

Dovey Junction to Barmouth in Colour

STEAM DAYS

Steam Days at Southend



Trying to improve the 'Lord Nelsons'
The West Riding steam finale
Nottingham to Aberdeen and beyond
An East Coast adventure

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3 'Manor' class 4-6-0s Nos 7827 Lydham Manor and 7828 Odney Manor power the Royal Train away from Aberdovey in August 1963, en route to Morfa Mawddach and the ex-GWR line to Ruabon. Seen from Aberdovey golf course, the immaculate pair are rounding the headland where the coast guard station and town gasworks are located, and head for Towyn. LMR locomotives would take over at Ruabon for the run to Carlisle, from where Scottish Region locomotives took over for the run to Balmoral. Keith Pirt/Courtesy Book Law Publications

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TRAINS of thought

This month's all-colour feature takes us to the Cambrian coast as we cover the stretch of line between Dovey Junction and Barmouth, an area that I spent many happy hours in the days of steam. My early days in the area go back to the 1940s when I witnessed the sight of vintage Cambrian 0-6-0s and Great Western 'Duke' class 4-4-0s. My first visit to Barmouth in those early days was on an organised coach tour from Llandudno, operated by the Royal Red bus company to Barmouth and Dolgelly, when double-headed 'Dukes' sat in Barmouth station on a train bound for Machynlleth and beyond, a sight that I shall never forget.

Living in Worcester, the Welsh coast was a quite convenient seaside area with great beaches to visit by car over the years, and it was a straight-forward run using the A44 trunk road as far as Llangurig, then either continuing over this road to Aberystwyth or heading north over the A470 to Caersws, Machynlleth, and the coast to Aberdovey and Towyn.

I saw the changes in motive power on the Cambrian lines from those early days in the 1940s to the 'Dukedogs', 'Manors' and BR Standard types of later years, which inspired me to write an historical and illustrated book on the region, *Steam on the Cambrian*, published by Ian Allan in 1990 – a labour of love!

Whilst working as a director of Oxford Publishing Company I made acquaintance with a gentleman whose grandfather (I believe) held an important post at Oswestry Works, and he passed on to me a great deal of documentation that he had been given after the works closed, all making fascinating reading. It included full details of coach movements, make-up of trains, and even an early letter from Mr E. Colclouge from 31 October 1928 banning locomotive No 1118 from working over the Kerry branch during sheep trials as it was causing considerable damage to the track on the branch, conveying his concern that, despite his request to remove this engine from the branch 12 days earlier, it was still being used, so he threatened to close the branch to traffic if the engine was not removed!

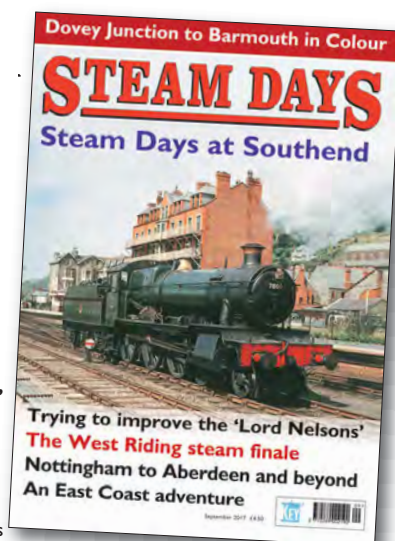
The items acquired at the time from him that I treasured the most, however, but that have now sadly had to be sold by me due to a financial crisis in the early 1980s, was the headboard off the last 'Cambrian Coast Express', as well as the mammoth 6ft high x 3ft wide paper-mache map of the 'Cambrian Tyrol' in a glass case that sat on Aberystwyth station, and the mahogany board from Oswestry Works with hooks and little round tags on these hooks with all the numbers of the engines that were in the works just prior to its closure. How I wish that I had been able to hang on to those valuable items. There was also an '89D' shedplate amongst the collection. Strange as it may seem, they did not generate much income.

No one can take away those happy days of my many visits to the Cambrian lines, but I wish I could have been able to hang on to my valuable Cambrian assets. Enjoy your read and your own happy memories of places visited.

Rex Kennedy

Cover: Resplendent in lined out British Railways green livery, in August 1958 the doyen of the Collett 'Manor' class 4-6-0s, No 7800 *Torquay Manor*, backs down towards Barmouth level crossing and station to take an up express forward. New in January 1938, nineteen more 'Manors' were built by the GWR, this example ending its days at Shrewsbury shed in August 1964. Keith Pirt/

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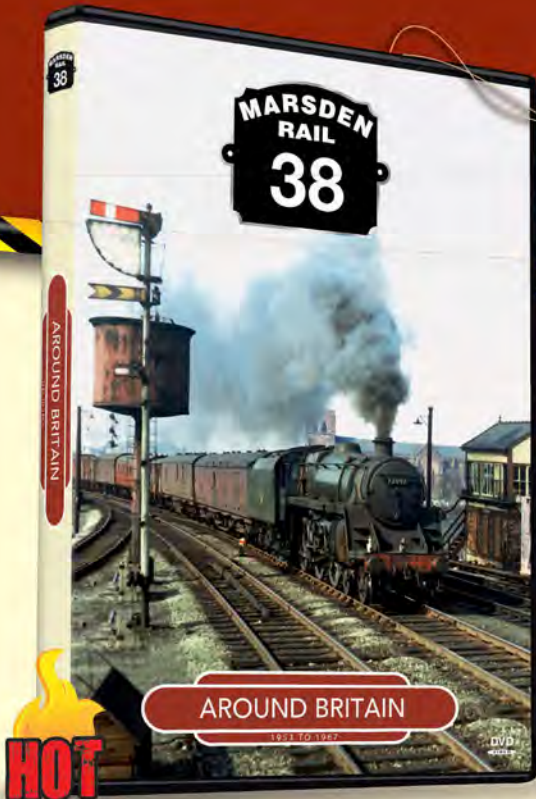
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The programme then moves south to the Welsh Marches and Shrewsbury, showing the town's busy General Station and also Abbey Station, terminus of the Shropshire and Montgomeryshire Light Railway. Much of this long-closed 'Colonel Stephens Railway' is travelled on board a War Department Railcar in 1958. Next is Wrexham, with film of GWR, LMS and BR-designed locomotives at the town's General Station and at Croes Newydd MPD. The third Welsh Marches location to feature is Chester, where LMS 'Pacifics' regularly operated and it is behind a 'Princess' Pacific that the programme moves on to the North Wales Coast Main Line, where 'Duchesses', 'Royal Scots' and 'Britannias' still handled express workings. The first location on this main line to be featured is Rhyl, followed by Abergele, from where a journey to Colwyn Bay is made on the footplate of a 'Black 5'. Scenes at Llandudno Junction, the branch line terminus of Llandudno, Bangor and the Menai Bridge are then covered.

At Menai Junction, the former branch line to Carnarvon diverged and a DMU cab ride from Carnarvon to Bangor is complemented by a journey through the town on a track-lifting train. Moving to the Cambrian Coast, the junction station at Morfa Mawddach, near Barmouth, is shown, followed by a return journey from Tywyn to Fairbourne which includes a visit to the Fairbourne Railway, before returning to Chester behind another 'Princess'.

Plus Norwich, where the city's steam locomotives were being superseded by a variety of early diesel designs, a situation mirrored at the south end of the Great Eastern Main Line in London, where both diesel and electric traction was rapidly displacing the steam locomotive. Several ex-GER steam classes, including the last 'E4' 2-4-0, are shown working at a variety of locations including Burnham Market, Cambridge, Liverpool Street Station and Norwich.

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Trying to improve the 'Lord Nelsons'

Philip Atkins explains how the Southern Railway, over the years, attempted to improve the performance of its prestigious Maunsell-designed 'Lord Nelson' class 4-6-0s by carrying out various modifications to these locomotives.

For 15 years the 'Lord Nelson' class 4-6-0s were the flagship locomotives of the Southern Railway. Although magnificent to behold, the 16 locomotives never quite seemed to live up to expectations, and during this period repeated attempts were made in order to try and improve their performance, or even to develop Britain's second largest 4-6-0 with a narrow firebox into a 4-6-2 locomotive having a wide firebox.

Ten months after the formation of the Southern Railway its newly constituted Board of Directors, in October 1923, approved in principle the construction of 20 new express passenger engines capable of hauling 500 ton trains at an average speed of 55mph. After some debate, particularly as to whether these should be either 4-6-0 or 4-6-2 locomotives, the former type was settled upon, particularly inspired by the new 'Castle' class 4-cylinder 4-6-0s on the Great Western Railway.

An initial diagram was produced at Waterloo by William Hooley on 24 October 1924. This showed a distinctly *puissant* 4-6-0 with four 16in x 26in cylinders (as on the 'Castles'), and the only slightly lower boiler pressure of 220lbs. Most remarkable was the then unprecedented axle-load for a British six-coupled locomotive of 21½ tons, which was permitted by the Civil Engineer in view of the better balancing possible with multi-cylinders. An unusual feature was to be the

Brand new Southern Railway 4-6-0 No E850 *Lord Nelson* is seen in its pristine magnificence at Stewarts Lane shed, Battersea in 1926. Smoke deflector plates would be added in 1930, prior to more fundamental modifications detailed in this article. The handsome 5,000 gallon bogie tender was of a new design. W.J. Reynolds/Rail Archive Stephenson

proposed setting of the cranks, not at the conventional quartering at 90 degrees but at 135 degrees in order to give eight exhaust beats per revolution, and hence a more uniform pull at the tender drawbar and a more equable draught on the fire bed.

Harold Holcroft, a technical assistant to the Chief Mechanical Engineer, Richard Maunsell, had suggested the adoption of such an arrangement on 4-cylinder engines in a paper to the Institution of Locomotive Engineers back in 1920. A little earlier, in late 1918, he had propounded the virtues of 3-cylinder locomotives for which he had devised a simple conjugated valve gear to work the middle piston valve. By 1920 Holcroft had also evolved a complicated corresponding derived gear (that would never find application) to work the inside valves of a 4-cylinder locomotive endowed with his unorthodox crank setting.

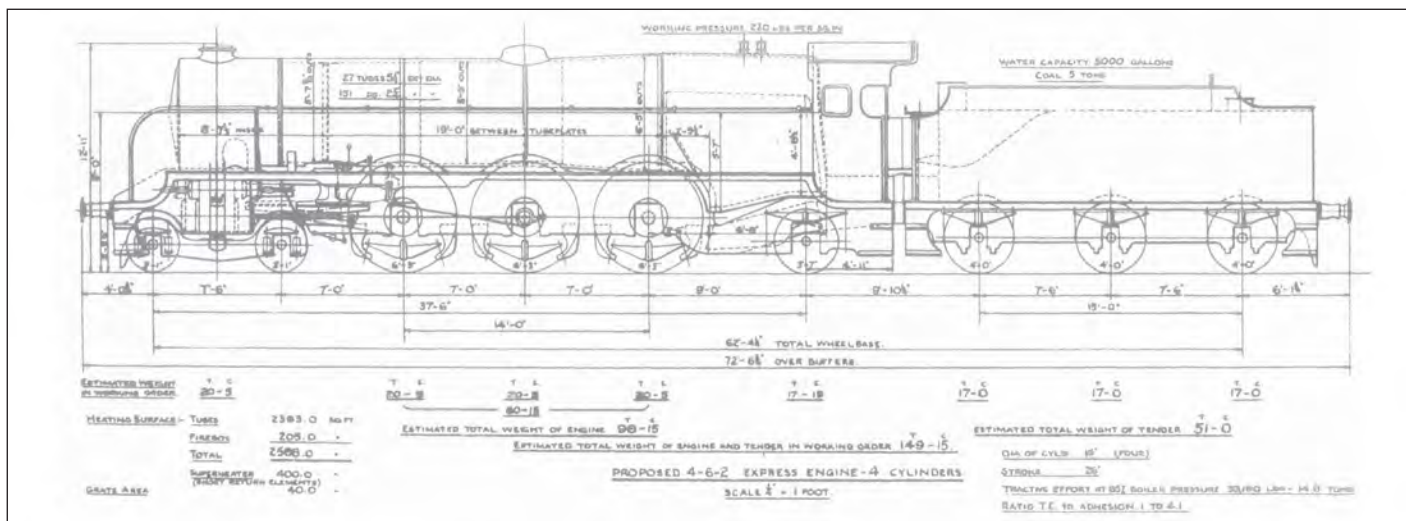
Maunsell decided to increase the cylinder diameter on the new 4-6-0 to 16½ inches in order to raise the nominal tractive effort, which would otherwise have been almost identical with that of the GWR 'Castle', then billed as the most powerful express locomotive in Britain on this basis, from 31,500lbs to 33,500lbs. The following year the prototype GWR 'King' class 4-6-0, No 6000, with an extra ¼ inch on its cylinders, in turn would break through the 40,000lbs tractive effort barrier.

In his memoirs, *Locomotive Adventure*, published in 1962, Holcroft considered that this slight increase might have resulted in the new Southern Railway 4-6-0 being 'a little over-cylindere'd'. Often the first major component to be designed for a new

locomotive, drawings for the cylinders of the 4-6-0 were not in fact completed at Eastleigh Works until mid-1925, by which time a serious motive power crisis was rapidly developing on the Southern Railway. This resulted in the urgent ordering from the North British Locomotive Company in Glasgow of 30 new 'King Arthur' 2-cylinder 4-6-0s that were limited to a loading of only 425 tons.

Meanwhile, initially only a solitary prototype 4-cylinder 4-6-0, numbered E850 and named *Lord Nelson*, was completed at Eastleigh Works in July 1926. This locomotive weighed nearly two tons less than the original proposal, with its maximum axle-load reduced to 20.65 tons. At the practical suggestion of the works, the 5ft 9in diameter parallel Belpaire boiler was made ten inches shorter between tube plates than originally planned, in order to standardise with the 'King Arthur' class. This then resulted in the smokebox correspondingly being shifted further back. Early indicator trials returned a respectable maximum indicated (cylinder) horsepower of 1,550 at a speed of 64mph.

A further ten locomotives, meanwhile, were put in hand, Nos E851-E860, which incorporated a few relatively minor modifications, except that the final engine was fitted with a boiler having the original proposed tube length of 15ft. As a result its completion was actually delayed by about nine months, causing it to enter traffic one month after No 865 of the following final batch, in December 1929. The smokebox of No 860 was noticeably extended further ahead of the chimney, thereby also eliminating the 'piano front' beneath it, and improving the



The preliminary diagram made by J.H. Butler at Waterloo in November 1933 for the proposed extension of the 'Lord Nelson' 4-6-0 design into a Pacific locomotive. With 6ft 3in diameter coupled wheels, it was envisaged primarily for service on the London (Victoria) to Dover boat trains. A new pattern of 5,000 gallon six-wheeled tender was proposed, thereby giving a total wheelbase that was only 18 inches longer than that of the 4-6-0 with its bogie tender of similar capacity, so that the longer 4-6-2 locomotive could be accommodated on existing turntables.

Design work, including for new valve gear, for which the drawings still survive at the National Railway Museum, continued until early 1932, when the conversion was reputedly approved at an estimated cost of £8,500. This was actually significantly more than the £7,295 cost of a new 'Lord Nelson' class 4-6-0 only three years earlier. Regrettably, for now unknown reasons, the rebuild did not take place, but 1932 was the low point of the national economic depression when the delivery of some current Southern Railway locomotive orders (e.g. for new 'S15' class 4-6-0s) was deferred by up to four years.

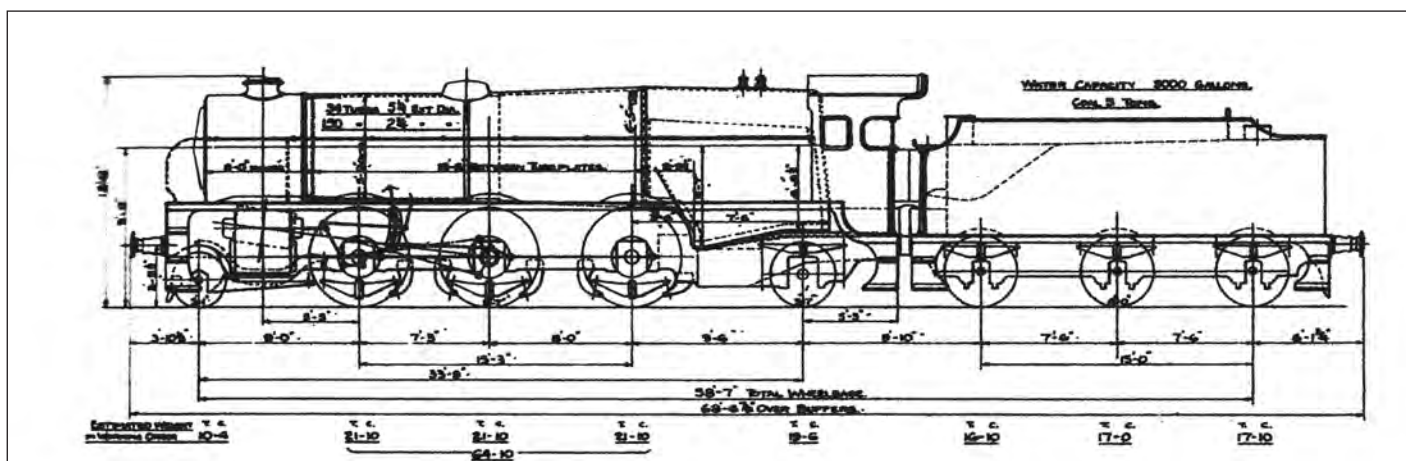
In the following year the economic gloom began to lift, albeit slightly, and in December 1933 the cranks of No 865 *Sir John Hawkins* were reset at the conventional 90 degrees, possibly because early the previous month a proposed 4-6-2 'extension' of the 'Lord Nelson' had been outlined in diagram form at Waterloo. If the '8-beat' setting proved to have little practical impact on performance, then the two inside sets of valve gear could be eliminated on the 4-6-2 locomotive, thereby saving on weight and cost.

There were indications that after alteration the engine was slightly heavier on coal.

Holcroft suggested that 'Lord Nelson' class 4-6-0s allocated to the Eastern Section should have 6ft-diameter coupled wheels. Although the date is uncertain, No 859 *Lord Hood* was accordingly fitted with 6ft 3in in place of the standard 6ft 7in coupled wheels, which was the smallest diameter that could be accommodated. The proposed 4-6-2 locomotive was also to have 6ft 3in coupled wheels in association with 16in diameter cylinders. Its boiler was sketched out at Eastleigh Works in January 1934. Tapered, and with a maximum diameter of 6ft 5in, its external dimensions conformed remarkably closely with those of the Gresley 'A1' and 'A3' Pacifics on the LNER. Probably in the event of the actual construction of a limited number of engines, the Doncaster flanging blocks could have been used, as the Big Four's Chief Mechanical Engineers were in regular contact with each other. This Southern Railway 4-6-2 proposal quickly faded from the scene as it proved to be unacceptable to the Civil Engineer.

In June 1934 Waterloo then proposed a 3-cylinder 2-6-2 locomotive, likewise having a 21 ton axle-load, using a slightly shortened version of the 4-6-2 boiler. This was a little surprising given that leading pony trucks on fast passenger locomotives were known to be disliked by the Civil Engineer, following the derailment of a 'River' class 2-6-4T at Sevenoaks in 1927, with significant loss of life. Nevertheless, three different 2-6-2 diagrams in all were produced at Waterloo and Eastleigh Works during that summer, which showed both six-wheeled and eight-wheeled tenders attached, together with bridge curves, not only for the 2-6-2 locomotive but also for the already well established 'H15' and 'S15' (but not 'N15') 4-6-0s. Holcroft recorded that this 2-6-2 design's route availability would have been so restricted as to make it not worthwhile.

Undeterred, almost a year later Waterloo came up with another, actually slightly heavier 3-cylinder 2-6-2 proposal in which the grate area was to be increased from 40sq ft to 45sq ft, and with a significantly enlarged superheater provided. Its rationale is unclear, as its coupled



A diagram of the enigmatic three-cylinder 2-6-2 locomotive with 5ft 7in-diameter coupled wheels and six-wheeled tender, outlined at Waterloo in July 1935. This was proposed despite the earlier rejection of a generally similar but slightly lighter 2-6-2 scheme, with 6ft 3in diameter coupled wheels and longer bogie tender. This scheme was jointly ascribed to B.G. Beauchamp and W.J. Hooley who died just six months later.



'Lord Nelson' class No 857 Lord Howe is seen outside Eastleigh Works in June 1937, a few months after being fitted with its experimental taper boiler. On account of the increased smokebox diameter, the smoke deflector plates now had to be 'cranked' accordingly. O.J. Morris/Rail Archive Stephenson

wheel diameter was now reduced from 6ft 3in to only 5ft 7in. Indeed, although it was no longer described as being an express locomotive, the drawing office nevertheless made direct comparisons with the latest express passenger power on the other three British Railway companies, i.e. LNER 2-8-2 No 2001 *Cock o' the North*, LMS 4-6-2 No 6200 *Princess Royal*, and GWR 4-6-0 No 6000 *King George V*. During the latter half of 1935 Eastleigh did some tentative design work on the cylinders for this 2-6-2 locomotive, which were to have outside admission. Such was then also under consideration for application to the 'Lord Nelson' class, and again in June 1937, while Maunsell was still Chief Mechanical Engineer. This feature was later adopted on the Bulleid Pacifics.

Not surprisingly, this latest 2-6-2 project also foundered, in late 1935, shortly after which William Hooley, who had only had partial input into the outline 4-6-2 and 2-6-2 schemes at Waterloo on account of a recurrent illness, sadly died. The 2-6-2 was seemingly then superseded by a 'Proposed 4-cylinder 4-6-0 locomotive', as it was initially referred to in the Eastleigh drawing register, in October

1935. However, this did actually materialize when existing 'Lord Nelson' 4-6-0 No 857 *Lord Howe* was outshopped from Eastleigh Works in January 1937 fitted with a round-topped taper boiler. The barrel had a maximum outside diameter of 6ft 2½in where it joined the narrow firebox, which unusually incorporated a substantial combustion chamber.

Outward appearances suggested this was perhaps an attempt to achieve the greatest possible size within the loading gauge without incurring any material increase in weight. Although direct firebox heating surface was increased by a substantial 27%, tube-heating surface was correspondingly reduced by 13%, which would not have resulted in any significant enhancement in its streaming capacity. Temporarily removed from No 857 in late 1941, the boiler was fitted with a single thermic syphon and reinstated in January 1943. However, although it was soon removed again from No 857, in February 1945, it was not cut up until early in 1952 at Brighton Works.

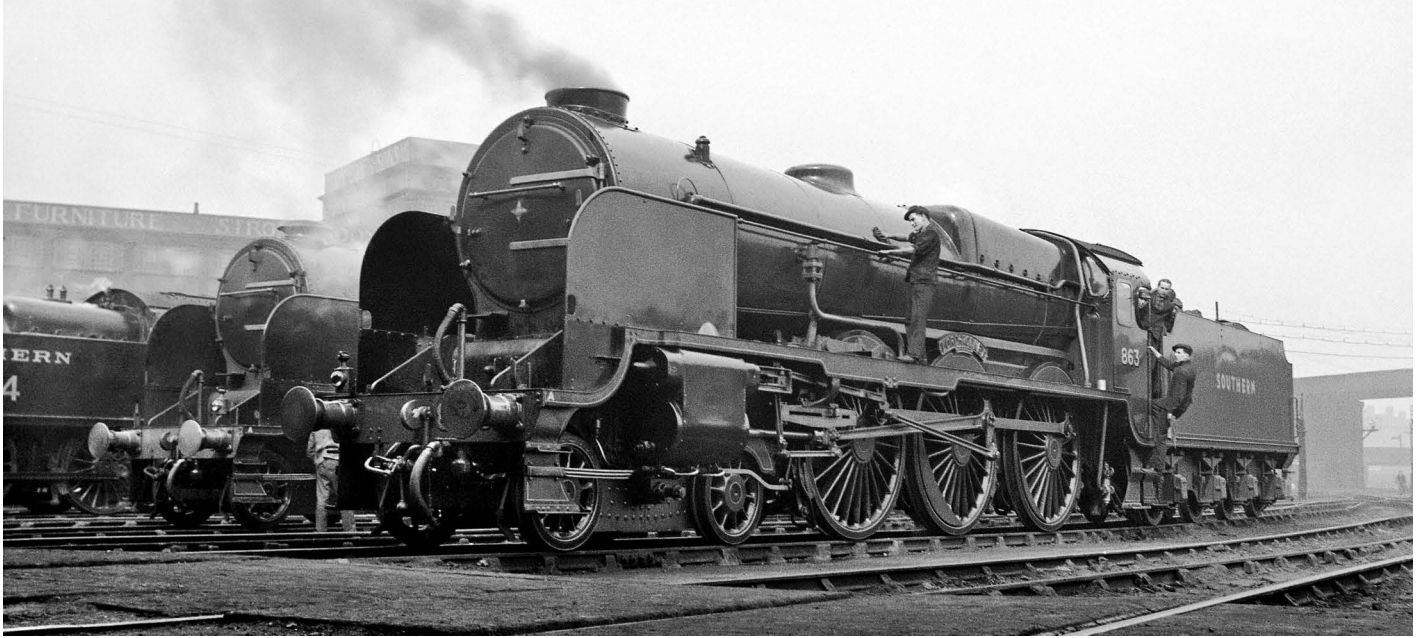
Holcroft offered the rather curious explanation that this boiler had been built simply to give Eastleigh boiler shop the

necessary experience of working with nickel steel in order to build the boiler for another proposed 4-6-2 locomotive. This was to have three 20in x 28in cylinders and 6ft 7in diameter coupled wheels. Assuming a boiler pressure of 220lbs, this would have required a coupled axle-load of at least 22 tons, but no official record relating to this particular scheme has been found.

Nigel Gresley broke new ground on the LNER in May 1934 when he equipped new 2-8-2 locomotive No 2001 *Cock o' the North* with double Kylchap exhaust, but similar developments were already also in hand on the Southern Railway, for 'Lord Nelson' 4-6-0 No 862 *Lord Collingwood* emerged soon afterwards in August 1934 similarly fitted. A second double-exhaust application was made to No 865 *Sir John Hawkins* in March 1938, although this differed in several respects, particularly in that the blastpipe was no longer bifurcated and cylinders discharged through separate nozzles. Again the results were not encouraging, but by this time Oliver Bulleid, late of the LNER, had taken over as Chief Mechanical Engineer from Richard Maunsell in late 1937.

After being fitted with Kylchap exhaust and double chimney in August 1934, Nine Elms-allocated 'Lord Nelson' class 4-6-0 No 862 Lord Collingwood is seen between duties at Eastleigh shed. Rail Archive Stephenson





No 863 *Lord Rodney*, the first recipient of multiple exhaust and plain large diameter chimney, receives attention from locomotive cleaners at *Stewarts Lane* shed during 1938. The locomotive's original oval-shaped brass cab-side numberplates have already been lost under O.V.S. Bulleid, replaced by sans serif style numerals in either guilt or mid-chrome yellow. The style was adopted from a typeface already used by the SR publicity department, the 'SOUTHERN' lettering on the tender being in an un-shaded variant of the same style that boasts an inset pencil line of the locomotive's green colour. In contrast, the cab-side number is shaded in black but has no inset relief line. A later suggestion from the then assistant stores superintendent at *Waterloo*, A.B. MacLeod, saw this style evolve into 'sunshine' lettering from 1941, the sunshine effect coming with the use of golden yellow (replacing the more expensive use of guilt) and a black shadow on green engines, or green shadow on black engines. C.R.L. Coles/Rail Archive Stephenson

Bulleid immediately began to make some initially relatively minor alterations to the 'Lord Nelsons' pending the design of something larger, either a 4-6-2, a 2-8-2, or even possibly a 4-8-2 locomotive, which would take time. The first changes to be instituted were experimental firebars and increased air spaces between them. In June 1938 experiments began on No 863 *Lord Rodney* with multiple nozzles exhausting through a single extremely ugly large-diameter stovepipe chimney on the lines of the Belgian Lemaître system. This at last gave

satisfaction, and the finalized version was then swiftly fitted to the entire class between April and October 1939.

New cylinders, meanwhile, were also designed, but owing to a misunderstanding these retained the original piston valve diameter of eight inches. One set was fitted to No 851 *Sir Francis Drake* in June 1939, which retained these for the remainder of its existence. New cylinders were designed again, but with Bulleid's intended 10in-diameter valves, and gradually fitted to the remainder of the class between 1940 and

1958. An exception was No 863 *Lord Rodney*, which somehow contrived to retain its original Maunsell-pattern cylinders throughout its life, despite which its performance was never regarded as being in any way inferior.

It has also been pointed out that the 40 'Schools' class 4-4-0s were also fitted with identical original cylinders, having 8in piston valves throughout their lives. While only half of them were provided with multiple-jet exhaust, they were invariably, regardless, considered to be outstanding performers.

Already sporting its final pattern of Bulleid chimney with a large rim welded at the top, as well as tender coal capacity improvements, 'Lord Nelson' No 852 *Sir Walter Raleigh* departs from the ex-London, Chatham & Dover Railway side of London (Victoria) station with the 2pm boat train to Dover (Marine) on 11 July 1939. Bulleid's improvements for the 5,000 gallon capacity tender included a sharper slope to the floor to offer self-trimming, assisting the natural tumble of coal forwards, while higher sides increased the coal space, but the water capacity was unchanged. The livery has both Maunsell and Bulleid influence and is thought to be a lighter shade of olive green (not Bulleid's malachite green livery first introduced in mid-1938), including on the lined-out smoke deflectors, edged in black, while black has usurped green on the cylinder casings. The buffer beam number is in Maunsell style, while the cab-side number and tender branding follows the post-1937 adoption of sans serif style numerals and letters.

John P. Wilson/Rail Archive Stephenson



Comparative diagrams published by the Southern Railway to illustrate the major front-end alterations made to locomotives of the 'Lord Nelson' class. Although the entire class received the multiple exhaust modification during 1939, the modified cylinders were only gradually fitted as required from 1940, with two exceptions.

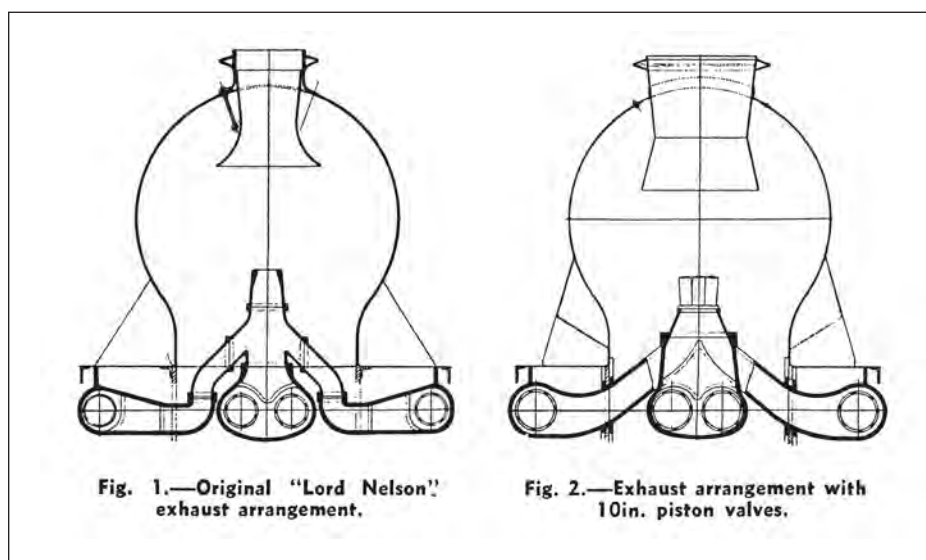
Patent 'Sinuflo' superheater elements had initially been fitted to No 857's experimental boiler, and in March 1939, likewise in order to increase steam temperature, there were proposals to fit '5P4' elements to the 'Lord Nelson' boilers, although it is not known whether this was ever carried out. The '5P4' superheater elements were briefly fitted to the last two LMS Pacifics, Nos 6256 and 46257, when they were new.

By late 1939 World War II had begun and construction had already commenced at Eastleigh Works of the first Bulleid 'Merchant Navy' Pacifics, and by 1945, when the war ended, these had edged the 'Lord Nelsons' into second place. Although any further development thereafter effectively ceased, there is some evidence that as late as 1958, when the Bulleid Pacifics were already being rebuilt, and draughting improvements continued to be effected to steam locomotives on other regions, British Railways considered fitting plain twin blastpipes and double chimneys to the 'Lord Nelsons'. However, all were rapidly withdrawn

from service only a few years later, during 1961/62. By then each engine had around 1¼ million miles to its credit, while all the original late-1920s-built boilers were still in use, supplemented by a single spare that had been built in 1934. Their main frames were also noted still to be in excellent condition, and the 'Lord Nelsons' had always enjoyed a high reputation for mechanical reliability, unlike their controversial Pacific successors in their original form.

For a locomotive class comprising only 16 engines, the number of boiler, cylinder, chimney, tender and other variations, some of them only short-term, was remarkable. For a time the most extreme deviant of all the 'Lord Nelsons', No 857 Lord Howe, is seen at Nine Elms shed in September 1947 in the configuration that the majority of the class finally aspired to in their later years, i.e. rimmed large-diameter chimney, improved cylinders and modified self-trimming tender. The livery is Bulleid's malachite green, complete with the post-1941 sunshine lettering.

Colling Turner/Rail Archive Stephenson



In the early 21st century we still have No 850 Lord Nelson to admire, albeit mechanically significantly removed from its 1926 as-built condition. At the end of the day there is a suspicion that, after the 'King Arthur' 4-6-0, with its shorter continuously sloping grate, the fundamental problem all along might simply have come down to the difficulties associated with firing the part inclined/part level 18in longer fire grate of the larger 'Lord Nelson'.



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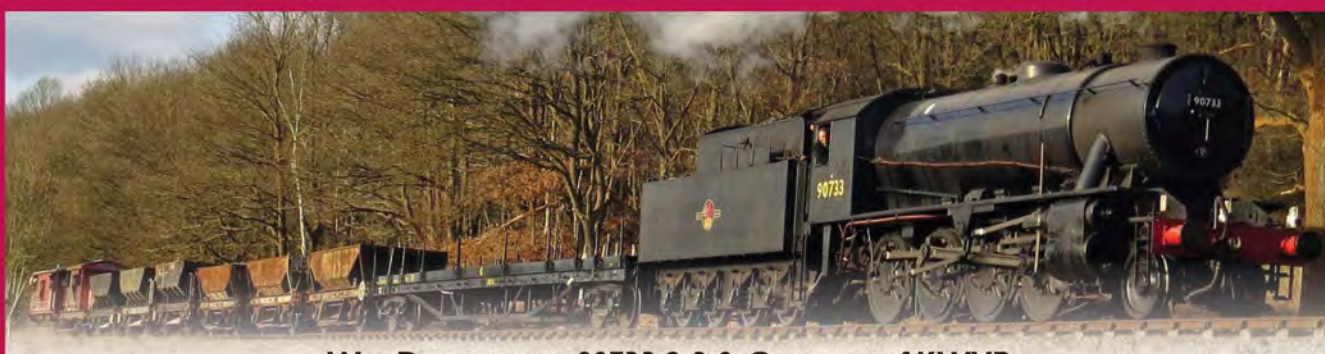
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Steam Days at Southend



*Served by the London, Tilbury & Southend Railway and the Great Eastern Railway, **Stanley Jenkins** offers an historical overview of the railways of this busy Essex seaside town.*

Known since 1949 as Southend (Central), this station opened in 1856 as Southend, the eastern terminus of the LT&SR line from Fenchurch Street, but it became a through station in 1884 upon extension of the route through to Shoeburyness. Looking east towards Shoeburyness, this panoramic view on Friday, 10 August 1928 shows the layout of the six-platform station in early LMS days. Four rakes of close-coupled compartment stock are stabled during the middle of the day, awaiting the evening rush-hour or returning day-trippers. On the left, one rake of coaches, presumably excursion stock, blocks the entry to the goods yard. By this date an extra two platform faces had been added to the original station to accommodate increased footfall.

SLS Collection

Situated at the mouth of the River Thames, in the south-eastern corner of Essex, the seaside town of Southend was originally little more than a fishing village. Two prestigious hotels were, however, completed by the end of the 19th century, and in the next few years it continued to develop as a fashionable seaside resort.

The transformation had been given greater impetus by the protracted French wars (1803-15), when the British upper classes were unable to spend their ample leisure time in Europe, Southend being one of several hitherto unimportant coastal communities that slowly transformed into a bustling seaside town. Road improvements in the 18th century saw Southend become accessible from London by stagecoach services, albeit travel in these vehicles was so expensive they were used mainly by upper and middle classes, with Caroline of Brunswick, the Princess of Wales (later Queen Caroline in 1821/22 as the wife of King George IV), and her daughter Princess Charlotte visiting Southend in 1800, and again in 1804, bringing welcome publicity.

In contrast, the River Thames provided an alternative and much cheaper means of transport for Londoners wishing to spend a day beside the sea, and by the early Victorian period steamboat operators such as the Star and Diamond companies were running regular services between London, Gravesend and Southend.

Origins of the

London, Tilbury & Southend Railway

The need for cheap and efficient transport facilities between London and downstream resorts such as Gravesend and Southend was satisfied by the construction of railways at the start of the Victorian period. However, during King William IV's reign Southend featured in a number of abortive schemes, including the Southend & Hole Haven Railway, which was formed in 1835 with the aim of constructing a line along the northern side of the Thames from the London & Blackwall Railway to Southend. Nothing came of this proposal, but a similar scheme was mooted in the following year, and on 4 July 1836 the promoters of the Thames Haven Railway & Dock Company obtained Parliamentary consent for a 16 mile line from the Eastern Counties Railway at Romford to Shell Haven, near the mouth of the Thames. In the event, the Thames Haven company wasn't able to raise enough capital to begin construction.

In the Victorian era, in 1847, at the height of the 'Railway Mania', the Eastern Counties Railway proposed a line from Ilford to Southend via Barking and Rainham, with a six-mile branch from Vange, near Pitsea, to Battlesbridge. This scheme made little headway, and Parliamentary consent was never obtained. Notwithstanding these initial failures, lines continued to be promoted along both the north and south banks of the Thames Estuary in order to obtain a share of the lucrative river traffic that was monopolized by the steamer companies. On

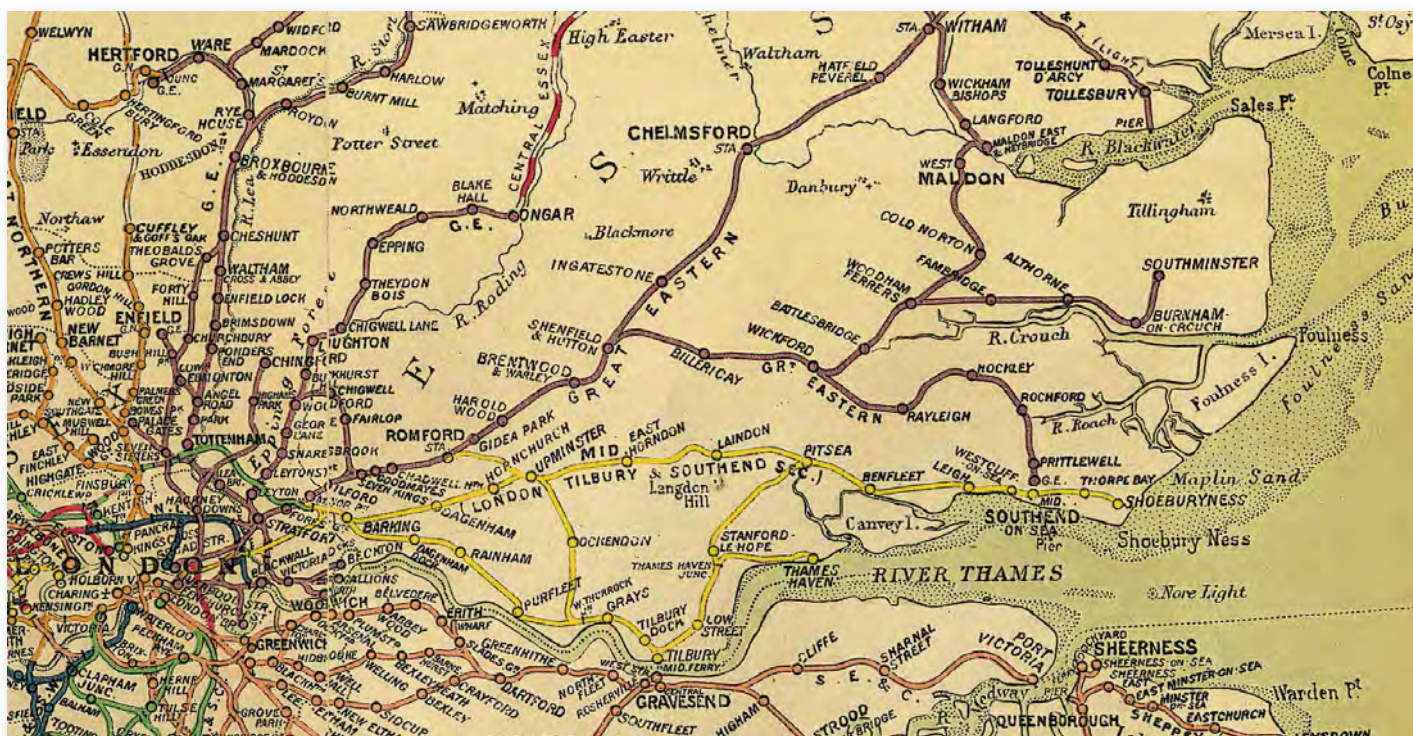
30 July 1849, for example, the South Eastern Railway opened its North Kent extension from Dartford to Gravesend, and this had an immediate effect on the Thames steamer traffic.

The success of the North Kent line provided further encouragement for those seeking to provide a rail link between London and Southend. Such a line would attract traffic from both the South Eastern Railway and the Thames steamer companies, while at the same time providing much needed local transport facilities on the north side of the Thames and throughout a large swathe of south Essex. On 24 November 1851, a special meeting of the London & Blackwall Railway was held to discuss the idea of promoting a railway between London and Southend jointly with the Eastern Counties Railway. The necessary Bill having been prepared, the scheme was sanctioned on 17 June 1852, providing consent for a railway running from London to Southend via Barking, Tilbury and Pitsea. The line was to be constructed by the Eastern Counties Railway and the London & Blackwall Railway. The contractors for the 36 mile line were Messrs Peto, Brassey & Betts, while the engineers were John Fowler and George Parker Bidder.

Opening and early years of the

London, Tilbury & Southend line

In engineering terms the authorized line presented very few problems, the proposed route being across flat, estuarine terrain with little need for cuttings or major earthworks.



A pre-Grouping era Railway Clearing House map illustrates the two railways that ultimately reached Southend, the London, Tilbury & Southend Railway (taken over by the Midland Railway in 1912) and the Great Eastern Railway. The LT&S line through Tilbury dates from 1856, was extended to Shoeburyness in 1884, and four years later saw a cut-off route opened between Barking and Pitsea, the shortest distance by rail between London and Southend thereafter reduced by nearly eight miles, to 35¼ miles via Upminster. The GER line from Shenfield to Southend dates from 1889.

Construction made rapid progress, and the line was opened as far as Tilbury on 13 April 1854, and extended to Stanford-le-Hope in September 1854. A further section was brought into use on 1 July 1855, when trains began running through to Leigh (later known as Leigh-on-Sea), and the line was completed throughout to Southend on Saturday, 1 March 1856. The April 1856 timetable shows a service of three trains each way between Southend and London's Fenchurch Street station, the normal journey time being 2 hours 6 minutes, while the return fares were 5s.10d first class and 4s.2d for second class travellers.

Although upon opening merely a local line, the completion of the route from Tilbury to Southend was reported in the national press – on 8 March 1856 *The Illustrated London News* printed a useful description of the new line, which passed through 'Stepney, Stratford, Barking, Rainham, Purfleet, Grays, Tilbury, Stamford-le-Hope, Pitsea, Benfleet, Leigh and Southend', stations being provided at all these locations. Trains ran through to

Blackwall and Fenchurch Street, and the fares were said to be 'extremely reasonable'. It was expected that Southend, 'the nearest sea bathing place to the metropolis', would soon become a much more popular resort, 'several commodious residences and hotels' having already been built, while the surrounding countryside was said to be very fine.

The LT&S line was originally leased to its contractors, but on expiry of their 21-year lease in 1875 the railway company commenced working its own system, the London, Tilbury & Southend Railway Company having been incorporated by Act of Parliament on 16 May 1862. The LT&SR carried a large amount of commuter traffic, Southend being a prosperous residential town in the Victorian era, as well as a popular seaside watering place. The success of the railway had obvious ramifications for

Southend, which expanded rapidly as an urban centre, its population rising from 2,808 in 1871 to 28,857 in 1901, and 70,676 by 1911.

Having obtained full control of its own system, the LT&SR embarked upon a number of extension schemes, including a 20 mile cut-off line between Barking, Upminster and Pitsea, and a 3¼ mile eastwards extension from Southend to Shoeburyness. The necessary powers were obtained under the provisions of an Act of 24 July 1882, and the Shoeburyness extension was opened on 1 February 1884. The line was built by Messrs Kirk & Parry of Sleaford, and at first there were no intermediate stations, although Thorpe Bay was opened on 1 July 1910 and Southend (East) followed on 18 July 1932. Meanwhile, work was under way on the Barking to Pitsea cut-off, which opened in stages and was completed on 1 June 1888.

This east-facing Edwardian view shows Leigh-on-Sea station with its staggered platforms with a level crossing between, and a footbridge. Originally named Leigh when opened on 1 July 1855, it would be renamed Leigh-on-Sea on 1 October 1904, around the date of this view. The need for a larger, three-platform station in the post-Grouping era saw the station replaced from 1 January 1934, when a new Leigh-on-Sea station was opened on a site 880 yards to the west. The original station buildings found subsequent use, the local Sea Scout troop using that on the down side, on left of this view, until this platform was demolished to allow widening of the adjacent road, New Road, while the Leigh-on-Sea Sailing Club still occupy the up side building. S.C. Jenkins/Lens of Sutton Collection





With the town of Southend rapidly expanding, on 1 July 1910 the LT&SR opened an intermediate station between Southend and Shoeburyness, the location at the time being largely undeveloped. This is the entrance to the up side of the brand new Thorpe Bay station, the photographer stands on Acacia Drive. These entrance gates are part of an attractive arced station approach that exits out of view to the right onto Station Road, with an area of grass within the arc. The urban expansion also saw the Southend Corporation Tramway network extend, from the Halfway House to Thorpe Bay Esplanade in 1912, and in July 1914 it opened a route north from there, beneath the LT&SR line just west of Thorpe Bay station, to Bournes Green, creating an eastern loop line that would remain in use through to 1938, when the electric trams were largely replaced by trolleybuses, although the northern side of the Thorpe Bay loop became a motorbus route. At its peak the Southend tramway system was in competition with the LT&SR line all the way from Thorpe Bay to Leigh-on-Sea.
S.C. Jenkins/Lens of Sutton Collection

After the LT&SR was taken over by the Midland Railway, on 1 January 1912, a gradual 'Midlandization' of the system took place as Derby-built locomotives began to appear in increasing numbers. Around the time of the take over a Johnson 0-6-0 is pictured near Leigh-on-Sea with a down train to Southend. The train itself is made up of arc-roofed suburban stock and at least one clerestory roofed carriage. The smaller Midland locomotives were found wanting compared to the ex-LT&SR ones and so were often demoted to goods work or quietly transferred away.
Roy F. Burrows Midland Collection Trust/
Kidderminster Railway Museum



Having started life as a local line serving a largely rural area, the LT&SR developed into a prosperous, commuter line carrying huge numbers of daily travellers. At the beginning of 1912 the company's paid up capital was £5,251,940, and the dividend on ordinary LT&SR stock was an impressive 6%. Compact and lucrative, it is hardly surprising that the company would attract interest from a larger railway, and in February 1911 it was announced that the LT&SR would be taken over by the Midland Railway. Not a complete surprise, the LT&SR and MR were already co-operating amicably in connection with the Tottenham & Forest Gate Railway, which had been worked jointly since its opening on 9 July 1894. Despite initial opposition from the rival Great Eastern Railway, Parliament agreed to the proposed amalgamation, and the takeover became effective on 1 January 1912, although ratification by Parliament did not arrive until the following August. In connection with this takeover, the Midland Railway undertook to electrify the LT&SR route between London and Southend, but the Great War intervened before this plan could be implemented.

The Great Eastern Railway line to Southend (Victoria)

In the final years of the Victorian era the GER made a concerted effort to attract commuter traffic to its system, and on 16 July 1883 it obtained Parliamentary consent for the

construction of a network of lines in south-east Essex, these being known collectively as the 'New Essex Lines'. The proposed railways comprised a main line from Shenfield to Southend, a branch from Wickford to Southminster via Woodham Ferris (later called Woodham Ferrers), and a further branch from Woodham Ferris to Maldon. The scheme included triangular junctions at Wickford, Maldon and Witham, to permit through running between Southend and Colchester.

The eastern section from Shenfield to Wickford was opened for goods traffic on 19 November 1888 and for passengers on 1 January 1889, while the Wickford to Southminster branch was opened for goods on 1 June 1889 and for passengers on 1 July. Construction was still in progress on the remaining sections from Wickford to Southend and from Wickford to Maldon, but both lines were finally opened on Tuesday, 1 October 1889.

The first day of operation on the Southend line was a low key affair, and when the first train pulled out of Southend station at 7.13am it carried only 92 passengers. The town was nevertheless decorated with flags

and bunting. The opening day celebrations included a formal luncheon for invited guests, which was held in a large marquee pitched in a field near the new GER terminus. On 5 October the *Essex Standard* reported that the opening of the new line did not appear 'to have occasioned much excitement, if one may judge from the numbers who availed themselves of the excursions which the Great Eastern Railway Company arranged for on Tuesday and two following days. On Tuesday a special train departed from Colchester at 7.45am and called at Marks Tey, Kelvedon etc., but only for passengers who booked at Colchester'. Next day a special train was run from Harwich and from Brightlingsea, calling at intermediate stations up to Colchester, but it was not very well patronized, with only one passenger booking from Colchester.

The new line was, at first, double-tracked between Shenfield and Wickford, and single from Wickford to Prittlewell, but double-track was subsequently installed throughout to Southend. Residential traffic built up relatively slowly but by the end of the 19th century the GER was competing vigorously with the LT&SR for a share in the Southend commuter traffic.



Viewed from Dowsett Avenue, across Victoria Avenue looking east, this scene of the Great Eastern Railway terminus in Southend dates from the early years of the 20th century. This 'revival-style' structure is credited to GER architect William Neville Ashbee, and its size indicates high hopes for the new line from Shenfield. However, there was no major housing development north of here when the railway was built, finding a route for the line and location for the new terminus being relatively untroubled, and passenger traffic was slow to build. Known by various names over the years, it was British Railways (Eastern Region) that provided clarity in 1949, naming this station 'Victoria' and the nearby ex-LT&SR station Southend (Central). Although the station buildings here are extant, this view today is greatly changed thanks to the former station approach being swallowed up by a major roundabout on the A13 main road, and a glass walkway now rises from the station's pedestrian exit to cross to the nearby Victoria shopping centre. S.C. Jenkins/Lens of Sutton Collection

Subsequent developments

In 1923 the London, Tilbury & Southend Railway became part of the newly-created London, Midland & Scottish Railway, while the Great Eastern Railway became part of the London & North Eastern Railway. The LMS carried out many improvements on the former LT&SR route, which was widened and electrified on the fourth rail dc system between Barking and Upminster, the new infrastructure being built by the LMS although, when completed in 1932, the electrified lines were worked as part of the London underground system. New stations were opened at various places, including Upney, Becontree, Heathway, Elm Park and Upminster Bridge on the electrified section, and Chalkwell and Southend (East) at the eastern end of the line.

Meanwhile, the LNER was implementing a number of improvements on the former GER route, notably the installation of automatic and semi-automatic colour light signalling, using 'searchlight' type signals and dc track circuits. This work, which was carried out by the General Railway Signal Co and completed in 1938, involved the abolition of all of the intermediate signal boxes between Shenfield and Southend, apart from Wickford Junction box.

Further changes ensued as a result of nationalization on 1 January 1948, when the ex-LT&SR routes became part of the London Midland Region of British Railways, while the former GER line became an integral part of the Eastern Region. However, on 20 February 1949 the LT&S lines were transferred to the Eastern Region. At that time the ex-LT&SR and GER lines to Southend were both busy commuter routes, and were seen as ideal candidates for electrification. In 1937 the LNER had started work on a 1,500 volt dc overhead electrification scheme between London (Liverpool Street) and Shenfield, and this scheme was completed in September 1949, World War II having delayed the work for several years. In September 1953 it was announced that the overhead system would be extended from Shenfield to both Chelmsford and Southend at an estimated cost

of £2½ million. The scheme involved 9½ miles of railway between Shenfield and Chelmsford and the 21¼ miles between Shenfield and Southend. Work was under way by the following year and, excellent progress having been made, the inaugural electric train to Chelmsford ran on 8 June 1956, while official completion of the Southend electrification took place on 28 September 1956.

The Chelmsford and Southend routes were, at first, worked on the 1,500 volt dc system, but experience in Europe prompted a change of plan, and it was subsequently decided that the 25,000 volt ac system would be the national standard for main line electrification. The Chelmsford and Southend routes were, accordingly, converted to the high-voltage ac system in November 1960, although for several years they operated at 6.25kV.

In the meantime, it had been agreed in November 1950 that the LT&SR system would be electrified on the 25kV ac overhead system, and preliminary work was under way by the mid-1950s. This new scheme involved the

'On 20 February 1949 the LT&S lines were transferred to the Eastern Region'

rebuilding of several stations, and more or less the complete segregation of the parallel British Railways and London Transport lines between Barking and Upminster. The LT&SR main lines between Fenchurch Street, Tilbury, Upminster and

Southend were ready for electric operation by the autumn of 1961, but technical problems meant that a full electric service was not brought into operation until 18 June 1962.

The development of train services

The original LT&SR line service of three trains each way was progressively improved as traffic rapidly developed, and by 1862 there were seven up and eight down trains between London and Southend, together with numerous short-workings to and from Barking and Tilbury. With the Barking to Pitsea cut-off completed in 1888, the main line between Fenchurch Street and Southend was reduced from 43 miles via Tilbury to 35¼ miles via Upminster, which allowed the timetable to be progressively improved.

Examination of the 1921 timetable reveals that the LT&SR route was worked by over 40 up and 40 down trains, the majority of these being through workings between Southend and London. Although most LT&S workings ran to and from Fenchurch Street, there were a number of through services between Southend and St. Pancras, together with through workings to and from Ealing Broadway, on the west side of London. The St. Pancras services reached their destination via the Tottenham & Forest Gate line, while the Ealing Broadway workings made use of the Whitechapel & Bow Railway and the District Line. In British Railways days, the weekday timetable on the LT&S route provided around 60 trains each way, most of these being through workings between Shoburyness or Southend and Fenchurch Street.

The Great Eastern route was originally served by around half a dozen trains each way between Southend and Liverpool Street, and there was also a Saturday-only through train between Colchester and Southend. There was, at first, little attempt to cater for business traffic, although by the 1890s the 8.50am down train from Southend and the 5.25pm up service from Liverpool Street were booked to cover the intervening 41½ miles in one hour, with an intermediate stop at Prittlewell.

A period of competition began in 1911, when a much-improved timetable was introduced, with five morning through trains to Liverpool Street, including the 8.16am from Southend, which was vestibuled and equipped with a restaurant car, and the 9.17am from Southend, which reached London in 58 minutes. In the down direction, the best trains were scheduled to depart from Liverpool Street station at 5.03pm, 5.27pm and 6pm, reaching Southend by 6.01pm, 6.29pm and 6.59pm respectively. Further improvements took place in 1912 and 1914, by which time the normal weekday service on the Shenfield to Southend line consisted of 35 trains each way. The fastest up train was the 9.20am from Southend to Liverpool Street, which reached its destination in 55 minutes, while many of the other through trains were allowed 59-65



Electrification of the ex-LT&SR line through Upminster station is seen at an advanced, though still incomplete stage on 16 August 1959 as a Midland Division excursion to Southend passes through in the charge of Kentish Town shed's ex-Midland Railway ATC-fitted '3835' (LMS '4F') class 0-6-0 No 43964, coupled to an LMS-era Fowler straight-sided tender. In contrast, on the north side of the station is a London Transport District Line train of 'Q' stock at Platform 3 awaiting return to central London. No 43964 was a long-term resident of Kentish Town in British Railways days, until transferred across London to Cricklewood shed in June 1962. Bill Aves



Despite the passage of ten more months, about 20 miles further west, in Westcliff-on-Sea, the 25kV electrification process is less advanced, with only masts in place on 26 June 1960 as Kentish Town-allocated Fairburn '4MT' 2-6-4T No 42237 steams alongside Leonard Road heading to Southend with an early morning seven-coach train. The electrification of public services of the LT&S lines was still two years away. Kentish Town's smart looking No 42237 contrasts with the usual appearance of unkempt Shoburyness-based 2-6-4Ts. R. Patterson/Colour-Rail.com/314441

Bound for London's Fenchurch Street, LT&SR Whitelegg 4-4-2T No 40 Benfleet is seen near Leigh-on-Sea shortly after entering traffic in 1898. The fourth of the '37' class, Nos 37-48, these were a development of the 'I' class, having 6ft 6in coupled wheels as opposed to 6ft, a higher boiler pressure of 170psi and larger 19in x 26in cylinders. This design in turn was developed into the '79' class, and in 1909 the '37' class would be rebuilt and become indistinguishable from the '79' class.



Immediately after passing through Prittlewell station, just in view and only about ½ mile from the GER terminus in Southend, this Monday, 17 April 1911 scene records Holden GER 'D56' class 4-4-0 No 1790 hauling the 2pm London (Liverpool Street) to Southend service, comprised wholly of six-wheel compartment stock. Completed at Stratford Works in March 1911, the Grouping would see it designated LNER Class 'D15', then becoming 'D15/2' when superheated in August 1927. Less than two years later, in April 1929, it would be converted to 'D16/2', then finally, in September 1944, to 'D16/3' configuration. Having entered traffic as GER No 1790, it became LNER No 8790 in March 1924, and No 2601 in October 1946. As British Railways No 62601 it would be withdrawn from King's Lynn shed in January 1957. W.H. Smith Collection/Kidderminster Railway Museum

minutes. A similar pattern of operation persisted into the LNER period, a highlight at the time of the Grouping being the introduction of a Pullman car on selected through workings, although this was short-lived and was withdrawn after a few months.

Both lines are now served by frequent electric trains, the LT&S route having six trains per hour during off-peak periods, while travellers on the Great Eastern route are offered a basic off-peak service of three trains per hour to and from Liverpool Street, with additional services during the morning and evening peak periods. Many of the LT&S services continue through to Shoeburyness, while others terminate at Southend (Central). Most workings travel via Basildon and the cut-off route through Upminster, while others are routed via Ockenden and the Tilbury loop.

Motive power

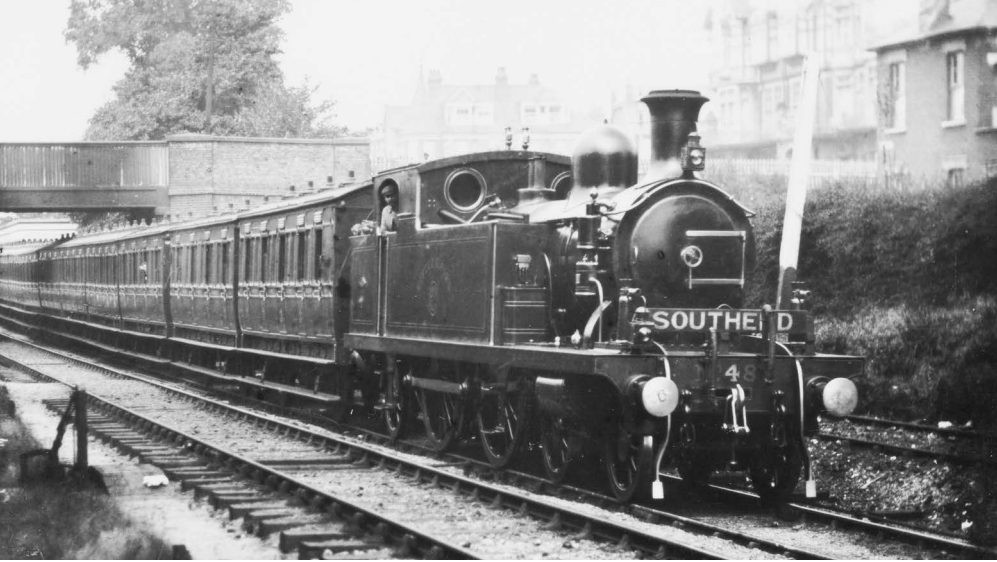
Tank locomotives prevailed on the LT&SR, the vast majority of these being 4-4-2Ts. The first design was supervised by William Adams of the Great Eastern Railway, 12 examples appearing in 1880 from Messrs Sharp, Stewart. Originally fitted with steam and hand brakes only, Westinghouse braking equipment was added later, and it was then fitted new to subsequent engines. They had 6ft 1in coupled wheels, leading and trailing wheels of 3ft 1in, a boiler of 4ft 1in x 10ft 6in, 17in x 26in outside cylinders, and became the template for further LT&S line motive power for the next 50 years. The first locomotive was No 1 *Southend* (Works No 2880), and six more were delivered in 1881, twelve in 1884, and six more in 1892, this time from Nasmyth, Wilson; collectively they were the Class '1'

engines and all carried the names of towns, villages or other places in London, Essex, or Kent. The standard LT&SR locomotive livery was light green with purple brown lining, edged with red, although for a time some of the engines had an unusual lavender grey livery. LT&SR engines displayed their names in bold crescents on their tank sides, with the company's coat of arms placed centrally beneath; numbers appeared only on the red buffer beams.

The Class '1' fleet was followed by 12 slightly larger '37' class 4-4-2Ts; No 37 *Woodgrange* was the first of the class. By 1898 there were 48 locomotives in the LT&SR fleet, and from 1905 onwards the '37' class engines were rebuilt with larger boilers (4ft 2in x 10ft 6in with total heating surface of 1,027sq ft replaced by a boiler of 4ft 6in

Shoeburyness engine shed in the early years of the 20th century with seven tank engines in view, including Whitelegg Class '1', '37' and '79' 4-4-2Ts and a single Class '69' 0-6-2T. Seen from a lengthy footbridge, nearest the camera is No 47 *Stratford*, one of the '37' class built by Dübs & Co in Glasgow during 1898, and behind is the (now preserved) No 80 *Thundersley*, a Robert Stephenson & Co product of 1909. Alongside the passenger terminus, Shoeburyness engine shed was a practical home for terminating engines, but its lean-to addition of 1898 compares poorly with the original brick-built two-road shed opened in 1884 and extended 12 years later, and the water tower. Just visible in front of No 80 is the shed's 42ft turntable, and to the right of the shed is the station and the end of the line from Southend. Interestingly, stabled coaching stock occupies both station roads, while unseen to the right are numerous sidings, along with access to two military routes, to Pig's Bay and to Shoebury Ness. S.C. Jenkins/Lens of Sutton Collection





A train heading for Southend gets away from Westcliff-on-Sea station in the charge of Whitelegg 4-4-2T No 48 *Little Ilford*. Note the square cab; rounded cabs for better tunnel clearance were generally preferred after 1904. One of the 12 members of the '37' class, six completed by Sharp, Stewart in 1897 and six by Dübs & Co Ltd in 1898, Nos 37-42 and 43-48 respectively, once rebuilt these became the template for Nos 79-82, and the class was then further perpetuated by the LMS when Derby Works turned out a further 35 locomotives between 1923 and 1930. As was the practice at the time, a prominent destination board is carried over the front buffer beam and the engine is turned out in exemplary condition, the engine's name being presented in an arc above the LT&SR coat of arms.



By far the largest engines to operate on the LT&S lines were the eight Whitelegg 4-6-4Ts built by Beyer, Peacock, which were envisaged as LT&SR Nos 87-94 but entered traffic in 1912 as MR Nos 2100-07, the Midland Railway having by then assumed control. No 2104 arrives at Shoeburyness on ex-LT&SR stock circa 1913. Painted in the MR's crimson lake livery from new, these impressive looking tank engines were 30 tons heavier than their 4-4-2T shedmates, which consequently restricted their route availability, reduced their effectiveness and led to them being short-lived – No 2104's withdrawal in December 1932 left only two of the class in service. Roy F. Burrows Midland Collection Trust/Kidderminster Railway Museum

diameter and a total heating surface of 1,099sq ft), cylinders (18in x 26in replaced by 19in x 26in), and enlarged tanks.

Two tender engines built by Sharp, Stewart for service on the Ottoman Railways were made available to purchase in 1899, and these became LT&SR Nos 49 and 50. They remained the only LT&SR tender engines and were never named; they would be scrapped as LMS Nos 2898 and 2899 in 1933 and 1936 respectively. The next locomotives added to the LT&SR fleet were enlarged versions of the '37' class, with 18in x 26in cylinders and 6ft 6in coupled wheels, and these were numbered in sequence between 51 and 68, being the '51' class, with the name *Tilbury Docks* bestowed on the first of the class.

Experience with the two 0-6-0 tender locomotives may have prompted the introduction of the '69' class 0-6-2Ts by Thomas Whitelegg, the LT&SR Locomotive Superintendent. Provided with 18in x 26in inside cylinders and 5ft 3in coupled wheels, Nos 69-74 were delivered by the North British Locomotive Co in 1903, followed by Nos 75-78 in 1908, all of these locomotives receiving names, but a final batch of four was built by Beyer, Peacock & Co Ltd and appeared after the Midland Railway takeover, so entered service in 1912 as MR Nos 2190-93

with no names. In LT&SR days the locomotives were kept in a spotless condition, and this tradition was maintained during the first few years of the Midland Railway regime after 1912.

The final 4-4-2T locomotives ordered by the LT&SR, Nos 79-82, were built in 1909 and were based on the '37' class as rebuilt, but with deeper tanks and bunkers, and the chimneys and safety valve casings were also of a different profile. No 80 was initially named *Southend-on-Sea* but was renamed *Thundersley* in 1910 and has reached preservation. The '69' class had 19in x 26in cylinders and 6ft 6in coupled wheels, their weight in working order being 71 tons 15cwt. The LT&SR also ordered eight 4-6-4Ts, but these did not appear until after the Midland Railway takeover and were Nos 2100-2107. Weighing over 94 tons, they were too heavy for employment west of Barking, so were unable to run through to Fenchurch Street.

Seaside excursions and other special workings brought unusual or unexpected locomotives to the LT&SR at various times, and inevitably Midland Railway locomotives regularly appeared after the MR takeover in 1912 – six Deeley 'Flatiron' 0-6-4Ts were among the first arrivals. Unfortunately these 0-6-4Ts were found to be unstable at speed

and so they were often used bunker-first on the LT&SR. Furthermore, the new arrivals were unable to do the work of the indigenous Tilbury 4-4-2Ts and were quietly sent back to their own system.

Kirtley outside-framed 2-4-0s were also sent to the LT&SR during the pre-Grouping period and were employed mainly on goods services, in which capacity they were poor performers compared with the LT&SR 0-6-0s and 0-6-2Ts. The 'Midlandization' process continued during the LMS period when '4F' class 0-6-0s, '2P' class 4-4-0s and other standard LMS types appeared in increasing numbers. The versatile ex-Tilbury tanks, however, were not immediately displaced, and indeed in October 1923 ten new 4-4-2Ts were constructed at Derby Works for employment on the LT&S section. These were very similar to their LT&SR predecessors, and 35 examples were built between 1923 and 1930, their numbers being 2110-34 and 2151-60.

In 1934, the Stanier three-cylinder '4P' 2-6-4Ts were introduced for service on the LT&SR line. In all 37 of the class were built, Nos 2500-2536, and they were initially employed on the main line via Upminster, whereas Tilbury services were typically (but not exclusively) worked by the 4-4-2Ts. The Stanier three-cylinder locomotives were later

The Midland Railway sent a number of Kirtley outside-framed 2-4-0s to the LT&SR section, where they were employed on non-passenger work. On 16 July 1921 Kirtley 'IP' 2-4-0 No 15 rests outside Shoeburyness engine shed. Completed at Derby Works in April 1868 as MR Class '156' No 116, this engine was rebuilt in 1883 and 1898, and became No 15 in August 1907. Compared to the Whitelegg 0-6-2Ts designed for LT&S freight needs – 5ft 3in coupled wheels, 160psi boilers and nominal tractive effort of 19,320lbs – these MR 2-4-0s were underpowered, light-footed and ill-suited to goods work, with 6ft 3in coupled wheels, boilers pressed to 140psi and a nominal tractive effort of only 12,338lbs. No 15 was reboilered in 1923 and bowed out from LMS service in August 1928. Roy F. Burrows Midland Collection Trust/ Kidderminster Railway Museum



After the short term solution of more LT&S type 4-4-2Ts post-Grouping, such as No 2113 on the right of this Shoeburyness shed scene, one of the problems Stanier faced upon his appointment to the LMS was to provide more powerful engines for the LT&S section. His solution was to have designed a three-cylinder development of the Fowler 2-6-4T with a tapered boiler – the three-cylinders were used to improve acceleration when getting away from the frequent station stops. On 27 June 1936 No 2519 stands alongside 4-4-2T No 2113, eleven years older than No 2519 and ending its service days as British Railways No 41931 in March 1951, whereas the 2-6-4T, as BR No 42519, would eventually be made redundant by electrification of the LT&S network, being condemned in June 1962 from Shoeburyness shed.

H.F. Wheeler Collection/Courtesy R.S. Carpenter

Despite the introduction in 1934 of 37 of the Stanier three-cylinder 2-6-4Ts, many of the LT&SR and LMS 4-4-2Ts remained gainfully employed, with 17 of the 'Intermediate' or '2P' and 51 of the '3P' classes entering British Railways stock. On 28 October 1950 '3P' No 41970, completed at Derby Works in January 1930, awaits departure from Tilbury (Riverside) station with a train for Southend (Central) that include five ex-LT&SR coaches, the furthest from the camera being a centre brake-third. J.R. Eagles/Bill Aves Collection

joined by a number of the two-cylinder variants of both Stanier and Fairburn origin.

Stanier and Fairburn 2-6-4Ts worked most services during the early British Railways period, while in 1953 British Railways Standard '4MT' 2-6-4Ts Nos 80069-80 were sent to the LT&S line. Further batches of the '80000s' arrived in the next few years, while some of the Fairburn 2-6-4Ts were transferred to other London Midland Region sheds. Meanwhile, the

surviving Tilbury 4-4-2Ts continued to work on their native system, while freight services were worked by ex-LT&SR '69' class 0-6-2Ts, '4F' and '2F' 0-6-0s, along with '3F' class 0-6-0Ts. The 4-4-2T and 2-6-4T classes also appeared on local freight workings on a fairly regular basis.

Modern traction came in the form of Brush A1A-A1A diesel-electrics, which worked some passenger duties prior to electrification, although they were normally employed on freight services. The electric-multiple-units built for service after the completion of the 25 kV ac electrification scheme were four-car units based on the Standard BR Mk I body shell. Each set



BR Standard '4MT' 2-6-4T No 80076 passes over Pitsea Junction to arrive at the four-platform Pitsea station with the 3.15pm Southend to Fenchurch Street train on 30 July 1962. The line to the left is heading for Upminster, it being the cut-off route of 1888, so this particular train is routed via Tilbury. During the latter days of steam operations the LT&S section had 28 of these BR Standard '4MTs', with one at Shoeburyness (No 80133), 15 at Plaistow (Nos 80096-105 and 80131, 80132, 80134-136), and 12 at Tilbury (Nos 80069-80). Once displaced by electrification, many of these useful tank engines would find their way to the Cambrian Division, although No 80076 would go from Tilbury to Stratford, then to March, Ardsley and Carstairs. L.W. Rowe/Colour-Rail.com/10203



incorporated a driving trailer second, a trailer composite, a motor brake second, and a driving trailer open second. They were normally worked in multiple as eight-car or twelve-car formations, with sufficient capacity for 1,032 seated and as many as 1,000 standing passengers.

GER locomotives seen on the Great Eastern route in the early 1900s included 'T19' class 2-4-0s, 'T26' (LNER 'E4') class 2-4-0s, Worsdell 'Y14' (LNER 'J15') class 0-6-0s and 'C32' (LNER 'F3') class 2-4-2Ts. The 'Claud Hamilton' class 4-4-0s of 1900 appeared on the Southend route in increasing numbers after 1911, these locomotives were employed on the smartly-timed restaurant car expresses to and from Liverpool Street. Other locomotive types to appear in the Southend area during the LNER era included the 'B12' class 4-6-0s, 'B17' and 'B1' class 4-6-0s, 'N7' class 0-6-2Ts, and 'L1' class 2-6-4Ts.

Leigh-on-Sea to Southend Central

Commencing at London's Fenchurch Street station, the LT&SR main line runs generally eastwards via Upminster (15¼ miles) and Benfleet (29¼ miles) to Leigh-on-Sea (32½ miles), which now marks the start of the Southend built-up area. Opened on 1 July 1855, this station was known as Leigh until 1904. It was rebuilt on a new site in 1934, the new Leigh-on-Sea station being about ½ mile west of the original stopping place.

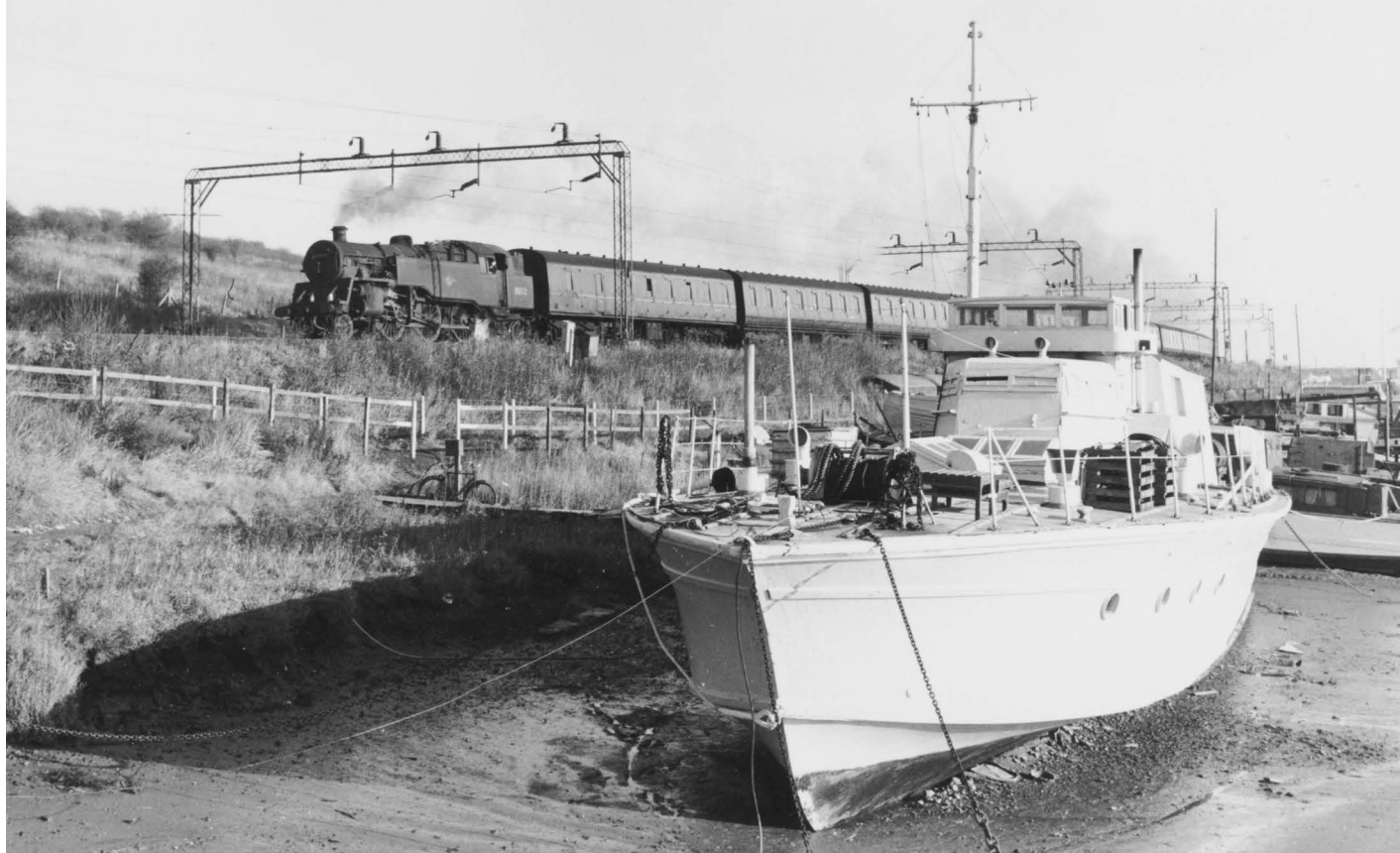
On leaving Leigh-on-Sea, trains continue eastwards to the next station at Chalkwell (34 miles). Up and down platforms are provided here, with the main station building on the down side. Chalkwell was not one of the original LT&SR stations, being opened by the LMS on 11 September 1933. At that time the LT&S route was enjoying a boom in terms of summer holiday traffic, and the spacious platforms at Chalkwell were clearly designed

for handling large numbers of holidaymakers. The brick-built station buildings are similar to those provided elsewhere on the London, Tilbury & Southend route during the 1930s. The station, which is sited virtually on the seashore, has always been a passenger-only stopping place, with no goods facilities of any kind.

Continuing eastwards, down trains soon reach Westcliff-on-Sea (34¾ miles). Opened on 1 July 1895, it was a suburban-style station, with up and down platforms and a substantial, brick-built station building on the up side. Road bridges span the line at each end of the station, and there are additional waiting rooms and toilet facilities on the down platform, a modern footbridge replaced the original LT&SR lattice girder-bridge when the line was electrified. Like neighbouring Chalkwell, Westcliff-on-Sea has always been a passenger-only station.

In British Railways days the 'B12/3' class 4-6-0s put in a lot of good work on the Liverpool Street to Southend (Victoria) services, this 19 March 1955 view records Stratford shed's No 61549 leaving Victoria with the 2.36pm service to Liverpool Street; the pictured 4-6-0 was completed by William Beardmore & Co Ltd in June 1921 as Great Eastern Railway 'S69' No 1549. To the left can be seen the two-road engine shed and the shed pilot, 'J69' 0-6-0T No 68534. At the time the shed's allocation comprised seven ex-LT&SR 4-4-2Ts, nine 'B1' 4-6-0s, seven 'B12/3s', five 'J20' 0-6-0s, 'J69' No 68534 and four 'N7' 0-6-2Ts. Of these 25 were officially on the books of Stratford but most carried '30D' (Southend Victoria) shedplates. H.C. Casserley





The section of line between Benfleet and Chalkwell was arguably the most attractive part of the LT&S system, with open vistas of the Thames Estuary and Canvey Island to the south. BR Standard '4MT' 2-6-4T No 80133 nears Benfleet with an up working for Fenchurch Street station on 21 December 1961. By this date most local services were loading to 11 coaches, a heavy load for a '4MT'-rated tank engine on the schedules then in force. The overhead catenary is in place for the switch-over to the start of public electric-multiple-unit working on 18 June 1962. Of note is a converted ex-Royal Navy motor torpedo boat moored alongside the railway – such vessels were a feature of many east and south coast resorts at the time. J.C. Beckett

On the night of 31 January and 1 February 1953 spring tides, extreme low pressure and northerly winds brought a tidal surge down the East Coast, causing extensive flooding and affecting the LT&SR lines. The line between Benfleet and Leigh-on-Sea was inundated leaving much of the line's rolling stock marooned at Shoeburyness. The scene at Leigh-on-Sea station on 1 February shows the water level up to the surface of the platform. By the evening of Friday, 6 February a restricted service was operating between Fenchurch Street and Shoeburyness, but it took a further fortnight before services approached normal. John R. Mann/R.M. Casserley Collection

Between Chalkwell and Leigh-on-Sea the LT&S route runs along the shoreline. Stanier '4MT' 2-6-4T No 42532 pulls away from Chalkwell station with a train for Fenchurch Street in September 1959. A start has been made here at erecting the gantries to support the overhead wiring for the electrification. No 42532 entered traffic from Derby Works in November 1934 and became redundant on the introduction of electric-multiple-units on the lines to Southend and Shoeburyness in June 1962. Arthur Morris/Colour-Rail.com/BRM1678





LT&SR Class '1' 4-4-2T No 35 West Ham arrives at Westcliff-on-Sea station in the Edwardian period, presumably not later than 1904 as all of this class received rounded cabs that year. The first 30 engines of this class were erected by Sharp, Stewart between 1880 and 1884, but the need for another six, Nos 31-36, was fulfilled by Nasmyth, Wilson in 1892. Westcliff-on-Sea station is fractionally younger than the engine, being opened on 1 July 1895 as a typical suburban station, notably with no goods facilities, its position less than one mile west of Southend's main LT&SR station illustrates the density of population hereabouts. Sadly after 1912 the LT&S locomotive names would be lost to Midland Railway policy, West Ham becoming MR No 2144, and then finally LMS No 2065 from October 1929 through to its withdrawal in December 1932. S.C. Jenkins/Lens of Sutton Collection

Southend Central to Shoeburyness

Still heading in an easterly direction, the line continues to Southend Central (35¼ miles), which has always been regarded as Southend's principal station. When opened on 1 March 1856 the station was equipped with Italianate buildings and a handsome trainshed. In the 1890s Southend Central was a four platform station, the main up and down platforms having west-facing bays for terminating services. There was a small goods yard to the west of the platforms on the up side, while additional goods facilities, including cattle loading pens and a yard crane, were available on the down side.

The track layout at Southend was considerably altered in the ensuing years, and by 1922 the goods yard had been moved to the north side of the station, while the number of

platforms was increased to six. The main station buildings were on the up side, and there was a smaller building on the opposite side. The platforms were covered, for much of their length, by traditional canopies, while the up and down sides of the station were linked by an underline subway. The station, which was first named Southend (Central) in 1949, was modernized when the line was electrified, the principal alterations being the provision of a new, glass-fronted ticket office, along with a rearrangement of the up parcels and left luggage office, an extension of the refreshment-cum-waiting room, the addition of new staff rooms and the substitution of electric lighting in place of the earlier gas lamps.

The station underwent a further refurbishment in 2007 at a cost of £460,000, the work being funded jointly by Southend Borough

Council and the train operating company. In its present-day guise Southend (Central) has four platforms – Nos 3 and 4 are the main through lines, and platforms 1 and 4 are terminal bays. This very busy station now generates around three million passenger journeys per annum.

On leaving Southend (Central) down workings continue eastwards for a further mile before reaching the next station at Southend East (36¼ miles), which was opened by the LMS on 18 July 1932. An additional platform was added on the down side and brought into use in time for the Whitsun holiday traffic. The main station building is on the up side, and there is a smaller building on the down platform, while the up and down sides of the station are linked by a footbridge. The station buildings are clearly in the same architectural 'family' as

A pre-1912 view of the LT&SR's Southend station finds two of Thomas Whitelegg's '51' class 4-4-2Ts of 1900 awaiting departure for London from bay platforms, with No 51 Tilbury Docks bound for Fenchurch Street and No 59 Holloway on a service to St. Pancras, the joint arrangement with the Midland Railway to use St. Pancras dated back to 1894. The class of 18 engines was largely the same as the '37' class but with a boiler diameter of 4ft 6in, rather than 4ft 2in, and pitched 3in higher, and both the side tanks and bunker were enlarged. All were dual brake-fitted for hauling vacuum-braked Midland Railway stock, as seen behind Holloway. Eight engines of Classes '1', '37' and '51' would exchange names in 1911, No 51 becoming *Purfleet* in a swap with No 9. Twelve of the '51' class engines were built by Sharp, Stewart in 1900, with the others supplied by the North British Locomotive Co in 1903. Both pictured engines passed into BR hands, but neither would carry their allocated number. S.C. Jenkins/Lens of Sutton Collection





The opening of Southend (East) station by the LMS in July 1932 plugged the largest gap between stations across the urban sprawl of Southend, from Leigh-on-Sea to Thorpe Bay, with the company thereafter serving six stations in less than six miles. Viewed looking east from Chase Road overbridge, with a goods yard behind the photographer on the down side, LMS '3P' 4-4-2T No 2134, a Derby Works product of July 1927, gets away from Southend (East) station in 1936 with a train of LMS stock bound for Fenchurch Street station via the Tilbury line. Built to the same Whitelegg design as those turned out for the LT&SR with only minor detail differences, these '3Ps' were the most powerful passenger engines on the LT&S lines until the introduction of the Stanier three-cylinder 2-6-4Ts in April 1934. No 2134 ultimately become British Railways No 41952 and was withdrawn from traffic in December 1956 from Stratford shed.

Thorpe Bay station seems to have been called Southchurch-on-Sea for its first week, inspired by the small community of Southchurch about one mile to the north-west (not by the sea), but after 18 July 1910 a name derived by the coastal ward of Thorpe was instead used, the LT&SR adding 'Bay' to this to promote its seaside location, this then being generally adopted by the community itself. This view is taken looking west towards Southend, the main station building being on the up side, while the small yard goes unseen behind the down platform, flexibility of operation coming thanks to a run-round facility as part of the main line connection, and a long headshunt. Originally in open countryside, massive development had arrived by 1920 and such is the demand for housing today that the old goods yard site has been swallowed up, its new residents no doubt contributing to the annual tally of 864,000 rail journeys that are now attributed to this station.

S.C. Jenkins/Lens of Sutton Collection



On Thursday, 31 October 1912 a double-headed passenger train from Shoeburyness departs Thorpe Bay station for Fenchurch Street in the charge of a pair of Whitelegg '37' class 4-4-2Ts, with No 47 Stratford piloting an unidentified member of the class. Double-heading was not the usual practice on the LT&SR but the pair of Atlantic tank engines makes a fine sight as they head for the next station at Southend. The train, however, is a lengthy one, so may have been beyond the capabilities of a single engine to keep time, or the pilot is perhaps being worked up to London for operating reasons to avoid a light engine movement.

Roy F. Burrows Midland Collection Trust/
Kidderminster Railway Museum

The 3¼ mile extension of the LT&S route from Southend to Shoeburyness opened on Friday 1 February 1884, the modest station being arranged in a through station layout despite being a terminus, and as a result both platforms had step-free access from the town's High Street, the compact timber-framed station building being on the up side. Although the main running lines stop just short of High Street, which passes at 90° to the railway on the other side of the buffer stops, just to the south (out of view to the right) the High Street was crossed by a rail connection to the Ministry of Defence site at nearby Pig's Bay, north-east of the station. In addition, another military line headed south from the station yard to Shoebury Ness, the alignment of the two military lines allowed through passage between them without reversal, and incoming trains from the main line for Pig's Bay also benefited from a direct connection, south of carriage sidings, whereas it was a trailing connection to the Shoebury Ness route. S.C. Jenkins/Lens of Sutton Collection



their counterparts at Leigh-on-Sea and Chalkwell, being typical 1930s brick-built structures, with substantial roof girders carrying the platform canopies.

Thorpe Bay (38 miles), the penultimate station *en route* to Shoeburyness, was opened by the LT&SR on 1 July 1910; it was known as Southchurch for a short period. Prior to rationalization, the infrastructure provided here incorporated up and down platforms for passenger traffic, and a small goods yard. The main station building was on the up side, while the goods sidings were sited on the down side of the running lines.

Shoeburyness

Situated some 39 miles 40 chains from Fenchurch Street station, Shoeburyness was opened to public traffic on 1 February 1884. As first built, the station was comparatively

modest, with a timber-framed station building on the up side, together with a goods yard with a full range of facilities for coal, cattle, machinery and general merchandise traffic. There was, in addition, a rail link to the grounds of Shoebury Fort and the nearby artillery ranges, Shoeburyness having remained, to this day, an important Ministry of Defence site. The present-day station has three platforms and an extensive array of carriage sidings.

Shoeburyness motive power depot was sited to the north of the platforms on the down side. The original shed had contained just two roads but was later extended by the provision of two additional roads in an extension on the south side. The usual coaling stage, turntable and watering facilities were available, while in August 1933 a mechanical coaling plant of 100 tons bunker capacity was installed to enable locomotives to be refuelled

much more rapidly. In early British Railways days Shoeburyness shed was coded '13D', although after the LT&S section was transferred to the Eastern Region the code was changed to '31C'. The shed normally housed tank locomotives, in 1950, for example, the resident locomotives included four ex-LT&SR 4-4-2Ts, two 0-6-2Ts and 30 Stanier three-cylinder 2-6-4Ts. In 1959 the allocation consisted of 11 Fairburn two-cylinder '4MT' 2-6-4Ts and 36 Stanier three-cylinder tank engines.

Prittlewell

On leaving the Liverpool Street to Norwich main line at Shenfield, Southend (Victoria) services run eastwards via Billericay (24¼ miles from Liverpool Street), Wickford (29 miles), Rayleigh (33 miles), Hockley (36 miles) and Rochford (38¾ miles). The

By the date of this photograph, 26 April 1958, Shoeburyness shed's allocation was made up of just two classes, Stanier three-cylinder and Fairburn two-cylinder 2-6-4Ts. However, Plaistow-allocated BR Standard 2-6-4Ts were also serviced, and in November 1959 one of the class, No 80133, would be transferred to Shoeburyness and stay on the allocation through to June 1962. All three 2-6-4T classes are portrayed here – from left to right, Fairburn No 42678, BR Standard No 80136 and Stanier Nos 42519 and 42512. The two-road shed on the left opened with the line as a through structure but when doubled in length, in 1896, it became a dead-end shed, while the corrugated iron two-road shed on the right is a 1933 addition that replaced a rudimentary single-road timber-built shed (seen on page 18) of 1898. More recently, the shed roof was replaced in corrugated-iron during 1955, and it would close on 18 June 1962, although steam servicing facilities would be available here until the mid-1960s. R.F. Roberts/SLS Collection





On August Bank Holiday Monday, 6 August 1961 a typically unkempt Stanier '4MT' 2-6-4T, No 42523, one of the few engines of this class to be fitted with a domed boiler, shunts part of the extensive carriage sidings at Shoeburyness, on the south side of the main line in the immediately vicinity of the station and goods yard. Another yard of sidings was laid slightly further out, well beyond the footbridge that overlooked the engine shed. The provision of ample sidings to accommodate coaching stock was made necessary by the need to stable not only stock used primarily for the commuter services but also to hold the large number of excursions and day trips that ran to Southend and Shoeburyness during the peak holiday periods. The line at the photographer's feet gives access to Pig's Bay. Bill Aves

alignments on this section are undulating rather than flat, with frequent stretches of 1 in 100, while the surrounding scenery is pleasant, rather than spectacular.

Having left Rochford, down trains run southwards for the next two miles to Prittlewell (41 miles); much of this section is uphill on gently rising gradients of 1 in 150. Prittlewell is a typical country station, with up and down platforms for passenger traffic, and a road overbridge immediately to the south. The goods yard, closed in June 1967, was sited to the north of the platforms on the up side, and it was able to handle coal, livestock, furniture, horse boxes and general merchandise traffic. The down platform was lengthened in connection with electrification in the early 1960s.

The platforms are linked by a lattice girder footbridge, which was raised by about 2½ft when the line was electrified, while the brick station buildings, with their flat-topped

canopies, are of typical Great Eastern New Essex design – William Neville Ashbee, who became the GER architect in 1883, was responsible for all of the station buildings on the New Essex Lines. The booking office and waiting room are on the up side, while a further waiting room was formerly available on the up platform, although most of this subsidiary structure has now been demolished, leaving the platform canopy *in situ*.

Southend (Victoria)

From Prittlewell the line continues southwards towards its destination on a 1 in 150 falling gradient. Situated some 41 miles 42 chains from London's (Liverpool Street) station, Southend (Victoria) is barely ½ mile from Prittlewell. The station has been named variously as Southend or Southend-on-Sea, while the name 'Victoria' was adopted in 1949.

The seaside terminus has two double-sided platforms, providing four platform faces in all. The platforms are numbered in logical sequence, platform 1 being sited on the east side of the station, platforms 2 and 3 are in the centre, and platform 4 is on the western side. In steam days, the lines into platforms 2 and 3 were served by a centre siding or third line that functioned as an engine release road, while the two outer platforms were equipped with their own run-round facilities. The centre line has now been lifted, leaving an unusually large gap between platforms 2 and 3, and the outer platforms are flanked by carriage storage sidings.

The station building incorporates a lengthy, single-storey range on platform 3, and a much shorter wing on platform 2. These two blocks are linked by a connecting wing that is arranged at right angles to the terminal buffer stops. Designed in the then fashionable vernacular revival style, the main constructional materials are red brick with stone dressings. The main building is a hip-roofed structure with two prominent gables and a third, slightly smaller gable at its north end, while the platforms are covered for much of their length by substantial canopies.

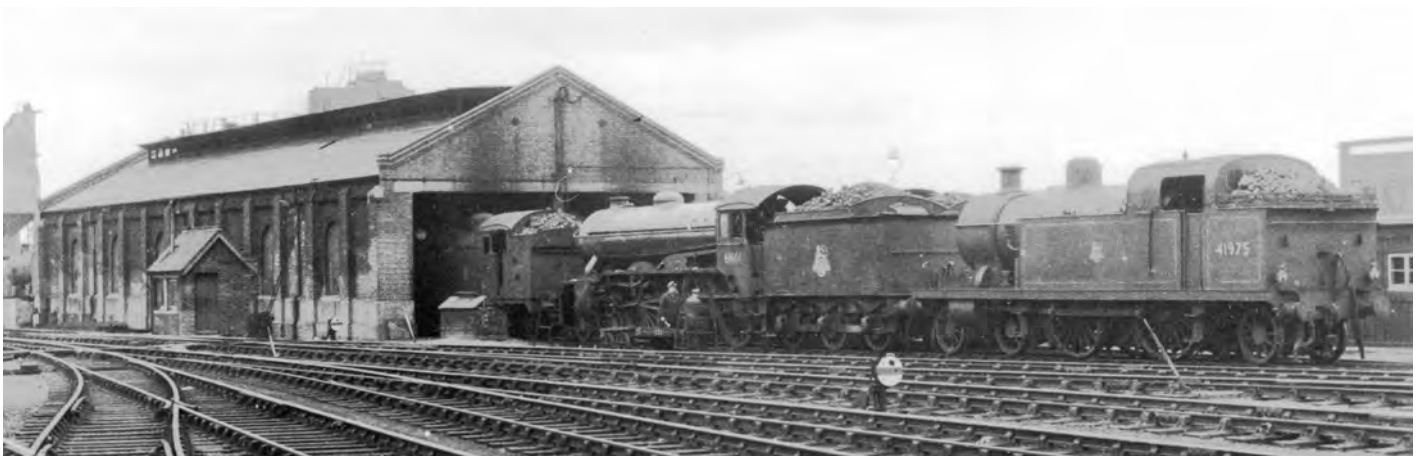
The goods yard (now closed) was sited to the east of the passenger station on the down side and was equipped with a full range of



GER 'C32' 2-4-2T No 1063 pauses in the down platform at Prittlewell while working a passenger service to Southend. The down side station building here has since been partially demolished, although its GER platform canopy has been retained. Historically, Prittlewell is the original town, Southend being the south end of Prittlewell. No 1083 would become LNER 'F3' No 8063 after the Grouping and survive to receive its Thompson post-1946 identification as No 7136, but be withdrawn by the LNER before nationalization. Wagons of an up goods train are stabled in the up platform as the train engine shunts in the yard, seen in the far distance just to the left of the footbridge. S.C. Jenkins/Lens of Sutton Collection



'Southend-on-Sea for Westcliff and Thorpe Bay' reads the running-in board as Stratford-allocated Holden 'D15' (GER 'D56' or 'Claud Hamilton') class 4-4-0 No 8857 waits to depart from Southend's ex-GER terminus with a train of six-wheel stock in the immediate post-Grouping period, when painted in LNER apple green with the stock number carried on the tender. In October 1933 No 8857 would be altered to Class 'D15/2', a rebuild in July 1939 saw it emerge from Stratford Works as a 'D16/3', and its withdrawal as British Railways No 62548 would come about in October 1957, from March shed. Douglas Thompson/Robert Humm Collection/Courtesy Kidderminster Railway Museum



The two-road engine shed at Southend (Victoria) is seen on 18 April 1954, with a Hill 'N7' class 0-6-2T, Gresley 'B17/1' 4-6-0 No 61601 *Holkham*, and LMS-built '3P' 4-4-2T No 41975 stabled together. The shed here was a difficult one to work, despite the LNER putting in a cenotaph coaling plant, a water softening plant and 70ft turntable in the 1930s. With the completion of the electrification of the line from Shenfield the shed lost its allocation of steam locomotives, but it remained open to service incoming locomotives on excursion trains until the withdrawal of steam. SLS Collection

facilities for coal, livestock, general merchandise and all other forms of freight traffic. There was a substantial, brick-built goods shed, while the yard crane had a lifting capacity of 5 tons. The station was signalled from a Great Eastern Railway brick and timber signal box with a steeply pitched gable roof and ornamental ridge tiles. A survey of Great Eastern signal boxes carried out around 1923 reveals that Southend Victoria Box was, at that time, equipped with a 110-lever McKenzie & Holland frame. The signal box was closed in 1992, but the building is still intact at the time of writing.

Southend (Victoria) engine shed, which was situated to the north of the goods yard, contained the usual facilities, including a coaling stage, a turntable and watering facilities. The shed building was a modest, two-road structure with a gable roof, while the coaling stage, originally of timber construction, was replaced by a mechanical coaling plant during the LNER period. At around the same time, the original 50ft turntable was replaced by a much larger 70ft table. Southend shed was a sub-shed of Stratford, and it normally housed between 20 and 30 locomotives. The resident locomotives

Gresley 'K3' class 2-6-0 No 61880 gets away from Southend (Victoria) station on Saturday, 2 July 1955 with an afternoon train for Liverpool Street station – the locomotive's lampcode erroneously indicates that this is an empty stock duty but the train is in fact the four-coach 2.45pm service from Victoria. The carriage sidings are to the left, while in the distance can be seen the cenotaph coaling plant. No 61880 was released to traffic from Doncaster Works in October 1929, and by 1955 it was allocated to Stratford; it would be transferred to Cambridge shed in February 1958 and then to March in November 1961, from where it was withdrawn in September 1962.

W.H. Smith Collection/Kidderminster Railway Museum





The purchase of a 70ft vacuum-operated turntable for Southend Victoria shed from Cowans Sheldon was authorized in October 1934, and it was installed on built-up ground between the coaling plant and water softening plant. On 11 March 1956 'B12/3' class 4-6-0 No 61575 of Cambridge shed is in the process of being turned, and in the background is another member of the class, No 61516. No 61575 was built by Beyer, Peacock and entered traffic in September 1928 as LNER No 8575; its withdrawal came in April 1959 from Cambridge shed. P.J. Lynch/Kidderminster Railway Museum

in 1954 included nine 'B1' and seven 'B12' class 4-6-0s, four 'N7' class 0-6-2Ts, six 'J20' class 0-6-0s, one 'J69' class 0-6-0T, and seven former LT&SR 4-4-2Ts, the later being in storage. The shed lost its allocation in 1956, but it continued to be used for stabling and storage purposes after electrification.

Although overshadowed by the LT&SR station, Southend (Victoria) is by any definition a busy station, which in recent years has generated around 1.4 million passenger journeys per annum. The former Great Eastern station came into its own following the 1953 East Coast flood disaster, when the LT&S route was flooded to a depth of 10ft between Benfleet and Leigh, and as much traffic as possible was diverted onto the ex-GER route. An emergency timetable, introduced on Monday, 2 February, provided at least three trains per hour at peak periods, with steam trains running to and from Shenfield, where passengers changed into special non-stop electric trains to Liverpool Street and Fenchurch Street.

Recent developments

In 1996, the London, Tilbury & Southend system became one of the first parts of the national rail network to be privatized. However, the transfer to private management was halted following the discovery of an alleged ticket fraud involving the sale of travel cards at Fenchurch Street and Upminster. Following this sensational announcement, the LT&S franchise was awarded to a consortium known as Prism Rail, which took over the line on a 15 year lease on 26 May 1996. The new train operating company was initially known as LTS Rail, but a June 2000 press release announced that it would henceforth be known as 'c2c'. This enigmatic name was intended to herald a new dawn for the LT&S route, the change of image being underlined by the introduction of a new purple-blue and pink livery scheme.

The LT&SR line has seen several improvements in recent years, notably the introduction of 44 new Class '357' units and an extensive programme of station

improvements. Following resignalling work carried out in 1995, the entire line is now controlled from an integrated electronic control centre at Upminster. The line is still operated by c2c, while the Shenfield to Southend (Victoria) line is worked by Abellio Greater Anglia

Other rail systems

Southend was of particular interest in that between 1901 and 1942 it was served by an extensive street tramway system. At its peak, a fleet of over 70 electric tramcars, mostly double-deckers, operated this 3ft 6in gauge system. Like other seaside towns, Southend has also boasted a number of miniature railways, including a 15in gauge line that operated in the Kursaal funfair during the inter-war period. Southend is also famous for its pier, the longest pleasure pier in the world, which is served by a 1¼ mile narrow gauge railway. The line was, for many years, a 3ft 6in gauge electric tramway, but in 1986 it was rebuilt as a 3ft gauge diesel-worked line. The present line is single track, with double-track at the shore and pier head stations, and an intermediate crossing loop.



Seen from the wooden walkway of Southend Pier, cream and green-liveried electric-powered pier train No 28 makes its way along the longest pleasure pier in England. The stock illustrated was introduced in 1949, was designed to look like the then current London Transport trains and was built by AC Cars of Thames Ditton in Surrey. The new stock comprised four trains of seven cars, and each train could carry up to 260 passengers. At a top speed of 18mph, the journey took four minutes each way, and during peak periods a train ran every five minutes, continuing until 11pm. The record for passengers carried in one day stands at 55,000.

D. Wittamore/Kidderminster Railway Museum



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STEAM DAYS

In Colour

153: Steam on the Cambrian Dovey Junction to Barmouth

The Cambrian lines of Mid and North Wales were some of the most scenic in Britain, and provided the railway photographer with a host of opportunities to capture, on film, trains in action in amazing surroundings in the steam era, from the early days of Great Western 'Duke' and 'Dukedog' 4-4-0s, on through the era of the 4-6-0 'Manors', and finally the use of BR Standard locomotives. Cambrian steam ended on Saturday, 4 March 1967, and in this all-colour photo-feature we cover the picturesque coastal section of line from Dovey Junction through to Barmouth.

Former GWR 'Earl' or 'Dukedog' 4-4-0 No 9024 leaves Fairbourne station in charge of a Dovey Junction-bound passenger working in the mid-1950s; this 4-4-0 locomotive would be withdrawn from Machynlleth shed in August 1957. Fairbourne is the southern terminus of the miniature Fairbourne Railway that to this day connects with a ferry across the River Mawddach to Barmouth. For many years Fairbourne station had a camping coach and its relative seclusion, yet within easy reach of the sandy beach and mountains, made it a popular holiday destination. Colour-Rail.com





Penhelig Halt, overlooking the eponymous Penhelig Arms Inn and situated above the eastern part of Aberdovey and the coast road with its shops and houses, is seen in June 1962 as BR Standard '3MT' 2-6-2T No 82032 runs in at the head of the Pwllheli portion of the down 'Cambrian Coast Express'. The BR Standard '3MT' 2-6-2Ts arrived at Machynlleth shed to replace the life-expired Churchward '4500' class 2-6-2Ts and were used on both passenger and goods workings. Despite their limited water capacity, the Cambrian crews thought highly of this class. Ben Ashworth



On 7 August 1963 BR Standard '3MT' 2-6-2T No 82033 runs off Barmouth bridge in charge of a northbound pick-up freight consisting of a single box van, a loaded 16 ton coal wagon, a departmental coach, and a brake van. The first two wagons are on the bridge that spans the lifeboat station ramp. The toll house for the public footpath across the bridge can just be seen on the right-hand side of the photograph, along with the associated tied cottage. The Cader Idris massif dominates the southern skyline. Tom Boustead

Immediately to the south end of Barmouth bridge was Morfa Mawddach station, where on 7 June 1963 we find BR Standard '4MT' 4-6-0 No 75021 after its arrival with a train from Ruabon, having traversed the Dee Valley line via Llangollen and Dolgelly. The station, formerly known as Barmouth Junction, was set in the middle of the triangle of lines made by the Cambrian Coast route and the former GWR line to Llangollen and beyond. Like Dovey Junction, Morfa Mawddach was without road access as it was primarily an interchange station, although there were footpaths to the A493 road and to Barmouth bridge. Ben Ashworth





Having just crossed Old Chapel viaduct, Swindon Works-built Ivatt '2MT' 2-6-0 No 46511 passes Barmouth harbour at the head of a southbound four-coach local service on 9 August 1963, by which time the Cambrian lines were part of the London Midland Region. Along with the BR Standard '2MT' 2-6-0s, the Ivatt 2-6-0s were used on passenger and freight turns across the length and breadth of the Cambrian District, from Tallyllyn Junction to Moat Lane, along the coast lines, and inland to Oswestry and Ellesmere. Most, including No 46511, were painted in lined passenger green livery. Trevor Owen/Colour-Rail.com/391105

The Churchward Moguls were the largest locomotives allowed to run between Dovey Junction and Barmouth until the 'Manor' class 4-6-0s were permitted over the line in the early 1950s. Consequently, the Moguls saw use on both passenger and goods workings ranging from the 'Cambrian Coast Express' to the daily pick-up freight. This April 1961 view records Machynlleth shed's No 6395 having just emerged from the tunnel at Penhelig and passing Picnic Island en route to Dovey Junction with an up goods working. Colour-Rail.com/BRW1635





Viewed from the shoreline in Barmouth, and with low cloud across Cader Idris, a BR Standard '2MT' Mogul is seen in August 1958 having departed Morfa Mawddach station for Barmouth with a down local service that is now crossing Barmouth bridge over the River Mawddach, the over-girder swing bridge close to the northern bank being just ahead of the engine. Some 764 yards long, the bridge opened on 10 October 1867, so 150th anniversary celebrations are taking place in 2017. Grade II-listed, the tolls to use the popular public footpath on the eastern side of the bridge ceased in 2013.

Keith Pirt/Courtesy Book Law Publications







Aberdovey station, at the junction of the main line and branch to Aberdovey harbour, was located at the western end of the village on the edge of sand dunes. This August 1963 view records BR Standard '3MT' 2-6-2T No 82021 getting away from the station and skirting the links golf course on a northbound passenger working comprised of ex-LMS corridor coaches. No 82021 would be based at Machynlleth shed between March 1960 and a June 1964 transfer to Bangor. Beyond the rear of the train, stabled in the long siding is the Royal Train awaiting departure to Scotland.

Keith Pirt/Courtesy Book Law Publications

Bottom left: In April 1957 Churchward '4300' class 2-6-0 No 5311 of Chester shed stands in the excursion platform at Barmouth after making the out-and back run light engine across Barmouth Bridge to Barmouth Junction to turn on the triangle, ready to pick up its return working to England via Dolgelly and Llangollen. Carrying plain green livery with the large British Railways totem on the tender, No 5311 makes a pleasing sight. For many years these powerful 2-6-0s were the mainstay of the heaviest Cambrian passenger workings. Keith Pirt/Courtesy Book Law Publications

The crew of Collett 'Manor' class 4-6-0 No 7827 Lydham Manor pose alongside their engine while stabled with classmate No 7828 Odney Manor in the long siding at Aberdovey at the head of the Royal Train in August 1963. Earlier the train had brought HM The Queen and the Duke of Edinburgh to visit the outward bound schools. The crews and train staff now await the return of the Royal couple before setting out on the first leg of their journey to Balmoral via the Dee Valley line. Keith Pirt/Courtesy Book Law Publications



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AMERICAN READERS

The West Riding steam finale



Following in the steam-free tracks of the Western, Eastern, Scottish and Southern regions, in September 1967, fifty years ago, the former North Eastern Region dispensed with steam, Keith Widdowson recalling the final Saturday of operations.

Having initially concentrated my steam-chasing travels elsewhere, I was late (March 1966) in discovering the North Eastern Region's offerings. Platform-end conversations with like-minded 'gricers' led me, somewhat belatedly, to the famed 'Calder Valley bash', whereby six locomotive haulages could be collected over a six-hour period from 2am. This involved the 02.00 Sheffield (Midland) to Normanton service with a Holbeck 'Jubilee', the 03.10 Normanton to Hebden Bridge, with a Wakefield 'B1' to Halifax and then a Newton Heath 'Black Five' forward, the 05.28 Hebden Bridge to Castleford (Central) with a Newton Heath 'Black Five' to Normanton, with any locomotive forward from there, and the 08.05 Castleford (Central) to Blackpool (North) service, with any locomotive available.

Word of this extravaganza of haulages quickly spread, and the one BSK vehicle provided on the westbound Manchester train was often, to quote a commuter expression, 'full and standing'. Other visits during 1966 secured runs with all of the remaining nine North Eastern Region-allocated 'Jubilees', together with a myriad of varying steam locomotive classes on the Bradford 'portions'.

Into 1967 and the North Eastern Region merged with the Eastern Region on New Year's Day, and I was spurred into action with the news of Leeds (Central) station's demise

Low Moor-allocated Thompson 'B1' class 4-6-0 No 61306 speaks to the sky as it struggles for adhesion on wet and greasy rails on a dull and dank start to the last Saturday of steam-hauled passenger travel on the former North Eastern Region – 30 September 1967. The train is the 07.55 from Bradford (Exchange) through to Leeds (City), the stock formed a through service from Bradford to London (King's Cross). Having traversed ex-Lancashire & Yorkshire Railway metals for just over ¼ mile on its southbound departure from Exchange station as far as Mill Lane Junction, it has diverged there to join ex-Great Northern Railway lines and is seen on the approach to Laisterdyke. Barry Mounsey

Table One
Journey log: Friday, 29 April to Sunday, 1 October 1967

Time Arrive	Depart	Location	Traction	No
Friday, 29th September, 1967				
–	20.20	London (King's Cross)	English Electric 'Deltic' Co-Co 'Type 5'	D9003
Saturday, 30th September, 1967				
00.04	02.10	York	English Electric 1Co-Co1 'Type 4'	D258
		Normanton	Fairburn '4MT' 2-6-4T	42689
		Halifax	Stanier 'Black Five' 4-6-0	45287
05.05	05.28	Hebden Bridge	BR Bo Bo 'Type 2'	D7572
06.50	07.12	Normanton	BR 'Peak' 1Co-Co1 'Type 4'	D142
07.37	07.58	Cudworth	Stanier 'Black Five' 4-6-0	44971
08.51	09.05	Leeds (City)	Diesel-multiple-unit	
09.26	09.55	Bradford (Exchange)	Thompson 'B1' 4-6-0	61306
10.17	11.30	Leeds (City)	Brush Co-Co 'Type 4'	D1582
11.48	12.08	Wakefield (Westgate)	BR 'Peak' 1Co-Co1 'Type 4'	D26
12.29	12.35	Leeds (City)	BR 'Peak' 1Co-Co1 'Type 4'	D165
12.54	13.34	Wakefield (Westgate)	BR 'Peak' 1Co-Co1 'Type 4'	D173
13.54	14.20	Leeds (City)	Stanier 'Black Five' 4-6-0	45428
14.46	15.05	Bradford (Exchange)	BR Bo-Bo 'Type 2'	D7570
		Leeds (City)	BR Co-Co 'Type 4'	D1105
15.53	16.20	Wakefield (Westgate)	Brush Co-Co 'Type 4'	D1509
		Leeds (City)	Stanier 'Black Five' 4-6-0	45428
17.08	17.31	New Pudsey	English Electric 1Co-Co1 'Type 4'	D390
17.42	17.47	Leeds (City)	BR Co-Co 'Type 4'	D1109
19.05	–	Manchester (Exchange)		
–	19.40	Manchester (Victoria)	Diesel-multiple-unit	
20.27	21.25	Preston	Stanier 'Black Five' 4-6-0	45421
22.03	–	Liverpool (Exchange)		
–	22.50	Liverpool (Lime Street)	Diesel-multiple-unit	
Sunday, 1 October 1967				
00.05	01.00	Manchester (Exchange)	Stanier 'Black Five' 4-6-0	45156
01.36	02.55	Wigan (North Western)	Brush Co-Co 'Type 4'	D1960
		Crewe	English Electric Bo-Bo 'AL6'	E3183
06.20		London (Euston)		



Haulage bashers were new phenomena of the mid-1960s, driven by a desire to enjoy steam-haulage before the spread of diesels and electrics became total, and often, by 1966, it was just a handful of passenger workings in any one area that needed to be sought out. Starting at 2am, their so-called 'Calder Valley bash' was strictly for insomniacs, although the fourth train (and sixth steam engine) of the morning was at a relatively respectable hour, 08.05 from Castleford, train 1M07 to Blackpool. On 6 August 1966 we find this service in the capable hands of Wakefield-allocated Stanier 'Jubilee' class 4-6-0 No 45694 *Bellerophon*. It is seen 'opening up' as it leaves Mirfield, showing that the crew know that working a 'Jubilee' hard is how to get the best from the engine. *Bellerophon* was a Wakefield engine from 31 January 1965 through to its withdrawal from traffic on 4 January 1967. Barry Mounsey

Until the spring of 1967 the 04.25 Manchester (Victoria) to York train was taken forward from Normanton station by anything that the local shed foreman could lay his hands on. This view at Normanton dates from week three of my April 1967 pilgrimage to the West Riding. On Saturday, 22 April, Holbeck-allocated 'Black Five' 4-6-0 No 45211 has arrived from the London Midland Region and will soon be detached and head for Normanton shed for servicing, the shed being just out of view beyond the road overbridge, with a fresh locomotive soon appearing at the station to take the Normanton to York leg of the service. Keith Widdowson/PLATFORM14.COM



from Monday, 1 May, this resulted in all Bradford (Forster Square) and most Bradford (Exchange) portions ceasing – I blitzed the area for four consecutive Saturdays during April. On Saturday, 29 April, having been aboard the final steam departure out of Leeds (Central), with Stanier 'Black Five' class 4-6-0 No 44846 on the 03.32 train for Halifax, and undertaking one final bash of the area, I spent the following five months on Southern and London Midland Region services, returning,

as detailed next, for the final Saturday of passenger steam services on the former North Eastern Region.

On Friday, 29 September 1967, an evening when the inaugural episodes of both the cult

television show *The Prisoner*, starring Patrick McGoohan, and the classic sci-fi series *Captain Scarlet and the Mysterons* were aired, I travelled down from London (King's Cross) to York to connect into the Calder Valley-routed 02.10 York to Manchester mail train. I had selected this route rather than run the risk of a missed connection at Normanton out of the 02.00 ex-Sheffield train. My timetable for the day (see *Table One*) would see haulage from five different steam locomotives in the West Riding, and rather too many diesels.



The replacement locomotive provided by Normanton shed on 22 April 1967 proved to be Ivatt '4MT' 2-6-0 No 43043, which is seen at rest in York station after its 24-mile stint on the 04.25 service from Manchester (Victoria). No 43043 was a Normanton engine from September 1964 through to the demise of its steam allocation at the start of October 1967, the shed thereafter remained in diesel-only use through to official closure on 1 January 1968. Keith Widdowson/PLATFORM14.COM

My travel plans for the last West Riding steam weekend began with the 20.20 service from London (King's Cross) through to York, arriving just as Friday night (29 April) became Saturday morning, the 02.10 service to Manchester being my next train. Diesel-hauled to Normanton, my first steam-haulage of the day began there with Low Moor-allocated Stanier 2-6-4T No 42689 through to Halifax. A few hours earlier the same '4MT' tank engine is seen at home in the nocturnal gloom of the Low Moor shed yard on its final Friday night of steam operations. An ex-Scottish Region allocated engine, most recently of Dumfries shed, it reached the West Riding in October 1963 and was now serving from its fifth West Riding shed, albeit now with only two more days of service to come. Barry Mounsey



Topping the record charts back then, somewhat prophetically, was Englebert Humperdinck's *The Last Waltz*.

It was now the early hours of Saturday, 30 September, a day when Radio One was first broadcast, and after mooching around the now steam-less York, the Manchester train was eventually platformed just after 1am, at the head of which, filling the air with obnoxious fumes, was English Electric 'Type 4' 1Co-Co1 diesel-electric No D258. I cannot remember there being many, if any, enthusiasts on board, the situation changing dramatically upon arrival in Normanton, with the expected invasion of chasers materializing. What steam, on this final night, was to take us forward to Halifax? Former LMS 2-6-4T No 42689, a locomotive I had never witnessed in my travels was the answer. Where had she been hiding? Subsequent research revealed that this former Scottish Region Fairburn tank had, upon arrival in the North Eastern Region, been allocated to Leeds (Neville Hill) shed before spending time at Huddersfield and Royston, arriving at Holbeck in April 1967, and then being transferred to Low Moor shed in its final month. That was a good start

to the visit, only to further improve with another 'required' locomotive, namely Edge Hill-allocated 'Black Five' No 45287 taking over at Halifax.

So Hebden Bridge was arrived at for the last time, and then it was a seemingly regular BR Sulzer 'Type 2' Bo-Bo diesel, No D7572, on the eastbound York train that took me back to Normanton. York shed had closed to steam three months earlier, and so, with the inevitable diesel locomotive taking the train forward, I instead headed the ten miles south to Cudworth to board the last steam-hauled train out of Sheffield, the 07.06 service for Leeds (City), which was hauled by a lost looking Lostock Hall-allocated 'Black Five', No 44971. It had been hoped for, at least amongst the enthusiast fraternity, that the two remaining 'Jubilees', *Alberta* and *Kolhapur*,

might have been turned out. Perhaps the authorities, similar to the Southern Region's finale debacle the previous July, didn't want to draw attention upon themselves in having taken this length of time to eliminate steam.

With nothing happening at Leeds, we (there was quite an assemblage of us) went over to Bradford for what, retrospectively, was to be the highlight of the day. The Low Moor shed foreman sent out one of his three recently-acquired Thompson 'B1' 4-6-0s, No 61306, for the 09.55 departure out of Bradford (Exchange) station. The locomotive had been externally cleaned overnight by members of the Master Neverers Association (MNA) and was a credit to their hard work. This was Britain's final steam-operated prestige train, the 'Yorkshire Pullman', the silver service, white-coated car attendants

A long way from its Lostock Hall home, Stanier 'Black Five' 4-6-0 No 44971 drifts into Cudworth station with the last steam-hauled passenger departure out of Sheffield – the 07.06 Sheffield (Midland) to Leeds (City) on 30 September 1967. Incredibly, this locomotive had endured no less than 37 re-allocations between its first arrival at Llandudno Junction shed in May 1946 and reaching its last home, Lostock Hall, on 1 April 1967. Sadly the ex-Midland Railway route through Cudworth would close from 1 January 1968, although for many years sections of the line existed in truncated form to serve collieries. It formerly linked to the surviving Sheffield-Barnsley-Normanton-Leeds route at Goose Hill Junction, just south of Normanton station. Keith Widdowson/PLATFORM14.COM





With the Bradford to Leeds leg of the up 'Yorkshire Pullman' on my planned schedule, we travelled from Leeds (City) to Bradford (Exchange) in a diesel-multiple-unit and glimpsed Fairburn 2-6-4T No 42251 of Low Moor shed as it passed in the opposite direction with the 09.05 from Exchange station, a train of through coaches to London that enjoyed steam-haulage as far as Leeds. On that day No 42251 is seen approaching Laisterdyke on this service, the photographer's vantage point being the embankment of the Bowling Junction to Laisterdyke line. The '4MT' has just passed Hammerton Street Junction, the line from the left just ahead of the signal box linking to the engine shed, the distant yards are those of the erstwhile GNR, such as Adolphus Street Goods, and the bridges in the foreground span Birksland Street and, nearer to the camera, Mount Street. Today, although the core route being traversed in this view is still double-track, all other lines in this immediate vicinity are history. Barry Mounsey

On the morning of Saturday, 30 September 1967, Thompson 'BI' No 61306 simmers at Bradford (Exchange) as it steam heats the stock for the 09.55 Bradford portion of the 'Yorkshire Pullman' service, the last Pullman train to be steam-hauled. Having already worked the 07.55 through coaches to Leeds, No 61306 would again head to Leeds (City) station with this service. Although Bradford (Exchange) dates from 1850 as a joint station for both L&YR and GNR trains, the ten platform station seen to the left, with English Electric 'Type 4' No D354 in Platform 10, is as expanded in 1880, two wrought iron roofs of 450ft long and 100ft wide thereafter resting on outer walls, the carriage shed seen here being immediately to the east side.

John Barry Photography



Spruced up by members of the Master Neverers Association, a band of enthusiasts that gave many latter day steam workings a grand appearance when so many locomotives went unclean, 'BI' 4-6-0 No 61306 has by this time worked its four-coach train from the nearby carriage shed across to Platform 9 and now waits time at Bradford (Exchange) with the 09.55 'Yorkshire Pullman' departure for London (King's Cross). A recent transferee from Hull (Dairycoates) to Bradford's Low Moor shed, for me this working proved to be the highlight on that final Saturday, the expectation of use for one of Holbeck shed's 'Jubilees' never happening.

Keith Widdowson/PLATFORM14.COM



On the last Saturday of steam working in the former North Eastern Region – 30 September 1967 – Holbeck shed's best 'Black Five', No 45428, awaits departure from Leeds (City) station with the 14.20 service to Bradford (Exchange), the Bradford through coach portion of a London (King's Cross) service. Transferred to Holbeck shed from nearby Stourton on 15 January 1967, this locomotive would be withdrawn at the end of West Riding steam, but like No 61306 it managed to reach preservation. Although un-named in LMS and British Railways days, the preservation era has seen No 45428 running as *Eric Treacy*, after the former Bishop of Wakefield and much respected railway photographer, and it now resides on the North Yorkshire Moors Railway. Keith Widdowson/PLATFORM14.COM

With the light fading fast I alighted at New Pudsey station in the hope for steam-haulage behind required locomotives in the Preston area, leaving Stanier 'Black Five' No 45428 to continue towards Bradford. Here it rounds a gentle curve between Pudsey and Laisterdyke with the afternoon through coaches from King's Cross on 30 September 1967. The name 'New Pudsey' was invented by British Rail for its new Pudsey station of 6 March 1967 – Pudsey (Lowtown) and Pudsey (Greenside) stations were on the Pudsey loop line and had closed from 15 June 1964, and New Pudsey was seen as their replacement, and notably it was built specifically to attract motorists, being sited on a ring road where several routes met. Barry Mounsey





Wearing a '55J' (Low Moor) shedplate, 'B1' No 61306 stands in the cavernous Bradford (Exchange) station with the 22.00 parcels service to Huddersfield via Halifax on Saturday, 30 September, its last revenue working in British Rail ownership. Until a few months previously this working was also a passenger duty. Although Low Moor shed would remain active for one more day, closing on Sunday, 1 October, there was no further work for No 61306. Barry Mounsey

The morning of Sunday, 1 October 1967 finds two Fairburn '4MT' 2-6-4Ts at Bradford (Exchange) station on the last day of operation at their nearby home shed, Low Moor. In the foreground is the grimy No 42152 at the head of the 10.20 departure for Leeds (City), three maroon-liveried BR Mk I through coaches for King's Cross, while No 42141 is in reasonable external condition for its last day, and is on steam heating duties. Of note is the Lancashire & Yorkshire Railway building as the backdrop, this being on the south side of Bridge Street. Part of the former L&YR goods facilities, the site was already earmarked for the creation of a new transport interchange. This became a reality from 15 January 1973 with the abandonment of the 1880 Bradford (Exchange) station for a new, much smaller station on the other side of Bridge Street, the railway being cut back. Complete with a neighbouring bus and coach station, in 1983 the whole site would be renamed Bradford Interchange.

Barry Mounsey



making an unexpected cash haul with all us enthusiasts having, not begrudgingly, to pay the necessary 3s.6d supplement.

A disappointing signal-delayed 9½-mile run over to Leeds (City) station was undertaken with a maximum of a mere 54½mph near Bramley, giving us a seven-minute late arrival into Leeds, the starter course of soup not being served until all us degenerates had alighted there!

With nothing much going on during the remainder of the morning, a couple of fill-in trips to and from Wakefield (Westgate) reaped runs with three 'Peak' class 1Co-Co1 diesel-electrics and a Brush 'Type 4' Co-Co diesel-electric, noting, when passing Holbeck shed, Carlisle (Kingmoor) shed's 'Black Five' No 44902 and the two absent, miscreant 'Jubilees' in light steam, No 45697 *Achilles*, with its chimney missing, and 'Black Five' No 44912 on the withdrawn line. A 'Great Western' intruder, in the form of privately-owned BR-built 'Castle' class 4-6-0 No 7029 *Clun Castle*, was also evident in the area whilst working a railtour.

Holbeck shed's 'Black Five' No 45428, scrubbed up for the occasion, was turned out for the 14.20 Leeds (City) to Bradford (Exchange) working, then returning, presumably light engine, to work the 13.25 London (King's Cross) to Bradford (Exchange) train forward ex-Leeds (City) at 16.50. Travelling on it to the recently-opened New Pudsey station, as darkness was now falling, and considering the day a bit of a damp squib, I cut my losses and went over to Preston for the evening's portions – trains that were to enter railway folklore history by becoming Britain's last steam-hauled public services.



On the last day of steam operations at the West Riding sheds – Sunday, 1 October 1967 – Leeds (Holbeck) shed's pet 'Black Five' No 45428 passes over Mount Street bridge as it nears Laisterdyke en route to its home shed after spending the night at Bradford's Low Moor depot. With a chalk message of 'THE END – BRADFORD TO LEEDS FAREWELL' adorning its smokebox door, the 'Black Five' will work the three coach train, the 14.18 departure from Bradford (Exchange), as far Leeds (City) station, where it will be added to the Leeds to London main portion of an up East Coast main line service. Barry Mounsey

That was it then as regards the former North Eastern Region's passenger workings. The few steam movements the next day (as read about afterwards) culminated in Low Moor shed's Fairburn 2-6-4T No 42152 working the final portion – the 16.18 departure out of Bradford (Exchange). The following Monday, 1 October, saw Low Moor shed completely close, while Holbeck and Normanton sheds lost their steam allocations but retained servicing facilities for visiting London Midland Region locomotives.

From the ex-North Eastern Region sheds just a dozen steam locomotives survived that weekend's cull – Stanier 'Jubilees' Nos 45593 *Kolhapur* and 45562 *Alberta* were withdrawn on 15 October and 4 November respectively, which was also the final day for the last of the nine Stanier '8F' 2-8-0s at Royston, No 48276. Finally, Peppercorn 'K1' class 2-6-0 No 62005 lasted until 30 December 1967 and was then preserved.



Moments after leaving Bradford (Exchange) station, seen in the distance, the front end of Low Moor shed's Fairburn 2-6-4T No 42152 is suitably adorned 'THE LAST ONE – BRADFORD TO LEEDS – FAREWELL TO STEAM' to mark its historic use on the 16.18 through coaches for King's Cross on Sunday, 1 October 1967. It was the end of an era, with full dieselization in the West Riding coming from 2 October. Unfortunately, this Fairburn tank would not find any new work, a period out of use on the Low Moor shed site being followed by a one-way trip as scrap to Drapers in Hull. Barry Mounsey

Doing something of a Houdini act, despite the end of everyday steam in the West Riding from 2 October, except at Royston shed, on 7 October we see Leeds (Holbeck) shed's Stanier 'Jubilee' No 45562 *Alberta* at Bradford (Exchange) station with a Jubilee Railway Society special. Despite the cast 'South Yorkshireman' headboard, the '1Z45' was heading for Carlisle via Manchester and Carnforth, this being the last BR-owned 'Jubilee' trip over the West Coast main line. After servicing, *Alberta* would head south via the Settle & Carlisle route, the two remaining 'Jubilees' being kept in service for this and one other Yorkshire tour before being withdrawn. Barry Mounsey





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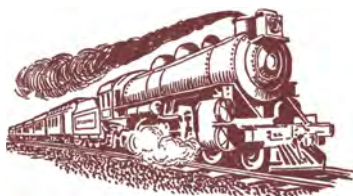
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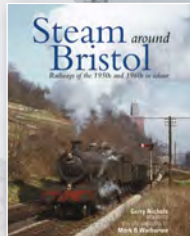


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Ian C Simpson

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Nottingham to Aberdeen and beyond

An East Coast adventure

David Martin recalls visits by train from his home city of Nottingham to relatives in the Aberdeen area in 1964, and the sights of Scottish Region steam, including that of ten Gresley 'A4' Pacifics on Ferryhill depot.

On 20 May 1964 two cases of typhoid fever were confirmed in Aberdeen, and eventually over 400 cases were diagnosed. This was headline news, and pictures of empty streets in Aberdeen became common on the television as anxious people stayed at home. However life went on in Aberdeen, despite the press reports, although cafés and cinemas were closed.

At this time my great-uncle George, who had lived with my great-grandmother, expressed a wish to move to Nottingham to start a new life, following her death. Their home for years had been a small cottage just outside the village of Pitmedden, 16 miles north of Aberdeen. He had disposed of the cottage and contents and bought a Humber Hawk motor-car, having never even driven a vehicle in his life, and he now planned to move to England, making the journey in the Humber car that he had purchased. There was one further major problem with this idea; he did not have a full driving license, so he suggested that my father should make the journey up to Aberdeen to accompany him as a qualified driver.

The prospect of an additional rail journey to Aberdeen with the chance of extra 'cops' for me, and the added bonus of potential steam-haulage, resulted in me badgering my parents to allow me to accompany my father. Considering the typhoid epidemic, looking back now I am amazed I was allowed to go.

We made the journey north overnight on 19/20 June, with steam at Nottingham (Victoria) station still having about two years of activity remaining. In the station, 'B1' class 4-6-0s Nos 61390, 61141, and 61210 pottered about, and two of Annesley shed's British Railways Standard '9F' 2-10-0s, Nos 92091 and 92173, passed through, but only one 'Black Five' class 4-6-0 was spotted, No 45215. Locally, Ivatt '4MT' 2-6-0s had taken over from 'L1' class 2-6-4Ts, and two of these went into my notebook, Nos 43160 and 43091, the latter waiting to take us to Grantham.

From Nottingham (Victoria) station we took the 8.25pm train to Grantham, which was due to arrive there at 9.08pm. At that time the London Midland Region was still



Sunlight streams through the station roof at Nottingham (Victoria) on Saturday, 12 October 1963, from where the author began his journey to Aberdeen at 8.25pm on Friday, 19 June 1964, firstly heading for the East Coast main line at Grantham for connection to Scotland. Photographed from Platform 7, the main up platform, a lone Ivatt '4MT' 2-6-0 is seen at the south end of Platform 4. The class was used regularly at this time on the Derby (Friargate)-Nottingham-Grantham passenger services, as was the case for the author's train as he made for Grantham. Tom Boustead

using the 12-hour am/pm clock in its public timetables but the Eastern Region quoted the 24-hour clock in its public timetable. With this in mind, at Grantham we caught the 'Deltic'-hailed 1A58 'Aberdonian' service, which arrived at Grantham at 21.30, having left London (King's Cross) at 19.30. Our Edinburgh (Waverley) stop was at 03.20, there was a call at Dundee (Tay Bridge) station timetabled from 04.45 to 04.56 for an engine change, and a scheduled arrival time of 06.34 at Aberdeen.

Grantham was the end of our steam-haulage until Dundee, although not the end of my spotting activity. Having said that, unfortunately my notebook has a lack of steam number entries until we crossed the border – I must have fallen asleep between Grantham and Edinburgh. Arriving at Edinburgh, only a few of the locomotive types that just a couple of years earlier filled stations, sheds and yards all the way up the East Coast main line appeared, such as Thompson 'B1' 4-6-0, No 61357 and Gresley

While waiting for his train to Grantham on 19 June 1964 at Nottingham (Victoria) station the author witnessed three Thompson 'B1' class 4-6-0s, one of these being No 61141, a long-standing resident of Colwick shed, which is seen on a single brake van at Victoria station in April 1965, just three months prior to its withdrawal from service.

A. Price/Colour-Rail.com/308694

Amongst activity seen at Nottingham (Victoria) whilst waiting to depart for Grantham, two Annesley-based BR Standard '9F' 2-10-0s passed through with Annesley to Woodford 'Runners', creating a similar scene to that seen here on Saturday, 1 June 1963, where Annesley shed's No 92087 passes through Victoria station on one of these trains. Tom Boustead



'V2' 2-6-2, No 60816, along with a familiar face from my days on Grantham station, 'A3' Pacific No 60052 *Prince Palatine*, which was now working out its final years from Haymarket shed.

After crossing the Tay Bridge, we slowly made our way past Dundee shed, where 'A2'

Pacific No 60532 *Blue Peter* was standing, awaiting a call to duty. At the neighbouring Dundee (Tay Bridge) station I realized a locomotive change was taking place, and to my surprise and delight our new motive power was Gresley 'A4' Pacific No 60026 *Miles Beavor* – a journey behind an 'A4' Pacific on

the Edinburgh to Aberdeen line was a treat I had not expected. Another 'A4' Pacific, No 60012 *Commonwealth of Australia*, was at the head of an early morning departure for Glasgow (Buchanan Street) as we pulled into Aberdeen station, although more of a surprise was the sight of British Railways 'Britannia' Pacific No 70002 *Geoffrey Chaucer*, a long way from its original stamping grounds in East Anglia.



The journey from Grantham was on the 'Aberdonian', the 7.30pm service from King's Cross, which was 'Deltic'-hauled as far as Dundee; steam haulage had already ceased at the London end of the East Coast main line. Waking up at Edinburgh (Waverley) in the early hours of Saturday morning, one of the few locomotives the author saw was Thompson 'B1' No 61357. A Haymarket engine for many years, it is seen on 7 May 1963 as it nears Haymarket Central Junction with a westbound passenger train of suburban non-corridor stock. The train is possibly the 8.30pm Edinburgh (Waverley) to Glasgow (Queen Street) via Falkirk (High) service, which is the only 'mundane' service not identified in the timetable of the period as being diesel-worked. Edinburgh City Russell Road cleansing depot is seen on the right. Colour-Rail.com/363742

Another locomotive seen by the author in the early hours at Waverley station was 'A3' Pacific No 60052 *Prince Palatine*. Allocated to nearby St. Margarets shed, this impressive beast is pictured at Edinburgh (Waverley) on 5 June 1965, prior to departing with a Scottish Locomotive Preservation Fund tour. One of several SLPF trips operated to finance the purchase of a pre-Grouping era Scottish locomotive, ultimately Caledonian Railway 0-6-0 No 828, the train would run via Berwick, Newcastle and Hexham to Carlisle, from where 'A4' Pacific No 60027 *Merlin* took over for the return working back to Edinburgh via the Waverley route.

K.C.H. Fairey/Colour-Rail.com/3247c



Despite the arrival time at Dundee being 4.45am, it was light enough for the author to see Peppercorn 'A2' Pacific No 60532 *Blue Peter* on Tay Bridge shed just prior to his train descending into the gloom of the neighbouring Dundee (Tay Bridge) station, where an engine change took place. At this time Dundee shed was the strategic home for two 'A2s' to cover passenger or fast fitted freight turns on the East Coast route between Edinburgh and Aberdeen, and sometimes to help out on the Dundee to Perth and Glasgow (Buchanan Street) service. This 1964 scene records Dundee's Nos 60528 *Tudor Minstrel* and 60532 *Blue Peter* at home. In the July they would be joined by sister engine No 60530 *Sayajirao*, a stud of three 'A2s' thereafter being retained here until the withdrawal of No 60528 in May 1966; *Blue Peter* would be the last to go, in the December, and then enter preservation. P.J. Robinson

Just prior to 5am on Saturday, 20 June 1963 the diesel to steam locomotive change on the down 'Aberdonian' titled train saw Aberdeen (Ferryhill) shed's Gresley 'A4' Pacific No 60026 *Miles Beevor* take over for the run from Dundee (Tay Bridge) station to Aberdeen, just over 77 miles, an unexpected bonus for the author. Taken just over two weeks earlier, on 3 June, this scene records the same locomotive heading out of Aberdeen with a Glasgow (Buchanan Street) bound passenger service at Cove Bay, so only around 3¾ miles into its journey. The author's trip past this point behind No 60026 was in the opposite, downhill, direction. A.R. Thompson/ARPT





Early morning on Saturday, 20 June 1964, on his arrival from Nottingham the author was met by his great-uncle on Aberdeen's station concourse, where we see the indicator board above the John Menzies station bookstall, detailing times of arriving and departing trains. A small version of that at Glasgow (Central) station, this board would remain a feature of Aberdeen station until 1981, when the number of platforms was reduced to just six. This view dates from January 1964, the clock above the indicator board reading 10.30pm, John Menzies is closed for business and a crowd is leaving the station, quite probably having arrived from London or Dundee as the last rush of public activity for the day. The departure times listed are already those for the morning services, southbound on the left, and northbound on the right. The next departure is at 4.55am, to Inverness, followed by the 6.10am to Edinburgh (Waverley), 6.20am to Perth, 6.55am to Fraserburgh, 7.10am 'Bon Accord' to Glasgow (Buchanan Street), 8.35am to Ballater and 9.20am to Inverness. K. Jones/GNSR Association

With the newly-purchased Humber car broken down and left at Corbridge to be repaired, the journey back to Nottingham unexpectedly resumed by rail at Newcastle-upon-Tyne, where the author noted three Gresley 'V3' class 2-6-2Ts, Nos 67643, 67676 and 67678, the latter one being seen here at Newcastle (Central) station on 6 June 1964, two weeks prior to the author passing through. This 1939-built tank engine was completed in Doncaster as a 'VI' but in October 1958 it was rebuilt at Darlington Works with a higher boiler pressure, raised from 180psi to 200psi, elevating its power and resulting in its re-classification as a 'V3'. ARPT Collection

Awaiting us on the concourse at Aberdeen station was my great-uncle, and indeed the streets were deserted.

We set off straight away on our journey south, but only made it to Corbridge in Northumberland before the Humber car broke down! The repairs were going to take a number of days, so we completed the journey to Nottingham by train from Newcastle-upon-Tyne, via York, Sheffield, and Derby, much to my delight. This time I was awake to record a number of North Eastern Region steam locomotives, including three 'V3' class 2-6-2Ts – Nos 67636, 67643 and 67678 – all to be withdrawn in November of that year. Two 'J94' 0-6-0STs are also listed in my notes,



Nos 68054 and 68046, both to be withdrawn at the end of June 1964. There were a few 'V2' class 2-6-2s and 'K1' 2-6-0s, and a couple of WD 'Austerity' 2-8-0s. In addition, five named steam locomotives were recorded during the journey – three 'A3' Pacifics, No 60036 *Columbo*, which would survive until November 1964, No 60063 *Isinglass*, about to

enter its last week in service, and No 60071 *Tranquil*, which would last until the October. The other two named locomotives spotted were ex-LMS 'Jubilee' No 45601 *British Guiana*, withdrawn in September 1964 and BR-built 'A1' Pacific No 60141 *Abbotsford*, to be withdrawn in the October, both these locomotives being seen at York.



Initially journeying home via the East Coast main line, on the east side of the line just prior to reaching Darlington station the author noted down the numbers of two 'J94' 0-6-0STs that were recently out of service. Seven days later, on 27 June 1964 we see four of these locomotives, including Nos 68054 and 68046, looking forlorn at the south end of Darlington shed. St. John's church is to the distant right of the view, and on the turntable road is 'A3' Pacific No 60045 *Lemberg*, which the author would see when he returned to Scotland in the August; it would serve until November 1964 and is most likely on stand-by duty. G.B. Kent/ARPT Collection



The author was thrilled to see so many Pacific locomotives on his Anglo-Scottish journeys in the summer of 1964, as many were soon to end their working days. Like at Darlington, at York the shed precedes the station when travelling southbound, but this time on the west side of the line. When passed, the yards of what was York (North) shed were housing both LMS- and LNER-designed top link power in the form of 'Jubilee' class 4-6-0 No 45601 *British Guiana* and BR-built Thompson 'A1' Pacific No 60141 *Abbotsford*, destined to be withdrawn in September and October 1964 respectively. Pictured at home on York shed on Saturday, 11 July 1964, exactly three weeks after being noted here by the author, on a superficial basis at least, 'A1' Pacific No 60141 *Abbotsford* certainly does not look ready for the scrapyard. C.J.B. Sanderson/ARPT Collection

It was soon apparent that my great-uncle could not settle in Nottingham and so he decided to return to Aberdeen in early August, this time my mother and me accompanying him. We stayed until early September, and this is when my tale of the ten 'A4' Pacifics on Ferryhill shed begins.

The journey north started behind No 43160, one of Colwick shed's former Midland & Great Northern lines Ivatt '4MT' 2-6-0s that had arrived from Yarmouth (Beach) shed on closure of that system. While waiting for departure from Nottingham (Victoria) I 'copped' Stanier 'Jubilee' No 45676 *Codrington* on a passenger train at Platform 12, but what it was doing there I do not know. This was to be the last time I made this journey up and down the East Coast main line when a reasonable amount of steam locomotives could still be seen. I recorded nine Eastern Region Pacifics, including four 'A3s', No 60036 *Columbo* again, and No 60045 *Lemberg*, which was another engine to be withdrawn in November 1964, No 60051 *Blink Bonny*, again common at Grantham a few years earlier, also to be withdrawn in the November cull, and No 60062 *Minoru* that made it to December 1964. *Lemberg* and *Colombo* were seen at Darlington, one or both probably on standby.

All the other named steam locomotives spotted on this journey were Peppercorn 'A1' Pacifics, Nos 60119 *Patrick Stirling* and 60139 *Sea Eagle* at Doncaster, both already withdrawn, No 60141 *Abbotsford* again, No 60142 *Edward Fletcher*, which lasted until June 1965, and No 60145 *Saint Mungo*, withdrawn in June 1966. Altogether I record 64 steam locomotives between Nottingham

and Aberdeen, including Doncaster Works departmental shunter No 14, a 'J50' 0-6-0T that was previously No 68961. We arrived in Inverurie on 13 August behind North British 'Type 2' Bo-Bo diesel locomotive No D6139 – and no it didn't break down! We were to stay with my aunt and uncle Bill who worked at Inverurie Locomotive Works.

Later that day I visited Inverurie station; service trains were all diesel-hauled by now but two 'Black Five' 4-6-0s made an appearance, Nos 45016 and 45213, both I think having had some form of overhaul at

the works. The station at Inverurie was still fully intact with three platforms, the two main-line ones served by the Aberdeen to Inverness 2½-hour train services worked by BR Swindon-built three-car cross-country diesel-multiple-units. There were services to Elgin via the coast route, and via Craigellachie, variously hauled by 'Type 2' Bo-Bo diesel locomotives of North British, Birmingham, Railway Carriage & Wagon (BRCW), and BR Sulzer origin. Platform 3 was the former Oldmeldrum line branch platform that had lost its passenger service on

When waiting for trains on Nottingham (Victoria) station there was always something interesting going on. This 1964 scene was taken at 8.19am on Saturday, 9 May – a down van train emerges from Thurland Street tunnel to enter the station on the relief line adjacent to Platform 1. The Annesley-allocated Stanier '8F' 2-8-0 hauling the train, No 48079, is in fine condition and quite clean for the time when many engines were becoming run down and dirty. The Great Central Railway lower-quadrant signal at the end of the platform provided reverse line working. Tom Boustead





Regular enthusiast travellers through Darlington would always look to see what was stabled on the turntable road south of the shed, as it was a prime spot for a Gresley Pacific to be held while on standby duty, and by 1964 it was often one nearing the end of its life. A wealth of photographic evidence suggests that Darlington's 'A3' No 60036 *Columbo* was favoured for this turn that summer, with No 60045 *Lemberg* another regular. No 60036 was witnessed by the author when travelling home from Newcastle, and then on his return trip to Scotland in the August, on both occasions when passing Darlington. On 26 September 1964, just two months prior to its November withdrawal, the work-stained *Columbo* is again on the turntable road at Darlington, its home shed offering a backdrop, while the East Coast main line is just out of view to the left. N.W. Skinner/ARPT

2 November 1931, and would be closed completely on 3 January 1966. This platform was being used to store coaches awaiting entry to Inverurie Works for repair or overhaul. From these I collected many of the paper window destination stickers used at that time, while wagons awaiting entry to the works were stored behind Platform 1 on some of the lines in the goods yard, and from these I used to collect redundant wagon labels.

On Saturday, 15 August, during my 1964 visit, I made my first spotting foray into Aberdeen. My journey from Inverurie was behind Sulzer 'Type 2' diesel No D5121, stopping at Kintore, the junction for the Great North of Scotland Railway's branch line to Alford, with intermediate stations at Kemnay, Monymusk, Tillyfourie and Whitehouse. This line closed to passengers in 1950 and to goods from 3 January 1966, but I do not recall ever seeing a train on the branch. Leaving Kintore,

the next stations were Kinaldie, and Pitmedden Halt (a different Pitmedden to the one my great-uncle had recently left). This visit to Scotland would be my last chance to experience a train stopping at Kintore, Kinaldie and Pitmedden, as they were to close on 7 December 1964.

The line from Inverurie to Aberdeen was still double-track at this date, but was to be singled in 1971; it is now proposed to re-double the track and re-open Kintore station.

The author regularly spent time on Inverurie station during his August 1964 visit to Scotland, when staying with his aunt and uncle after arrival there behind a diesel locomotive on 13 August. By then diesel power through that station was the norm, apart from the odd appearance of a steam locomotive that had been maintained at the nearby works. The granite station buildings were always kept in good condition, this exterior view of the station dates from March 1962, and little changed in BR steam days. The three-platform station dates from 1902, its 1854 predecessor was sited about ½ mile to the south, the cupola-style tower seen at the north end of the building providing ventilation for the gents' lavatories.

Norris Forrest/GNSR Association



Journeys by train betwixt Inverurie and Aberdeen passed through many interesting stations, perhaps the most important of these being Dyce, with its four platforms and tall signal box, as seen in this north-facing view. The signal box sat between the main line from Aberdeen to Inverurie, Keith and Inverness, in the foreground, and that of the Buchan lines – Dyce was the junction for Peterhead and Fraserburgh, the Formartine & Buchan Railway lines. Both these routes closed to passengers in 1965 but were still open for freight for many years after, Dyce did not lose its junction status until 6 October 1979. K. Jones Collection

The next station after Pitmedden was Dyce, the junction for the Formartine and Buchan lines to Fraserburgh and Peterhead. Dyce was still open as a junction station at this time, and boasted four platforms and a high signal box. The lines to Peterhead and Fraserburgh were to close to passengers in 1965 but freight trains continued to operate to Peterhead until 1970, and to Fraserburgh until 1979. I had made a couple of journeys along the Formartine and Buchan line to Udney station in the mid-1950s, on my way to my great-grandmother's home.

The line, although double-track between Dyce and Kittybrewster, was devoid of stations in 1964; this had not always been the case as the 'Aberdeen Subbies' had served stations at Don Street, Woodside, Persley, Bucksburn, Bankhead and Stoneywood until 5 April 1937. Kittybrewster station lasted until 6 May 1968 and was the site of a Great North of Scotland Railway (GNSR) shed, a diesel-only depot in 1964. There was no sign of any steam until Stanier 'Black Five' 4-6-0 No 45474 made an appearance as we pulled into Aberdeen station.



During my stay on Aberdeen's platforms seven further steam locomotives arrived in the station, of which four were 'A4' Pacifics – Nos 60006 *Sir Ralph Wedgewood*, 60019 *Bittern*, 60034 *Lord Farringdon*, and the locomotive that brought me north in June, No 60026 *Miles Beevor*. A 'V2' class 2-6-2, No 60818 and 'Black Five' No 44722 were involved with freight and parcel trains, and the station pilot at the south end was Thompson 'B1' 4-6-0 No 61263, which I was allowed to 'cab', and can now tell the tale that the crew took me out past Aberdeen South signal box and back on shunt moves – I was told to stay well down and hidden as we passed the signal box.

Aberdeen station in 1964 was still well supplied with platforms, 13 in all. Platforms 1 and 2 were used in the main by the Deeside

branch trains that continued operating until 28 February 1966. Often parked adjacent to the battery recharging equipment in Platform 1 were the battery electric railcars Nos SC79998 and SC79999. These railcars were stored at Inverurie, and then Hyndland, from 1964 and they survive to this day, and are now owned by the Royal Deeside Railway Preservation Society at Crathes, near Banchory. Generally, Platforms 3, 4 and 5 were the main departure platforms for Perth, Glasgow, Edinburgh, and King's Cross. Aberdeen's Platform 6 was an extremely long through platform with crossover facilities. It was used as the main arrival platform for locomotive-hauled services from both the south and the north. Beyond, and to the west, were three further platforms, 7, 8 and 9, which were rarely used by passenger trains.

The northern approach to Aberdeen station from Inverurie and Kittybrewster on the ex-GNSR line. Viewed in 1966 from the Denburn Valley route of 1867, until this short line and the Joint station opened the public railways to the north and south of Aberdeen were only linked via harbour railways, hindering the free flow of passenger operations across the city, this view was recorded some 99 years later, the shops visible on Union Bridge were under construction during the author's 1964 visit. Originally known as Aberdeen (Joint), Aberdeen's through station provides the backdrop, with Aberdeen North signal box occupying a very dark site on the down side almost under Union Bridge. K. Jones/GNSR Association Collection



In May 1964 we find battery-electric-multiple-unit Nos SC79998 and SC79999 in Aberdeen station. Built at Derby Works in 1956 as conventional Derby Lightweight diesel-units, sponsorship from the North of Scotland Hydro-Electric Board saw their conversion to battery power at Cowlares Works in 1958, the pair thereafter were based on the Ballater line, with recharging points at Aberdeen's Platform 1 and at Ballater. No SC79998 was second-class only, but No SC79999 was a composite vehicle including 12 first-class seats. After closure of the Ballater route they entered departmental use from Derby's Railway Technical Centre as test train *Gemini*, or *Lab 16*. Subsequently preserved, some use on the East Lancashire Railway preceded a move home to a section of the Ballater branch reopened as the preserved Royal Deeside Railway.

R. Hill/Colour-Rail.com/DE332



A view of the south end bay platforms records Gresley 'A4' Pacific No 60019 *Bittern* at Aberdeen having just arrived with a three-hour service from Glasgow (Buchanan Street) station in 1964. This was one of two 'A4s' that the author saw here on the day he returned to Nottingham early in September. From the late spring of 1962 the healthier 'A4s' made redundant by dieselization of the East Coast main line south of Edinburgh gravitated north and proved themselves useful between Glasgow and Aberdeen, covering both the three-hour titled train work and some other duties, such as four-hour runs over the same route. *Bittern* reached Aberdeen (Ferryhill) shed in November 1963 and it would serve from there until its September 1966 withdrawal. V. Wake/ARPT Collection

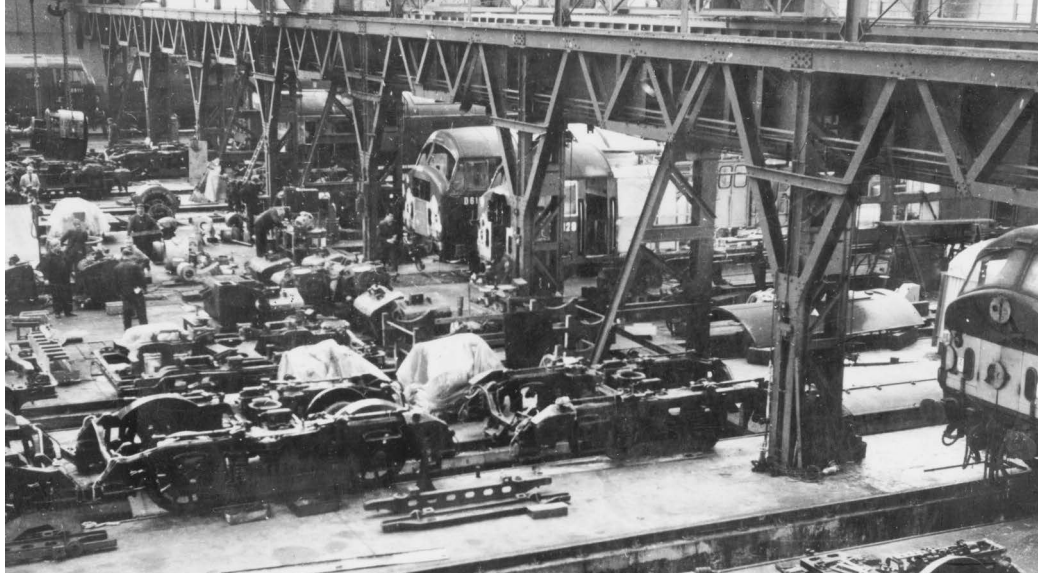
This 1960s view of the interior of Aberdeen station shows the now long lost north-facing bays. The parcels vans on the left are stabled in Platform 12, with the empty Platforms 11 and 10 separating it from Platform 6, the through platform occupied by carriages on the right. At this time there were 13 platforms available, but 1970s rationalization, redevelopment and later resignalling has now reduced this to just five public platforms, which retain their numbers. Nos 3, 4 and 5 are south-facing bays, while the lengthy through platforms, Nos 6 and 7, both exist with 'South' and 'North' options to offer double occupancy and greater operational flexibility. K. Jones Collection

However, the tracks between Platforms 8 and 9 were in frequent use by transfer goods and fish traffic between the former GNSR area and the south. Then there were the north-end bays, Platform 10 through to Platform 13, with Platforms 10 and 11 being used for most northbound departures, with the other platforms, as far as I recall, used for storage. Southbound departures could be quite spectacular as Platforms 3 and 4 were on a curve, and there was quite a climb from the platform end up to the Dee bridge at Ferryhill. My return journey to Inverurie that day was behind another North British 'Type 2' diesel locomotive, No D6144 – again no breakdown; was I just lucky?

Tuesday, 18 August 1964 was taken up with a visit to Inverurie Works. Sixteen engines were present, including four steam locomotives – British Railways Standard '2MT' 2-6-0 No 78054, BR Standard '4MT' 2-6-4T



The author visited Inverurie Works on 18 August 1964, by which time steam locomotives were few and far between and an abundance of North British Locomotive Co 'Type 2's was witnessed, as seen here in the erecting shop. Initially BR ordered just ten of these Pilot Scheme diesel-electrics for evaluation, but no less than 38 of the 1,000hp and 20 of the 1,100hp versions existed by November 1960 – reliability proved poor. Although first used on the Eastern Region, all gravitated to Scotland from mid-1960 as NBL endeavoured to get them right, only the 1963-65 programme to replace the MAN-designed engines in 20 of the class with 1,350hp Paxman Ventura V12 engines really met with any success. It is the overhaul associated with this programme that is seen, when four-character headcode displays were also fitted, as visible on the third locomotive from the camera, the upgrades being carried out at Inverurie and St. Rollox Works, mostly at the former. K. Jones/GNSR Association

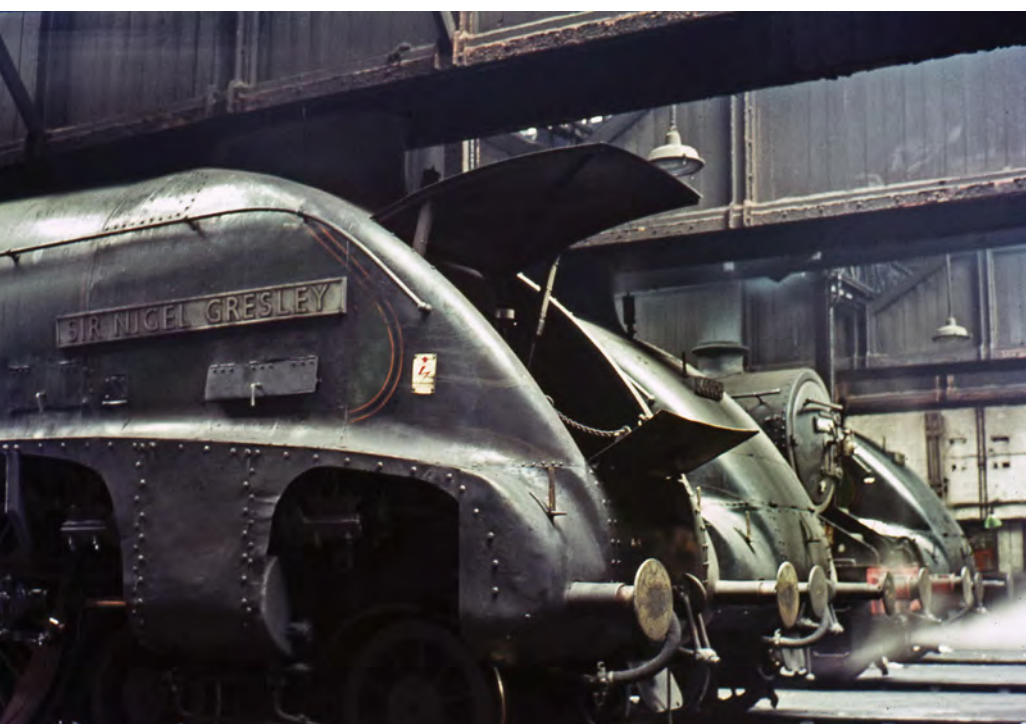


Inverurie Works, looking north-west with the town largely behind the photographer, while a 'Type 2' diesel-electric Bo-Bo beyond the site locates the main line, Inverurie station being out of view to the right. The blacksmiths' and electricians' shops are on the right, and over to the left is the carriage & wagon repair shop, with a traverser in front of it. The works was completed between 1898 and 1905 to replace the cramped GNSR site in Kittybrewster, and it served until 1969. K. Jones/GNSR Association

'J37' 0-6-0 No 64570 at Inverurie Works awaits return to its home depot of Thornton Junction in the mid-1960s. Next to the 'J37' is an NBL 'Type 2' diesel-electric with its table catcher showing, the Reid-designed 0-6-0 ultimately served from August 1918 through to November 1966, whereas no NBL 'Type 2s' even managed 13 years of service. The works erecting shop is seen beyond the steam locomotive. When closed the works was sold to Aberdeenshire County Council and much of the site remained intact for many years. However, the stores buildings were demolished in 1982, and the erecting shop, milling shop and boiler house were lost in 1995. The paint shop has also now gone, but the carriage & wagon shop and electricians' shop survive in industrial use. K. Jones Collection

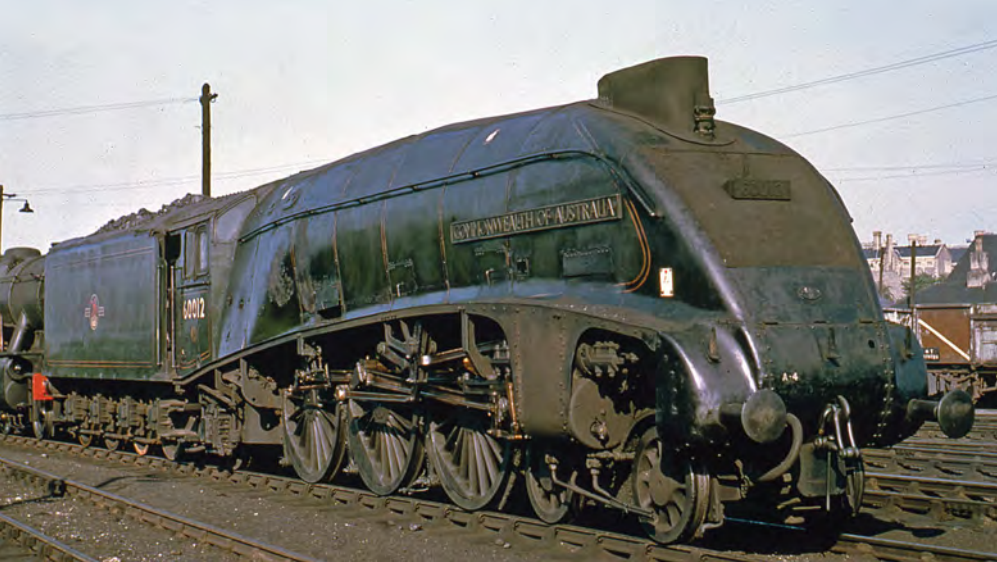


Ferryhill shed was about a mile south of Aberdeen station and engines in the shed yard could be glimpsed from passing trains, which were steam-hauled as late as 3 September 1966, when the last scheduled steam-hauled train out of Aberdeen, the 13.30 to Glasgow (Buchanan Street) station, is pictured passing Ferryhill Junction behind Ferryhill-allocated Stanier 'Black Five' class 4-6-0 No 44703; within seconds it will pass its home shed. From the 1930s 'Black Fives' were regulars on the Aberdeen to Perth and Glasgow (Buchanan Street) trains, with Perth shed boasting a massive fleet of the class, while Aberdeen generally had quite limited numbers.
The late Richard Jackson/GNSR Association



On 24 August 1964 the author visited Ferryhill shed to be greeted with the sight of ten 'A4' Pacifics. These engines started to appear regularly on the best Aberdeen to Glasgow (Buchanan Street) trains from 1962, and nine of the remaining 15 engines of the class were allocated here by July 1964. One of the 'A4' Pacifics seen on his visit, Ferryhill's own No 60006 Sir Ralph Wedgwood, has just been turned to face south, is seen as it leaves the turntable on 8 June 1965, just three months prior to its withdrawal from service. K.C.H. Fairey/Colour-Rail.com/3257a

Four locomotives are at rest inside Ferryhill's 12-road shed, Gresley 'A4' Pacific No 60007 Sir Nigel Gresley in company with two classmates, and what appears to be a former LMS 'Black Five' 4-6-0. The Cod's Mouth of No 60007 is open to allow access to the smokebox door. By 1965, this view dates from 14 July that year, the Ferryhill-allocated 'A4' Pacifics made up more than half of the shed's entire allocation of steam engines. New to traffic in October 1937, the name Sir Nigel Gresley was bestowed on the 100th Gresley Pacific, which made it a prime candidate for preservation, its service days from Ferryhill, 20 July 1964 through to 1 February 1966, soon being followed by its purchase by the A4 Preservation Society in the May. Colour-Rail.com/315047



In June 1964, two months prior to the author's visit to Aberdeen (Ferryhill) shed, Ferryhill-allocated Gresley 'A4' Pacific No 60012 *Commonwealth of Australia* is seen at home. Fitted with a Western Australian Government Railway (WAGR) whistle, this locomotive lost its UK-made chime (tri-tone) whistle in 1960 and was then fitted with the WAGR type, presented by Captain Howey of Romney, Hythe & Dymchurch Railway (RH&DR) fame; the original chime whistle was then fitted to a RH&DR locomotive. This 'A4' Pacific would remain in service for just two months after this picture was taken, despite the engine looking to be in fine fettle. P Hughes/Colour-Rail.com/SC206

No 80128, former NBR 'J37' 0-6-0 No 64606 and, undergoing overhaul for preservation, 'D49' class 4-4-0 No 62712 *Morayshire*.

Then came the 'special day' for me, Monday, 24 August. The journey into Aberdeen was behind another North British 'Type 2' diesel locomotive, No D6146. This time I did not stay at the station but made my way, using Aidan Fuller's shed directory, to Aberdeen's Ferryhill shed, coded '61B'. The instructions read, 'Turn left out of the station yard up some steps into Guild Street, another left turn into College Street onwards to South

College Street, under the approach lines to the station from the south, alongside the River Dee, and finally a right turn into Polmuir Road and Ferryhill Shed'. The main entrance was a tarmac drive further along Polmuir Road, but I normally climbed up onto the wall and scrambled up the embankment to reach the outer end of the shed yard.

On this day I recorded 30 locomotives on shed, 22 steam and eight diesels. The steam locomotives were 'V2' 2-6-2 No 60957, 'B1' 4-6-0 No 61324, BR Standard '4MT' 4-6-0s Nos 76102 and 76104, BR Standard '5MT'

4-6-0s Nos 73005 and 73056, WD 'Austerity' 2-8-0s Nos 90098 and 90727, and four 'Black Fives', Nos 44724, 44763, 44764 and No 45213, the latter engine having not got far from Inverurie. The WD 'Austerities', I believe, were used to bring coal up from Fife. The BR Standard '5MT' and 'Black Five' 4-6-0s shared the Aberdeen to Perth and Glasgow workings with the 'A4' Pacifics. There were, amazingly, ten 'A4' Pacifics present, although not all were available for service. The ones on view were Nos 60004 *William Whitelaw*, 60005 *Sir Charles Newton*, 60006 *Sir Ralph Wedgwood*, 60007 *Sir Nigel Gresley*, 60010 *Dominion of Canada*, 60012 *Commonwealth of Australia*, 60016 *Silver King*, 60019 *Bittern*, 60023 *Golden Eagle* and 60027 *Merlin*. Two of these

Another of the 'A4s' seen by the author at Ferryhill was No 60023 *Golden Eagle*, which is seen in July 1964 as it leaves the Mound tunnels immediately after departing Edinburgh (Waverley) station with the 10.30 (Saturdays-only) train for Aberdeen. A Gateshead engine since January 1942, on 28 October 1963 it was transferred to St. Margarets shed in Edinburgh, and then a move to Aberdeen (Ferryhill) came on 17 May 1964, albeit for only 6½ more months of action, and by December 1964 it was at the mercy of Motherwell Machinery & Scrap in Wishaw. A. P. McLean





Seen by the author on shed at Ferryhill and again at Aberdeen as he headed home for Nottingham on 3 September 1964, was 'A4' No 60016 *Silver King*, by then the last survivor of the quartet of 'Silver' engines originally allocated to the 'Silver Jubilee' service and named accordingly (see *Steam Days*, April 2017). In July 1964 we see this locomotive at Edinburgh (Waverley) station with a train from Aberdeen. A.P. Mclean

No 80128 returning south on 25 August, and BR '5MT' 4-6-0 No 73058, a very unusual visitor on 1 September, although it was on Ferryhill shed's allocation.

The homeward journey resulted in 128 numbers entering my note book, of which 54 were steam locomotives, and I noted that 77 were 'cops' – a pretty good day. The highlights were two 'A4' Pacifics, both at Aberdeen, Nos 60016 *Silver King* and 60019 *Bittern*, two 'A3' Pacifics, No 60045 *Lemberg* at Newcastle and No 60051 *Blink Bonny* at Darlington and 'A2' Pacific No 60532 *Blue Peter* again at Dundee. Finally, I witnessed five Peppercorn 'A1' Pacifics, Nos 60127 *Wilson Worsdell* at Darlington, 60146 *Peregrine* and 60150 *Willbrook* at York, in service until October 1965 and October 1964 respectively, while Nos 60141 *Abbotsford* and 60145 *Saint Mungo* were at Doncaster. The other steam locomotives seen were spread across a still surprisingly wide collection of 21 different classes, the Scottish, North Eastern and Eastern regions contributing 'B1', 'B16', 'V2',

were, according to records, already withdrawn – No 60005 in March 1964, and No 60012 on 20 August, just four days prior to my visit. According to the same records, No 60005 was disposed of on 30 June 1964 and cut up at Campbell's of Airdrie – so what was it doing still at Ferryhill shed on 24 August?

Returning to Aberdeen station, one additional steam locomotive was seen, 'Black Five' No 44705, before I returned to Inverurie behind English Electric 1Co-Co1 'Type 4'

diesel locomotive No D263, the only time I saw an engine of this type on an ex-GNSR lines passenger train. It was heading to Elgin to bring a freight train south, with another of my uncles, George, acting as the second man.

Regular visits were made to the station in Inverurie from then until we returned home on 3 September, including with my cousin at a very early hour to meet the paper train each morning and help with his paper round. Only two steam locomotives appear in my notes,

On arrival at Newcastle in September 1964 the author once again caught sight of Gresley 'A3' Pacific No 60045 *Lemberg*, a locomotive already seen by him at Darlington as he journeyed north to Aberdeen. Here we see that same locomotive, fitted with German type smoke deflectors and with its racing days over, despite its name – *Lemberg* was the Derby winner in 1910 – the now down at heel 'A3' is seeing out its career on menial duties as it comes off the King Edward Bridge at Newcastle and slips behind Central station on 29 August 1964. A Darlington-based engine since mid-December 1963, *Lemberg* would be condemned on 23 November 1964. F. Coulson/ARPT Collection





With 54 steam locomotive numbers recorded in his notebook during the daylight hours of 3 September, the author going out to the corridor when required for the best view at places such as Newcastle, Darlington and York, where steam could still be found. York had two Peppercorn 'A1' Pacifics amongst the sightings – Nos 60146 *Peregrine* and 60150 *Willbrook*. This October 1964 view at York records Nos 60146 *Peregrine* and 60155 *Borderer*, both these engines were ultimately withdrawn in October 1965. K. Pirt/Courtesy Book Law Publications

'V3', 'K1', 'J27', 'J37', 'J38', 'J72', 'O4' and 'Q7' class engines and, at Darlington, 'Q7' 0-8-0 No 63460, withdrawn in 1962, was seen awaiting preservation. The London Midland

Region provided the following classes – Ivatt '2MT' and '4MT' 2-6-0s and Stanier 'Black Fives'. Lastly, BR Standard locomotives seen included '5MT' 4-6-0s, '4MT' and '2MT'

2-6-0s, '4MT' 2-6-4Ts and '9F' 2-10-0s, together with WD 'Austerity' 2-8-0s. The final surprise was BR Standard '3MT' 2-6-0 No 77000 at Nottingham (Victoria) station.

Unsurprisingly, arrival back home at Nottingham (Victoria) was behind an Ivatt '4MT' 2-6-0 from Grantham. This 20 July 1963 scene at Victoria captures one of these Moguls on its regular Grantham-Nottingham (Victoria)-Derby (Friargate) work on arrival at Platform 4. In contrast, a final look around the station before heading home revealed BR Standard '3MT' 2-6-0 No 77000, a rare sight as it was then allocated to Stourton shed, near Leeds. Victoria station would close to passengers in September 1966, its demolition took place in 1967, and the whole area is now a car park underneath a multi-storey complex of flats and shopping malls. Tom Boustead



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Readers' Letters

More about Hull's railways

Sir: As a native of Kingston-upon-Hull, even though I have been resident in south-east Scotland for 42 years, I very much enjoyed the article on the city's railways in the July issue. If I may, I'd like to offer a number of corrections and additions.

Page 14, middle column – Paragon station was west (south-west actually) of Wilmington, not east.

Page 19, third column – The 'C12s' were ex-GNR, not GCR.

Page 23, third column – The 'low level' (as opposed to the H&B high level) route was the Y&NM East Dock (Victoria Dock) branch. It eventually closed in June 1968. The city's level crossing problem was notorious. Hull is completely flat – traditionally, motorists taking their driving test had to be taken to Park Street railway bridge to do a hill-start! Before 1962, when the first of two road flyovers was built and line closures started to eliminate other crossings, five out of six main roads out of the city had a level crossing on them. These were a nightmare for both signalmen and motorists at rush hours. Spring Bank and Anlaby Road both had two crossings each! No wonder the city fathers insisted on the H&B being on an embankment all around the city when it was built. Nowadays, just one crossing, at Walton Street on Spring Bank on the Beverley line, remains.

Page 27, first column – The heading should say Springhead Works and Springhead Halt.

Page 11, photo – When first published in *Modern Railways*, January 1964 (page 53), this photograph was credited to local resident Peter Brumby. The caption should say that 'the steam-hauled service will turn north for York.'

Page 12, bottom photo – Not all 'steam-era station buildings have gone' at Brough. The building seen above the tender of the 'K3' still stands. It is the original 1840 station building, which was replaced by 'that seen to the lower right' when the railway was widened from two tracks to four, to cope with growing Hull docks traffic, in 1904.

Page 13, bottom photo – This scene is just to the east (not west) of Anlaby Road Junction. A modern view from the same point would show St. Matthew's church partly obscured by

the 1964 road flyover, built to replace Anlaby Road level crossing.

Page 22, bottom photo – The 'slightly unusual' track and platform layout described in the caption, with three tracks – a down main, up main and long up loop extending to Melton – and platforms on the up main and down loop, is the one which exists today. However, in 1950, at the time of the photo, there were four tracks all the way from Hessle to Staddlethorpe (renamed Gilberdyke in 1974). The train is running into the down platform, alongside the then down slow line. When this slow line was done away with in the 1970s, the platform was extended outwards to abut the former fast line. All the stations from Hessle to Staddlethorpe, except Brough, had platforms only on the (outside) slow lines. At Brough there were two island platforms serving all four lines.

Page 24, top photo – This photo shows the 1848 entrance to Paragon station which still stands. When the alterations and expansion were undertaken at the beginning of the twentieth century, a new main entrance was created at the east end of the station, looking out onto Paragon Square – see next photo. The windows seen in the right background, above the pedestrian in a dark coat and apparently carrying a carrier bag, are in the rear of the Royal Station Hotel.

Page 24, middle photo – The caption gives the impression that 'the large canopy to the right' is that of the bus station. It is not. This canopy is the 1904 *porte cochère* over the new main station entrance of that year. The bus station is out of sight behind the canopy. Its entrance is just beyond the right-hand end of the canopy.

Page 27, bottom photo – This location is not 'Cottingham Bridge' – the bridge girders are the wrong shape. Instead, this is half-a-mile or so to the west, at Dairycoates West Junction. The pair of tracks crossing the bridge are the passenger lines leading westwards from Hessle Road Junction (to the right) towards Hessle (left). The 'J25' and its train have just left the eastern end of the marshalling yards and look as though they may be heading for one of the western docks – those to the west of the River Hull – via Dairycoates East Junction.

The flyover lines on the embankment were opened by the NER in 1915 and form the western exit from Hull to this day. As mentioned on the previous page, as traffic through the docks burgeoned, extensive marshalling yards for inbound goods were laid out to the north of the line between Dairycoates West Junction and Hessle in the late 19th and early 20th centuries. The only exit from these yards for docks traffic was via a flat junction onto the main line at Dairycoates West. Clearly, this led to conflict between freight and passenger traffic and consequent delays. The solution was to build new tracks to the north of the existing ones between Hessle Road Junction and a point between Dairycoates West and Hessle Haven, at a higher level than the originals and 'flying over' the exit from the yards at the junction.

While the tracks on the embankment are still in daily use, there is only a single line nowadays beneath the bridge, leading to the entrance to the stone terminal at Dairycoates. The marshalling yards, which used to extend for the better part of two miles, have been totally swept away and the area given over to housing and retail developments.

Page 28, bottom photo – There is no trace nowadays of Springhead Halt or of the embankment on which it stood. However, its nickname is commemorated in the name of a housing development which stands on the site.

Page 16, map – The caption speaks of a 'lack of interaction' between the two railways, H&B and NER. Assuming this to mean interconnection, it may be noted that the building of the joint dock (King George Dock) brought with it a small degree of connection between the two systems, through dock lines running eastward from Alexandra Dock to King George Dock and interchange sidings to the north of Alexandra Dock. Moreover, the act authorizing the joint dock also authorized a connection between the H&B Neptune Street branch and the NER lines to Kingston St at Liverpool St, near St. Andrew's Dock.

Although the 1924 connection between Walton Street on the Beverley line and the H&B at Springbank North benefitted passenger trains, allowing H&B services to run into Paragon, it was of little use to freight traffic. Thus, when the H&B main line closed in 1958 and all freight then arrived in the city over the ex-NER lines, traffic to Alexandra Dock (in particular) from the marshalling yards west of Dairycoates had to be worked to Liverpool St and reversed there to gain access to the high-level route. This situation was alleviated in 1962 when the H&B lines from Springbank South Junction towards Neptune Street were dropped down, at the point where they crossed above the NER route at Hessle Road Junction, to form a connection onto that junction, allowing trains to proceed directly from the yards onto the high-level route. In the process, it allowed the 'Cottingham Bridge' to be removed and a road flyover to be constructed for Hessle Road, leading to the closure of the level crossing at this point.

Finally, a further connection between the two systems was forged in 1968 at Wilmington when the low-level Victoria Dock branch was closed. This eastward-facing connection led down from the H&B onto the stub of the Hornsea line and allowed chalk trains from Hessle to access the cement works at Wilmington via a reversal. It was abandoned after a very short life, in 1975.

Leonard Rogers,
Bonnyrigg, Midlothian

Mr Rogers: Many thanks for your thorough appraisal, can we just say that any errors in the captions are not attributable to the author as most of the photographs were sourced by the Steam Days office and captioned by regular writers. When coming from new sources, not the original photographer, it is not uncommon that information is lacking or misleading, but we try to spot any errors at that time, not always successfully. Peter Brumby has been in touch about his photograph, which has been in our archive for many years and had no name on the back of the print. Apparently it is a print sent to Trains Illustrated 54 years ago, which was then used again in 1988 in the book LNER 4-6-0s at Work by Geoffrey Hughes, and he understands how the omission occurred. Peter recalls that 'I think I got ten shillings from Ian Allan for the picture in TI and something (I forget what) for the book. I wasn't seeking a fee from you, but the cheque will be gratefully accepted and will be used to buy materials for the 1924 LNER carriage I am helping to restore.' We hope the restoration goes well, Peter. The Editor

Highworth branch freight

Sir: I was most interested in Colin Maggs' article on the Highworth branch – *Steam Days*, June 2017 – as it featured in a number of my duties during the early part of my railway career, which began at Swindon goods depot. One of these duties at one time involved spending Thursday afternoons at Stratton station in order to pay out railway pensioners. The yard there was the base for one of Swindon's coal merchants but may have seen other traffic on a small scale. There was certainly sufficient traffic to warrant the employment of a Lady Porter.

Over a period of time my other duties involved ensuring a constant supply of rolling stock to Pressed Steel Fisher and Coopers (Metals) Ltd, together with the raising of standage and demurrage at the private sidings. There was another siding not mentioned in the article, this for an army unit known as 71 CESD. Pressed Steel Fisher received steel coil from Llanwern, Port Talbot and Shotton steelworks in 'Coil' wagons. These are the covered wagons seen in the bottom photograph on page 48. Imported steel was also received, on bogie bolster wagons, from Sharpness Docks. It was understood that this steel came from Spain and that much of the scrap sent to Sharpness went back to Spain in the same vessels. Pressed Steel Fisher were allocated 750 vanfits which operated in daily trains to Longbridge and Morris Cowley conveying car body parts.

A.J. Angell,
Chippenharn, Wiltshire

The Southern Steam Swansong – June Saturdays

Sir: Further to the excellent article 'The Southern Steam Swansong' by John H. Bird, in the July 2017 issue, I can assist with the following information.

As a 14-year-old living in south-west London I was fortunate to be able to enjoy the last few years of Southern steam. On Saturday 10 June, along with my father and brother, I visited Nine Elms MPD during the late afternoon/early evening.

The following locomotives listed on up workings in John's article were on shed: No 34004 *Yeovil* (being cleaned for the following day's WRS special, along with No 73085 *Melisande*), No 34008 *Padstow*, No 34093 *Saunton*, No 35013 *Blue Funnel* and No 73043; also in steam were Nos 34013 *Okehampton* and 34034 *Honiton*. *Blue Funnel* was being prepared to work the 19.45 Waterloo to Weymouth Quay Channel Islands boat train, which I later photographed passing Vauxhall (top). Within a minute of taking this photograph and whilst the down train was still in view, I was able to capture No 35028 *Clan Line* at the head of the up Channel Islands boat train (centre). Some 40 minutes later I also photographed a very clean No 34021 *Whimble* at the head of an up West of England relief. My last sighting of steam that day was No 76066 passing Wimbledon at the head of the up empty coaching stock working listed by John as passing Beaulieu Road at 18.02.

With such a plethora of steam-hauled passenger trains on the first two Saturdays in June, we positioned ourselves near Milepost 31 at 08.00 on the morning of the third Saturday – 17th June – blissfully unaware of the recent diagram changes. During the following two-hour period we observed a total of 14 loco-hauled passenger trains, of which only one was steam-hauled – No 35007 *Aberdeen Commonwealth* on



the 08.30 Waterloo to Bournemouth (above). At this point in the journey No 35007 was running three minutes early, and only two minutes outside of 'even time' from Waterloo. A record of the running of this train is contained in D.W. Winkworth's excellent 1974 book *Bulleid's Pacifics*. I trust that this information, and the photographs, are of interest.

Andy Sturt,
Eleebara, NSW, Australia

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3. You can lend us the money by using our Boiler Loan Scheme which we will repay with interest. Please contact the office on the number below for a brochure.

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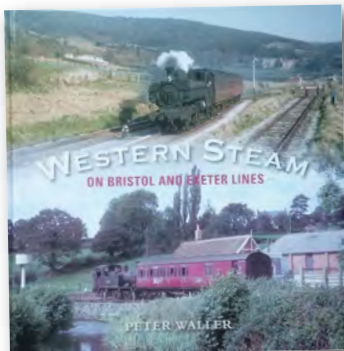
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Western Steam on Bristol and Exeter lines

Peter Waller (*Rail Books*)
ISBN 978-0-9957493-0-6
Hardback – 96 pages – **£19.99**



The background landscape on the lead image of the front cover seemed familiar, and then it came to me, not the recollection of a pannier tank at this location but the long-haul of the Cheddar cross-country run at school in the 1970s! At least by the time runners reached here we were heading for home, albeit plodding along a bypass road, for like a number of the railways covered in this publication a road now occupies the former trackbed at Axbridge on the erstwhile Cheddar Valley Railway, or Strawberry line as it was also known. Fruit growing on the southern slopes of the Mendip hills continues and much of Axbridge station survives despite the road, but by 1963 the line was already doomed.

In 1876 the Bristol & Exeter Railway threw its lot in with the GWR, but for 35 years it had

developed an extensive network near and between those eponymous locations. This interesting and likeable book uses those lines with a few related later additions as a point of reference. The majority of the images are in colour and have mostly been sourced from the Online Transport Archive, a holding service for photographic collections that could otherwise be lost to the future, with a few monochrome views assisting the geographical spread.

An informative and concise introduction explains rail development in the area and leads to a useful map of the lines under consideration. The book then follows a travelogue format, starting from Exeter (St. David's), with a few extracts interspersed throughout from the public timetable to illustrate the frequency of train service, or lack of it, on offer. The start point might seem illogical given the railway developed from Bristol and was called the Bristol & Exeter, but as a 'journey' it makes sense.

Exeter (St. David's) is illustrated with a 'Hall', '2800' on a railtour, a 'Castle' and a passing Bulleid Pacific on a Southern service before we move north to see GWR 0-4-2T No 1466 with an auto-train at Cowley Bridge Junction. This type of locomotive then features quite heavily as the book progresses past Stoke Canon to Tiverton Junction, where we see a few main line services before a good look at the Hemyock branch, with scenes near Tiverton Junction, Coldhabor Halt, Uffculme, Culmstock and Hemyock. Trains near Halberton on the short Tiverton service follow, before we double-back to pick up on the Exe Valley line at Thorverton, Up Exe Halt, Cadeleigh, West Exe Halt, and arrive at Tiverton, where we meet the train from Tiverton Junction and the service reverses before continuing on to Dulverton. Some obscure locations here are illustrated in colour and with no trains, giving a real idea of their charm. Images at Bolham Halt, Cove Halt, Bampton, Morebath Junction and Dulverton on

the Taunton to Barnstaple line follow. After a short interlude where the regular '43XX' Moguls are accompanied by a pannier and Collett '2251' on a March 1965 rail tour, the journey continues west. East Anstey, Bishops Nympton & Molland and South Molton are then followed by an overview of activity in and around Barnstaple, with both Victoria and Junction stations featured. The expanded captions are well informed and full of detail.

The complexity of laying out a book that moves around the map in a potentially awkward fashion becomes apparent as we jump to Wiveliscombe en route to Taunton, then to Whiteball for No 60532 *Blue Peter* on 14 August 1966. The junction at Norton Fitzwarren and trains at Minehead follow, before we arrive at Taunton. 'A4' No 60022 *Mallard* is then seen at Tiverton Junction on 24 February 1963, before returning to Taunton and a look at the Chard and Yeovil branches. Scenes at Ilminster, Chard (Central), Martock and Yeovil (Town) conclude with an interesting view of 2-6-2T No 4143 at Langport on the 1906 cut-off line. We then jump to Yatton and seven pages covering the Clevedon branch and Cheddar Valley services. A railtour at Wrington is followed by scenes at Axbridge and Cheddar before Bristol (Temple Meads) is seen. The final nine pages cover the preserved West Somerset Railway.

It was never really going to be a comprehensive overview of all former B&E lines, so there are gaps – notably perhaps on the main line itself, especially north of Taunton, and the Portishead branch. A few of the images are not entirely sharp but I was happy to see them as they represent interesting locations. Reproduction throughout is superb, the book being in an unfamiliar size, more or less the same proportions as the sleeve of an old 10in record. It is a format that lends itself to large scale photographic reproduction and extended captions, which the author uses to fine effect. (Roger Smith)

Country Station Routes: Uttoxeter to Macclesfield via Leek

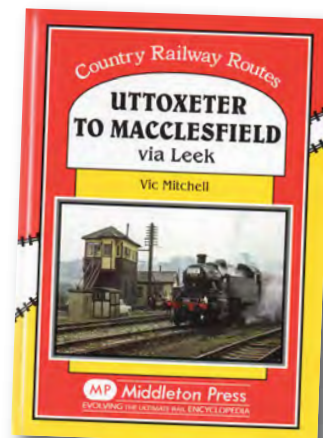
Vic Mitchell (*Middleton Press*)
ISBN 978-1-910356-05-0
Hardback – 96 pages – **£18.95**

In an era when printed works offering a composed collection of location images were few in number, anyone seeking photographs to inspire or support a railway modelling project would trawl the image catalogues of LPC, LGRP, SLS, Ken Nunn, or perhaps avail themselves of the excellent 'approvals' service offered by the late John L. Smith of Lens of Sutton. If you were lucky, track diagrams would be flaky photocopies of 25in series OS maps obtained from the local reference library. Then in the late 1970s OPC introduced the 'Historical Survey of Stations' series, which morphed the two. Perhaps funnelling the spirit of those, and also the 'through the window' or 'mile by mile' series of books, since then Middleton Press have steadfastly filled that void with a range of pictorial publications covering the length and breadth of Britain, sometimes of lost lines while others are extant, with a geographical and historical background given before a look at the train services offered, then a broad range of images from pre-Grouping to current day are logically laid out in line order, supplemented with gradient profiles, ephemera, 25in Ordnance Survey and railway maps.

In *Country Railway Routes: Uttoxeter to Macclesfield via Leek*, the triangular layout at Uttoxeter is illustrated, including the goods yards and locomotive shed, before moving on to Dove Bank, which closed as long ago as 1891. The line to Ashbourne and Buxton diverged at Rochester, where the brickworks is now the JCB Academy. The stations at Denstone, Alton Towers and Oakamoor are followed by a quick look at the short link to the brass and copper works, which supplied copper wire to the national grid and employed one of the North Staffordshire Railway battery electrics. The nearby sand loading sidings mark the start of the surviving section that now forms the Churnet Valley Railway.

Industry in the area in and around Kingsley & Froghall is then examined, with a brass and copper works, gasworks, Froghall canal wharf and 3ft 6in narrow gauge railway to Caldon Low. The Consall Plateway gets a mention too, before station scenes at Consall and Cheddleton lead to the end of the preserved section at Leek Brook Junction, where the lines from Stoke and to Waterhouses joined the route at another triangular layout, complete with engine shed. Here a private 200 volt electric railway linked to St. Edward's County Mental Hospital, and on the east side Thomas Wardle's dyeworks dominated the skyline. Scenes at Leek, Rudyard Lake – where a 10¼in gauge railway has adopted the trackbed after

closure – Cliffe Park Halt, Ruston, Bosley – with a 2ft 6in gauge railway serving the mill – follow, and then North Rode Junction where services joined and shared the Stoke to Stockport main line to Macclesfield (Central). Whilst always a secondary line in nature, this pleasant route ran through attractive scenery which soon attracted tourists. The line closed as a through route in January 1965 but mineral extraction at Oakamoor and at Caldon Low on the Waterhouses line ensured the middle section continued to see use until the preservationists took over in the 1990s. This mix of leisure, agriculture, industry and now preservation makes for a varied railway scene. (Roger Smith)



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