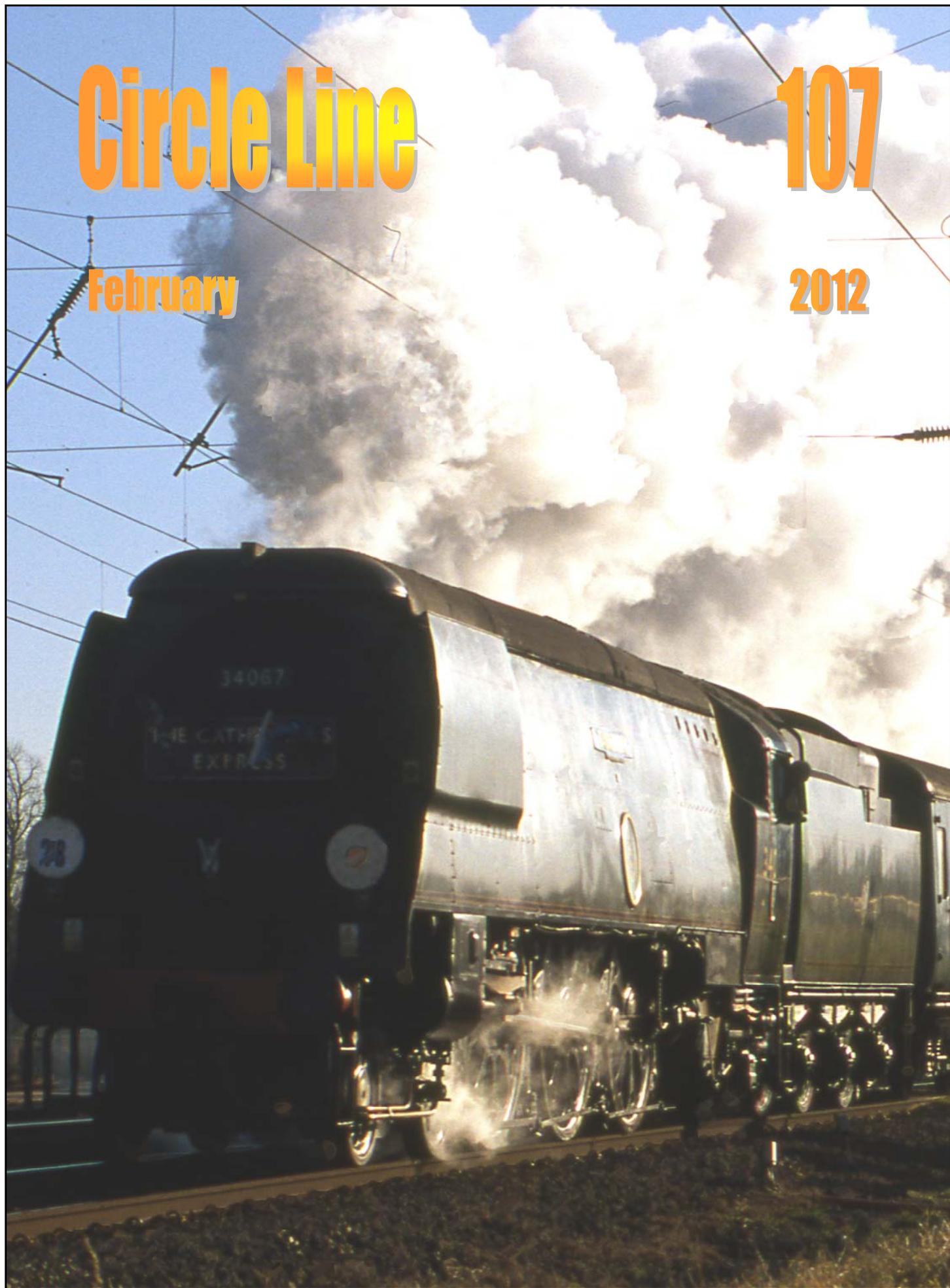


# Circle Line

107

February

2012



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## SPECIAL TRAINS NEAR US: February - June

- March 3:** THE LINCOLNSHIRE POACHER. Kings Cross - Lincoln & return. 70013 *Oliver Cromwell*.  
**March 17:** THE HOLY ISLAND OF LINDISFARNE. Kings Cross – Berwick & return. 67 diesel or 90 electric.  
**March 31:** THE SANDGROUNDER. Stevenage – Southport – Kings Cross. 67 diesel.  
**April 4:** THE CATHEDRALS EXPRESS. Peterborough - Salisbury & return. 60163 *Tornado*.  
**April 7:** EDINBURGH EASTER STATESMAN. Ely - Edinburgh & return. 2 x 47 diesels.  
**April 14:** THE EAST RIDING. Kings Cross – Goole – Scarborough - Doncaster. 70013 *Oliver Cromwell*.  
THE IRWELL VALLEY EXPLORER. Norwich – Rawtenstall & return. 2 x 47 diesels.  
**April 21:** THE GREAT BRITAIN V. KINGS CROSS – YORK. 60019 *Bittern*.  
**May 5:** THE NORTH WALES EXTRAVAGANZA. Norwich - Holyhead & return. 2x 47 diesels.  
**May 10:** THE CATHEDRALS EXPRESS. Colchester - York & return. 60163 *Tornado*.

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**Club meetings: normally the first Friday of the month, September-May, at the Arbury Community Centre, Campkin Road, Cambridge, CB4 2LD.**

## CONTRIBUTIONS TO CIRCLE LINE

**Editorial contributions** are accepted in hand-written, typed or e-mail form (WORD text files preferred) to Mike Page (details are above). If you e-mail pictures or illustrations, low-res JPEGs should be e-mailed initially (please keep file size below 1.5MB), then high-res may be requested. Colour or black/white photos can be accepted by post.

**We welcome news, features and short stories** on the 'modern image' or historical topics as well as stories about members' visits in the UK, Europe and overseas.

**Thanks again,** to this issue's contributors without whom our journal would not have appeared.



## CIRCLE LINE IS THE NEWSLETTER OF THE CAMBRIDGE RAILWAY CIRCLE

The contents of Circle Line do not necessarily reflect the views of the editor or of the Cambridge Railway Circle

## Meetings and outings planned for 2012 until May

**Friday February 3:** 1000 Eggs on a Bicycle (with railways absolutely 'in the frame') – Colin Boocock.

**Friday March 2:** UK Rail Freight – A Bright Future? – (Lord) Tony Berkeley.

**Friday April 13:** An evening with Paul Chancellor of Colour Rail.

**Friday May 4:** Richard Hardy recalls.

### From the Editor

It's a bit late I suppose, but the CRC Committee and myself wish you all a very Happy New Year and I hope you all found, when unwrapping your Christmas presents, the very things you wanted! My own presents ranged from a book on New Zealand's railways to a wind-up paddling 'Shaun the Sheep'! My sister always finds something 'different' for me, though at last, with 'Shaun', she's been able to drag herself away from 'Thomas the Tank Engine' products (such as: an egg cup, a portable reading light to attach to a book, a snowman Thomas, a Thomas bath towel...save me someone!).

On our local line, the new island platform and accompanying footbridge at Cambridge station were completed on time and are in full use. It is a long march, particularly with luggage, from the island platform and on out of the station through the soaking rain to reach the new bus stops on the former coalfields sidings land for the 'out of town' 1, 3, 7 and 8 buses. The inwards buses still call opposite the station, though new bus-stops in the former coalfields siding area await commissioning, presumably when the building works on the new flats have finished.

Some of us saw *Oliver Cromwell* and *Tornado* pass through Cambridge during mid-December, though I missed *Dominion of Canada (Bittern)* on the empty stock move from Southall to Norwich on Wednesday December 14. It was nice though, while trimming hedges, to unexpectedly hear an A4 chime whistle sound twice from the station and hear the A4 accelerate towards Ely.

For Christmas my wife told me to buy myself an engine: so I did treat myself to the new Bachmann '00' gauge Midland 3F 0-6-0. Walsall (3C - West Midlands) used to have a few of these in the 1950s. Saltley (21A) in Birmingham seemed to have legions of them at one time, used for banking freights up the Camp Hill line, shunting and local pick-up goods. Though up until 1959 or so, you could see them on the long distance goods trains and even fitted freights as well as on local passenger work.

The 'mystery' front cover picture in Circle Line 106 was one I took of 86.219 *Phoenix* approaching Shepreth Junction on May 24, 1987 with the 16.15 Cambridge – Liverpool Street (I forgot to add the caption – apologies). I don't suppose we shall ever see an '86' in Cambridge again unless the remaining 'freight' 86s get diverted through Cambridge for a diesel 'drag' around the Newmarket line to Bury St. Edmunds and Ipswich on their way to Felixstowe. Train watching at Ely should become more interesting now that the Leicester (Syston Jnc.) – Peterborough – Stowmarket line is cleared for 9ft. 6in containers. The 1879-built single-track route from Ely to Soham is to be doubled. Some 'liner' trains have already been diverted to this route and more will follow.

Finally, we have an interesting programme of speakers for the first half of 2012 while announcements will be made later about CRC visits during the remainder of the year. - *Mike Page*

**Cover:** unrebuilt West Country Pacific 34067 *Tangmere* comes off the Kings Cross line at Shepreth Junction with a northbound 'The Cathedrals Express' on a cold morning on December 7, 2008. *Mike Page*

**Left:** East Anglia had a sprinkling of snow in early December 2011 and it lay on the ground long enough for a snowy shot of industrial 0-6-0T *Ring Haw* entering Sheringham on the North Norfolk Railway. *John Hunting*



# Circle Outings in 2011

**The double-heading and banking of trains out of Alton added to a spectacular day out for CRC members who partook in the outing to the Mid Hants. Railway 'Autumn Spectacular Gala' last October, reports Outings Secretary Tony Dewey.**

Saturday 29 October was the latest date ever in the year for a Circle Outing, just beating the clocks going back. But we achieved all we wanted to in daylight at the **Mid Hants. Railway 'Autumn Spectacular Gala'**. The weather was fine and the locomotives were all big, apart from one.

It suited to start from Kenzies Coaches depot at Shepreth again, being a fairly short distance from the dual carriageway at Royston and avoiding the need to exit from Cambridge. We departed slightly late with 54 on board, this being the first time we had used a 57 seater coach for many a year. The weather was grey and slightly misty as we turned out on to the A10, headed for the A505 and then A1(M), A414, A405, M25 and M3 aiming for Winchester exit with a short turn back along the A31 into New Arlesford for the Mid Hants. station there. However, in advance of J4 on the M3 the motorway signs were showing 50mph and when we reached the junction we could see congestion beyond it so made the quick decision to turn off and continue via the A331 to Farnham and then A31 to Arlesford. Our reward was a delightful scenic ride with little traffic, the leaves on the trees in all their Autumn glory (another 'Spectacular') and a run parallel to the Mid Hants. Railway from Alton to Arlesford. Unfortunately, our hopes of seeing a train were thwarted and all we got was the exhaust from one about to come out of Arlesford cutting as we ran into the outskirts of the town.

We arrived at the station at 10.15am, parked in our reserved space and collected our pre-ordered tickets. The sun had been threatening to make an appearance as it had become brighter as we journey'd and by now was out. In the down platform (2) stood a very smart 'Black 5' 4-6-0 45379 ready with its

11.15am train for Alton. The 10.12am Ropley two coach local had just departed behind 'U' 2-6-0 31806, comprising an LMS Inspection Saloon and Mk 1 TSO. This train was followed at 10.40am from the sidings south of the station by 'West Country' 4-6-2 34007 *Wadebridge*, which ran slowly non-stop through the station with an engineers' train bound for Alton. Meanwhile, BR Standard 4-6-2 70000 *Britannia* stood in the siding at the London end of the station awaiting its turn when it was booked double-headed with 'A4' 4-6-2 4492 *Dominion of New Zealand* on the 11.50am departure for Alton. The 'A4' arrived in Arlesford at about 11o'clock. So, there was quite a bit for us to see on our arrival.

A feature of the day was to be double-heading and banking, the latter mostly out of Alton. I decided to ride behind the 'Black 5' on the 11.15am departure from Arlesford, which made quite a sedate journey up the gradient to Ropley. Here 'Lord Nelson' 4-6-0 850 *Lord Nelson* was attached as pilot for the onward journey to Alton, calling at Medstead and Four Marks. Whilst we stood at Ropley, 'A1' 4-6-2 60163 *Tornado* called on its way with the 10.55am from Alton to Arlesford. Then at Medstead we passed '9F' 2-10-0 92212 and 'N2' 0-6-2T 1744 with their 11.30am from Alton to Arlesford. I had now seen all locos that were running in the Gala.

The intensive timetable called for four five-coach sets, the two coach local, freight train and engineers' train. While the intermediate stations at Ropley and Medstead are passing places with two platforms and Arlesford at the southern end has two platforms and turn-back sidings, there is only one platform at Alton, the other two platforms being used by South West Trains for its services to London Waterloo. There is also a main-line connection here, allowing guest locos to come in and out under their own power rather than on low loaders. So, arrival of double-headed passenger trains at Alton is complicated by the need to stop in the loop at the foot of the bank outside the station to allow the pilot loco to be detached and then draw forward either on to the next southbound train or into the run-round loop beside the platform road. Then, when the southbound train has departed the train loco draws its train into the platform. On my train, the 11.15am departure from Arlesford, *Lord Nelson* came off and then took the very impressive 15-wagon 12.05pm freight train out bound for Arlesford. 45379 was then able to draw forward into the platform.



Unrebuilt 'West Country' 34007 *Wadebridge* and 'U' 2-6-0 31806 wait at Ropley for a southbound train to pass while the crews do some 'housekeeping'. When the Watercress Line used to be open through to Winchester, Waterloo-Southampton line trains were often diverted over this route ('over the alps') during main line engineering works. The heavier expresses required pilot engines to climb the steep grades. *Tony Dewey*

The only diesel operating during the day was '08' shunter D3935 in Ropley yard. This was used to shunt-release the loco on the two-coach shuttle, which ran into the siding beside Ropley carriage and wagon works, another interesting feature for visitors to view. Incidentally, the carriage works has been fully restored/re-built following the disastrous fire a couple of years ago.

There was public access to Ropley yard, facilitating an extra vantage point to watch and photo the passing trains on the 'sunny' side of the line compared to the grassy bank-cum picnic area on the other side of the line which means trains are likely to be viewed in shade. The loco shed/works was also open to visitors to view work on various locos but the adjacent new machine shops were closed but could be viewed through the windows. Recently withdrawn 'BR' standard '5' 73096 was stabled in a single-road shed adjoining the main shed and demonstrations were given using the ex-Bricklayers Arms wheel-drop equipment. The loco's front bogie wheels were dropped and then re-engaged underneath. I found this very interesting as I don't recall ever seeing this done before.

Train-running was pretty well to time until lunchtime after 4492 and 70000 had run double-headed on the 11.50am Arlesford to Alton and were due to return with the 1.50pm Alton to Arlesford. Having run round at Alton it was found 70000 was unable to create vacuum and after some delay was taken off the train which left some twenty minutes late with 4492 on its own. However, 70000 then joined 60163 for the next passenger train, the 2.25pm to Arlesford and vacuum was created. This caused some re-jigging of the loco diagrams and late-running for the rest of the afternoon, although when I travelled on the last train of the day, the 5.20pm from Alton to Arlesford, the lateness had been reduced to about 5 min.

An innovative novelty was on the printed loco guide, which incorporated the public timetable. On the front and back covers were printed the numbers of all locos that could be seen during the day and visitors were invited to spot them and cross them off the list. No doubt this brought back happy memories to the granddads and (older!) dads whilst no doubt providing entertainment for the youngsters. I think it was possible to find them all, obviously those on trains but the others were either stored in the headshunt at Ropley (viewed from passing trains) or in the yard or works. Some of the latter were in bits though!

Later in the afternoon, some trains had a banking loco out of Alton. This facilitated what would otherwise be a light engine movement to get the loco back to Ropley shed. The banker then came off the train after arrival at Ropley, the train engine then going forward to Arlesford. I travelled on the last passenger train out of Alton, the 5.20pm to Arlesford. This was scheduled to be 60163 on its own but because of the earlier vacuum problem with 70000 and re-jigging of the loco diagrams we had 70000 as banker as far as Ropley where it came off and 60163 continued to Arlesford in the gathering twilight. For me, this was the best run of the day, the virtually empty front coach enabling me to choose a seat and a window look-out for the first time in the day. Trains had hitherto been packed with lots of people having to stand. Be that as it may, I very much enjoyed watching and hearing 60163 and 70000 powering up the bank to Medstead and then round the various curves 'over the Alps' to Ropley. It was a great end to the day.

Having made the most of the 'British Summer Time' daylight, we departed in the dark at 6.20pm and decided to take the



A4 Pacific 60019 *Bittern*, still running as 4492 *Dominion of New Zealand*, takes water at Ropley.  
Tony Dewey

same route back to Shepreth. We encountered more traffic on the homeward journey but the M3 and M25 were behaving themselves apart from some slight congestion at J15 on the M25 where a vintage 'VW camper' had caught fire on the slip road and looked a burned-out shell as we passed by, the fire engine still in attendance. Anyhow, we arrived safely back at Shepreth at 8.30pm after a very good day out.

The support for the three outings this year has been fantastic with 44 to Isle of Wight and Severn Valley/Black Country and 54 to Mid Hants., the highest numbers for some considerable time. On each outing there were two or three unable to come on the day due to illness, a great pity for them. I would like to thank all of those members who have participated in the outings and also to their families and friends they invited along. Let's hope the enthusiasm is carried over into 2012.



'N2' 0-6-2T as GNR 1744 waits departure from Ropley with the two-coach shuttle to Arlesford (above). Last departure to Arlesford from Alton was A1 60163 *Tornado*, now in BR green with early BR crest, at 5.20pm.  
Tony Dewey



# A videographer's diary for 2011 – Part I

Travelling over a lot of ground throughout the UK during 2011, Membership Secretary *Ian Worland* describes the locations and video shots of steam locomotives and modern image trains in Part One of his report, which covers the period January to June.



Would anyone like to identify the location of this picture taken of ex-LMS Stanier 'Princess Royal' Class Pacific 6201 *Princess Elizabeth* (see back page for answer)? She is heading a northbound 'Cathedrals Express', which left Victoria Station, London on May 6, 2011, for York. *Ian Worland*

The Great Central Railway (GCR) was staging 'The Banbury Cross Event' on January 29, which was where I started by year of filming. The GCR's idea was to recreate the Banbury area in steam days, when there would have been locomotives seen from all four pre-Nationalisation companies now the Western, London Midland, London & North Eastern and Southern Regions. During the summer, many cross-country trains, running between the North East and South and South West, changed locomotives there (Though many trains usually acquired their Southern locos at Oxford, Southern locomotives were seen at Banbury, more often on freight – *Ed*).

All four regions were represented at the GCR event by: ex-GWR 'small prairie' 5526 working with an auto trailer; 3717 *City of Truro* on the Royal mail set and sharing passenger trains with 4953 *Pitchford Hall* and 2-8-0 3850 and 0-4-2T 1420 running goods trains. The old LMS was represented by 'Black Five' 4-6-0 45305 operating passenger trains. From the former LNER came K4 2-6-0 61994 *The Great Marquess* working passenger and goods trains. The Southern Railway was represented by 'King Arthur' N15 4-6-0 30777 *Sir Lamiel*. I filmed the action at Kinchley Lane and Rothley.

On February 15, DRS was using class 37 diesels to 'top and tail' a Network Rail test train running on a route from Kings Lynn through Cambridge to Selhurst (Kent) so I filmed them at Ely. I also caught on video DB Schenker class 66 diesels on freight liner trains running to and from Felixstowe.

February 27 found me back on the GCR filming at Quorn & Woodhouse and Rothley. The idea was to record ex-LMS 'Jinty' 0-6-0T 47406. The 'Jinty' was operating after some

years under restoration at Loughborough. Also running that day were the 'Black Five' 45305 and the GWR 2-8-0 3850.

**'Deltic' in action** – on March 3, English Electric 'Deltic' 55022 *Royal Scots Grey* was heading an excursion from Kings Cross to Edinburgh and back. For me, it brought back memories of the 'Deltics' before the introduction of the high speed 125s, so I went over to Huntingdon to film the spectacle. Afterwards I went over to Ely to record a special running from Crewe to Norwich. The excursion was 'topped and tailed' by two English Electric Type 20s at one end and 37667 at the other. This train ran into the station from the March direction and then reversed to Norwich, which is why there were locos at both ends of the train.

The North Norfolk Railway held a Gala event on March 12, so I headed for the footpath that goes from Weybourne towards Sheringham one way and Holt the other to film the trains. Locomotives running on passenger and goods trains were: ex-GWR 0-6-2T 5619, 3717 *City of Truro*, ex-GWR/ex-London Transport 0-6-0PT L99; ex-LNER locos J72 0-6-0T 69023 *Joem* and J15 0-6-0 65462; ex-LMS 'Jinty' 0-6-0T 47406 and former industrial 0-6-0T *Ring Haw*.

Perhaps one of the most unusual trains to visit Ely on March 26 was the preserved 'Hastings' diesel electric multiple unit 1001. I filmed it at Ely forming an excursion from Hastings to Dereham on the Mid-Norfolk Railway. These units were introduced in the mid-1950s to replace steam (mostly Southern 'Schools' Class 4-4-0s - *Ed*) on the Charing Cross/Cannon Street – Hastings services until electrification of the route.

A 'Mixed Traffic' event on the Nene Valley Railway attracted me on April 2 to film ex-LMS 4F 0-6-0 44422, 'Standard Five' 73050 *City of Peterborough*, the Polish industrial 0-8-0T and Hunslet 0-6-0T 22 at Wansford and Orton Mere. Also in action were diesels 45 and preserved Type 31 31102.

A week or so later I went across to March on April 8 to film some West Coast Railways empty stock working from Carnforth to Norwich, 'topped and tailed' by 47 diesels 47804 and 47786. Another empty stock working from Carnforth to Ely was 'topped and tailed' by 47780 and 57 diesel 57601. I also filmed various Class 66s on freight as well as diesel units.

My next trip was to the North in West Yorkshire where I made a trip to the North Yorkshire Moors Railway on April 13. At Goathland I found the locos running included ex-Southern S15 4-6-0 825, ex-LMS 'Black Five' 45428 *Eric Treacy* and BR 9F 2-10-0 92212. The big surprise for me was to see 60007 *Sir Nigel Gresley* 'topping and tailing' with 825 on a train going to Pickering and returning to Grosmont. 60007 was running in some new tender axle bearings. I also took the opportunity to film the new overall roof at Pickering – what a difference the roof has made to the station!

April 15 was spent looking for a location to film on the following day. It took most of the day travelling from Huddersfield to follow the line to Todmorden. It is a very winding line and has some stiff gradients. I eventually chose a site at Hebden Bridge, which is a very busy station with trains running from York to Blackpool and Leeds and Bradford to Manchester Victoria.

The reason for all the location-finding effort was to film ex-GWR 'Castle' 5043 *Earl of Mount Edgcombe* working a Vintage Trains trip from Tyseley in Birmingham to Blackburn and back. So I made an early start on April 16 to get a good spot on the station. After some three hours standing there was virtually 'no room at the inn'. The station and signal box are ex-Lancashire & Yorkshire Railway and are painted in black and white – the original colours of the L&Y. Friends of the station look after it and the waiting rooms contain photographs showing how Hebden Bridge looked in times gone by.

When 5043 appeared, she looked magnificent and was working very hard, but shut off steam to go through the station (gauging issues). I can tell you it was a long drive home from there!



The preserved 'Hastings' Class DMU is seen at Ely station on March 26, 2011, on its way from Hastings to Dereham on the Mid-Norfolk Railway. *Ian Worland*



Ex-GWR 'Castle' Class locomotive, 5043 *Earl of Mount Edgcombe* (fitted by BR with a double chimney) approaches Hebden Bridge on April 16, 2011, with a 'Vintage Trains' trip from Tyseley (Birmingham) to Blackburn. *Ian Worland*

Compared with the trip to Yorkshire, it was only a very short cycle ride to bring me to the crossing at Milton on April 20 to film preserved diesels 47508 and 56101 moving from Dereham (Mid-Norfolk Railway) to Hitchin to collect two more Class 56s to take onwards to the Barrow Hill preservation site.

Then on April 28 I made a visit to Lolham Crossing on the East Coast Mainline to film ex-LMS 'Princess Royal' Pacific 6201 *Princess Elizabeth* heading north to York from Kings Cross. I chose the location again on May 6 to film 6201 heading a special from London (Victoria) to York.

Another more 'local' trip was to go across to Shippea Hill to fill a special running from Bridlington to Norwich hauled by West Coast Railways' 47804. There was also a DRS' 47712 hauling a service train from Norwich to Cambridge and return. The reason for the latter train was a 'bridge bash' between Norwich and Diss and so to put on a service to Cambridge was the only way to get from Norwich to London on April 30!

On May 7 I decided the Harringworth Viaduct was the place to film 70013 *Oliver Cromwell* heading 'The Yorkshireman' special from Watford Junction to York. On arrival the sun was out giving lovely lighting conditions, but just as the train appeared a thunder storm put paid to what would have been a good shot!

The GCR was holding a 'Golden Oldies' weekend so I made a visit on May 28. The 'Golden Oldie' locos running included: ex Furness Railway No. 20, an o-4-0 built by Sharp Stewart in 1863; the *Bellerophon* industrial 0-6-0 well tank built by the Haydock Foundry in 1874; the replica of Stephenson's *Rocket*; the replica of the Liverpool & Manchester Railway's *Planet*; a London Brighton & South Coast Railway 'Terrier' 0-6-0T 32662 built at Brighton in 1875, ex-LMS 3F 0-6-0T 47406 introduced in 1924 and ex-GNR (LNER N2) 0-6-2T 1744 (69523) built in 1921 by the North British Locomotive Company. I filmed at Woodthorpe and Quorn & Woodhouse. The two replica locomotives only worked between Loughborough and Quorn and Woodhouse, propelling their trains back to Loughborough.

Tony Dewey's organised CRC visit to the Isle of Wight Steam Railway on May 29 proved to be an excellent trip and for me the filming results were very good. June was also to be a good

month too. A4 60019 *Bittern* running as 4492 *Dominion of New Zealand* was running from Kings Cross to York on June 4, so I filmed it passing Huntingdon. Then later on the East Coast Main Line I filmed 47 diesels 47712 and 47832 taking the 'Northern Belle' back from York to London Kensington Olympia on June 11. I only got to Sandy just in time as the train was running 45 minutes early! I was able to film other trains too.

The Mid-Norfolk Railway was my next venue on June 19 to capture the ex-GWR 'King' Class locomotive, 6023 *King*

*Edward II* running in early British Railways blue. The engine had been fully restored from Barry scrap yard condition at the Didcot Railway centre and it looked magnificent. I filmed 6023 at various locations between Dereham and Wyndmondham Abbey.

To round off the first six months of filming in 2011 I returned to Ely to record two West Coast Railways Class 47 diesels working empty stock from Carnforth to Norwich as well as filming the more usual DMUs and EMUs.

## Changes to be seen, and coming, in East Anglia

**Two significant changes to the railway scene are under way. One is the ongoing replacement of traditional semaphore signalling on the Ely to Norwich line. The other is the doubling of the single line between Ely and Soham to cope with growing demand for more railfreight capacity between Felixstowe, the Midlands and the North.**

On October 20, 2011, the UK government committed itself to encouraging greater use of railfreight transport. To be completed in 2014 will be the upgrade of the line from Felixstowe to Nuneaton via Ipswich, Ely and Peterborough. The upgrade will provide a shorter route for freight trains running between Felixstowe, the Midlands, the North-West and Scotland as well as speeding up freight transit to Yorkshire.

Also in East Anglia, the Norwich to Ely line (also known as the 'Breckland Line') is being resignalled. Both of the above schemes will mean the complete disappearance of the traditional manual signalling system on the two routes. Indeed, the 53-mile 'Breckland Line' is probably the last 'main line' to have retained its manual signalling system, as well as telegraph poles along some stretches of the route.

Freight traffic is already on the increase between Peterborough, Ely and Ipswich. It was reported that there are now some 35 freight trains/day to be seen at weekends passing through Ely. Much publicity has already been given to the installation of a 1km double-track chord at Ipswich enabling container trains to run to and from the north into and out of Felixstowe without having to reverse in Ipswich yards. Work on the chord is scheduled to start this year and should be completed by March 2014.

Another 'double track' project will be the doubling of the single line section of the Ely-Bury St. Edmunds route. The new bridge across the Ouse at Ely has been engineered to take a second track. Also in discussion, in association with this scheme, is the reinstalment of a station at Soham.

**Felixstowe to Nuneaton** – in addition to the new chord at Ipswich, two 775m long (about half-a-mile) spurs will be installed north of Ely station to better regulate trains running through the junctions at Ely. Resignalling works will be carried out at Kennett and Bury St. Edmunds.



Under threat: the signal box at Wyndmondham on the Ely-Norwich 'Breckland Line': BR 'Standard Five' 73096 approaches the station after a signal check with a 'Cathedrals Express' heading for Norwich on June 6, 2004.  
*Mike Page*

The box at Kennett near Newmarket is now redundant and the two semaphore signals have been removed. The line is now controlled by the box at Bury St. Edmunds all the way to Chippenham Junction.

As regards the possible reinstatement of a station at Soham, a recent network Rail study report on behalf of East Cambridgeshire Council (funded by a £37,000 grant from Cambridge Horizons) said that the reintroduction of a rail service to Soham is 'feasible' and that sufficient demand exists for an unmanned station. It would be subject to the introduction of an hourly service between Peterborough and Ipswich and a 15min interchange at Ely for onward travel to Cambridge.

An engineering company, Atkins, said in a separate report that around 400 passengers daily 'could' use a station at Soham, about the same as the number of passengers using Littleport station on the Ely-Kings Lynn line.

Options for track layout at a proposed Soham station favoured by Network Rail were a single platform with a track crossover to Bury St. Edmunds, or a double platform with a footbridge and a crossover towards Ely. The single platform option would cost some £3.4 million and a double platform option, £4.8 million.

The report added that it is highly unlikely that a station would be opened in the short-term (These projects can not be done 'tomorrow' in the UK – *Ed*), but a time frame of five to seven



Time is running out for Shippea Hill signal box and its manually operated level crossing gates, October 21, 2011. *Ian Worland*

years was a 'realistic estimate'. The report concluded that it would be 'sensible' to wait until network rail had completed its planned work on the double-tracking through to Ely, which is due to be commissioned by 2018.

Network Rail has stated that container traffic passing through Felixstowe increased by 118% between 1999 and 2008. The number of these containers handled by rail in the same period increased by 165%; consequently the number of trains serving the port has doubled.

**Ely – Norwich resignalling** – the commissioning of the new signalling system is scheduled for the summer of 2012. The resignalling contract is part of a £21 million modular signalling contract awarded to Signalling Solutions by

Network Rail. Modular signalling has been developed to make signalling equipment easier to install and is ideal, said Network Rail, for lesser used routes. In addition, costs can be reduced by up to 25% when compared with installing conventional signalling systems.

CRC Membership Secretary, Ian Worland, comments that all signal boxes on the 'Breckland Line' will close and that automatic lifting barriers will replace the manually operated crossing gates.

Closure plan for the signal boxes are as follows.

## Barnwell Junction

By *J. N. Cates, Burwell*

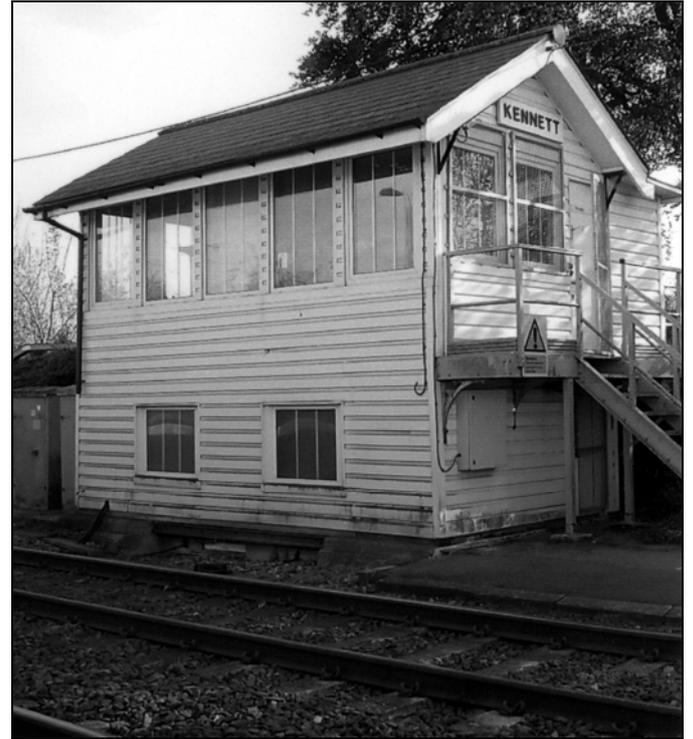
How scabbed knees swung in excitement  
Bright eyes stung with cloying steam,  
In far gone days, why seems a lifetime  
Sat station wall with schoolboy dreams.

Micky and I roamed Barnwell Junction  
Pleased to truant a precious day from school,  
While old man Bidwell swept asphalt platform  
Twas then fall of signal attention called.

Soon chugging panting breathing dragon  
Twould seem whole world was lost in steam,  
This onward surge must greet the Fenman  
On boundless quest for distant sea.

**June 23, 2012:** Shippea Hill; Lakenheath; Brandon and Thetford.

**June 30, 2012:** Harling Road; Eccles Road; Attleborough; Spooner Row and Wymondham.



Kennett signal box on October 21, 2011. *Ian Worland*

So if you wish to photograph these installations before they disappear you have been warned! Ian said that these dates could change.

Railfuture has issued a 100min DVD featuring visits to all the signal boxes and stations on the 'Breckland Line' and includes a comprehensive 'cab ride' along the route – *Mike Page*.

### References:

Railfuture East Anglian Branch, newsletter *Rail East 151*, September 2011. ([www.railfuture.org.uk](http://www.railfuture.org.uk)).

Network Rail ([www.networkrail.co.uk](http://www.networkrail.co.uk)).

Sharp gasp of steam, wheels grind on metal  
Comes wave of hand from hero guard,  
Grins Jones the stoker black as midnight  
As Mr Wright pulls polished brass.

Soon slam of doors would travel platform  
Sharp shrill of whistle flies to wailing scream,  
Deep breaths of steam again deliver  
Once more engulfed in fog-like dream.

Such wondrous days are now but memories  
As those cloying smuts are lost to time,  
An old man dreams of Barnwell Junction  
Safe in the railways of his mind.

Published on the 'Letters' page of the *Cambridge News*, Tuesday, July 19, 2011 edition.

Spotted by CRC Chairman, David Pepperell.

# New platform, longer trains for Cambridge

**Longer trains, with more seats for passengers, ran from Monday December 12, 2011, for the first time between Cambridge and Liverpool Street after Network Rail completed a £16.7m scheme to build a new island platform, complete with footbridge and lifts, at Cambridge station.**

Two new platforms, numbered 7 and 8, means that National Express East Anglia has been able to introduce 12-car trains on key commuter services. Trains will be able to arrive and depart in either direction, freeing up vital capacity on the existing platforms and making sure Cambridge can cater for additional rail services in the future.

A new covered 15-tonne footbridge and lifts have also been installed at Cambridge connecting the new platforms to the rest of the station, making life easier for those who find the stairs a struggle. The staircases will include cycle guttering to help cycle users move around the station.

Rail Minister Theresa Villiers said: "These extra carriages are great news for passengers. The Government is determined to tackle overcrowding and provide better, more comfortable journeys, which is why we are funding this extra capacity."

"We are now embarked on one of the biggest programmes of rail capacity expansion since the Victorian era. In total we plan to introduce 2,700 new rail carriages on to the network by May 2019. These vital improvements will support economic growth and make life better for passengers."

Dave Ward, Network Rail's route Managing Director, said: "This scheme is a significant boost for passengers in Cambridge and will add to the growth of the city. This will make a difference to passengers – more seats, improving punctuality and reducing overcrowding."

Mark Phillips, Deputy Managing Director, National Express East Anglia, said: "The new platforms enable the operation of longer 12 carriage new Class 379 trains between Cambridge and Liverpool Street and with faster journey times. The increased capacity at Cambridge will improve performance



Work under way on August 10, 2011.

*Mike Page*



All was completed by December 5, 2011 as a Class 379 EMU rolls into the new Platform 7 at Cambridge. *Network Rail*

and reliability, cater for future growth and together with the introduction by National Express of a fleet of new trains, this represents a significant improvement in the service provided to our customers."

The new platforms are crucial to train operator National Express East Anglia's plans to improve train services and provide more seats for passengers on the West Anglia route. Following the introduction of a new fleet of Class 379 trains earlier this year, the new platforms will mean services can run as maximum 12-car services.

Today, services between Cambridge and the capital are very busy and the existing track layout in and around the station is constrained, especially at peak times. Trains will no longer have to wait because another train is at the platform because of the two new platforms – *Network Rail*.



A large crane lifts and positions one of the pre-fabricated footbridge sections into place on 29/9/2011. *Network Rail*

# All about train spotters!

Maybe *Sports Illustrated* is not the magazine to look for train articles in, but the following appeared in the January 20 edition, 1964, which centres around 'Tweedie' and was found by CRC Secretary, Chris Burton recently.

Britain has an estimated million loco-spotters, all madly keen. With satchels crammed with sandwiches and soda pop, they hover around railways collecting locomotive stock numbers and names. They form a hungry market for recordings of such esoteric sounds as puffing, whistling and hooting in quantities that would be the envy of many a pop singer. They enlist in specialist clubs, travel in special trains along disused lines and revel in the romance of express services like the *Atlantic Coast Express*, the *Red Dragon*, the *Queen of Scots* and the *Red Rose*. In a compact country where few live far from a railway and there are still about 8,000 steam locomotives in action, loco-spotting is as natural a British sport as cricket.

Collectors, who write down numbers from the sides of locomotives as they spot them, usually get the bug at the age of 6 and shake it off by 14. In the intervening years their love affair with railways is intense. Some get so firmly snared in the pastime's enveloping concern with classes, engine weights, wheel arrangements and general locomotive construction that they never escape. Britain's champion spotter is a 40-year-old Cambridge printer, Gerald Tweedie, who has seen all of 25,000 steam engines including Stephenson's *Rocket*.

Tweedie talks with the rapid rhythm of a train at top speed and has traveled over 80,000 miles in endless search for trains. "Around about 1950," he recalls, "when I had several thousand numbers, I suddenly got the urge to put on steam and try to get every steam-engine number there is. I have spent all my spare time, holidays and money on it."

Loco-spotters first emerged in significant numbers during World War II, when the hobby was commonly known as "copping locos." For some time a highly disorganized flock, they made life a burden for railway officials. They not only amassed numbers in their notebooks but put pennies on the lines, scooping up the battered coins as souvenirs after trains had passed. They wandered through tunnels in their pursuit, hopped on slow-moving trains, marched across the metals and occasionally interfered with signal wires. One 9-year-old, fined £1 for putting a stone on a track that would have derailed the next train along if a signalman had not seen it, explained in court that because he was shortsighted it was difficult for him to read the number of a speeding locomotive, and he merely wanted to slow up the traffic. Another youngster was discovered lying nonchalantly on his back in the middle of the main Manchester-to-London line "listening out for trains." Other culprits collected the labels from goods vans in addition to locomotive numbers and caused chaos with deliveries. At Tamworth, a main-line intersection where any alert loco-spotter could see 80 express trains a day, so many boys flooded the platforms they simply spilled off the ends.

The *Manchester Guardian* ran a lead article on "The Tamworth Martyrs," and newspaper correspondence columns vibrated to some heated exchanges over loco-spotters. In general, the argument ran along the lines of whether it was better to keep boys off the streets and on the rails, or off the rails and on the streets. It was an enthusiast called Ian Allan who finally calmed the eruption. He founded a loco-spotters



When the Cambridge Cattle Market hosted train spotters: 55.007 *Pinza* with a diverted Leeds-Kings Cross service delights railfans during October, 1976.

Mike Page

club with a single rule that insisted members be well behaved. Today it boasts over 400,000 loco-spotters.

Ian Allan published some checklists of locomotives for enthusiasts during the war. When peace came he formed a company to move in on a big scale. His hobby has since turned into a considerable business venture, currently handling 150 different books on everything from trains to aircraft, cars, buses, trams, ships and rockets, which people also like to spot.

Firmly placed in the driving cabin, Allan, at 41, simply explained his success—his undying interest in trains. His favorite task is to lead a loco-spotters' excursion, 500 excited individuals. An outing normally includes a tour around a railway works. "I don't think," remarks Ian Allan with cheerful faith, "that we've lost anybody yet."

Once loco-spotters grow into adulthood they rarely care to continue to be called just that. Their interest in Railways may continue unabated but is more delicately attuned to all its aspects, beyond the sole thrill of collecting numbers like matchbox tops. For instance, a middle-aged London stamp dealer, Peter Walker, who has his shop wedged beneath the noisy tracks leading into a large station, likes standing on a bridge and meditatively staring at a railway tapering away into the far horizon. Walker holds that there is nothing quite like catching "a good sniff of that first puff of smoke as a steamer rushes through beneath you."

There is no end to the line for mature loco-spotters. In Surrey there is a quantity surveyor who had track laid in his garden and installed two nine-ton locomotives. And probably one of the world's most energetic train lovers is a British model railwayman who rises at 7 each morning to send off a laborers' special and hurries home at lunchtime to run a midday express. In the evening it is trains all the time. This same fan has a printed timetable which, come fog, spring cleaning or flu, he adheres to rigidly. He runs weekend excursions and in the fall switches to a winter schedule.

One cloud, in the form of the diesel engine, looms over loco-spotters, but Ian Allan is convinced it has a silver lining. Gradually steam locomotives are being replaced in Britain. Ten diesels are not worth the puff from a steamer to today's spotters. But there will be a generation, Ian Allan points out optimistically, that will have known nothing better. He is counting on them, and so is champion Tweedie. He has already collected the numbers of every main-line diesel so far in existence.

# Ice cold train watching just for fun!



Talk about the winter of 1962/63 and one hears of the ice and snow, but what about freezing fog? After the snow had fallen, the days of January and February 1963 in the West Midlands were mostly freezing fog. In such conditions we find Wolverhampton Stafford Road shed's 7012 *Barry Castle* departing on time from Low Level station with the southbound 'Pines Express' on Saturday February 9. The lines in the foreground led up to the London Midland Region's High Level lines to Bescot and the former Midland Railway's route across the northern part of Walsall to the Derby-Birmingham line at Water Orton. The iron foundry in the background was in business up until three years or so ago.

**Those of us who experienced the winter of 1962/63 will shiver in its memory. We had about 8in of snow in the West Midlands, which gradually disappeared into March and April. The few times when I had any free time to try train photography were usually in the freezing fog on Saturdays: well it kept me out of mischief recalls *Mike Page*.**

The Irish members of my family were much better at staging parties than the English fraternity, which is why I was in Whitnash, Leamington Spa, on December 23, 1962. During the party, in which my Auntie Frances had concocted a devastating bowl of punch based on Pims and Gin with deceptively-looking bits of fruit floating in it (suggesting a mild experience!), her husband (English), somewhat worse for wear had 'wondered off' into the fields at 2 am!

We were all very worried as the outside temperature had plunged to something like 20F (-6C). He got back to the house, fully sobered up, while most of us were out still searching and rapidly freezing to death – I guess the alcohol saved us!

Auntie Frances' house was (and still is) near Whitnash cutting south of Leamington on the ex-GWR mainline to Paddington from Birmingham. Unlike other parts of the country, no snow had fallen, but the cold air exaggerated every bit of steam, leaky or otherwise, emitted by Stafford Road shed's 5022 *Wigmore Castle* on the up 'Pines Express' storming up the

bank towards Harbury on December 24. Earlier, the loco crew of D1048 *Western Lady* on the 11.35am Wolverhampton-Paddington had looked very warm and cosy in their cab.

'Our' snow in Moxley near Bilston, in the 'Black Country' of the West Midlands, descended around New Year's Day. Working as an apprentice at GKN Sankey in Bilston restricted daylight photography hours to the weekends. I had decided to pay a visit to Bromsgrove at the foot of the Lickey Incline on Saturday January 5, 1963 in spite of the freezing fog. The trolleybuses to Wolverhampton were all running, but I walked to Bilston Central to catch a diesel multiple unit (Type 116) to Birmingham (Snow Hill). The DMU met two down freights on the way, hauled by Granges 6870 *Bodicote Grange* (84B Oxley) and 6860 *Aberporth Grange* (83D Plymouth Laira!).

Snow lay in high levees along the cleared paths and streets between Birmingham's Snow Hill and New Street stations. There among the DMUs, Peaks (45s) and D200ers (40s) stood Saltley's Ivatt 4 43017 on a local to Redditch and Willesden's Stanier 5 44780 on a train from Euston. A Worcester-bound



On a very cold Christmas Eve morning at Whitnash, 5022 *Wigmore Castle* climbs away from the cutting towards Harbury with the up 'Pines Express' running as near as damn it to time!

local train of ex-LMS corridor stock was in the capable hands of Kingmoor's (12A) Stanier 'Black Five' 45081! I imagine the 'Black Five' had worked into Saltley on a freight from Carlisle and was finding some 'fill in' work before returning home that night. After a relatively uninspiring 'all stations' journey 45081 left me standing in much deeper snow on Bromsgrove's southbound platform.

The porter said many local roads had not yet been cleared and if I had tried to walk towards Blackwell I would encounter some deep drifts. Things seemed quite quiet after D171 on a Newcastle-Cardiff express had descended the Lickey Incline and breezed through at about 40mph. It was possible to go and view the 'bankers', which on that day were panniers 9493, 9401, 9430 and 8405 and the resident 9F, 92079. There was no sign of the usual panniers 8400-4.

One of Saltley's 9Fs, 92157, arrived with a lengthy northbound train of empty mineral wagons and received 8405 and 9430 to help her up the hill. In the freezing fog and no wind, the clouds of exhaust steam hung around the station for a while obliterating everything after the freight had blasted through. The snow and fog had quickly muffled the otherwise impressive sound of a 9F climbing the Lickey incline.

Well there wasn't much traffic about. A Jubilee came through light engine heading north up the incline, but it was so dirty I



It's cold with freezing fog on February 10, 1963 as a 116 DMU forms a Wellington - Leamington local nearing Wednesbury past the site of the Willingsworth iron foundry closed in 1942.



D171 drifts through Bromsgrove at the foot of the Lickey Incline with a Newcastle-Cardiff express on Saturday January 5, 1963. Note the wagon works on the right and the signal box on the left

could not make out any number or the name. Similarly, the Stanier 'Black Five' that had descended with a southbound freight remained unidentified!



9F 2-10-0 92157 begins the attack on the Lickey Incline shaking the frozen windows on Bromsgrove station, January 5, 1963.

As if it wasn't cold enough already, the temperature began to drop and it became really murky and miserable by 3.30pm, so I am afraid this 'spotter' gave up and returned to Moxley in a local arriving from Worcester with Saltley's Black Five



The snow and fog were already muffling the sound of a hardworking 92157 as Lickey Bankers 8405 and 9430 lean on the brake van for the long push up to Blackwell, January 5 1963



The freezing fog and murk had dispersed briefly at Stafford when Birkenhead's (6C) Stanier Mogul 42946 accelerated a fully fitted northbound freight on January 19, 1963.

45280. 45280 went up the incline without much fuss or a banker but I guess three Stanier corridor coaches were no problem! At Snow Hill station, as I waited for a '116' DMU back to Bilston Central I was surprised to hear the announcer apologising for the 90min+ late running of the 2.35 pm Wolverhampton-Paddington. Stafford Road's 5063 *Earl Baldwin* appeared with the train having replaced a failed 'Western' somewhere between Shrewsbury and Wolverhampton. It was too dark for me to take a picture, but it was very satisfying to see a 'Castle' bark purposefully into the tunnel with a London express!

The snow and ice were still firmly with us on the reasonably bright Saturday of January 19 so I thought I'd go to Stafford. Now I swear that the sun had decided to call it a day as soon as it saw me get on the afternoon Birmingham-Manchester at Wolverhampton (High Level depart 2.26 pm) headed by Bletchley's Stanier 'Black Five' 45393.

The murk was already deepening as we passed Bushbury shed where G2a 0-8-0 49407 (5B Crewe South) and Stanier 8F 48645 (a cop! 15B Kettering) stood by the coaling plant.

Well, if the West Coast main line had been having any trouble with its English Electric Type 4s (40s) during the cold weather they seemed trouble-free that afternoon! A succession of steam-hauled freights went through Stafford all hauled by Stanier 8Fs and 5s. The most notable were Hasland's 48065 (18C) and Llanelly's 48419 (87F), the latter arriving with a freight off the Shrewsbury line. I guessed that Leicester's 45262 (15C) had accessed Stafford with its freight via Nuneaton or even the chord descending from the Burton on Trent – Walsall line at Lichfield Trent Valley. The day did



Tyseley's 6861 *Crynant Grange* eases a long, unfitted through freight along the station avoiding lines at Leamington Spa General on February 2, 1963. Avenue station is on the right.



Bournemouth's 34102 *Lapford* has replaced 7021 *Haverford West Castle* to take the 'Pines Express' forward on February 2, 1963. Oxford station was quite dilapidated at the time.

brighten briefly enough to photograph Birkenhead's (6C) Stanier Mogul 42946 on a northbound freight.

It was already getting dark when 45393 arrived punctually with a Liverpool-Birmingham to give a truly thunderous exit from Stafford at 4.43 pm. Once across the crossings at Queensville Curve, 45393 raced on to Wolverhampton. I was informed that this job was normally a Type 4's. These trains were electrically hauled between Crewe and Liverpool/Manchester, and 45393 must have experienced quite a quick turn round at Crewe.

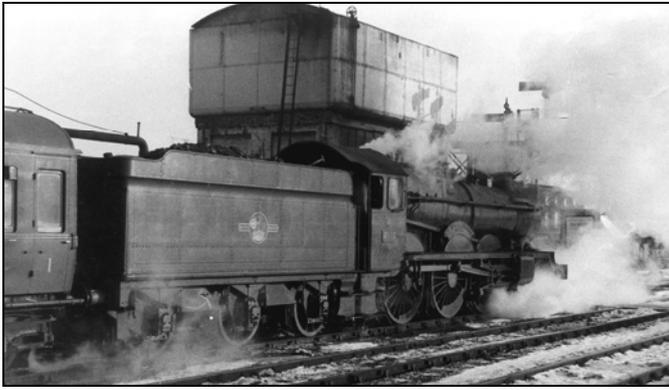
The snow and ice were still firmly with us on Saturday February 2 while staying with relatives in Leamington over that weekend. I decided to spend Saturday visiting Oxford where the Castles were still in command of the Paddington-Worcester/Hereford trains.

Leamington Spa General station was quite busy and I hate even today the anonymous technician who had developed my monochrome pictures. The reason was his thumbnail imprint on the smokebox of my only otherwise decent shot of a 47XX 2-8-0! The loco was St. Philips Marsh's 4705 on a northbound fully fitted freight. At least he had not destroyed the shot of Tyseley's 6861 *Crynant Grange* on a southbound through unfitted freight.

Expecting an Oxley 'Castle' on the southbound 'Pines Express', the arrival of Llanelly's 7021 *Haverford West Castle* on the 'Pines' was a bit of a shock! Double chimned 7021 hammered up the stiff grade to Harbury Tunnel, and then flew down to Banbury where the brakes came hard on for the stop. Being a Saturday, things were quite quiet in the



A railwayman (left) is stopped in his tracks by the storming 9F 92129: she was very much in a hurry with a long train of Esso tank wagons going south from Washwood Heath on February 2.



Castles were still very much in charge of the Paddington – Hereford expresses in early 1963. Worcester's nicely kept 7005 *Sir Edward Elgar* has just arrived at Oxford on February 2, 1963

station, and as we accelerated past the shed, 7021's exhaust steam efficiently obliterated any views of the locos in the yard.

So we cantered on down to Oxford in the seventies to arrive punctually. Waiting to take over was Bournemouth's unrebuilt 'West Country' 34102 *Lapford*. I had hoped to photograph 7021 and 34102 together, but you know what unrebuilt Bulleids can be like: steam everywhere! So 34102's steam masked any view of 7021 as well as herself!

34102 got the 'right away' and enveloped us in more steam as she tried to find her feet. She then marched out impressively. Not long afterwards, a roaring storm could be heard approaching after the up through line semaphores had dropped to 'all clear'. Just as well because Annesley's 9F 92129 was in a hurry with a hefty train of long wheelbase fully fitted Esso tank wagons probably with the 'speedo' not far off the 60mph mark!

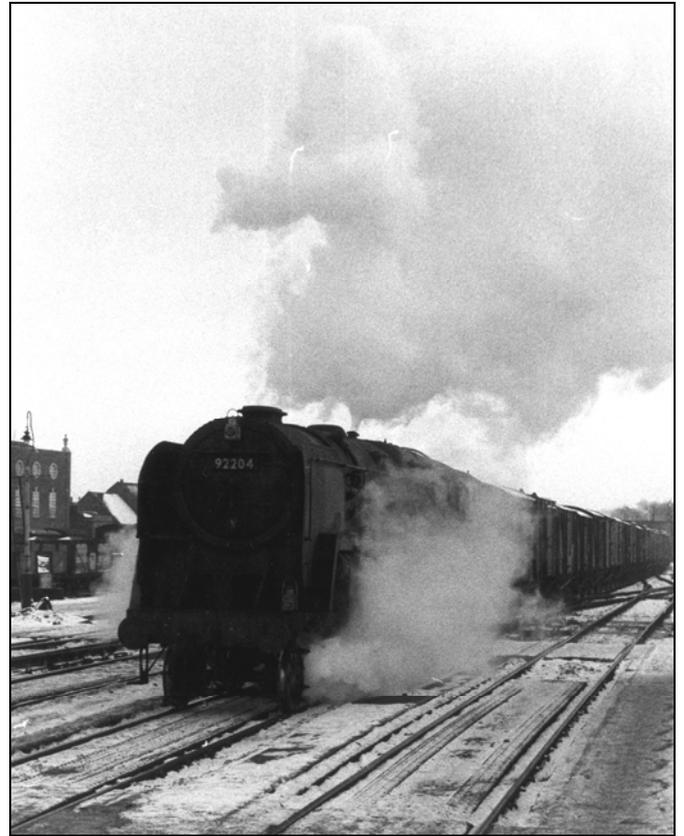
The down through road semaphores began to clear after a whistle from the south side of the station. Here was another 9F, Old Oak Common's 92204, which began to work up her own storm accelerating hard with a long train of vans.

Now the gleaming 7005 *Sir Edward Elgar* was drawing gracefully to a halt with a Hereford/Worcester-Paddington express. Some brave souls at Worcester had obviously prided themselves in keeping 7005 clean in spite of the sub-zero conditions!

7005 now strode out in an almost regal manner and presumably greeted Swindon's equally clean 7031 *Cromwell's Castle* somewhere north of Didcot as 7031 arrived about ten minutes later with a parcels train. What I should have photographed was Chester's Fairburn 2-6-4T 42061 arriving with a local from Bletchley; I was in the wrong part of the station to get a shot.

Before catching a 116 DMU back to Banbury, Old Oak Common's 7036 *Taunton Castle* arrived with a train for Hereford. She was not as spick and span as 7005 and 7031, but still 'presentable'. As 'my' 116 growled away from the station I could not see what was in the shed yard and no other train was seen until we reached Banbury.

At Banbury I had to wait for a Paddington-Wolverhampton express with its usual 'Western' diesel. A 28XX 2-8-0, Oxley's 3813, passed by with a minerals train and later



Held at signals on the south side of Oxford station by the local cemetery, 9F 2-10-0 92204 quickly accelerates her long train of vans once given a clear road on the through lines, February 2.

Woodford Halse's WD 2-8-0 90218 made her way to the shed. Didcot's 6937 *Conyngham Hall* came off shed tender-first, presumably to take over whatever 90218 had brought in from the old Great Central.

It was cold, dark and miserable. The 'Western' hadn't failed and so whisked me back to Wolverhampton. The murky freezing fog continued through February, as my picture of 7012 *Barry Castle* leaving Wolverhampton Low Level with the southbound 'Pines' shows, and well into March. We even had new snow in mid-May, after which the frosts began to subside and the sun shone on the old 'Black Country' once more!



By March 2, 1963 the snows had gone. Aston's 45231 is standing at Birmingham New Street with a train from Liverpool and is about to leave with the ECS. (All photos by Mike Page)



**Above:** 70000 *Britannia* graces the fields of Trumpington on July 14, 2011 with the down 'The Cathedrals Express' (Chris Burton).  
**Left:** Stanier Pacific 6201 *Princess Elizabeth* heads past Huntingdon with a northbound 'The Cathedrals Express' on her way to York on April 28, 2011 (John Hunting).  
**Below left:** 6023 *King Edward II* wearing early BR passenger blue livery is passing Hardingham with a train for Wymondham Abbey on June 19, 2011, on the Mid-Norfolk Railway (Jan Worland).  
**Below right:** B1 61264 is seen approaching Stamford with the returning Blackpool – Ely excursion in the early evening of May 19, 2001 (late Dave Theobald collection).  
**Mystery pic:** Ian Worland's shot of 6201 was taken at Lolham crossing just north of Helpston on the East Coast Main Line.