

Emag No 69 July 2026



Platform Edge

Last day at Leeds Central station. Paul Milner tells us more about this on page 9.



Above Wolverhampton Low Level looking North and repurposed for a beer festival in 1990
Photos: Geoff Lambert and Roger Harris

TO THE
TRAINS
➡

Front cover

Class 47 No 47316 passes Micklewood Crossing, Shropshire on the Nort & West axis with 6V92 , the 05:23 TTHSO Mossend to Exeter Riverside (arr. 7.33pm) "Tiger Freightways" service.
Saturday 19TH October 1991
Photo: Robert Smout

David J Hayes tells us more about this service on Page 30

Quiz Time

It's 'Prayer house in the wood' in its native tongue but where is this station that badly needs a visit from the weedkiller train?

Last months answer is on page 33.



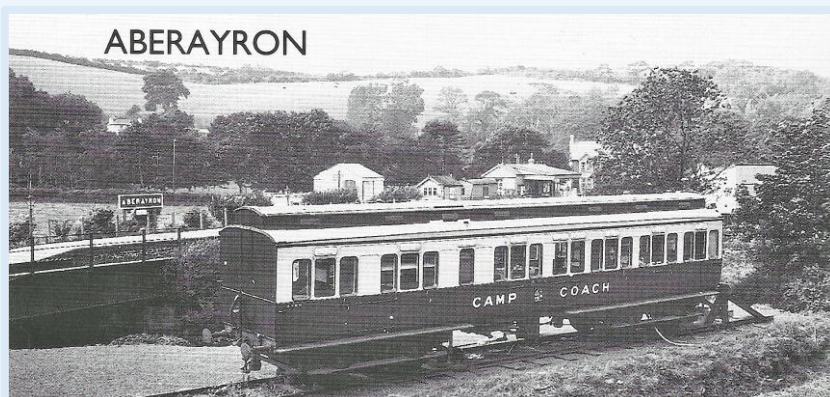
St Leonards, West Marina station, one of three in the Hastings suburb of St Leonards. Junior Railman Terry Phillips is seen changing one of the fragile gas light mantels shortly before they were changed for electric lighting in 1967. They closed the station shortly after!

Photo: Unknown

A wonderful bucolic July 1959 view of Aberayron station, the terminus of the Lampeter, Aberayron and New Quay Light Railway. Collett Class 74xx No **7444** of Carmarthen shed, 87G, simmers quietly at the buffer stops. This historic seaside town in Ceredigion (formerly Cardiganshire), West Wales is situated on the Cardigan Bay coastline and the railway was a branch off the Aberystwyth to Carmarthen line. That line was famously built by the Manchester and Milford Railway although it never reached either destination!

A camping coach was situated here by the GWR from 1934 until the war in 1939 and again by BR in 1952 (two from 1957 to 1962) despite the fact that the station had closed to passengers in 1951. Goods continued until 1965.

Photo: Derek Chaplin, Peter Brabham collection



The camping coach in 1935, which unusually was wired for electric lighting and connected to the station supply. A Dean clerestory converted at Swindon for the 1935 season and displayed at Paddington station before being despatched to Wales.

Nancy Eagling recalled visiting that year in a party of nine. *"It was situated along the banks of the river Aeron which made a pleasant sound backdrop at night. It was a good river for trout and occasionally salmon, we were told by some poachers!"*

"We found the engine crews very helpful-they went bathing locally and knew the best times to find a quiet sandy stretch of beach. They arranged for us to have a boat to go fishing one night and we caught several mackerel which were cooked in the coach next morning for breakfast. The crew would help us by filling large enamel buckets with hot water from the locomotive boiler, very useful for washing up. A hurricane lamp was provided and was necessary for wandering across to the station toilets after dark!"

Campers were required to purchase rail tickets to their destination which would have made for an interesting journey for Nancy as she lived at Eardisley, near Hereford.

The fortune of the branch's freight was considerably enhanced when the Felin Fach Creamery was opened on 10 May 1951 by the Milk Marketing Board, as a development of the milk factory at Pont Llanio.

At its peak, it received milk daily from up to 2,000 local farms, which was transport by rail, mainly to London, until the railway closed in 1973. Bulk milk distribution, milk powder and butter manufacture were carried out at the creamery; there was also a cattle-breeding centre providing an AI (artificial insemination) service, a laboratory, staff cottages and a transport depot.

The creamery was served by Grove Green Siding, two miles west of Felin Fach, and ex GWR 7400 class 0-6-0PT **7439** is seen here with a rake of milk tankers in November 1963.

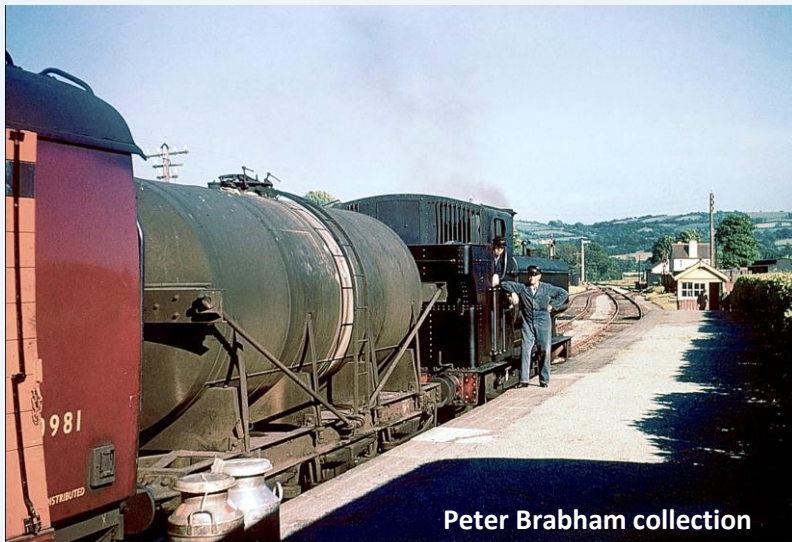
Photos : Ian Nolan

Ian was a Sussex boy who went to university in Aberystwyth, and this was a UCW Aberystwyth Railway Society's brake van trip on the goods only Aberayron branch. The train from Lampeter on the Aberystwyth to Carmarthen line included empty milk tankers for Grove Green siding and three wagons for Aberayron as well as the brake van. What fun!



Above, the return journey is seen at Felin Fach station with loaded tanks and the brake van. The station building here survives on the Gwili Railway, having been dismantled and re-erected at Llwyfan Cerrig.

Left, No **7444** again at Felin Fach with a single milk tanker and churns in 1959.



Loaded tankers were taken firstly to Lampeter and then combined with milk traffic from Pont Llanio milk creamery near Tregaron on the Carmarthen and Aberystwyth line to the freight yards in Carmarthen where they would be combined with other milk tankers from Whitland and other West Wales milk creameries and then on to London. David J Hayes described this traffic for us in 2024.



The creamery at Pont Llanio was adjacent to the single platform station. In this view, Ford Thames Trader lorries seem to be the vehicle of choice for all those milk churns. It was following a strike by lorry drivers that Pont Llanio factory and its rail link closed in September 1970. The milk intake and some of the staff were then transferred to Felin Fach.

Photo: Unknown

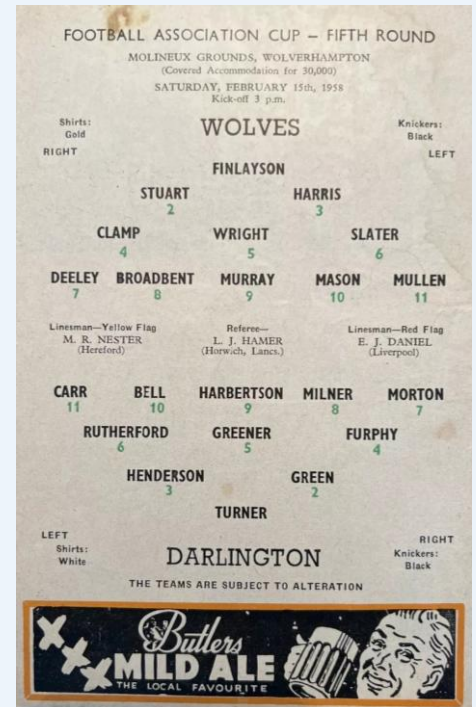
Pont Llanio was the nearest station to the village of Llanddewi Brefi, which became well known as a result of the BBC comedy show Little Britain.





An interesting, if not especially sharp, photo of a football special arriving from Darlington passing Wolverhampton Number 2 signalbox with J N Miller's mill premises to the right on the approach to Wolverhampton High Level station.

The Stanier 2-cylinder 2-6-4T piloting an unknown Black 5 seems an unlikely combination. The number given, 42536, can't be right as this was a three-cylinder version allocated to 33C, Shoburyness at the time! It is though the tank was added at Derby. **Photo: Unknown**



William Butlers brewery was at Springfield, Wolverhampton and still independent in 1958.

The date was Saturday 15th February 1958, and Darlington of Division Three (North) were drawn away to Wolves in the FA Cup, a game watched by nearly 56,000 at the Molineux, almost certainly the biggest crowd Darlington played before. Wolves scorers were Murray 3, Broadbent 2 and Mason whilst Bell scored a consolation for Darlington. Interesting to see that shorts were described as 'knickers' on the team sheet.

Darlington fan David Hughes was on the train and remembered "We left from North Road station in thick fog and took nearly six hours to get there. We were singing who's afraid of the big bad wolves!". After a 6-1 defeat, the mood was a little more somber on the return.

Stepping outside the station this was the frontage back then with a nice selection of British cars and commercial vehicles on show

Photo: Geoff Lambert.



Fox's Lane, Birdcage Walk, Wolverhampton 1962.

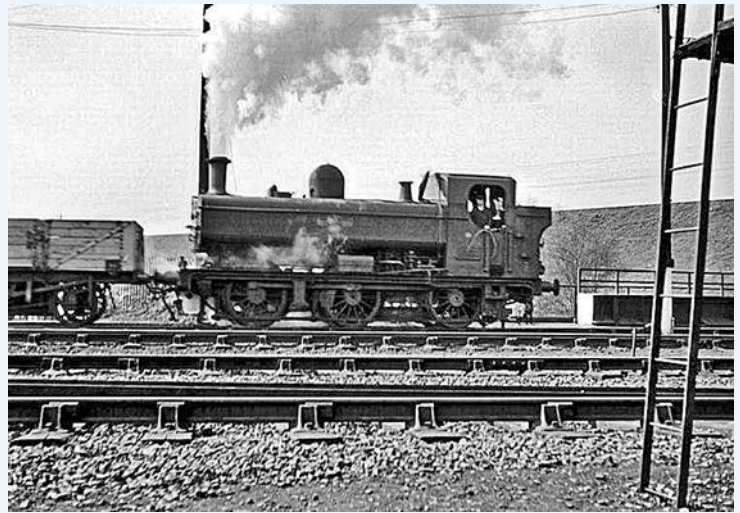
The field of dreams for railway enthusiasts, 100 yards along the Birdcage Walk, through a tunnel and into a derelict field owned by the gas works.

From the top of the embankment there was a panoramic view from coaler to Stafford Road shed entrance, a lineside view of the Shrewsbury line and overhead the embankment and viaduct of the Stour Valley line.

As a bonus a pair of binoculars could pick out the engine number of trains on the Grand Junction line.

An unrecorded pannier on coaling duties.

Photo and text: Wallace Sепton



Left, an economic way to house five signal arms on a single signal post at Neville Hill, Leeds. The 4 signal arms from top to bottom, are for left to right routes.

The single arm for the opposite direction has a route indicator to achieve multiple routes.

Photo: Paul Milner



An unknown Class K2 rolls down the steep grade into Glenfinnan station, where the signalman is ready to exchange tokens. The headcode indicates a degree of urgency for the trains perishable load, in this case fish in the long line of vans from Mallaig Harbour.



Back in 2007, I was returning from Mallaig when we suffered a long wait at Glenfinnan to cross the late running train from Fort William. Most passengers left the train to stretch their legs, and I had walked along the platform to have a chat with the driver but found him, eyes closed, feet up, taking forty winks. When I returned along the platform, I told my wife who was chatting with the guard.

"He better not be" said the guard, "he's my husband and we will be late for supper"! Ed

Councilor Charles Jones, Mayor of Stafford, February 1952.

Stafford's Mayor and Signaller, Councilor Charles Jones, is seen at work in No. 5 signal box near Stafford Station. Councilor Jones was Mayor of Stafford during 1953 and 1954, and he is pictured having been invited to continue for a second year in office.

Stafford's No. 5 Signal Box opened 1952 and was fitted with a 150 lever London Midland Region Standard frame. In later years following a re-signalling programme Stafford signal boxes closed, and the last train signaled from Stafford was on 29 August 2015 and then trains were controlled and signaled by the Rugby ROC (Rugby Rail Operating Centre).

Photo: Staffordshire Record Office.



What a lot there is to see in this lovely picture by an unknown photographer of Exeter St Davids in the mid-1950s.

The lone 'spotter' is probably waiting for a Bullied Pacific or a GWR King or Castle for a 'cop' as a local Class 14xx departs with an Exe Valley service. Trains ran roughly every two hours on weekdays, taking sixty-seven minutes for the twenty-four miles to Dulverton. The carmine & cream LMS corridor third was an unusual sight behind the auto trailer. A member of staff guards Red Cow Crossing.

Photo: shared by Stewart Harding

The Red Cow Level Crossing is a busy crossing with around 144 trains traveling through it daily. Today, the crossing is managed by a signaller on the ground, and traffic is controlled by automatic barrier and lights. It is the only crossing in the UK that allows pedestrians to cross over while the barriers are lowered, provided a crossing attendant is present. The crossing is controlled from Exeter Power Signal Box and features six tracks, making it a significant crossing in the area.

Standing in the middle siding is an ex-LBSCR Class E1R awaiting its next banking turn for the Southern Region up the hill to Exeter Central.

To fulfil a need for more tank locos in the Western Section, starting in 1927, ten of the Stroudley 'E' tanks surplus on the Central Section of the Southern Railway were rebuilt. With extended frames, enlarged bunkers and water tanks plus the addition of a pony truck of the same design as a N class to create a radial trailing axle, a new class E1R 0-6-2T emerged from Brighton works to be sent to the West Country, never to return.

On the left is 'Exeter Middle Box', situated on the "up" side of the GWR main line, although the "down" side of the Southern route to the west. Thus, trains for London left Exeter St Davids in opposite directions. The box was three storeys high and comprised a decidedly thin red brick base, upon which was perched an overlapping timber cabin housing a 95-lever frame. This controlled the northern station approaches and was tightly sandwiched in-between the western-most platform line and the goods shed track. Taking a risk perhaps, the box was closed on All Fools Day, April 1st, 1985 when a new electric "power box" opened on the site of the former atmospheric pump house with its 76,000- gallon water tank at the south end of St David's station.

English Electric Type 1 No **20197** and **20171** collect their brake van at Hams Hall power station in August 1980, prior to heading off to Birch Coppice for another train. The now preserved resident steam loco, Robert Stephenson and Hawthorn tank loco, works number **7151**, CEBG **No.9**, is visible on the right.

The headcode of 1E04 was a little ambitious for this job (actually the code for the 07.30 Birmingham -York/Newcastle, which had a habit of throwing some interesting locos ex Saltley on occasions) and is more likely to have been 9T76.



Hams Hall Power Station at this time could potentially be served by three different local tripping turns each weekday, T75, T76 and T82, each of which were diagrammed for pairs of Class 20s. These would run Class 8 or Class 9 and arrive with coal from Kingsbury (ex-Baddesley or Birch Coppice), Newdigate or Three Spires Junction (ex-Kearsley). The power station also received coal from Daw Mill, which was dealt with by a Class 47-worked diagram (9T81).

Photo: Phil Cotterill, operation info David J. Hayes

Hams Hall was a large generating station which was situated in a spacious site between the Water Orton to Tamworth and Water Orton to Whitacre Junction lines, the original A station being built in 1928. Two more stations (Hams Hall B and C) were later built on the site, reputedly the largest in Europe at the time of their construction. It was quoted as burning approximately 774,000 tonnes of coal a year – much of it pulverised coal and all of it coming by rail. The City's electricity generating and supply functions were nationalised in the late 1940s and in 1957 the Central Electricity Generating Board (CEGB) took over the ownership of the plant. At the power station a fleet of powerful Robert Stephenson & Hawthorn 0-6-0ST locomotives were employed up to the mid 1970s, hauling 1000-ton coal trains.

7151 was purchased by an Avon Valley Railway Trust member from the CEGB and In 1980 the locomotive was moved to the Avon Valley Railway at Bitton Station where some minor repairs and the fitment of steam heat equipment and vacuum brakes occurred. It then hauled Santa Special trains later that year. The loco is still on the railway having worked continuously between overhauls. During the summer months of 2014 the locomotive made its final appearances before been withdrawn for a major overhaul. It was then placed in store whilst it awaited its turn in the restoration queue.

Photo: John Law



7151 at Hams Hall Power station on the 5th March 1963. The large site closed progressively from 1975 until the C station's closure in 1992, its two chimneys and three cooling towers being demolished on 15 December 1993, under cover of darkness.

Photo: Les Pitcher © Phantasrail Galleries

Who Knew?

Most readers will know of Jimmy Greaves, the English professional footballer who played as a forward and is regarded as one of the greatest strikers of all time and one of England's finest players. Starting his professional career at Chelsea, he had an ill fated move to Italian club AC Milan before returning to England to play for Spurs and later West Ham.

But who knew his father, also Jimmy, was a motorman on the Central line stationed at Hainault working on the shuttle to Woodford .

Photo: London Transport Magazine.



The less glamorous part of the steam age! Having worked up from its home shed of Salisbury, West Country pacific No **34005 Barnstaple** sits amongst the dilapidation that was Nine Elms shed in 1965.

Increasingly by this date BR was struggling to find staff who would undertake such unpleasant and physically demanding jobs.

This loco would not quite make it to the end of Southern steam in July 1967, being withdrawn from Bournemouth shed in October 1966.

Photo: Ian Krause

Right, some careless reversing has seen Southern Region 4-LAV unit No 2953 take a tumble down the embankment at Pulborough in August 1965, its red tail lamp still in position. It was sent to Eastleigh for repair and back in traffic in October

Photo: Stanley Sherman



Left, on the Isle of Man, the chase is on!

A goodly crowd at the crossing gate watch as trains depart St. John's Station for Peel and Ramsey on parallel tracks. The Ramsey train on the right is clearly winning this particular 'race'.

Diesels in Distress!



Left, Aylesbury station in September 1969 and a delay on Platform 2.

Photo: Bucks Herald

Right and below, **D 2303** has collided with a Cravens DMU in Ipswich station in August 1966. **D 206** which was trapped by the collision is being put to use 'rescuing' the Drewry class 04 shunter.

Photos Ipswich Transport Museum



Above, Shirehampton station on the line to Avonmouth
No other details. **Photo: Unknown**



Left, a charter rail tour by the Dean Forest Railway Preservation Society on 10th October 1970 on the Gloucester docks branch.

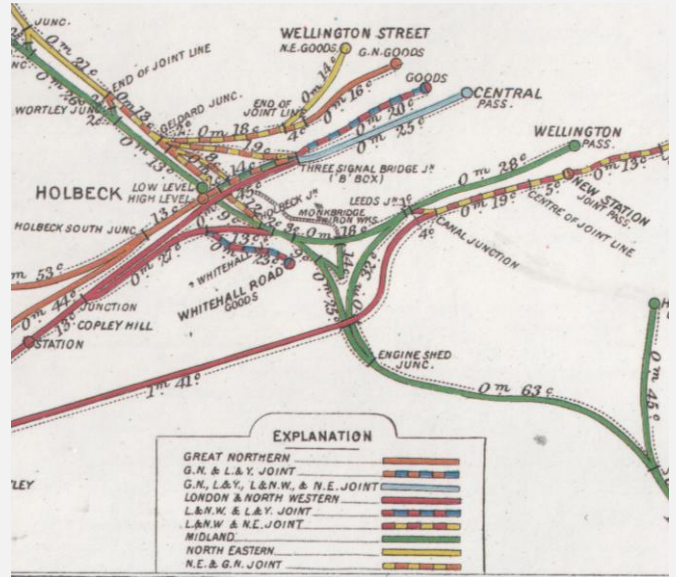
Photo: Bill Potter

Leeds Central Station remembered

Paul Milner

The industrial revolution had led to the rapid growth of Leeds which joined the rail network in 1834 when the Leeds and Selby Railway opened. Leeds Central station was opened in 1854 as a joint station between the London and North Western Railway, the Lancashire and Yorkshire Railway, the Great Northern Railway and the North Eastern Railway. It replaced the cramped LNW terminus at Wellington Street, which had opened in 1848 with the line to Dewsbury.

In 1869, New Station opened as a joint enterprise by the LNWR and the North Eastern Railway. It connected the former Leeds and Selby Railway line to the east with the LNWR lines to the west. A one-mile-long (1.6 km) connection was built, carried entirely on viaducts and bridges. New Station was built partially on a bridge over the River Aire, adjacent to Wellington station.



Railway Clearing House map

- The first rationalisation occurred in 1938, when New and Wellington stations were combined to form Leeds City and in 1967 further remodeling of the site took place when trains from the Central station were diverted into City station. Central was then closed and later demolished.



Left, Leeds Central station in 1954 just after the DMU services began in the West Riding. A Derby Lightweight unit departs with a local service to Castleford whilst on the left, A2 pacific No 60535, *Hornet's Beauty*, is about to depart with the 2.00 pm FO for King's Cross. Meanwhile, J50, No 68988 simmers in the centre at the head of some coaching stock. **Photo: Eric Treacy**



Two tickets from Leeds Central, the Bradford one dating from the first month of DMU operation which started 17.6.54. The other is a return ticket to Skegness available for three months from date of issue, which includes return travel by Lincolnshire Road Car Company's bus from the station to Butlins holiday camp. **Tickets Phil Drake**

Right, Leeds United FC at Leeds Central station, c1957. Prominent in the picture back left is the legendary John Charles, *Il Gigante Buono* (The Gentle Giant) as he was known at Juventus. He was never cautioned nor sent off during his entire career, something that could not be said of 'Big Jack' Charlton standing next to him! **Photo: Unknown**



I never went to Leeds Central; being a south coast boy all I knew about Leeds was that was where my made to measure Burton's suits came from. Did you know that back in 1965, the average British man bought a new suit every two or three years, and that year the menswear industry sold thirteen million suits, all made in the UK. Someone who did go to the station was **Paul Milner** and these are some of his early memories.

This is where my interest in railways began. Back in the mid 1950s my Dad took me here, as a 4 year old, where the atmospheric sights, sounds and smells of steam railways were experienced. There was a loco standing at the stops on the left. My father told me he asked the driver: "Can he come up for a look in the cab?" With a smile the driver replied: "Aye, 'e can 'av't 'ole bluddy engine." We didn't take the loco, but I still took the experience.

It has been said that Leeds Central had the feeling of a crowded market hall with little room to get past the thick flow of arriving passengers on the cramped platforms, but I enjoyed that atmosphere. After school we sometimes took the train into Central from Headingley and waited at the ticket barrier (often doing homework as we waited) until the London train arrived.

Easy access to the platform via the unsecured goods loading gates gave me a memorable chance to run along the platform beside an arriving A4 as it entered and rolled to a stand. As a schoolboy it felt exciting being able to observe the valve gear and motion operation for an extended time. I never noticed the disembarking passenger crowding as it was more interesting watching the fireman uncoupling from the train. He would shout "*EASE UP*" to the driver to take out the coupling tension. After uncoupling, a roll forward to the blocks then reverse over the points to the release road and away to Copley Hill, sometimes at a spirited pace.

Right, Gresley A4 pacific No **60029 Woodcock** leaves Leeds Central on the heavy Sunday 5.00pm to Kings Cross on April Fools' Day, 1962. The departure was sharply uphill at 1:100/400 for $\frac{3}{4}$ mile along the viaduct as Central station was elevated above the city. Photo: **John Whiteley**



Behind the signalbox was the loco area and this picture was taken on the station's last day, 29th April 1967. It wasn't a public access spot but on the last day there seemed to be no challenges as I walked out to the wagon hoist building. Everyone seemed respectful for their safety and some railway employees even happily chatted regardless of where they were met. There was only one bobby around and when the last train left, as the line with the detonators had to be avoided, he took care to warn us all and we respected that and just stood a safe distance away, trackside, where myself and many others were standing.

Awaiting their duties close to filled-in turntable pit were **D9014 The Duke Of Wellingtons Regiment**, **D1980** and **D279** in the background.



Like so many city termini at the end of steam, Central was a gloomy, dirty place, overdue the wash down and repaint that was not to be. The mixture of smoke and latterly blue tinged diesel fumes, sunshine, shade and shafts of sunlight together with the clanking motion and rattling DMU transmissions all made for a fascinating atmosphere for young spotters.



The row of ticket booths and a poignant last day chalked announcement. THE END OF THE ROAD. ANY LATER TRAINS FROM LONDON PLEASE GO TO CITY STN. Below, the concourse at about 2pm, 4 hours prior to closure.



55A Holbeck allocated Fairburn 2-6-4T No **42145** is on station pilot duties as the station master makes his rounds on the final day. Just look at the shine on his shoes!



Leeds Central was, in the minds of many, a dingy, dirty station in its closing years. My own recollections include sunshine, shade and shafts of light, especially when a steam loco was present. Feeling the vibration in the air when a Deltic was present put a ripple on the coffee cups in the upstairs offices and could often be heard from City Square. Here is my personal favourite shot of Deltic No **D9004 Queen's Own Highlander**, recently arrived from Kings Cross into platform 2.

On the final afternoon, **D 279** in original all-over green livery with small yellow panel leaves the station with a mixture of wagons, some of which contained redundant station furniture, benches and the like..



At the rear of the ensemble were two condemned coaches and a brake van with rear assistance provided by station pilot No **42145**

Right, the assembled spectators waiting for the final train movements as 6pm approaches. 42145 waits until after the final passenger departure at 6.10pm before completing the clearance of freight vehicles once the crowds are dispersed.



D 104 and **D 1980** were amongst the last two locos using the station.

D104, by then with a small yellow panel, was built at Crewe Works and scrapped in 1986 whilst D 1980 was less than two years old and allocated to 52A Gateshead.



The very last passenger train was the 6.10 pm service to Harrogate which carried a "Harrogate Flyer" headboard to mark the occasion. Detonators placed on the track by railway staff can be seen exploding as the train rolls away from the platform and past the signal box on its final departure.

Photos and memories by Paul Milner

Weymouth Harbour

Bus Stop Spot



Southern National ECW bodied Bristol Lodekka No **2061**, BOD 21C, looks a little cleaner than an unknown Class 08 shunter at Weymouth Harbour in 1971.

Photo: Paul Anderson British Roadscene FB



Southern National Omnibus Company started in 1929 as a joint venture between the Southern Railway and the National Omnibus & Transport Company in the southwest of England. In 1931 a controlling interest in the National Omnibus was acquired by the Tilling Group. From then on Southern National was run as a Tilling company, although the railway retained its shares until 1948, when the Southern Railway was nationalised and, shortly after, the Tilling Group sold its bus interests to the government.

Folkestone Harbour



Three former South Eastern Railway Stirling 'R1 class 0-6-0T No's **31154**, **31337** and **31340** leaving Folkestone Harbour on the 2.25pm boat train, 28/7/53. The harbour branch was a mile long with a gradient of 1:30 which often required three tank engines and another banking to lift trains up from the harbour.

Age eventually caught up with the RI tanks and in 1958/9 they were replaced by former GWR Class 57xx pannier tanks until the branch was electrified in 1961.

Photo: Unknown from John Whiteley

The low arches of the harbour bridge can be seen behind the parked Fords as Beadle-Leyland coach No **CO 301**, SKE 997, arrives from Bexhill and Hastings on the Kent Circular day tour. Although the coach bears the name of Scout Motor Coaches and carries their smart red and cream livery, it was in fact owned by Maidstone and District by then, who kept the name to protect the prized tour licenses. Passengers would have two hours at Folkestone, one-hour in Dover and two-hours in Canterbury before heading home, all for 12/- (60p) in the 1965 brochure.

Photo: Unknown



Going Green at Green Park!

Difficult to believe this sylvan scene of 14xx Class No **1438** is less than seven miles from Paddington station as the crow flies! The platforms of Green Park Halt can be glimpsed under the bridge. Today, scarcely a blade of grass remains at this location, now called Green Park on the Greenford branch in London. Former Southall fireman Albert Abear remembers this duty being part of the 'Motor Link' at 81C, the last London steam depot on the Western Region of British Railways.

Photo: Unknown

Source, Stewart Harding, PADDINGTON, The GWR and the Western Region BR FB.

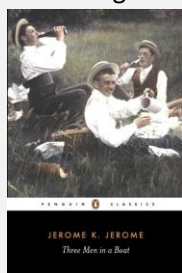


Earlier this year, the Greenford branch line became the first place in the UK to see a battery-only powered train enter passenger service, after Great Western Railway introduced the technology on the route.

Left, GWR's battery train, Class **230 No 001**, arrives at West Ealing approximately on its first day of public service. The track has been fitted with a short length of conductor rail here which is only live when a train is over it, and which charges the batteries between journeys.

Photo: Neil Sackley

Three Men in a Boat published in 1889, is a humorous novel by Walsall born writer Jerome K. Jerome describing a two-week boating holiday on the Thames from Kingston upon Thames to Oxford and back.



We got to Waterloo at eleven and asked where the eleven-five started from. Of course nobody knew; nobody at Waterloo ever does know where a train is going to start from, or a train when it does start, is going to or anything about it. The porter who took our things thought it would go from number two platform, while another porter with whom he discussed the question, had heard a rumour that it would go from number one. The stationmaster on the other hand thought it would start from the local.



To put an end to the matter we went upstairs and asked the traffic superintendent, and he told us he had just met a man who said he had seen it at number three platform. We went to number three platform but the authorities there said that they rather thought that train was the Southampton express, or else the Windsor loop. But they were sure it wasn't the Kingston train, although why they were sure it wasn't they couldn't say.

Then our porter said he thought that must be it on the high-level platform and saw the engine driver and asked him if he was going to Kingston. He said he couldn't say for certain of course but that he rather thought he was. Anyway, if he wasn't the 11.05 for Kingston, he said he was pretty confident he was the 9.32 for Virginia Water, or the 10 am express for the Isle of White, or somewhere in that direction, and we shall all know when we get there. We slipped half a crown into his hand and begged him to be the 11.05 for Kingston.

"Nobody will ever know on this line" we said, " what you are or where you're going. You know the way; you slip off quietly and go to Kingston". "Well, I don't know gents" replied the noble fellow, " but I suppose *some* train's got to go to Kingston and I'll do it . Gimme the half-crown". Thus, we got to Kingston by the London and South Western Railway. We learnt afterwards that the train we had come by was really the Exeter mail and they had spent hours at Waterloo looking for it and nobody knew what became of it.

Thanks to **Tony Beresford** and his good friend **John Mills**. They are sure the new Great British Railways will sort this sort of thing out in the future!

Cheltenham Departures

D1041 *Western Prince* at Cheltenham Spa with a Paddington train in June 1976.

Seventy- four of these diesel hydraulics were built for the Western Region in 1961, the order split between Swindon and Crewe works. Originally entering service in Maroon, this loco was withdrawn in 1977 from Laira. One of seven preserved 'Westerns', D1041 is currently the subject of a major restoration project at the East Lancashire Railway

Photo: The late Mike Symons



Left, D142 (46005) pauses at Cheltenham Spa with the 1E22 on the 9th of August 1969.

Also dating from 1961, this was one of fifty-six built at Derby Works, fitted with the same Sulzer engine as the Class 44 that preceded them although fitted with a Brush generator and traction motors

Photo: Bill Potter thanks to Tom Cullimoor

All photos shared by Tom Cullimore.

Right, Bristol Bath Road allocated D156 (46019) heads south through Cheltenham Spa with a freight on the 17th of October 1970.

This loco went new to Derby in 1962 and was withdrawn from Laira in 1980 renumbered by then as 46019.

Photo: Bill Potter thanks to Tom Cullimoor



Left, D1015 *Western Champion* pulls out of Cheltenham Spa with the 13.25 Liverpool-Plymouth on 12th June 1976.

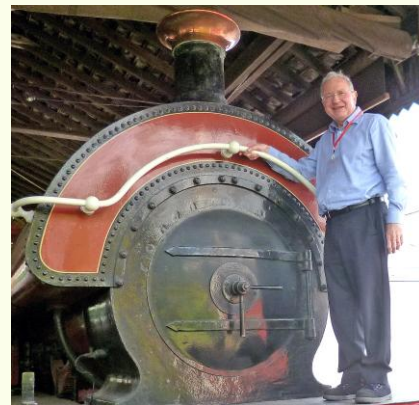
The GWR route to Stratford-upon-Avon is visible to the right. This had 10 weeks to go before a Nottingham to Severn Tunnel coal train derailed at Winchcombe hauled by 47317, leading to the closure of the route in the November.

Photo: Mike Symonds, thanks to Tom Cullimoor

Andy Harris concludes his look at preserved LSWR stock

A1X Stroudley “Terrier” 0-6-0 tank 734

This loco was built at Brighton in 1876 as LB&SCR number 46 “Newington” and used on London suburban traffic until put on the duplicate list as 646 in April 1902. Dugald Drummond was given permission to buy two terrier locomotives for the soon to be opened Lyme Regis branch and LB&SCR numbers 646 and 668 were purchased for £1000 the pair in March 1903. They were numbered 734 and 735 and worked briefly at Guildford and Bournemouth before taking up duties on the Lyme Regis services on 24th August 1903. However, as the line prospered, the traffic became too much for them, and O2 tanks took over the branch services in the summer of 1905.



734 was then tried on the Yeovil Junction to Town services, as station pilot at Bournemouth and on the Botley to Bishops Waltham branch. In July 1913, the loco was loaned to the Freshwater, Yarmouth and Newport Railway, who took up an option to purchase in March 1914 for £900. The loco was numbered as FYNR 2, became SR W2 at the Grouping and was later re-numbered W8 and named “Freshwater.” It worked on the Freshwater line and between Merstone and Ventnor West.



After Nationalisation, W8 returned to the mainland as BR 32646 and worked from Fratton on the Hayling Island branch services and at Newhaven, shunting the Harbour. Withdrawal came in November 1963, and the loco was sold to the Sadler Railcar Company, who had plans to re-open the Ryde to Cowes line using rail coaches! 32646 was moved to Droxford on the Meon Valley line and it operated from there to Wickham. But after the project failed, the loco was bought by Brickwoods Brewery of Portsmouth in 1966 for use as an outside sign at the “Hayling Billy” pub on Hayling Island. Whitbreads took over Brickwoods and in June 1979 they donated the loco to the Wight Locomotive Society at Haven Street, who became the ninth owners!

Above, I photographed the engine at Haven Street on 2nd September 1979. **W8** entered traffic in June 1981. In 1998, a new boiler costing £35000 was commissioned and the loco was overhauled again in 2009.

Southern Railway Locomotives Based on LSWR Designs

Maunsell N15

New express locomotives were needed by the SR, and it was decided to build a new batch of 54 improved Urie N15s in 1925-27, which became the “King Arthur” class. The chassis and boiler were similar, but the boiler pressure was increased from 180 to 200 lbs/sq. in and Ross safety valves replaced the Ramsbottom type used by Urie. There were also alterations to the draughting, cylinders, valve gear and cabs. The only survivor is **777 “Sir Lamiel”**, which was built by North British in June 1925 and withdrawn in October 1961. I photographed the loco, **Right**, at an exhibition at Cannon Street Station on 23rd August 1986. 777 is currently under overhaul on the GCR at Loughborough.



Maunsell S15

The SR could not justify the introduction of a new design of heavy freight locomotive; therefore, two batches of S15s were built at Eastleigh Works in 1927 and 1936, totaling 25 locos. These showed similar improvements to the N15s. Six S15s were sent to Barry Scrapyard in 1964, but 30844 had been cut up by January 1965. The survivors are as follows:

825 – I photographed **30825, Below**, at Barry Scrapyard on 18th September 1976 before its boiler was removed in 1981 for use on 30506 and its tender left with 30499 in November 1983. The remains of 825 departed from Barry in November 1986 for the North Yorkshire Moors Railway. However, the frames were used to re-frame 30841, which, following convention is now known as 30825!



828 – Was purchased by the Eastleigh Railway Preservation Society and departed Barry in March 1981. Following an eleven-year restoration, 828 appeared in steam at the BRML Eastleigh Works Open Day in September 1992, where I photographed it, **Below**. 828 had a spell of mainline running and is currently at the Mid-Hants awaiting a further overhaul.



830 - After purchase by the Maunsell Locomotive Society, the tenderless loco departed Barry in September 1987 for the Bluebell Railway. I photographed it **Below**, at Sheffield Park, with Schools tender/snowplough ADS70225, on 8th November 1995, which was a lucky sighting as it spent a lot of time partially hidden behind a line of stock with only the top of the loco visible. However, when the MLS were raising funds to buy Schools class loco "Stowe," they sold 30830, plus the former Schools class tender, to the Essex Locomotive Society at the NYMR.



841 - Departed Barry in September 1972 for the Stour Valley Railway after being purchased by the Essex Locomotive Society. Restored to main line condition as 841 in SR green and named "Greene King". It took part in the S&D 150 Cavalcade at Shildon on 31st August 1975 and worked briefly on the Nene Valley Railway. The loco moved to the North York Moors Railway in 1978. In 1992, it was painted in fictitious BR green as 30841 and I rode behind it and photographed it at Grosmont and Pickering, **Below**, on 27th August 1992. However, during a further overhaul it was discovered that the frames were out of alignment, so the frames from the cannibalised 30825 were used instead and in line with convention the loco now carries that number. Only the frames of 30841 now remain.

847 – I photographed 30847 at Barry on 18th September 1976 before it departed in October 1978 for the Bluebell Railway after purchase by the 847 Locomotive Fund/ Maunsell Locomotive Society. I shot it again at Sheffield Park soon after arrival on 24th November 1978 and again on 8th November 1992 when restoration was well advanced. The locomotive was steamed in October 1992, and I rode behind it and photographed it at Sheffield Park and Kingscote on 19th June 1994. I took a good view of the bogie tender at Sheffield Park on 1st November 1998 and of the partially stripped loco on 8th October 2006. 847 was overhauled again in 2013 and is now stored awaiting a further overhaul.



847 – I photographed **30847** at Barry, **Right**, on 18th September 1976 before it departed in October 1978 for the Bluebell Railway after purchase by the 847 Locomotive Fund/ Maunsell Locomotive Society. The locomotive was steamed in October 1992, and I rode behind it and photographed it at Sheffield Park and Kingscote on 19th June 1994. I took a good view of the bogie tender at Sheffield Park on 1st November 1998. No 847 was overhauled again in 2013 and is now stored awaiting a further overhaul.



Far left, No **847** rests on Sheffield Park shed and also running round at Kingscote after the line was extended there in April 1994.

Some Preserved LSWR Carriages and Wagons

Roughly sixteen complete carriages designed by the LSWR have survived, plus two luggage vans. However, only three of the carriages have been restored, but one of these, ex SR320, is now in a poor condition. Also, former Dining Saloon no. 72 of 1907 is displayed at the NRM as an Ambulance Car.



Tri-Composite Brake No. **847** – this coach was completed in December 1903 and is the earliest surviving LSWR coach with a steel underframe. Its accommodation covered all bases, and it worked in a 2-coach set in LSWR days and was renumbered 3598. The SR renumbered it to **6474** and it was part of sets in the Exeter area. It was withdrawn in May 1948 and refurbished to 1903 condition to take part in the Waterloo station centenary celebrations. I photographed it, **Left**, on 12th July 2013 at the NRM, York in LSWR livery, but with its SR number!

Lavatory Third Brake No. **1520** – this vehicle was completed in March 1910 for use in a four coach non-corridor set. It has a large luggage/guards area taking up about one half of the coach! The coach was renumbered 2975 in October 1928 and was part of set 134, which was reduced to three coaches in 1937. 2975 was withdrawn in August 1948 and transferred to departmental use as a rail ambulance van numbered DS1119. It was withdrawn in December 1969 and sold to the MNLPS for use as a mobile workshop. They sold it on to the Bluebell Railway in 1977 for further departmental use before it was restored in LSWR salmon pink livery.



Ironclad Coaches were so named because they were steel panelled vehicles. At 57ft they were a foot longer than previous LSWR carriages. They were Carriage & Wagon Superintendent Surrey Warner's main contribution to carriage design. Construction started in 1921 and was continued by the SR up to 1925. They were formed into 5-car sets, plus some loose thirds. A number of "Ironclads" were transferred to departmental stock as tool vans and staff coaches upon withdrawal, resulting in some surviving into preservation. Only two of these survivors were built prior to the Grouping. None has yet been restored for passenger use. I photographed corridor third number 773 of 1921, **Below**, at Horsebridge station on 28th May 2001. It is currently advertised as holiday accommodation sleeping four with two en-suite shower rooms! Horsebridge Station was on the line from Kimbridge Junction to Andover Junction via Stockbridge. Nicknamed the "Sprat & Winkle" line, it closed in September 1964.



The building became derelict but was rescued for conversion into a family home in 1985. It is now a licenced wedding venue with a marquee. It is adjacent to the Test Way.

I photographed Ironclad corridor third **728** of 1925 **Below**, at West Bay Station, Bridport on 22nd August 1996. 728 has now returned to the Swanage Railway.



LSWR Road Vans were designed by William Panter and 444 of them passed to the SR. They were unusual in that they contained a single balcony, a guard's compartment and a goods van section. "Road" in this context of course means railway line. Four are known to still exist:

12424 Medstead built 1900 and owned by the SDRT. It carries SR number 54885 on one side!

99 built 1894, owned by the Science Museum Group.



No **6046**, **Above**, Haven Street, LSWR no. 11104, built 1898. Photographed by me on 02/09/79.

No **706**, **Left**, Horsted Keynes built 1898. Photographed by me on 07/05/2010. It is now painted brown.

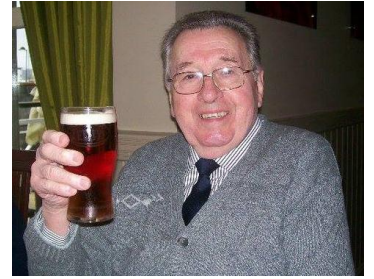
Acknowledgements:

LSWR Stock Book by Peter Cooper (Kingfisher Railway Productions)

Locomotives of the LSWR Parts 1 & 2 by D L Bradley (RCTS)

Albert Abear in the diesel link

I was the senior hand in No 2 link and my next promotion was into No 1 link. Arthur wasn't so keen on the Diesels, we had a couple of rides in the cab on the 800 Warship class when returning home passenger. Arthur said to me "I don't want these things, when my turn comes to go in No 1 link I shall ask to come off and go on the Up's and Down's, which he eventually did. Sad to say Arthur had a heart attack on the Up's and Down's and passed away in 1964.



In 1959 saw my promotion to No1 link with Driver George Herbert; he was a small man in stature and a good engineman who had taken to the Diesel's very well. On the Ranelagh Bridge pilot one day (this was standby steam loco always a Castle) he said "come over here there's an D800 in siding I will show the procedures when we have to get one ready and what things to lookout for. My last mate was always in the engine-room and always made a point of giving the Filters a turn as he went through". So, I adopted the same procedure when we had either a 600 or 800 class Diesel. This was a different way of preparing a loco; walk round the outside checking the brake shoes, check the fuel gauge on fuel tank and check the water tank for steam heating. It was important to ensure everything was secured i.e., paneling on battery boxes, and battery switches were in. In 1973 an unsecured maintenance door on Class 52 diesel-hydraulic No 1007 *Western Talisman* was the cause of a derailment at Ealing that sadly killed ten passengers and injured nearly a hundred more. Inside the loco I went through the engine-room, checking coolant levels, turning all the filters to ensure filters free and to clear them. Clean the windows, sweep up cab and wipe down; I must say it was a lot easier and cleaner than preparing a steam engine.

One October trip comes to mind. Goerge and I were booked to work the 1/30pm Paddington – Penzance (The Royal Duchy) diesel hauled to Plymouth. We booked on at Old Oak Common and travelled up to Ranelagh Bridge to pick up our Diesel. The Deisel was arriving on the 7.15am Plymouth 12/15pm arrival then light to Ranelagh bridge for a check over by Fitters for Fuel and Coolant. Incoming Driver Stan Butler and his Fireman, Clive Bousefield, had reported trouble with transmission trips and the Spanner Boiler cutting out and not coming back in. The Fitters made a few adjustments to the boiler damper to see if it cured the problem whilst we carried out our preparations and then took D808 Centaur up to Paddington. Attaching to our train in platform 3, the load was 11 coaches including a Diner, the rear four detached at Newton Abbot for Torquay and Paignton, leaving 7 for Penzance.

Little would Albert have thought that less than ten years later the Western Warships would be used on Exeter-Waterloo trains. This is how the **photographer David Rostance** described it..

Merchant Navy Class 4-6-2 No. **35003 Royal Mail** backs out of Waterloo station and passes Warship Class diesel hydraulic No. **D825 Intrepid** on 18th February 1967. 35003 had arrived with the 11:25 ex Weymouth while D825 had brought in the 11:10 train from Exeter St. David's. On the far left is a Southern Railway Maunsell 4-COR electric multiple unit on a working to Portsmouth Harbour.



I coupled up to the train and thought the person who designed the couplings on D800's deserved a medal as big as a dustbin lid. He must have thought all Firemen were weightlifters as they certainly took some lifting, in the region of 80lbs to shoulder level. George was creating the brake and doing his brake tests, so I went back inside to start up the Spanner Boiler for steam heating which was situated in centre of loco between the two engine-rooms. I started the boiler and joined George in cab for a cup of tea.

I noticed the steam gauge in the cab had come round to 80lbs psi and then it slowly went back to 20lbs psi it was supposed to reactivate itself and come round to 80lb, nothing was happening so George said, " you will have to reset the thermostat switches on the boiler". So, in I go into the Boiler to reset thermostats and noticed the boiler was injecting fuel but not igniting. I pressed the thermostat switches and turned on the boiler switch but nothing happened. The next little dodge we had learnt was to give the control box on the boiler a good thump under the left-hand corner. There was an almighty bang and a roar I looked up through ventilator in the roof and saw a 6ft column of flame shooting up. The boiler was now working again!

We got the right away; Goerge was sitting in his chair, and I was in mine, all nice and comfortable having another cup of tea, and I noticed the boiler was still working OK. I thought this is the way to travel, no fire-irons, shovel, and back breaking work, relax in a comfortable seat in a draught free cab, oh what luxury!! As we passed Subway George shouted over to me "I have got a transmission trip on the rear engine, it's cut out". I dashed back to rear Cab and on the dials by the Driver's seat I noticed the one for the engine. The needle was over in the Red, so I pressed the reset button and held it in, ringing the fire bell on the panel. Ringing the fire bell was the signal to the Driver you had reset and OK to switch the engine in again. George brought the engine back in and we got going again as we were down to a slow speed by now.

George was giving her the gun now and she was thrashing away as I walked through engine room, the Maybach engines were really banging away. Passing Southall I noticed the boiler had not functioned again so back I went and carried out same procedure as before, BANG!, 6ft flame out of top then it was working again, I don't know what the Signalmen must have thought when this happened. No more trouble until we left Reading, where we got an engine cut-out and a transmission trip as we passed Reading West Station towards Southcote Junction. Back I dashed to the rear cab and now I have two reset buttons to hold in and I finished up like a contortionist sitting in the driver's seat with my two hands holding in the reset buttons whilst attempting to ring the fire bell with my foot. George brought the engine back in once again and off we went again.

Boiler went again passing Newbury, same again, reset, Bang!! Jet of flame out top of diesel. I thought if it's going to be like this all the way to Plymouth give a steam engine any day. Our stops were Reading, Westbury, Taunton, Exeter, Newton Abbot and Plymouth. No more trouble until we left Westbury, transmission trip on rear again. Back I went to reset, rang the fire bell, off we go again. As we approached Somerton Tunnel George put on the cab lights as we went into the tunnel, I asked him why he put lights on and he said "To stop any wheel slip"! Funny I thought, put on the cab lights and the wheels won't slip, clever what they think on these Diesels. But I knew what he meant, if we hit a wet patch in the tunnel and wheels started slipping in the dark you wouldn't know, but with lights on you would see the speed-o-meter fluctuating faster.

At Taunton I said to George I will be in rear cab and if you get a fault light on the rear engine I can pick it up quickly. We got the 'right away' and as we approached Norton Fitzwarren, we got an engine over speed fault light up and the transmission fault light up on the rear engine again. So once again I was pressing the reset buttons with my hands and ringing the fire bell with my foot. We has a trouble-free run to Exeter and Newton Abbot and on leaving Newton Abbot I was in rear cab just in case. As we crossed over at Aller Junction George was giving her the gun for Dainton and I was watching the dials to see they stayed out of the red. I rejoined George as we came out of the tunnel at Dainton and thought to myself how easy it was climbing the bank and sitting on nice soft seat looking out the window instead of bending your back on a shovel with your Driver trying to boost the profits of a coal mine!.

I was back in rear cab as we tackled Wrangaton and Tigley with no problems and I shut down the steam heating boiler. I had a sit down the rest of the way into Plymouth. No swinging fire irons about to run down your fire; no water in the bucket to have a wash up; No dirty face, grubby hands and coal dust down your shirt neck and in your ears! We'll never see the like again!! On arrival we were told to take the Diesel to shed at Laira where we booked off and made our way to the Hostel (Double-home lodge). Then to Old Road Inn for a couple of pints while George went upstairs to the Buffs (Masons) meeting room; he held a high order in the Buffs. He showed me a photo one day of him in all his regalia!.

Our return working next morning, 9.30am Plymouth, was a pleasure we had D600 Active (my paybill number at Old Oak Common). No problems, we had a lovely run, and comfortable ride.

Sign of things to come! Happy Days.



Warship no. **D601 Ark Royal** in Sonning Cutting on the down Royal Dutchy **Photo: Mike Morant**

Oswestry Memories

Andrew Dyke



A member of the 2361 Class 0-6-0, sometimes erroneously described as the "outside-framed version of the Dean Goods". In this scene, photographed outside of Oswestry Works on the factory sidings, No **2362** shunts a train carrying a consignment of open wagons rebuilt from Welshpool & Llanfair Railway timber trucks to be returned to Welshpool. Between November 1918 and September 1939, timber traffic on the railways was increasingly lost to road haulage, particularly where the distance between a plantation and sawmill was relatively short. By the end of the 1939-1945 war, the timber trucks on the Welshpool & Llanfair Light Railway saw minimal use, so in March 1946, the Traffic Committee authorised their conversion to open wagons. By September, they had been rebuilt as drop-sided wagons at Oswestry Carriage and Wagon Works and were delivered in October 1946. BR Database indicates that No 2362 was withdrawn in November 1946 after a working life of sixty-one years. The railway sign on the right reads

**GWR
ALL ENGINES MUST STOP
CLEAR OF THE FOULING
POINT OF
UNLESS THE SIGNAL IS AT
"PROCEED" AND THE DRIVER
IS AUTHORISED TO PROCEED
TO THE SECTION BEYOND.
BY ORDER.**

Right, Oswestry loco shed during the 1950 rebuilding. In this scene locomotives include 2301 class 0-6-0 No 2483 and 'Earl' class 4-4-0 No 9001. **Photos: Andrew Dyke collection**



It was an urgent requirement in the early 1950s that a modern replacement be found for the ageing Dean and ex-Cambrian 0-6-0s, particularly between Moat Lane and Brecon and as no suitable standard design was then available, Swindon constructed a batch of LMS Ivatt Moguls in 1952.

Even in its final years, Oswestry still retained an allocation of some 30 locomotives, of which 20 were to be required to be in service to fulfil the daily workings for which the shed and its 100 enginemen were responsible until its closure in 1965.

Staffordshire Scenes

Right, surely not one of the Emag readers?
Photo: collections of Tamworth Castle Museum



NOTICE

ENGINE-SPOTTING at TAMWORTH STATION

The unruly behaviour of many train spotters at this station cannot be tolerated and their entry is Prohibited Until Further Notice



Left, horses both mechanical and equine at Tamworth Low Level goods yard in the early 1950s, the goods shed still bearing London Midland & Scottish Railway signage. A tea table appears to have been laid so perhaps an official visit with the carters lined-up.

Photo: collections of Tamworth Castle Museum.



Left, Glebe Street and Station Road, Stoke-on-Trent, 1928. A railway wagon is **hand propelled** across Station Road to a small wagon yard. The site of this yard is now a car park for rail travelers. The buildings on the immediate left and right of the photograph no longer stand, having been demolished to make way for a car park, post office and other railway buildings. This car appears to be a 1927 Stoke-on-Trent registered Morris Cowley with the more unusual 3/4-coupe body

Photo: The Potteries Museum & Art Gallery

One for the locals, Heath's Stores, Station Road, Codsall with the station footbridge just visible. Situated just the other side of the Railway Bridge from the centre of Codsall, this was a useful General Store until it closed in the 1980s. Taken over by companies dealing with financial affairs, the building is now a fitness centre. A nice Mini Clubman parked to the right.

Photo: Staffordshire Past Track

With thanks to Staffordshire Past Track website



Photo: Leek Library

In the early 1900s, the North Staffordshire Railway operated two steam buses built by Straker of Bristol to carry passengers to and from the Manifold Valley Light Railway. They operated on routes from Leek and Ashbourne to Waterhouses and from Buxton to Hulme End with '**Leek, Waterhouses and Hulme End**' on the side panels.

After the link between Leek and Waterhouses was completed, the buses were sold to Mr. Wedgwood of Burslem who converted one into a furniture removal van and another into a holiday caravan.

The Kinver Light Railway

'Thence the ride is exhilarating, and the scenery of the grandest description'. So wrote rather verbosely the Illustrated Guide to Kinver in 1901.

Promoted by the BET under the Kinver Light Railway order of 1898, this 3ft 6ins gauge tramway ran from the Fish Inn at Amblecote, where it connected with the tracks of the **Dudley, Stourbridge and District Company's** system, (DS&D) to the Staffordshire village of Kinver, via Wollaston and Stourton, a distance of just over 4 miles. Kinver was a popular beauty spot but at the end of the nineteenth Century was only accessible by boat, carter's horse or wagonette.

Construction of the line was not without its problems particularly through the meadows and woods on the Stewpony (a local landmark pub) to Kinver section where the marshy water meadows were prone to continual flooding and several bridges had to be built over the meandering waterways in this area. A period of heavy rain led to the adjacent Staffs and Worcs canal bursting its bank and washing part of the railway embankment away and another incident involved the contractors loco hauling a train of ballast which derailed near the Stewpony and fell in the river Stour!

The Kinver Light Railway opened in 1901 and operated a passenger and freight tramway service between Amblecote and Kinver, in South Staffordshire until 1930. A small depot was constructed at Amblecote and another in the sylvan setting of The Hyde amongst the meadows near Kinver. The line was an immediate success, and opened up Kinver as a popular resort, providing a cheap and easily available means for Black Country folk to visit. The clergy and schoolmasters quickly used the line to introduce town children to the countryside and Kinver became known at the time as the 'Switzerland of the Midlands'. In theory, parties large or small could now access Kinver from any part of the 90 miles of tramway that made up the Black Country Tramways system which stretched to Birmingham, Wolverhampton, Walsall and Bloxwich. Besides the parcel traffic, the line also carried milk in a special goods car although it was not unusual to see a churn on the platform of the passenger cars. Early in the morning, loaded churns were collected along the route where they had been left by farmers, to be taken to Dudley for distribution or bottling. Empty churns would return in the evening and be off-loaded along the route.

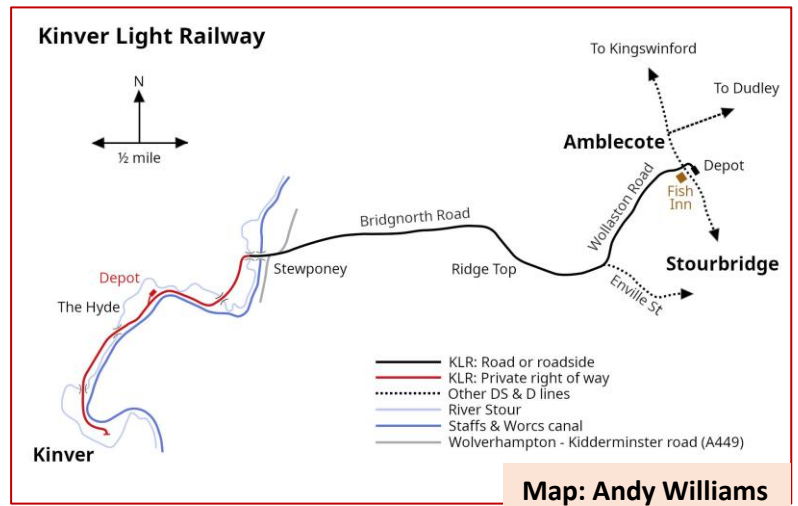
In 1902, a new colour light signalling system was installed as the original automatic staff equipment was not working as intended. Trams were frequently passing through the loops when they should have waited for another to pass, thus wasting time by having to reverse back into the loops.

The original three tramcars were built by the Electric Railway and Tramway Carriage Works in Preston as double-deck bogie cars, but their use was prohibited by the Board of Trade inspector. The top deck of one was hastily removed to allow it to open the line but all three were quickly exchanged for single-deck trams from the DS&D system who had worked the line from its opening.

Kinver by single-deck tram was a popular day out for Black Country folk and it looks like they were being serenaded in this shot taken on a weekend or Public Holiday perhaps, as the terminus is full of trams waiting to return. On Whit Monday 1905, the line carried 16,699 passengers to Kinver!

By the terminus, two pubs, The Lock and the Vine inn stood either side of the adjacent Staffordshire and Worcestershire Canal to quench the visitors thirst and delay their return!

Photo: David Bills



In 1916 four new cars were built locally at the Tividale Works to supplement the lines ageing stock with the original three cars being scrapped. However, despite this new stock the line suffered during and after WW1, being overworked, understaffed and poorly maintained as were so many others due to lack of men and materials.

The three-road terminus at Mill Lane, Kinver. The station premises included a waiting room, ticket office and toilets. Car No 6 of 1916 shows the partially open centre section which could be closed in winter, leaving a sliding door as the only access for passengers and crew alike. Note the double roof-mounted trolleys and the assorted milk churns.

Photos: Staffordshire Past Track



Photos: Staffordshire Past Track



Car **No 46**, one of the original three, featured in this early postcard. This popular view of the juxtaposition of canal and tramway was taken near The Hyde.

Nearby was Hyde House, a 17th-century building first owned by the Foley family of Hyde Iron Works. In 1906 the Revd. E Hexall, supported by voluntary contributions, renamed the house 'Bethany' and used it as a home where crippled children, some abandoned as babies by their parents, were educated and taught a trade within their physical capabilities. It closed in about 1918 and a few years later the building was demolished.

When Mr Hexall died, it is said the whole of Kinver came to a standstill as the funeral cortège left the village. The funeral service was held at the Providence Chapel, Oldbury. The funeral cortège was formed by two tramcars with **No 12** leading, between which was a wagon that had been converted into a bier.

It was a very different world after WW1 and the tramway suffered increasingly from the rise of the motor omnibus and private motoring. The very efficient Tramways Parcel Express service was transferred to the Midland Red buses who continued to undercut the tramway's fares. Closures of the surrounding tram systems and the General Strike of 1926 hastened the end for the line which finally closed in February 1930. Almost nothing remains of the tramlines except an outline of where the line was from a bird's-eye view, and a few pieces of discarded rail in the more wooded areas of the line.

Car **No 49**, used on the summer services only.



Dave Slack recalls his second trip in 2007 with his friend Malcolm, which took place in July with a special photographic target in mind - to capture shots of the re-creation of a typical S&DJR summer Saturday sight of a "7F" piloting a "Bulleid" 4-6-2 on a passenger train.

The Somerset & Dorset Railway between Bath (Green Park) and Bournemouth (West) was pretty quiet on weekdays, but on summer Saturdays it became a hive of activity with all sorts of motive power combinations called upon to haul the many holiday trains over the Mendip Hills. "Bulleid" 4-6-2s were often piloted by "2P" 4-4-0s, "4F" 0-6-0s or "7F" 2-8-0s.



On Saturday July 18th, 2007, preserved "Battle of Britain" no. 34067 "Tangmere" was booked on a railtour from London to Minehead, with a "Fowler" 2-8-0 "7F" no. 53808 scheduled to pilot it from Bishops Lydeard to Minehead, due to arrive at Minehead around 2pm. We set off as usual from Kingswinford to the M5, which we left at Bridgwater, and after our mandatory bacon sandwich stop, we proceeded firstly to Williton, where our first loco sighted was Bulleid Pacific No **34046 "Braunton"**, in its own special shed. Its restoration from Barry condition was clearly well underway, **Left**.

With our line passes, we walked along the line just beyond the station and photographed "class "33" no. **33048** as it passed us working light engine towards Minehead, **Right**.



For our main shot of the day, we decided to make our way in good time, to Doniford Bank just outside Williton where we settled down in a large field of stubble alongside the line with a clear view of the bank right down to Williton.



The first working we saw climbing the bank was a 7-coach train hauled by 2-6-0 no. **9351**, **Left**, rebuilt by the West Somerset Railway in 2006 at Minehead from "Prairie" no. 5193.



It turned out to be a long afternoon, as we spent over three hours in the field waiting for the 11-coach railtour to appear, (no [Realtime Trains](#) back then!) running two hours late. It was a sight worth waiting for even though there was little exhaust in the summer heat, the train was made up of 11 green liveried Southern Region coaches with 7F No **53808 (88)** piloting **34067 "Tangmere"** As the train had been so delayed, the passengers only had one hour in Minehead before reboarding for the 4 pm departure back to London.



Malcolm and I made our way to Blue Anchor to take our last shot of the railtour, which to our surprise was now hauled by class 50 No **50049 "Defiance"**, seen **Right**, near Blue Anchor, the steam locos having been left behind at Minehead for servicing. We returned home, pleased that our main objective had been achieved.



Left, nearly twenty years later and **Defiance** appeared nearer to home, seen here pausing at Codsall station whilst working the 'The West Midlands Deviator' tour for UK Railtours on Saturday 23rd May 2026.

The Midland Deviator railtour had an extensive itinerary from Derby, taking in Bedford, Burton, Lichfield, Aston, Coventry, Stratford, Birmingham, Wolverhampton and a reversal at Codsall.

Photo: Neil Samson

A nice image of Hymek No **D 7030** arriving at Strata Florida with an Aberystwyth – Carmarthen service. The station was named after a Cistercian abbey destroyed during the dissolution of the monasteries by King Henry VIII in 1539.

Hardly convenient to the site, Ystrad Meurig was the nearest village, while Ystrad Ffleur (Strata Florida) was several miles beyond the adjacent village of Pontrhydfendigaid.

This was something of a 'fill-in' turn for the loco which started on a Paddington service from Pembroke Dock and detached when that train reversed at Carmarthen.

Photo: Robert Williams Collection



Hymek No **D 7025** arrives at Strata Florida again with just two coaches for Carmarthen on 27th June 1964 while a grubby Manor class 4-6-0 No **7804, Baydon Manor** of 87F, Llanelli, waits for the road to Aberystwyth.

The diesel duty often included dropping-off four empty milk tankers at Lampeter to be worked to Felin Fach on the Aberaeron branch and perhaps four more at Pont Llanio on the way up to Aberystwyth.

Photo: Kidderminster Railway Museum

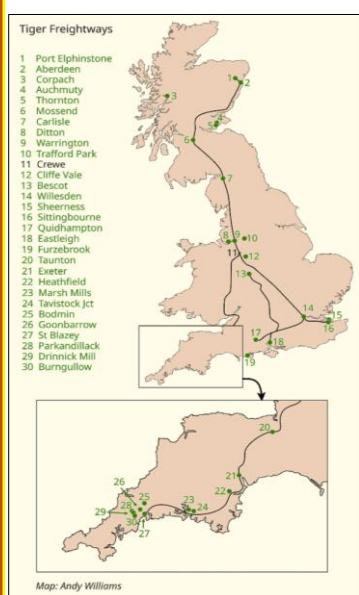
THE "TIGER" TRAINS - PART TWO

David J. Hayes concludes by now examining the other train services forming the short-lived Tiger Freightways initiative. (Images As Credited)



This article thus far has mainly focused on the thrice-weekly (6S67 MWFO) Anglo-Scottish Tiger Freightways service from the West Country to Central Scotland and its return counterpart (6V92 TThSO), but it should also be mentioned that Tiger Rail operated trains to and from the South and South East of England, too, as detailed in the accompanying table, which also appeared with Part One. These services provided further traffic connections at yards such as Bescot, Eastleigh, Mossend and Willesden for Railfreight Distribution (RfD) customers and Tiger Rail clients located in Aberdeenshire, Hampshire, North Kent and North Staffordshire.

One of these services was a twice-weekly overnight "Tiger" trunk train from Willesden to Aberdeen and Port Elphinstone (6S72 MThO), which mainly comprised bogie ICA tanks of calcium carbonate slurry from Quidhampton to Port Elphinstone for the paper industry. A call at Mossend by this train enabled an exchange of traffic from the thrice-weekly "Tiger" train from Cornwall and Devon (6S67) to take place, such as the attachment of clay slurry from Burngullow for Port Elphinstone.



The southbound balancing working to Willesden (6M64 TFO) dealt with the empties but could also include loaded TCA and TUA chalk slurry tankers from Aberdeen's Waterloo Goods to Sittingbourne for the paper industry as well, in particular the nearby Bowater paper mill at Ridham. Bogie JCA wagons were also to be found engaged on calcium carbonate slurry traffic between Aberdeen and Sittingbourne, these wagons having previously found employment on bulk movements of cement from Blue Circle's Hope and Northfleet cement works.

Right, Friday 2nd August 1991: Traffic for North Kent was conveyed from London by 6076, the 08:55 MWFO Willesden to Sittingbourne and Sheerness "Tiger" train. Its wagon consist could be quite varied and include chalk slurry from Aberdeen, clay slurry from Quidhampton, starch from Trafford Park and BOC gases from Ditton. Class 47 No. **47 326** shunts slurry tanks at Sittingbourne, one of which is a Croxton & Garry TUA with chalk slurry imported through Aberdeen. **Paul D. Shannon.**



Left, Saturday 7th September 1991: The twice-weekly Tiger Freightways train from Scotland to London, 6M64, the 20:50 TFO Port Elphinstone to Willesden, passes Warrington Dallam behind Class 90 No. **90 141**. The consist is mainly that of empty ICA slurry tankers returning to Quidhampton. The first two wagons, however, are a TCA and a TUA conveying imported chalk slurry from Aberdeen destined for Sittingbourne. Following Tiger Rail's demise, this train was operated by RfD and amended to call at Bescot. **Paul D. Shannon.**

The chalk slurry traffic from Aberdeen to Sittingbourne was imported from Norway and was forwarded from London to North Kent on a thrice-weekly "Tiger" service from Willesden to Sheerness (6O76 MWFO). This train could also include loaded TBA and TCA calcium carbonate tankers *en route* from Quidhampton to Sittingbourne, these having reached London on a thrice-weekly "Tiger" feeder from Quidhampton to Willesden (6M73 TThSO), which also conveyed the bulk of the Scottish-bound traffic for inclusion on the Willesden to Aberdeen/Port Elphinstone train (6S72).

Good use was made of the “Tiger” connection from Willesden to Sittingbourne and Sheerness for the conveyance of British Oxygen Company (BOC) gases from Ditton in the form of liquid oxygen for Sheerness Steelworks. Such traffic may have been detached at Willesden from RfD’s electric-hauled Ditton to Ipswich BOC block train. Another method involved consignments being conveyed by RfD as part of a series of special workings. These specials were often short formations consisting of just four or five bogie BOC tanker wagons operating between Ditton and Oxford and were purposely routed via London to facilitate the detachment of a tanker or two at Willesden for onward movement to Sheerness.

The London to North Kent “Tiger” feeder also conveyed starch in PCA wagons to Sittingbourne, again for the paper industry. This originated from the Cerestar company, Manchester (located on the Trafford Park industrial estate), and reached Willesden by using one of RfD’s post-Speedlink European Contract Services trains from Crewe. Despite their intended use for dealing primarily with Dover train-ferry traffic, these “Euro” trains were often utilized for conveying marginal domestic flows within the UK as well where possible, thus ensuring their retention on rail. Likewise, RfD UK Contract Services (UKCS) trains also dealt with marginal flows that may otherwise have been lost.

One other train to mention operating as part of the Tiger Freightways model was a service from Eastleigh to Bescot, which initially ran twice-weekly as a special (6Z76 WFO). The traffic was PBA “Tigers Clay” wagons laden with ball clay from Furzebrook, in Dorset, bound for the Potteries. The traffic connected at Bescot with RfD’s regular St. Blazey to Cliffe Vale UKCS train. Any such traffic for the Scottish market could have feasibly gone forward from Bescot by using the RfD European train from Bescot to Longport and Crewe, where it could then connect into another RfD “Euro” service from Crewe to Mossend.

Right, Mid-September 1991: Adorned with Thornaby Depot Kingfisher motif, red stripe Class 47 No. **47 301** stands beneath a threatening sky at Hereford station whilst awaiting the road northwards with 6S67 to Mossend. This service was initially booked to depart from St. Blazey at 04:52 MWFO but subsequently amended in September 1991 to start at Exeter with a departure time of 08:40 MWFO.

Phil Baldwin (Courtesy of Andy Baldwin).



Left, Friday 20th September 1991: Class 47 No. **47 206** has charge of 6S67, the 08:40 MWFO Exeter to Mossend “Tiger Train” (also featured in Part One), which is seen at Charlton, on the approach to Cogload Junction. The front portion of the train is formed of three IZA “twins”, which were used for conveying Taunton Cider to Glasgow. The cider traffic survived the demise of Tiger Rail but eventually succumbed in December 1992.

Mick Page (Used with kind permission).



During the Speedlink era, ball clay from Furzebrook to the Potteries would have reached Bescot on a trunk Speedlink service from Eastleigh to Teesside. This train would have also conveyed other miscellaneous traffic, such as bitumen from Fawley for Bromford Bridge, Government stores from Marchwood and traction gas oil from Fawley for fuelling points in the West Midlands (Bescot, Saltley, Soho and Tyseley). Other traffic may have consisted of empty Norsk Hydro fertilizer vans and steel empties from Holton Heath to Immingham and Teesside respectively, and empty methanol tanks from Eastleigh returning to Haverton Hill. Speedlink traffic added at Bescot would have included further empties, such as carbon dioxide and methanol tanks from Coleshill and Langley Green (British Industrial Plastics) respectively to Haverton Hill, and cement empties from Blue Circle at Handsworth returning to Eastgate.

Tiger Rescue Plan

Despite getting off to an encouraging start, the Tiger Freightways venture wasn't to last. Tiger Rail went into receivership in February 1992, and its rail operations and assets faced an uncertain future. Its services continued to operate as normal for a while, thanks to the intervention of British Rail (BR) /RfD, but this couldn't last indefinitely. Certain "Tiger" flows were gradually lost or had to be abandoned, whilst others were amended accordingly to safeguard their survival. One of the early casualties was that of clay between Goonbarrow and the Tullis Russell paper mill at Auchmuty, which had ended by April 1992.

For some Anglo-Scottish traffic originating in the West Country, such as that of clay slurry from Burngullow to Aberdeen, Corpach and Mossend, arrangements were made for it to use a combination of RfD UKCS and RfD European Contract Services routed via Bescot. Such arrangements entailed the use of the bulk clay train from St. Blazey to Cliffe Vale and RfD "Euro" trains operating on the Bescot-Longport-Stafford-Crewe and Crewe-Mossend axis.

The core flow of clay slurry between Quidhampton and Scotland was also retained, as was the chalk slurry from Aberdeen to Sittingbourne, which was conveyed by the return working to Willesden (6M64). The Willesden-bound train now made an additional call at Bescot to attach clay slurry from Burngullow for Sittingbourne, conveyed as far as Bescot by the St. Blazey to Cliffe Vale UKCS train, and to detach any Scottish empties for return to the West Country, which could hitch a ride back to Cornwall by using the UKCS clay empties from the Potteries.

Cider from Taunton was another flow salvaged from the collapse of Tiger Rail. This was formed into a weekly block train to Scotland for a while and combined with that of the Fitzgerald Lighting business from Bodmin to make it an even more viable operation. Another positive development involved that of the movement of wheelsets (belonging to CDA china clay hoppers) to and from the wheel lathe at Carlisle Currock wagon shops for re-profiling, which used three OCA type wagons. These were dedicated to the said movement each being stenciled accordingly *To Work Between Carlisle Currock And St. Blazey*.



Left, Saturday 9th November 1991: "Tiger" diversion: Class 47 No. **47 280 Pedigree** has charge of 6V92, the 05:23 TThSO Mossend to Exeter, which is seen amidst the beautiful autumnal colours around Lostock Junction. **Mick Page (Used with kind permission).**

Right, Saturday 15th February 1992: Hereford station is the setting again, this time showing the 6V92 Mossend to Exeter Tiger Freightways train awaiting a crew change beneath yet another threatening sky. Hauled by Class 47 No. **47 312**, this could well be the last or one of the last "Tiger" trains to have ran under the aegis of Tiger Rail prior to the company going into receivership in February 1992.

Phil Baldwin (Courtesy of Andy Baldwin).



Unfortunately, despite the valiant efforts of BR/RfD, the rescue measures detailed above could not be sustained and further traffic losses were unavoidable, including that of the combined movement of Taunton Cider and Fitzgerald Lighting products, both of which succumbed in December 1992. It wasn't all doom and gloom, though. Several flows were successfully retained, and a significant wagonload revival was looming on the horizon, which would result in several former Speedlink, and "Tiger" traffics making a welcome return to the "iron road" under the marketing name of Enterprise. But that, as they say, is another story...

Right, Wednesday 27th May 1992: Class 86 No. **86 607** Institution Of Electrical Engineers approaches Bescot, at 2:22pm, with 6M64, the 21:25 TO Aberdeen to Willesden. This former "Tiger" train was by now operated by RfD and booked to call and recess at Bescot on a Wednesday from 14:15 to 18:41. Note the Croxton & Garry JCA calcium carbonate slurry tank wagon next to the loco. Any traffic detached at Bescot for forwarding to the West Country would use the RfD UKCS train from the Potteries, as mentioned in the article. **David J. Hayes.**



Acknowledgements: My sincere thanks go to Andy and Phil Baldwin, Andy Williams and Paul D. Shannon for their valuable contributions to this two-part feature. I would also like to thank the custodian of the image archive of the late Mick Page and acknowledge the published works of David Ratcliffe and Paul D. Shannon.

Apologies for the credit missed from the final photo in Part One last month. It should have read **Phil Baldwin** (courtesy of Andy Baldwin) Ed.

Tiger Train Plan Summer 1991

Train	Service Details	Mon	Tue	Wed	Thu	Fri	Sat	Total
6Z62	22:45 MWO Bescot to Eastleigh	Yes	-	Yes	-	-	-	2
6Z76	??:?? WFO Eastleigh to Bescot	-	-	Yes	-	Yes	-	2
6O48	05:23 TThSO Willesden to Quidhampton	-	Yes	-	Yes	-	Yes	3
6M73	08:32 TThSO Quidhampton to Willesden	-	Yes	-	Yes	-	Yes	3
6S67	04:52 MWFO St. Blazey to Mossend	Yes	-	Yes	-	Yes	-	3
6V92	05:23 TThSO Mossend to St. Blazey	-	Yes	-	Yes	-	Yes	3
6S72	21:00 MThO Willesden to Port Elphinstone	Yes	-	-	Yes	-	-	2
6M64	20:50 TFO Port Elphinstone to Willesden	-	Yes	-	-	Yes	-	2
6O76	08:55 MWFO Willesden to Sheerness	Yes	-	Yes	-	Yes	-	3
6M87	13:50 MWFO Sheerness to Willesden	Yes	-	Yes	-	Yes	-	3
		Mon	Tue	Wed	Thu	Fri	Sat	Total
		5	4	5	4	5	3	26

Quiz Answer (June)



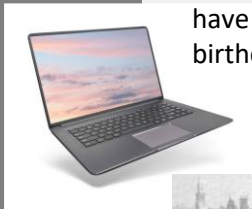
The answer to June's quiz was Gobowen, as the bay platform side of the running-in board makes clear. I'm not sure how common this was as I don't recall seeing another one?

The branch to Oswestry closed in 1966 but the bay and its running in board were still there in 1988 when this picture was taken although the **GOBOWEN ALL CHANGE** had been painted out. The former goods yard was used as a coal concentration depot, one of the last ones, where Coal was discharged from the wagons through a pit under the tracks then conveyed up to the top of staithes, to drop down into lorries. **Photo: Tom Burnham**





Tony Beresford sent this picture of a Class 156 No 156421 at the sorry remains of Heysham Harbour station, just to prove trains do arrive there occasionally! Naturally, he could not resist a shot of Eric Morecombe's statue on Morecombe seafront on what would have been his 100th birthday.



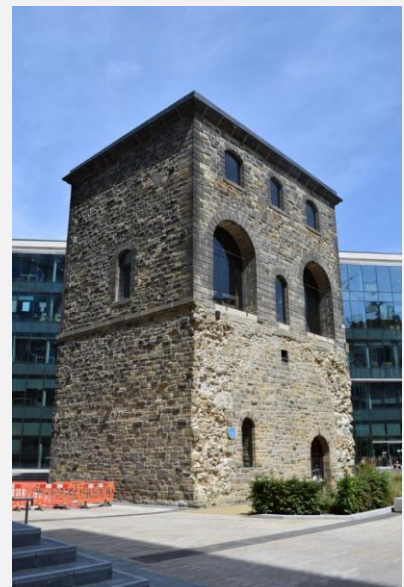
Your chance to comment on previous items, add a photo or story, correct our mistakes and generally add to our knowledge... we would love to hear from you!



An unknown B1 Class pulls out of Leeds Central with empty stock in the early 1960s. This view shows the extensive goods yards to the left on two levels and the steam powered wagon hoist which still stands today in Tower Square as the centrepiece of Leeds Wellington Place development.

Built in 1850, the Leeds Central Wagon Hoist has been turned into a free-entry mini-museum which tells the story of the defunct railway line and the vanished passenger station that closed in 1967.

Photo: Unknown, shared by Graham Jones



EMAIL:
lenandpam@hotmail.com

Neil Samson sent a photo and some information on Class 47 No **47830** (D 1645) outside of Arlington's Eastleigh works resplendent in its new livery. The loco is in the LSL stable and replaces 47501 which caught fire at Tamworth a couple of years ago.

Until last year it was owned by Freightliner, and carried the name 'Beeching's Legacy' in recognition of Beeching's setup of standardised, containerised freight.



Al Wallace was on Vintage Trains Whistling Ghost Excursion to Minehead on Saturday 31st May and kindly sent a picture. The train was double-headed over the West Somerset Railway by two manors, No's **7812 Erlestoke Manor** and **7828 Odney Manor**, seen below at Minehead.

Earlier, **Jack Boskett** took a photo of GWR Castle Class No. **5043 Earl of Mount Edgcumbe, Right**, approaching Berkeley Road Junction, Gloucestershire as it made its way south from Birmingham Snow Hill to Bishops Lydeard with the Whistling Ghost headboard. A grand day out!



East Midlands correspondent **Tony Berresford** explains more about his picture of Class 66 'shed' No **66769, Paul Taylor** which shows a great way of getting an important message out to a wide audience. Paul Taylor, after whom the loco is named, was an employee of GBRf and since 2020 had been the driving force behind the Prostate Cancer UK Charity until sadly he died in 2022. If only a handful of men are prompted to think about this aspect of their health, the bodyside logo has done its job. An excellent idea. On this occasion 66769 was operating a GBRf intermodal service from Felixstowe North to Hams Hall when I photographed it at Nuneaton.



Left, another view of the redundant Oswestry bay platform at Gobowen with Class 47 No **47270** collecting the coal empties.

This coal concentration depot, one of the last to survive, was equipped with a discharge pit and conveyor equipment, just visible to the left of the rear wagon. J.A. Smallshaw's delivery network served a wide area of Shropshire and north east Wales. The business now trades as Ridge Fuels from Shrewsbury and still supplies coal to railways. **Photo: Don Gatehouse**



Underneath the arches at Teignmouth
Western Class No 1015 Western
Champion heads the Vintage Trains
'Golden Hind' Birmingham-Paddington-
Plymouth & return. 23.05.2026
Photo: Charles Paintin