

# THE MARLOW DONKEY



Edition

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June 2012



Contents:  
Main Line Steam's 'Swan Song'  
Docklands at 25  
Disjointed Jottings

# The Marlow Donkey

The Magazine of the Marlow & District Railway Society

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### FRONT COVER PHOTOGRAPHS

*Top: Jubilee 45613 Kenya passing Stafford. 26 June 1962.*

*Photo: Mike Page. (Article page 5).*

*Bottom: 46125 3rd Carabinier south of Norton Bridge. 28 July 1962.*

*Photo: Geoff Plumb. (Article page 5).*

# TIMETABLE

## FORTHCOMING MEETINGS

All meetings are held in the Bourne End Community Centre, Wakeman Rd, Bourne End at 7.45 for 8.00pm.  
(Except June starts 7.30pm)

- Thursday 21 June                    **THE GOLDEN AGE OF SWINDON WORKS 1880-1924**                    Brian Arman  
The title says it all. Brian will be taking us on an in-depth tour of the works and staff at its zenith. This is a joint meeting with the RCTS and **STARTS AT 7.30pm**.
- Thursday 19 July                    **WESTWARD FROM DOVER LOOKING FOR STEAM**                    Peter Groom  
Peter makes a return visit for another trawl through his collection this time looking at the Southern. This programme replaces Mike Page's show on Ireland which is postponed until 2013.
- Thursday 20 September                    **A SEVENTIES MISCELLANY - PART 2**                    Tim Speechley  
By popular demand - after last year's entertaining journey through his slides of the early 70s, our Chairman has dug out another selection for us.

## FORTHCOMING VISITS

- Saturday 23 June                    **THAMES VALLEY SIGNALLING CENTRE DIDCOT**                    by car or train  
A rare chance to see inside one of Network Rail's most advanced signalling centre which will eventually control the entire Western Region. Stars at 14.30, meet outside the TVSC compound off the triangle car park..
- Wednesday 18 July                    **FIRST GREAT WESTERN READING TURBO DEPOT**                    by car or train  
Our friends at First Great Western have invited us to take a look around the Lower and Upper Triangle Depots at Reading, home to the Turbo fleet. Alast chance before it is swept away in the remodelling. Starts at 18.00.
- Saturday 25 August                    **SOUTH WEST TRAINS DRIVING SIMULATORS**                    by car or train  
South West Trains have invited us to try our skills "driving" their Class 444 and 450 units in the form of their simulators at Basingstoke. These are more advanced than the FGW Turbo simulators. Starts at 09.30.
- Saturday 15 September                    **STATFOLD BARN RAILWAY**                    by car  
We have been fortunate to secure another opportunity to visit this superb private railway. Much has changed since our last visit so it's worth another look. If you haven't been, make sure you go this time.

## CHAIRMAN'S NOTES

I'm looking out the window at a very wet and dismal May Bank Holiday Monday as I desperately clutch for some inspiration as to what to write for this edition of the Donkey. The British weather is so perverse. Having had a mini-summer in March, Easter was pretty awful and it hasn't really improved since. I do hope the rest of the year doesn't turn into a washout, even though that's what the likes of Thames Water may like.

Fortunately there was only a little rain on the day I went to Chester behind steam in April, though of course it had to fall when we were not on the train and under cover. This trip was courtesy of my employer and resulted from an employee reward scheme from which I got one of those "Red Letter Day" gifts. Looking at what was on offer, a trip from Euston to Chester behind 70000 *Britannia* seemed like a good idea but persuading Mrs S of the benefits of an 07.40 departure from Euston, so I could have my first ever steam haulage up Camden Bank, was hard work. As an aside, for anybody contemplating such a trip, please be aware that at weekends you can park all day underneath Euston for just £10, which seems like good value to me and a lot quicker than using the sporadic trains at that time of the morning. (Should I be saying this as chairman of a railway society?)

The special was great with some excellent running from the Brit, which climbed up to Camden with some ease. We did have a class 67 on the rear but were promised that it would not assist, being there only for the heating. I do hope that was the case. We saw several other loco hauled specials because there were trains for the Liverpool v Everton match at Wembley, the Grand National at Aintree, plus a Branch Line Society special as well. I was also very impressed by just how comfortable the good old Mark One coach is, with its softly sprung cushions and plenty of space for ample posteriors. I'm ashamed to say but I had my  
[www.mdrs.org.uk](http://www.mdrs.org.uk)

first ride in a Pendolino only recently, albeit just from Birmingham New Street to International, but there's no comparison – and we had a window in the Mark One. After about five hours on the train we did not have a lot of time to look at the City of Chester and I suspect Gay may not be accompanying me on another special for some time, if ever. I did quite a bit of "spotting" at Chester in the mid 60's and the station, like so many, is a shadow of its former self. The return trip was more enjoyable for me because we were closer to the engine and could hear it working. There was some seemingly very fast running, especially latterly as we approached the capital, and I was quite concerned at the high speed as late as the top of Camden Bank but the brakes worked and we arrived right time without hitting the buffers.

I was sad to see the reports of the death of Alan Pegler, read first in the newsletter from Mike Walker (well done Mike). As a youth I got involved with a group of enthusiasts who used to clean the Scotsman whenever it worked specials from London and in those early days we would often see Alan, either on the footplate as the loco arrived at Hornsey or Finsbury Park depot, or else later on an inspection visit, beautifully suited and usually accompanied by a very attractive young woman, though not always the same one. I had never realised how instrumental he had been in the saving of the Ffestiniog Railway, long before the Scotsman, and I think we all owe him a great debt as a pioneer of preservation, the more so because it changed his life so dramatically when he went bankrupt. More of my early experiences with the "Flying Scotsman" anon....

Meanwhile, all my best wishes to all of you.

*Tim Speechley*

# SOCIETY AND LOCAL NEWS

## NEW MEMBER

It is a pleasure to welcome a new member to the Society, Tony Ball who lives at Taplow.

## EARLY START FOR JUNE MEETING

Please note that the June meeting will start not at the usual 20.00 but at **19.30**. This is to allow time for our speaker, Brian Arman, to get home to Bristol. The meeting should be interesting as the subject is the "Golden Years of Swindon Works, 1880-1924". The venue is the usual one.

## PREVIOUS MEETINGS

"The History & Development of Railway Track" was the subject of Peter Lugg's presentation in March throwing a spotlight on an aspect of railways that few of us normally give much thought to. Much was learned by all.

Ron White returned once more in April and was in fine form as he took us on a journey from Paddington to Penzance delivered in his unique style, sparing no opportunity to share with us his views of Swindon's finest. As always with Ron the humour kept coming and was at times almost painful!

Ron's successor as proprietor of Colour-Rail, Paul Chancellor, followed him in May with an update on the changes he's made to the business and showed a selection of the most recent images added to the collection. In a move that would have left Ron in disbelief, the programme was presented digitally.

## A BUSY SUMMER AHEAD

We have been fortunate to secure a number of visits to a variety of operating railway installations and private locations for the coming months. Some plans are still to be finalised but are far enough advanced for us to be able to describe them here.

### THAMES VALLEY SIGNALLING CENTRE

We are the first group to be given permission to visit what is one of the most advanced signalling centres in the UK. Located a short walk from Didcot station, it currently has seven workstations in operation controlling the lines from Paddington out to Stockley and Heathrow along with the former Reading PSB area from Ruscombe to Moreton and Lavington but over the next few years it will gradually take over control of the entire Western Region from Paddington all the way to Penzance. The visit will take place on Saturday 23rd June starting at 14.30 prompt. You should meet outside the TVSC compound which is on the north side of the station car park within the Didcot "triangle".

Don't miss out on this unique opportunity to see behind the scenes of cutting edge railway control technology. Network Rail do not allow visits of this kind very often (many of their own operations staff can't get in!) so we should show our appreciation by ensuring a good attendance.

### FIRST GREAT WESTERN READING TURBO DEPOT

We have arranged a visit to the Reading Depots which are home to FGW's Turbo fleet. This is on the evening of Wednesday 18th July commencing at 18.00 and will last approximately 2 hours. Due to the distance from Reading

station it is probably best to travel by car and meet in the depot car park off Cow Lane (between the bridges).

This is a last chance to visit the facility which will be closed early next year as part of the Reading remodelling project and be replaced by a new depot on the site of the old Up yards. We hope to visit there next year.

### SOUTH WEST TRAINS DRIVING SIMULATORS

South West Trains have invited us to try out their driving simulators at Basingstoke and two sessions are planned on Saturday 25th August commencing at 09.30.

Situated close to Basingstoke station, the SWT simulators are for the Class 444 and 450 'Desiro' EMUs. They are more advanced than those we have tried with FGW in that they include a much more realistic recreation of the real cab and improved graphics to give a more realistic feel of what it's like to drive the real train.

FGW are expecting to take delivery of similar simulators for the Turbos and HSTs later this year to replace those we've tried already and Brian Clarke has agreed to us having a session or two on them probably at the back end of the year.

### STATFOLD BARN RAILWAY

Once again we have been fortunate to secure places at the annual open day which takes place this year on Saturday 15th September. Those who took part in our two previous visits in 2008 and 2010 will attest that it is a great day out and that Graham Lee and his team go out of their way to organise a terrific display of narrow gauge action and make their guests feel really welcome.

If you've not been already do please try and get along this year and if you have been already it's well worth a return visit as the cast of locomotives is constantly changing and a number of major changes have taken place since our last visit.

We shall be using shared cars for the journey, so if you require a lift or are willing to take your car and provide seats for others please let us know at the time of booking.

David Buck has agreed to us making another visit to his private railway at **Fifield**, probably in the Autumn by when he hopes to have his Finnish loco finished and in steam.

Finally there is a possibility of a visit to a Private Steam Traction Show at Horsham although dates have yet to be confirmed.

A great deal of effort (and in some cases gentle arm-twisting) goes into arranging these visits so please do give them your support and book as early as possible, the visits to the TVSC, FGW and SWT are all limited in numbers so don't miss out. Contact Mike Hyde at michaelahyde@uwclub.net or on 01628 485474 for bookings and/or more details.

### BERNIE WHEELER TO RETIRE

Bernie's towering presence behind the ticket window at Bourne End will be no more after July when he retires after nearly 50 years of railway service, almost all at Bourne End following an initial spell at Taplow. He will be a hard act for anyone to follow.

## OLD SIGN REAPPEARS

The old running-in nameboard on the down platform at High Wycombe has recently been revealed after being hidden by advertising boards for years. The side facing platform 1 is the BR enamel type but that on platform 2 is the old GWR style albeit with the cast letters removed.



Chiltern Railways are, thankfully, aware of its significance are hoping to find it a good home at a local preservation centre. Alternatively it might be possible to display it in the old Wycombe Railway station currently under restoration as a retail unit and cafe. Unfortunately it can't remain where it is as it might confuse current customers.

*two photos: Tim Edmonds*

## CHILTERN POWER DOORS

Chiltern received their first set of Mk3s rebuilt with power-operated plug doors on 11th May, somewhat later than had been expected.

The work has been done at Wabtec, Doncaster, and produces a design which differs from that developed by BREL for the Irish Mk3s and Wessex Electrics which do not conform to current disability access rules, being too narrow and on the sloping ends of the car.

The new design moves the door away from the extreme body end so it parallel to the platform.

All the "public" doors are modified but the original swing/slam door is retained for the kitchen end of the RFM but this is for crew use only.

*photo: Geoff Plumb*



## READING PROGRESS

The work at Reading continues at a frantic pace with the local joke being that if staff take a few days off they have to go a course to find out where things are!

By the middle of May the framework of the new north entrance had been erected and the first section of the new transfer deck installed above what will become the two new island platforms. The second of the new Southern platforms, 5, opened at the end of April allowing 6 to be closed for lengthening and refurbishment. It is due to reopen in July.

*photo: John Sears*



# Main line steam's summer 'swan song' at Norton Bridge, 1962.

The year of 1962 probably offered the last busy summer for steam on the West Coast main line south of Crewe, when for a few short weeks, the 'steam age' seemed to be back with us once more, writes Mike Page.

Through late 1961 and into 1962, one got the impression that steam engines – including the 'Coronation' Pacifics ('semis') – were confined mostly to freight and parcels trains. There appeared to be more 'semis' running on the reduced Wolverhampton (High Level)/Birmingham (New Street) to Euston service than on the West Coast main line. You could stand on Stafford station on a Saturday afternoon in 1961 and maybe see three or four express engines – such as a 'semi', a 'Royal Scot' or a rebuilt 'Patriot' – on expresses. English Electric 'Type 4s' (later 40s) dominated the expresses while BR Sulzer Type 2s (later 24/25) handled many of the semi-fast duties such as Birmingham-Manchester or Birmingham-Liverpool. From a steam locomotive enthusiast's point of view, things were getting desperate!

As winter came on, the problems of steam heating boiler failures on the diesels grew. So to see a '40' with a Stanier 'Black Five' coupled inside for steam heating on the heavy 'Mid-day Scot' became not uncommon. Some drivers said that the addition of the Black Five gave the 40 that extra bit of peak power to match the output of a 'semi' when climbing both sides of Whitmore (1 in 150) between Stafford and Crewe! Then later in 1961, 'semis' began to reappear on an afternoon, non-stop Liverpool-London and the afternoon London-Perth/Inverness. We learnt too that the 'Princess Royals' were being taken out of store.

The afternoon London-Perth/Inverness could load up to 18 coaches. One memory that remains sharp was to see 46250 *City of Lichfield* on the Perth train stop for water at Stafford (problems with Whitmore troughs) one evening in late 1961. The string of 18 coaches almost reached back to the road bridge at the south end. The fireman clanged the water tank top down, leapt monkey-like down the tender ladder and up after the driver onto the footplate. The driver pulled on the whistle, cylinder cocks were opened briefly as the 'semi' moved slowly forward, then came a brief slip, before 46250 suddenly seemed to take a deep breath and heave the 600-odd ton train forward. The



*Normally an English Electric Type 4 (40) job, Camden has turned out its 46209 Princess Beatrice to take the down Manxman to Liverpool, seen accelerating through Norton Bridge on July 21, 1962 after a PWS slack.*

*All photos: Mike Page*

exhaust became sharp – no more slips – and the train visibly accelerated. 46250 was now heard accelerating hard, as the 18th coach glided by at some 25-30 mph. The engine crew had 46250 'out shouting' with the intent of gaining the time lost at the water column.

In 1962 I reserved two Saturdays during the then industrial 'Holiday Fortnight' to hold vigil on the West Coast mainline. I picked Norton Bridge, north of Stafford, where down trains should be 'straining at the collar' and up trains racing down Whitmore bank. I fully expected to see mostly diesels.

July 21 was the first Saturday, which had dawned dull as I sat on a No.2 green and cream Wolverhampton Corporation Sunbeam trolleybus heading from Moxley for Wolverhampton at about 11.00. No, I could never get up early on Saturday mornings!

The sun came out as I walked onto the High Level station's main down platform, I fully expected an 'EE4' or  
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*Carnforth's Jubilee 45613 Kenya accelerates a London-Barrow service through Stafford seen in the throes of modernisation while a Birmingham Carriage & Wagon DMU waits to follow with a Birmingham-Manchester service via Stoke-on-Trent on June 26, 1962.*

*The Lakes Express job was a steam turn during the summer of 1962. Though travelling fast through Norton Bridge on July 21, 1962, Crewe North's 46148 The Manchester Regiment has a clear chimney. A Birmingham Carriage & Wagon DMU waits to proceed to Stoke-on-Trent.*



‘Sulzer 2’ on the 11.40 Birmingham-Liverpool. Instead, a very scruffy, but willing ‘Black Five’ – Aston’s 45038 – was ‘on the point’. As we travelled along the viaduct north of the station it provided the usual view of ‘Kings’, ‘Castles’ and smaller fry on shed below at Stafford Road, but this time they rubbed shoulders with a shiny new maroon ‘Western’ diesel hydraulic.

We joined the old Grand Junction Railway route at Bushbury Junction, where a string of coal wagons hid the Stanier and few remaining G2a (‘Duck Eight’) locos on shed. After a canter at 60-65mph, we reached Queensville, where the four-track West Coast mainline, with a 40mph limit on its curve, joined us from the right. We shuffled left onto the ‘slow’ lines past one of Stafford’s busy ‘Jinties’ – 47463 – and came to rest in the ‘new’ platform five.

Big changes had been afoot at Stafford. The long drawn out demolition and rebuilding of the station, begun in mid 1960, was still under way. A very temporary scaffolding and corrugated iron footbridge which had linked the main station building on the ‘up’ side with two new island platforms had now been replaced by, for want of a better description, a glazed concrete ‘gallery’. Two island platforms had been carved out by sweeping away the extensive LNWR buildings, on what was the very wide down island platform, and running through the bays at each end. There was still a lot of build-

*An approaching roar in the distance proclaimed a Jubilee very much in a hurry! Carnforth's 45592 Indore heads the 1A32 for London through Norton Bridge on July 28, 1962*



ers' debris and equipment everywhere. A start had been made on erecting the pre-fabricated electric catenary portals. The much-loved Stafford station of my childhood was well on its way to becoming a piece of bleak, soulless, wind-swept expression of 1960s accountant-led 'modernity'.

With the demolition of the LNW platform roofs, the warning bells or 'clangers' – telling the unwary of approaching non-stop trains on the centre through roads – had also gone, along with the semaphore signals. So as I disembarked there was no warning of a 'Scot' approaching and accelerating through the station on a London-Holyhead/Llandudno train at 12.16. The next train to appear was the down 'Royal Scot', with the expected EE4 at 12.17. Before the 'Royal Scot' with D384 had run through, a 'Jubilee', Carnforth's 45686 *St. Vincent*, had appeared from under the north side road bridge and slowed to a halt in platform two.

*St. Vincent* was on her way to Birmingham, and after having cleared the up main platform, D384 breezed by followed by Camden's 'Duchess' 46239 *City of Chester*, which appeared from under the north bridge with a train for London. She left at 12.30. Next to appear was Nuneaton's 45669 *Fisher* creeping through platform four on the up, non-stop 'Pines Express'. *Fisher* had used to belong to Camden. Four minutes later, Edge Hill's D293 coasted through the centre through roads with a Liverpool-London, followed closely by Willesden's 'Scot' 46159 *The Royal Air Force* on the up relief 'Pines'. I was beginning to think it was going to be a good day for steam, as at about 12.45 I boarded a Stoke-on-Trent bound BR&CW DMU for Norton Bridge.

The DMU left from platform five and shortly after we had passed the road bridge, completed catenary could be seen in place. As we neared Norton Bridge I was dismayed to see a 15 mph permanent way restriction (PWR) in force on the down fast, so trains will be creeping by, I thought. As the DMU slowed you could see that Norton Bridge station had been reduced to one island platform. One platform face served the up fast and the other face served a bi-directional 'Stoke-only' line coming off the up and

down slows. The station had once had a four-platform layout with a more traditional junction at the north end, but had been 'rationalised' just prior to the wires going up. There were no electrics to be seen yet; as wiring had only just begun at Stafford so engine changes still took place at Crewe.

I went to the north end and waited, but not for long. The first up train, roaring by in the 'eighties' was for London, headed by Llandudno Junction's 46144 *Honourable Artillery Company* at 13.03. Seven minutes later, Crewe North's D328 crept into view on the down fast with a 13-coach London-Glasgow. The driver did not open the throttle until the loco was passing the station, the last coach having cleared the PWR. As D328 growled away, Carlisle Kingmoor's 45724 *Warspite* slammed by with a train for Birmingham. The next down train was a very nice surprise: steam on a named train from London, the 'Manxman', headed by a very grand lady, no less than Crewe North's 46209 *Princess Beatrice*. She had 15-on, and did not open up until well past the station, barking sharply away up the bank as 'Prinnies' do.

Steam headed other named trains that day, including Polmadie's 46224 *Princess Alexandra* on the down 'Welshman' at 14.32, Millhouses' 46148 *The Manchester Regiment* on the up 'Lakes Express' at 14.54, Aston's 70031 *Byron* on the up 'Welshman' at 14.56 (this loco had formerly been shedded at Longsight since 1952), Saltley's 46123 *Royal Irish Fusilier* on the down 'Lakes Express' at 15.04, Polmadie's 46231 *Duchess of Atholl* (of early Hornby Dublo fame) on the up 'Red Rose' at 18.56 and Carlisle Upperby's 46234 *Duchess of Abercorn* on the down 'The Shamrock' at 19.35. *Fisher* had reappeared on the returning 'Pines Express' at 16.20.

Later, back at Stafford, another named train appeared with steam, this time it was Crewe North's 46256 *Sir William Stanier FRS* heading the down 'The Merseyside Express' at 20.42. You certainly knew that 46256 was in a hurry, *Sir William* blasted through Stafford, with cylinder cocks open and coal pusher working. She had 16 coaches on her tail.

In the nine hours spent between arriving and departing  
The Marlow Donkey

*Drifting towards Norton Bridge on July 28 1962 and observing the 15mph slack, is Willesden's 70032 Tennyson, formally a long-term resident of Longsight, Manchester. She is heading the down Welshman, which was a steam job during the summer*



from Stafford I had noted 57 steam-hauled and 39 diesel-hauled trains. The surprises among the diesels were the English Electric prototype, DP2, and one of the ex-Southern Railway's Bulleid/English Electric 1C-C1's, 10202. DP2 headed the up 'Manxman' and 10202 had a London-bound relief. The BR2s were all of the first batch, D5000-19 (BR 24). The DMUs used on the Stoke trains were mostly BR&CW.

Steam-wise, to have seen three 'Royal Scots' (46123, 46124 and 46154) within 12 minutes was more like the scene in 1952 instead of 1962! Along with 46123 at 15.04 were Edge Hill's 46124 *London Scottish* on a Birmingham-Liverpool passing at 15.08 and Llandudno Junction's 46154 *The Hussar* heading a 14-coach London - Barrow/Workington at 15.14. Similarly, within 12

minutes earlier on, Spring Branch's 45521 *Rhyl* had led Saltley's 45088 on a Manchester/Liverpool to Birmingham running on the up slow at 14.24. A gap of eight minutes passed before Polmadie's 46224 *Princess Alexandra* appeared on the down 'Welshman' at 14.32, followed closely by Camden's 'bulled up' 46245 *City of London* on a London-Llandudno relief. Then Royston's 48146 came pounding into view on the down slow with a lengthy freight at 14.36. It was all very satisfying.

Feeling very pleased with myself at having had such a rewarding day, it was very welcome to see 45038 again, arriving at 9.16 pm at Stafford with 'my' train for Wolverhampton. So I was already looking forward to next Saturday's day out.

I got up earlier on July 28 to join the 09.40 Birmingham-Liverpool, which produced 'Jubilee' haulage in the shape of Rugby's 45733 *Novelty*. This engine was like an old friend, as she had spent most of the 1950s at Wolverhampton's Bushbury shed. *Novelty* accelerated us quickly down past Stafford Road and then after a smart gallop through Four Ashes and Penkridge, we diverted onto the up slow at Queensville curve, just as



*The driver of Crewe North's 46125 3rd Carabinier opens the throttle after slowing for a 15mph slack just south of Norton Bridge on July 28, 1962. The train is a London-Blackpool, normally an English Electric Type 4 (40) job.*

Crewe North's 46228 *Duchess of Rutland* headed south, leaning around the curve with the 15-coach 'The Shamrock' at 10.05. As I detrained at Stafford, Rugby's 45704 *Leviathan* forged through on the down fast with 1P33: London – Blackpool. She was followed 10 minutes later at 10.21 by D5010 on a Birmingham-Manchester chased by another former Bushbury Jubilee, 45647 *Sturdee*, now of Aston, on the 1P38 Birmingham – Blackpool.

Today was beginning to look as really as good as last Saturday as, five minutes later, and in quick succession, double chimney, Caprotti valve geared 44755 of Stockport and 44768 of Edge Hill drifted through platform four within a few minutes of each other with 1Z72 and 1Z32 southbound reliefs respectively. The steam session was broken by D375 heading the up 'Mancunian' (1A15) at 10.55 on the down fast, while four minutes later Rugby's 44711 led 1Z86 on the up fast.

A similar sequence of trains followed in the next hour, highlighted by Shrewsbury's 45651 *Shovel* on northbound 1P42 on the down slow, Willesden's 46126 *Royal Army Service Corps* on a 12-coach relief to the down 'Irish Mail', DP2 again on a London-Liverpool, Aston's 70025 *Western Star* on 1S91, a relief Birmingham-Glasgow, and 46239 *City of Chester* on 1A18. These trains came through on the fast roads.

Later, another 'Royal Scot', this time Wigan Spring Branch's 46161 *King's Own* headed through on the down fast with 1D51, a London-Holyhead relief. It was time to see the up 'Pines Express' and at 12.17 the relief must have caught up with the main train. While the relief 'Pines' ran through the up fast road with Crewe North's 45270 in charge, the main train was running through platform four headed by Longsight's Caprotti Black Five, 44747.

It was time to go to Norton Bridge again, where last Saturday's PWR was still in place on the down fast. I guess it was some time since I had last seen a 17-coach train, but that was the load behind D370 on 1A35 and the

loco had to roar to keep that load moving fast downhill at 12.55. Eleven minutes later at 1.06 pm, Another Aston 'Brit', 70029 *Shooting Star* was certainly matching her name as she shot through on an up relief followed five minutes later by a very dirty, unidentifiable 'Jubilee' on 1A32.

One used to read in the 1950s of the 'fun' engine crews had when presented with a Jubilee to pull 15 coaches. Well Crewe South's 45555 *Quebec* and her crew had that job today; the 1A28 on the up slow with 15-on! She appeared to be going well. We move on to 14.00 to watch Carnforth's 45606 *Falkland Islands* running by on the up fast with a 13-coach Liverpool – Birmingham train. Then we have Crewe North's 46125 *3rd Carabinier* opening up strongly on the down fast with a 13-coach London – Blackpool. That train was D315 last Saturday. Then rebuilt 'Patriot' from Carlisle Upperby, 45545 *Planet* flew by on the up fast with relief 1X82. Now, would a 'Princess' turn up on the down 'Manxman' again – no, not this time, for it was D330.

I was beginning to worry if whether I would see any more 'semis' that day as it was now nearly three hours since I'd seen 46239. The down 'Welshman' was due, which had produced 46224 last Saturday. This day it was to be Willesden's 70032 *Tennyson*, another former Longsight stalwart, blasting away past the station at 14.37. Her former stable mate, Aston's 70031 *Byron* whistled through seven minutes later on an up relief. I was thinking it was about this time last Saturday when 46245 had appeared on a London-Llandudno. The train approached at 14.47 (14.34 last Saturday) only this time it was Carlisle Upperby's green 46250 *City of Lichfield*.

A compensation for a lack of a 'Princess', I supposed, was to see five steam-hauled expresses in fairly quick succession between 15.10 and 15.22. A filthy, unidentifiable 'Scot' raced downhill at 15.10 with the up 'Lakes Express'

*Rugby's Stanier Black Five 44711 slows for its passage through Stafford with an up relief train on July 28, 1962.*





relief, then Wigan Spring Branch's 46167 *The Hertfordshire Regiment* followed three minutes later with 1A36. It was four minutes before a 'semi' came slowly round the curve with the northbound 'Lakes Express'. Here was another Upperby resident, 46236 *City of Bradford*. In watching her progress I nearly missed a double-header on the up fast: 'super power' in the form of Willesden's 46159 *The Royal Air Force* piloting Aston's 45586 *Mysore* on the up "Lakes Express" – phew! Then at 15.22, Llandudno Junction's 46154 *The Hussar*, in charge of a very heavy London – Whitehaven/Barrow, crept up. She had had the same job last Saturday, except then she was seven minutes earlier.

Two more Type 4s went by before another 'semi' graced the scene, this time, Crewe North's 46254 *City of Stoke on Trent*, appeared on the up fast with 1A37. The next heavy northbound working to wait for was the London-Perth/Blackpool which had been pulled by 46221 last Saturday, and here *Queen Elizabeth* comes again, two minutes earlier at 16.20. Two minutes later, Llandudno Junction's 45534 *E Tootal Broadhurst* powered by on the up fast with 1A25 Glasgow – London.

Before I returned from Norton Bridge, earlier this time as I had a 'date' to follow up, there was one more 'semi' to see: Carlisle Upperby's 46225 *Duchess of Gloucester* accelerating away with a London – Liverpool at 16.43. Still to come was a Perth – London, which had, last Saturday, produced a 'semi' at this time. There was no such luck today as D326 was in charge. Nor was there 45733 to take me back to Wolverhampton, though I guess that today's younger generation of 'trainspotters' might envy my ride back with D5003!

Looking at those two Saturday's observations in retrospect, it appeared that some West Coast Jubilees and Scots, ousted by EE4s to freight sheds like Nuneaton, Saltley and Wigan Springs Branch, were back in 'front

*As the late evening gloom descends, Crewe North's 46256 Sir William A. Stanier F.R.S. gets to grips with a 16-coach Merseyside Express through Stafford on July 28 1962 after slowing for the 40 mph speed restriction on the Queensville curve south of the station.*

line' duty again, albeit only for a month or so.

It was surprising to see Polmadie's Duchesses in action on non-Scottish services on July 21; some of those I saw would be later withdrawn after the end of the summer 1962 timetable. One imagined that either they had been to Crewe Works for repair, had earlier replaced ailing EE4s on Scotland-London services or had been 'borrowed' by the Sassenachs! It was very nice to see 46209 on a named train – there were only about four 'Princesses' or so in action at the time.

Sadly missing were the unrebuilt 'Patriots'. Most of the trains with EE4s in 1962 would have been mainly Scots, Patriots and Jubilees in 1952, while the 'Royal Scot' and 'Mid-Day Scot' would have had 8Ps or the pioneer diesels. There would have been more Stanier Black Fives active on the reliefs, indeed, in 1952 during the 'Industrial Fortnight', the West Coast sheds would have resorted to using Hughes 'Crab' and Stanier 2-6-0s or even 4F 0-6-0s on some of the reliefs.

For the record, the tally on July 21 (and July 28) was:

- EE4 (CI 40) diesels – 32 (28).
- Royal Scot – 13 (9).
- Jubilee – 10 (9).
- Black 5 – 10 (21).
- Duchess – 8 (7).
- Rebuilt Patriot – 6 (2).
- Stanier 8F – 6 (1), all on freights.
- BR2 (CI 24) diesels – 5 (5).



# DOCKLANDS 25

**In a year of jubilees, the Docklands Light Railway celebrates its Silver Jubilee. David Collins tells its story.**



2012 marks the 25th anniversary of London's Docklands Light Railway, noted for its driverless trains. This system has seen considerable expansion since its conception and plays a vital role in the transport system of the area. This will be particularly true this year as the railway is expected to carry spectators to and from Olympic Village in Stratford.

The origins of the current railway date back to the mid 1970s although there were rail links to the docks to carry in and out the vast amounts of cargo. To digress, from Roman times up until the mid 20th century, the area of the Isle of Dogs was a major shipping area and saw hundreds of ships sailing up the Thames estuary with imports for the capital and leaving with exports for all over the world. The docks were just as busy as coastal ports such as Southampton or Dover, and were perhaps even more important because of their closeness to London. Additionally from the 19th century several industries, such as Tate & Lyle and Beckton Gasworks, took up residence in the area. The area suffered considerable damage during the Second World War (the docks were an obvious target for the Luftwaffe) and due to the advent of container shipping with facilities at ports such as Tilbury, the docks went into terminal decline and by the 1970s were showing signs of urban dereliction. The last vessel left King George V dock on 7th October 1981.

The first railway in the area was the London & Blackwall Railway opening in 1840, engineered by Robert Stephenson; it was laid to the unusual gauge of 5ft ½inch and was cable worked from stationary steam engines, drawing from his experiences with the London & Birmingham Railway which used similar engines to draw trains from Euston station up Camden Bank. The line originally begun at a terminus at Minories, near Aldgate, and was carried on a brick viaduct for most of its length. A year later a new terminus was opened at Fenchurch Street within the city boundary and in 1849 an extension from Stepney to Bow linked up with the Eastern Counties Railway (latterly the Great Eastern) and a change of gauge to the standard 4ft 8½inches and the introduction of locomotives. The North London Railway also built a line to Poplar which was intended to link the docks with the London & North Western Railway at Chalk Farm opening fully in 1851 with an extensive goods depot – the dock itself was owned by the NLR jointly with the Midland Railway with the Great Northern, London & North Western and Great Western all leasing goods depots in the area.

Additionally, the Millwall Extension Railway opened in 1872 linked Poplar to the southern part of the Isle of Dogs, where a link was made with the ferry service to Greenwich on a route now occupied by the DLR.

These lines served the docks well for the best part of a century. However as the docks declined so did the railways and by the end of the 1960s most of the lines mentioned above had closed. However, in the 1970s local authorities had launched a redevelopment scheme to bring business and residential development to the area which resulted in the need of improved public transport. A 1973 report from the London Docklands Study Team stated that demand was insufficient for the building of a conventional railway or a new underground line but instead recommended a cheaper “peoplemover” system from Fenchurch Street, connecting with the proposed Fleet Line, to the Isle of Dogs. This was superseded the following year by a proposal for a light rail system which was eventually turned down on the grounds of expense. Then in 1976 parliamentary powers were obtained for tube line from Charing Cross via Fenchurch Street, Surrey Docks, and North Greenwich to Woolwich Arsenal. This extension of the Fleet (later Jubilee) Line was abandoned when the Conservative Party came to power in 1979 and insisted a cheaper alternative be undertaken. This prompted a review of the light rail option, but with a major development in 1981 with a feasibility study into the possibility of a fully automatic railway.

The original 1981 plan included a proposal for a line south from West India Docks to a terminus adjacent to Millwall Dock in Tiller Road, however this was quickly altered to a line to Cubitt Town at the southern tip of the Isle of Dogs (later to become Island Gardens). Westwards towards the city the line followed the route of the London & Blackwall Railway with various possibilities for a terminus. These include a low level interchange at the District and Circle Line Tower Hill station, a tube section in a form of a loop with an interchange with the District and Hammersmith & City Lines at Aldgate East (the possibility of a section of street tramway from Limehouse to Aldgate East was also considered) and a high level terminus just outside Fenchurch Street BR station at Minories. The last was chosen with the terminus renamed Tower Gateway. A northern branch from West India Quay was originally proposed to run to Mile End, with an early proposal of a section of tramway along the A11.

Royal Assent for the railway's construction was granted in  
The Marlow Donkey

April 1984 with a revised version of the bill being passed the following year. The most significant alteration being the change of route to the northern branch – the proposal for street running was rejected by the Highways Authority. So an alternative route was constructed on the trackbed of the Millwall Extension towards Bow before turning eastwards and running parallel with the Great Eastern main line to Stratford where a disused bay platform provided a better interchange than would have been at Mile End with cross platform access to both BR services to and from Liverpool Street (which would be run as Network South East's Great Eastern Lines by the time of the DLR opening) and the Central Line, plus the North London Line at a lower level.

Tenders for the design and construction were invited with a contract being signed by GEC-Mowlem in that August and during the next three years construction progressed. The railway was built largely on redundant railway land which made things easier, although some property and occupation matters had to be resolved. Replacement structures were needed on the route between West India Quay and Crossharbour with the section southwards to Mudchute being built on an embankment before taking the 27 arched Millwall Park Viaduct to the original terminus at Island Gardens. On the Tower Gateway branch the line was built on the original London & Blackwall 1839 viaduct, a Grade II listed structure, as far as Limehouse from where a new 200 metre reinforced concrete structure carried the line to Shadwell from where the existing BR

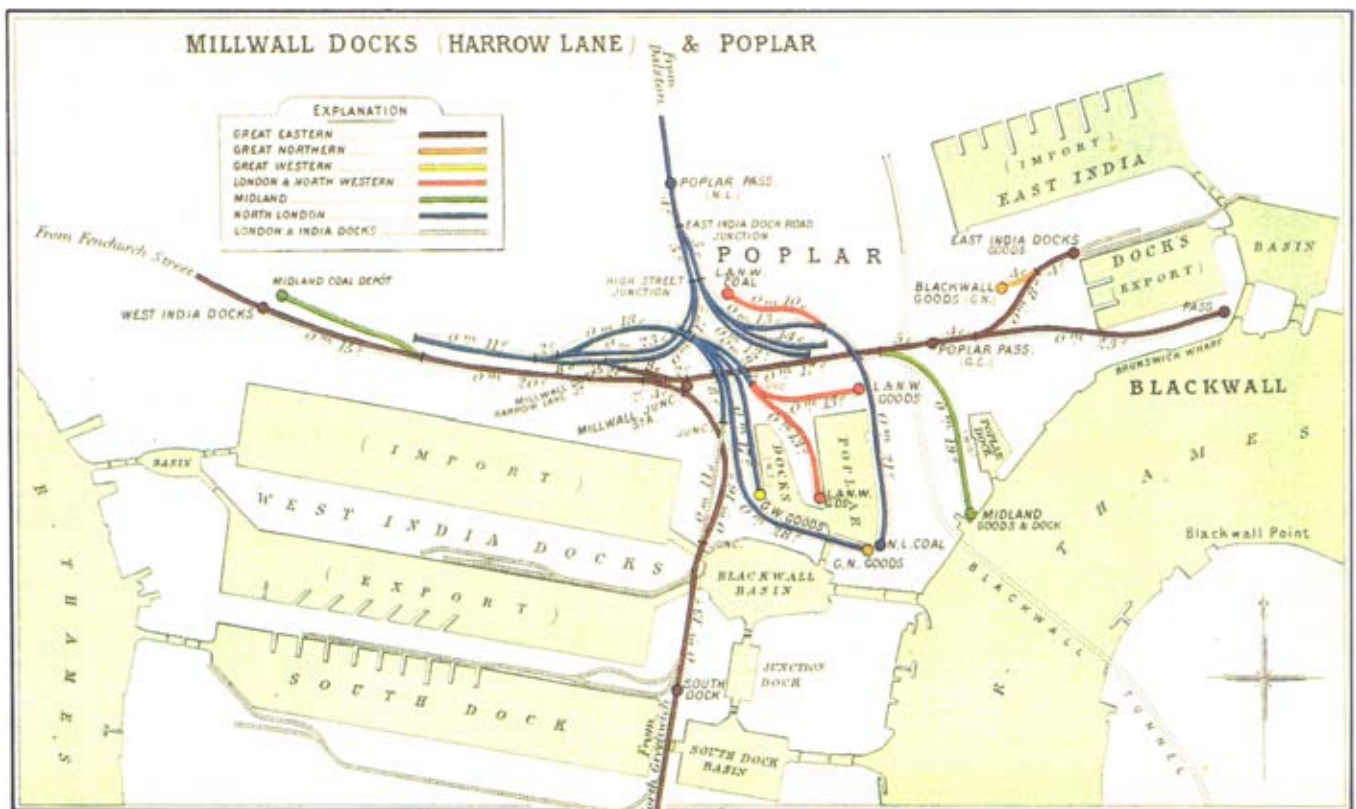
viaduct was used with the DLR taking over two existing running lines. On the Stratford branch the existing trackbed was provided with new drainage and was re-ballasted, along with a new bridge over the Limehouse Cut Canal as the original structure had decayed. All of the original stations were built to a standard design with two platforms with bus stop style shelter with either stair or escalator access to the street with structures painted in corporate colours. The exceptions being Stratford, being a single former BR bay platform, Tower Gateway, which was L shaped with a ticket hall beyond the buffer-stops and a glass dome at the foot of the escalators, and Island Gardens which was built in a Y shape on two sections of viaduct with access and information centred between them at ground level.

Initially 11 trains were ordered from Linke Hofmann Busch of Hamburg, a major German builder of light railway vehicles. These became known as the P86 stock (P for Poplar Depot) and were delivered from August 1986. Car 11 was notable for being the first DLR train to enter service, not in London, but in Manchester where it took part in a Light Rail demonstration prior to the construction of that city's Metrolink tram system. For this it was fitted with a pantograph as the demonstration line was fitted with overhead power supply. This car was also used for the DLR's opening on 30th July when it carried the Queen and the Duke of Edinburgh from Island Gardens to Tower Gateway via Poplar.

Shortly before the opening of the railway two extensions were authorised, one from Shadwell to Bank and from Poplar to Beckton. The former involved drilling a mile long twin bore tunnel to Bank underground station to provide interchange with the Central, Northern and Waterloo & City Line (then part of BR). It also prompted the order of new rolling stock as the P86 was not suitable for underground running, this became the P89 stock. How-

**OPPOSITE:** DLR car 25 arrives at Limehouse with a train from Bank. Photo: Tim Edmonds.

**BELOW:** The Railway Clearing House map of 1906 showing the myriad of lines which served what was then docks and is now the heart of the business district.



ever shortly after the extension's opening in 1991 it was realised with increased passenger levels and the longer extension to Beckton, work on which began the previous year, more trains would be required. These would be built in the UK by Bombardier and make the original fleet obsolete, allowing them to be sold to Germany for use on the Stadbahn, for which they were converted from third rail to overhead power collection and to driver operation. The 23 new trains became known as the B90 stock (the B standing for Beckton Depot, although ironically this was not built at the time the stock was delivered).

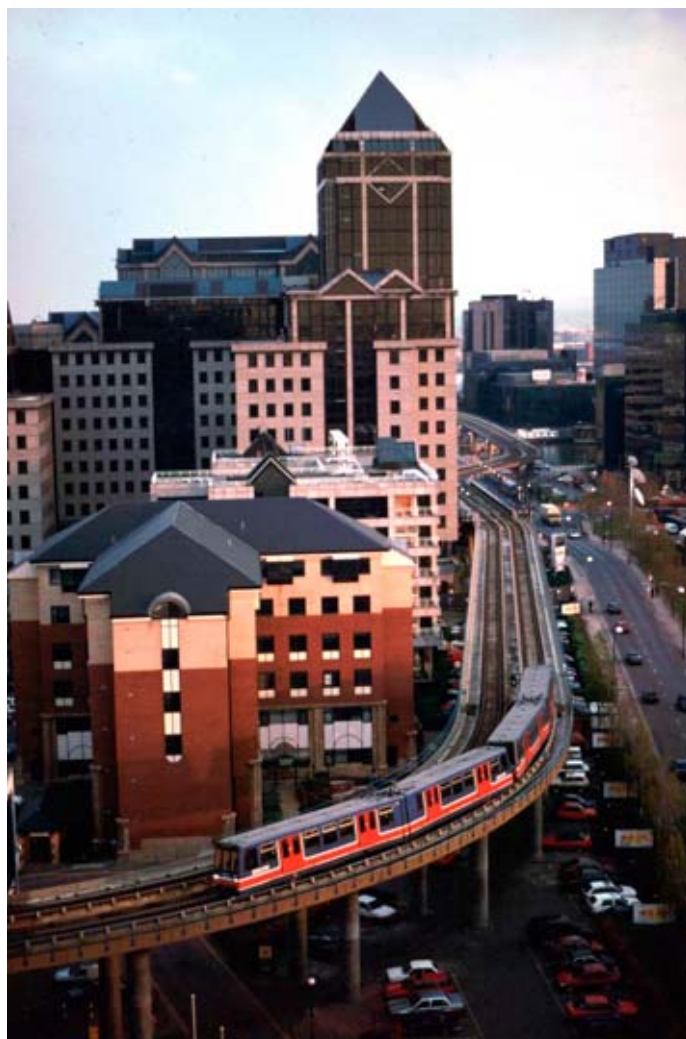
1991 also saw a new station opened at Canary Wharf. Although a station had been built there during the original construction of the line, it had been demolished before the opening and so a new station was constructed. This differed from others in that it was of a three track layout with six platforms and an overall roof and was fully integrated into the shopping complex below the office tower. The following year, after a brief spell under London Transport control, ownership of the railway passed to the London Docklands Development Corporation.

The biggest extension to date opened in 1994 from Poplar to Beckton which had ten new stations, a notable feature of Beckton Park and Cyprus being located in the centre of roundabouts. Poplar station, which was the terminus of Beckton services until through running to Tower Gateway commenced in 1995, was rebuilt to provide cross platform interchanges and the redesign to the triangular junction west of the station to form a flyover to join the city branch just before Westferry. Prior to this the north side of the triangle had just been used for non-passenger workings from the depot. At this time, a new signalling system known as SelTrac, a digital system which uses a radio frequency in the running rails to control trains, was introduced along with 47 new trains known as B92 stock.

For the next few years the DLR entered a period of consolation. The only significant changes being the opening of Pudding Mill Lane (between Bow Church and Stratford) in 1996 and Canning Town opening on the Beckton branch in 1998 providing a transport interchange between the DLR, buses, the North London Line (then part of the Silverlink Metro) and the Jubilee Line which extended from Green Park to Stratford that year. Also, on a sadder note 1996 also saw a terrorist bomb attack near South Quays station causing £100 million worth of damage to surrounding buildings but fortunately the railway was unaffected.

1999 saw the opening of a southern extension to Lewisham ahead of schedule. This was the first line in Britain to have Private Finance Initiative. A notable change to the existing railway was the replacement of the viaduct section between Mudchute and Island Gardens with new tube tunnels which extended under the river to Greenwich where it rose to the surface alongside the National Rail Station on the South Eastern lines from London Bridge. It then proceeded over a 20 arch viaduct to the next station at Deptford Bridge before the last section to Lewisham on ground level.

Yet again with this extension and with increased traffic from the Millennium Dome, there was a need for more stock, by this time the P89s had departed for Germany, so 23 trains were ordered from Bombardier which became known as the B2ks, delivered in 2001/2. By this time the



*A far cry from the old docklands, a two car train negotiates the sharp curves of the new elevated structure amid the high-rise offices at South Quays in 1993.*

*Photo: Tim Edmonds*

DLR had come under the auspices of Transport for London, set up by the Greater London Authority, with Secro Docklands Ltd (which brought out shares in the original company in 1999) operating under franchise.

The first five years of the 21st century were relatively quiet with no changes until 2005 when a branch opened from Canning Town to King George V Dock via London City Airport replacing the North London service which closed south of Stratford the following year. As most DLR services by now were working in 3 car formation and in readiness for increased traffic levels for the 2012 Olympics, 24 trains were delivered between 2007 and 2009. Known as the B07 stock, these were of a completely new design – by this time the original livery was replaced by a one of bright red bodies, silver doors and black cab ends. Other improvements around the railway included the rebuilding of Tower Gateway to a single track with two platforms either side and the upgrading of Delta Junction north of West India Quay by including a flyunder to avoid conflict between Bank and Stratford trains, which were by then running to much higher frequencies and in 3 car formations. The extension of the King George V branch to Woolwich Arsenal opened in January 2009 which, like the Lewisham extension, involved a tunnel under the Thames. The terminus of which will hopefully provide an interchange with Crossrail.



*Incredibly, parts of the original DLR infrastructure are already history. The unique 'Y' shaped elevated Island Gardens terminal [Above] was replaced by an underground station when the line was extended south of the Thames to Lewisham*

*Photo: Mike Walker*

*One of the more recent extensions has been that to Woolwich Arsenal. An eastbound car 01 arrives [Right] at King George V station, named to commemorate the former dock, with the towers of Canary Wharf and the old Tate & Lyle Silvertown sugar factory in the background.*

*Photo: Tim Edmonds*



The latest extension from Canning Town to Stratford International was financed by the Olympics budget as it will form a link between the main stadium and the EXCEL centre at Custom House where some events will be held. It follows the route of the former North London Line closed in 2006 and parallels the Jubilee Line for most of its length from the low level platforms at Canning Town (beyond which a complex flying junction allows trains to carry on to either Beckton or Woolwich Arsenal) to the main station at Stratford which is served on the same level as the Jubilee and North London Lines (now part of the London Overground network) before continuing to its Stratford International Terminus which provides links with Eurostar services to Europe as well as Javelin domestic services between St. Pancras and Ashford.

[www.mdrs.org.uk](http://www.mdrs.org.uk)

The DLR has now 19 route miles serving 45 stations on six branches and has over the last 25 years has carried over 75 million passengers. Although extensions have been proposed for it to reach Dagenham Dock in the east, Catford in the south and westwards into the centre of London, the economic downturn means that none are likely to come into being in the near future. However with the railway serving an area which will be at the centre of the world's attention over the next few months, it is prepared to carry the huge influx of expected visitors and will carry on serving the area of east London for many years to come.

# DIS-JOINTED JOTTINGS from John Sears

One of ways down which the Internet leads us is the by-way that leads us to where we shouldn't be. A typical reason to stray is to relieve the strain of actually having to think about the work in hand. I was musing over the problems caused by TPE's further development of its Manchester Airport to Edinburgh and Glasgow Central service to the good burghers of South Cumbria – not enough through trains being one. Answers please, each word written on a £50 note and sent to me, not TPE and certainly not to the DfT (perhaps a few Greek drachmas for them?) To prevent myself from sliding even further into insanity, I wandered through some slides; as I did so a few themes

suggested themselves. Yet again, the change that has come to the railways was striking. Even Bourne End's bay platform has changed time and again. Long gone are its loop, the huge canopy, the cycle store, the parcels store, the room hiding under the footbridge in which the porters stabled themselves between duties. The remaining track was lifted and what was probably described as a "desirable business unit" was built. No more 1445 sliding into the platform with locked wheels as it arrived to form the "late" train to Marlow.....Here are a few of those slides, with extended captions; please read on and let your muse wander too.

Here are the station gates at Santa Ana, served by Amtrak's Pacific Surfliner route between Los Angeles Union Passenger Terminal and San Diego, and by the "real" Metrolink. It's on their Orange County Line between LA and Oceanside, 59 miles south of Santa Ana, and their Inland Empire-Orange County Line between San Bernardino and Oceanside. It's 36 miles from LAUPT, just as Reading is from Paddington. The service is a bit less frequent than Reading's, with just 11 Amtrak trains each way. Metrolink operate 13 trains to LA and 7 to San Berdo. Metrolink's timetable is peak hours only, starting with a 4.28 to LA – early risers, US commuters! The three services combine to provide some impressive frequencies, with 10 departures to Oceanside between 15.00 and 18.00.



Back in the early 1980s the original Santa Fe wayside station served less than a quarter the number of trains today. A small placard promised a new "transportation centre" at a date already

gone by, but eventually in 1985 it did appear, in, as can be seen, some style. As well as trains, the station, aka Santa Ana Regional Transportation Centre, also serves taxis, local buses operated by Orange County Transportation Authority, and Greyhound.



Thetford's grade II listed station, built in 1845 mainly of flint – this is an area underlain by chalk, with lots of flint. Grime's Graves, the prehistoric flint mines are not far away, and at Brandon, the next station to the west, one pub is called the Flintknappers. The 1889 brick addition on the right; it is still in use today by passengers for National Express East Anglia's service to Cambridge and Norwich, and East Midlands Trains' service to Liverpool and Norwich. By the time this Donkey has arrived, Abellio, part of the Netherlands state railway will have assumed operation of the "Greater Anglia" franchise, albeit for a stunningly short 29 months. Oh, and the Flintknappers will have re-opened after a year or so off.



Here is a view of the old station in York, closed to passengers in 1877. It was taken from the old station building on the departure side, and shows the rear of the old Royal Station Hotel which spanned the width of the station beyond the buffer stops. The buildings are currently being refurbished as part of a new headquarters for the city council, justified, no doubt, by the fact that 16 existing office locations will be amalgamated

into one. The gable end, just visible behind the stove-pipe chimney, is part of the old North Eastern Railway HQ. In Queen Anne style, it was stunning inside, with vast sweeping stairs and exquisite coloured architectural drawings of the building on the walls. Now it's the Cedar Court Grand Hotel, with £114 quoted as the "best available" room-only rate.

Here's Torrington in the late 70s, looking towards Bideford, with rails yet shiny from use by the clay trains from Meeth. The installations for the milk traffic are visible on the platform, with a canopied loading area provided beyond the original canopy and an apron laid on the track to make swilling down an easier job. Note the vanfits stabled in the old goods yard, they brought in agricultural products, stored in the new shed on the right. It required the demolition of the original milk-loading depot and the goods shed; it was built on the old down platform. All three sources of freight traffic dried up; milk in 1978, fertilizers in 1980 and the final clay trains in September 1982. It is said that the need for new clay wagons was the final straw; maybe, but in the last years only 30,000 tons per annum were carried. Passenger trains were withdrawn in 1965, and despite at least two fairly serious attempts to restart them between Barnstaple and Bideford, the



only passenger trains were specials, some to Meeth, others – with wining and dining – to Bideford, for people visiting the boatyard at Bideford to inspect their investments.

Grand Central's shiny 180114 stands at Wakefield Kirkgate's number 3 platform; its guard stands on the platform, looking back along his train, the 10.48 from Kings Cross to Bradford Interchange via Halifax, as it waits time. There'd been three passengers in the first car on departure from the Cross..... Despite three trains an hour to Leeds and Sheffield, one of which continues to Nottingham, and hourly trains to Knottingley, Huddersfield and Wakefield Westgate, plus Grand Central's occasional trains to London and Bradford, the station moulders in Grade II listed "safety". A station management conservation management plan was drawn up in 2010, with plans to restore the station, which was built in 1854 by the Lancashire & Yorkshire Railway, and extended piecemeal over the next 50 or so years. The rest of the station is fully up to the standard of what you can see here. Some improvements have begun, with £1.5 million having been found to bring the station up to a "safe standard". Some local stakeholders believe the West Yorkshire Metro is not sufficiently interested in this part of their network, basing their claims on the plans to spend yet more money on Westgate.



BRCW in the Highlands. In the days when many of Scotland's stations sounded ker-chunk, ker-chunk, ker-chunk, a class 26 sits in Achnasheen station bound for Inverness. The post bus sits on the platform, waiting departure for Laide, 43.5 miles away westwards along the A832, on the coast of Wester Ross. Long gone, of course, but Westerbus does operate on Tuesdays and Thursdays – one return journey between Laide and Inverness. It still serves Achnasheen, but it doesn't connect with the trains. The AA Route Planner estimates the journey time along the A832 as one hour, twenty-five minutes – exactly the same as the bus is timetabled to take. No margin for stops, no doubt a reflection of intermediate demand. Out of sight to the left were the signal box and goods shed, both now demolished. The hotel to which the lager sign is attached burnt down in 1994, probably an attack by CAMRA members, and Gaelic appears on the station name boards Achadh na sine which is "fields of storms". No doubt there was a reason for that name.....



Over 680 rail miles to the south – the Great Western way, via Shrewsbury and Bristol, lies Maiden Newton – no need for a translation here. Once junction for one of the world's loveliest branches, which served with a single station, with just Toller as its name, Toller Fratrum and Toller Porcorum, villages with wonderful typically Dorset double-barrelled place-names. Not quite the same as a single-car train in allure or, more importantly, capacity, the Bridport branch rail replacement bus sits outside Maiden Newton station. After closure of the line in May 1975 four return trips a day were operated by Pearce of Cattistock. Albert Pearce founded the firm on his return from the First World War and it survived in various incarnations until 1990. It operated some rail feeder services before taking on Bridport, including one to Chetnole Halt after Cattistock and Evershot stations closed. Back in 1965, when the Western region was a trail-blazer in using the 24-hour clock, and correctly, with no initial zero in times before 10.00, Maiden Newton had 18 trains a day, and Bridport had nine. Today service 73 offers a "flexible" bus service, with a route and stops that vary according to



demand. However, it's not a walk-up service, as it must be booked in advance, and as Lines are open from 8.30am until 5pm Monday to Friday, one suspects it's not a 24/7 operation.



Reading's 1980s re-building, note that InterCity was the sponsor, with Apex Plaza going up to the east.

Bourne End, Junction for Marlow, while the buildings on the old bay platform track bed were being built. What looks like a brace of class 122s departs for Marlow. How places can change – once there was not just a platform line in the bay, but a run-round loop as well. And, on the platform, the footbridge, staff room, cycle store, large curved roof, huge station name board.....



Here is the site after the bay platform road and its surroundings had been dug out. Does anyone know how much BR got for the land?

# FROM THE ARCHIVES



From the collection of the late **Dave Theobald** comes this wonderfully atmospheric view of 51218 shunting on the quayside at Bristol Docks during a photo charter on 1st March 1998. The L&Y 'Pug' was no stranger to the city as it had spent its later years allocated to Barrow Road shed.