

## SEVERNSIDE TRAVEL AND RAILWAY SOCIETY

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### Editorial

As a result of the recession, reports of the decline in railfreight across Europe continue – DB, OBB, B-Cargo, SNCF, Trenitalia, probably being the largest companies to suffer. Precisely what does this mean for enthusiasts? Are we noting fewer trains, or a similar number of trains, but shorter, therefore carrying less tonnage? Although several countries have stood down some of their older classes, unlike the USA, there seems to be no evidence of huge dumps of unwanted freight locos littering the depots and yards. Even if the Antwerp Noord, Milano Smistamento, Rostock and Mukran dumps are regularly added to, how much of this is as a result of new build or increased activity by the private hauliers? Many of the 'open access' railfreight companies, particularly Fret Benelux, have actually increased their business in 2009. Please send us your observations, particularly in regard to the appearance of any new loco dumps or lines of stored locomotives.

How many members have equipped themselves with the European Health Insurance cards? (EHIC). There appears to be a hardening of attitudes in regard to the provision of medical care, with some EEC countries indicating that they will charge for treatment any foreign nationals not in possession of a card. These cards obviously do not cover for flight cancellations or loss of property, for which conventional holiday insurance should be obtained, but they should allow emergency treatment throughout the EEC. Application forms for these cards, which are free of charge, are available at Post Offices.

I am once again grateful to all those members who have written articles, sent information and forwarded photographs for publication. No less than 26 photos have been received from eleven different countries, and I apologise to all the contributors whose work I have been unable to include in this magazine.

## Stars Magazine

### MEMBERSHIP RENEWAL

Renewal is now due for those whose membership ceases at the end of December, 2009. A renewal form is enclosed, with which we invite you to renew. Please return this, together with your fee, stamped self-addressed envelope, and membership card to the address shown on page 2. The fees shown below are for 12 months membership.

The Membership Classes are

**STARS INTERNATIONAL FULL Membership..... £ 17.50**

[Includes posted Tour reports and Tour brochure]

**STARS INTERNATIONAL REDUCED RATE MEMBERSHIP..... £ 13.50**

[Posted Tour brochure, but web access only to Tour reports]

**STARS UK Membership..... £ 9.50**

[No International Tour reports or Tour brochure]

**Family Membership..... £ 2.50** – available to any person resident in the same household as a full member, (wife, son, etc) and where only one magazine need be sent.

Renewals may also be made on any Tour, providing you have your Membership card with you.

### Membership Subscriptions 2010

For the majority of Members, subscriptions are now due and should be sent before the deadline of 31st December. Despite increases in printing and postal charges, we are pleased to announce that there will be no increases on last year's rates. In fact we have made no increase at all since we introduced the 2 tier Membership rates some 4 years ago. Once again we appeal to you all to renew in good time. It is always such a busy time of the year for Anita, but if you can assist by not delaying your application it will be much appreciated.

### NOT SUCH A BAD YEAR AFTER ALL!!

As we began 2009 it is fair to say that a degree of pessimism was beginning to take hold. Recession was biting deep! Even good old Woolies had 'gone to the wall'. How many Tours could we realistically run? We had already cut our programme at the planning stage!

How pleasing then to reflect on a year when just two Tours were cancelled..... but against that.....four were added. The most remarkable fact ..... Not one European Tour cancelled. This was probably due in the main to three tours, which should have gone out in large coaches, running in Mini Coaches. This was a case of the Membership telling us what they wanted. Those who wanted the tours to run and did not see the mode of travel as too much of an issue, were granted their wish. Those opposed to Mini Bus travel were allowed to withdraw – the compromise complete. However, we again remind you that our first option will always be the large coach but, where bookings fall below the minimum number required, the Mini Coach will be offered and, as always, it becomes **Your Call.**

Assuming that we don't have a brainstorm and fit in a late tour, the final stats on the year are:  
Tours Advertised 13. Tours Cancelled 2. Tours Added 4. Net Tours Run 15  
Tours Fully Booked 5. Countries Covered 9.

## **Stars Magazine**

We sincerely thank you for your support and participation during the year and hope we can look forward to seeing you on a Tour or two in 2010.

### **WEBSITE – ON THE MEND**

As most members are aware the STARS Website is now back with us and Gary Jones has taken over as Custodian. Gary is currently liaising with Mark to facilitate the smooth handing over of the files which support the various elements. Once that is done Gary will redesign the site, making the website more user friendly and enabling more information to be imparted.

We see two areas as immediate priority:

1. Access to the Members only area. Some members are still having difficulty accessing this facility. We intend to solve this one, even if it means abandoning the current system and starting again.
2. Publication of Tour Reports (a problem not confined to the Website – see following paragraph).

Over the coming weeks the differences will be apparent as Gary makes his changes. Have you any useful suggestions? If so Gary will be pleased to hear from you, and can be contacted by: e-mail **kassel\_jones@btinternet.com** or Telephone **07850 840578**

### **TOUR REPORTS**

We promised you an improvement in the availability of Tour Reports and, whilst much has been done, we accept the criticism that Reports are still appearing too long after the event which is not good enough. Our intention is to 'mop-up' the outstanding reports by Christmas, and go into 2010 with a 'clean sheet'. From there on we shall keep on top of this by applying deadlines and applying them in a similar fashion to the way we manage the magazine.

### **FEAR OF THE 'FLU!!**

I remain quite dismayed at the decision of NS to cancel the Open Days at Haarlem and Tilburg Works. The official reason given was that such a large gathering of people could facilitate a more rapid spread of the condition known as 'Swine Flu'.

I have in the past had the pleasure of meeting and knowing many Dutch people, who have always given the impression of being a race not prone to hysteria or neurosis. So why such a draconian decision which had the effect of ruining two weekends for so many people? Surely, the risk of catching it during 2 or 3 hours at the events would be no greater than shopping in any City Centre, and it's not exactly the 'Black Death' is it? Did NS bring in a team of Risk Assessors to perform complicated calculations and charge 'mega bucks' for the honour? Probably not! I can't help but remember our visit to Oullins Works, halted at the eleventh hour by a man at the top. He would also say he had a good reason! In my opinion, the sad fact is that, for whatever reason, if someone 'wants to throw a spanner in' they can usually find an excuse to do so ..... or am I becoming an old cynic?

### **AMERICA 2010**

We are pleased to report that our recent survey revealed there to be sufficient interest in running our Californian Tour next year. The Tour is unlikely to be advertised in the Brochure because, as we promised, we want to consult with all interested members as to dates, duration and itinerary. As soon as the consensus is agreed we will advertise in a separate leaflet. Meanwhile, it's not too late to join our debate, and any others interested should contact Adrian or Anita.

### **COSTS & STARS TOURS**

Standing on Buthune Station during the recent Lille Rapide Tour, my attention was drawn to a vending machine which offered a double pack mini Mars Bars for 2 Euros (1.83p Sterling). Price for standard size double pack in UK – .84p!! Perhaps a blunt reminder of just how far our currency has fallen over the last 12 to 18 months. Its worth mentioning because, occasionally, we still find ourselves on the receiving end of adverse comment concerning the price of our Tours, and particularly Hotel costs. All Hotel contracts are usually signed by September and October of the previous year. It has to be that way because the number of Tours were run and the number of participants we take we cannot 'hang back' for better 'last minute offers' (advertised on the internet) for fear of only unsuitable, or no, accommodation left. We therefore have to make a decision at that time and commit to it. It's tough on us all if, nearer the time of our stay, the Hotel decides to offer remaining rooms at discount prices (it's a similar position to the cut price Airlines). The hard fact is Hotel costs have increased, but more so to us Brits because of our poor currency. We always work hard to mitigate those costs but, at the end of the day we have to pass those costs on. **If any member knows of a way of maintaining our standards for a lesser cost, please, please, please, contact me now.**

### **IMPROVING THE SERVICE**

As you are aware STARS is run by Enthusiasts for Enthusiasts, all of which have full time jobs and our biggest problem in delivering our services is time. Our main priority is to ensure the Tours run well and your comments appear to confirm that we usually achieve that. However, on some occasion ancillary matters may be delayed or overlooked. There are still initiatives, some of which members have suggested, that we wish to put into place as soon as possible. To that end, and to facilitate a more smoother running, we are looking to recruit another 2 or 3 Officers in order that responsibility can be more equally shared.

### **Transilien by Pete White**

Prior to a July tour to the south of France, Dave (Lichfield) Hunt and I gave ourselves an extra two days in Paris to attempt a clearance of our required 273xx.

On Wednesday July 15<sup>th</sup> we met up at St Pancras for our Eurostar debut from this station, and our first Javelin sightings – 395 002/11.(The last time I left from St Pancras station a Peak was on the front). The 11.01 to Gare du Nord left on time, and as we glanced at the Eurostar on the next platform I jokingly said '3999 please'.To my delight and astonishment, that's what it was! I had been after this spare power car for over a decade. A right time arrival in Paris saw the bags deposited at the Chateau Landon Ibis, which was to be our billet for the next two nights.

The previous day had been Bastille Day and I had some concern as to the likely levels of security that may have been operating, as the media had reported many shops and business premises damaged plus 397 torched vehicles. I need not have worried as line 4 took us to Montparnasse Bienvenue for the trek up to the Grandes lignes. We had planned to spend the whole of the rush hour at Montparnasse in order to see the 22 Montruge allocated 273s, but of course we still faced a further hike along the right hand platform to reach Vaugirard station, where the comings and goings can be observed across the throat of the main station. I only needed two of these, but Dave was soon carving into his hit list. Between 16.05 and 20.00 we saw 19 out of the 22 allocated to MR. In addition we checked 27323 on three occasions as this is supposed to be an Acheres loco. I was copping the dd TGV until 19.30 when 27321 showed up, followed 15 minutes later to my relief by 27308. Regrettably, 27301/5/14 refused to make

## Stars Magazine

an appearance - probably stabled at either Mantes, Trappes or Montrouge. 27301 had been seen at Acheres earlier in the year, but not on our travels. I wondered if 27301 was back at Belfort and MR had received 27321 as replacement. It was strange not to see any 25xxx at Montparnasse, but the old guard was still represented by BB8589/91/4/6.

We had planned to cover the St Lazare rush hour the following day, but the temptation to make a start on the 273xx allocated to Acheres was irresistible.

St Lazare is another station where you cannot reach your objective quickly. Line 12 to Porte de la Chapelle is direct to Hausman St Lazare from Montparnasse, but on arrival there are a multiplicity of pedestrian tunnels and walkways to be followed. Forty minutes on the main line station produced 27325/32/4/41/4/5/9/51/3/8/61/2/3/5. This was a good start and left 28 of the AC allocation to be seen the following day. Two happy, but overheated gricers returned to the Ibis to find that the air conditioning throughout the establishment was not working. Late evening temperatures were still in the mid twenties, and it was like walking into an oven. A fan had been provided, but it produced a passable imitation of a Deltic rather than much cool air.

Thursday dawned with the sun riding his golden chariot across an azure sky, and we prepared for further high temperatures both inside and outside the hotel. VSG was successfully visited first, but yet again, Dave's last Sybic - 26009 was out earning its keep. Heading for Acheres we stopped off at Gare de Lyon to visit Charolais and get some Duplex TGVs. Only 9 on the depot, but one of them was Blancarde's 22343 which I required. We had only been away from the Gare for ten minutes, but on our return, Dave was rather pleased (to put it mildly) to see that 26009 had turned up. He duly bought the celebratory mid morning coffees.

On to Acheres to continue the quest for 273xx. Rather surprisingly for a weekday, permission was readily given. 27353, attached to its train and noted the previous evening was here, but new sightings were 27324/6/7/56. Well over 150 locos seen here, although laid up Ys, 16xxx and 17xxx accounted for over half the total. I was very pleased to get 17099 which was over the running lines in the Y dump. Travelling back from Acheres to La Defense 27337/48 were noted for the first and only time that weekend. That left 22 to see.

The previous evening we had decided that St Lazare was not very 'spotter friendly' and discussed a more suitable venue. We found it in the shape of Clichy Levallois, the second station out from St Lazare. To our mild consternation the train from La Defense failed to stop at Clichy, and we were soon back where we did not want to be. Noting that the seats on the first station out - Pont Cardinet, seemed to be of the 'perch' variety, and not suitable for a long session, we were swiftly back at Clichy with its horizontal seats, shade, shelter from rain (unlikely that day) and a grandstand view of one end of the carriage sidings. Our vigil began at 15.45, and ended at 19.37. We saw 30 different 273xx in that period, for the record:- 27325/8/30/1/2/3/4/6/8/9/40/1/2/4/5/6/7/9/50/1/2/4/5/7/8/9/60/1/2/4/5. Eleven of these had been seen the previous evening at St Lazare, but 19 were 'new'. About an hour into our sentry duty we were joined by Mervyn and Trevor, with whom we would be travelling on top the south of France the following day.

It was extremely pleasant to sit in the sunshine, chat to good friends, and let the locos come to us. It's not often you can go cherry picking like this. Trevor asked if I had seen Eurostar 3999 - 'Not any more' I replied, and immediately we both knew where the other had seen it. 27365 was a pleasant surprise for Mervyn and Trevor as it was not shown in their lists as having

## Stars Magazine

entered service. There was a little gentle leg-pulling that it could not be counted because its existence was unknown!

So, of the remaining 22 from AC that we had not seen prior to our visit to Clichy, 19 had appeared. Stubbornly refusing to appear were 27329/354/43 – perhaps stabled at Pontoise or Mantes? Seeing 59 out of the 65 in a day and a half wasn't a bad effort – it left me only needing three – or so I thought until the Alstom article in the August edition of 'Today's Railways' mentioned that Belfort has 27366/7 under construction.

We returned to the sauna/fiery furnace/greenhouse – these are some of the printable descriptions that room 220 got, via Gare du Nord and Gare de l'est for a few more cops, and prepared for the following day's departure for the south.

This trip went extremely well, taking a circular route via Eastern France, the South, Caen, Le Havre, Sotteville, Amiens, and Acheres again at the end.

### Highlights.

Le Bourget Triage 182 557 (DB 211 173)

Chalindrey – immaculate yellow 69191, shopped July 2009. Locma 54 (Y5133)

Lyon Vaise – usual tracteurs in the cement works plus a further 14 on the depot.

Miramas 75080 in Infra yellow – hideous!

Toulouse Raynal Triage Y6279, BB8644, 9329/40, 63594/680 dumped, plus 8 Ys.

Toulouse depot Steam 241P9 now here for restoration.

St Jory Triage CC1107/8 and XR 96206 were the only dumped machines.

Bordeaux Hourcade Triage 77006 stabled on its train.

Bordeaux depot. Y7495 is locma 6. There was also a trio of ex Hendaye Ys – Y7154 (Locma 1) 7241 and 7443.

Limoges 'Preserved' emu Z4909 still here, very poor external condition.

Limoges Puy Imbert Triage ex DB 211 192. 212 037/126/258/375.

Tours St Pierre – Permission granted and a guide supplied – Monday July 20<sup>th</sup>!

Highest 75xxx noted 75115. None of the Sablon Ys noted on 29/04/09 were here, but Y7441/86/537/41/52/686 were dumped on the opposite side of the main line. 212 070 plus one other in the triage,

Nantes Docks 60021 ( I keep thinking these are A4s – finished them 51 years ago)

Y8101/276/85/317/471/8/512

Le Havre station area Y8025/57/71.

Le Havre docks and SP. Y7292/8059/144. 60051/8/94. 60114

Sotteville Another surprise permission- about 100 items recorded – not bad for a weekday.

Highest 60 noted, 60118.

Sotteville Triage dum. 60 locos.

Amiens/Longeau. Permission for Amiens, refusal at Longeau. For the last three years its always been the reverse for me. 12 type 75s at Amiens.

Acheres Not a great change from the previous week, but Y7869 had worked on. None of the 'terrible trio' of 273xx had appeared but Trevor had a great cop in the shape of 15001.

Back to the Chateau Landon where the aircon was still not working. Dave and I had an evening run out to Noisy le sec and were rewarded with 60025/41/113. Y7799/404/45. Y8371, and plenty of units.

## Stars Magazine

Wednesday July 22<sup>nd</sup> was returning home day, but with a late evening Eurostar things could be done. Dave, now requiring zero Sybics, went off to Notre Dame to improve his line C Z20500 class while Trevor, Mervyn and I enjoyed another visit to VSG. I managed 7 loco cops and 2 emus. When we had completed VSG we were met by a rather forlorn Mr Hunt – apparently Notre Dame and other line C stations were closed due to rebuilding, which had thrown his plans into chaos. We decided on a 45 minute train watch on Villeneuve St Georges, but travelling between Triage and VSG Dave got his last AC tracteur – Y8439, which cheered him up no end. Mervyn and Trevor had to leave us at that point, but Dave and I still had some time left. A further visit to Le Bourget almost revealed 5 of everything – 5x27s, 5x60s, 5x75s, but only 2 Ys one 37 and a 63. Only 60097 was a cop, nearly all the rest having been seen in the previous week. It was time to go home, or was it?

Having an hour and a quarter to spare, a last desperate throw of the dice took us back to St Lazare in search of their 'troublesome trio'. We had from 13.45 until 15.00, but this can be a notoriously quiet time on many French stations, and so it proved. Only 9 273xx noted, all of which had been seen at Clicht the previous Thursday. No last minute cop here, but there was one for me at Lille, as one of my last five 672xx was here – 67249.

St Pancras produced three more Javelins, and even the journey from Euston 'oop north is interesting again with 350 2xx and 378sa being copped. However I would happily have forgone these if I could have got the 'Acheres Three'.

## **STEEL, STEAM, STARS & EASTLEIGH 100, by David Ford**

A couple of trips in April and May to report on. The Llangollen Railway's 9 day Steel, Steam & Stars II nine day gala was 'a must' for me and since Ralph had a few days off, a trip to Wales via South Yorkshire was called for. So it was up on FGW's excellent but horribly expensive 'Night Riviera' behind 57605 to catch the 06.35 out of Kings Cross behind 91127 on Wednesday the 22<sup>nd</sup> April. As the train ran into Peterborough another express was in the platform on the up with three of my last four Mark IV coaches in the consist; then as we pulled out 156408 was running in leaving me just needing 405 to clear. A good start to the trip.

We were brought to a stand by signals at Barrell Lane Crossing some miles south of Doncaster and then crept from signal to signal, resulting in a 15" late arrival at Donny.

Ralph met me here with the car and after a visit to Morrisons for breakfast we set off for Leeds. A view of Midland Road or Balm Lane or whatever it's called produced one cop, 66562. Worth the detour but I'd been hoping that 66583 destined for Poland would still be around. The other one (66582) was there, but that's the way it goes. Stourton FLT had to be checked out and 66580 was there with 66181 passing on a coal train. After that we headed across the Pennines towards Wales. As we approached the border, the sky over Wales was filled with ominous black clouds and we anticipated the usual dose of Welsh wetness, but in fact we didn't see a drop of rain the whole trip.

After checking in to the Hand Hotel in Llangollen (bedroom good but service and food pretty ropey) we headed off to the station to see what was happening and got the 15.40 departure with two auto coaches and Prairie 5526 for a round trip, and arriving back went off to find some 'nosebag'. For some reason the pubs we tried were not serving food that evening so we ended up back at the 'Hand' and after waiting half an hour managed to get a piece of chicken in some sort of congealed sauce which set the tone for the next day's breakfast. A pint or two of Adnam's Broadside in the excellent Wynnstay Arms put us in better mood as we returned to the station for the non-stop 21.40 to Carrog. Here we found 'City of Truro' at the head of four 'blood and custards' plus the Beavertail observation car. The formation included the Thompson

## Stars Magazine

buffet car and with a couple of seats available, what better way to travel ? The coach was well stocked with real ales, including two specially brewed for the occasion , '6880' and 'Betton Bitter'. Here I should add that the gala was a fund raiser for the construction of the 81<sup>st</sup> Grange, 6880 Betton Grange. (I see that the final result was a profit for the fund of over £30,000). There was a good atmosphere on board with everyone enjoying good ale, good fellowship and travel on a proper train, and it was great to be on a steam hauled train at night again.

The first train Thursday was at 10.30 with the D49 'Morayshire' in charge, and would you believe it was pretty heavily loaded so we were forced to travel in the buffet again, and as Ralph pointed out it would have been rude not to partake of some of the refreshment on offer! Someone got on at Carrog for the return trip and asked for a cup of tea ; sorry, only beer available. There ARE some strange people about ! A nice touch was a portable DVD player on the bar showing 'Elizabethan Express' ('... the Howards, the Berts, the Cynthias, the Mables... ') which features one of these exact vehicles.

I won't bore you with a blow by blow account of the next couple of days, but two of the highlights were 9017, the Dukedog, in black with 'cycling lion' on the tender, hammering through Berwyn on a goods with the whistle echoing off the surrounding hills, and a brake van ride in a GWR Toad , up behind the Black 5 and back behind the City. Berwyn tunnel experienced from the verandah of a brake van was interesting !

I've always been as interested in signalling as I am in rolling stock so I was grateful to be allowed a look inside the rebuilt box at Carrog, which won the Westinghouse award for a preserved railway signalling installation. Beautifully done, but the box lacked atmosphere. For instance, on the wall above the desk was a notice board which had obviously been bought from an office supplies shop, and the notices and the local instructions were neatly pinned to this. Now manual signal boxes did not have notice boards ; the local instructions were on laminated card and hung on the wall and notices would generally be on a rusty old Bulldog Clip hanging on a nail. In more modern boxes a notice board if provided would have been covered in green baize. So a brand new grey and aluminium board just stood out like a sore thumb. It's these little touches which make or break the atmosphere for me. (And don't get me started about those pillocks who wear H.V. jackets all the time !).

All too soon we had to think about returning to the real world, so after watching 9017 leave Llangollen on the 16.00 on Friday we headed off towards South Yorkshire via Crewe to see if we could pick anything up there. We parked by the DRS depot where 66434 was on view and needed, then hiked across the fields to see what we could in Basford Hall. This produced a cop for me in the form of 66956. Then back across the Pennines to Leeds, where 66599 and 66955 were copped on Midland Road.

The next day, Saturday, I had a meeting to attend in York and caught the 09.10 off Rotherham (142079) to Doncaster and then the 09.37 off Donny to York behind 91101. Just as we left Donny an express ran in on the up formed of the same set which had provided 3 cops at Peterborough on Wednesday. Still, I was now down to needing just one Mark IV. As I got off at York I saw an express approaching on the up and walked forward to get a view of it just in case, and there was 12331 . Don't have to pound the platforms at the Cross looking for those anymore ! I also copped 'Tornado' as it ran in on a northbound 'crankex'. After the meeting I headed back to the station where 222012 was a cop (I've started again with these things as trying to keep track of the reformations was a nightmare), and caught the 15.11 home, one of the few direct services to Rotherham and passes Ferrybridge on the way, which had a few derelict 56s outside.

Ralph had to go back to work on the Sunday, but I set off for Barrow Hill with 97301 – 97304 on my mind. 301 and 304 were no problem, sitting there waiting for me, but the other two

## Stars Magazine

were not forthcoming. I could just see the corner of the cab of one of them stabled behind one of the new sheds, but that was that. Still, 50% is better than nothing. Mustn't be greedy.

It was yet another beautiful day so I decided to take a look at Wirksworth and the Ecclesbourne Valley Railway. The station in Wirksworth took a bit of finding, but once I had I was pleased I'd made the effort. Incidentally, I'm now at the age when I keep saying to anyone who'll listen, "The last time I did this bit of railway was in .... behind a ...."; it must be very boring on the receiving end. So..... the last time I was at Wirksworth was in April 1989 on the 'Denby Dawdler' railtour with two Class 20s. Today the railway was only running the half mile to Ravenstor but I had a trip there and back in 55006 and had a look round the station area and was pleasantly surprised at what a professional set up it is there, with an excellent museum and facilities. M79900 (Iris in later years) was in the platform and I had a good look round her, bringing back memories of her and her sister on the Bletchley – Buckingham service. Now this is maybe a bit strange, but as I was looking at the cab and controls I remembered Fred Bateman who I used to work with at Watford and Bletchley, and as a driver always spoke highly of these units, and I imagined Fred setting off out of the Oxford bay at Bletchley. A few days after I got home from this trip I heard that he had died on that very day at the good age of 85. Make of that what you will, but I recommend this railway as being well worth a visit.

I had been undecided which way to go back to Cornwall on the Monday but in the end, after ascertaining that the 06.51 Sheffield – Plymouth was booked for an HST rather than a 'Vomiter', decided that was the way to go and had a reasonable journey. At least they have left a fair number of table seats in them as opposed to what FGW have done to their fleet, and the refreshment trolley came through regularly, though the coffee tasted like water, speaking of which at Chesterfield I saw the first drop of rain since leaving home. I needed several of the cars in the set and picked up some more stuff along the way including 158955 at Temple Meads and 66615 at Fairwater Yard. We arrived in Plymouth 10 minutes early, which meant I had an even longer fester than expected (45 minutes) before getting the 12.30 two car Sprinter for Bodmin which was absolutely wedged.

So I finished the trip with a total of 27 cops and more importantly some very happy memories of the Llangollen Gala. Here's hoping they do it again in 2011.

Three weeks later and I trundled up to London (57605 again) for a couple of days intensive spotting before attending the Eastleigh gala. I was in position at London Bridge at 07.20 the next morning for the morning peak and by the time I moved on at 10.00 to look for breakfast had 35 cops in the book including my last two 376s (001/033) which came in coupled. 377502/508 gave me my first sighting of the new Electrostars for FCC.

Back to Paddington to drop off my bag and then spent a little time on the DLR which was all new to me, before heading for the evening peak at East Croydon. 31465 was on Selhurst with a NR Test Train, 6262 & 9702 with 999605 (cop !) in the middle. 16.30 to 18.00 at East Croydon produced 13 cops, and a walk down the barriers at Waterloo main line produced another 3 as I headed for the pub to meet an old friend from work for a pint, fish and chips, and a yarn about the good old days. Before turning in for the night I plodded up and down the platforms at Paddington and was rewarded with 40902.

Next day, Friday 22/5, I decided to head down the Sou' West as far as Brockenhurst hoping that 1497 would be on the Lymington branch. This line has many happy memories for me as I often stayed with my aunts at Walton-on-Thames and was able to spend long spells at the lineside watching the constant stream of Pacifics, King Arthurs, Nelsons (both the Lord and the emu variety), Black Motors, Q1s etc. Who now remembers Oatlands Carriage Sidings between Walton and Weybridge which seemed to act as an overflow for coaches that were not required for a while, and to my occasional delight would be shunted by an M7, while I stood on the

## Stars Magazine

adjacent road bridge and drank in the sights and sounds ? Back to the present, and 444039 was a cop going through the Northam washer, but S'oton FLT was a waste of time with nothing of any use to me visible and at Brockenhurst it was, of course, 1498 that was working the branch. However a local told me that 1497 should be at Eastleigh for the gala so all was not lost.

I went back up to Eastleigh while deciding what to do next as it was too early to head back to London for the peak. After picking up 999700/1 Eurail Scout at Eastleigh I thought I'd have a stab at clearing off some needed 158s so got the 12.21 to Salisbury.

Once out of Southampton this is a very pretty line running through some lovely country and copping 158952 in the opposite platform when we stopped at Romsey put me in a very good mood. A mooch round at Salisbury produced 3 more cops on the depot, doubtless there were more there but I couldn't find a good viewing point. On the way back to London I stopped off at Basingstoke for a while, and was in position at Clapham Jct at 16.15. From then until I'd had enough at 19.05 it was all action with 47 cops including my last 'Arkwright' (444). I even copped 159102 which overtook my train back to Waterloo .

Some supper and a pint and I was ready for my pit, but ever enthusiastic I had a last look round at Paddington. 'Lady Penelope', complete with her pink nameplates, was on the sleeper stock again. I wouldn't think that FGWs Class 57s have been a stunning success judging by the fact that they always seem short of them.

Saturday morning I headed for Eastleigh meeting up in the pub with a mob of dubious characters ; several ex-Watford and Bletchley drivers, movements inspectors, traffic managers, powerbox supervisors, many of us retired and all duly grateful for the British Railways Pension Scheme ! I reckon there was more railway expertise and experience in that bar than in the whole of the present privatised shambles ! You'll have read reports of the Gala itself, so suffice it to say that it was an excellent day out. AND 1497 was there as promised. The number of trade stalls was incredible, but being mindful of the fact that what I bought I'd have to carry home contented myself with a St Blazey lizard logo sticker as applied to their CDAs ; quite how I'm going to display it I haven't worked out yet. I picked up one or two useful rolling stock numbers, but GBRF's 66730 was the only loco cop.

After leaving the event I headed west again and this time S'oton FLT produced 66592 for me. I'd an idea that I'd have a ride on the Lymington CIG but it turned out to be a 450. Apparently this is regular practice at weekends when there are units spare. I made my way to Reading via Basingstoke and made the 'Didcot move' to see what FL locos were in Reading Yard, but only 66599 was there and there was nothing at all at Didcot. But the day did end on a high note when the only two numbers I was able to note passing Southall shed (5237/49) were both needed and L32 & L47 were copped just outside Paddington on ballast trains.

Home to Cornwall on the 08.57 on Sunday. 40810 was the buffet (thank you) and L15 had appeared at the engineering site outside Paddington. Not a bad few days at all with an all in total of 179 cops , which included 114 emus. Not unexpected though as my previous Southern bash had been in May 2006.

The Press Date for the January magazine will be December 1<sup>st</sup>. As usual, articles of a current or historical nature would be appreciated, as would items of information, photographs, anecdotes etc. Remember that if you have any queries, particularly in regard to anything seen on STARS tours, the magazine is the ideal way to have them resolved.

## Stars Magazine

### 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. Suggestions would be appreciated.

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	4	zero	4	7181/426. 8304/473
Mark Foster	6	zero	6	
Phil Whitehouse	6	zero	6	7831/7. 8158/273/338/446
Gordon Macleod	6	zero	6	
David Moreton	14	1	15	
Colin Dingley	14	3	17	7153/81/596/617.
John Foster	18	zero	18	
Stuart Robb	27	4	31	

### Y News

David Moreton and Martin Kirk visited the south west of France in September and uncovered a mystery. The photograph of the blue tracteur on the back page of this mag was taken at the Silo de Aquitaine at Bassens (near Bordeaux). It is not recorded in any publication, and was thought to be a Y51xxx, however we are given to understand it is more likely to be a Y71xx. If this is the case, is it an ex-industrial (there were no number plate holes on the cabside) or ex SNCF? Comments would be appreciated.

### New Generation Locmas supplied by David Moreton

I am most grateful to David for the effort and research involved in creating this new generation locma list'. I have received a few more since the last mag which have been added to the list. If members have any further additions or updates please let me have them before December 1.

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

### Stars Magazine

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
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	Never Machines (Nevers Works)	
63826	G	MZ	UPM de Metz	
63'	G	NB	Nantes	Locma 61378 - Probably 63903.
63922	G	CB	Technicentre de Lyon	

### Rouen, Tours, Nevers, Lyon, Dijon, Montmirail - April 09 by Martin Kirk

Some of the more interesting sightings from recent tour including highest numbered Class 60's and 75's observed.

#### Wednesday 29<sup>th</sup> April 09

Sotteville

St Pierre des Corps

Triage

60109/110/111/112 75001/009/010/085/112

Y7447/7421/7611/7418/7250/7601/7550/7145/7540

All these Y's were formerly stored at Saulon P/way depot and no doubt are bound for Socofer Works in Tours to be the first re-engined Y9000 series.

ECR 92.87.0001.006/1. ECR 92.87.0001.007/9

ECR 77014/4 [ Thurs am ]

AT3.PE.060 = Y51228 ( R Vecchietti )

99.87.9.181.518/1 = 66608 ( R Vecchietti )

99.87.1.182.602/2 = V212 No 214/1 ( R Vecchietti )

## Stars Magazine

Colas 99.87.9.182.620/4  
Veolia E37507 on container train

### **Thursday 30<sup>th</sup> April 09**

Nevers

Circa 70 locos on including :-

VFLI 66092 = BB604

VFLI 66072 = BB603

Nevers Works

Y7221 was works pilot and Blue Locma No 19 here also.  
Hadn't realised that Works is now totally unit orientated

### **Friday 01<sup>st</sup> May**

Gannet

77019/3 sitting in yard

Volvic

Grey VFLI 63143? hidden by pallets [ see Autun entry ]

Only one loco seen here.

Gravanches Triage

Y8357

Gerzat Wagon Works

Locmas 2427/2495/2518 [ adjacent to Yard ]

### **Saturday 02<sup>nd</sup> May 09**

Badan Yard (Lyon)

Full of engineering trains = 12 locos including

99.87.9.481.507/1 = 63 type

Perrache Station

Veolia E37501 and E37509 in bay platform.

### **Sunday 03<sup>rd</sup> May 09**

Lyon Mouche R/house

BB 6534, 6549, 6559, CC7102

Venissieux

Circa 60 locos on including

Y7197 = Locma 105532, Y7451 = Locma 105530

63627 = Locma 105531

Y2499 and Y6304 stored in sidings on opposite side of line

Port Edouard Herriot

No VFLI locos - all CFTA = Veolia

Veolia 1023 = 92.87.0001.023/6

BB4803 in new livery - very attractive

BB4806, BB4813

Lyon Vaise

Y7235/7465/7543/7644/7416 stored in cement sidings

Dijon Gevrey Triage

Y8009 and Y8047

Saulon P/Way

Y7546, Y8106

Perrigny Depot

Y7410/7482/7496/7497/7569/7579/8119/8437/8451/8457

Y8460 - not all Y's on depot seen

74xx Locma in blue livery - old number = ?

Dijon Station

Y8286/8291

### **Monday 04<sup>th</sup> May 09**

Dijon Station

Y7502, Y8009

Autun

Y7848

## Stars Magazine

66153/66156/66163  
63145 "off bogies" [ see Volvic entry ]  
66050 and No 309 [ = BB064 = 63244 ] both in workshops

St Remy Yard Y8022 just south of Chalon-sur-Soane  
Montchanin Y8523 plus latest track recorder in station = M1200 : V6  
Montceau-les-Mines Nil -yard empty apart from coal hoppers  
Digoin Y8454  
Paray-le-Monial Y8458  
St Amour Nil  
Louhans Y7536/ Y8129  
Besancon Station Y7435/7586/7837/8257  
St Ferjeux Yard Nil but Y7532 seen here earlier by A.N. Other

Gray Workshops G1206 Vossloh 1573 [ 5001573 ]  
G1206 Vossloh 1728 [ 5001728 ]  
BB4818. Steam 231K8

Gray Yard (stored ) CFTA 4503  
CFTA D.E.1 [ interesting centre cab with sloping bonnets ]  
HBNPC? No 24 = AT3.LL.688 yellow livery  
HBNPC? No 39 = AT3.LL.514 yellow livery  
HBNPC? No 71 = AT3.LL.568 yellow livery  
A1A.A1A 62001 and 62062  
7 "industrial" Socorail types

Genlis Station Y7533, Y7561, Y7597

### **Tuesday 05<sup>th</sup> May 09**

Is-sur-Tille Y7833

Troyes Station Veolia 1749 = 92.80.1272.606/5 ( Vossloh G2000 )  
60063/082, 75073/102/107, 72121/177  
Y7194/7501/7652 plus Y8186 in Troyes Yard

Chalons-en-Champagne Y7405 ( Locma ? ), Y7525 ( Locma 27000 ) at WW  
75049/053/059/088/110  
ECR Vossloh G2000 92.80.1272.601/6 in yard

Montmirail 63228/152/068/170/243/232/217/156/207/187/197 66046  
65529, HBL BB47, 64028 = BB053, 66065, C/cab BB031  
No access to shops which **may** have held 63209/223/249?

### **Wednesday 06<sup>th</sup> May 09**

Caffiers VFLI 61012  
2 blue/white VFLI Vossloh's no 732 [ 5001821 ] & un/id

**RAILCARE LTD GLASGOW –Monthly Works report by Bill Wilson**

**June 2009.**

**Locomotives-** Nil

**Diesel and electric multiple units**

156 503/12, both re-livery. 158 726 C6.

314 209/13. 320 308/22, all C4.

**Hauled Coaching Stock**

9800/7 C8.

**Departures during June**

66842

156 439. 158 739. 314 209. 318 257. 320 308/22.

9800/6

**Present and under Overhaul on July 1**

66843/4.

156 503/12. 158 728. 314 213

9807

**Stored on site**

66410.

**July 2009.**

**Locomotives.** Nil

**Diesel and electric multiple units.**

156 507 Re-livery. 156 494, 318 268, 320 319, all C4.

314 207 C4 +mods. 158 738 C6.

**Hauled Coaching Stock.**

9803/8 C8.

**Departures during July**

66844.

156 512. 158 728. 314 207/13. 318 268.

9803/7.

**Present and under overhaul on August 1**

66843.

156 494/503/7. 158 738. 320 319.

9808.

**Stored on site**

66410.

**August**

**Locomotives**

66410 –Unclassified de-branding

**Diesel and Electric Multiple Units**

156 465 C4. 156 505 Relivery. 158 727/35 C4.

314 208/11/7 C4 + mods. 320 305/12 C4.

**Hauled coaching stock.**

Nil

## Stars Magazine

### Departures during May.

66410 (to Willesden PRDC for secure storage.) 66843 (Ex 66408)

156 465/94/503/7. 158 727/38.

314 211/7. 320 312/9.

9808

### Present and under overhaul September 1.

156 505. 158 735. 314 208. 320 305.

### Stored on site

Nil

## Members' Queries

Martin Kirk asked why the check digits on Austrian classes 1044/1144 always seem to be two digits higher than they should be. For example, 1144 221-9.

The following reply was received from Dale Robertson

Ref the 1044/1144 check digit now 2 higher than before my trip to the Graz area last week revealed why. The class have had extra computer numbers added to the side number in smaller numbers in front of the 1044/1144 . This changes the maths so the old check digit has been scraped off with a new one 2 higher in its place. The front is a different matter. The 1044 have had their whole front red number removed between the headlights and replaced with white numbers below the cab window but check digits are not carried on the front . I didn't see many 1144's as Graz is not a hot spot for them but a few I did see also had the new white front number with no check digit. This means there side check digit has changed for a 3rd time as they only recently changed them when they became 1144's from 1044's.

### \*\*\* Competition Time \*\*\*\*

Last month, we asked you which world famous composer, a keen railway enthusiast, was friendly with many of the engine crews at his local railway station? On one occasion when he was unable to go to the station, he sent his servant to note the number of the locomotive on a particular train. Unfortunately the servant wrote down the number of the tender by mistake, and earned a severe reprimand!

Oh Dear – no correct answer received. The composer in question was Anton Dvorak. I think this month's question is somewhat less difficult.

What is the connection between the following lines:-

Basingstoke - Alton

Howarth – Keighley

Limpley Stoke – Camerton

Answers to the editor by 1st December. The winner will be the first correct answer drawn from a hat (or more likely a Tesco's carrier bag!).

As usual, the winner will receive a sales voucher up to the value of £20.

**Motive Power and other Information supplied by Members.**

**Austria**

Brand new 1216 067-73 are stored at Linz. Wien Ost depot is rapidly being run down, although the shunter classes 2016/70 still appear plentiful. Sadly the OBB narrow gauge Ybbstalbahn may not re-open following the disastrous summer flooding.

**Belgium**

**Antwerp Noord**

Vosslohs 7705/17/8/32/3/82/805/7/15/7/23/46/70 are reported stored with damaged axles. There appears to be no rush to repair these locos in the current economic climate. Bombardier electrics 2801-43 are now all reported to be in service.

**Czech Republic**

The depot at Veseli nad Luznici is derelict – locos, stabling just down the line from the station. Only a handful of locos there on March 20.

**France**

**2008 Scrapyard Report** – a list of locos cut during the year 2008.

**Baroncourt**

8191. 8530/8/51/61/73/621. 9233/51/5/8/61/3/78/87/92. 9314/36. 9642. 9701/2.  
16501/20/35/7/42/5/7/51/2/5/6/64/75/96/607/9/19/20/9/38/49/57/66/70/3/6/9/81/2/90/4  
/719/25/8/33/67/8/87/8/91/4.  
20203/6. 25203. 25502/21/32/40/2/5/58/60/3/4/6/7/78/80.  
63646/51/703.

**Culoz**

BB337. 8590. 8619. 9259/60/2/7/8/77. 16001/36.  
25111/66/72/3/5/7/89/91. 25205/11/9/35/42/3/5/7.  
63004/5/7/42/50/6/74/8/94/8/9/100/7/31/47/62/216/25. 63504/694/896. 64074.  
65502/3/19/24/31.

**Lens**

63508/12/66/961/83

**Rouen**

8554/85. 9276. 16716/7/20/47. 25507/44/604.  
63122/506/654/722/822/914/99. 64022/59.  
66034/63/6. 66469. 67010/20/5/63/7. 67323/42/53. 68066/78. 68519.  
72023/50/2/4/73. 72156.

Regrettably the above list does not include Ys, Caravelles etc. Does anyone know of any other locations where cutting has taken place?

**Calais**

This new three lane depot is now in receipt of an allocation of 765xx units formerly based at Longeau.

## Stars Magazine

### **Villeneuve St George**

A reminder that there is no access to the depot from Villeneuve Prairie station unless one knows the code to activate the exit from the station. One can however use Prairie station to exeunt.

### **Acheres**

A gate has appeared across the walking route from the station. It was not locked on the occasion of my correspondent's visit, but the 'writing is on the wall'. The road entrance is firmly closed and barred at weekends. The dump in the middle of the yard remains, and appears to be added to regularly.

### **Hayange**

As a consequence of losing the shunting contract, all the VFLI Ys formerly dumped at Hayange have been removed.

### **Sud Oest**

This depot is still very much on the active list, however entrance is only possibly by using a 'squawkbox' by the main entrance, and from mine, and other members' experiences, refusal is virtually guaranteed.

## Germany

### **Fire damaged**

Following a fire while hauling a Dusseldorf S-Bahn in 2008, on March 12<sup>TH</sup>, 112 135 was removed from store at Dortmund and despatched to Benders at Opladen, who lost no time in cutting the loco.

Another fire victim is PEG 650 .07 – reported as completely destroyed.

### **Berlin**

Due to axle problems, the 481 units are undergoing increased maintenance. This has resulted in class 423 being temporarily drafted in from the south, reactivation of several 485s and the extension of some RE services. As at October 1, several S-bahn services were still running with short trains.

### **Nurnburg**

The new Bombardier 442 units being constructed at Ceska Lipa for the Nurnburg area have hit severe construction problems, and delivery has been delayed.

### **Class 185**

185 332/3/4 are on hire to Green Cargo of Sweden, who will apparently also take delivery of 185 401/2/3. DB will probably receive 185 404/5/6 as replacements. 185 400 was delivered as 146 228 – it is not known whether the number 185 400 will be re-allocated.

## Great Britain

Several new unit classes of are being reported in the south: -

Hitachi Javelin 395xx seen at Folkestone, Ashford and St Pancras. All are now reported to be in service.

Bombardier Electrostars 377 5xx at London Bridge and Luton

Siemens 450 2xx at Birmingham New Street, Rugby, Northampton, and all points south

Bombardier Capitalstar (what a ghastly name!) 378xx at Watford and Euston. First revenue earning duties reported are on the Stratford – Richmond line.

New Freightliner class 70s are due for delivery in November. There is a photograph of one of these incredibly ugly beasts in September's Railway Magazine.

## Stars Magazine

### Westhouses

The site of this former steam turned diesel depot has been obliterated forever under a vast new opencast coalfield.

**Adelantes.** Repainted 180 105/12 have been noted on Grand Central Kings Cross-Sunderland expresses working identical rosters to HSTs.

### Italy

E483 011-7 are currently stored in the Harbour sidings of the Vado Ligure industrial estate near Savona

### Bari

A line is currently under construction which will link Bari station to the airport- completion is anticipated in 2012.

### Netherlands

ACTS Baldwin electrics (built 1951-3!) 1252/4/5 have been seen in store at s-Hertogenbosch. Several 'Wadlopers' , (dmuS 31xx, 32xx) formerly stored in Rotterdam docks, were moved from Kijfhoek to Poland in August.

### Slovenia

A dump of around 30 locomotives has been noted dumped just east of Ljubljana station – having previously been stored in the station sidings.

### Switzerland

Angel Trains 186 101-10, long stored at Bellinzona North Yard, now appear to be entering traffic having been sold to Railpool - another leasing company

A bit late to be of use, but worthwhile reporting in any case, was the decision by SBB to hold open days at 11 works and depots on September 19<sup>th</sup>, including Yverdon, Bellinzona, Olten etc. One worth looking out for next year!

### USA

There are now reported to be over 3,000 locomotives 'temporarily' stored due to the recession. This figure applies to the main operators only and does not apply to short lines, or the leasing companies.

### Swiss Tour by Martin Kirk

This is a report of four days travelling on a Swiss Rail pass generally covering a circular tour each day. I have not listed every loco seen but confined myself mainly to the smaller types to give one an idea where they can be found. In addition I have listed "interesting" sightings although this should perhaps be taken with a pinch of salt as I'm a Swiss novice.

### Saturday 30<sup>th</sup> May 09 : Zurich-Chur-Buchs-St Gallen-Zurich-Muttenz-Zurich

Pfaffikon	8756, un/id
Sieben-Wangen	241-113, un/id
Schubelbach	234-004
Bilten	234-011
Ziegelbrucke	234-005, 232-013, un/id

## Stars Magazine

Flums	8784
Sargans	232-038, 234-084, 234-206, 841-009
Landquart	18809 in freight yard, Orange #88
Chur	RhB 613, 624, 630, 643, 652, #232 16427
Buchs	OBB 1116-257
St Margrethen	361, 9652, 9679, 232-019, 234-0??
Rorschach	841-011, BLS 485-003
St Fiden	18436, 232-040
St Gallen	16388
Gossau	16433, 234-143 plus 2 un/id
Schwarzenbach	237-937 plus Tm2?? graffitied in metal recycling sdg RHS
Wil	232
Winterthur Gruze?	234-105, 234-212

### Winterthur

Took a walk round the former? depot area which held several industrials plus 18504, 18511, 236-647, 237-954, Re 416-626 [ Rail4Chem! ], E/e 2/2 No1. 18441 and Tm 263 stabled adjacent. The yard to the south of the station held 232-004, 234-006, 843-062

Effretikon	Yellow 237-908 adjacent to J.Muller AG premises on LHS
Oerlikon	234-001, 843-084 hence to Basel
Zurich Herden	16363, 16396 in coach yard

### Basel

Because an ICN service was departing at the same time the Muttenz (Olten) service was routed via the goods yard past Basel Depot on RHS thence via mainline flyover and into Muttenz Yard west end - this is probably a regular occurrence. SNCF 37052, 37057, 370... plus BLS 485-002 / 485-004 were stabled at this end of the yard.

### Basel Muttenz Yard

9459, 9671, 9677, 232-003/016/050, 234-057/059/067/076/133  
843-001/003/009/011/013/016/018/019/020. Many electrics including Crossrail 185-597.

## **Sunday 31st May 09 : Zurich-Erstfeld- Bellinzona-Lugano-Chiasso-Zurich**

Took an ICN run over the Gotthard route to Lugano for lunch then caught local service to Chiasso, local return to Bellinzona and back to Zurich.

Brunnen	9683
Fluelen	16412
Altdorf	232-018 plus another un/id
Erstfeld	234-142, 841-033, 841-035, Sersa 843-153 Cinderella 18421, 18437
Eggwald?	234-081, 234-112 Un/id blue / white Vossloh marked Scheuchzer?

## Stars Magazine

Airolo 18412  
Rodi-Fiesso 9655  
Lavorgo 234-201  
Bodio

About 2 minutes after passing Bodio there was a line on RHS at lower level which (probably) leads to new Gotthard tunnel construction site. To my surprise there was a blue / white "French 63 type" standing on this line. Definitely ex SNCF or B&L type.  
Never knew there were any in Switzerland, probably contractors - marked Sch....? or something similar on side [ see Eggwald above ]

Biasca 234-139, un/id 16..., un/id Dispolok  
There is a new storage point here on LHS with circa 16 locos including 11497/432/515 11511/441 rest hidden

Osogna 232-025 plus 2 un/id  
Bellinzona Yard.

Yard to north of station held 6 "shunters", 12+ electrics plus 4 dark green/white electrics  
Bellinzona station area: many SBB electrics plus the following  
16448, 16453, 18403, 234-050, 234-224, 484-002/004/014/018, black MRCE 484-103/7

Giubiasco 234-216  
Rivera-Bironica 234-222  
Taverne 8793, 232-007  
Mendrisio 9463, 18435, 843-075  
Museum? on RHS 725, 785, ZSU Em 836, 10... - other locos hidden

Chiasso Depot (pass)  
Tm 903/911/913. 840-003, 841-029  
Del Fungo Giara = Vosslohs G2000-51DG and 52DG

Chiasso Station Swiss and German electrics including BLS 485-007

Zurich W/shops  
18407, 18426 9580, 232-009/043, 234-102/109/204/209/213, 841-032/036, 842-000  
Sersa 837-950

### **Monday 01<sup>st</sup> June 09 : Zurich-Rotkreuz-Luzern-Interlaken-Spiez-Bern-Burgdorf-Olten**

Off to Luzern for a trip over the Brunig line - amazing gradients and great views.

Rotkreuz 16450, 234-132, 843-002, 843-063 plus un/id 234  
Ebikon 8203  
Luzern Zb 101-963/964/968, Zb 171-207, Te 198, 199, 1992  
16419, 16442  
Giswill Zb 101-966  
Brunig Zb 101-961  
Meiringen Zb 101-965/967, 11001, 171-203  
Unterbach Zb 101-... [ 962? ] passing

## Stars Magazine

Brienz	RothornBahn #16
Spiez Station area	BLS 245-022/024, 235-093
BLS depot was packed (B&P) including	235-202/203/205 + Lotschbergerin set 535-113
Thun	8780, 843-060/073
Ostermundigen	8777
Wankdorf	9460, 232-002/036/052, 234-128/207, 841-005
Bern area	16383/451/458, 843-027, 232-031, 234-053, BLS 245-023
Mattstetten??	ETR 610-001 stabled in loop on RHS with points clamped
Burgdorf	18424, 843-067/076, Sersa workshops on LHS
Herzogenbuchsee	234-056, 841-023 plus another 841-...
Langenthal Yard	349, un/id shunter plus 843-...[ blocked by wagons ]
Langenthal Station	RTS 185-574 stabled on RHS
Roggwil-Wynau	236-314, un/id similar, 237-876 at buffer end - all on RHS Private siding = Rexwal containers
Rothrist	9674

### **Tuesday 02nd June 09 : Olten-Lenzburg-Brugg-Rheinfelden-Basel Basel-Delemont-Moutier-Bienne-Olten**

Olten	843-005
Dulliken	16445, 843-021, 843-028
Aarau	18420 at container terminal on LHS
Lenzburg	234-116 plus another
Birr	Alstom Factory on LHS with a many axled wagon present <u>Firm</u> - Fagioli - <u>Type</u> - Uaai <u>Number</u> - 84.93.995.2.900-9
Lupfig	16430, 843-090 at large Bertschi Durrenasch cntr Terminal Audi car distribution terminal on LHS
Brugg	Tm 611? at back of yard on RHS. 234-002/210/221 on LHS
Effingen	234-062
Rheinfelden	843-052. As we were stopped at station Sersa 837-952 named Svenja came down the branch on LHS with revenue earning hoppers. Rather intrigued by this as I thought Sersa were only into track maintenance - loco hired out? See P13 "Keeping the beer flowing".

[http://www.sersa-group.com/do/pdf/Sersa\\_News\\_2008\\_DE\\_EN.pdf](http://www.sersa-group.com/do/pdf/Sersa_News_2008_DE_EN.pdf)

Between Rheinfelden and Kaiseraugst there was a 16... in Thommen sidings on LHS - Private owner?

Basel Badischer	BLS 177/182/185/186, 486-503/506 stabled nth end of stn
Munchenstein	843-070
Delemont	234-134, 841-018 ; ICN unit reversed here Old roundhouse / Museum? here
Moutier	234-220
Grenchen Nord	232-023
Bienne	9462, 16425, 234-144

## Stars Magazine

I flew home from Geneva a few days later. At **Morges** ex SBB 147 and 155 [ now BAM ] were stabled on RHS at station. Also on the RHS there is a large mural on a building depicting a Santa Fe SD40-2; the artist must be a railfan either that there is a connection between Morges and the American southwest - anyone any thoughts?

### South West France - April 09 by Martin Kirk

#### Thursday April 23<sup>rd</sup>

*Agen* Y7485  
*Castelsarrasin* Nil seen  
*Montauban* no Y seen  
*Castelnau d'Estrètefond* (Eurocentre – just off D820)  
**77002** (crew training) **FB1610/ 1642/ 1784**  
*St Jory triage* Y8195/ 8220/ 8495  
*Toulouse Raynal* Y7570/ 7665/ 7685/ 7718/ 7736/ 7737/ 7792/ 8060/ 8271/ 8358- three missed in centre of yard  
**TL** – depot and gare  
Y7738/ 7817/ 7842/ 7857/ 8049/ 8197/ 8312/ 8419/ 8486/ 8544/ 8545/ 8549. Locma 86.  
**Veolia loco 1545** in the workshops

#### Friday 24<sup>th</sup>

*Foix* Y7802 CN2 - ( no sign of CN1)  
*Tarascon* pres elec 4736 Line closed to passenger service beyond this point  
*Luzenac* 61017  
*Ax-les-Thermes* 61014 still no sign again of CN1, over the mountains to  
*Caudies* preserved diesels: 63138/ 165/ 226/ 240  
*Perpignan* Y7208/ 7727/ 7820  
*Triage* Y2424. Old green Y71xx ( looked like 71x24 – so no idea what this used to be – end numbers removed)  
*Cerbere* Y8430  
*Le Boulou* Y8035  
*Rivesaltes* Y7306/ 8302  
*Porte-la-Nouvelle* Y8172  
*Narbonne* Y7142 (wagon works)/ 8163/ 8252 ( nothing on SP except one emu set)  
**BZ** (full tour except for workshops –no staff around)  
Y7138/ 7157/ 7176/ 7209/ 7242/ 7427/ 7429/ 7479/ 7490/ 7508/ 7590/ 7666/ 7694/ 7879/  
8346 (ex MZ?)/ 8440/ 8441/ 8450 Y2511/ 6467. Green Y71xx & Y84xx missed inside workshops

#### Saturday 25<sup>th</sup>

**BZ** – another attempt to identify the missing tracteurs but only two staff on duty who had no keys to the workshops  
*Montpellier* Y7175/ 7268  
*Nimes* ( depot) Y7258/ 7612/ 7668/ 8017/ 8050 ECR66220 passing  
*Courbessac* Y8105  
*Remoulins* Y8435  
**AV** ( full tour)  
Y7140/ 7244/ 7287/ 7304/ 7307/ 7544/ 7661/ 8019/ 8063/ 8283/ 8301/ 8429/ 8443/ 8466  
locma Y2444/ 5161

## Stars Magazine

*Cavaillon* Y7229

*Aix-en-Provence* units only seen

*Gardanne* Y8446/ 8532 (ex MZ?)

### **Marseille area**

*Arenc* 37502 Y8178

*St. Charles* Y7431/ 7489/ 7554/ 7667/ 8148

**MB** (full tour) Y7119/ 7228/ 7275/ 7301/ 7763 Y2247

### **Sunday 26<sup>th</sup>**

*St Louis –les-Aygalades*

no SNCF Y present but two industrial ones – AT2 MR019 & AT2 MR263

*L'Estaque* Y7784

*Pas-des-Lanciers* nil seen

*Rognac* Y8018

*Miramas* (full tour in torrential rain) Y8210/ 8431

*Le Ventillon* Y810x (either 3 or 4 -- too wet to trudge 200m to see it in the triage)

*Arles* nil seen

### **Avignon area**

*Sernam* Y8442

*Fontcouvert* nil seen

*AV gare* Y8237

*Champfleury* Y8287

**AV** depot – (I asked about three missing Ys but no information available except for those in immediate area)

## **Westcountry Witterings by Keith Danks**

Here we are again with more of my ramblings from the Gods own country—nobody else wanted it. (only joking, it is a wonderful place to live. Coming from Brumigem, I really mean that ).

But I digress. So let us see what we have been doing since our last load of rubi—sorry, intellectual literature.

As I said at the end of my last article, the next venture was the Red Cow Gang`s away days to Norfolk. As my good ladywife and I were already in Coventry, I made my way across to Ely from there, picking up my first cop, 350250 at Tile Hill. The other four had travelled up overnight from Exeter and were doing a lot of wanted track north of Peterborough on the first day. Having done all of that area myself I did not bother to join them on that part of our sojourn. Having checked in at my hotel, I made my way to meet the others at Peterborough later on. PB brought me some of my renumbered NEX 43`s, and just after the others had arrived, my last renumberd 91. Time was getting on and as the others had still to book in at their PB lodgings, I made my way back to Ely and a nice little Italian restaurant I had seen earlier in the day.

Next morning I met up with the others to get the piece of track from Ely to Kings Lynn, one of the few bits needed from that way. The rest needed a lot of the North Norfolk track and left the train at Ely on the way back, while I carried on to Ipswich, where I picked up 66590. I then ran down the next stretch of track I needed to Felixstowe, leaving me with just the bit through Berney Arms to do. I had planned to meet up with the rest at Yarmouth, but the train I was

## Stars Magazine

going to catch at Ipswich was over half hour late, missing my connection at Norwich. This meant I had not got time for a proper meal, so finished up with a panini and coffee on Norwich station while waiting for the others. We then travelled down to Yarmouth and caught the last train back via Berney Arms. Mission accomplished, all Norfolk track cleared. I still have the Sudbury/Braintree branches to do, plus the little bit to Clacton. That bit should have been done on a Pathfinder tour, but I was on the one that hit the buffers at Walton-on-Naze, and I could not make the re-run..

The last day and the rest of the gang were of to get in a lot more track. After checking out of the hotel, I took the train to Cambridge hoping for my last 3173. no luck, but it was very pleasant sitting in the sun reading a book. Then, on the train to PB were I picked up another two re-numbered 43`s. Only two wanted now. On to Nuneaton for 66954 cop, and home to sister-in law`s. Not much in the way of cops apart from the re-numbered, but at least cleared the track I wanted to and a good bit of haulage as well.

By the end of a blank June I was ready for another trip and as the gang could not get out to play, I took myself of to London again. The sleeper up for an early start with a quick look into Marylebone hoping for my last 168. As it was before rush hour did not stop long, and a quick check at Saint Pancras gave me Eurostar 3020 before going on to Finsbury Park. Within forty minutes I had seen my last two 313/0`s, so on to Stratford via Tottenham Hale. Arriving there not much after eight o'clock the rush hour was in full swing, and I soon picked up some of my last few 321/`s. Another enthusiast was on the platform, and a check with him showed my last 3131 was in the circuit. Sure enough, just after 9.30 313123 pulled in, another class cleared. While I had been waiting for this, I had wittled my 321/`s down to one. I had also picked up four of the new Docklands trams. At ten o'clock I moved on to West Ham, were a stay and a run past East Ham depot brought me two out of five 357/`s. On to London Bridge were it was so hot by now that I stayed under the shelter of the awning. Two of the new 3775`s were added to my score, and having decided I needed a rest and somewhere cool, I travelled on the cross city line to Saint Pancras. It was very pleasant sitting there cooling off and partaking of some refreshment, and made all the more enjoyable when 319367 came through. My last one again and another class cleared. Another 337/5 was also added to the list. A quick look in to St Pancras again and then on to Marylebone for that last 168. Danks`s luck ran out at last as, despite spending nearly two hours there, I was not rewarded. Still, what a great day. Ten out of twenty-nine of my "old" numbers, plus a few of the new ones, and three classes cleared. Cannot ask for much better can you? Back to Paddington for burger, chips and coffee, then off home. Weary but very satisfied.

The end of July brought 66723 to Exeter, so not a bad end to month.

At the beginning of August we had a trip to the Midlands for the sad occasion of a friend`s funeral. Staying on an extra day gave my ladywife more time with her older sister, and me a bonus day on the trains. A day return from Tile Hill to Northampton with a stop at Rugby on the return gave me seventeen of the new 350/2`s plus 66956 at Northampton. Also at Rugby a DRS 66 was seen approaching from the North to pass through on the new platform six. However, a Pendolino on number five started pulling out at the same time, obscuring the number. A walk to the North end of the station confirmed that this was 66434, another one of the list. As I was walking back down the platform I realised a freight train was passing Northbound on the other side. Not being near one of the openings I could not get across to

## Stars Magazine

see the loco. On checking with one of the other spotters I was informed that it was 66729 but not having seen it I could not cross it off. Never mined, not a bad haul for one day.

On the twelfth of August Tony and I went to London. One of the other members of the "Red Cow Gang" was not allowed out to play as he had to finish some decorating before going on holiday. We took his son, Adam, with us as he had been let down on another trip. Our usual run up on the sleeper gave us an early start with the first tube up to Willesden where we saw six of the new 378`s and several 350`s. I copped one plus another at Euston on our way to St Pancras. A very helpful platform manager let us on to St Pancras where again we saw six of the new Javelins. On to Stratford for a short stay and half a dozen D.L.R`s crossed off, none of my last few old units from that area being seen. Tony and Adam picked up one or two bits. We then travelled to Barking for a short stay and another 357 to cross off. Tony and I had decided to travel to Gospel Oak as we both needed that stretch of track, and also a bit between Gospel Oak and Richmond. We completed the trip by going on to Clapham Junction, hoping to pick up my last 3771 and we both needed 377452. we also needed a few renumbered 350`s. We saw some of these and after a short while 377110 came through much to my pleasure. After a few more 350`s 377452 brought a big cheer from Tony and myself. Although we had planned a short stay at Marylebone, we decided to stay at Clapham for the remaining time before making our way back to Paddington and home.

Sixteen numbers, five re-numbered, six D.L.R`s and two classes cleared had given me a satisfactory haul for the day

All for now, more witterings next time. Good luck and good spotting to you all. Keith in Exeter.

## Cow speed in Norway

As part of our Norwegian Holiday we took the train from Oslo to Bergen headed by Class 18 2247, however, because of Engineering work we did not take the normal route through Drammen to get to Honefoss, but used the secondary route.

Our speed approaching Roa dropped to a walking pace, we were informed that there was a cow on the line, and as train was in a narrow cutting the cow dictated the space. When the tracks opened out at the station of Roa, one would have thought that some one on the station would have steered the beast off of the track – no such luck. The cow preceded the train into another cutting at the end of the station and made its escape when pastures appeared at the end of the cutting.

This made the train 20 minutes late on arrival at Honefoss . If this had happened in the UK just think of the banner headlines the papers would use for another "reason" for late arrival of a train. Such is the recovery time on this long journey that we arrived in Bergen on time.

## The Worst Signposted Preserved Railway in Europe (unless you know better)

Whilst in Bergen we decided to have a trip on the OLD VOSS LINE which based in Garnes, and travels to Mittun and back ,the length of line being 18km .

This is part of the old Bergen to Voss Railway, the route of which has since been shortened by the construction of tunnels . From Arna , where we picked up the preserved Railway, to Bergen the journey is mainly through a tunnel, starting at the end of the platform.

One would expect to see some sort of poster or direction to the preserved railway at Arna station, no such luck, therefore having taken the wrong exit from the station I approached the

## Stars Magazine

only Norwegian who did not speak English, but with a few Choo Choo's he pointed us in the general direction.

We then saw a family of four walking purposefully in the general direction of the railway, and as they were the only people around at that time on a Sunday morning we followed them ( they turned out to be Brits - equally lost as us). We found the old Arna station and soon loco 255, built 1913 ,(the first generation mountain loco for Bergen Railways) appeared pulling superb teak carriages.

The line is operated on Sundays during the summer months and as luck would have it the day we were there was "senior citizens" day, so we travelled half price – which is still expensive. The route to Midttun passes through some spectacular countryside especially between Haukeland and Helldal.

Well worth a visit if you can find it – but there are No Signs anywhere!!!!

### **Austria : August 2009 BY Martin Kirk**

I had booked on the Desperate Railtours 2 day Vienna outing but it was cancelled due to OBB increasing prices and consequent lack of bookings - the recession playing its part too of course. As I had already booked flights I did a bit of itinerary manipulation albeit not visiting many depots as I had just been to Austria in late June Consequently have not listed too many numbers in these notes with only **selected / interesting** items listed. Flew Easyjet from Edinburgh to Munich and returned Vienna to Luton

#### **Wednesday 05<sup>th</sup> August 09**

Munchen Ost - new Railpool locos stored just south of Munchen Ost station = 186.103/104/105/106/107/108. Off to a good start but it got even better as I copped my last Wels 2016-074 which was working the Munich to Linz service [ runs via the quicker "back" road via Braunau ]. Plenty of new locos about with Lokomotion 185-662 spotted at Rosenheim on a container service. Number is in large numerals on front just like BLS 465's in Switzerland

#### **Thursday 06<sup>th</sup> August 09**

Salzburg Area	2068-029/032/033, 2043-060, SLB V83, Adria 1216-922
Kufstein	Lokomotion 185-664, TXL 185-514
Worgl	2067-084
Jenbach	2068-011
Innsbruck	2067-099, 2068-009/011/034, 2043-058/076

Took a trip down to Matrei on Brenner route for a bit of freight watching but very quiet with only the hourly Worgl to Brenner RoLa's making regular appearances. Usual formation is a 1216, coach, 18 flats and a 1044 with many of the early 1216-002 to 008 seen. Railpool 186-101 went north on empty Sitfa artics and ES64-F4-003/008 on s/bound container train.

#### **Friday 07<sup>th</sup> August 09**

Hall-in-Tirol Yard	2068-010/014
Jenbach	2068-011, D8, D9, D10, D12
Kitzbuhel	1063-039
Hochfilzen	Yellow shunter on LHS at factory - remote controlled?

## Stars Magazine

Saalfelden	1063-046
Zell-am-See	SLB V86
Schwarzach-St-Veit	1163-005
Spittal-Millstättersee	2043-039 plus many 1044's stabled

Villach- got two locos I needed on depot 1216-012 and 2068-016. Didn't bother with storage line as it looked the same [from June = 2043-069/070/040/075/038/037/074/053 1044-078/074/045 1142-616/598/578/550 along with 2062-021/047 ].

Did another bit of freight watching at Villach Westbf with best time being between 19.00 and 21.30. SZ541's made their usual appearance on passenger workings with SZ541-007 hauling the southbound Optima Express - 4 coaches and 4 Hccrrs covered car wagons. The northbound Koper to Linz steelworks coal service appeared at 19.28 behind 1216-145 & SZ541-013 [ first of the new build I've seen and was absolutely immaculate ]. The 1216 came off and was replaced by 1016-003. Perhaps when Schweers+Wall produce their new Italian / Slovenian rail atlas shortly I might be tempted to see what else Slovenia has to offer.

### Saturday 08<sup>th</sup> August 09

A lazy day back to Salzburg thence onwards to St Polten. Remembered why I tend to avoid the peak summer holiday period as train to Salzburg was full and standing with the usual arguments breaking out about booked seats etc. 1216-009 was on car shuttle at Mallnitz but missed the other working at Bockstein. 2016-066/070 stabled at Steindorf along with WLB 91-6. There must be a regular shunt duty for WLB here as there is always a loco present.

St Polten- station being redeveloped with large hole in the ground where some platforms should be. NG line to Mariazell OOU due to engineering work on branch line?

Never seen so many 2143's on depot : 2143-030/034/043/049/055/058/066/071/075  
Incredibly my last two NS 2016's were here = 030 and 099 along with 008/019/029.  
There was still a fair amount of freight traffic passing at this time in the late evening.

### Sunday 09<sup>th</sup> August 09

Rather than heading straight for Vienna as planned made a spur of the moment decision to go to Gmund as I had never visited this part of Austria. Ticket office found me a service with 3 changes - Herzogenburg, Krems and Absdorf. A bit of a 3 hour grind journey wise but .....

Krems 2143-033/040 green /046

Sigmundsherberg- 2067.12 was sitting at station with a 2 small preserved coaches and has been restored in wonderful condition. Appeared to be operating a passenger shuttle train to Hadersdorf?? Last time I saw this loco was a year ago in the dead line at the back of Knittelfeld Works. [ **I subsequently found out that this may be another loco LDH 420 ex Vienna Gasworks masquerading as "2067.12", so the original loco is probably still at Knittelfeld Works** ] Was so busy looking at it I missed the preserved locos in the roundhouse on the LHS but did manage to note 2045-017. 2143-072 also stabled here

Schwarzenau Small two road shed on RHS. 2143-048, 2070-064 plus un/id 2016

Gmund - on arrival here found I had a wait of 25 minutes or 125 minutes so ran round the depot at a fair pace before heading off to purchase Vienna ticket. Didn't see any steam but probably out working rather than missed? - I hope! 2067-071/086, 2095.012 but no 2143's, 8 electrics. Went to Vienna via Absdorf and Wien Florisdorf

## Stars Magazine

Korneuburg	Steam 93.1403 advertising trips Wien to Ernstbrunn on weekends
Strebersdorf	2143-069 at wagon works
Wien Donauferbhf	ES64-U2-020/023/061/064/067
Wien Stadlau	2143-037, 2070-050/057/078/082 and 048 [ my last one! ] 2050-04 came through on an excursion

### Monday 10<sup>th</sup> August 09

Visited a few locations around Vienna :-

Florisdorf	2067-094
Sussenbrunn	No locos stored here - all to scrapyards
Klein Schwechat	2070-055 plus un/id 1063
Schwechat	2070-089 at sdgs
Kledering Yard-	Usual collection of locos at south end of yard along with 2067-089
Wien Penzing	LTE 2150-901 ( red )
Wien Ost	2062-057
Wien Meidling	RTS 2143-032 plus <b>brand new</b> 2016-906 [ 2016-907 has also just been delivered ]

The new depot here is well on and is being outfitted. At this rate it'll open early in 2010 which should lead to closure of Wien WO and WS sites, closure of carriage sidings and part of Sud station? I'm assuming the new Sud station will be built on /or near the "Ost curve" as a through station as this will facilitate easier train working.