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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 88

Front Cover

Class 14s Nos. D9520 and D9526 power through the cutting approaching the site of Leigh loop with the 11.00 Bishops Lydeard to Minehead on 16 June. *Chris Perkins*

Back Cover

Visiting Mainline Freight-liveried Class 37/0 No. 37219 erupts into life at Toddington shed on 15 June, during the Gloucestershire Warwickshire Railway's diesel gala weekend. *Jack Boskett*

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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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National Rail Timetable

The entire UK National Rail Timetable is now available as a PDF download from the Network Rail website.

Produced in the same fashion as the printed version and ordered by table number, the current timetable is available by clicking here.

The railway by-laws and information for enthusiasts are also available online from the Network Rail website, by clicking here.

EWS aggregate train derails in East Anglia

ABOVE & BELOW: Rail services on the route from Stowmarket to Ely via Bury St Edmunds have been heavily disrupted after an aggregate service became derailed in the early hours of 22 June. EWS Class 60 No. 60068 was in charge of the 21.19 Mountsorrel - Chelmsford LaFarge service when the rear 11 wagons derailed close to the River Ouse between Ely and Soham, around 02.00. The locomotive was not derailed in the incident. There are currently no indications as to why the derailment took place. Rail accident investigators are on-site and British Transport Police are not treating the incident as suspicious. The clear up of the line is expected to take several days. Freight services are being diverted and 'one' Anglia Liverpool Street to Peterborough trains are running as far as Bury St. Edmunds, from where a bus replacement service will be in operation to and from Ely for connecting Central Trains services. 'one' Railway is estimating that these arrangements could last for up to two weeks. *Both: Ian Delgado*

Stagecoach Midland Rail wins East Midlands franchise

Stagecoach Midland Rail Limited is the new operator of the East Midlands rail franchise that will come into effect from 11 November.

The announcement made on 22 June sees the company take over the existing Midland Mainline services from London St Pancras and the eastern section of Central Trains. Over the life of the franchise, seven years and four months, the DfT will receive a premium of £133 million from Stagecoach Midland Rail Limited. The last 16 months are dependent upon the company meeting performance targets.

Like the West Midlands franchise (see separate story) there are benefits to passengers, but also some major shake-ups, delivering benefits to regional groups that were previously outside the 'InterCity' travel market. A new hourly service between Kettering and London will be introduced, increasing the number of off-peak services on the Midland mainline to five trains per hour. It has also been agreed in principle to extend this service to a new station at Corby from December 2008, removing the need to split and join trains at Leicester. Market Harborough will continue to receive a two-train per hour service all day.

From the December 2008 timetable change, there will also be an additional off-peak service each hour from London, allowing a new train service to serve stations south of Leicester.

The new station at East Midlands Parkway will be served by two trains an hour from December 2008, and in what will be seen as a major move forwards for Lincolnshire, a daily direct service between Lincoln and London will be introduced, removing the need for passengers to change trains at Newark for GNER services or Nottingham for MML trains.

There is to be a 9% increase in peak capacity into and out of London St Pancras by 2010, and more carriages on the busiest trains between Nottingham and Liverpool, a service which was rumoured to transfer to First TransPennine Express, but now remains with the East Midlands franchise. To provide the increase in seating capacities, additional rolling stock will be required, but this will be in the form of cascaded vehicles rather than new build.

Stagecoach says that the first morning arrivals into London will be brought foward to provide an integrated connection to Eurostar at St. Pancras International for business passengers travelling to the Continent and that an additional high speed train set will be introduced from June 2012 to increase capacity in time for the Summer Olympic and Paralympic Games.

Journey times between Sheffield, Derby and London will be reduced, saving up to 12 minutes on an average journey between London and Sheffield, and the Community Rail service between Matlock and Derby will be increased to every hour and extended directly to Nottingham.

Franchise plans also show more investment, including the spending of £5 million on station improvements and the provision of an extra 1,250 car parking spaces. Like the West Midlands franchise, smart card technology will be introduced within three years.

West Midlands franchise becomes London Midland

ABOVE: Siemens-constructed Class 350/1 No. 350121 powers south through Harrow and Wealdstone on 21 May with a Northampton to London Euston Silverlink service. This is one of the services that will be taken over by Govia's new London Midland operating company, which also intends to order an additional 37 'Desiro' sets. *Richard Tuplin*

The Department for Transport (DfT) has announced the new operator for the first of three new rail franchises, covering the Cross Country, East Midlands and West Midlands.

The London and Birmingham Railway Limited (a subsidiary of Govia) has been awarded the West Midland franchise, beginning on 11 November this year, and will operate services under the London Midland brand. The contract will run through until 19 September 2015, although the DfT has retained the right to terminate the franchise after six years if the operator is failing to meet agreed performance targets.

London Midland sub-brands will be introduced: London Midland City will cater for the West Midlands cities and regional services and give full prominence to Centro's Network West Midlands brand. The London Midland Express Lines will run on the longer distance routes. A proposal from the operators of the Chiltern franchise to run services to and from Birmingham Snow Hill station was unsuccessful and these operations will be included within the West Midlands franchise.

The new West Midlands franchise combines two existing operations; the Silverlink County services between London Euston and Northampton and the local and regional service groups of Central Trains. A subsidy of £1,127 million will be provided by the DfT over the seven-year period.

A wide range of benefits for passengers are to be introduced with new services, including a semi-fast London to Crewe via the Trent Valley and two trains an hour all day from Liverpool and Northampton to Birmingham from December 2008. In addition an extra 37 four-car 'Desiro' sets are to be built by July 2009 and new Bombadier Class 172 'Turbostar' DMUs will be introduced to replace the existing Class 321 EMUs on the WCML and Class 150 DMUs on the Snow Hill line services respectively, by July 2010. The Class 172s will comprise 12 two-car and 15 three-car sets, while the existing fleet of Class 153 and 170 rolling stock will undergo reliability and interior improvements.

Govia also propose to fit automatic load monitoring equipment to provide reliable data on heavily and lightly-loaded trains, enabling alterations to the train plan to be carried out to alleviate crowding.

Interestingly, following trials several months ago, the new franchisee will also introduce a Parry People Mover operation on the Stourbridge Town line.

The company plan to spend £11.5 million on investment in the stations along the route, together with an extra 3,000 car park spaces. The new franchisee is also committed to delivering increased capacity, better performance and the introduction of smartcard technology by 2010. In a commitment to the environment, the company plan to introduce reduced parking fees for drivers with low-emission cars and free parking for drivers with electric vehicles. Both schemes will have a minimum three year trial.

The West Midlands area will be the first to adopt the new single compensation policy for all passengers. This system is to be introduced nationwide over the coming franchise renewals. The DfT has taken the view that improving Passenger's Charter performance in punctuality and reliability means that under the current discount system an increasing number of passengers receive no compensation for delays. Therefore, discounts in renewal for season tickets valid between one month and one year in compensation for poor punctuality and reliability will be replaced by compensation based on delays to individual journeys, known as Delay/Repay. Under the new system, all passengers will be entitled to claim compensation for all delays, whatever their cause, the compensation being 50% of the price paid for a single-leg journey delayed by between 30 and 59 minutes, a 100% of the price paid for a single-leg delayed by between 60 and 119 minutes; and 100% of the price paid for a return journey delayed by more than 119 minutes.

News in Brief

■ Metro has welcomed the news that Network Rail is backing its idea for a southern entrance to Leeds City station. Metro drew up the original proposal, with a ticket office, barriers and a lift and then remodelled it slightly to fit in with the plans to redevelop the Granary Wharf area. The organisation says it welcomes the news that Network Rail has earmarked £600,000 for the scheme.

■ Open access operator Grand Central has announced that WiFi will be available to all passengers free of charge when its services between London and Sunderland start in September. Grand Central has signed a contract with Icomera to provide the service on its refurbished HSTs. The operator will become the first UK rail operator to offer free WiFi to its passengers in both First and Standard class.

■ Network Rail has committed £1.4 million for detailed design work on its proposals to redevelop Wakefield Westgate station, which includes two new platforms and the lengthening of the existing one, a new footbridge and a range of other improvements..

■ The Forth Bridge became the new face of the Bank of Scotland £20 note from 20 June. The bridge also featured on the £1 coin in 2004.

■ Lymington Town Council has rejected calls from a local couple to close the Brockenhurst to Lymington line! The suggestion was made by two local residents who advised the council that the problems of traffic and increasing congestion in the town could be eliminated if the rail link was closed and removed, being replaced by a shuttle-bus! The local council is in favour of re-opening a former factory halt on the line at Ampress, to serve Lymington New Forest Hospital.

Figures up for First TPE

The results from an independent National Passenger Survey carried out in the spring and published on 5 June, show that TransPennine Express has increased its overall satisfaction score with its passengers for the fourth year running.

The new fleet of Class 185 DMUs scored particularly highly and above the national average in every area. The survey is carried out every three months by Passenger Focus and is completed by 25,000 passengers who rate 32 separate elements of the services provided by train operators on trains and at stations.

TransPennine Express achieved its highest score to date with 89% of passengers expressing satisfaction with the service. Other than the new trains, areas of improvement were in the punctuality of services, cleanliness and personal security.

First Capital Connect honours *Captain George Vancouver*

ABOVE: Accompanied by the Deputy Mayor of Vancouver, Canada, Elizabeth Ball, Councillor Kathy Mellish, Mayor of King's Lynn and West Norfolk draws the curtains to reveal the name on the bodyside of First Capital Connect Class 365 No 365514 at King's Lynn on 22 June. The event was to honour Captain George Vancouver as part of the King's Lynn Captain Vancouver Festival and in celebration of the 250th anniversary of his birth. *Brian Morrison*

Teenager injured in rail accident

An 18-year-old girl was struck by a Totton to Romsey passenger service at Chandler's Ford on 20 June.

The girl is being treated at Southampton Hospital. British Transport Police, who are investigating the incident, say that it is not being treated as suspicious.

New aggregate and coal contracts between EWS and CEMEX

Building materials solutions company CEMEX UK has awarded a six-year contract to EWS Construction for its entire rail freight haulage requirements for aggregates and coal.

The new partnership will enable CEMEX UK, which has doubled its use of rail freight in the last five years, to accommodate further rail growth as part of its commitment to sustainable development.

A key element of the new contract is the replacement of CEMEX's existing traditional rolling stock of 89 freight wagons with EWS Construction's new, high capacity, track-friendly wagons that will be painted in CEMEX liveries. This increase in wagon capacity will enable CEMEX to move more material using fewer trains, thus reducing fuel consumption and the number of journeys made. The first wagons bearing the CEMEX logo were on the railway network from the beginning of June.

The company is committed to rail transportation and has an extensive network of railheads and depots across the country, from Selby in the north to Acton in the south and as far east as Norwich. The new contract is complemented by other planned investments in CEMEX's rail infrastructure, including additional loading capacity at Dove Holes. Rail movements account for over 50% of Dove Holes' output.

Additional investment is planned with new depots being built during the course of 2007 and 2008, further endorsing rail as a key element of CEMEX logistics strategy.

Terms and new operational solutions for the coal freight haulage will be implemented by autumn this year, which will see larger higher-capacity trains operating between Immingham and Rugby, thus reducing the overall number of rail movements.

It is anticipated that all initial changes with the new EWS Construction contract will be completed by early autumn to coincide with the first batch of 48 CEMEX wagons becoming operational.

The balance of the new wagons will be brought into service during the first half of 2008.

Moving times ahead for GNER headquarters?

GNER could be looking for new headquarters after the owners of its building revealed it may become a luxury hotel!

According to reports in the *York Press*, York Investors LLP, which purchased the historic Grade 2-listed 101-year-old building for £14 million in 2005, have plans to revamp the complex. Alex Monroe, from Leeds-based property consultants KnightFrank, which is handling the planning, said York Investors LLP is considering its options. He told *York Press;* "We are trying to get the right combination of uses in there to do something which is commercially viable and also long-term, and a hotel is clearly an option. We have had discussions with people and it is ongoing. There is some good interest on that basis. Demand for hotels in York is still strong because the city walls are where they are and operators are few and far between."

Mr Monroe said there were two or three options on the drawing board, which will be reviewed over the next three to six months. He said the firm was looking to see whether more 'leisure uses' could be incorporated into the ground floor, and a shortage of high-quality office accommodation in the city centre could lead to a revamp along those lines.

The original York railway station and the original station hotel, now known as West Offices, were built in the 1840s and were converted into offices when the present-day station was constructed in 1877. Work started for the North Eastern Railway on the opposite Edwardian Grade II-listed main headquarters, where GNER is based, in 1900 and took six years to finish. They were originally the offices for the North Eastern Railway Company.

GNER told the York-based newspaper that it was not aware of any plans and the company and its potential successor, remained committed to the historic city.

IFW awards

A project by EWS Network to increase rail container services at the Port of Southampton has won the Innovation Award at the *International Freighting Weekly* awards.

The work undertaken includes trebling the number of containers that the EWS terminal can handle each year.

Competitor Freightliner, was awarded the prestigious Rail Freight Award for the third year running and the sixth time in ten years!

Metronet aims to recover costs

Metronet Rail BCV Ltd announced on 21 June that notice had been given to London Underground of its intention to invite the PPP Arbiter to conduct an Extraordinary Review.

The move is being made to recover the significant additional costs involved in the project to renew the London Tubes' Bakerloo, Central, Victoria, and Waterloo & City lines. The process is complicated, as in line with the directions of the PPP Service Contract, phase one requires Metronet and London Underground to consult for a period of up to 10 business days with a view to agreeing the form and conduct of the review. At the end of that period, or earlier if both parties agree, Metronet will provide a Reference Application Notice to the Arbiter, together with its statement of case and initial submission.

Metronet says that during the first four years of the Contract, the costs of Metronet Rail BCV have been considerably higher than was anticipated by London Underground and Metronet at the time the contract was awarded, and that the issue of 'additional costs' is clearly provided for in the PPP contracts.

Given the scale and complexity of the Tube's renewal programme, the company goes on to say that the contracts provided a proper mechanism to deal with this question. The Extraordinary Review is the process created to enable the recovery of these costs. A further announcement, including details of the costs that Metronet is trying to recover from London Underground, will be made after the conclusion of the consultation period.

Working in partnership with London Underground, Metronet has responsibility for renewing nine of the twelve lines on the entire network and will spend £17 billion during its 30-year contract. Some £8 billion of this is being spent during the first seven-an-a-half years on new trains, new track, new signalling and refurbished and modernised stations.

The company's shareholders are Atkins, Balfour Beatty, Bombardier, EDF Energy and Thames Water. Metronet's business has a staff of some 5,250 people.

With no trams, Leeds goes for trolleybuses!

Following the news that Leeds Supertram has been dropped, Metro has welcomed the decision by the Yorkshire and Humber Assembly's Regional Transport Board to back its plans for a brand new trolleybus system in Leeds.

"Gaining the Regional Transport Board's financial backing is a huge step forward in our plans to develop what will be the UK's first new trolleybus scheme in Leeds," said Metro Director General Kieran Preston. "It means we have an agreed funding source, which combined with the DfT's acceptance of our business case could mean that people will be riding on state-of-the-art trolleybuses by 2011."

Developed as part of the £4.5 billion, 25-Year Transport Vision for the Leeds City Region, the 20km trolleybus network, which is being dubbed New Generation Transport, is based upon the routes planned for Leeds Supertram. As well as a city centre loop, there is a north route through Headingley, a south route to Stourton and an eastern route which takes into account housing and regeneration to the east of Leeds. All of these routes would connect to 'Park and Ride' facilities .

Services would be operated by state-of-the-art, fully accessible tram-style vehicles which pick up their power supply from overhead wires. This would give the network the sense of permanence associated with tram systems while at the same time reducing climate change emissions and avoiding future reliance on fossil fuels.

Other benefits of these vehicles include high performance, low noise, air quality benefits and low maintenance costs.

Drawn up as an alternative to the Leeds Supertram scheme, the New Generation Transport network would deliver many of the congestion-beating benefits that Supertram would have provided, with greater flexibility for future extension into other areas. Independent advisers have calculated it would deliver a Benefit/Cost ratio which meets the requirements of the Department for Transport (DfT), which would expect to fund the scheme from its regional funding allocations with a 10% local contribution.

Members of the regional board have endorsed the first £150 million phase of a £300 million bus rapid transit scheme from the regional funding allocation at a meeting on 14 June. A full business case will be submitted to the DfT later this year.

Subject to its agreement, a Transport and Works Act approval and a successful inquiry, construction work on the scheme could start in 2010, with phased completion in 2011/12.

Supertram extension through Supertramlink Bus!

Through services on Stagecoach Supertram have reached through to Oughtibridge, Deepcar and Stocksbridge from 18 June.

The extension comes in the form of a low-floor bus-link which connects with the supertram at Middlewood 'Park & Ride' stop and runs Monday to Saturday with a peak frequency of 10 minutes.

Like the trams, the bus drivers will be in contact with the Supertram control room and will also feature GPS which will allow Stagecoach to 'see' where all the buses are, making the link-up between tram and bus as seamless as possible.

Single, return and 'Dayrider' tram tickets are valid on the new link bus.

The Railway Herald Newsreel

Sarah Siddons Handover

Many thanks to the thousands of readers who viewed the new 'Railway Herald Newsreel'. The figures showing how many people had watched the video special exceeded our expectations!

Thanks also go to those readers who provided us with very helpful feedback on what they would like to see in the future and how the new 'flash' video system worked.

We are currently working on plans to develop the newsreel system providing news stories and special features. More details on these will be announced over the coming weeks.

If you have not seen the newsreel report on the *Sarah Siddons* handover yet - then Click here!

BELOW: The Northern Line of London Underground celebrates its centenary on 24 June with three special workings of its preserved 1938 Stock. Three special trips are operaing from Golders Green, the first of which departs at 10.44 and runs via Charing Cross, Mill Hill East and Kennington. The second and third circuits, follow the same route, departing at 14.03 and 18.03. Present-day trains for High Barnet and Mill Hill East await departure from Morden on 20 June, 1995 Stock Driving Cars Nos 51558 & 51668 leading. *Brian Morrison*

Work starts on Airdrie - Bathgate Rail Link project

Transport Scotland and Network Rail marked the start of advance works on the Airdrie-Bathgate Rail Link on 21 June with a ceremonial sod cutting event at Livingston North Station.

Stewart Stevenson MSP, Minister for Transport, Infrastructure and Climate Change and Ron McAulay, Network Rail's Director Scotland, marked the start of work on-site with the removal of the first shovel of soil.

The building work will ultimately result in a brand new £300 million line between Airdrie and Bathgate. Th first phase of works will include earth moving to allow for double tracking of the existing route between Bathgate and Edinburgh and upgrading of Livingston North and Uphall stations.

It is anticipated that all work will be complete and services running on the new railway in 2010. This will bring an increased number of services and faster journey times.

Manchester Improvements

Major improvements for passengers at Manchester Victoria have come a step closer as Network Rail has announced the preferred bidder for work to upgrade the station.

Amec Developments Ltd & Morley Fund Management have been selected by Network Rail to prepare detailed designs as part of a master plan to upgrade the station and surrounding area.

The final development will follow a full consultation with local stakeholders and the travelling public and form part of a scheme to regenerate the area. It is expected to cover around 800,000 sq feet, incorporating a mixture of office space, retail and housing. Network Rail will secure major improvements to the city's second largest rail station, including essential work to upgrade the station roof and refurbishment of the concourse area. Passengers can expect to benefit from improvements to the station in the early stages of development.

Network Rail has been working closely with Manchester City Council and the local Passenger Transport Executive in order that development at the station supports wider transport links and the regeneration of an important part of the city.

GatEx and Southern to merge in June 2008

Following the announcement by the Department for Transport (DfT) in April that the Gatwick Express services were to be incorporated into the Southern franchise from May next year, it has been confirmed that this will now take place from 22 June 2008.

The current Gatwick Express franchise will terminate on that date and be integrated with the Southern franchise. The DfT has secured a financial agreement for the amalgamation that is at least as favourable as the existing agreements. The new agreement also secures extra peak capacity into London and a new hourly direct service between Brighton and Southampton, which Southern will introduce in December this year.

The Gatwick Express will continue to operate its current service between Gatwick and London Victoria until December 2008 when a new-style service will be introduced. It will retain the same branding and the same frequency, with non-stop service between Gatwick Airport and London Victoria every 15 minutes. However, it will also run beyond Gatwick to Brighton at the busiest times of day, doubling the number of London-Brighton express trains in the high peak. Extra carriages for this service will be provided by the leasing of Class 442 vehicles that are currently not in use.

The Gatwick Express franchise is expected to generate annual revenue of approximately £66 million at the outset. As part of the successful negotiations between Southern and the DfT, agreement has been reached on future subsidy payments to Southern which reflect the fact that Gatwick Express pays a premium. Southern will continue to be a subsidised railway under the new arrangements.

The enlarged Southern franchise will now expire in September 2009, three months earlier than planned, so that the major South London timetable changes necessary to accommodate the East London Line extension can be implemented in December 2009.

Victa Westlink livery takes to the rails for WSR display

BELOW: The newly reliveried Class 47/4 No. 47832 passes Oakley on 14 June, leading a Derby to Old Oak Common 'light engine' movement. Behind the lead '47' are Class 31 No. 31128 and Riveria Trains' Class 47/4s Nos. 47815, 47805 and 47843. No. 47832 later worked down to Minehead on the West Somerset Railway, where the locomotive was on display over the weekend. *Andy Shatford*

News in Brief

■ First Great Western is providing thousands of extra seats for this year's Henley Royal Regatta. More than 10,000 people are expected to travel by train to attend the five-day event from 4-8 July. FGW will help meet the demand for travel by doubling the number of services between Twyford and Henley-on-Thames to provide two trains every hour on the branch line. Further direct trains will run from London Paddington to Henley and there will also be connections from Oxford and Reading.

■ 'one' railway and the Essex and South Suffolk Community Rail Partnership are supporting the Crouch Valley Line Festival on 24 June, with events taking place at various stations along the route.

■ Eurostar has welcomed the publication of a report calling for the construction of a second UK high-speed link - HS2, which would connect into HS1, itself due to open in November. The authors of the new report argue that High Speed 2 would dramatically cut rail journey times between Manchester, Birmingham and London.

■ Freightliner Intermodal named one of its newest Class 66/5 locomotives at Southampton on 13 June. Class 66 No. 66594 becoming *NYK Spirit of Kyoto*, marking the desire of Freightliner and logistics operator NYK to work together to reduce greenhouse gas emissions.

■ London & Continental Railways has awarded UK-based digital network company Cityspace the contract to install and manage a wireless broadband network in St. Pancras International. Two floors of the station will be 'flooded' with Wi-Fi enabling passengers to enjoy high speed connectivity on a range of devices.

DRS & West Coast Railway Company return more locos to traffic

LEFT: Adding to its existing fleet of Type 4 traction, West Coast Railway Company's recently obtained Class 47/7 No. 47790, now repainted and renumbered back to Class 47/4 No. 47804, made its first revenue-earning run on the National Network on 22 June. The locomotive, pictured here, was used in 'top and tail' mode with classmate No. 47851 *Traction Magazine* to power an ECS working from Carnforth to Lincoln in preparation for the following day's steam charter to Carlisle. The train departs from the sidings at Carnforth.

BELOW: Direct Rail Service's third 'Heavyweight' Class 37/5 to return to the fray was released from Brush Traction, Loughborough, on 21 June. No. 37688, previously named *Great Rocks* when operated by Railfreight Construction and dedicated to Peak Forest aggregate workings, joins classmates Nos. 37510 and 37515 in the DRS pool. The locomotive is pictured near Carnforth behind Class 66/4 No. 66415. *Both Andrew Naylor*

Eurostar loans Class 73 to Barry project

Eurostar is to loan out a Class 73 locomotive to help support a Welsh regeneration initiative.

The locomotive will be moved to Barry in South Wales, where a workshop is being developed to facilitate local heritage skills and training opportunities, once the Eurostar operation moves to HS1 and Temple Mills, as the Class 73 will then become redundant.

It is hoped that the workshop and the training it provides will play a central role in providing local youngsters with key skills which will help prepare them for a career in the rail or transport industries.

To commemorate the loan of the locomotive it has been named *Pride in Barry*.

Additional Class 321 EMUs for 'one'

'one' railway has leased two additional Class 321 EMUs from Silverlink County for six months.

The units will provide additional capacity on peak Metro services between Shenfield and London Liverpool Street, while refurbishment of the 'one' fleet continues.

BELOW: Pictured at LNWR Crewe on 12 June is the latest addition to the Network Rail electric fleet, in the form of Class 86/4 No. 86424. The locomotive has been repainted into Network Rail's yellow livery, although Railway Herald understands that the locomotive is not yet complete internally. No. 86424 is restricted to 60mph. *Ken Parker*

Lord Nelson returns to Folkestone Harbour

ABOVE: At the head of a Kingfisher Railtours charter, the National Collection's ex-Southern Railway 'LN' class 4-6-0 No. 850 *Lord Nelson* starts the attack on the climb out of Folkestone Harbour, taken from the roof of the former German Consulate in Folkestone. The charter had arrived at the port from London Victoria via Bromley and Maidstone with an EWS Class 67 hauling the train from Folkestone East down to the Harbour. *Tim J. Godden*

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.co.uk. **Information is understood to be correct at the time of going to press.**

REGULAR SCHEDULED STEAM OPERATION

Date	Service	Operator	Route	Traction Pool
19-21 Jun	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	61264 or 75029
25Jun-14 Jul	Jacobite	West Coast Rly Company	Fort William - Mallaig & rtn.	62005 or 45231
26-28 Jun	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	61264 or 75029
3-5 Jul	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	61264 or 75029

INDIVIDUAL CHARTER SERVICES

Date	Operator	Traction	Route
23 Jun	Hertfordshire	GBRf 87	London KX-Potters Bar-Stevenage-Peterborough-Alnwick and return
23 Jun	Past Time Rail	6201	(St.Albans-Preston)-Appleby-Carlisle (break/rev)-(Shap-Preston and return)
23 Jun	Past Time Rail	tbc	Derby-Birmingham NS-Barnt Green-Cheltenham Spa-Bristol TM-Par and return
23 Jun	Pathfinder Tours	D1015	Birmingham Int-Birmingham NS-Barnt Green-Bristol TM-Penzance and return
23 Jun	PMR Tours	6233	(Lincoln-Stoke on Trent-Crewe)-Crewe-Shap-Carlisle (break/rev) and return
23 Jun	Railtourer	2xWCRC 47	Scunthorpe-Doncaster-Peterborough-Brighton and return
23 Jun	RTC	45407	Manchester Victoria-Bolton-Preston-Shap-Carlisle (break)-S&C-Manchester Victoria
23 Jun	RTC	850	East Croydon-Hove-Worthing-Westbury-Bath Spa-Bristol TM (break/rev) and return
23 Jun	Steam Dreams	71000	London KX-Stevenage-Peterborough-York (pu/sd)-Durham-Newcastle and return
24 Jun	Branch Line Society	2xClass 508	Rock Ferry-Birkenhead Ctl-Bidston-Southport-Chester-Liverpool Central Loop Platform
24 Jun	Vintage Trains	4965&50049	Tyseley Warwick Road-Tamworth-Burton upon Trent-Melton Mowbray-Oakham-Corby-Kettering (rev)-(Melton Mowbray)(Break)-Melton Mowbray-Loughborough-Burton upon Trent and return
24 Jun	Vintage Trains	4965&50049	Melton Mowbray-Harringworth-Kettering and return
27 Jun	RTC	6024	Bristol TM-Newport-Cardiff-Carmarthen(Tenby-Pembroke Dock) (break/rev)-Pembroke Dock-Tenby (break)-Cardiff and return
27 Jun	Steam Dreams	850	London Victoria-Clapham Junction-Staines-Bath-Bristol TM and return
30 Jun	Hertfordshire	tbc	Colchester-Witham-Chelmsford-Stratford-Finsbury Park-Keighley and return
30 Jun	Kingfisher	2x EWS Cl37	Ealing Broadway-Leamington Spa-Coventry-Birmingham Intl.-Aberystwyth and rtn
30 Jun	Past Time Rail	6201	(Gloucester-Crewe-Preston-Shap-Carlisle (break/rev))-Appleby-Preston-(and return)
30 Jun	Past Time Rail	76079&34067	(Worcester Shrub Hill)-Shrewsbury-Central Wales Line-Newport-(and return)
30 Jun	RTC	850	London Waterloo-Woking-Basingstoke-Salisbury-Exeter and return
30 Jun	RTC	45407	Manchester Vic-Bolton-Shap-Carlisle (break)-Appleby-Blackburn-Bolton-Manchester Vic
30 Jun	Steam Dreams	tbc	London KX-Stevenage-Peterborough-York-Newcastle upon Tyne-and return
01 Jul	Past Time Rail	76079	(Minehead-Taunton-Weston-super-Mare)-Bristol TM-Bath Spa-Salisbury-Brighton-Salisbury-(and return)
01 Jul	Vintage Trains	4965	Birmingham Snow Hill-Tyseley-Stratford-Upon-Avon and return (one trip only)
02 Jul	Vintage Trains	4965	Tyseley WR-Walsall-Crewe-Rhyl-Llandudno Jn-Bangor-Holyhead and return
03 Jul	Steam Dreams	34067	London-Clapham Junction-Staines-Reading-Warwick-Stratford upon Avon and rtn
06 Jul	Past Time Rail	34067&76079	London Victoria-Woking-Weymouth and return
06 Jul	RTC	71000	London Victoria-Midland Main Line-Hope Valley-Manchester
07 Jul	Railtourer	48151	Hull-Doncaster-Lincoln-Cleethorpes (break/rev) and return
07 Jul	RTC	60019	London KX-Stevenage-Peterborough-York (sd/pu)-Scarborough-London KX
07 Jul	RTC	6233	Liverpool Lime Street-St. Helens-Wigan-Preston-Shap-Carlisle-S&C-Blackburn-Wigan-St. Helens-Liverpool Lime Street
07 Jul	Steam Dreams	34067	London Victoria-Alton (for Mid-Hants Gala)-Portsmouth-Waterloo

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.

News in Brief

■ Two forthcoming charters, both operating on 30 June, have been postponed. Firstly, the Railway Touring Company's 'Atlantic Coast Express' from Waterloo to Exeter with No. 850 *Lord Nelson* has been put back to 15 September due to pathing problems between Yeovil and Exeter and also because No. 850 is out of gauge at Sherborne. No. 34067 *Tangmere* will be the traction on 15 September. Meanwhile, Past Time has also postponed its 'Welsh Dragon' to a date to be announced. No reason has yet been given, but the fact that one of the locomotives, No. 34067 *Tangmere*, has been re-directed to a Steam Dreams operation on the same day may have some bearing on the matter. The train was due to be double-headed with BR Standard 4MT 2-6-0 No. 76079, which would be unable to operate the train by itself and there is nothing else available as its normal partner, Black 5 No. 45407, is working elsewhere on that day.

■ No. 55022 *Royal Scots Grey* is unavailable for this weekend's tour from Linlithgow to Wick and Thurso in tandem with Class 40 No. 40145 for the SRPS. While the engines are fine 'other problems' prevented the load bank test taking place. West Coast's No. 57601 will deputise.

■ Unconfirmed reports suggest that Bert Hitchen's Black 5 No. 45231 has been sidelined at Fort William with a slipped tyre. Currently no other information is available except it has been suggested that a replacement in the shape of Ian Riley's Black 5 No. 45407 could move to Fort William as soon as its mainline obligations on 30 June are completed.

The Week Ahead

Despite two charter postponements (see separate story) there is still plenty of railtour action for the forthcoming weekend of 30 June and 1 July.

Steam Dreams is certainly busy with three tours in a week commencing on 27 June, with No. 850 *Lord Nelson* heading for Bath and Bristol from London Victoria, followed on 30 June with No. 34067 *Tangmere* deputising for the unavailable No. 71000 (see separate story) . The train is diesel -hauled throughout between King's Cross and Newcastle, and steam-hauled throughout on the return. This is due, no doubt, to this being *Tangmere's* first run since overhaul at Bury, where it currently resides. Steam Dream's trio is concluded on 3 July, again with *Tangmere*, this time operating from London Victoria to Oxford, Warwick and Stratford-upon-Avon.

Past Time has a busy weekend, even after the postponement of its 'Welsh Dragon', as on 30 June the company has No. 6201 *Princess Elizabeth* southbound over the S&C on a tour which originates at Gloucester, while the following day sees the mainline return of BR Standard Class 4 2-6-0 No. 76079 from a slightly prolonged overhaul operating from Minehead via Taunton and Salisbury to Brighton.

The Railway Touring Company also head for the Northern Fells with LMS 'Black 5'No. 45407 from Manchester Victoria via Blackburn and the S&C to Carlisle, returning southbound over Shap and the WCML.

The return of Vintage Trains' 'Shakespeare Expresses' commences on 1 July with a slightly reduced programme, as due to engineering work later in the year, the service will operate each Sunday until 2 September. Also, further engineering work means that only the afternoon train will operate on 1 July. Thereafter it will be the usual two train service that now offers a round trip option from Henley-in-Arden. Trains are booked to run outwards via Shirley and Henley and back via Dorridge and Solihull.

The Cambrian Coast is the destination for Kingfisher, utilising a pair of EWS Class 37s from Ealing Broadway, via Banbury, Coventry and Wolverhampton to Aberystwyth. Incidentally, following the roaring success of its 'Golden Arrow' charter on 16 June, which featured two assaults of the incline from Folkestone Harbour, the company report sales on its three other trains to Folkestone Harbour as being very buoyant.

Hertfordshire meanwhile operate from Colchester to Keighley, with transfer options to Grassington or the Keighley & Worth Valley Railway, while Heartland Rail will hopefully run its re-dated excursion from Bristol Temple Meads to Glasgow Central. Riviera and Cotswold Class 47s respectively should provide the motive power for the excursions.

Duke of Gloucester out of traffic until November

Bury-based No. 71000 *Duke of Gloucester* has been withdrawn from mainline service until at least November.

While the investigation of the cause of the locomotive's failure when working the Railway Touring Company's (RTC) 'Cumbrian Mountain Express' at Penrith on 9 June has still to be completed, a problem with leaking small tubes has been identified.

An option was to repair the tubes and confine the locomotive to heritage lines, but the Board of the 71000 Trust has decided to bring forward an intermediate overhaul and replace all the small tubes. These have been sourced in Germany, but the earliest delivery date quoted is October thus making a return to traffic before November highly unlikely.

The loss of No. 71000 from the mainline pool could not have come at a worse time, as the locomotive was one of three rostered for RTC's 'Scarborough Spa' and 'Cumbrian Mountain Expresses' during July and August.

Replacements will be No. 850 *Lord Nelson* on the second week of operations (31 July-2 August, plus the 'Cumbrian Mountain Express' (CME) on 4 August), No. 60019 *Bittern* on week four (14-16 August plus the CME on 18 August), with the proviso that No. 850 will deputise if *Bittern* is not ready. No. 60019 is also scheduled to cover the final week from 27–30 August, plus 'The Hadrian' on 8 September.

Meanwhile, the company's 'Scarborough Flyer' from Mill Hill on 21 July will now feature No. 6201 *Princess Elizabeth* from Leicester through to Scarborough and back as far as Derby.

BELOW: Carnforth based ex-LMS 2-8-0 '8F' No. 48151 *Gauge O Guild* heads 'The Dalesman' charter over Ais Gil Viaduct on the outward leg on 10 June. *Charlie Robbins*

Scottish Charters

ABOVE: With the gorse in full flower, West Coast Railway Company Class 47/4 No. 47854 passes the eastern end of Loch a'Chuilinn with the 08.45 Kyle of Lochalsh - Carrbridge 'Royal Scotsman' on 9 June.

BELOW: EWS Class 37/4s Nos. 37410 and 37406 pass Portnacloich with Pathfinder Tours, 13.15 Inverness - Kyle of Lochalsh 'Orcadian Weekend' charter on 9 June. The two excursions giving the rare sight of three 'heritage' locomotives on passenger workings in the Highlands on the same day. *Both: Neil Gibson*

Stock Workings

ABOVE: EWS used Class 37/4 No. 37410 for a Bescot - Long Marston trip working on 19 June, moving wagons for storage. With the consist looking more like a speedlink freight from days past, the train arrives at its destination. *Peter Tandy*

BELOW: On 18 June, Riveria Trains' Class 47/4 No. 47853 *RAIL Express* powers an Ilford - Plymouth Laira stock move, conveying two HST Mk3 trailers following refurbishment. The train, which was diverted via the Berks & Hants route at the last minute, is picured passing Berkley Marsh, near Frome. *Tom Curtis*

Success for West Somerset Railway 'Mixed Traffic' weekend

The West Somerset Railway held a highly successful 'Mixed Traffic weekend' over 15-17 June with over 3,255 passengers visiting the railway.

A wide range of steam and diesel locomotives were in operation. The theme of the weekend was Western Region in 1965, the period when steam was finally giving way to diesels in the West Country, and to this end the WSR turned out a fleet of diesel locomotives appropriate to the period. The Williton-based, Diesel and Electric Preservation Group's fleet of 'Western' No. D1010 *Western Campaigner*, Class 14 No. D9526, Class 47 D1661 *North Star* and Class 25 D7523 were joined by visitors 'Warship' Nos. D832 *Onslaught* and Hymek No. D7076 were guests from the East Lancashire Railway and Class 14 'Teddybear' No. D9520 from the Nene Valley Railway.

Two of the WSR's resident diesel shunting locomotives worked passenger trains between Minehead and Dunster on the Saturday and limited steam duties were undertaken by GWR 'Praries' Nos. 4160 and 5553.

An added attraction was the appearance of 'Western' No. D1015 *Western Champion* on the Saturday with an enthusiasts charter from London.

The West Somerset was one of the heritage lines that pulled back from diesel events in 2006, with its last diesel gala having been in 2005. The figures for this year's event show encouraging results and the line may return to special diesel events in the future.

ABOVE: On 16 June, a not quite eco-friendly No. D7076 departs Crowcombe Heathfield with the 17.25 Bishops Lydeard - Minehead service.

LEFT: Visiting 'Warship' No. D832 *Onslaught* passing through Leigh Woods on 17 June with a Bishop's Lydeard bound service.
Both: Brian Garrett

ABOVE: With Driver Bob Tiller at the helm, the WSR's resident 'Western' No. D1010 *Western Campaigner* pilots No. D1015 *Western Champion* through Bicknoller, between Williton and Crowcombe, with the return leg of a Past Time Rail, Paddington - Minehead charter. No. D1010 would be removed at Bishops Lydeard, leaving No. D1015, which was also carrying the number D1051 and *Western Ambassador* plates (on the opposite site to our photographer), to continue onto the National Network. *Brian Garrett*

LEFT: Class 25 No. D7523 departs Watchet and passes the Cricket Club with the 10.05 Minehead to Bishops Lydeard on 16 June.

BELOW : Class 47/4 No. D1661 *North Star* passes Castle Hill with the 14.40 Minehead to Bishops Lydeard on 16 June. *Both: Chris Perkins*

ABOVE: Class 37/3 No. 37324 *Clydesbridge* and Class 37/0 No. 37219 approach Winchcombe at the head of the 14:40 Cheltenham Racecourse to Toddington service on 16 June. *John Thompson*

Successful transport festival for Barry Island Railway

The Barry Island Railway (BIR) hosted a succesful Transport Festival, in conjunction with the Cardiff Transport Preservation Group, over the weekend of 9/10 June.

The weekend was blessed with hot weather, the event seeing a significant increase in visitors over last year's event. No. D9521 made a return to traffic following the winter planned maintenance, which this year included replacement of the turbo.

Class 47/7 No. 47768 made its preservation debut on brake van rides during the morning over the BIR network, then operated shorter brake van trips at the former Barry EWS Depot for the remainder of the day. Since the event, further work has been carried out on the loco by the D9521 Locomotive Group and it is hoped that the '47' will feature at the August Diesel Weekend in full passenger service. The Barry Railcar Project's Class 108 and 117 DMUs were also in service for the weekend with the Barry shed pilot, Hunslet 0-4-0DM 6688 of 1968. being on display for the first time.

With the popularity of the brake van rides, it is likely that these will become a regular feature at the railway's diesel events.

News in Brief

■ The centre car for the North Yorkshire Moors Railway's Class 101 DMU, TSL No. E59359, was the subject of a vandal attack on 17 June. All the east side walls, inside and outside windows and floor were covered in orange paint and two seats were badly damaged with a saw. Help has been received from the Keighley & Worth Valley Railway to allow the coach to enter NYMR traffic as soon as possible. Local police are investigating the incident.

■ The South Devon Railway has just completed the supply of the latest batch of new copper plates for various locomotive's fireboxes. Locomotives to benefit will include, BR Standard 4MT 4-6-0 No. 75014 for the Paignton & Dartmouth Railway, BR Standard 7P 4-6-2 No. 70000 *Britannia* and the NRM's LNER A3 No. 4472 *Flying Scotsman*. It is no longer possible to buy finished copper sheets from a single British manufacturer as the production capacity no longer exists and foreign company now have to be used.

Barry Island Railway
01446 748816
www.valeofglamorganrailway.co.uk
Rail Ale
WHISTLE STOP
Saturday 23rd June
12pm till 8pm
Sunday 24th June
12 till 5pm
£3 entrance fee
with free
souvenir glass
STEAM
BBQ music, games & quizzes
Railway Themed Ales
At Barry Island Station
CAMRA CAMPAIGN FOR REAL ALE
All dates subject to operation availability
Charity No. 508105

SUMMER EVENING STEAM EXCURSIONS
Saturdays 30th June-28th July
To compliment our daily services, we are running summer evening steam trips, with drinks and meal deals at local Inns to ease you on your way!
NYMR
Departing Whitby Station Saturdays in June & July 6pm
FARES: £15 per adult £25 per couple
NORTH YORKSHIRE MOORS RAILWAY
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Info: 01751 472508 email: info@nymr.co.uk website: www.nymr.co.uk
Britain's most popular Heritage Railway –Recreating History every day

Spa Valley shuttles

In 1956, the Southern Region recast the timetables in the area around the Sussex and Kent borders to try and win back traffic from the motor vehicle.

Tunbridge Wells was the hub of four former LB&SCR lines radiating from the town's West station. Each line received an hourly service with a common route between Groombridge and Tunbridge Wells West. The result was an average of a steam hauled train every 15 minutes between the two stations.

To celebrate the 10th anniversary of the re-opening of the line between the two stations, the Spa Valley Railway is aiming to return the sight of a steam hauled departure from Groombridge about every 15 minutes.

On 26/27 August, in addition to the timetabled workings to and from Tunbridge Wells, a steam-hauled shuttle service will run to & from Birchden formed of the railway's SR 'Queen Mary' brake van.

ABOVE: On 16 June, Class 37/9 No. 37906 worked 11.50 Bridgnorth - Kidderminster pictured passing Northwood Lane on the approach to Bewdley. *Roger Cutts*

Severn Valley Railway devasted by flood waters

The Severn Valley Railway, running from Kidderminster to Bridgnorth has been almost closed following extensive damage by heavy rain and flood waters.

Following very heavy rainfall overnight on 19/20 June, when the area had the equivalent of two weeks rain in 40 minutes, the railway has been breeched in nine places. Two of these are between Arley and Highley, with a further serious breech occurring between Highley and Hampton Loade. Other locations are between Bridgnorth and Highley with washouts at each end of Oldbury Viaduct. A heavy landslip at Highley has washed the 'Up' Starter signal away and in several locations, track is now suspended in mid-air.

The railway has been reduced to operating between Kidderminster and Bewdley only and trains are running to an emergency timetable. Severn Valley Railway Marketing Manager John Leech told *Railway Herald* that the railway is confident of reopening from Bewdley to Arley by the end of July, with the section between Bridgnorth and Hampton Loade coming back into use from late August. However, the section between Arley and Hampton Loade will cause the railway major problems because of the amount of work involved, and the SVR hope to have a complete railway again by the end of the year.

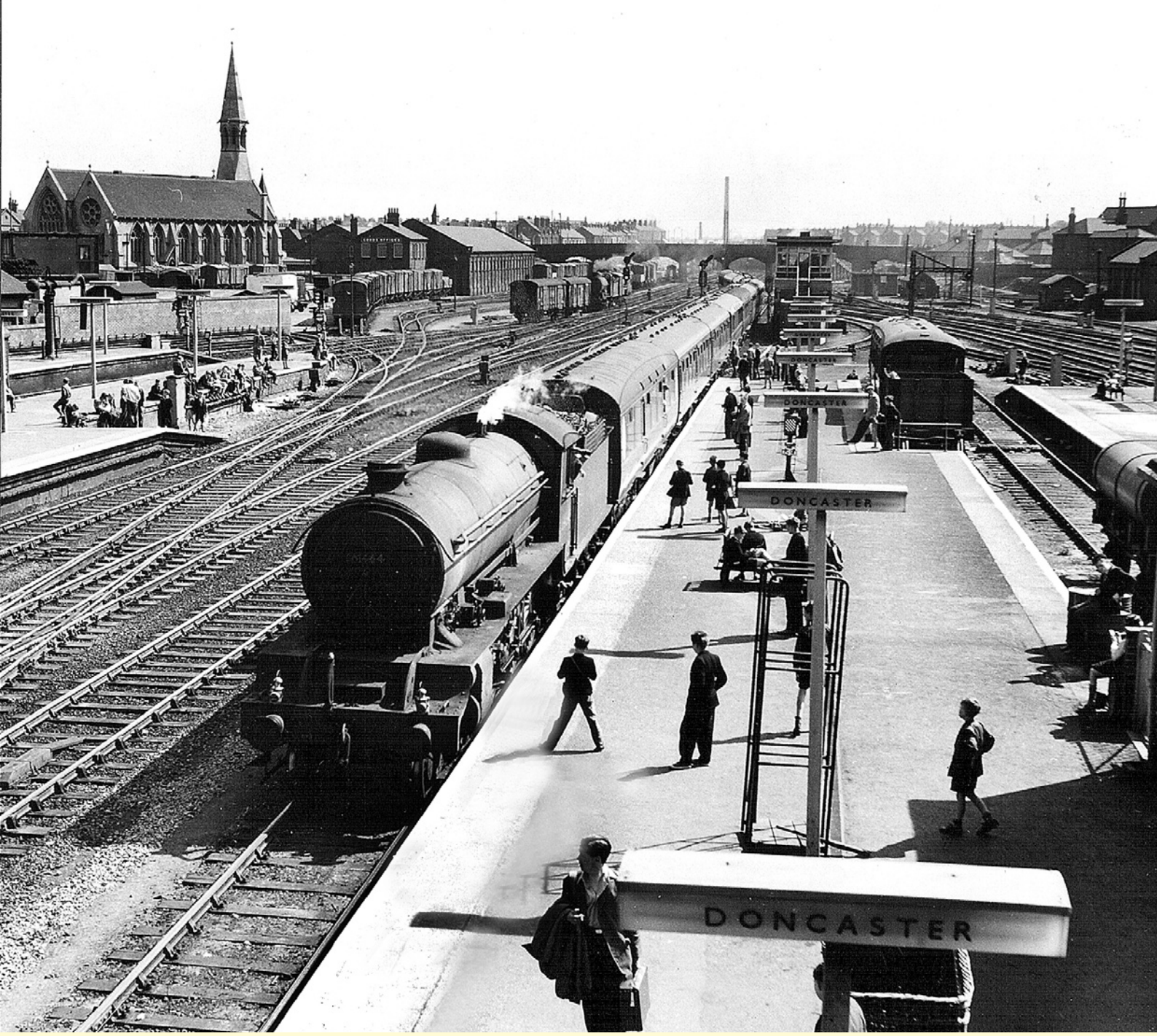
Because of the extensive damage caused by the storm, the opening of the new 'Engine House' museum at Highley has been postponed.

The railway has sufficient traction at Bewdley to operate an hourly service, using LMS 2-6-0 No. 46443, LMS 'Black 5' No. 45110 & GWR 'Prairie' No. 4566.

The defiance of the railway continues however, and the line's '1940s weekend' on 23/24 June will still proceed, but with all events centered on Kidderminster and Bewdley, and a frequent shuttle service linking the two locations. As a result of the shorter journey, ticket prices have been reduced.

The railway has already been inundated with offers of help, not just from other heritage lines but also financial donations from the general public. A special fund is being created and donations, which will be gratefully received, should be sent to the Severn Valley Railway, c/o Bewdley station. Full details will be available from the railway's website at www.svr.co.uk shortly.

BELOW: SR Battle of Britain pacific No. 34081 *92 Squadron* is seen at the helm of the 10.30 Sheringham to Holt service on the North Norfolk Railway on 16 June. The locomotive was involved in hauling the owning group's annual Rail Ale Express, raising much needed funds for its next overhaul. *Dave Maloney*



ABOVE: Spotters to the left of us, spotters to the right of us; 57 are counted in this view, and there were many others at the northern end of the platforms! This was the usual scene at Doncaster on a summer Saturday in the 1950s, Coasting into the station is Class B16/3 4-6-0 No. 61464, with an express for Hull.
All photographs by the author

TURNING THE CLOCK BACK

Doncaster on 31 August 1954

Brian Morrison looks back at the variety of traffic and motive power around this South Yorkshire hotspot

Of all the locations in the UK, Doncaster through the years is probably the favourite of many railway enthusiasts with its abundance of assorted traffic, both passenger and freight, and as good a variety of motive power as can be seen anywhere.

The same situation applied when these pictures were taken over five decades ago, but of course the infrastructure has changed almost immeasurably and the motive power totally.

The freedom to roam around the station and on lineside was also available at this time with a lineside permit - and high visibility jackets had not even been invented! I occasionally wonder just how many, if any, lives have been saved with the current stringent safety attitude of those working in that gigantic body known as Health & Safety?

In place of the current Class 91-powered Mk4 stock and HSTs, there were the various Class A1, A2, A3 and A4 Pacifics. Today's local and semi-fast services are unit operated as against being in the hands of Class B1s and the occasional 'Sandringham', which were also used for some cross-country services. The freight workings could produce a plethora of different types, ranging from 0-6-0s to 4-6-0s and the occasional Pacific.

Signal boxes and their attendant semaphores were still in vogue and the present-day abundance of overhead catenary had not, in ECML circles at least, been even thought of; multiple aspect signalling in the area was but a gleam in someone's eyes!

In addition, Doncaster's 'Plant' was then at its height and Doncaster 36A engine shed was still servicing its allocation of nearly 200 locomotives. Today of course, while the wagon shops of the 'Plant' are in full swing under the auspices of Wabtec Rail, the locomotive shops are almost wound-down, a very saddening shadow of their former self and one where the sight of two locomotives, not 20, is a rare event.

ABOVE: Pictured just south of the station at Bridge Junction, Class A4 Pacific No. 60022 *Mallard* powers a Leeds/Bradford express for King's Cross. The inverted headboard is being returned to King's Cross MPD (34A) for the following days northbound 'White Rose' express.

RIGHT: Allocated to Doncaster (36A), the Class W1 4-6-4 No. 60700 was being serviced on shed on the day. The loco was originally introduced in 1927 as Gresley's experimental high-pressure four-cylinder Compound with a water tube boiler, and rebuilt in standard form with 'A4' style casing in 1937.

LEFT: South of the station near Boulby Junction, Blaydon (52C)-allocated Gresley-designed Class K1 2-6-0 No. 62022 heads northwards with wagons bound for Tyneside.

BELOW: Yet another Gresley design was the Class J39 0-6-0. Here, a workstained No. 64721 heads northwards, south of the station with a 'down' working of mixed vans.

ABOVE: The driver of the 09.00 arrival from Grimsby looks out for the guard's setting back signal before propelling the empty stock out of the station with Thompson B1 class 4-6-0 No. 61365, a Doncaster-allocated engine.

LEFT: Allocated to Colwick (38A), Gresley 1911 GNR Class J6 0-6-0 No. 64235 passes around the station heading from Doncaster 'Plant' with a single wagon marked with a large cross (withdrawn?) and a guards van. The loco has obviously just received a new lease of life with a works overhaul and repaint. It is probably on a 'trip' working with the wagon before returning to its Derbyshire home. Note there are no headlamps displayed to signify the class of train.

BELOW: Marshgate Junction is the point just north of the station where the lines to Hull and Leeds diverge. Trundling south with a haul of wooden-sided wagons is Ivatt 1897-built Great Northern Railway J52 class 0-6-0ST No. 68849. The bridge still exists today, although is has received at least one coat of paint since this view was taken! Note the trolleybus catenary and supports.

Mainline
37219