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The Railway Herald

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The complimentary UK railway journal for the railway enthusiast

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The Railway Herald
Issue 85

Front Cover

In the last few seconds of sunlight, Class 37/4s Nos. 37406 *The Saltaire Society* and 37410 lead the return 'Snowdonian' charter to Cardiff past Caerhowel, near Montgomery on 19 May. *Richard W. Jones*

Back Cover

During the Midland Railway - Butterley's 'Chopperfest' event, Class 20s Nos. D8154 and D8007 approach Swanwick Junction with a service from Riddings on 20 May. *Richard Tuplin*

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More Class 158 DMUs cascaded for Central Trains. *Page 4*

Brian Morrison looks back to Shrewsbury in 1952. *Page 21*

Submissions

We welcome submissions from all readers, especially digital photographs. Pictures should be sent to the editor at *editor@railwayherald.co.uk*

Good quality scans of colour slides and prints are also acceptable. Currently there is no financial payment made for photographs published in *Railway Herald*. Where possible we always try to use news photographs taken within the production week of the publication date.

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TAKE A BREAK!

Due to editorial holiday, *Railway Herald* will be taking a break next week (Friday 1st June).

As a result our next issue, No. 86, will be published as usual on

FRIDAY 8TH JUNE

The latest issue and all our back issues and special edition publications can always be checked and obtained via our website at:
http://www.railwayherald.co.uk

Loco-hauled action returns to Virgin services on the Trent Valley

ABOVE: Class 90-hauled scheduled service trains returned to the Trent Valley route on 25 May, when Class 90 No. 90028 and the Mk3 set, more usually employed on the 'peak-hour' London-Birmingham route, were used to work the 13.43 London Euston - Preston and 17.15 return service. The consist is pictured passing Lichfield Trent Valley. *John Whitehouse*

ABOVE: On 24 May, HM The Queen used the Royal Train to Bradford Interchange to visit the city and then travelled onwards by road to Huddersfield. The train heads north past Welbeck Colliery, near Normanton, unusually with just one of the Royal '67s', No. 67005 *Queen's Messenger* at the helm. *Gary Steel*

BELOW: The 13.42 First Capital Connect (FCC) service to Welwyn Garden City awaits departure from Moorgate on 24 May, formed of Class 313/0 No 313057. All but two of this fleet of 41 three-car units now wear FCC livery and the last two white-liveried examples are currently being re-vinyled in this style, meaning that the variety of colours once carried by this fleet is at last uniform. *Brian Morrison*

EWS to return freight to revived Haydock branch

Freight trains are set to return on the Haydock branch line in Golborne (Greater Manchester) after an absence of nearly four years.

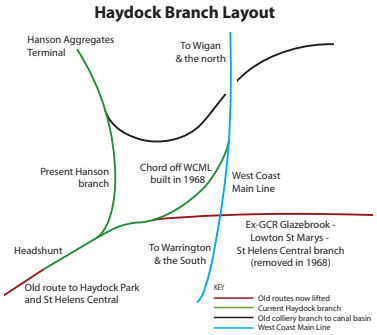
Although the line has never actually closed, Network Rail is actively promoting the fact that trains are to return amidst concerns that local residents and dog walkers have got used to not having trains on the line.

Network Rail is currently clearing overgrown vegetation and renewing fencing along the three-quarters-of-a-mile section of track, which branches off the West Coast Main Line between Wigan and Warrington.

Trains could be running again in the next few months, carrying stone and gravel from a quarry in Shap, Cumbria, for Hanson Aggregates. EWS is expected to run two trains a week into the works, with between 15 and 20 wagons loaded with stone, which would then return empty to the quarry.

The stone is to be crushed at the plant, previously Kelbit Bitumen, before being made into road surfacing 'bitmac'.

The line was built by the Great Central Railway in 1899 and originally ran past Haydock Racecourse before joining the route to St Helens.



ABOVE: Class 56 No. 56033 *Shotton Paper Mill* pulls discharged bitumen tanks out of the terminal, bound for Immingham, and into the headshunt on 3 October 2003. The train then set back down the nearest line to regain the WCML. *Eddie Bellass*

GNER wins bike award

GNER has been voted the best long-distance train operator for cyclists in Europe by the European Cyclists' Federation.

The company beat Swiss Railways, Germany's Deutsche Bahn, France's TGV service and other UK operators in a study of 32 European train operators.

GNER scored the top mark in all four areas examined by the study; availability of cycle spaces on long-distance services, ticket and reservation systems, sales channels and the ease of buying a ticket at stations, online and at ticket machines, and website information.

There are bike racks at every GNER station and this provision has increased in recent years. Passengers can also take their bikes onto trains free of charge, provided they book a space before departure.

New corporate member for IRO

The Association of Train Operating Companies (ATOC) has joined the Institution of Railway Operators (IRO) as a corporate member.

The addition brings the number of IRO's corporate members to 30 and now comprises most of the rail industry's big names, including Network Rail, Transport for London, EWS and Eurostar. The Institute undertakes work to increase the level of professionalism across the rail industry and to expand the understanding and learning among railway professionals of key areas of good railway management.

NEG deploys franchise bidding team

The National Express Group (NEG) reports that it now has a full time bidding team.

The team has submitted bids for the new East Midlands and Cross Country franchises, the two new franchises that have been remapped from the existing Cross Country, Midland Mainline and Central Trains operations

The new operators are to be announced by the Department for Transport in the summer and are scheduled to commence in November.

The NEG team is also currently developing a bid for the Intercity East Coast franchise, which is due to be submitted on 6 June.

New signage for Audley End

'one' railway , English Heritage and East of England Tourism have arranged for new signage at Audley End station

The aim is to encourage more people to visit Audley End House and Gardens by rail. This follows on from the success of the new Colchester Zoo signage at Colchester North station.

BELOW: A pair of 'Wessex Electric' Class 442 EMUs have returned to the mainline, albeit briefly, to allow Freightliner Heavy Haul drivers to gain practical handling experience of the sets, prior to working transit moves to Stewarts Lane and Selhurst Depots. Nos. (44)2410 and (44)2406 power through Worting Junction, bound for Eastleigh on 17 May. *Rob Lane*

ABOVE: The new colour scheme invading the Midlands, as evidenced by Class 158 No. 158812 in its First TransPennine livery, as it passes Washwood Heath Yard on 12 May with a southbound working. *John Whitehouse*

Central Trains gain more Class 158s from First TransPennine

Following their displacement by Siemens Class 185s, a total of nine Class 158 units, a combination of two and three car sets, have been transferred to the National Express-operated Central Trains franchise from First Group's TransPennine fleet in order to strengthen Central services.

The ex-TransPennine Class 158s (Nos. 158770, 158772-774, 158779, 158806, 158810, 158812 and 158813) will operate mainly on the longer cross-country services between Liverpool, Birmingham, the East Midlands and East Anglia.

It will also permit Central to transfer resources to local services to provide more accommodation particularly during peak periods. In total, an extra 1,000 seats will be made available. The Class 158s involved currently still carry the TransPennine livery, but the units are being re-branded with the Central name and logo, although in view of impending changes affecting the West Midlands franchises the units will not be re-liveried.

Chiltern Clubman DMU visits Severn Valley Railway

ABOVE: On 22 May, one of Chiltern Railway's Clubman DMU sets, No. 168215, visited the Severn Valley Railway for clearance and gauging trials. The set worked out of London attached to the 08.20 London Marylebone - Birmingham Snow Hill service, before detaching and running ECS to the Severn Valley. The set was tested around the Kidderminster (SVR) station and sidings area before operating on a return trip to Bewdley. The unit returned to London on the rear of the 15.12 service from Birmingham Snow Hill. *Stenna*

Stamford station improvements

A £35,000 programme of improvements for Stamford station by Central Trains, in conjunction with the Department for Transport, has been completed over a four-week period.

Many of the period features of the Grade II listed building have been restored, including the mahogany panelling in the booking hall, which now includes a new larger ticket window with split counter for disabled access.

The work undertaken was subject to Listed Building Consent and was completed by working closely with the local Conservation Officer. The footbridge, canopy supports and exterior doors have also been refurbished, and during the summer the station exterior will be repainted. The station was originally part of the Midland Railway, linking to Peterborough in 1846.

ABOVE: The 12.00 London King's Cross-Inverness 'Highland Chieftan' HST storms through Harringay on 24 May, with recently re-engined MTU Class 43 powercar No 43313 *The Highlands* leading. Both GNER and FGW MTU types will be seen working alongside each other this summer, as two GNER sets will be on hire to Virgin CrossCountry each Saturday. *Brian Morrison*

Virgin CrossCountry to hire HSTs again this summer

Virgin Cross-Country is once again to hire a total of four HST sets from Great North Eastern Railway and Midland Mainline on summer Saturdays to relieve over-crowding on the Voyager fleet.

Since the end of loco-hauled services, no overnight trains have operated and unfortunately, this year sees the trend continue, despite two sets running ECS from Neville Hill to Bristol and Plymouth!

The diagrams for the four trains are confirmed as:

Set 1 (GNER)
5V02 02.50 Neville Hill - Bristol TM
1C02 07.35 Bristol TM - Paignton
1E46 10.32 Paignton - Newcastle
The set works ECS to either Neville Hill, Heaton or Edinburgh Craigentinny, depending upon GNER's requirements for the following day.

Set 2 (GNER)
5V34 Neville Hill - Plymouth
2C34 06.53 Plymouth - Newquay
1E47 09.40 Newquay - Newcastle
5Z47 19.53 Newcastle - Neville Hill

Set 3 (Midland Mainline)
5V29 04.56 Neville Hill - Manchester Piccadilly
1V29 07.25 Manchester Piccadilly - Newquay
1M28 15.22 Newquay - Manchester Piccadilly
5E28 23.33 Manchester Piccadilly - Neville Hill

Set 4 (Midland Mainline)
5V49 07.28 Neville Hill - Newcastle
1V49 09.41 Newcastle - Newquay
2P86 19.50 Newquay - Plymouth
The set works ECS to Laira then works 1E53 15.25 (or 16.25 depending on the weekend) Plymouth - York on the Sunday, before returning to Neville Hill. *nb* On the days when 1E53 is a 15.25 departure from Plymouth, the train runs via Newport (reverse) and Lydney, due to engineering work.

SWT commemorates a decade of care at Naomi House

ABOVE: Children from Naomi House Hospice are pictured with Class 444 No. 444001 shortly after the set was named *Naomi House*. *Brian Morrison*

South West Trains (SWT) named Class 444 Desiro No. 444001 on 24 May in honour of the Naomi House Children's Hospice, which is celebrating its 10th Anniversary.

The unit was named *Naomi House* at a special ceremony held at London Waterloo, where Naomi House Chairman, Professor Khalid Aziz, along with children from the hospice were on hand for the nameplate unveiling. The Children's Hospice, which is located near Winchester, provides care and support to children with life limiting conditions and cares for youngsters from the counties of Berkshire, Dorset, Hampshire, the Isle of Wight, Surrey, West Sussex and Wiltshire. After the ceremony, the Naomi House guests with SWT Managing Director, Stewart Palmer, and SWT Public Affairs staff boarded the train and headed back to Winchester where it was met by the Mayor and High Sheriff of Hampshire to continue the celebrations.

News In Brief

■ First ScotRail has become the first in the rail industry to launch a marketing campaign targeting customers using ATM bank machines. The trial will run from 21 May to 18 June and is being carried out in partnership with London based MIA ATMs Ltd, which procures and provides advertising space at ATMs on behalf of third parties. The campaign focuses on 35 machines in key city locations across Scotland, where machine usage reaches almost 250,000 people and as a result, 'opportunities to see' will be maximised. Customers using the ATMs will be offered a 25% discount on rail travel when spending £40 or more with First ScotRail. The offer will be highlighted through a high-impact animated image on the main screen as well as on a voucher provided during the transaction.

■ More than 100 Central Trains staff have been awarded a Level Two NVQ qualification in Rail Transport Operations this year and a further 400 frontline staff are in the assessment stages. Central Trains was the first train operator to offer the Passenger Service qualification to all frontline staff last Autumn, when 500 out of a possible 800 senior conductors and customer service assistants volunteered to be assessed. The NVQ covers eight areas of work: preparation for duties, communication, colleague relations, customer relations, safety, product promotion, product provision and emergency responses.

■ First ScotRail services to Carnoustie for the Open Golf Championships between 18-22 July will run with extra carriages, and all trains from Edinburgh and Glasgow to Aberdeen in both directions will stop at Carnoustie for the period. Plans also include running additional services over and above the current timetable.

NORTH STAR to Minehead for handover to DEPG

Having worked a special charter from Derby to Minehead, Porterbrook officially handed over Class 47/4 No. 47840 *North Star* to the Diesel Electric Preservation Group (DEPG) on 28 May.

The locomotive had been repainted into its original BR green colour scheme and dual-braking equipment reinstated at Brush Traction, Loughborough.

Having arrived on the West Somerset Railway, its new home with the DEPG, the locomotive and its full history were presented to the new owners.

No. 47840 or No. D1661 as it is now numbered will commence revenue earning work immediately with the DEPG, being booked to operate a permanent-way train for the WSR to Bishops Lydeard on 29 May.

ABOVE: **In typical bank holiday rain, Class 47/4 No. 47840 *North Star*, now repainted into BR 1960s green livery and reunited with headcode panels, powers thorugh Wychnor Junction, with No. 47828 *Joe Strummer* as back-up and Class 45 No. 45112 on the rear of the train.** *John Whitehouse*

BELOW: **The charter passes Woolsten Moor between Crowcombe Heathfield and Wiliton on the last leg of its journey to Minehead.** *Brian Garrett*

ABOVE: **The Type 4 and the locomotives entire history is handed over by Porterbrook to Bob Tiller (right) of the DEPG for safe keeping.** *Brian Garrett*

Glasgow & South Western route to be double-tracked

Rail passengers in Dumfries are closer to benefiting from a £35 million investment in the region's railway, starting with a £13 million project to upgrade the line between Gretna and Annan.

Network Rail has announced it has awarded the contract to complete the upgrade, one of the single biggest improvements to the rail network in Dumfries for many years. The single line between Gretna and Annan station will be double-tracked, cutting delays and raising the possibility of shorter journey times and additional services in the future. The work will also involve replacing several bridge decks (Stonehouse road bridge, Bellevue Road bridge, and Stonehouse farm access bridge), installing new signalling and telecommunications, and there will be a new platform at Gretna.

The eight mile stretch between Gretna and Annan is an important passenger route from Carlisle via Dumfries to Ayrshire and on to Glasgow Central. It is also the main route for the transportation of coal from the freight terminal at Hunterston in North Ayrshire and the opencast sites in South Ayrshire to power stations in England. Increased line capacity will allow peak-time freight transport to be accommodated with greater ease.

In addition, the double-tracked line will provide a new diversionary route for trains on the Glasgow & South Western as well as Virgin Pendolino trains travelling on the West Coast Main Line.

The work, which will be carried out by contractor Balfour Beatty Rail Projects Limited is scheduled to be complete by February 2008.

News In Brief

■ Deutsche Bahn (DB) and English Welsh & Scottish Railway Holdings Limited (EWS) have announced that they are in discussions about plans to develop a stronger European rail freight network. The current talks cover a range of co-operation options such as joint projects or the acquisition of EWS shares by DB AG.

■ Virgin Trains has announced that it is to provide an additional 12 trains a day between Manchester and London, when its new High Frequency timetable starts in January 2009. During the off-peak period, trains will leave Manchester every 20 minutes, providing more than 45 trains each weekday from Manchester Piccadilly to London Euston. Two trains each hour will operate via Stoke-on-Trent, with one via Wilmslow. An hourly service from Wigan North Western to London will also be introduced, with most services calling only at Warrington before running non-stop to Euston. Passengers requiring stations south of Warrington will now be forced to change en route or use the hourly Scotland to Birmingham service.

■ Virgin West Coast has changed the menus for its First Class travellers. The company says that feedback from passengers has resulted in a lighter and fresher selection, although the popular breakfast menu has changed only with substitution of sliced or chopped large flat mushrooms for the button variety to provide improved flavour. 'Bubble and squeak' cakes will be introduced as the Primo breakfast speciality dish. Salads replace soups in the all-day offer and the salad will come in the form of leaf and wet salad such as Orzo pasta with Crayfish and Prawn. Primo dinner changes build on the success of Chef's Flair, with fresh summer dishes such as Trout and Guilt Head Bream.

ABOVE: As No. 6233 *Duchess of Sutherland* pounds up the grade from Landor Street to St Andrews Junction on PMR Tours Manchester to Oxford charter on 26 May, it was quite unwittingly becoming part of a historic event, as at that moment all three preserved 'Duchesses' were all positioned within a mile-or-so radius of each other. No. 46235 *City of Birmingham* is on permanent display 'just down the road' from St Andrews Junction at Birmingham's Millenium Point, while No. 6229 *Duchess of Hamilton* is in the process of being re-streamlined (see Preservation View) just a short distance away at Tyseley Locomotive Works. *John Whitehouse*

BELOW: Recently returned to the mainline, ex-Southern Railway 4-6-0 No. 850 *Lord Nelson* edges up to its watering stop at Lenham loop, while working a London Victoria to Canterbury 'Cathedrals Express' charter on 16 May. *Charlie Robbins*

ABOVE: LNER A4 Pacific No. 60009 *Union of South Africa* was used to power the Railway Touring Company's 'Hadrian' charter from Cleethorpes to Morpeth on 19 May. The train is pictured passing Stannington on the ECML on the return journey. The 'A4' was relieved at York, as booked, by a pair of WCRC Class 47s. *Raymond Rourke*

Yet another new operator on the charter scene

Taunton-based Spitfire Railtours is another new entrant into the already congested railtour market.

The company says it will be concentrating on running classic heritage diesel locomotives "on a range of routes but primarily taking locomotives over their former haunts".

Spitfire's inaugural tour, 'The Deltic Pioneer', is scheduled for 14 July, featuring Deltic No. 55022 *Royal Scots Grey* from London King's Cross to Newcastle-upon-Tyne and return. For more details go to www.spitfirerailtours.co.uk or telephone 0870 879 3675.

The company says it cannot accept credit card bookings, payments should be made by cheque or postal order.

Railtour Listings ■ Railtour Listings ■ Railtour Listings ■ Railtour Listings ■ Railtour Listings

The following table details the latest information available on steam, diesel and electric railtours for the forthcoming two weeks from the date of publication. News from railtour operators is always welcome. Please contact editor@railwayherald.com. **Information is understood to be correct at the time of going to press.**

REGULAR SCHEDULED STEAM OPERATION

Date	Service	Operator	Route	Traction Pool
28-31 May	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	45407 or 75029
28 May-1Jun	Jacobite	West Coast Rly Company	Fort William - Mallaig & rtn.	62005 or 45231
4-8 Jun	Jacobite	West Coast Rly Company	Fort William - Mallaig & rtn.	62005 or 45231
5-7 Jun	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	45407 or 75029

INDIVIDUAL CHARTER SERVICES

Date	Operator	Traction	Route
28 May	Compass Tours	2xRiveria Cl47	Barrow-Dalton-Carnforth-Hellifield-Skipton-Durham-Newcastle and return
28 May	Heartland Rail	47840&45112	Derby-Birmingham NS-Cheltenham Spa-Yate-Minehead (break/rev) and return
28 May	Kingfisher	48151	'Cumbrian Coast Dalesman': Carnforth-Ravenglass and return
28 May	Pathfinder Tours	Various	Bristol TM-Derby (outwards)-Worksop-Leeds-Copy Pit-Manchester Piccadilly-Crewe-Stoke on Trent-Birmingham NS and return
28 May	RTC	71000	(Paddington-Didcot-Chippenham)-Westbury-Exeter-Plymouth (break/rev) and return
30 May	Steam Dreams	71000	London Victoria-Clapham Junction-Staines-Reading-Cranmore and return
02 Jun	Branch Line Society	EWS Cl 66	Ealing Broadway-Shirebrook-Langwith WH Davies (NR Limit/rev)-Long Eaton-Chaddesden Yard (rev)- Sleaford-Boston Docks (rev)- Beeston and return
02 Jun	Compass Tours	2xRiveria 47	Lichfield City-Blake Street-Sutton Coldfield-Birmingham NS-Wolverhampton-Telford Central-Wellington-Craven Arms-Exeter-Torquay-Paignton and return
02 Jun	Hertfordshire	tbc	London KX-Hertford North-Hitchin-York and return
02 Jun	Kingfisher	tbc	'The Dalesman': Hellifield-Appleby-Carlisle and return
02 Jun	NRM	4771	York-Leeds-Settle & Carlisle-Carlisle-Tyne Valley-Newcastle-York
02 Jun	Past Time Rail	6024	(London Victoria-Bristol TM)- Bristol TM-Hereford-Worcester-(and return)
02 Jun	Pathfinder Tours	40145	Leeds-Dewsbury-Huddersfield-Manchester Victoria-Warrington Bank Quay-Crewe-Shrewsbury-Aberystwyth (break/rev) and return
02 Jun	RTC	850	East Croydon-Haywards Heath-Salisbury-Westbury-Bath-Bristol TM & return
02 Jun	Vintage Trains	4965	Tyseley Warwick Road-Walsall-Stafford-Crewe-Chester-Rhyl-Llandudno Junction-Bangor-Holyhead (break/rev) and return
03 Jun	Bristol Coal-Stone	50049 and 2xNR 31s	Bristol TM-Portbury-Bath-Henbury-Avonmouth BBHT-Yate-Tytherington-Yate-Westerleigh-Gloucester-Newport-Severn Tunnel-Clifton Down-Bristol TM-Severn Beach-Bristol TM
08 Jun	Pathfinder Tours	EWS 67 2xEWS 37	Swindon-Bristol Parkway-Worcester SH-Stafford-Crewe-Preston-Motherwell-Motherwell-Inverness (part of a weekend trip: see 9 June)
09 Jun	Bowring Park	45407	Liverpool Lime Street-Roby-Manchester Victoria-Huddersfield-Hebdon Bridge (break/rev)-Manchester Victoria-(Manchester Victoria-Liverpool Lime Street)
09 Jun	Heartland Rail	2xCR 47	Bristol TM-Bristol Parkway-Cheltenham-Glasgow (break/rev) and return
09 Jun	ICMM	tbc	London Paddington-Slough-REading-Minehead and return
09 Jun	Past Time Rail	6201	(Reading-B'ham NS-Preston)-Hellifield-Appleby-Carlisle and return (via Shap)
09 Jun	Pathfinder Tours	2x EWS 37	Inverness-Kyle of Lochalsh-Inverness
09 Jun	PMR Tours	6233	(Kettering-Leicester-Uttoxeter-Stoke-Crewe)-Crewe-Holyhead (break/rev) and return
09 Jun	RTC	71000	(Bedford-Wellinborough-Leicester-Loughborough-Preston)-Preston-Shap-Carlisle (break/rev)- Appleby-Hellifield-Preston-(Bedford)
09 Jun	RTC	6024	(Birmingham International-B'ham NS-Shrewsbury)-Shrewsbury-Paddington (& rtn)
09 Jun	SRPS	40145	Darlington-Durham-Newcastle upon Tyne-Hexham-Carlisle-Ayr-Stranraer and rtn

Key to tour listings:

BLACK	Charters expected to operate as booked.	**RED**	Tours cancelled by the operator
GREEN	Tours postponed to a future date by the operator	**WCRC**	Operated by West Coast Railway Company Traction
P	Hertfordshire Pullman service	**ICMM**	Intercity Merrymaker from Hertfordshire Rail Tours

(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.

PLEASE NOTE: Not all pick up/set down points are shown. Please check with the operator before travelling any distance.

Fire risk time approaches

Although May has seen a fair amount of rain, it followed a very dry period, particularly during April and Network Rail is already monitoring lineside conditions to establish potential trouble spots.

Network Rail's Special Trains Manager Stephen Cornish told *RH* that there had already been three lineside fires this year, thus increasing fears that, given current meteorological predictions, there is a hot and dry summer ahead meaning that a period of disruption for steam-hauled charters is looming.

Lineside conditions are being monitored on a regional basis in order to effectively manage the situation, and tour promoters will be given seven days notice if a tour is considered 'at risk' due to drought conditions. This will enable the operators to consider options, which could involve reducing the loading, running with a diesel throughout or diesel pilot, through to postponement or even cancellation.

Given the potentially difficult operating conditions, the key is that operators will be given ample notice so that they can make a decision on an 'at risk' tour and advise their passengers in good time of any variation.

It certainly seems that climate change is adding to the burden of running steam charters. The extremely dry state of the land prevents even heavy rain, such as is forecast for the coming Bank Holiday weekend, to permeate deeply into the soil. As a consequence much of the rain is lost to evaporation and the ground becomes increasingly tinder-dry.

Look out for weekly updates in *Railway Herald* should conditions worsen. The latest situation will also be available on our website at *http://www.railwayherald.co.uk/firerisk* - ***bookmark it now!***

News In Brief

■ The Railway Touring Company's East Croydon to Bristol charter with No. 850 *Lord Nelson* scheduled for 2 June has been postponed until 23 June.

■ Past Time Rail has revised the itinerary of its 1 July outing with No. 76079. The tour was originally scheduled for Portsmouth Harbour, but the ongoing saga of the re-signalling project in that area has meant that the train will now head to Brighton, with steam-haulage from Bristol Temple Meads outwards, and as far as Salisbury on the return.

LEFT: Tyseley-resident 'Halls' Nos. 4965 *Rood Ashton Hall* and 4953 *Pitchford Hall* scurry through Kings Sutton with the return leg of a successful Tyseley Warwick Road - Bristol charter on 19 May. *John Whitehouse*

'Duchess' picks up VSOE work to Bridgnorth

The VSOE Northern Belle is scheduled to visit the Severn Valley Railway on 26 July, picking up at York, Leeds, Sheffield and Derby.

The train will be hauled from Kidderminster to Bridgnorth and back by LMS 'Duchess' No. 6233 *Duchess of Sutherland*

Motive power variety forms Vintage Trains late summer line-up

For any readers who like the idea of a 'Duchess' climbing the Lickey, a Pannier to Stratford-upon-Avon and beyond, an '8F' to Sellafield, a 'Hoover' to Eastbourne and Weymouth, or even a Thames cruise on a vintage paddle steamer, then Vintage Trains summer and autumn programme is definately for you!

For a number of people, the trip on 22 September featuring No. 6233 *Duchess of Sutherland* is probably the best of the pack. Running from Solihull via Oxford and Swindon to Bristol Temple Meads, the train returns north via Cheltenham Spa, becoming the first 'Coronation' Pacific to climb the Lickey Incline with a revenue-earning train. The previous journey by No. 6233 over the 'Lickey' was just engine and support coach in 2001.

Another visitor to Tyseley will be 9400 class Pannier No. 9466, which is scheduled to earn its mainline ticket with a public test run from Shirley to Stratford-upon-Avon and return on 30 August, followed by a 'Pannier Day Out' on 9 September. The latter train will feature No. 9466 from Birmingham Snow Hill to Stratford-upon-Avon, via Shirley. It then continues to Kineton (MoD) (subject to MoD permission) via Leamington Spa and Banbury.

Within the company's programme there is plenty for the modern traction enthusiast with tours scheduled for a 'Fifty Alliance' Class 50 as well as it own recently purchased Class 47/7 No. 47773 *The Queen Mother*, which *RH* is advised should be back in action shortly. Class 50-haulage is booked for trips to Eastbourne (for the Airshow) on 18 August, Weymouth (with a Swanage Railway option) on 8 September, London, via Stratford upon Avon, on 6 November and Minehead (for 'Dunster by Candlelight') on 8 December.

A tour with a difference is planned in October, with a diesel-hauled trip to Southend Central, for onward carriage by the Southend Pier Railway for a Thames' cruise aboard the *Paddle Steamer Waverley*. This excursion will involve taking a service train between London Blackfriars to West Hampstead Thameslink to rejoin the charter.

A week later, and Vintage Trains head north with a charter to Ulveston and Ravenglass with haulage by '8F' No. 48151 from Carnforth. Options include a Lakeside and Haverthwaite Railway journey and Windermere cruise, or a trip on the Ravenglass and Eskdale Railway. These tours could well see Class 47/7 No. 47773 as the mainline engine.

Tyseley's resident ex-GWR 'Hall' class 4-6-0 No. 4965 *Rood Ashton Hall* also features strongly with bookings for Peterborough and Wansford for the Nene Valley Railway's '1940s Weekend' on 29 September, Chester on 27 October, York on 1 December, Melton Mowbray on 2 December and a Christmas Luncheon Special on 15 December.

Also, pencil in 29 December for the company's traditional year-end special. York is the destination for the day hauled by No. 4936 *Kinlet Hall*, making a rare appearance on the National Network.

With a truncated 'Shakespeare' season due to Network Rail engineering work, Vintage Trains has nevertheless produced a varied and imaginative programme that should sell well. Early booking is recommended!

The Week Ahead

Wales is the destination of two prime tours on 2 June, commencing with Holyhead for Vintage Trains' charter featuring steam throughout with Tyseley-resident 'Hall' No. 4965 *Rood Ashton Hall*. The train originates at Tyseley Warwick Road and travels via Walsall and Crewe before gaining the North Wales coast mainline.

Meanwhile, for Pathfinder, Class 40 No. 40145 is heading for Aberystwyth on 2 June and working Darlington to Stranraer for SRPS on 9 June.

The Branch Line Society visit East Midland locations on 2 June from Ealing Broadway, including Shirebrook, Chaddesden and Boston Docks with EWS Class 66 traction, while Compass head for Paignton from Lichfield City and Hertfordshire Rail Tours is bound for York from London King's Cross, both with Riviera Class 47s at the helm.

The 'Bristol Coal Stone Haul' runs on 3 June, organised by Bristol-based Network Rail staff with all proceeds going to The Railway Children Charity. Featuring Class 50 No. 50049 *Defiance* and two Network Rail Class 31s, the train visits branch lines around Bristol in style.

A bumper weekend of steam action beckons for 9/10 June, with no less than seven tours spanning the two-days! Preston becomes a mini-steam centre on 9 June with two tours changing over to steam traction at the imposing ex-LNWR station. No. 71000 *Duke of Gloucester* heads the Railway Touring Company's 'Cumbrian Mountain Express' (CME) north over Shap before taking the Upperby curve to return to Preston via Appleby and the S&C. Meanwhile, No. 6201 *Princess Elizabeth* takes Past Time Rail's 'CME' via Blackburn for a northbound run over the S&C.

The Friends of Bowring Park provide for a weekend of steam activity, commencing on 9 June with No. 45407 from Liverpool Lime Street to Hebdon Bridge and return, followed on 10 June with three shuttles between Liverpool Lime Street and Earlestown, which are diesel-hauled on the return legs. The 'Black 5' also heads a centenary train from Liverpool Lime Street on 12 June.

Also on 9 June, No. 6233 *Duchess of Sutherland* has a trip on the North Wales coast mainline between Crewe and Holyhead for PMR Tours, while No. 6024 *King Edward I* is due to head a Shrewsbury to London Paddington tour for the Railway Touring Company. Next day, Kingfisher's inaugural 'Cumbrian Coast Express' leaves Carnforth for Ravenglass with '8F' No. 48151 at the helm.

ABOVE: Riviera Trains deployed its two green Class 47/4 locomotives, Nos. 47812 and 47815 *Great Western* on the Compass Tours charter from Liverpool Lime Street to Skegness on 26 May. The locomotives, with No. 47815 leading and No. 47812 on the rear, pass Stow Park, between Gainsborough Lea Road and Lincoln, on the outbound journey with the Cargo-D blue and grey-liveried Mk3 vehicles in tow. *Richard Tuplin*

BELOW: In splendid light, Class 67 No. 67022 powers a VSOE charter from London Waterloo to Worcester through Egham on 19 May. *Chris Nevard*

The GM progression

TOP: The lack of rain in many parts of the UK during the early part of the month is well illustrated by this dramatic view taken at Fairwood Junction on 2 May. Originally ARC, now Hanson, Class 59/1 No. 59104 *Village of Great Elm* heads a rake of loaded aggregate hoppers bound for Acton Yard, creating a massive dust cloud as it progresses eastwards. *Don Gatehouse*

MIDDLE: On 18 May, EWS Class 59/2 No. 59204 *Vale of Glamorgan* passes the canal lock at Crofton on the Berks & Hants line with the 12.43 Hither Green to Whatley service, comprising empty Hanson hoppers. *Dave Maloney*

RIGHT: The recently introduced intermodal service from Tilbury (departing around 10.00) to Cardiff Wentloog terminal is pictured powering through Shrivenham on 19 May, behind Freightliner Class 66/5 No. 66516. *Ken Brunt*

ABOVE: Following the failure of a First Great Western HST set, led by powercar No. 43037, Class 57/6 No. 57603 *Tintagel Castle* was dispatched to rescue the set from the Penzance area and haul it forward to Plymouth, where a set change took place. Here the ensemble arrives at Truro on 3 May. *Charlie Robbins*

BELOW: Class 57/0 No. 57004 *Freightliner Quality*, still operated by Freightliner Intermodal, powers through St Cross, near Winchester, on 21 May with a Southampton to Coatbridge intermodal, which the '57' will work as far as Crewe, giving way to electric traction for the remainder of the journey. Following the latest delivery of Class 66/5s, the first four Class 57/0s to be taken off lease, Nos. 57007, 57009, 57010 and 57011, have now been handed over to DRS, with No. 57010 having been prepared for a repaint and No. 57011 currently undergoing a repaint into DRS blue livery. *Richard Sulzmann*

ABOVE: One of the key advantages of digital photography is the ability to attempt what would have been almost impossible when using film cameras! Since being changed from a Class 66 to a booked Class 60 turn, the 'water train' to Coventry ProLogis is rarely seen due to it arriving before 06.00 in the morning and departing after 22.00 in the evening. Two extra trains have departed Wembley late afternoon, but due to restricted opening hours at Three Spires Junction signal box (which controls access onto the ProLogis branch from the Coventry - Nuneaton branch), both were recessed at Northampton to await opening of the box. The second of these ran on 15 May. Taken shortly after 20.30 in conditions that film photographers would normally consider to be 'darkness', Class 60 No. 60026 approaches Three Spires Junction with 16.01 Wembley - Coventry ProLogis, consisting of 18 IZA twin-sets. Since switching to Class 60 power, the normal overnight train loads to 22 IZA's - quite impressive. *Ron Kosys*

BELOW: Class 37/4s Nos. 37406 *The Saltaire Society* and 37422 *Cardiff Canton* power through Lower Basildon on the Great Western mainline with the 16.33 Avonmouth to Wembley Enterprise service in superb sunlight on 14 May. *Ken Brunt*

ABOVE: GBRf/Metronet-liveried Class 66/7 No. 66718 *Gwyneth Dunwoody* toils up Clicketts Hill incline, out of Felixstowe Docks, with the 10.59 GBRf Intermodal service to Hams Hall on 23 May. *James Welham*

LEFT: New Freightliner Class 66/5s Nos. 66593 and 66592 head an intermodal service from Southampton Millbrook to Birmingham Lawley Street on 18 May. *David Warwick*

BELOW: First GBRf liveried Class 66/7 No. 66724, complete with 'Bristol Bluebirds' headboard, passes Creech St Michael, near Taunton, on 24 May with an Ilford - Plymouth Laira stock move, conveying refurbished HST Mk3 trailer vehicles. *Brian Garrett*

ABOVE: Ex-BR Standard 7P No. No. 71000 *Duke of Gloucester* coasts into Ramsbottom with steam shut off, while working the 12.00 Rawtenstall to Heywood service on 20 May. The loco displays a stopping passenger lamp code, reminiscent of a Crewe Works running-in turn of the late 1950s. *Chris Dixon*

Auto trains for Dean Forest

During the summer, the Dean Forest Railway will be running a number of 'Vintage & Heritage Days' featuring the resident 1400 class 0-4-2T No. 1450 and restored autocoach No. 178.

The special days are booked for 27 May, 10 June, 1, 15 and 29 July, 12 August and 16 September and will recreate travel on a typical rural branch line in the 1930s and 1960s, with half of the line being worked by the steam auto train and the other half by the Class 108 heritage DMU.

On 'Vintage & Heritage Days' each train will run an intensive shuttle service, one between Norchard and Lydney Junction and one between Norchard and Parkend.

Big Four theme for SVR gala

The SVR Autumn Steam Gala now has a 'Reasonably Big Four' theme following difficulties in sourcing locomotives for the proposed 'LNER Gala'.

Utilising the word 'reasonably' indicates that it will not be full of big engines, but the wish-list is certainly impressive.

Already confirmed is the NRM's No. 4771 *Green Arrow,* which will work with the line's teak-stock. In addition, the SVR hope to have, subject to negotiation, 'Jubilee' No. 5690 *Leander*, 'Hall' No. 4953 *Pitchford Hall* and Battle of Britain No. 34081 *92 Squadron*.

Leander would be returning to the SVR for the first time since being based on the railway a number of years ago, and it is anticipated that it will still be in LMS crimson lake livery and be paired with the SVR's LMS set. The gala is scheduled to run from 21-23 September.

In addition to the gala visitors, ex-LMS 'Princess Coronation' No. 6233 *Duchess of Sutherland* is paying a short visit to the SVR in connection with the scheduled opening in early August of the SVR's new 'Engine House' Museum at Highley Also visiting the SVR, but as a static exhibit at the 'Engine House', will be the NRMs Midland Compound 4-4-0 No. 1000, making a rare appearance outside of York.

A visitor this coming weekend, 2/3 June, between railtour duties, will be No. 6024 *King Edward I*. The loco is due to operate on SVR services throughout the weekend.

Western wanderings

ABOVE: Dennis Howell's Hawksworth designed 9400 Class 0-6-0PT No. 9466 is currnetly on loan to the Mid-Norfolk Railway until 1 July. The loco is pictured in near perfect late-spring weather on 19 May near Crownthorpe Bridge, on the outskirts of Wymondham. *Steve Allen*

LEFT: The National Railway Museum's ex-GWR 'City' 4-4-0 No. 3440 *City of Truro* paid a visit to the Didcot Railway Centre on 19/20 May. On 20 May, the loco is pictured on a demonstration freight within the centre. *Ron Cover*

BELOW: The NYMR-based 5600 class 0-6-2T No. 6619, which is on short-term loan to the Weardale Railway until the end of June, steams past Kielder Bridge on 25 May on its first test and gauge run on the railway. *John Lewins*

LB&SCR 'E4' tank visits Spa Valley for steam gala weekend

ABOVE: An unusual view of the Kentish landscape as the Bluebell Railway's visiting ex-LB&SCR 0-6-2T E4 class No. 32473 passes High Rocks, forming the 11.05 Tunbridge Wells West - Groombridge service on 20 May, during the Spa Valley Railway's steam gala weekend. The weekend was a huge success with over 900 passengers over the two days. *David Staines*

Motive power changes as 37s move to Cheddleton and Keighley

ABOVE: Recently arrived Class 37/0 No. 37175, is shunted in Haworth shed yard by resident Class 25 No. 25059 on 19 May. Work is to be undertaken on the loco to allow it to take part in the line's diesel gala in June. *Simon Roberts*

RIGHT: A new arrival on the Churnet Valley Railway is Class 37/0 No. 37075. The locomotive, previously at the Ecclesbourne Valley Railway at Wirksworth, arrived in May for an extended stay. Here, No. 37075 arrives at Cheddleton with an ECS test run on 21 May. *David Gibson*

Chopperfest
at Midland Railway - Butterley

ABOVE: Class 20 No. 20227 and BR blue-liveried No. 20001 power away from Swanwick Junction with a demonstration ballast train for Butterley on 20 May.

The Midland Railway - Butterley and the Class 20 Locomotive Association brought no less than nine Class 20 locos together over the weekend of 19/20 May, to celebrate the 50th anniversary of the class.

The preserved examples (Nos. D8007, D8132, D8154, 20001, 20189 and 20227) were supplemented by a pair of DRS Class 20/3 locomotives, Nos. 20303 and 20304. A main talking point was the appearance of No. 20907, which was on show all weekend. In reality, it was No. 20205 painted in DRS blue with the Class 20/9 number scheme extended by one!

MIDDLE LEFT: The drivers of DRS Class 20/3 No. 20303 and RT Rail Class 20/0 No. 20189 slow for the token exchange, before powering through the loop at Swanwick Junction.

MIDDLE RIGHT: Visiting No. D8087 approaches Butterley with a Hammersmith-bound train.

LEFT: Class 20 No. D8132 leads a Hammersmith - Riddings via Butterley service over the causeway of Butterley Reservoir on 20 May. *All: Richard Tuplin*

Re-streamlining of 46229 progresses

Progress towards the re-streamlining of the NRM's No. 6229 *Duchess of Hamilton* was revealed to invited guests from the '229 Club' and subscribers to the 'Steam Railway Magazine Hamilton Appeal' at Tyseley on 26 May.

The project, being undertaken by Tyseley Locomotive Works, is now reaching a critical point. The work on the tender is now complete and the locomotive now has the streamlined casing affixed below the running plate, and the front buffer beam is now encased in a crescent of steel fabrication needed to support the lengendary bulbous smoke-box casing. This is likely to prove the most difficult task due its unusual shape.

Elsewhere, the boiler barrel now has a number of spars attached, onto which the boiler-plate work will be affixed. Attention is now focusing on painting the finished product, which is being helped by a Crewe produced swatch revealing the exact shade of maroon and gold required, as well as the dimensions of the iconic lining which the 'Streamliners' carried.

Currently, it is expected that the fully streamlined 'Duchess' will be returned to the NRM towards the end of this year.

RIGHT: The familiar outline of the National Railway Museum's LMS 'Princess Coronation' No. 46229 *Duchess of Hamilton* sits in the workshop at Tyseley. The new streamline casing around the bottom of the cam and along the running plate can clearly be seen in this view. *John Whitehouse*

LNER 'A4' *Bittern* returns to steam on the Mid-Hants Railway

***Bittern* steams again! After a very light steaming the previous week to warm the boiler slowly for the first time, a light grey haze rises from the chimney of Gresley Pacific No. 60019 *Bittern* in the yard at Ropley on the Mid-Hants Railway on 25 May. The locomotive is due to be tested under its own power over the coming weeks.** *David Warwick*

ABOVE: **On 8 May, visiting Mainline Freight-liviered Class 37/0 No. 37219 approaches Dixton cutting, between Cheltenham Racecourse and Winchcombe, en route for Toddington on the Gloucestershire Warwickshire Railway with a ballast train during an EMRPS photo charter.** *Laurence Sly*

Change of plan for CVR steam gala

Due to the very unfortunate failure of the Spa Valley Railway 'Jinty' No. 47493, the Churnet Valley Railway has decided not to proceed with its planned 'Branch Line Weekend' on 23/24 June.

The railway is, however, hoping to be able to bring three ex-LMS 'Jinties' together for a Branch Line Weekend in November, together with bonfires and fireworks!

In place of the planned event for June, the railway is to operate an 'Anything Goes' weekend instead. Working the scheduled service trains will be the railway's resident USATC Class S160 No. 5197 and ex-BR Standard Class 4MT 2-6-4T No. 80098, while on display will be ex-GWR 'Manor' No. 7821 *Ditcheat Manor* and resident diesels, Class 37 No. 37075 (see separate story) and Class 47 No. 47192.

There will be tours of the railway's shed, together with railwayana stalls and a demonstration freight train should also be in operation, on which passengers may ride in the brake van for an extra charge.

KWVR diesel gala news

The Keighley & Worth Valley Railway's diesel gala returns over the period 15-17 June.

The event was not held last year to enable the Railway to complete repairs to its own fleet – some of which dated back to damage caused by the Haworth floods of August 2004.

This year's event is described as a "three-day spectacular" celebrating classic diesel traction from the 1950s and 1960s.

Joining the resident fleet of Class 08 No. 08266, Class 20 No. 20031 and Class 25 No. 25029 will be visitors Class 37 No. 37175 (see separate story), Class 20 No. D8020, Class 26s Nos. 26024 and 26010 and a DRS Class 47, of which No. 47237 has been requested.

BELOW: What was indicated as the final runs of Riviera Trains-owned Class 47/4 No. 47575 could well prove to be correct. It is rumoured that the locomotive is to be dismantled to provide spare parts for other members of the Riviera fleet. Here, No. 47575, still in its Parcels livery, passes Burrs on the East Lancashire Railway with the 14.25 Heywood-Rawtenstall service on 19 May. *Tom Adams*

News In Brief

■ Readers will remember the story surrounding the theft of the GEC control cards from Class 37/9s Nos. 37905 and 37906. Although the cards have not yet been recovered, replacements have now been obtained and fitted to No. 37906 at Kidderminster and the locomotive has taken power, returning it to working order. The theft is still being investigated however, and anyone with any information should contact the Editorial office

■ In the last issue, it was incorrectly stated that No. D9016 had undergone an engine overhaul at Barrow Hill. We should have stated that only the WIPAC lights had been removed there. Apologies for the error.

TURNING THE CLOCK BACK

Shrewsbury on 28 August 1952

Brian Morrison looks back at the variety that used to surround Shrewsbury in the summer of 1952

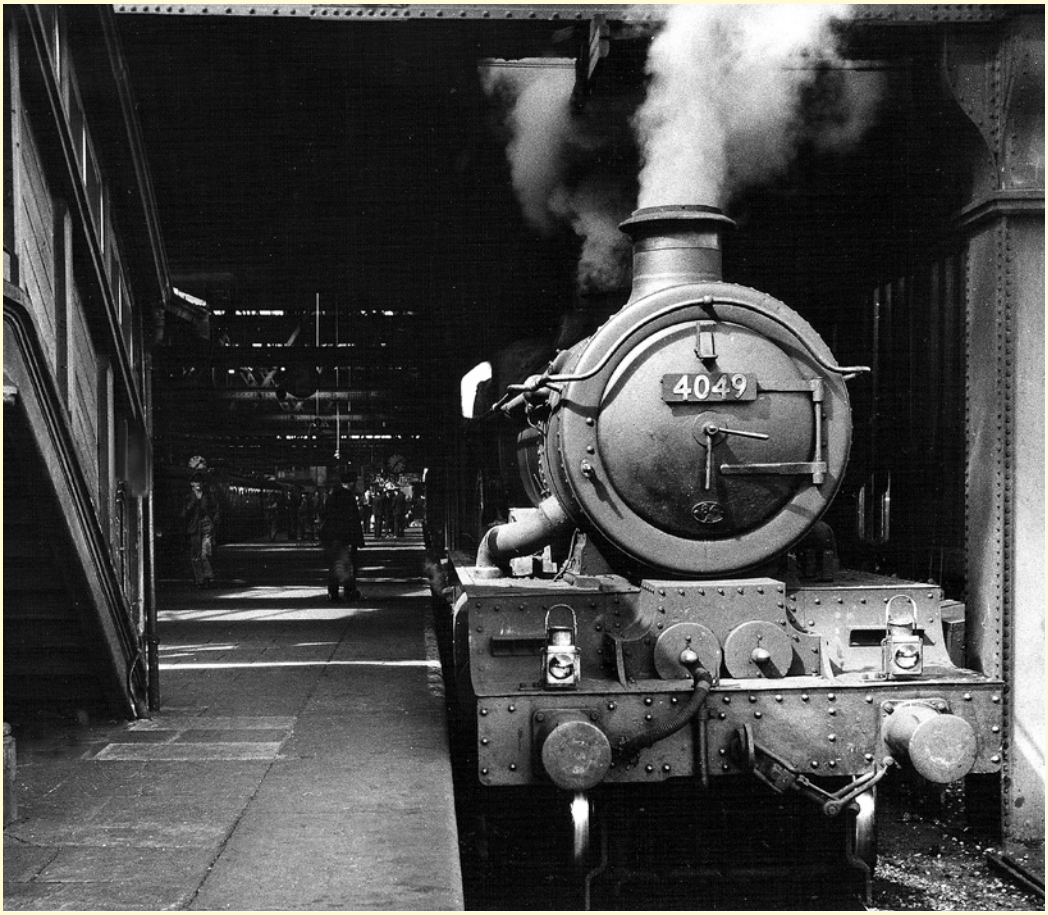
Situated at the hub of lines into north, central and south Wales and within easy rail access of Chester, Crewe and Birmingham, Shrewsbury still sees a wide variety of destinations serviced by its passenger trains.

Regular Manchester to South Wales and Cardiff to Holyhead services are supplemented by local trains to Birmingham, Chester, Aberystwyth and the Cambrian Coast, through the station that once linked London directly with Birkenhead and Aberystwyth. These services are long gone and so are the cross-country trains between the likes of Birkenhead and Hastings, Plymouth and Manchester and Paignton and Liverpool.

No sign remains of the two engine sheds for both Western and Midland Regions – and no trains today to the Severn Valley Railway!

Freight remains reasonably prolific mainly in the hands of the General Motors Class 66s, with the occasional Class 60 making an appearance, and the lines emanating north, east, south and west all carry acceptable levels of services but of course, are now all worked by units.

At the time of this visit the variety of motive power ranged from Prairie tanks to 'Kings' and 'Castles' on Western Region services and from '2P' 4-4-0s to 'Royal Scots' and 'Jubilees' on Midland turns – with many other types in between.



ABOVE: Under the once massive overall station roof, BR Standard Class 4MT 4-6-0 No 75008 has arrived with a train from Cardiff. The youngster pushing the trolley either has a large amount of luggage or is helping out the station porters!

LEFT: Based at Wolverhampton Stafford Road (84A) 'Star' class 4-6-0 No 4049 *Princess Maud* prepares to depart for Paddington from under the Shrewsbury station overall roof that at this time was still in existance.

Railway Exhibition

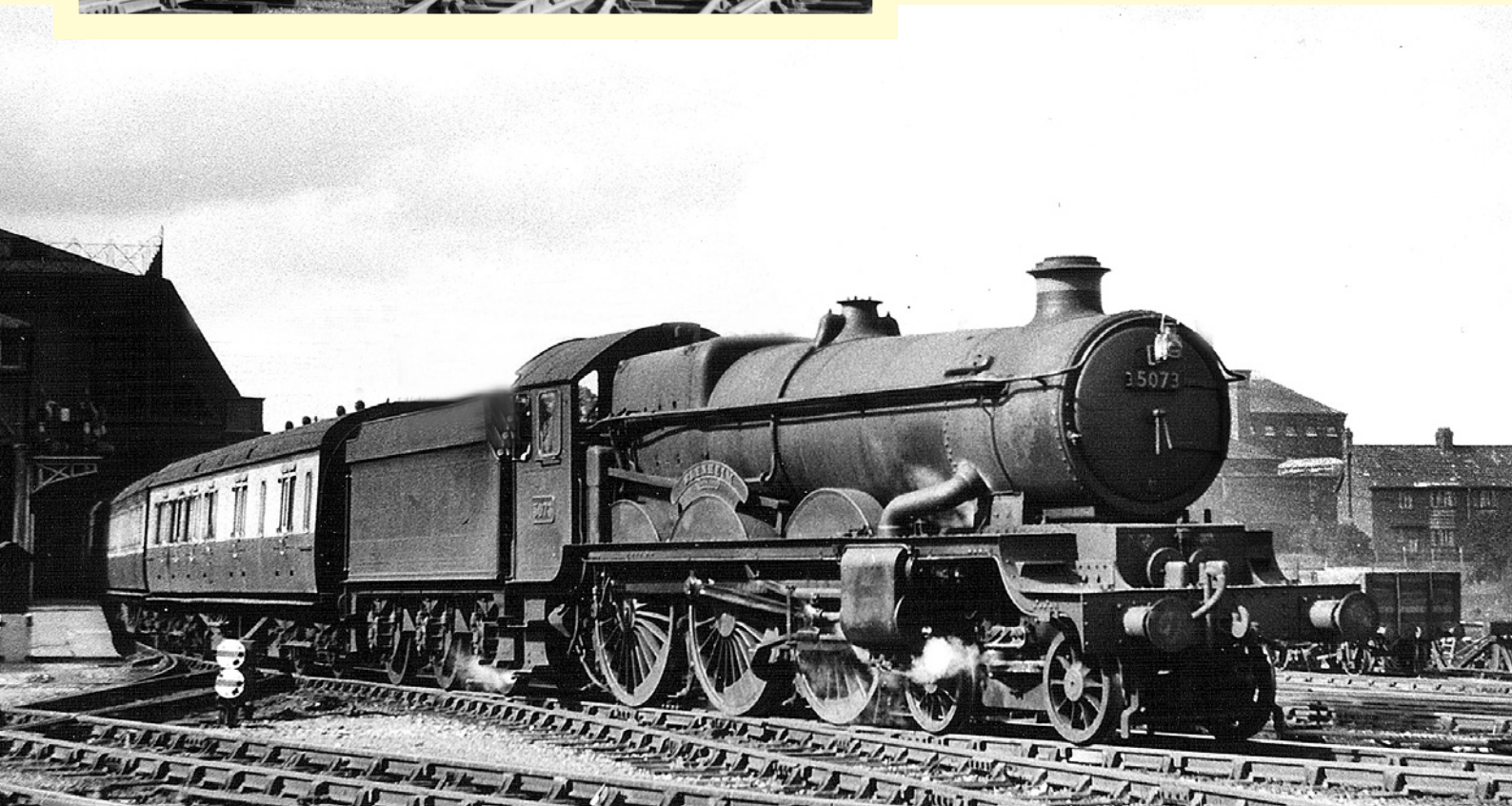
A 40th Anniversary Exhibition, marking the end of steam in Shrewsbury is to be staged in the town at the English Bridge Workshop Gallery, Abbey Foregate, Shrewsbury (Tel 01743 243283) between 21 June – 7 July. The exhibition is being organised by the Shrewsbury Railway Heritage Trust.

The Exhibition will show paintings and photographs of Shrewsbury at the height of the steam age, along with other memorabilia, including old timetables and there will also be a programme of films, illustrated talks and historic heritage walks on evenings throughout the exhibition. It will be open from 10.00 to 16.30 each day and admission will be £1 with a discount for children and senior citizens.

ABOVE: With Shrewsbury Castle showing in the background, the 15.10 service for Pwllheli draws away from the station, powered by 'Manor' class 4-6-0 No. 7802 *Bradley Manor*, a locomotive now preserved on the Severn Valley Railway. In the platform on the left, 2251 class 0-6-0 No. 2234 awaits departure with a train to Welshpool, and on the right 'Black 5' 4-6-0 No 44907 waits for a path with a southbound freight.

LEFT: Hauling the 16.50 stopping train from Shrewsbury to Gobowen is 'Saint' 4-6-0 No 2933 *Bibury Court*. The journey of just over one hour called at the now closed stations of Leaton, Oldwoods Halt, Baschurch, Stanwardine Halt, Haughton Halt, Rednal & West Felton and Whittington (Low Level), the platforms and buildings of some still being in existance, particularly Baschurch, where residents have been endeavouring to have their station re-opened for many years, but so far without success.

BELOW: A mainline express from Birkenhead to London Paddington restarts from the scheduled Shrewsbury stop, headed by 'Castle' class 4-6-0 No 5073 *Blenheim*.



ABOVE: Taking a line on the outside of the overall roof, 5100 class 2-6-2T No. 4118 hauls a loose-coupled freight working for Leamington Spa, the shed at which it was allocated at this time. The many-windowed building in the rear with chimneys is Shrewsbury Prison, a building still extant to this day.

BELOW: Longsight (9A)-allocated Patriot 4-6-0 No 45501 *St. Dunstans* is turned on the Shrewsbury shed turntable to face north again in order to return to Liverpool. This locomotive was one of two 1912 LNWR 'Claughtons' that were rebuilt by Fowler in 1930 as the forerunners of the 'Patriot' class and classified 6P. *All photographs by the author*

On Shed

The shed at Shrewsbury was a joint GWR/LNWR venture, originally given code 4A by British Railways between 1948/9, before becoming 84G from 1949 to 1960. It then became 89A until 1963 and then changed again to 6D until it was closed in March 1967.

Over 100 locomotives were allocated to the shed at this time and other Midland Region types present on this day included Classes 1F 0-6-0T No. 41725, 2F 0-6-0s Nos. 58162 and 58207, 3MT 2-6-2Ts Nos. 40058 and 40098, 3F 0-6-0s Nos. 43621 and 43822, 4MT 2-6-4T No. 42390, G2 0-8-0s Nos. 49051 and 49448 and 'Jubilee' No. 45591 *Udiapur*. Western Region and BR Standard types recorded on the day were R.O.D 2-8-0 No. 3041, 4300 Mogul No. 9314, 'County' 4-6-0 No. 1016 *County of Hants*, 'Grange' 4-6-0 No. 6819 *Highnam Grange* and 5MT 4-6-0 No. 73012.

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