct 7. 47 839 arrived at Long Marston with 87004/13/4 from Crewe.
- Oct 8. 60045 with a Didcot – Ashchurch freight and return.
- Oct 10. A new role for the Barton Hill water cannon is Newport – Gloucester and return, on this date top and tailed by 66159/237 .This working was also noted on October 24/31.
- Oct 14. Crewe- Bridgwater nuclear flasks DRS 37510, 66430.
Shipleigh – Cardiff Tidal, formerly Advenza scrap, 66423
- Oct. 16. Carnforth – Stoke Gifford empty coaching stock, 47851, 37676, 37516 running mega late following 47787 catching fire after leaving Crewe , and being replaced by 47851.The same combination was in trouble the following day at Bristol Parkway on the 05.22 from Taunton to York. 47851 was brought from the rear to the front eventually departing 90 minutes down.
- Oct 19. Margam – Immingham 60011. A Bishops Lydeard to Kidderminster Severn Valley stock movement saw 6024 King Edward 1 passing on the Gloucester avoiding line.
- Oct. 23. Long Marston – Shipleigh 66427.
- Oct 26. Derby RTC- Bristol Temple Meads. 31233/6264/977868/9701 – 200 minutes late.
- Oct 31. Manchester Victoria – Bath Spa and return 'Northern Belle' -67022.
Derby RTC –Bristol Temple Meads, 31105 to collect 31233 and return to Derby.
- Nov 1. Birmingham New St – Cardiff Central, 220021 deputising for a 170.
- Nov 2. Previous day's 20.07 Manchester Piccadilly called at Gloucester at 02.05 – the main line to Bromsgrove was closed due to engineering possession. Fatality at Kidderminster caused a long closure before the line was handed back by the police.
- Nov 3. A fatality at Cheltenham brought a halt to services from 11.30 until 14.00, and the Lindsey -Westerleigh was 486 minutes late due to yet another fatality at Beeston.
- Nov 5. A fourth fatality in as many days – once more at Cheltenham, stopped trains from 21.30 until midnight.
- Nov 7. Ealing Broadway – Gloucester 67006. Gloucester – London Victoria 60163 Tornado.
- Nov 10. Newport Docks – Stoke Gifford, 66585 with 70001/2.
- Nov 11. Stoke Gifford – Lawley St, 66585, 70001. 66429 stabled overnight leaving next day.
- Nov 16. York Works – St Blazey 37602 rhtt, returning the following day.
- Nov 17. Margam-Neville Hill breakdown 66206-97594-97512-97614- empty hst had derailed.
- Nov 19. Bath –Swansea Northern Belle, Swindon-Stroud-Gloucester-Chepstow 67015 + 67017.
- Nov 21. Severn Tunnel closure. 70002 driver training Pengam-Stoke Gifford stone wagons. 60063/84, 66009/125/54/73/86/213/37 on various freights
- Nov 28. London Victoria – Worcester Shrub Hill setting down at Gloucester –A4 60019 Bittern.
DRS locos now have regular workings through Gloucester in addition to the nuclear flask trains, and class 31 are becoming very common on test trains.

Photographs

Front page. Harz Mountain Railway Mallet 5901 (which is kept specifically for 'specials') pauses for water at Benneckstein on 11/02/09. (David Moreton)

Back page top. SNCB 2818 at Koln West 10/01/2009 – note the buffer beam number. Lawrence Chung

Back page bottom. VFLI 661 (Ex SNCF 66614) at Morcenx (David Moreton)