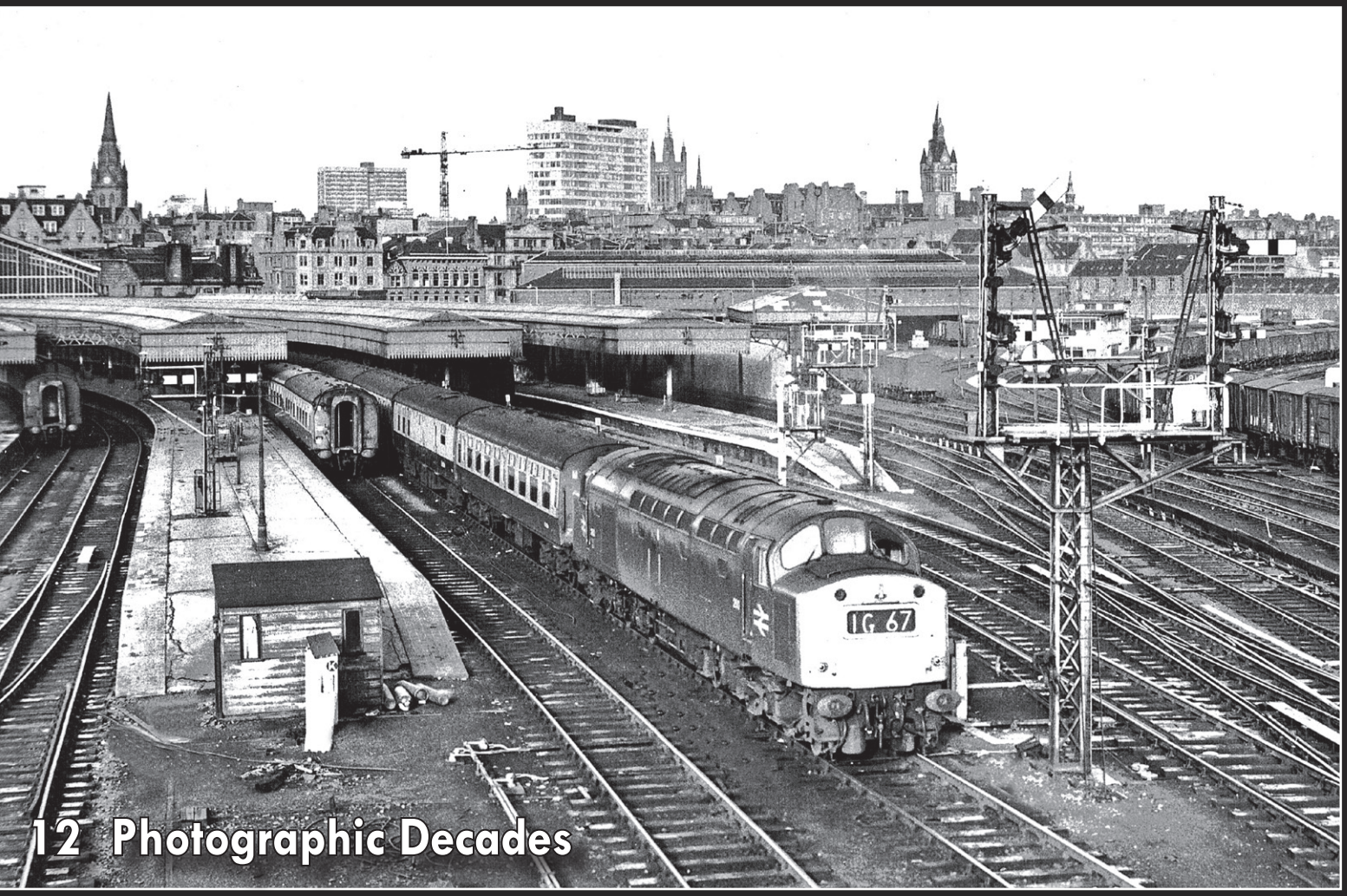
Railway Herald

Issue 817 10th May 2023

IN MEMORY OF BRIAN MORRISON ❖ 1930-2023

Brian E. Morrison 1930 - 2023

7 Memories and recollections



12 Photographic Decades

A personal view

by Richard Tuplin, Editor, Railway Herald

Despite his grand age of 93, the recent death of our Contributing Editor, Brian Morrison, has hit the team at *Railway Herald* hard, and his departure will likely bring mention and a solemn tone across many of the railway magazines, most, if not all of which, Brian has worked for over the years.

His was a name that spanned the generations, with his first picture being published in 1951, and those in this edition giving a publishing period spanning no less than 72 years. I remember as a youngster growing up reading the pages of *Modern Railways* and *Rail Enthusiast* and seeing photographs by Brian Morrison, little did I ever think that in the following years I would be working alongside him, let alone consider him and his family close personal friends.

As readers will learn through the following pages, Brian had a major impact not only on me personally, but the magazine specifically, and we therefore hope that readers will forgive us in not reporting the news from the railway network this week, or for using any railway pictures other than those taken by Brian, as we commemorate his life and mark his passing. Brian obviously never saw this edition, and I believe that had he done so he would have been very overawed and perhaps embarrassed, by the words, the feeling and the emotion that it contains. But we felt it was only right, to commemorate an individual who was so dear to the team, the magazine, and to enthusiasts across the country.

Back in the early days of *Railway Herald*, when the decision was taken to turn what was originally a 'one-off' PDF publication into a regular magazine, following around 10 newsletter style editions, Brian Morrison, together with John Whitehouse, both realised the potential of a digital magazine that could reach the audience on the same day as it was published. Today, in the world of digital magazines, online and 24 hour news, iPhones and tablets, that seems something of an obvious statement, but back in 2005 when we started, there was hardly any of the traditional printed railway media providing digital editions. Yet, never one to go backwards where technology was concerned, Brian saw the advantage and along with three others and myself, subsequently became a shareholder in the company, truly putting his money where his mouth was! While there has been much hard work, including blood, sweat and tears to give a well known quote, it is fair to say that the magazine would not be in the position it is without him.

In March 2010, it was my privilege to arrange a surprise 80th birthday party for Brian at Quainton Road. Collusion with our good friend Ken Brunt meant that he and Brian arrived at the site seemingly on the off-chance of seeing if anything was happening, little did he know what was in store as he walked into the main museum building! It was a rare opportunity to bring together past and present friends, and thanks to Jack Boskett and Chris Dixon who were the nominated official photographers, an album of the day was subsequently presented to the man himself, which Brian treasured and that came up in conversation again only recently.

Above: Brian Morrison is pictured as a guest of the Midland Railway-Butterley on 29th August 2009, after he had been asked to named their resident Class 08 No. 08590 *Red Lion*. *Jack Boskett*

Well into his late 80s, Brian would read through every word on each page of the magazine, every week, trying to stop any accidental errors from creeping through. We never caught them all, the pressure of time and a small team on a weekly magazine makes that impossible, despite the best of efforts, but he enjoyed doing it and claimed it helped to keep his brain active.

One of my overriding memories of Brian was his desire to help people, and many was the time when a preservation society or group would contact him in the hope that they may be able to use one of his images in someway. Brian without exception responded with kindness, acknowledging the request, attaching the photograph and advising that it could be used with his blessing, invariably at no cost to the society involved. That was Brian, nicknamed by some as "the modern day grandfather of railway photographer", due to his continued appearance on the scene through the years, but at all times, a true gentleman for which I never heard anyone speak badly or poorly of. Such was the respect across the rail industry that he had.

Personally, it is difficult to put into words, the loss, except to say that it is one that will be felt for a very long time. If I could say one thing to him as a parting phase, it would be to say thank you. Thank you for the kindness he showed to me throughout our friendship, for the help, the support, the laughs, the trust and the loyalty.

Editor
Richard Tuplin

Editorial Office
Phone: +44 (0)1904 500175 (09.30-16.30)
Email: editor@railwayherald.com
Address: Railway Herald Magazine, PO Box 252, Scunthorpe, North Lincolnshire. United Kingdom. DN17 2WY. *www.railwayherald.com*

Front Cover Top: LNER A4 Pacific No. 60003 *Andrew K. McCosh* **blasts out of Copenhagen Tunnel on 29th June 1953 with 'The Norseman' express from King's Cross to Newcastle Tyne Commision Quay.**

Front Cover Bottom: Class 47/4 No. 47478 passes Westbourne Park on 27th February 1992, hauling empty stock from Paddington to Old Oak Common. *Both: Brian Morrison*

Railway Herald is published by Railway Herald Limited,
© Copyright Railway Herald Limited 2023.

All rights reserved. Railway Herald magazine is also responsible (except where otherwise stated) for the operation of the railwayherald.com website. Produced within the United Kingdom.
ISSN 1751-8091

Brian Morrison

1930-2023

Brought up in to South London, Brian's interest in railways started, like many of his generation, as a child, but as he grew it would become just one interest within a wide, varied range.

At the age of 10, his Dad had taught him to play the saxophone, and he subsequently played with the Teddy Joyce Juvenile Band, a role that included appearances on the BBC Workers Playtime programme, and the Frank Weir Orchestra. During his school years, an annoyance with a fellow pupil led to him developing an interest in railways. The prefect, who was responsible for sharing out food on Brian's table, tended to do so in an unfair fashion, especially on Thursdays, which was chocolate pudding day! As a result, Brian switched from school dinners to taking sandwiches, joining his classmates by cycling to a nearby field to eat lunch overlooking the railway line at Chislehurst, and collecting the engine numbers! The same year, 1942, the first Ian Allan 'ABC' was published and the cast was set.

Work life beckoned on leaving school at 16 and he joined the Railway Passengers Assurance Company, believing it would give him a way into the railway industry. Needless to say it didn't, actually being part of the Commercial Union Insurance Company. He was drafted into National Service at 18, and having joined for 18 months, the Government extended the National Service commitment to two years! During his time here, he ended up as a physical fitness instructor at the Army Physical Training Corps in Nesscliff. Brian once claimed the highlight of his time was being able to order about ranks above him, when he was their instructor. A rare privilege and one he obviously enjoyed! It was towards the end of this time, when he achieved a 'date' with the Camp Commander's Secretary, Janet, who he would go on to marry. He finally left the Army after nearly three years and on returning to London, Brian went out on his 21st birthday, 7th March 1951, and spent half of his 'demob' money on an engagement ring for Janet, and with some of the remaining funds, he bought his first camera, an Agra Isolette, with a f4.5 Apotar lens at the grand cost of £19 17 shillings and 6d, or £19.87½ in decimal! His first image of a 'B1' at London Liverpool Street taken that day became one of his most published pictures. In October 1951, *The Railway Magazine* first published one of Brian's pictures, a shot of Bulleid 0-6-0 diesel No. 11001 at Norwood Junction, taken on 23rd June that year.

After his National Service, Brian returned to a job at the Railway Passengers Assurance Company and stayed in the business for a number of years, before creating his own assessors organisation in the early 1960s, during the boom days of insurance companies. Called Motorway Assurance Limited, he hand picked his staff and specialised in working for insurance companies that had not got the expertise in vehicle accident claims assessment.

Brian and Janet married in 1952 and they subsequently had one daughter, Sue, all living in Black Fen until 1971, when the family moved the short-distance to Sidcup. The world of sport always held a fascination for him, and during his time he had an interest in speedway, football and played ten-pin bowling, rising to play for the County of Kent. Brian was always proud of the fact that his wife, Janet, who went on to become Captain of the England Women's ten-pin bowling team, used to play mixed doubles each week and achieved a seven-year unbeaten run! Around the late 1960s, the Great British team that Janet was a member of became World Champions, winning gold medals.

When the Government rules of insurance assessors changed, he decided to call time on the business, which was based in the City of London, close to Holborn Viaduct station and gave him the ability to travel into work for a period on the unique Bulleid-designed double-decker EMU stock! What would follow was a complete change of pace and direction, and he joined the bowling centre where Janet worked at Bexleyheath, subsequently working at bowling alleys in Dagenham and Aberdeen. His trips to Scotland being beneficial as he was paid for travelling up and back, and could stop off to do railway photography on the way, as well as on his time off while in the Granite City. It explains the number of 'Aberdeen' and surrounding area visits in his collection! During his time at Dagenham a number of friendships were made, including his long-time friend Ken Brunt, who turned up one day as the sales representative of a soft drinks firm, saw the railway photograph on Brian's office wall and the rest, as

Below: In 2010, it was my privilege to arrange a surprise 80th Birthday celebration for Brian at the Buckinghamshire Railway Museum, Quainton Road, with many of his friends from both the rail and bowling worlds present, alongside his family. *Chris Dixon*

they say, is history! That was Brian, always welcoming, always happy to talk railways and always happy to help.

Sadly, Janet passed away in 2003 after a long illness, but his resilience to life remained and your Editor will always remember the joy in his voice when he called one day in early 2010 to announce that his grand-daughter, Victoria, had given birth to two great granddaughters! All of his family, but the twins specifically, remained a constant source of amazement to him, although being a Arsenal fan, he always wondered what he did wrong as Sue was a keen Manchester United supporter!

Railway photography was his primary hobby throughout the majority of his adult life, with a collection of negatives, slides and prints that started in 1951, and ran continuously until 2014, with the exception of what Brian called 'the Morrison gap!' - a period during the 1960s, when work and family life left little time for photography. Despite that, his collection numbers over 200,000 images, many of which were taken during the 1950s and 1970s when he enjoyed the privilege of an official railway issued lineside pass. Brian once remarked that part of his success was in the number of pictures that were published, as at the time, those in charge of the lineside pass system, noted how much publicity had been gained through the pass during the year. The more that was published, the bigger area the pass covered the next year! Brian believed he was unique in being the only photographer during the steam era of the 1950s, to be granted a pass for Sonning Cutting. A number of his steam era images were of locomotive portraits, many taken on sheds, because of his work with the Ian Allan ABC number books of the time. Indeed, Brian did traverse the whole of Great Britain and it is believed he succeeded in getting a photograph of at least one of each class of locomotive that was active in the 1950s. The rarest perhaps being a Scottish tank based at Kyle of Lochalsh - the last of its type operational, and one that involved an entire day trip from Inverness just for one photograph! A significant number of his photographs have been published over the years, and his detailed records not only show which image, but also which publication and when. During his life, Brian had written over 50 books, some co-authored, others on his own, but he was always immensely proud of his 'Power of the A4s' volume, which was reprinted no less than seven times due to its popularity! Mention has been made of the endless number of pictures published and over the years his name has appeared in *Modern Railways, Motive Power Monthly, Motive Power Pictorial, Rail Enthusiast, Rail, Railway Herald, Railway Magazine, Railway World, Railways Illustrated, Steam Days, Steam World, Todays Railways, Trains Illustrated* and more.

Above: Brian at ease, doing what he enjoyed most (apart from his interest in Premier League side Arsenal), photographing the railway network. Here is pictured Nikon D200 in hand, at London Bridge in June 2007. *Richard Tuplin*

Brian's dedication to the publishing world and his immense experience was marked by Virgin Trains in 2002, when they named a Class 47 locomotive after him. The presentation plate was presented to Brian, his wife Janet, and family members and it has proudly hung on his office wall since.

On a personal note, the success of *Railway Herald* is partly down to Brian. When the title was set up, he saw the benefits of a digital magazine and a weekly update and generously not only allowed his images to be used, but volunteered his time to the title. He was such a renowned and well known figure among the railway media, that mention to any railway press officer that Brian Morrison was involved, immediately brought recognition and credibility to the rest of us, who were less well known. His encouragement and participation was something that I always have been, and always will be, most grateful for. He enjoyed his time with the magazine, and until 2018, he was still proof reading most pages every week, and collating images for his 'Turning the Clock Back' and 'Blue & Grey years' features, which brought him as much pleasure as they did the readers. In later years, his mobility restricted him to the ground floor of his house and took him away from his computer, but through a printed copy, he still saw the magazine each week. In 2021, in a very generous move, he donated his entire photographic collection to the magazine's Editor, so that his work could continue to be seen, used and enjoyed - something that we will endeavour to do, and to make available to other titles and authors as required.

He was an inspiration to many, an official photographer for British Rail and well liked and respected among his friends in the sports and railway world. While not infallible, his memory for recalling the details of a photograph or where he was stood, remained relatively good through to his final days.

As previously commented, He sadly lost his wife Janet 20 years ago, but leaves behind a daughter, Sue, two grand-children, Duncan and Victoria, and two great-granddaughters, Alexis and Nicole, all of whom he thought the world of, not to mention hundreds, if not thousands, of admirers of his work around the country. Our thoughts remain with all of them.

Below: On the side of the Keadby and Stainforth Canal at Godnow Bridge, between Scunthorpe and Doncaster, Class 158 No. 158762 is captured by Brian for posterity on a Cleethorpes to Manchester Airport service. *Richard Tuplin*

The untold story of the naming of *Brian Morrison*

by Richard Tuplin

At the time, the operator was naming several of its Class 47 fleet that worked CrossCountry services after the various printed magazines.

One of these, the large logo-liveried Class 47/4, No. 47847, was to be named *Railway World Magazine*, a title with which Brian had been associated with in various forms for many years. However, Virgin had a secret up their sleeve, while Brian was aware of the naming and the locomotive involved, unbeknown to him, it was to be a dual naming, with the magazine on one side and the name *Brian Morrison* on the other!

Despite being over 70 years of age at the time, Brian did remarkably well to keep up with the pace of technology and was a member of several email 'gen' lists of the time, to help him stay on top of things that were happening locally. However, this almost let the cat out of the bag the night before the event, when somebody posted to one of the said groups, that the large logo Class 47 was on Old Oak Common depot, but that the nameplates attached were a different size on one side to that on the other! Thankfully, the email was not seen until the evening after the event.

On the day, Brian left home destined for Euston station where the naming was to take place, completely oblivious to anything other than a normal naming ceremony of which he had photographed hundreds in his time! Virgin had arranged for his family to travel separately to Euston so that the secret was safe, and on his arrival he was shepherded into a meeting room, and plied with cups of tea to await the arrival of the other guests for the *Railway World* naming. Those that knew Brian will know that his ability to sit quietly when the railway is operating around him and to have patience was never one of his strong points, and thus it was on this day! Brian decided not to sit in the meeting room but instead to wander down to the platform and see what was going on.

At this time, I had met Brian on a number of occasions but did not know him well. Fortunately, the naming was taking place on Platform 15, with the large *Railway World Magazine* plate on the eastern side of the locomotive, facing the public walkway ramp, while the smaller *Brian Morrison* plate was on the opposite side facing away from the ramp. When he appeared at the top of the walkway ramp, with most of the guests - including his own family - and other members of the railway media gathered on the western side of the locomotive, sheer panic set in among a number of individuals. I recall Colin Marsden, frantically pushing me forward by the shoulder saying "Brian's appeared - go talk to him and whatever you do keep him on that side of the loco!" This I duly did, although quite how successful I was in stopping him I am not sure. Either way, it gave time to hide his wife, daughter, granddaughter and grandson, among the small crowd.

With the naming underway, Dennis Lovett, who was then the Public Affairs Director for Virgin Trains, duly asked Brian as the longest-serving member of staff on the magazine to unveil the name. A slightly bemused Brian stepped up and duly pulled the chord only to reveal his own name. The look of surprise and amazement on his face, said it all, and the secret had been kept! He was subsequently presented with the presentation plate and joined on the dais by his family for the necessary photographs, before guests moved to the opposite side of the locomotive, where the then Editor of the Magazine, John Morris, unveiled the *Railway World Magazine* nameplates, complete with Brian in the small media scrum finally doing what he had expected to be doing when he left home that morning!

The locomotive, No. 47847, remained in service with Virgin Trains until the last day of CrossCountry loco-hauled operation, before transferring to Freightliner for a period, then concluding with Riviera Trains. Appropriately retained its large logo blue livery and dual nameplates throughout, finally being denamed at Crewe in September 2006. The plate from the locomotive was presented to Brian following its removal, and subsequently placed in auction.

Top: Brian, with his late wife Janet behind him, was joined by his daughter (far right), grand-children and several members of the Virgin Trains team. *Richard Tuplin*

Above: Four-and-a-half years later, No. 47847 was denamed by Riviera Trains at Crewe, with Brian present. *Ken Brunt*

Colin Marsden

Railway author, editor, photographer and long-time friend

My friendship with Brian Morrison dates back to the early 1970s, when as a young 'spotter' I was introduced to him, a name which was synonymous with railway pictures and books.

Brian and I got on well and I was accepted into his family and inner circle of friends. I soon joined him on various trips, where he taught me a huge amount about the hobby as it was then, of railway photography. His skills in photography date back to the 1950s and he had a great eye for composition and his reflex to press the shutter button at just the right time was perfect. After the end of steam Brian slowed down his railway photography, but never gave up. In the steam era, Brian would supply Ian Allan with images and in the early 1970s with a proper return to the hobby he tried sending in a few black and white diesel pictures, these were quickly accepted and he started to feature heavily in the limited number of magazines of the day, the ABC spotters books and other railway titles.

Right up until the 1990s, Brian was a black and white man, he then turned to colour slide film, later colour negatives and eventually in the 2000s to digital, a field he grasped well. When I first started to go around with Brian he used a Bronica medium format camera, he led me down the medium format path when I purchased Pentax 6x7 gear. As time progressed and the weight of lugging MF cameras around was just too much, Brian sold all his equipment and invested in top end Nikon cameras and lenses, and until he hung up his cameras a few years back, he was a true Nikon man, using various FM and FE film cameras and a wide range of 1.4 optic lenses, mainly of fixed focal length and later Digital models. As years passed both Brian and I got deeply involved with railway magazine and book production, frequently chasing all over the country for news and feature images, we attended literally thousands of railway media events over the years. He was always fantastic to have around, he had the ability to set up 'shoots' quickly, react quickly to the on-going situation and often capture the most important image of a mission without anyone else even noticing. We did have more than a few laughs covering news events and displays, such as a station opening and plaque unveiling, that when the curtains were parted there was just a plane brick wall as the dais had been moved and nobody noticed! Brian captured that moment - I was too busy laughing! Things did not always go so smoothly, one event at Brighton depot to celebrate the 'Electrostar' fleet saw Brian step back to include all the subject in the frame only to fall backwards into the inspection pit! Resulting in guests including the Managing Director of Southern and the Mayor of Brighton helping him to get out. Not interested in injury, he was only interested in making sure the pictures of the event were recorded.

Above: In April 2004, Brian took a rare overseas railway trip, visiting California with long-time friend Colin Marsden. Here, he is pictured at Barstow onboard EMD-built, Union Pacific-operated SD45 No. 9950. Brian had a wonderful knowledge of the UK rail network, but outside of that, by his own admittance, he would have struggled to have told a Union Pacific engine from an SNCF one!! Despite that, he thoroughly enjoyed his time in the United States *Colin J. Marsden*

In the 1980s-1990s, we travelled around extensively by car to visit some of the more difficult to reach locations, we had a few memorable snowy winter trips to the S&C, Cumbrian Coast and Scotland. They nearly all ended in some fiasco, such as being pulled out of snowy ditches on the S&C, not once but twice by the same farmer in the same week, and getting locked in the Sellafield plant - we just drove through an open gate, captured a couple of flask trains being loaded and then tried to depart, the gate was by now locked as we were about 50ft from one of the reactors. We had some explaining to do but all ended well … they did let us out!

Brian and I were lucky enough to have BR Lineside Photographic Passes, these were issued by the BRB as we supplied images for their use. They were a permit to go just about anywhere, and over the years we plodded around virtually every station layout, depot and workshop you could name, just armed with the trusted pass and a small yellow vest – something that could not happen today. Brian was very grateful for the ability to visit so many railway locations and his name was his reputation and opening, often at depots, where a lot of staff were enthusiasts, just telling them his name gave him VIP access and treated him to tea and biscuits with the boss.

Brian was one of the most obliging and respectful of people I have ever met. When I was editor of *Railways Illustrated* and Brian was one of my team, he would go beyond any expectation to cover events and get material on page to meet deadlines. In the transition period between paper images and digital this was not always easy. After Brian lost his dear wife Janet, some 20 years ago, I took him on a trip to California to see big freight action in the Cajon and Tehachapi mountains, which he was truly moved by, enjoying the massive freight trains, and was very excited about visiting the General Motors plant in London, Canada on two occasions.

Over the years, his contribution to railway books was extensive, editing a large number of products for OPC and Ian Allan, I had great pleasure in being joint author of a few titles with Brian, especially the Railways by Night title published back in 1989. Sadly with Brian's passing, we have lost one of the finest railway photographers of all time, a man with considerable vision, thought and compassion to others, while never failing to come back with just the right result. Brian taught me a huge amount about photography, getting the right light angle, setting up staged images and organising loco line ups.

Brian, you will be sadly missed, but you will live on for generations to come by your outstanding images, books and contributions to the greater railway world.

Chris Milner

Railway editor and photographer

As a young teenage reader of *The Railway Magazine*, **I had always been aware of the photography of Brian Morrison, but never did I think I'd meet him or get to know him personally.**

Brian clearly has an eye for a good photographic composition, and coupled with a lineside permit from BR, got to locations others couldn't, producing some wonderful images, an A4 steaming out of Copenhagen Tunnel springs to mind. As well as an author of dozens of railway books, his pictures were in demand by others, and Brian became a legend in railway photographic circles to whom a younger generation looked up to.

When I started working for *The Railway Magazine*, I would often contact Brian to ask for pictures for features, and never failed to be knocked out by the amazing recall of where and when he'd taken a shot! Plus delivery of the requested images was always prompt.

As Brian also worked for competitor titles, we would meet at numerous press events, where he was always happy to chat and talk about trains, but also was willing to offer guidance to great locations based on his own experiences and extensive knowledge of Britain's railways.

He was not fazed by technology, continually moving with the times, using top quality cameras and Apple computers, ensuring his digital contributions were as good in quality as what he took on film.

In the days of Virgin Trains, we would be two of the regular participants on the annual press trips to various parts of Scotland, and I recall him sitting on a bench at Aviemore station with his namesake Gavin (they were not related), eating a fish supper, straight out of the paper! A picture was subsequently 'snapped' and emailed to both with the title 'Grumpy Old Men', which they took with the humour that was intended!

Above: John Yellowlees, ScotRail press office, Brian and Gavin Morrison and Sim Harris, await the shot on a footbridge at Kerr's Miniature Railway, Arbroath, on 7th July 2004. *Chris Milner*

Steven Knight

Transport journalist and former Virgin Trains Press Officer

I had seen the name Brian Morrison in the railway press throughout the 1970s and 1980s and had my first dealings with him, by phone, in 1988 when I had my first job in railway publishing with Platform 5.

It was the following year, having moved to *RAIL* that I first met Brian in person. He was a real inspiration to me and was always happy to pass on his photographic knowledge. Over the following decade I stood alongside Brian at what was probably hundreds of railway press events. There was regularly an informal discussion on which shots were likely to be used to prevent duplication of the same image in several magazines!

When I moved into railway public relations in 2000 with Virgin Trains, Brian was one of the 'go to' photographers for historic images and it always amazed me that he had an encyclopaedic knowledge of his negative and slide library, and rarely failed to provide a suitable image.

I was honoured to be part of the naming plan devised by my colleague Dennis Lovett, which saw large-logo blue liveried Class 47/4 No. 47847 jointly named *Railway World Magazine/Brian Morrison*. I had many conversations with Brian's family that ensured that he knew nothing about the naming until he was asked to unveil the nameplate, which he thought was to be *Railway World Magazine*. It was rare to get one over on Brian, but the PR team at Virgin achieved it!

Left: How young they were! Taken during one of the annual Great Eastern rail journalists and photographers lunch outings at Harwich Town. From left to right are: Brian Morrison, Roger Ford, Colin Marsden, Bob Breakwell (Great Eastern MD), Hugh Madgin, Brian Perren, Peter Semmens, Handel Kardas,Peter Northfield (Great Eastern), Steven Knight, Alan Williams and Murray Brown. Unfortunately, we have been unable to identify the lady pictured, who is believed to have been part of the Great Eastern Media team. *Great Eastern*

John Vaughan

Railway author, editor, photographer and long-time friend

I had been familiar with the name 'B.E.Morrison' or 'Brian Morrison' on published railway photograph name credits for many years before I met Brian and eventually became a close friend.

I first came across his name from photographs published in the Winter 1953/54 Ian Allan Southern Region 'ABC' train spotting numbers book. We were later both members of the Phoenix Photographic Circle and also book authors for the Oxford Publishing Company during the late 1970s and early 1980s. While I was editing the national 'Modern Railways Pictorial' from 1979 until 1983, which went from quarterly to a monthly publication during that period, Brian was a regular contributor to the magazine. Later I signed him up for a monthly feature titled 'Rail Rover' in which he illustrated trains in a wide range of U.K. geographical locations in each issue. In 1982 we jointly authored the OPC book 'Power of the Class 33s', which involved close liaison for some months.

During the 1980s we often travelled together on railway photographic safaris and even spent a few days away in Cornwall together. I will always remember trying to photograph the rarely pictured monthly china clay train which ran from St Blazey via Bugle to Carbis Wharf. It started to pour with rain and Brian suddenly produced an umbrella to protect his camera, only for the umbrella to blow inside out in the strong wind! However, the rare photograph was in the bag! There was a grand meeting during December 1983 when Gavin Morrison, Brian Morrison, Les Nixon, John Whiteley and the photographer of the attached picture, myself, all met at Sheffield, an almost historic occasion of the era.

Right: While the umbrella may have been to keep the rain off the camera, one wonders what the pose, or should that be dance, by Brian Morrison was for!

Starting in 1951 Brian used a range of what would now be regarded as primitive cameras during his early days but for some considerable time he used a Bronica 2.25 inches square format film camera, the large negative giving excellent results. In later years he used only Nikon 35mm equipment. Although he did print some of his monochrome images most were processed by the late Del Mercer of Streatham, who was used by many well known names, including Ivo Peters. Eventually he took more and more colour photographs, reflecting the changing times in the publishing industry. He was also a fairly early exponent of digital photography. Brian authored many books, even in later years, using his huge (200,000+) library of photographs, the last being 'The Evolving Railway 1951 – 1976' published by Crecy in 2020.

Having taken railway photographs for well over 60 years, health problems following a fall resulted in Brian, by then a nonagenarian, being confined to his home. However, he maintained his sense of humour and he still took an active interest in railways but confessed, during our almost daily telephone calls, that in his last years he mostly just looked at the pictures in the various railway magazines! The cameras were disposed of but not the presentation nameplate '*Brian Morrison*', which had adorned a Class 47 locomotive for many years, and has hung on his office wall ever since. Perhaps the ultimate accolade. Farewell old friend.

Below: During a visit to Sheffield in 1983, Gavin Morrison, Brian Morrison, Les Nixon and John Whiteley are pictured on the M1 viaduct, looking over what we now know as Meadowhall Shopping Centre and the Supertram, but back then was a rundown part of local BR network serving steelworks and private sidings. *Both: John A. M. Vaughan*

Peter Waller

Author and former publisher, Ian Allan Books

There can be few railway enthusiasts who are unfamiliar with the photographs of Brian Morrison.

Certainly I knew of him when I first joined Ian Allan Ltd in 1986. It was a privilege first to get to know him and then work with him on numerous book projects over the years. He was the consummate professional, delivering on time and to specification. The quality of his work – both written and photographic – always meant that the process of acceptance for publication was a formality.

Brian's contribution to railway publishing was immense. For some seven decades he contributed photographs to books and magazines. In addition to supporting – always with complete generosity – the efforts of others he was also the author of countless books under his own name, his titles gracing the lists not only of Ian Allan but also Bradford Barton, Silver Link, Crécy and OPC. Many of these titles – such as his studies of the locomotives of Stratford shed or of Gresley's 'A4' Pacifics are rightly regarded today as classics.

Some three decades ago, he effectively became Ian Allan's 'in-house' photographer, travelling the country to attend railway events to record them for the company's railway magazines and to obtain bespoke photographs for various book projects. Always keen to engage with new technology, he was amongst the pioneers in the use of digital photography – a face that was to come in useful on more than one occasion, and I recall one example.

Ian Allan was looking to produce a book on the London Underground; this required some contemporary photography on the deep-level Tube sections. Brian was in position – with his digital camera – to take a train entering Waterloo station. It was at this point that he was approached by a member of staff who politely told him that flash photography was not permitted. Brian – equally politely – responded that with the highest speeds rating on the digital camera, there would be no flash. The member of staff then changed tack; no photography was permitted on the Underground. Brian responded that the rule said 'no flash photography' not 'no photography'. The official ambled off, Brian got his photograph – with no flash! – and Ian Allan got the photographs it was looking for.

Below: The end result - the photograph mentioned in the adjacent text by Peter Waller, of a LUL Northern line train arriving at London Waterloo. *Brian Morrison*

Below: Another group shot from the days of railway media trips to various locations. This was a visit, arranged by Virgin Trains, to Crespin in France, to view work on the Voyager fleet underway at the Bombardier Transportation factory there. From left to right, among the baggage, are David Brown, Malcolm Parsons, Colin Nash, Gavin Morrison, Brian Morrison, Roger Ford, Colin Marsden, Chris Dixon, Peter Fox, Peter Semmens, Philip Sutton and Steven Knight. Given the football interest of Brian (and several others) it was appropriate that the vehicle was the official coach for the Brussels football team, who at the time were sponsored by Bombardier Transportation! *Virgin Trains/Steven Knight Collection*

The Brian Morrison Collection

As has been commented several times already, Brian started photographing when he was 'demobbed' from the army in 1951.

With the exception of a 10-year period from 1961 to 1971, which Brian regularly termed 'the Morrison Gap' his collection runs through to 2014, and covers well over 200,000 images most of which are negatives or slides, with 37,000 digital images covering the last 11 years of his photographic period. True to form, at the age of 84, his last image was taken at his 'home' station of New Eltham, as shown opposite. To the uninitiated this was an everyday picture of one of the SouthEastern Class 465s at work, but no, the reason for the image was to document the new fully accessible footbridge that had just been erected and was in one of last stages of being commissioned! That was part of his interest in photography, to document the ever changing face of the railways.

While the use of a lineside pass, gave Brian the ability to wander far and wide, and acquire images that were normally 'out of bounds' to the everyday photographer, the collection also includes a wide number of pictures that literally were from a different point of view. Part of this came from Brian's membership of the Phoenix Railway Photographic Circle, a group of like minded photographers who pushed away from the standard 'front-three-quarter' style views and promoted work that encourage thinking out of the box. Indeed, he was made one of the few honorary life members of the Circle.

Brian was very keen for his collection to remain accessible to the various book authors, magazine editors, feature writers and companies that have made extensive use of it during the years, and it was in that spirit that he very generously bequeathed the collection to your Editor. It is the intention that his images will continue to grace the pages of *Railway Herald* magazine as and when possible, as well as through the ongoing 'Turning the Clock Back' and 'Blue & Grey' years series, in addition to other contributors. But his other wishes will also be honoured in that the collection will remain available for use by magazines, authors, professional writers and railway societies. Anyone wishing to request images is asked to contact the *Railway Herald* Editorial Office in the first instance.

As we conclude our tribute to a much loved and well-known railway photographer, we hope you will enjoy the following pages, documenting a very, very small selection of images from Brian's seven decades of photography. Several of the images, known to be some of his favourites were an easy choice, others less so, but hopefully it will serve to provide a brief insight into a railway network that has changed beyond recognition in those 63 years, as well as bringing back some memories of the past.

Above: The final photograph taken by Brian, on 26th September 2014, as unfortunately, his mobility was becoming more limited at this stage. But the image still graced the pages of Modern Railways magazine, depicting the continual upgrade of the South London commuter network through the replacement of the lattice footbridge with a fully accessible version. *Brian Morrison*

Left: Taken at Hither Green Depot on 12th October 1985, during a visit by the Phoenix Railway Photographic Circle. From left to right are, on the loco, John Vaughan, Colin Marsden, Ian McDonald, Brian Morrison, John Glover. On the ground are John Whitehouse, John Chapman, Phil Hawkins, John Baker, Wyn Hobson, Kevin Lane, Les Nixon, Cyril Loftus, Peter Shoesmith, Dave Perry and Geoff Dowling. Providing the backdrop is Class 33/0 No. 33047, which was withdrawn in February 1992 and cut-up at Eastleigh in February 1997. *Colin J. Marsden Collection*

1950s

Above: While Brian had commented numerous times in recent years, that his first image taken, a B1 at London Liverpool Street, was the first to be published, further trawling of the records, and confirmation by our friends at The Railway Magazine, has showed that the image published in October 1951 was not the shot at Liverpool Street, but a more nondescript picture of Bulleid 0-6-0DH No. 11001 shunting at Norwood Junction on 23rd June 1951, as seen here. Designed by Bulleid under the Southern Railway, the locomotive emerged from Ashford Works under British Railways in February 1949. It was withdrawn just under two months later, and Brian would later comment he was probably one of the few daft enough to have photographed it working!

Middle: 2301 class 'Dean Goods' 0-6-0 No. 2411 arrives at Oswestry on 28th August 1952, with the 10.50am for Pwllheli. Waiting to take over in the centre road is Manor 4-6-0 No. 7819 *Hinton Manor*.

Right: LMS Patriot 4-6-0 No. 45542 departs from Wigan Springs Branch yard on 26th August 1955, and heads south with a mixed freight.

All images by Brian Morrison

Right: Having met his wife three years earlier, Brian and Janet were married in 1952 and headed to the Isle of Wight on honeymoon. Even then the camera was on hand for the local railways, with a broad selection of images being recorded! Here, the 3.42pm train for Ryde Pier Head departs from Ventnor on 9th June 1952, hauled by O2 class 0-4-4T No W20 *Shanklin*. Today, this site is now an industrial estate, although aspirations of returning the railways to Ventnor continue to rumble.

Middle: With his lineside permit in hand, Holloway Bank on the climb out of King's Cross became something of a spiritual home for Brian, as also depicted on the front cover of this issue. The climb through Belle Isle and up the Bank to the now long-closed Holloway station was an area that Brian roamed on many occasions, capturing superb images such as this. Class B1 4-6-0 No 61027 '*Madoqua*' climbs out of 'the cross' with a rake of Gresley stock in tow on 20th June 1953. Brian's notes comment that the train from King's Cross was in the timing of the 'Cambridge Buffet Express', but did not have a buffet car and was not carrying the usual express headlamps.

Below: The 9.35am from Edinburgh Waverley arrives at its Perth destination on 25th July 1953, headed by by D30/2 'Scot' class 4-4-0 No 62436 *Lord Glenvarloch*, a locomotive constructed by the North British Railway in 1912 to the design of W.P. Reid.

1960s

Above: Pressure of family life and his own insurance assessing business in London reduced Brian's photographic time, and the 1960s are what he termed the 'Morrison Gap'. What few images there are from this decade therefore shine a light on a changing railway scene, and brought a rare opportunity for colour. Here, Gresley V2 class 2-6-2 No. 60919 appears to be the centre of attention at Perth on 26th June 1963, as it is watered before proceeding with an Aberdeen to Edinburgh express.

Right: Climbing Holloway Bank from Copenhagen Tunnel, Class 55 'Deltic' No. D9000 has charge of the northbound 'Flying Scotsman on 17th May 1961. The loco was later named '*Royal Scots Grey*'.

Below: The RCTS/SLS 'South Western Suburban Railtour' on 2nd December 1962 with a pair of Beattie Well Tanks was an 'must-do' trip for Brian. Here, the train scurries past Clapham Junction 'A' Box headed by LSWR 0298 class 2-4-0WTs Nos. 30585 and 30587, heading from London Waterloo to Hampton Court.

Above: In late 1969, a Willesden to Grays Freightliner approaches Purfleet, headed by Brush Type 4 No. 1762. Of note is that with the end of steam traction in August 1968, the 'D' prefix has been painted over. The locomotive would remain in this condition until it gained all-over BR blue livery, with the double arrows emblem, subsequently becoming Class 47 No. 47167 in December 1973 and being named County of Essex at Witham on 2nd August 1979.

Below: Since the early days of the Great Western the area around Royal Oak has been a busy location. Originally one of the early locomotive sheds for the Broad Gauge system, it subsequently became the approach to Paddington Goods. Here, Class 08 No. D3955 shunts wagons in the yards, opposite Royal Oak station, in late 1969, with numerous box vans, including several marked for express parcels, and even a shunters truck still in daily use.

1970s

Above: With a change of employment in the early 1970s, Brian's interest in photography was re-ignited, and journeys across the country documentating the railways once again recommenced. Here, Sulzer Type 2 No. 5143 (later to become Class 24/2 No. 24143 under the tops renumbering system) awaits departure from Aberystwyth on 4th October 1973, with the 18:30 Mail for York.

Right: Brian always had a photographic eye, the ability to see a the potential of an image and it was this kind of 'alternative viewpoint' photography that got him involved in the Phoenix Railway Circle. Looking through the arch at Perth, almost as if peering into a hidden world of servicing and maintenance, Brush Type 4 No. 1579 is joined by English Electric Type 4 No. 429 and Sulzer Type 2 No. 5129. The locomotives became Nos. 47459, 50029 and 24129 respectively.

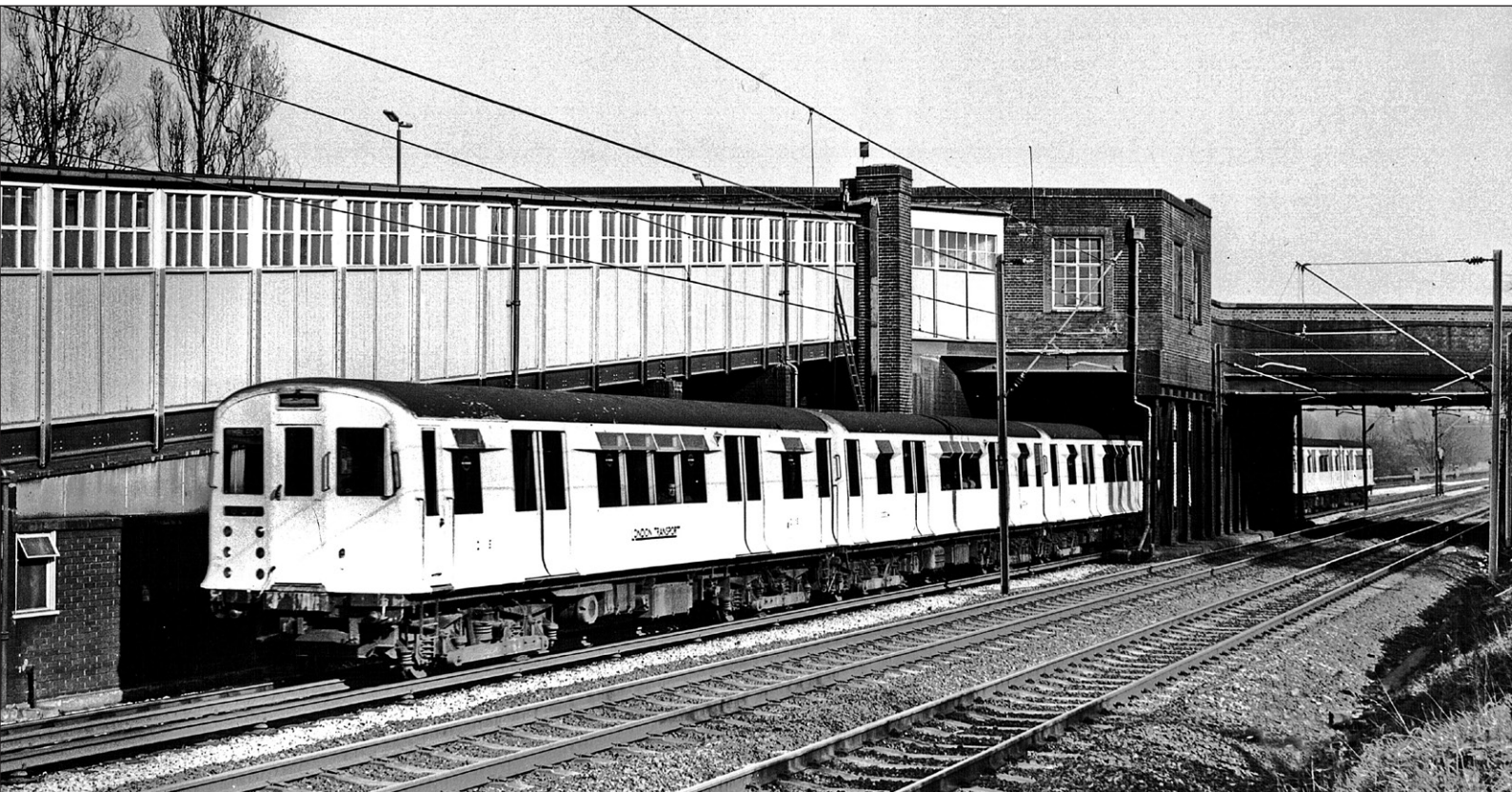
Right: The Class 71 electro-diesel fleet lasted into the mid-1970s. Here, No. 71006 traverses the Chislehurst-St Mary Cray Loop on 28th August 1974 with a transfer freight from the Eastern Region, bound for Dover. It would be withdrawn two years later in August 1976.

Above Left: The Deltic racecourses of the East Coast Main Line were always a particular favourite for Brian. Here, English Electric Type 5 'Deltic' No. 9009 *Alycidon* calls at York on 25th November 1973, heading the 08:25 express from Newcastle to London King's Cross. Two months later it would become No. 55009.

Above Right: Formerly Class EM1, becoming Class 76 after the TOPS renumbering, No. 76050 is pictured near Dinting on 14th June 1974, heading west, hauling a well loaded rake of 16-ton mineral wagons.

Right: Class 08 shunter No. 3558 (later to become Class 08 No. 08443) shunts the yards at from Aberdeen Guide Street on 7th November 1973, heading a rake of box vans. Today, this area has been swept away in favour of a shopping complex and hotel.

Below: Brian's photographic interests did not just cover the main line railway however, living all of his married life in Sidcup, Kent, on the edge of London, the London Underground played a key part of his interest level. Here, A District Line train from Upminster to Wimbledon, consisting of CO/CP Stock, arrives at Upney station on 27th February 1975.



1980s

Left: The 1980s brought more changes, the advent of colourful liveries and business sectors on the railway. The latter half of the decade resulted in the introduction of Network SouthEast as a brand. The last train of the evening to Sevenoaks awaits its departure time of 19:00 from Holborn Viaduct station in London on 8th December 1989, formed of Class 415/1 4EPB No. 5176. Just over a month later, on 26th January 1990, the train started from Blackfriars instead as this station closed, ahead of the Thameslink opening in May 1990. The access line into Holborn Viaduct was removed and replaced with a new steeply graded line into St Pauls Thameslink, later renamed City Thameslink, station.

Middle: Brian stayed black and white until the majority of the magazines started printing colour images. Colour film being more expensive. However, some colour images were taken in the latter half of the decade ahead of his full switch over. The first Class 60 off the production line, No. 60001 *Steadfast*, leaves the works at Brush, Loughborough, on 25th April 1989, joining the BR network for the first time. The locomotive was outshopped in the latest Trainload Freight livery with blue and yellow construction decals.

Below: The first refurbished Class 314 No. 314203 is pictured display to the public at Milngavie on 17th May 1996, carrying the latest orange and grey Strathclyde PTE colour scheme.

Above: The advent of the Great Northern electrification from King's Cross to Hitchin in 1977 brought EMUs to the East Coast Main Line for the first time. Around 10 years after the full service was introduced, the morning commuter trains are pictured at Hertford North on 10th August 1988, formed of Class 313 EMUs Nos. 313030, 313050 & 313043.

Right: In the company of three Class 47s (Nos. 47526, 47412 and 47054), Class 37 No. 37097 and Class 31 No. 31242, Class 86/2 No. 86228 *Vulcan Heritage* undergoes a major overhaul in Stratford Works on 3rd February 1987, alongside a freightliner wagon. Today this is the site of Stratford International station.

Below Left: The Clapham Junction Rail Crash occurred on 12th December 1988, when, as a result of three separate trains colliding, 35 people died and 484 were injured. Brian was a photographer for British Rail at the time and attended the scene. This was the view the following morning as the clear up continued.

Below Right: At the Doncaster Works Open Day on 3rd October 1987, Class 47/4 No. 47522 was named *Doncaster Enterprise* and outshopped in LNER apple green livery.

1990s

Above: ScotRail restored one of its Class 303 'Blue Train' EMUs to as close to its original appearance as possible in 1991. Here, the set, No. 303048 arrives at Bowling on 28th March 1991, forming a service from Glasgow Central to Helensburgh.

Below: Hauling empty wagons to Hoo Junction on 4th February 1995, Class 33/0s Nos. 33002 *Sea King* and 33035 *Spitfire* approach Factory Junction on the freight line from Pouparts Junction, while a Class 465 Networker nears Wandsworth Road, forming a service from London Victoria to Orpington. The former Battersea Power Station dominates the skyline in the view taken from the balcony on an adjacent block of flats.

Above Left: Class 33/1 No. 33116 threads between the cars en route to Weymouth Quay on 3rd June 1994, hauling a special from Bournemouth.

Above Right: Class 47/4 No. 47527 *Kettering* is pictured from Severn Tunnel Junction Signal Box as it departs from Shrewsbury on 30th June 1990, hauling Mk3 DVT No. 82121 on the 11:32 service to London Euston.

Middle: The unique 1,200v DC side-contact third rail system ceased operations on 16th August 1991, ahead of being converted to Metrolink. On the last day, a pair of Class 504 units, led by cars Nos. 77175 & 65453 are pictured inside Bury Depot awaiting their fate.

Right: RFS-operated Class 20 No. 2018 arrives at Cheriton Terminal on 14th July 1992, with the final train of rail from Workington for the Channel Tunnel project.

Below Left: The 1990s brought rail privatisation. Richard Branson & Sir George Young shake hands at the formal start of the Virgin Trains franchise at London Euston on 10th March 1997, after Class 90 No. 90002 is named *Mission Impossible*.

Below Right: Dedicated Royal Train Class 47s by EWS and named *Prince Harry* and *Prince William* respectively, Class 47/7s Nos. 47798 and 47799 are pictured at Wolverton Works on 11th May 1995.

2000s

Left: Class 460 Gatwick Express No. (4600)08 descends Grosvenor Bank into London Victoria on 8th August 2006,forming the 13:35 service from Gatwick Airport. These sets were subsequently converted into Class 458/5, joining the existing Class 458 units that were also built by Alstom and are mechanically similar. The Class 460s replaced the Class 73s on the Gatwick Express service, and with the withdrawal of the Class 460s, the operations would be taken over by redundant Wessex Electric Class 442s, before passing to Class 387s.

Middle: Brian always had a 'nack' of being able to depress the shutter button at exactly the right moment, whether that was a mechanical or later electronic (and immediate) shutter. Here, a shutter speed of 1/4000th of a second ensures that the number of Class 91 No. 91119 *County of Tyne & Wear* is clear to the eye, and split second timing ensures that the locomotive does not collide with the level crossing lights stantion! The '91' flashes over Moss Crossing, north of Doncaster, on 2nd June 2006 at around 125mph, while working the 11:00 from King's Cross to Glasgow Central. Moss Signal Box at this time was purely a gate box with the area being controlled by Doncaster Power Box.

Below: The scene at Haymarket has changed much over the years. ScotRail-liveried Class 170/4 No. 170424 and First-liveried Nos. 170428 and 170450 stand on depot on 19th September 2006, with another inside the depot on road 8E.

Right: Class 450 'Desiro' No. 450025 departs from Winchfield on 16th February 2004 forming a London Waterloo to Basingstoke service, being overtaken by Class 423 4VEP No. 3581 on a Waterloo to Portsmouth Harbour working. In April 2001, a total of 785 vehicles were ordered by South West Trains from Siemens to replace the last of its slam-door Mk1 EMUs, the first of the Class 450s entered traffic from October 2003.

MIddle: The preserved Class 306 No 017 resides inside Ilford Depot on 27th September 2006, accompanied by more modern EMUs such as Class 315s and 321s. Today, the '315s' and '321s' have been withdrawn, many scrapped, while the 306 has transferred to the NRM.

Below Left: Hull Trains commenced services in 1999, using three-car Class 170s leased from Anglia Railways, which at the time had the same owners. Subsequently four Class 170/3 sets were acquired. Here, one of the latter units, No. 170393 awaits departure from King's Cross for Hull on 25th February 2004. The sets were later replaced by the Class 222 'Pioneers' (now with East Midlands Railway), the Class 180 'Adelante' (now with Grand Central) and subsequently with the purpose-built Class 802 bi-mode units.

Below Right: Infrastructure project media events were always a 'must-do' for Brian as part of his commitments for the various magazines. On 27th January 2004, this was the scene above Belle Isle, near King's Cross, as the tunnel boring machine breaks through on the London-bound CTRL2 tunnel. Today these tunnels carry Eurostar and Southeastern High-Speed services to London St Pancras International.

2010s

Above: One of Brian's favourite pictures of steam in action since 1968, was this shot taken in 2014, which became the background of his desktop for several years. SR Battle of Britain Pacific No. 34067 *Tangmere* is pictured on the approach to Orpington, while heading a 'Golden Arrow Pullman' trip for Statesman Rail, with full 'Golden Arrow' regalia. The trip on 17th May 2014 took the train on a round trip from Kensington Olympia, via Folkestone.

Middle: Eurotunnel-operated MaK Bo-Bo Diesels Nos. 0005 and 0004 are pictured while stabled in the 'up' Singlewell Loop on 21st March 2012, having hauled SNCF TGV Postal set No. 951 on a test run from France to London St Pancras the previous evening. Having left London en route back to France, the set was stabled until the next evening when it returned through the tunnel, again with the two diesels.

Right: Brian's photography was never just about the trains and rolling stock, but also infrastructure and architecture. Here, the new-look Brighton station concourse is pictured after its improvements and official reopening on 11th October 2013.

Above: After disasterous flooding around Cumbria in 2009, which destroyed several road bridges in the area, Network Rail built a temporary station at Workington North, with additional loco-hauled 'shuttle' trains running between Workington and Maryport. Here, a 'Floodex' shuttle from Workington to Maryport, approaches Flimby on 13th April 2010, 'topped & tailed' by Class 57/0 No. 57012 and Class 47/4 No. 47501.

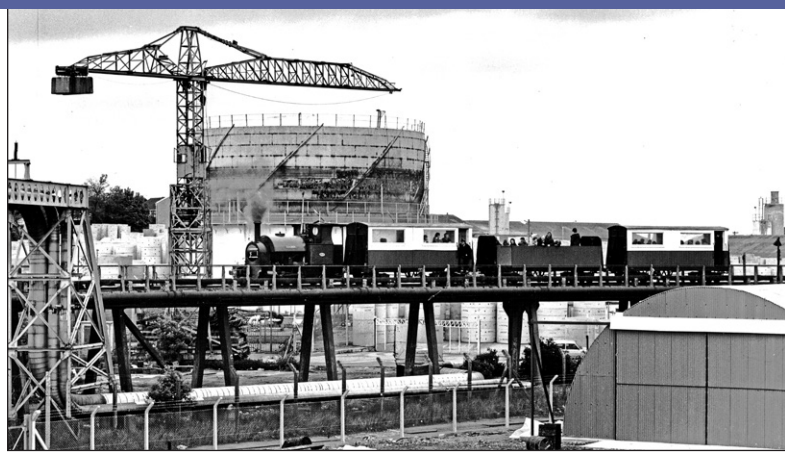
Middle: The Class 143s played a solid role on local passenger services for over 30 years, initially in the North East around Newcastle, operations that Brian photographed back in the 1980s, and then subsequently in South Wales and the West Country. First Great Western Class 143 No. 143617 in 'Local Lines' livery arrives at Exeter St Davids on 26th March 2010, having descended the bank from Exeter Central, while forming the 13:13 local service from Paignton to Exmouth.

Left: Work started in 2005 on converting and modernising the London Underground East London line to be part of the London Overground network. Services started in May 2010, using new Bombardier-buit Class 378 three and four-car 'Capitalstar' EMUs. On 5th August that year, the 14:45 Dalston Junction to Crystal Palace service approaches Hoxton, formed of Class 378/1 No. 378148. The route was extended to Highbury & Islington in February the following year, while the Class 378s all subsequently became four-car units, later being extended to five-car sets from 2016.

Heritage & Main Line Steam

Above: **A1X Terrier No 10** *Sutton* **on arrival at Wittersham Road on 15th April 1979, with a Kent & East Sussex service from Tenterden. Today, the scene has changed little, although the trees behind the platform have grown significantly and signalling has been installed and commissioned. At the time, this was the limit of operation from Tenterden Town, with services extended to Northian from 1990.**

Below: **Nearly 300 press and media travelled over the Forth Bridge on 4th March 1990 in a special train hauled by Gresley A4 class Pacific No. 60009** *Osprey* **(temporarily renamed from** *Union of South Africa***), here passing Class 47/4 No. 47835** *Windsor Castle***, which hauled the passengers out to the bridge from Dalmeny. The train stopped at the south portal to allow Lord Elgin and Sir Bob Reid to unveil a new bronze plaque commemorating the bridge centenary, which had been donated by the Railway Heritage Trust.**



Above Left: US Army Transportation Corps 2-8-0 No. 5820 approaches Oxenhope on 25th May 1980, hauling a K&WVR train from Keighley.

Above Right: A Sittingbourne & Kemsley Light Railway train from Kemsley Down to Sittingbourne approaches its destination on 28th May 1979, hauled by 1905-built Kerr Stuart 0-4-2ST *Leader*.

Right: GWR 'King' class 4-6-0 No. 6000 *King George V* backs down to Hereford station from Bulmers Yard on 5th October 1974, prior to taking over 'The Palatine' charter to Shrewsbury, following the 'Return to Steam' in September 1971.

Middle: P class 0-6-0T No. 323 *Bluebell* on pilot duty at Sheffield Park on 10th June 1973. Having been stored for some time, it was overhauled and last steamed in 2019.

Bottom Left: 4500 class 2-6-2T No. 4555 arrives at Totnes on 18th July 1985, heading the 15:45 service from Buckfastleigh. BR crews took over the workings at what is now Totnes Riverside, which is a move that proved to be too expensive, and ceased from September 1987.

Bottom Right: Class 24 No. D5032 departs from Goathland on 26th May 1980, with a North Yorkshire Moors Railway service from Grosmont to Pickering.

Trams & Metros

Left: The Manchester Metrolink system opened in 1994, taking over the former Manchester Victoria to Bury and Manchester Oxford Road to Altrincham heavy rail routes, both being linked by a new city-centre 'on-street' section. Subsequently, the first of several extensions were built, including this one to Eccles, as part of the Salford Quays redevelopment, opening in December 1999. Some of the original AnsaldoBreda T-68 trams were modified to comply with with new safety regulations for operating over the new extension, while six additional trams, known as T-68A vehicles were purchased. One of the T-68s. No. 1005 passes the preserved dockside cranes at Salford Quays on 1st August 2000, heading for Eccles. Unfortunately, the cranes have now gone, while all of the 32-strong T-68s fleet have been replaced by new Bombardier M5000 trams.

Left: With HM Queen Elizabeth II 'driving', Docklands Light Railway unit No. 11 approaches Poplar from Island Gardens on the official DLR opening day, 30th July 1987. West India Quay station is in the background. It is remarkable to think the DLR then had 11 trains based at one depot and covered 7.5 miles. Today it has 118 trains and a network size of 24 miles, with two depots.

Below: On 30th September 1989, the Outer Circle service on the Glasgow Subway calls at Partick, with Metro-Cammell Bo-Bo powercar No. 115, nearest the camera, on the rear of the service. The Subway is currently being upgraded with new CAF built rolling stock due to enter service later this year.

Top: London Underground Battery Locomotive No. L121 makes an unusual sight as it winds through King's Cross having traversed the Widened Lines on 12th June 1975, hauling a three-car 1938 Tube set to Neasden Depot. Such workings ceased on this day after the Northern City Line to Moorgate was taken over by BR for conversion.

Above: Class B90 & B92 DLR units 32 & 84 depart from the original DLR Pudding Mill Lane on 23rd August 2010, forming a service from Canary Wharf to Stratford. As part of the Crossrail development, the DLR was slewed southwards and a new station built.

Above Right: Metropolitan Line A62 Stock with Driving Car No 5193 leading is seen at Amersham on 10th June 2007.

Right: The Waterloo & City trains were refurbished at Wabtec Rail Doncaster during 2006. Having been moved back by road, car No. 65505 is lifted off Allely's low-loader at Waterloo on 5th August to be craned into the 'Drain', as the route was known.

During the final stages of construction of Waterloo International on 14th November 1992, Class 33/2 No. 33202 *The Burma Star* **is pictured while engaged on ballasting operations with a rake of YGB 'Seacow' wagons.**