

Circle Line

112

October

2013



Passing Sandy at 88mph

CONTENTS: Circle Line No. 112, October 2013

Cambridge Railway Circle visits the Crown Point Depot in Norwich – Geoffrey Smallwood.

£425m to be spent on Cambridge Station – Editorial.

Narrow Gauge in France – a visit to the Baie de Somme Railway – Michael Bunn.

ASLEF certificate presented to Lew Adams – Geoffrey Smallwood

A wet day at the seaside in Whitsun 1961 - Mike Page.

A Connecticut ‘Yankee’ in King Arthur’s Court (Part 2) – Colonel Don Woodworth (retired).

SPECIAL TRAINS NEAR US: October 2013 – January 2014

Oct. 9:	SETTLE & CARLISLE and CUMBRIAN COAST St.Neots – Peterborough – Carlisle & return	2X 47 diesels.
Nov. 11:	THE CATHEDRALS EXPRESS. Peterborough-Caterbury West & return & return.	60163 Tornado.
Nov. 23:	THE TYNESIDER. Newcastle - Kings Cross.	60009 Union of Soutj Africa.
Nov. 28:	THE CATHEDRALS EXPRESS. London – York & return	60163 Tornado.
Nov. 30:	THE CHRISTMAS WHITE ROSE. Cambridge – York & return	60009 Union of South Africa.
Dec. 7:	THE LINDUM FAYRE. Kings Cross – Lincoln & return	60009 Union of South Africa.
	EDINBURGH CHRISTMAS SPECIAL. ST. NEOTS – EDINBURGH & return	2X 47 diesels.
Dec. 11:	THE CATHEDRALS EXPRESS Horsham – Ely & return	70000 Britannia..
Dec. 12:	THE YORK YULETIDE EXPRESS Norwich – York – Ely	60009 Union of South Africa.
Dec 14:	THE WHITE ROSE Kings Cross-York & return	60009 Union of South Africa

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CLUB MEETINGS

Usually the first Friday of the month, September-May, at 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.

FRONT COVER

That 90mph A4: 4464 *Bittern* became the first steam locomotive in UK preservation to officially break through the 90mph ‘barrier’ on June 29, 2013 recording 92.5mph at Milepost 125 just north of Newark. Photographers greet 4464 running with the ‘Ebor Streak’ at 88mph through Sandy with, as the Americans say, ‘a clear stack’.

Chris Burton.



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 planned for 2013-14

- October 4.** AGM / **David Ward:** Inter-City Charter Stories.
November 1. **Dave Postle:** Severn Valley Railway History, continued.
December 6. **Michael Rhodes:** China.
Jan. 3 2014. **R. Adderson & D.Pearce:** The Roger Harrison Photo' Collection.
February 7. **Mark Smith** (The Man from Seat 61) Railways Beyond The Channel.
March 7. **Chris Austin & Lord Richard Faulkner:** Beeching And Other Things.
April 4. **John Larke:** The Welsh Highland Railway (DVD) (G Friday 18th.).
May 2. **Richard Hardy** or **David Butcher:** Recollections.

From the Editor

Well, what about that 90mph A4, aye? Chris Burton was at the line side on June 29 and recalled in an e-mail: "One and all, have just received a log of the run last Saturday which might be of interest to those who went out to see it. Ebor/4464 went from Three Counties to beyond Offord without speed dropping below 87mph with 91 just before Biggelswade and at Tempsford. This is remarkable. The 90 through Offord curves must literally have been the fastest since the 85mph of the *Silver Jubilee* demo' run in September 1935, when the day to day restriction there was 65mph, which rose to 70 after the war and remained so until straightening took place after the arrival of the Deltics in the 1960s".

"More 86-93mph running occurred in the Trent Valley from Hougham to Bathley Lane and again between Doncaster and Hambleton Jn where a train in front threw many signal checks into the mix. But all in all, it was an admirable performance with 10 coaches of 360 tons gross, and probably TWO diligently working firemen". Incidentally, Richard Tremaine said that his contacts reported 4464 peaking at 94.5mph on GPS.

Possibly there have been one or two 'unofficial' breaches of the 90mph 'barrier' before. The late Dave Theobald, some five years ago, was on a return special from York, with, if memory serves me right, 60009 *Union of South Africa*. There had been some OLE problems, with all of the electrics at a standstill. The crew of 60009 were told to "go for it", which they did in no uncertain manner, said Dave, to get well ahead before the juice was switched back on! Another tale came from an old school pal of mine in the West Midlands who was on a special with a certain 'Duchess' (now streamlined) when 96mph was recorded – er, unofficially. Anyway these events speak well for 1930s British engineering: our 'high speed' Pacifics are now a good 70+ years old! One wonders what *Tornado* would achieve if she were ever given 'full rein'!

Owners and operators of preserved steam locomotives now face a new problem. The EU has decided that arsenic can no longer be used in copper alloys. The result is the failure of new copper firebox stays on recently overhauled locomotives. One supposes that using arsenic had been a well-established technique to combat stress/corrosion. Now a substitute copper alloy or alternative metal alloy will have to be found. Other worries for 2014 concern: (1) photographers on the WCML where it is proposed to spend £100 million on even stronger (and higher?) line side fences and (2) guided busway track repairs costs. Never mind! We have a good selection of speakers for the 2013-14 season! – *Mike Page*

Ebor Streak Certificate

David Pepperell produced a certificate loaned to him by John Larke who was a steward on *The Ebor Streak* on June 29. The certificate was signed by Jeremy Hosking (owner of 4464/60019 *Bittern*), Richard Corser (General manager, Locomotive Services), Gairy Boyd-Hope (Editor, 'Steam Railway'), Peter Watts (General Manager, Pathfinder Tours), Nick Edwards (Standard Operations Manager, DB Schenker Rail (UK)), Bob Bramson (Rail Vehicle Acceptance Engineer) and Nick Collins (Charters Planning Manager, Network Rail). As things stand at present, I believe only two other locomotives in Europe have run at 90+ in preservation: the preserved Austrian Goeldorf 2-6-4 tender engine (with 7ft dia. wheels) and the former German State Railways class 18.201 (now 02.1201) Pacific with 7ft+ dia. wheels - *Ed*



Cambridge Railway Circle visits the Crown Point Depot in Norwich

Here is a question: What do (1) Catherine, (2) Christopher and (3) David have in common? CRC member *Geoffrey Smallwood* provides the answer.



Answer: they were all at Crown Point Maintenance Depot in Norwich on Saturday morning, 13th. July 2013. In detail: (1) is the resident Class 08 diesel shunter, (b) is Chris Nesbitt, the Depot's Manager, who was giving us a guided tour and (3) is David Pepperell, leader of the CRC group visiting. The CRC members in the party on this occasion were Mike Arnold, John Carrod, John Coxall, Martin Coxall, John Gray, David Pepperell, Brian Richardson, Geoffrey Smallwood and Rob Wallis.

It was a scorching hot day, with some of us arriving on the 08.12h from Cambridge. As we had been warned, the new signalling between Thetford and Norwich was not working 100%, so predictably we arrived about seven minutes late, having had to wait for many of the signals to clear for us, with no apparent reason for any delay.

Then it was a health-giving 20 minute trek from Norwich Thorpe to the Depot. We had to walk under the very low-level rail swing bridge at Trowse. This has a single metal strip catenary for the current supply for the electric locos, instead of standard power cables. Just as well that there are tight controls on what vehicles can pass under this bridge – just imagine what it could be like if similar to the low under bridge at Ely station!



The resident 08 shunter at Crown Point is 08.874 *Catherine* was originally built as D4042 in December 1960 and allocated to 41B Sheffield Grimesthorpe. Today she wears a livery of light blue roof, medium blue, white stripe and a sort of apple green - *Ed*

Chris Nesbitt gave us a really thorough tour, lasting over 2.5 hours, describing and explaining everything in satisfying detail, but members still found plenty to ask questions about. Others will have described this tour more fully, no doubt. Although it was a Saturday morning, we were fortunate to see stock movements in the yard, as Class 47s stabled there were being used to haul London through trains from Norwich to Great Yarmouth.

One special feature was the visit to the signal box within the Depot, responsible for its own signalling and control. Brian, the Duty Signaller, explained what this semi-independent box had to do, being also connected to the main Power Box at Colchester. A separate Depot signal box is needed because the track in it is welded, covering both the electrified and non-electric tracks, and all these work using local track circuits. In addition, the carriage washing sidings are also his responsibility.

Although the tour might have been technically daunting, Chris explained everything clearly, not only how, but why, and described how things could well be improved in the future. In particular he referred to the effect that the new super Power Box at Romford, which will cover the whole of East Anglia, might have on Norwich requirements.



Exterior of Crown Point dept, which has some heavy duty lifting jacks for lifting locomotives and rolling stock clear of their bogies for maintenance/repair work. The depot is located in a triangle formed by London, Yarmouth and station approach lines.

£4.25m to be spent on Cambridge Station improvements

Cambridge station is to undergo a £4.25m improvement scheme under a development by Cambridge based developer Brookgate. The company's 'CB1' (postal area) development is part of a land purchase from Network Rail and is a 'section 106' agreement with Network Rail and the Cambridge City Council.

Greater Anglia, which manages the station, will deliver the work to improve the overall 'passenger experience' at the station. The idea is to help reduce congestion by providing a better concourse and a more modern and spacious ticket hall. An application for listed building consent is now being discussed with the local planning authority and a consultation event for station users will be held before the work starts. The aim is to start the work in late summer 2013 and completion is targeted for mid-2014.

The funding for the station improvements was released from the development of over 1,000 student units and forms a key element of regeneration benefits of 'CB1'. The mixed-use development will include a 3,000-space cycle park and a new station square. Network Rail, Greater Anglia and Brookgate will continue to work together on the wider regeneration of the area, which will include improvements to the station.

The latest figures from the Office of Rail Regulation showed that in 2011/12 8,823,000 people used Cambridge station compared to 8,245,000 in 2010/11 - an increase of 7%.

Richard Schofield, Network Rail route managing director, said: "Cambridge station is one of the busiest stations in the east of England and this investment will make a positive difference for passengers, particularly as the number of people using the railway continues to grow. These improvements will be a further boost to Cambridge's economy bringing benefits to passengers and the wider community."

Sven Töpel, chief executive of Brookgate, said: "A key part of our vision for CB1 is the delivery of significant public benefits to the city, so we are pleased to have made the final payment to Network Rail and Greater Anglia for them to progress the station improvement scheme."

The investment to provide a better concourse and ticket hall complements a £16.7m investment by Network Rail in 2011 to build a new island platform at the station, which meant 12-carriage trains were introduced for the first time between Cambridge and Liverpool Street.

More about Chesterton and rail freight

Brookgate is partnering with Network Rail and DB Schenker to provide a rail freight service as well as a in a 12 hectares (say 5 acres) scheme at Chesterton Sidings. The scheme 'Cambridge Park, CB4' will include offices, housing and retail services.



Artist's impression of station view from Station Rd. (Brookgate)

Brookgate has reached an agreement with rail operators Network Rail and DB Schenker Rail to become their development partner for the major mixed-use scheme at Chesterton Sidings. It is expected to bring together rail operators Network Rail, DB Schenker, Freightliner and Lafarge and deliver a freight scheme which will relocate the freight siding allowing the new passenger station to come forward in 2015.

Brookgate is working closely with Cambridgeshire County Council, Cambridge City Council and South Cambridgeshire District Council in order to realise the development potential of approximately 12.93 hectares of land at the sidings site close to Cambridge Business Park and Cambridge Science Park. The scheme will regenerate a strategic 'brown field' site on Cambridge's northern fringe. The new freight interchange will be relocated parallel to the main line at Chesterton. The scheme will remove any operational conflict between existing freight facility and the new proposed station.

Plans will include a mixed-use commercial and residential development on the site, which will help to fund the revised freight scheme. The scheme will include scope for offices, housing, retail and community use, along with a new transport interchange providing links to transport routes for cyclists, pedestrians and bus users. Bidwells and Jones Lang LaSalle are advisors to the project.

Sven Töpel, Chief Executive of Brookgate said: "We are pleased to have agreed a development partnership and we will continue working closely with all involved to deliver a new passenger station, a new freight interchange and an exciting scheme that will bring significant regeneration benefits to Cambridge. CB4 will give a huge boost to the local economy, 'kick starting' development, creating new jobs and housing and enabling investment."

Cambridge Park, CB4, will be Brookgate's second major mixed use project in Cambridge. The CB1 master plan, creating a new city centre quarter offering a mixture of commercial, residential and leisure facilities is well underway, with significant pre-letting deals with local and international brands already secured.

Simon Ives, Head of Property at DB Schenker said: "Cambridge Park, CB4 represents an important development opportunity for Cambridge, and a prime example of how much can be achieved when the freight and rail industries work alongside quality partners."

Narrow gauge in France – a visit to the Baie de Somme Railway

Perhaps the most eagerly anticipated of all the nine Fêtes de la Vapeur (Festival of Steam) took place on the Baie de Somme Railway over the last weekend of April 2013, reports *Michael Bunn* – Secretary, SNCF Society.

It had been four years (instead of three) since the last 'fête' took place, in 2009, due to the French presidential elections being held in 2012. Planning what was to be the most complex event in the Fête's history started over two years ago and was to involve twelve other organisations who would attend with their own material, including 600mm, metre and standard gauges.

SNCF threw a spanner in the works, during 2012, by advising the Chemin de Fer de la Baie de Somme (CFBS) that there would be engineering works on the Amiens – Boulogne line, over their preferred weekend, requiring them to go back to the drawing board and defer the event by one week. Despite this CFBS was still able to put on a spectacular show, which involved more metre gauge locos in steam than ever before. For the first time, however, there would be no main line steam special. A lack of main line locomotives in working order, high access charges levied by Réseau Ferré de France and CFBS's reluctance to financially support special workings led to the only trains to arrive on the national system being the PVC diesel hauled special from Rouen and the X2403 railcar.

A most welcome innovation for the 2013 Fête was the *Guide du Spotter* (cost 3 Euros) which not only gave details of the visiting stock, timetables for the three days but the *graphique des circulations* which demonstrated the complexity of the service pattern. Another first was the ability to buy Fête travel passes on line. For the first time the 2013 Fête de la Vapeur poster was produced by British artist Jonathan Clay, whose excellent work has continued the high standard set by his predecessor M Groussilat



Sprague Metro unit at St Valéry Port has diesel engine to run on non-electrified lines - April 28, 2013. *Michael Bunn*



V.F.V.'s 0-4-4-0T Mallet tank waits in the passing loop at St Valéry Canal April 27, 2013. *Michael Bunn*

The following organisations brought stock to the Fête:

Metre gauge

AAPA - Anjou four-wheel coaches AC21 & B111.

ACFCdN – Draisine No.103.

ADEMAS – three-car Sprague Metro set.

MTVS – Corpet Louvet 030 No. 75 and CdN De Dion Bouton rail bus No.11.

SABA - Corpet Louvet 020 No.11.

VFV - 020-020 POC Blanc Misseron No.101.

In addition to the visiting metre gauge stock the following **CFBS** material was also in use: Buffaud & Robatel 031 No. 3714; Cail 130 No.2; Corpet Louvet 040 No.25; Paul Frot, Corpet Louvet 030 No.1 Aisne; Fives Lille 230 Réseau Breton No.E332; Haine St Pierre 130 No.15; Pinguely 030 No.101 (returned to traffic for the Fête); Verney railcar X212 and Locotracteurs Nos.2, 15, 21, 301, 351 & 352.

Four rakes of coaches were used for passenger services during the weekend:

Somme Bois (lacquered wooden finish) set.

Somme Verte (painted) set.

Voitures Suisse (four-wheel and bogie) set.

Ex Berner Oberland Bahn set.

Mixed set (freight wagons and Anjou coaches)

60cm Gauge.

APPEVA – CFCD 0-6-0 Decauville no 5.



In contrast with the Metro set: ex CdN De Dion Bouton railcar is being turned at Le Crotoy April 26, 2013. *Michael Bunn*



KESR's *Marcia*, 4-wheel SECR coach and SCM's *Bebert* working at St Valery Canal April 27, 2013. *Michael Bunn*

Standard gauge

CdT – 150P13 4-cylinder compound 2-10-0.

SCM – 0-6-0 La Meuse *Bebert*.

KESR – 0-4-0T Peckett *Marcia* & SECR coach no 3062.

CFHA – Renault autorail X2403 diesel railcar.

SNCF – X73500 autorail railcar (Picardie region).

During the week leading up to the Fête, the CFBS St Valery Canal depot was visited by a number of *Convois Exceptionnelles* from various parts of France, delivering stock - the POC Mallet 101 travelling the longest distance. Two of the early arrivals, No.101 and the MTVS's Corpet Louvet No.75, were put to work on scheduled services from Sunday April 21 and SABA's Corpet Louvet no 11 from Tuesday April 23, giving local photographers the chance to 'snap' the visitors without the crowds of the Fête. An added bonus was that the locos were turned on each of the workings. 150P13 was brought from the Cité du Train's reserve collection depot at Mohon, to St Valery, by rail, hauled on the last leg of the journey by 64066.

The 2013 Fête featured a number of firsts. CFBS, mindful of the fact that many rail enthusiasts arrive in the Baie de Somme before the weekend, organized a *Festival Off* event on the Friday. The morning featured Standard gauge activity between St Valery and Noyelles, with return trips of the Sprague diesel-electric set and the X2403 railcar and the spectacular sight of 150-P-13 being pushed by the visiting diminutive *Bebert* & *Marcia* locomotives to its resting place for the weekend at Noyelles station.

After lunch it was the turn of metre gauge. A cavalcade of the 10 metre gauge locomotives from St Valery Ville station, leaving at 2 minute intervals, climbed the ramp to '*Mont Blanc*' (all of 40m above sea level). Once at the top of the incline the 10 locomotives were coupled up and returned to St Valery Ville. The ensemble then made a further return trip before dispersing to the depot or to work services during the afternoon. This was all watched by a large gathering, in the pouring rain, mainly from the over bridge on Rue de Neuville. Every inch of parking space was taken and the bridge blocked by the TN4B Paris bus, all to the chagrin of the locals from St Valery trying to visit the *Dechèterie*. The CdN No.11 De Dion Bouton rail bus made a return trip from St Valery to Le Crotoy, for the benefit of the volunteers from MTVS. No.11 performed impeccably on what was, without question, its longest run in preservation but was reported to have derailed



The massive lines of the SNCF compound 2-10-0 150P13 seen on static display at Noyelles on April 26, 2013. *Michael Bunn*

in St Valery Canal depot at the end of its outing. No.11 was displayed on *plaque tournante* at St Valery Port on Saturday.

At Cayeux a couple of hundred metres of 60cm gauge track was laid along Avenue Paul Doumer, opposite the station, for APPEVA's no 5 to shuttle up and down, recreating a *Tacot* of the early part of the last century. The TN4B also operated a shuttle service from the station to the seafront.

The Fête de la Vapeur would not be what it is without the visiting masses experiencing the four seasons of weather over the two days. On Saturday there was even a period of hail followed by a couple of hours of rain before a pleasant sunny evening. On the Sunday the photographers' prayers were answered with a beautiful sunny day and blue skies.

The main attractions

The massive 150P13, which drew much admiration from the visiting public, albeit on static display at Noyelles, with many British enthusiasts enquiring if it will ever be returned to working order.

The POC No.101 0-4-4-0T Mallet locomotive performed faultlessly over the weekend hauling its heavy trains without any difficulty, particularly in the adverse weather conditions on Saturday.

Acronyms used:

AAPA – Association des Amis du Petit Anjou.
ACFCdN – Association des Chemins de Fer des Cotes-du-Nord.
ADEMAS – Association d'Exploitation du Matériel Sprague.
APPEVA – Association Picardie pour la Préservation de l'Étretien des Véhicules Anciens.
CdN – Cotes du Nord.
CdT – Cité du Train.
CFBS – Chemin de Fer de la Baie de Somme.
CFCD – Chemin de Fer Cappy Dompierre.
CFHA – Chemin de Fer de Haute Auvergne.
KESR – Kent & East Sussex Railway.
MTVS – Musée des Transports à Vapeur et des chemins de fer Secondaires français..
POC – Paris Orléans Corrèze.
PVC – Pacific Vapeur Club, Sotteville.
RFF – Réseau Ferré de France.
SABA – Société d'Animation du Blanc Argent.
SCM – StoomCentrum Maldeghem.
SECR – South Eastern & Chatham Railway.
SNCF – Société Nationale des Chemin de Fer Français.
SNCFs – SNCF Society.
VFV – Voies Ferrées du Velay.



CFBS's *Aisne* arrives at Cayeux on April 27, 2013. Michael Bunn

The two sister **Corpet-Louvet 0-4-0 locomotives** provided a delightful sight hauling the mixed train (including the AAPA four-wheelers AC21 & B111). There was also great demand for travel in the two standard gauge shuttles over the St Valery Port to Noyelles line.

A **special platform** was built on the quayside at St Valery, served by the three-car Sprague 1929 built Metro unit, converted to diesel-electric power. This was the first time for a number of years that Fête trains have worked through to the Port from Noyelles, during more recent Fêtes only *Draisines* or the *Hippomobile* have operated along the quayside. At peak times the Metro train was bulging with passengers redolent of its former career on Line 2 in Paris. The standard gauge shuttles operating at hourly intervals were shared with another unlikely combination having a visit to the seaside.

A **top and tail train** (for Saturday and part of Sunday) was operated by KESR 0-4-0T *Marcia* and SCM 0-6-0 *Bebert* hauling the superb KESR's SECR 1888 built coach. Both of the standard gauge service trains drew much attention from the visiting photographers.

In addition to all of this was the wonderful fleet of CFBS's own locomotives and well maintained coaching stock, which were almost taken for granted. On the Saturday afternoon the Pinguely No.101 was officially returned to service with an *inauguration* ceremony at Noyelles. The return to service followed restoration over a three year period, which included the fitting of a new boiler and water tanks, manufactured by a sub-contractor, the work being undertaken by a young volunteer team.

ASLEF certificate presented to Lew Adams

Geoffrey Smallwood writes that he had been going through a lot of possessions, which have not been disturbed for six years and came across a framed reproduction certificate. It is one that was presented to a driver from Peterborough upon his retirement in 1926 and is made out by ASLEF. Geoffrey said: "So it seemed only fitting that I should give it to Lew Adams, in view of his strong connections, and I handed it over to him at the Railway Vue, Impington, during August (with no misguided buses in sight outside!)." Pictured here is Geoffrey Smallwood (left) presenting the framed certificate to Lew Adams.

At Noyelles a large *Barnum* housed a number of stands from various tourist and preservation railway centres around France, trade stalls and representation from SNCF and RFF. In pole position, right in front of the entrance, was SNCF Society member Chris Ludlow's stand displaying his superb paintings, posters and cards etc. There was no model railway exhibition at this year's Fête. The SNCF X73500 single railcar (*suppositoire*) parked in the back siding at Noyelles provided welcome shelter from the rain and hail on Saturday afternoon!

As PVC's 231G558 compound 4-6-2 was unavailable, its Fête special train from Sotteville and Rouen was hauled to and from Noyelles by diesel BB 63832 on the Saturday

Throughout the weekend an intensive service was operated, with at times four trains on the Cayeux branch. For the timetable to operate satisfactorily, during these periods, all four trains had to cross at the same time on the only passing place on the line, at Lancheres-Pendé station. The slightest delay or technical hitch caused the timetable to slip, severely on a couple of occasions. With seven locomotives over 100 years old, one 93 and two a mere 86 it was inevitable that there would be some technical difficulties. The No.1 *Cail* and No.101 *Pinguely*, had only just been returned to service but encountered problems, the latter being withdrawn from service on the Sunday. The KESR's *Marcia* sustained a firebox problem and was also withdrawn from service on the Sunday, leaving *Bebert* (in push pull mode with a pilot) to operate the KESR's 1888 built SECR coach between Noyelles and St Valery Port. There were some complaints from the loco crews about the quality of the coal.

However, these few incidents should not detract from the outstanding performance of these wonderful old locomotives, hauling packed trains, skilfully handled by the CFBS and visiting crews. Apart from driving the trains the crews had to be ever vigilant for photographers wandering around and over the tracks, particularly at Noyelles the main Fête centre.

It is estimated that over 15,000 visitors attended the Fête over the two days, during which CFBS operated an incredible 170 trains. No accidents were reported. This monumental logistic exercise was undertaken by approximately 180 volunteers and 20 CFBS paid staff, who deserve our praise for what was undoubtedly the best Fête ever, the like of which we are unlikely to see again.



A wet day at the seaside in Whitsun 1961

Do girls and steam trains mix? An 'experiment' (and to see some Southern!) was to take a new girlfriend on a trip to the Isle of Wight from Bilston Central (right) pulled by Tyseley's 4954 *Plaish Hall* recollects *Mike Page*.



Well, Pat seemed quite keen on the idea, though the weather for Whitsun Sunday on March 2, 1961 was not encouraging as you can see by the ladies' 'holiday gear' on Bilston Central's up platform! Our excursion, X09, also called at Wednesbury, West Bromwich, Handsworth & Smethwick and Birmingham (Snow Hill) so it was quite full as we plunged into Snow Hill Tunnel. "Let's stand in the corridor?" she agreed.

Our coach was a Hawkesworth third brake, right next to 4954's tender. We had passed Tyseley and were picking up a decent speed. Pat had got used to my taking engine numbers as we passed the usual ex-GWR procession of 'Halls', 'Granges', 41XX 2-6-2Ts and 8101 on our way to Leamington. "What's so interesting about that one?" she enquired as I got my first 'cop': my last-needed Newport WD 2-8-0 90201 waiting to follow us as we breezed through Leamington Spa. Giving her due, she wanted to know where Newport was (Wales) and what was that the engine doing here? (Iron ore empties going back to Banbury).

In terms of 'train spotting' there was no more of interest until slowing past Didcot shed there stood Hawkesworth pannier tank 1502, Newport's Collet 0-6-0 3211 and Didcot's 0-4-2T 1407. I was now under pressure to return to the compartment to eat Pat's Mom's sandwiches (she made good sandwiches!). I guessed we were going to take the west curve at Reading, which did not give a good view of the shed so I

was content to join in the conversation with a couple from Willenhall (a welder from Rubery Own and his wife) and another middle-aged couple from Wolverhampton.

Up again to stand in the corridor as we stopped at Basingstoke to take water. Pat remained patient as this time I stood all the way to Portsmouth. We passed Basingstoke shed, after disappointingly not making an engine change. *Plaish Hall* galloped on past the Worting Flyover where 35005 *Canadian Pacific* flew by above us on an up express from Bournemouth.

We turned left at Eastleigh, giving glimpses of S15 30840, Schools 30904 *Lancing*, E4 32505, H15 30476, 34010 *Sidmouth*, five M7s and one partly obscured 'Black Motor' 700 0-6-0. Our 'Hall' cantered on through Botley and Knowle to Fratton where two 'Terriers', 32678 and 32650 kept Standard 4 76029 company outside the roundhouse. We drifted through Portsmouth & Southsea occupied by 76057 to reach the harbour and board ship.

Ryde was frustrating, not so much the poor weather but more so having to pay attention to the lady and take some photos of her rather than the 02 tanks! One had to keep the peace! Any way, it was a good day out, with good company and a chance to see some Southern, including 30854 *Howard of Effingham* in Eastleigh station on the way back and 73086 blowing her chime whistle through Basingstoke station! Poor Pat!



Basingstoke shed revealed 30912 *Downside*, 30795 *Sir Dinadan* and 34046 *Braunton*, the latter running again today.



My only, rather wretched shot of an Isle of Wight 02: W20 *Shanklin* on the pier at on a rank day at Ryde.

A Connecticut 'Yankee' in King Arthur's Court - Part 2

Don Woodworth continues his exploration of the UK's railways during the 1970s and onwards while billeted in Suffolk



Now if the Air Force had done things according to my original plan, I would have been in the UK in sufficient time to enjoy the end of mainline steam on the Southern Region. As that unfortunately didn't happen, I instead had to find examples of "honorary" steam locomotives to keep my interest up. For whatever reason, Class 37s and Class 55s won this honour – likely because of their family resemblance and because their "noses" at either end at least gave the semblance of American passenger diesels with which I was familiar – and I loved the growl of the Deltic's twin Napier engines!!

With profound apologies to Mr. Dickens, I had long hoped for an assignment to the UK – being fully aware of the wonderful treasure trove of Victorian architecture and engineering that existed throughout the country. While train sheds were largely a thing of the past in the United States, and the few that were still in use hosted far more pigeons than trains and humans, I was keenly aware that nearly every major British city hosted at least one train shed and that the stations so

blessed were a hive of activity. One of my favourite stations is in front of the headhouse – and the less said about the "modernization" of Euston Station the better. I eventually came to have ridden trains in and out of every railway station Kings Cross. I love its Italianate simplicity. No favours were done to the station when BR built the more modern concourse in London. Of the lesser-known stations, I rather liked Fenchurch Street.

On the plus side, wonderful work was done with the restoration of St. Pancras and the facelift to Liverpool Street. I dearly love the Great Eastern Hotel sign at Liverpool Street and likewise its wonderful train sheds – particularly with the overhead walkways at the south end of the station, which allow the visitor to enjoy a really wonderful panorama.

Likewise, I couldn't wait to see many of the great railway bridges that I had read about for years. The great Firth of Forth Bridge is magnificent but my preference ran to the many

Fenchurch Street Station. This seldom remarked station is contemporaneous with Kings Cross, originally built in 1841 and remodelled in 1854, but preserving its elegantly simple early Victorian façade. Although the only main line London station not directly located on a tube line, the underground was within relatively close walking distance to this intensively worked station. Like Kings Cross, I admire Fenchurch Street Station for its elegant simplicity.

Fenchurch train. To the best of my knowledge, Fenchurch Street did not host any locomotive hauled trains, all of its intense activity being handled by electric multiple unit sets. Here, BR set #308.165 (#77356, 77357 and kin) approach Fenchurch Street on 23 Jan 1989, running parallel to the line of the new (1987) Docklands Light Railway (Before electrification, most – if not all - trains were loco-hauled: latterly by Stanier 3-cyl 2-6-4Ts, Fairburn and Standard 4 2-6-4Ts – Ed)





Above: The Settle & Carlisle is one of my favourite lines in the UK. Bless the many people who laboured for so long to save it from abandonment. Ribbleshead Viaduct was thus a "must see" item during a holiday to northern England that my wife Donna & I had with Dave & Barbara Theobald in September of 2000. In a turn about from our usual modus operandi, our wives rode the train from Appleby (where we were staying) into Carlisle to shop and sightsee whilst Dave & I took the rental car to go gricing on 11 September 2000. The weather during most of our holiday ranged from dreary to wet, but we had sunny weather when we needed it most – at Ribbleshead! While I'd have preferred a 47 or 56 on the point of the goods train depicted here, any well-lit locomotive in sunshine was a good locomotive. It turned out that EMD had followed me from America, but EWS "Shed" #66.019 southbound at 1342 was still a treat. Our driving that day was tenuous at best, as Britain had just been hit by a nation-wide petrol lorry drivers strike. What joy! It turned out that what seemed a genuine bother at the time paled into total insignificance exactly one year later when terrorists flew two passenger airliners into the World Trade Centre building in New York City – changing the pattern of air travel into the indefinite future.

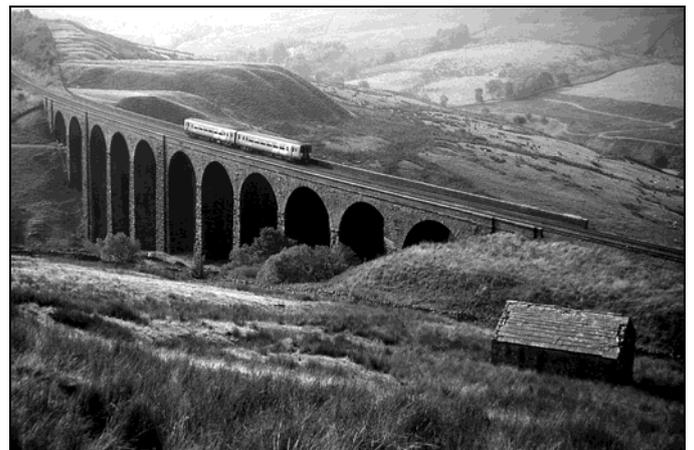
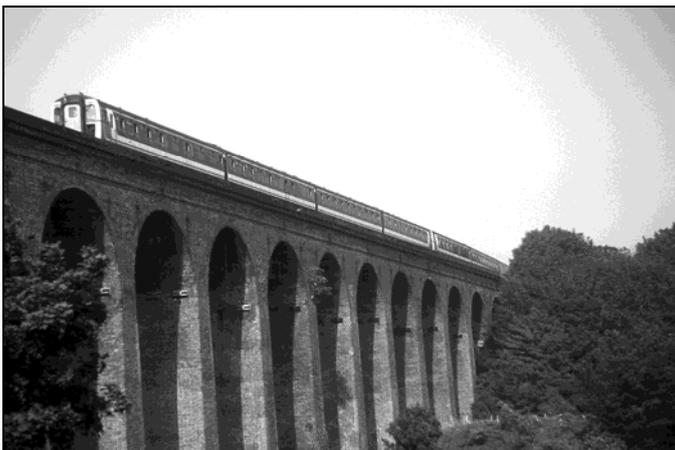
Opposite page, top: What could be better than one Deltic? Why two, of course! BR #55.021 "Argyle & Sutherland Highlander" (foreground) and BR #55018 "Ballymoss" (background) occupy arrival platforms with trains in from Scotland. These were two of the unfortunate Deltics not preserved - #55.018 being scrapped and only one of the cab sections of #55.021 being saved. Even at rest, these wonderful beasts had a sense of urgency about them and it was always a treat to see them, especially at speed.

Below left: Nothing says south of England to me more than electric multiple units (emu's) and brick viaducts. After leading a term of people on a business trip to central Europe in 1997, I arranged for a visit to the UK en route back to the States. I met up with Dave Theobald at Gatwick and we did a quick bash of some interesting sites in the south. Folkestone, Kent has an impressive viaduct that strides across the roofs of the town – a perfect setting to photograph Southern Region emu set 3490 and company rumbling west across the viaduct at 1600, afternoon 20 Aug 1997.

Below right: While I was aware that Ribbleshead Viaduct got most of the glory on the S&C line, I was not unaware of the existence of other lesser viaducts and had made a list of same to try and get some additional coverage while gricing the line. Thus, friend Theobald and I struggled up a public footpath on the morning of 11 Sep 2000 to gain a vantage point overlooking Arten Gill Viaduct. We were rewarded by our trouble at 1105 hours when a bug box set was photographed heading north for Carlisle.

brick viaducts that cover the country, Ribbleshead being one of my great favourites. While the Forth Bridge is monumental and completely dominates the landscape, viaducts tend to be somewhat subtler and form a more organic component of the landscape without dominating it – a delightfully subtle reminder that one is in the UK without the necessity of blazoning the announcement in neon lights. An appreciation of the subtleties of signalling and the trains

themselves would take a bit longer. Oh, I could tell what a British locomotive looked like and pretty reliably separate British machines from those of the French, Germans, Italians, etc. but little did I know what lurked beneath the label of "British" – wonderful machines of the LNER, GWR, LMS, and to a lesser extent to a foreigner, the SR. I shall not indulge in the heresy of mentioning the GWR too many times in the Circle Line but go on to say that I early on did





The weather had improved a bit by 1 June 1972, making our trip on the Vale of Rheidol as somewhat more pleasant experience – and allowing us to ride all the way to the Devil's Bridge end of the line. I was intrigued by the 1' 11" inch gauge of the line (why not an even 2' like the Maine "two-footers" back home?) but such is the stuff that makes for the spice of life.

1995. Hence, what still exists is only to be found on preserved railways – and in our memories.

Of Sleepers and Pullmans.

My wife and I had our first real holiday in the UK in July of 1971. Traveling up to London from Cambridge to Kings Cross, we made our way to Euston to take a sleeping car on the 0050 ex Euston for Liverpool. Arriving at the uncivilized hour of 0408, we slept in aboard our carriage and later made our way to a ferry for the Isle of Man. It was a clear, brisk day and I quite enjoyed the short sea voyage. My wife didn't share my enjoyment and spent most of her time below decks



I was back in the UK in August of 1997 to visit Dave Theobald, en route from a business trip to Germany. For the longest time, I had wanted to visit Durham and its great cathedral, so Dave laid on a trip to the north for us. Ever the gracious host, Dave laid on digs for us in Durham Castle – what could be more posh! The one thing my dear friend could not control was the weather – and we were blessed with the same kind of murk and liquid sunshine that I had "enjoyed" many years before in Wales. Despite the murk, the little Tanfield Ry, billing itself as the world's oldest operating railway, put on a good show. We were treated to a walk around the works, enjoyed a train ride, and seeing the ancient Causey Arch, for 30 years the largest railway bridge in England. In this photo, immaculately maintained National Coal Board 0-6-OT #49 gets away from the East Tanfield station with an afternoon train

The cure for "lack-of-steamitis" turned out to be a holiday to Wales in late May/early June of 1972. The track gauges were all wrong but the smells and sounds were delightfully right. My wife could scarce contain her joy riding on the Ffestiniog, Tallylyn, Snowdon Mountain, and Vale of Rheidol Railways. On 28 May 1972, we planned to ride to Snowdon Mountain Ry. to the top of the mountain. Alas, our plans were scuttled by the weather. I should have known from my experience with the Mt. Washington Cog Railway in the state of New Hampshire back in the states that mountain cog railways such as the Snowdon were held hostage to weatherman. Our trip behind SMRy #6 Padarn" on 28 May 1972 unfortunately took us about half way up the mountain. Here, our train is seen backing down to accept its load of disappointed passengers back to the base station, the weather on the mountain ahead being too ugly to permit completion of a visit to the top.

extensive reading on the history of the Great Eastern Railway, Claude Hamiltons, A4s, and Britannias.

My first exposure to "Oliver Cromwell" was at Bressingham – akin to seeing a tiger pent up at the zoo – and subsequent photos in the British railway press of this wonderful locomotive again released again to main line operation and in full cry put a wrap-around grin on my face. Sadly, this was all in the future because main line steam was essentially dead in 1971. If one wanted to see steam, one went to a preserved railway – or to Aberystwyth, Card. to see British Rail's last outpost of steam.

British coaching stock was another bit of novel adventure for me. I don't recall ever experiencing "slam door" stock in the United States. It seemed quite ubiquitous during my two postings – both on suburban (especially) and main line stock. It took a bit of getting used to at first, but I soon became adept with a backhand the equal of any Brit and could board or de-board a train in an instant. From reading the periodic care packages that I receive from the UK, I am nearly certain that the last slam door stock disappeared from main line rails in



The great train shed of Liverpool Lime Street Station was our entrance and exit to Beatles Land and ultimately to the Isle of Man. Our arrival in Liverpool was at such an early hour that it was impossible to observe the great cuttings through which the railway descended to bring us into the city. Our homeward journey was ever more interesting because I was able to observe these great feats of Victorian railway engineering as we departed the city.

as close to the center of gravity of the ship as she could get to minimize the threat of seasickness that threatened to attack her with every roll of the vessel. Finally reaching terra firma again, we booked into our hotel and spent the next several days exploring the delights of the Victorian steam railway, the horse drawn trams, and the Manx Electric Ry.

We did other interesting things on the island, such as visiting the great Laxey Wheel, but I paid dearly for my railway outings when Donna made it quite clear we were flying back to Liverpool and not using the ferry. Ouch! Our trip back to Cambridge was uneventful, but in the course of our holiday I



My wife and I were very newlyweds when first posted to the UK in 1971. We were married on 8 Jan 1971 and I departed for the UK on 14 Feb 1971, with Donna following a bit later once I'd found a place for us to live. This bucolic scene of IOM #4 "Loch" seen from across the fields not far out of Douglas was the site of our first marital spat. Donna had been raised in the city of St. Louis, Missouri and had no familiarity with country settings at all. A footpath across the field in the foreground led to a wonderful vantage point for this view of the train, so I set off at a good clip expecting Donna to follow right behind – which she didn't because there "might be snakes lurking in the grass." No amount of persuasion could convince here that St. Patrick had passed though Douglas en route to Ireland and that there were no snakes to be had along the railway!



About my first encounter with a 'Thumper': with the fen land 'bug boxes', I had developed the habit of always trying to sit behind the driver as this location usually presented a wonderful opportunity to get a driver's-eye-view of where I was headed – especially useful when traversing new territory. The approach didn't work on the Southern Region as all of their dmu's and emu's were blind-ended. Thus, I contented myself to be seated in the driving trailer of Hampshire unit #1104 (S60103, S60653, S60803) and let the English Electric prime mover at the opposite end thump its little heart out. My second encounter with a 'Thumper' was a happier one and saw me in Hastings, Kent in December of 1974, not terribly long before the end of my first posting in the UK. With a fair bit of time between trains, I used the sunny afternoon in Hastings to full advantage to get some action shots of Hampshire units. In this view, BR Set #1033 (60037, 60555, 60718, 60554, and 60036) approach Hastings station.

had decided that if traveling by Pullman sleeper was nice, traveling by a named Pullman train would be even nicer.

I had learned by this time that the Brighton Belle was not long for this world and thus made plans to ride it on 22 Apr 1972. I



It was a gloomy afternoon in London and Paddington Station was suitably gloomy as well. I checked at inquiries counter and Paddington directed me to the correct platform for the Bristol Pullman. At this late date, the poor old Bristol Pullman was looking a bit worn and tatty. My photo of the train set (W60096, W60647, W60737, W60746, W60736, W60646, W60090) shows the lead units nose looking timeworn and a bit dented. Still, I was comfortably ensconced aboard W60090 for our prompt 1645 departure from Paddington and on-time arrival at Bristol at 1830. Never one to cut things too close, I was away from Bristol at 1835 behind BR #1937, a trusty if mundane (compared to the Pullman) Class 47 that returned me to Paddington at 2050.



With a bit of advance planning, I would usually stop alongside the B1112 road a bit north of the Lakenheath level crossing to ensure a view point that showed the great openness of the fen country. On the morning of 16 Apr 1974, I was rewarded by BR Class 31.xxx on the 0400 ex Liverpool Street newspaper train en route to Norwich. The winter wheat is well along in this photo and will be ready for harvest and another few months.

was more than a little disappointed to arrive in London only to find that a railway men's dispute on the Southern Region had caused the Brighton Belle service to be cancelled. As this service was scheduled to end on 30 April 1972, this put paid to my one opportunity to ride this storied train – a major disappointment.

Visit to Corfe Castle.

Q. When is a visit to Corfe Castle not a visit to Corfe Castle?

A. When it's done in fog so thick that the head of the train disappears at the end of the platform. Not too terribly long after being infected with the "ride every passenger line in the UK-its," I noted in one of the enthusiast magazines that the Wareham-Swanage Line serving Corfe Castle was going to be abandoned. I thus planned a journey south on 4 Dec 1971 that would cover a significant amount of new trackage plus the Corfe Castle line that was soon to be closed. Little did I know at the time that this, among many lines that were "abandoned," would later be resurrected to new life at the hands of dedicated railway enthusiasts. At the time, though, it looked like the bitter end so I embarked on one of my Saturday extravaganza journeys.

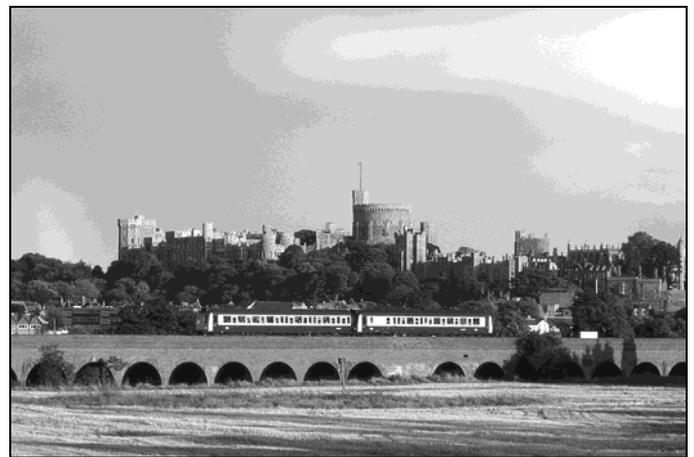
I was off from Cambridge behind #5599 on the 0930 departure to London (Kings Cross) and then made my way to Waterloo Station for a ride on some electric "bug boxes" to



BR Class 147 (E56099, E50539) on an ex Ely Norwich stopping train eastbound in the early afternoon of 24 Oct 1971

Wareham, Dorset. Everything was going nicely until I neared the south coast of Dorset and England suddenly began to disappear on me. I changed at Wareham the train to Corfe Castle and Swanage. I should have been suspicious when I saw platelayers shoveling the fog off of the permanent way that I was going to fail in my mission to see the castle. Nevertheless, I proceeded on my journey aboard BR Southern Region Class 205 DMU Set #1104 (S60803, S60653, S60103). These units worked the Swanage Line from 1966 until closure of the line in 1972, at which time there were moved to other service.

These were quite different from the "bug boxes" I'd become accustomed to seeing in East Anglia and I rather liked them. A friendly passenger aboard the train advised where the castle could have been seen had it not been shrouded in the murk. At Swanage, I photographed my train and then took a taxi to Corfe Castle with the optimistic hope of doing a bit of photography. Bad idea! I re-boarded the same set of units at the Corfe Castle stop and carried on to Wareham, where I changed to a set of main-line Southern Region "electro-bug boxes" for the journey back to London-Waterloo. As we traveled through the murk, I cogitated on the high state of development of British railways that permitted travel at night and in grotty weather without the use of headlights (and hoped that they would keep up the good work!) Making my way to Liverpool St, I returned to Cambridge behind trusty BR 5629.



A Windsor-Slough Class 121 dmu working away from Windsor on the afternoon of 26 Sep 1981.



BR Class 421 4-CIG set #7356 (S76600, S62306, et. al.) inbound to Southampton on the early afternoon of 10 Apr 1971. This photo would likely have been taken whilst waiting for my cousin to come claim my wife & I from the railroad station on our first trip to Hampshire. We almost didn't get collected, as I was unable to ring up my aunt's home with the phone number that we'd been provided. This was before STD came to Britain and what I learned the hard way that afternoon was that the dialling prefix changed depending upon the area from which one happened to be calling and hence a local codebook was a necessity. I particularly like this photo that includes in the background some of the great cranes used to work the Southampton docks. I had previously heard about them from my Aunt, whose father had worked on the docks, and who had told me about being evacuated to the country during WW II when Southampton was a victim of the blitz.

I determined to make up for my abandoned Brighton Belle trip by riding the Bristol Pullman on 23 Feb 1973, as I had also read of the impending discontinuance of this train as well. This turned out to be a very long day, with a departure from Ely at 0736 behind #6744 for the up train to London. A day spent gricing in the big city was followed by a prompt 1645 departure from Paddington aboard the Bristol Pullman. As I quickly discovered, I should probably have dressed for the occasion as this was very much a businessmen's train and I certainly was not dressed as such. In furtherance of international relations, I pretended to be a Russian!

The Bristol Pullman was not withdrawn until May of 1973, but this time I was lucky to ride it with no difficulty. The return trip from Bristol to Paddington was behind #1937. A 2314 ex Liverpool Street departure behind #1743 saw me arriving safely back in Ely at the unholy hour of 0103. I think, given the choice of riding the Brighton Belle or the Bristol Pullman, I'd have chosen the wonderful old electric cars. However, fate may have worked in my favour. Though the Bristol Pullman has long ago become razor blades, my understanding is that a dedicated group of enthusiasts had restored an entire train set of Brighton Belle cars that will hopefully again be fit for main line service in 2013.

Travelling about

During my first posting to the UK, my wife and I lived in RAF housing at RAF Feltwell, Norfolk for most of our tour of duty. It was about a 12 mile run each way to and from the RAF Mildenhall air base. My route took me from the gently rolling hills around the village of Feltwell down into the fenland near Lakenheath and then on to the air base. I always liked it when I got to the flatlands of the fens – their charm is subtle but it grows on one – and was never sorry if my timing had me stopped at the Lakenheath level crossing for the 0400



My first sighting of a Hymek, also on 10 Apr 1971, as D7086 brings in a train during the early afternoon. Being new to the UK at the time, I did not realize that these locomotives were starting to live on borrowed time in 1971 and would be totally gone by 1975. I'd have spent more time tracking them down had I known. To the best of my knowledge, D7086 never received a TOPS number nor was it saved for preservation.

ex London morning train which usually appeared around 0700. I am very partial to the music of the British composer Ralph Vaughn Williams and, on lucky occasion, the BBC would have one of my favorite of his compositions, "The Lark Ascending," playing while I waited for the train to pass on a sunny summer morning. Life did not get better than this!

A bit farther east of this location, this line left the flatness of the fens and skirted the southern boundary of Thetford Forest and the Battle Area used by HM Forces for training exercises. The line was accessible at Santon Downham, and the contrast with the fens was marked. I would sometimes take my son with me to this area because there was a nice rise on a walking path along the tracks from which one could safely watch trains without danger – with one exception. I knew that poisonous adders existed in the UK and that they were sometimes seen in this area. Lucky me – I spotted one sunning itself on a cool October afternoon along the path we were using to walk in to our location. In keeping with time-honored custom, my son and I gave Mr. Snake a wide berth before carrying on to our chosen location for an afternoon's gricing.

On other occasions, my wife and I (later with kiddies during our second posting) would travel south to Marchwood near Southampton to visit my English aunt and my cousins for the Easter or Christmas holidays. I avoided motoring anywhere near central London like the plague, always preferring a somewhat circuitous route that would combine a bit of sightseeing (and perhaps a bit of gricing) along the way. The most fortuitous example of this occurred in September of 1981 when we were headed south to meet my cousin and take her on a trip to Germany with us. God must have been smiling that day as we passed Windsor Castle and observed a DMU set setting out on the GWR line to Windsor.

When visiting in Marchwood, my family was usually sympathetic to my gricing proclivities and I was most often able to bunk off for an afternoon of railway photography in the local area. BR's Southern Region was a totally different world to the fens, so I always enjoyed the railway activity there – the ubiquitous emu's and locomotive types seldom seen in East Anglia unless on a run-through excursion.

Part III will appear in the next issue. All photos are by Don



Above left: Marking the last day of steam on British Rail, the North Norfolk Railway saw the 'Stanier Black Five' 45337 'dirtied up' using water-based paints and renumbered 45156. 45156 was originally named *Ayrshire Yeomanry* and was based at St. Rollox, Glasgow and was one of only four 'Black Fives' to be named after Scottish regiments based in Scotland. 45156 came south to Newton Heath in the mid-1950s and finished at Edge Hill and Lostock Hall. *Richard Tremain*

Above right: *Don Woodworth* learned that the Southern Region was where Class 33s were more often to be found. He caught D6054 (33.004) with a westbound train arriving at Southampton, on the afternoon of 10 Apr 1971. He rather liked the 33s, as their Sulzer prime movers seemed to have a gutsier bark to them than the English Electric locomotives that he was most used to hearing in East Anglia. Once in a while, a 33 would sneak into Fenland, as he recalled a heads up he received from one of his friends at the CRC alerting him to the fact that a 33 would be used on a special train to the spring Tulip Festival in Spalding – an event that he happily recorded.

Right: *Alan Adams* took this close-up of an A4's valve gear.

Below: Celebrating BR steam's 'last fling' with the '15-Guinea Special' 45 years ago on 11 August was the 1T57 with 45231 leading and 44932 inside on the return from Carlisle passing Waitby *Chris Burton*

