

Circle Line

109

October

2012



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SPECIAL TRAINS NEAR US: October 2012 – March 2013

October 10:	THE GREAT EASTERN 150. Liverpool St. – Colchester – Norwich – Cambridge – Liverpool St. 70000 <i>Britannia</i> ..
November 24:	THE TYNESIDER. Newcastle – Kings Cross, 60007 <i>Sir Nigel Gresley</i> .
December 1:	THE CHRISTMAS WHITE ROSE. CAMBRIDGE – YORK – CAMBRIDGE. 60007 <i>Sir Nigel Gresley</i> . YORKSHIRE CHRISTMAS SPECIAL. North Walsham – Norwich – Cambridge – York and return. 2 x 47 diesels.
December 8:	EDINBURGH CHRISTMAS SPECIAL. St. Neots – Edinburgh – St. Neots 2 x 47 diesels. THE LINDUM FAYRE. Kings Cross – Spalding – Lincoln – Newark – Kings Cross. 60007 <i>Sir Nigel Gresley</i> .
December 10:	THE CATHEDRALS EXPRESS. Peterborough – Winchester & return. 60163 <i>Tornado</i> .
December 12:	THE CATHEDRALS EXPRESS. Broxbourne – York & return. 60163 <i>Tornado</i> .
December 13:	THE YORK YULETIDE EXPRESS. Norwich – Peterborough – York – Ely. 60007 <i>Sir Nigel Gresley</i> . Ely-Norwich- diesel.
December 22:	THE YORK YULETIDE EXPRESS London Victoria – Kettering – York 60007 <i>Sir Nigel Gresley</i> .
March 14 2013:	THE CATHEDRALS EXPRESS Kings Cross – York & return. 60163 <i>Tornado</i> .

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CLUB MEETINGS

Normally the first Friday of the month, September-May, at the Arbury Community Centre, Campkin Road, Cambridge, CB4 2LD.

CONTRIBUTIONS TO CIRCLE LINE

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

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

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



CIRCLE LINE IS THE NEWSLETTER OF THE CAMBRIDGE RAILWAY CIRCLE

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

Meetings planned for 2012 - 2013

Friday, November 2 2012:	Severn Valley Railway Before Preservation by David Postle .
Friday, December 7 2012:	Crown Point Depot and Other Things by Chris Nesbitt .
Friday, January 4 2013:	Steam in South Africa and France by Nick Lera .
Friday, February 1 2013:	National Operational Services by Director of Network Rail Dyan Crowther .
Friday, March 1 2013:	The TGV: Past, Present and Future by Mike Bunn .

From the Editor

One continually reads about rising costs and ongoing national 'economic difficulties', which have to be coped with by today's businesses and I'm afraid that the 'spin-off' effects become felt by ourselves.

The Cambridge Railway Circle (CRC) has seen the fee for renting the hall go up by over 30% during the past 12 months. The costs associated with bringing good quality speakers over to Arbury, including hotel and travel expenses, have also risen. Then too, have the costs of producing 'Circle Line' as paper costs continue to rise. Also we have to face the fact that CRC membership is slowly falling. The CRC committee has had to face facts.

The result is, that to maintain present standards the membership subscription will have to rise.

The CRC is not alone: railway societies nationally have had to raise membership subscriptions for the same reasons. I suppose that until the 'economic difficulties' are resolved, prices will continue to rise. Even so, the CRC committee is committed to providing an ongoing high standard for CRC members, as I hope that the forthcoming programme of speakers will show.

Another 'fact of life' is how feasible now are the really long trips by road? The CRC outing to Swanage lay virtually on the limit. With ongoing traffic delays at weekends, it has been decided that in future coach trips will have to be restricted to a maximum of 3-3.1/2 hours journey each way (7 hours maximum) to allow for traffic jams and other problems. But, there are a lot of events and venues that can be chosen from within that 3 – 3.1/2h travel radius.

Well, enough of that for now; I was very interested in Alan Denny's coverage of the Great Chesterford and Newmarket Railway during the September 7 meeting. When I worked at The Welding Institute (TWI) 1971-72, I occasionally used to get off the Haverhill bus at the Babraham Corner stop and walk a farm track across to the old A11 and on across the fields to Abington Hall. From Babraham, the farm track crossed the track bed of the Gt. C. & N. R. where the dualled A11 runs today. I took a walk along the track bed in the hope of finding some relic (some hope after 120 years!). I did notice from a down train just north of Great Chesterford in 1970 you could see some signs of where the Gt. C. & C. R. track bed curved off to the right in an area now covered by the A11 slip roads off the M11. That's it for now! *Mike Page*

In Alan Denney's talk on September 7, 2012, there was mention of the signal box on Newmarket station, which got twisted on its foundation a bit when struck by a whirlwind sometime in the 1970s. The box is seen here on September 2, 1971. I am on an afternoon departure from Cambridge to Ipswich and we waited at Newmarket to cross with an Ipswich – Cambridge working using a Cravens two-car unit. I believe my train was also a Cravens unit. The goods yard (on the left beyond the train) was still in use with 'Polybulk' grain wagons though the horse shunter had retired by then.

Mike Page



Commemorating Stratford Motive Power Depot 30A

On July 10 2012, a large gathering of ex-Stratford Locomotive Depot railwaymen gathered to witness Richard Hardy unveil a plaque, which commemorated the history of the depot and works from 1839 to 2006.

At its peak during the early 1940s, Stratford (30A) was Britain's largest locomotive depot with an allocation (including sub-sheds) of over 390 locomotives. The plaque, commemorating the installation and the fact that the associated railway works held the world record for the fastest build of a steam locomotive (a J15 0-6-0 in under 10h) in 1891, is mounted in the Stratford International railway station on the 'HS1' route from St. Pancras to the Channel Tunnel.

Retired Stratford drivers, meeting at a local Stratford pub first put forward the idea of commemorating Stratford shed and works. All signs of the massive installation have disappeared under the Olympic Games stadiums and associated buildings.

Lew Adams, a former general secretary of the footplatemens' union ASLEF, and himself an ex-Stratford engine driver, agreed to pursue the suggestion. He secured funding from Network rail and an agreement from HS1 that a plaque could be sited at Stratford International station.

Richard Hardy, now 88 years of age and who retired from the railways in 1982 after a 41-year career, performed the unveiling of the plaque on July 10. Richard Hardy, or as more widely known as Dick Hardy by friends and the railway press, served as Assistant District Motive Power Superintendent at Stratford from 1955 until 1959. Before that, Richard had served as an apprentice under Chief mechanical Engineer of the London & North Eastern Railway (LNER) Sir Nigel Gresley and later, Edward Thompson. He then served at a number of LNER and British Railways locomotive depots up to 1955. British Railways finally promoted Richard to District Motive Power Superintendent based at Liverpool Street station



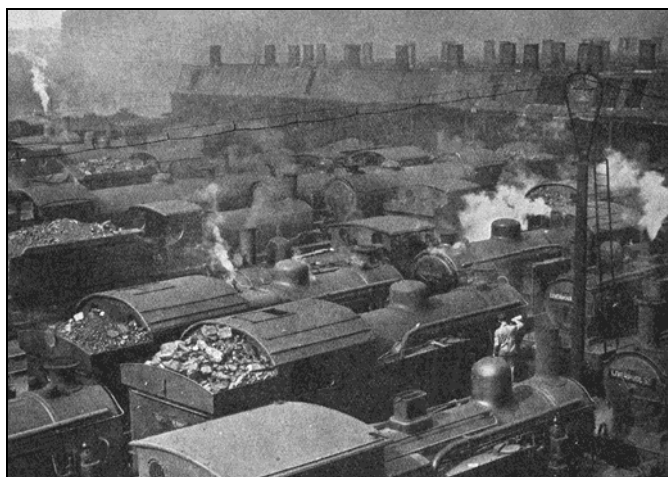
Former ASLEF general secretary and ex-Stratford driver Lew Adams (left) with Richard Hardy at Stratford International Station on July 10 2012, after the unveiling by Richard of a plaque commemorating the long history of Stratford Motive Power Depot.
Dave Brennand

Interviewed by the magazine *Heritage Railway* after the unveiling, Richard said: "I enjoyed it very much, a most enjoyable affair, and I was surprised how many people were there, some of whom I hadn't seen for 55 years. It was great" (Cambridge Circle Line members will certainly know Richard for his extraordinary memory, such as reciting the names of the *French* drivers as well as members of the UK group he was with and met during a visit to the SNCF in 1955! – *Ed.*).

Richard continued: "Of course, Stratford to us was a motive power depot, but there were many sides to the railway there, such as the main works, the civil engineers, the carriage and wagon works, and even the big power house. We were part of the whole."

Lew told *Heritage Railway*: "The turnout was great, estimated at about 200, the vast majority being Stratford old boys. It was a great day and many memories were exchanged." He had earlier told the assembled throng that the men and women who worked at Stratford were spread far and wide in the railway industry, proud of their association with the depot.

Extracted from a report by Geoff Courtney in the August 2012 issue of *Heritage Railway* magazine.

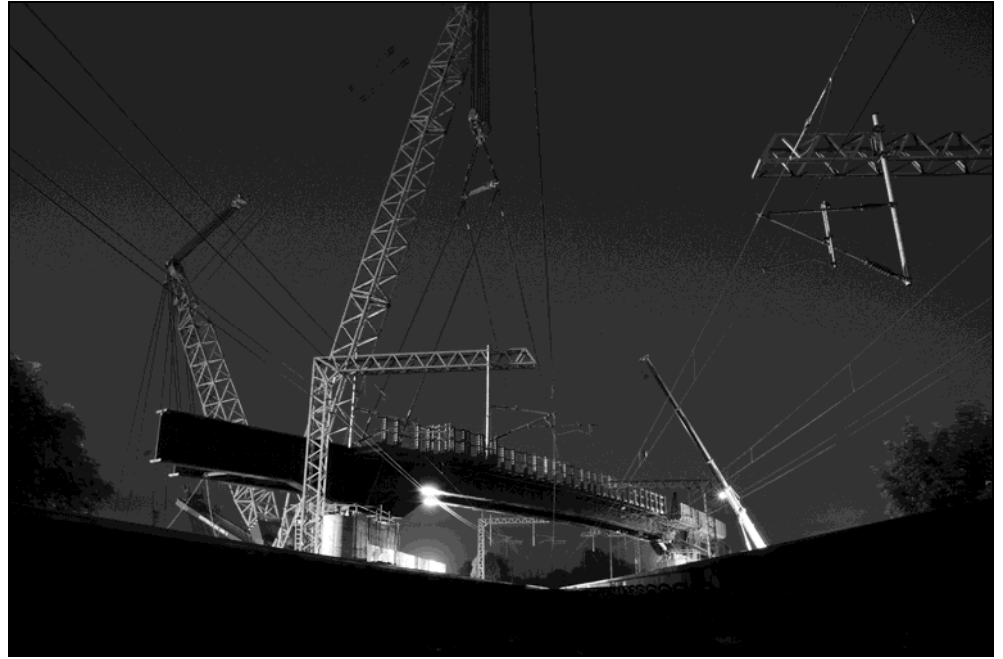


Full up on a Sunday!

This view of only a small part of Stratford Motive Power Depot (MPD) was taken in the late 1930s or 1940s (*The World's Railways and how they Work* – Odhams Press 1948). The Eastern Counties Railway opened the first MPD in 1840 and an erecting shop in 1846. In 1895 the MPD had an allocation of 763 locomotives! In 1948 the allocation to Stratford (STR) and its 14 sub-sheds numbered some 390 locomotives (including 126 N7 0-6-2Ts, 38 B12 4-6-0s and 43 F4/5/6 2-4-2Ts) of which only two were non-steam: Y11 petrol 0-4-0s. The steam shed (30A) closed in September 1962, while diesel maintenance and repairs continued until March 1991.

Main span of Hitchin flyover is lifted into place

The most significant stage in a major project to improve services on one of Britain's major rail routes took place over the weekend of June 31-July 1 2012, as the 300 tonne main span of a new rail overbridge was lifted into place at Hitchin. Shown here is the 'lift' in progress.



As described in Circle 108, the Hitchin flyover will see trains to Cambridge and Ely leave the East Coast Main Line on a new stretch of railway, avoiding the current flat junction just north of the Hitchin's station. They will then cross the existing East Coast Main Line (ECML) on the flyover bridge and rejoin the old Cambridge route almost a mile to the east of Hitchin.

Network Rail succeeded in lifting the 300 tonne main span of this bridge into position early on the Sunday morning of July 1, using a 1200 tonne capacity crane for the purpose. Despite the weight and delicacy of the operation, it took just an hour and a half to drop the span and bolt it into place, reported Network Rail.

Network Rail's route managing director Phil Verster said: "The Hitchin flyover will make a real difference to passengers who travel on the East Coast Main Line, as well as people travelling to Cambridge and beyond. Trains will run more reliably and punctually, and we will have cleared one of the major bottlenecks on the route."

Today, trains travelling from London King's Cross have to cross three other lines to switch between the ECML and the line to Cambridge. This reduces capacity for other services and makes the railway less reliable when delays occur.

The flyover link will avoid these problems completely, cutting delays to train services by nearly 30,000 minutes every year and helping create the capacity to run more services when future timetables are developed.

The total cost of the project, from the very earliest stages on the drawing board to completion, is expected to be £47m. Passengers can expect to travel on the new stretch of line by early 2014.

Network Rail reported that during the past decade, the number of passengers travelling between Peterborough and London has increased by 35% while journeys between London and

Cambridge have increased by 18%. This growth is expected to continue in the long term, as is freight traffic.

The Hitchin Flyover project has been a pilot for greater integration between Network Rail and main contractor Hochtief, with the formation of a project 'alliance' to oversee the work and encourage efficiencies.

Note: If you visit the Network Rail website on www.networkrailmediacentre.co.uk/ go to the media centre and the press release 'HITCHIN FLYOVER FLOWN IN' you will find a downloadable 'time release' video showing the bridge being installed – *Ed*.

Rollover coach aids rescue training



CRC member **Stewart Levett** sent in this picture. He had to go to Hornsey on Monday May 21 to attend a COSHH course in Hornsey Depot. Just near to the gate entrance was this bogie-less coach, which had been purchased by First Group.

The coach was used for train evacuation training. It has been at Hornsey for some years as he had seen it before but never took a photo till now. Stewart said that he could not see any coach number but it is a MK 2F first open carriage. As you can see it is in a frame so it can be rolled over.

Intercity Express Programme (IEP) and Cambridge/Ely/King's Lynn



I had always believed that top civil servants were unusually literate, writes *Chris Burton*, but these days am not so sure: anyone who can come up with High Level Output Statement 5 when they actually mean (Railway) Infrastructure Strategy 2014-19, is not a servant of clarity. Which brings us to IEP.

If you haven't read about this elsewhere, suffice to say it represents £30m spent by government to refine what users, manufacturers, train operators (TOCS), and Network Rail expect of tomorrow's intercity rolling stock. To which I ought to add, The Treasury – but all they desire is little or no expense, as ever. Some chance!

Initially, Bombardier, Siemens and Hitachi were the competing manufacturers, with Hitachi/Agility Trains official victors by formal announcement on 19 July 2012. Their proposal was a train, which offered least track wear per 100 passengers carried against maximum speed (still 125mph – 201kmph), used the very latest, most reliable and energy efficient traction and software (?), seemed good value for money and - very importantly - would create a brand new factory in the seriously underemployed northeast of England. Neither competitor was likely to go that far.



The '(?)' after "and... software" indicates a genuine design innovation: an express train which uses electricity when under the wires, but diesel traction when not. A brilliant, common-sense idea. Yet this 'Bi-Mode' concept has left the professional railway and the technical press in high scepticism. The arguments though are far too detailed and insomnia-curing to delineate here, so let's cut to the practicalities: where is the "Wondertrain" due to be employed?

Initially, they are destined for the soon to be electrified routes from London to Bristol, Cardiff and Oxford. Then they will appear on the East Coast Main Line (ECML), primarily to replace the old 125 diesel trains, which run off-wire from Edinburgh to Inverness and Aberdeen and Doncaster to Hull.

After the above routing it gets positively parochial as King's Cross-Cambridge-Kings Lynn is cited. Mind you, this is only on the twice an hour fastest services as the remainder will largely rest with Thameslink, which will ultimately replace First Capital Connect (FCC). The Department for Transport (DfT) has yet to decide which franchise is to 'own' the Cambridge 'fasts'.

IEP advantages

So what advantages will the IEP offer us? IEP will accelerate a little faster than a Cl.365 EMU, the current staple rolling stock of our King's Cross route. IEP will also offer air-conditioning, which itself will remove much of the racket, which comes from open hopper-windows on the '365s', especially in summer. Oh joy! There'll be more seats too as the minimum formation is five vehicles. We are told that IEP will run at up to 125mph, which is supposed to help pathing especially through the Welwyn two-track section. This would be true of any train running at 110mph or faster. But the "125" tag is a touch disingenuous: running north out of King's Cross the 125 mph limit starts at Milepost 23 1/2 at Woolmer Green. Speed will have to be reduced about five miles later in order to leave the mainline (40mph) at Hitchin to ascend the now-being-built flyover between Hitchin and Letchworth.

Given that up to 115mph is allowed from New Southgate to Woolmer Green the journey-time advantage might be up to 4-5 minutes, roughly two of which will be lost using the 50mph restricted flyover. Track and overhead power restrictions

Top: Is the IEP the right choice of train for future King's Cross – Cambridge/Ely/King's Lynn services? Apart from possibly cutting journey times by a few minutes, there is the question whether they will be suitable for station platforms north of Cambridge.
Photo is copywrite of Agility Trains/Hitachi.

Above: Reproduced is the cover picture showing the 365 EMUs on our King's Cross services at Shepreth Jnc. *Chris Burton.*



Would using the 379 EMUs be a more sensible rolling stock decision for the King's Cross services? 379.005 coasts through the ever-shrinking fields north of Shepreth Junction on the way to Cambridge with a service from London (Liverpool Street).

David Robinson

thereafter to Cambridge, Ely and King's Lynn suggest very little if any improvement on today's journey times.

When London-bound the story is much the same except that south of Hitchin 125mph probably won't be achieved until near Milepost 29 (old Stevenage station), and again will cease about 5 miles further on at Woolmer Green. Thereafter speed is restricted to 105mph all the way to Hornsey. So no significant time reduction is possible in this direction either. At the moment there is no known plan to raise speed restrictions between King's Cross and Hitchin, let alone onward to Cambridge and King's Lynn.

As for the vehicles, these will be the longest in country at 26metres each which means fewer wheel sets per hundred passengers. However, while the franchisee may determine the seating configuration within the coach, there will be doors only at the ends of each coach. This will make them unsuitable for many stations north of Cambridge - hardly a recommendation!

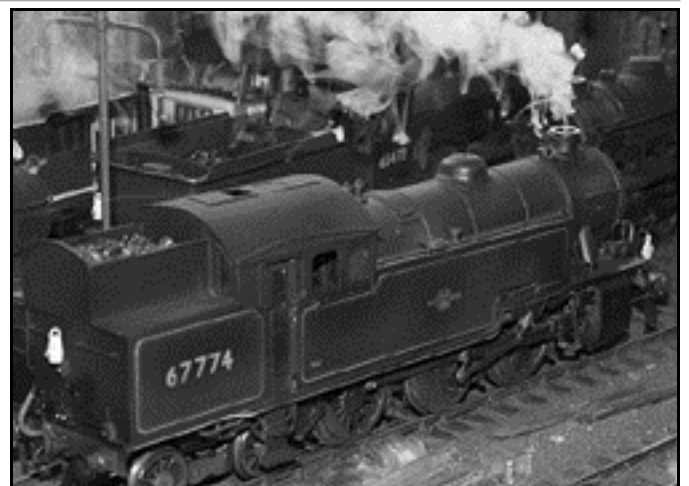
The IEP package is priced at £4billion over 27.5 years which includes the train, a very demanding maintenance contract, plus facilities. This all has to be paid for. These days the ticket buyer picks up an increasing chunk of this cost. Therefore, will we King's Cross line passengers actually gain anything significant from the use of IEP train, which could not be obtained by a new air-conditioned electric multiple unit capable of running up to 110mph (e.g. Class 350/379 -see photos), and at lower ticket prices (hopefully)? Today an FCC ticket gives access to each of the four trains per hour to King's Cross. But will this continue if the Cambridge 'fasts' devolve to another franchisee?

So beware when you see the IEP lauded in the local media! What might be marvellous for a Leeds or Edinburgh traveller, might prove to be an excessive expense for minimal benefit where we Fensline travellers are concerned. Indeed, history might well view today's service as the most convenient and best value for money ever.

As things were....

It could almost have been a corner of Cambridge Motive Power Depot back in 1958: a 'Top Shed' (34A) L1 2-6-4T 67774 is just arriving on shed having brought in a 'stopper' from King's Cross. Just behind the L1 is one of Norwich (32A)'s J15 0-6-0s 65472 waiting for its next job to get back to its home shed.

All the (digital) sounds were there on this '0' gauge shed layout photographed by **John Hunting** during the Cambridge Model Railway Club's exhibition in Sawston this year. In a running sequence, diesels, such as a Class 31 (D5500er) and a 47 (D1500er) among others gradually took over the shed scene. Such 'model' sounds are becoming ever more realistic.



About Tremaine's summer of British trains

I have now joined the ranks of most CRC members having retired from paid employment at the end of March, reports *Richard Tremaine*. So I have more time developing slowly to the railway hobby.

My final working week was accrued holiday leave and allowed me a midweek day on the North Norfolk Railway (NNR), along with CRC colleague Peter Heath, as part of a 20+ Cambridge astronomical society members footplating day with the J15 0-6-0 65462 and 'Hall' class 4-6-0 4936 *Kinlet Hall*. Each of us took a turn as 'second' fireman and driver over the full length of the line, with four Mark 1 coaches behind us. It was a beautiful early spring day, as it turned out (especially fortunate as Peter and I were footplating in the rather exposed J15 cab); it was almost the last time we were to see much sun for the next three months!

A full 10 days was spent in late April at Llangollen for their 'Steel, Steam and Stars' third fundraiser for the new (almost) construction of the replica 'Grange' 4-6-0 No. 6880, which is likely to be the next standard gauge newcomer to the preservation industry. Despite the rainy season having by now arrived we actually had better weather there than did much of Southern England. The advance bookings and presence of 'A1' Pacific 60163 *Tornado* in particular saw a relatively well attended gala, probably the biggest in the UK in 2012 (pretty good for this modest railway of major achievements).

Other imports to add to Llangollen's home fleet were 70000 *Britannia*, the ex-LNWR Webb 'coal tank' 0-6-2T No. 58926 and ex-LNWR G1 0-8-0 'duck eight' 49395 running as 49121, GNR 'N2' 0-6-2T No. 4744 and the splendidly turned out Caledonian Railway 0-6-0 No. 828 looking perfectly 'at home' in the Welsh uplands so reminiscent of similar Scottish uplands.

Two further imports, of somewhat smaller gauge, were the Talyllyn Railway's *Dolgoch* (2ft. 3in.) and the Ffestiniog Railway's *Palmerston* (1ft. 11in.) installed at Carrog on a novel dual gauge track featuring a common centre rail (believed never to have been elsewhere so constructed). A 'Y' point allowed alternate running under 'token exchange'. There were also a Carrog East-Carrog West. Model Engineering, 5in. & 7in. gauge tracks set up by Southport Model Engineering and Cambridge Model Engineering Societies, the latter namely manned by myself, Norman Atkin, and Steve Harris. Norman's 'Warship', being the only 'Western Region' diesel representative at the gala, looked rather good, especially when GWR locos of the Llangollen fleet, Nos 7822 and 5199 were run on the adjacent standard gauge track at Carrog.

CRC members David Pepperell, Brent H, and Peter Heath made a two-day visit, as did four members of the Buntingford history group (of which, I am also a member). The gamble of setting up such a gala is a major one (though twice before being successful): road import of locos, and daily steaming fees (£5000/day for *Tornado* alone, and it steamed on five days), and 150+ tons of coal (ordered from a Welsh mine but last minute unavailability due to other priority customer



That 'Brits' and 'Caleys' once met regularly in Glasgow is repeated with 'Caley' 0-6-0 828 and 70000 *Britannia* on the Llangollen Railway at Carrog on April, 2012 *Richard Tremaine*

rendered a more expensive Russian product necessary), and the weather risk, still produced a profit, of some £25,000. Already 'Steel, Steam and Stars IV' is embryonic, with Southern Region steam being the theme intent.

My next outing was a Diamond Jubilee day out, at the Great Central Railway's Ruddington site on June 2. The superb multi-gauge model engineers track had an excellent 'Duchess' day (next nearest to Royalty; perhaps not enough 'Kings' in model form?) with some 16 steam locos working on 5in. and two locos on 7in. gauges. On the standard gauge side it was nice to see/hear a class 25 diesel running in the main yard, not so often encountered on most diesel days.

Churnet Valley

On July 7, I visited the Churnet Valley Railway: a return visit for CRC, but with the added attraction of the extended line to Cauldon Low, way up on moorland. I wondered if the N7 had difficulty in breathing the rarefied air! The future prospects of the intended extensions to Alton Towers, Leek and Stoke look really great, but where will they get the motive power as the N7 was the only steamer available that day. There is nothing wrong with 'first generation' DMUs these days. Since the on-train dining option was overbooked, I then took the next train back from Froghall to Consall to reach that excellent canal side pub for a great Sunday roast lunch and a pint. Having well eaten, an enjoyable walk along the canal bank to Cheddleton where I joined the conducted works tour.

The highlight of the works tour was the trial steaming of the USA S160 2-8-0, looking and sounding brilliant. Their second S160 (5197) was now 'out-of-ticket' and looked more forelorn. The imported S160s (seven in number?) are distributed around UK preservation sites. Their presence in the UK is authentic as they were used during the latter days of WW2. They no longer seem alien, my having seen them in operation at a number of UK sites over the past 10 years.

On August, 18, my one mainline steam run this season (so far) was with 70013 *Oliver Cromwell*, courtesy of a £20 discounted offer by our Railway Touring Co. friends. The route was Paddington to Bishops Lydeard, 360 miles of round trip superb running, with GWR 2-8-0 3205 taking 11 Mk 1s through to Minehead (70013 + Mk 1 support left at B.Lydeard for servicing). I would have preferred a GWR loco but 'Brits' were common at Paddington during the 50's early 60's. At least 70013 has 'western styled hand hole' smoke deflectors now! Incidentally, Llangollen had asked to re-number 70000 to 70022 (two *Tornados* on the line) for a day but owning group (NRM) refused on the grounds that HRH Prince



Celebrating the last run of an ex-LNWR tank loco 58926 on British Railways the Stephenson Locomotive Society ran a special on January 5 1958 on the Abergavenny-Merthyr line. 'Steel, Steam & Stars III' recreated the SLS Special with the preserved 58926 and G1 49395 running as 49121 (a G2a) as used on the SLS special 54 years ago. *Richard Tremaine.*

Charles had re-dedicated it and they were NOT going to change it! Two weeks later (1/9/12) Jenny and I took the 07.44, four-car EMU from Royston. Amazing crowds were picked up there (100-ish) and the same number at Baldock, Letchworth, Hitchin, Stevenage. The Paralympics, of course.

I had a complimentary pair of tickets from Shepherd Neame to acknowledge my former Spitfire motor car, given to *Practical Classics* car magazine for a restoration project celebrating the 50th. Anniversary of this popular sports model. The car is now on promotional loan with 'Spitfire Beer'; their, and *Practical Classics* logos, adorning its bonnet and elsewhere. The complimentaries were for the hop-pickers weekend festival train, sponsored by Shepherd Neame of and at Faversham.

Steam from London, via Folkestone and Dover was scheduled originally for Southern 'King Arthur' 4-6-0 30777 *Sir Lamiel* but a Network Rail ban on former Southern steam on some routes south of the Thames, due to uncertainties regarding new track ballasting clearances, left us with 70013 (what again, I thought). Would they re-number to 70014 *iron Duke* (73A Stewarts Lane) for the day? Unlikely, and at the last minute Southall day-before-running inspection, 70013 was declared unfit, having now found to have a 10in. long cylinder crack. So West Coast Railway's 47.500 (once named *Great Western*, with a WCR 37 at the rear) were our scruffy WCR maroon 'livery' motive power for the day. Not quite such a disappointment for me as I had, it now appears, previously enjoyed 70013's last outing, probably for some time. Compensation for lack of steam was given all round, with complimentary tea and coffee, and a free bottle of 'Spitfire' beer for all participants. We also took a day at the Paralympics and with a London travelcard included (all zones!) a very good £5 worth to mark our enjoyment of a wonderful summer.

Swanage on July 1 was our third CRC outing with excellent weather and day out (other than traffic delays into Isle of Purbeck). Good to see two operational Bulleids ('spam can' and rebuilt). At the other extreme, two cut-down Bagnalls, former Port-of-Par locos, topped & tailed a two-car DMU set running from Norden to Swanage! My own 'best of the day' was actually to see two unexpected industrial railway encounters. The first, at Norden, was a superb reconstruction of 2ft. gauge ball-clay mining railways in the area. This material, a high class Kaolin derivative, reflects operations still being extracted locally. An underground mining line

section, some 100 yards long, with an equally long elevated ramp to a dropping shed for road transfer, and associated lines and running stock, is still under construction, using all original materials. Worthy of a visit even excluding the Swanage line! Swanage itself was in full swing, with a large annual folk festival + Morris dance troupes and Cloggies too. A beautiful sunny day, with two major weekend festivals and many people, only a week after most schools had gone back, and the largest 'Chippy' in town had a sign: 'Closed for the winter'!

The other unexpected industrial was a quite extensive seafront promenade tramway, about 2ft. 9in. gauge, still embedded though unused, in the walkways. Originally a bid to make better trans-shipment of Portland stone out to the pier, for shipping, but not commercially supported, the Swanage Pier and Tramway act (1859) consented construction. It had also briefly been used for local fishing trade support and coal/timber imports but never successful throughout its short life. Disused before the turn of 20th. Century it would appear. Nevertheless, so nice to see it still empathetically prominent in the walkways of the well maintained promenade walkways.

Richard Paten: 15/8/1932 - 22/7/2012



The late Richard Paten had hoped to celebrate his 80th on 15/8/2012 with a party and run with friends behind his former 73050 *City of Peterborough*, which he gave to Peterborough Council and is on permanent loan at the Nene Valley Railway. His invite, and final message to many friends was: "On Wednesday August 15th, I will celebrate my 80th birthday. I hope that you will join me and my family on a special double celebration train on the NVR hauled by 73050. No.73050 is due to start its overhaul at the end of next year and in anticipation of this I would like to launch the 'City of Peterborough Overhaul Appeal'." Richard and Jenny Tremaine attended Richard's funeral, on 15 August, at a very full Castor church, and afterwards we all travelled on what became the memorial train. Richard effectively initiated the NVR with that locomotive gift and since it is Cambridgeshire's major preservation site, I have suggested to committee that this year's tea money collection goes to that locomotive's fund. *Richard Tremaine.*

Return to Grantham 1959-1962

Leeds Copley Hill's A1 60131 *Osprey* is ready to take over a Kings Cross Leeds express while Nottingham Colwick's K3 61982 is shunting mineral wagons. An L1 waits in the left background with a local train for Nottingham Victoria and Derby Friargate on an overcast day, 28/7/1961



The constant activity at Grantham in the late 1950s, with the engine-changing and the locomotive variety and that getting there from the West Midlands was always interesting sums up its lure, writes *Mike Page*, but dieselisation was already on the way.

When I first went to Grantham in 1958 (Circle Line 84) via Walsall, Burton-on-Trent, Derby Midland/Friargate and Nottingham Victoria there were many engines around from pre-Grouping days. For example: between Walsall and Derby there were Midland Railway 2P and a few Midland/LMS Compound 4-4-0s, Johnson 2F and 3F 0-6-0s and 1F 0-6-0Ts as well as many ex-LNWR G2a and G2 0-8-0s working from Bescot to Norton Junction and Winchnor Junction (where the Walsall and Birmingham lines met south of Burton).

One only met diesel multiple units (DMUs) on the Walsall-Burton and Grantham-Lincoln services, otherwise it was steam everywhere! From Derby Friargate and around Nottingham (Victoria) the ex Great Northern Railway (GNR) J6 0-6-0s and ex Great Central Railway (GCR) A5 4-6-2Ts were in charge of the locals, Ex Great Eastern Railway (GER) J67/9 0-6-0Ts were still sharing shunting work with 08 diesel shunters in the ex LNER yards at Nottingham. Two delightful ex-GNR C12 4-4-2Ts did the station pilot work at Grantham, where you could see all Pacific types, V2s, B1s and K3s in

charge of expresses, parcels and some fitted freight, while 02s, WDs and the occasional 04 handled loose-coupled freight..

There had been little change on the way to Grantham on August 5, 1959 when I travelled again from Walsall via Burton-on-Trent, except this time I took a local train from Derby Midland to Nottingham Midland then walked across to the Victoria station. On the way to Derby there were still plenty of LNWR G2s and G2as about as well as Midland 3Fs and 4Fs. I only saw one Midland 2F this time, Rugby's 58157 among withdrawn engines in one of Derby station's yards at the west end on the north side. The row of condemned engines included 3Fs 43183 (Normanton) and 43222 and 43731 (both Staveley, Barrow Hill).

As the DMU departed around the sharply curved junction past the line of ex-works engines alongside the Derby roundhouses, among them were Sutton Oak's 'Jinty' 47453 contrasting with 'brand new' D5018 destined for Crewe (South). A second line of engines waiting for works included



Remember Ind Coope and its 'Double Diamond' beer? And when did you last handle a piece of coke? Wellingborough's 4F 44465 has a whole trainload of coke heading west as it approaches Burton-on-Trent on a misty day. 18/2/1961



A 'Standard Four' 4-6-0 from Leicester, 75061, departs from Burton-on-Trent with a Leicester-Derby local. This train had traversed the now freight-only line running via Merrylees, Bardon Hill, Ashby de la Zouch and Gresley. 18/2/1961

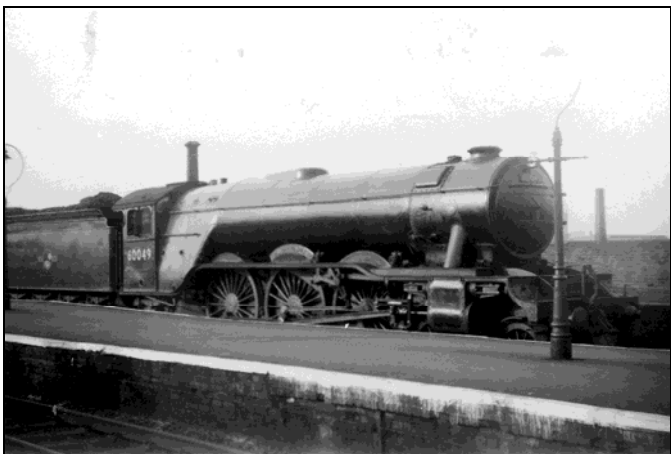


Station pilot at the west end of Derby Midland station on February 18, 1961 was Derby's 46502. One tended to associate the '465s' series with Wales – except for 46500/01 and 02.

two 'Compound' 4-4-0s 41120 (Llandudno Junction) and 41121 (Lancaster), two Midland 2P 4-4-0s 40420 (Kentish Town) and 40493 (Nottingham), one Johnson 1F 0-6-0T 41661 (Goole) and one Johnson 3F 0-6-0T with condensing gear 47210 (Cricklewood). We slowed for Spondon where standing in the scrap yard there was Sowerby Bridge's Aspinall 2P 2-4-2T 50777, which looked far too well kept to be broken up!

On Nottingham Victoria there was only one J6 0-6-0 64239 (Colwick) to be seen as well as two B1s: 61209 (Colwick) and 61334 (Sheffield Darnall). Present too were Darnall's K2 61747 and Woodford Halse's K3 61838. Of these, 64239 was to take me on to Grantham. While we waited departure one of Colwick's three L1s, 67760, arrived with a local from Rugby. So we set off and I noted J69/1 68629 (Colwick) shunting in the yards east of London Road and then after passing Netherfield & Colwick, waiting to follow us eastwards with goods trains were Immingham's 04/3 63759 and Colwick's K2 61752. Coming towards us with another freight was Boston's Ivatt Class 4 2-6-0 43111.

Grantham was as busy as ever and Haymarket's A4 60027 *Merlin* dashed through with the down 'Elizabethan' while Heaton's 60143 *Sir Walter Scott* headed the down 'Flying Scotsman'. Signs of change included D208 on the Talisman and 'out of the box' D5542 on a test train. The surprises included ex-works Haymarket 60041 *Salmon Trout* coming in with an up freight.



On August 5, 1959, I had been loaned my father's 'Brownie' so here is former GC lines' A3 60049 *Galtee More* passing time in the east bay platform at Grantham waiting for her next job.



Inside the cavernous barn of Nottingham Victoria, Colwick's 01 2-8-0 63594 runs through with a load of iron ore tipplers probably going to Scunthorpe's blast furnaces on 28/7/1961.

I worked out that I had time to make a return trip to Peterborough in the hope I might get A4 haulage. My southbound train was in the hands of 60063 *Isinglas* an engine I'd seen a number of times on the Great Central at Rugby but now working from Grantham. Well, we flew down Stoke Bank in the high 80s to approach a very busy Peterborough with 9Fs, V2s, WDs and a cop for me: WD 90000 (New England). 08 diesel shunters D3449/50/1/2/88 and 03 D2011 were shunting the extensive yards while N2 0-6-2Ts 69513/71 performed station pilot work. Among locos seen at Peterborough North in the hour there were New England's J6s 64265 and 64279 while Leicester's Fowler 2P 40452 passed by on the Midland lines with a local to Peterborough East. Present too were Stanier 'Crab' 2-6-0 42950 from Crewe South and one of Spital Bridge's Fowler 4F 0-6-0s 44247.

While I waited for my return train 60028 *Walter K. Whigham* passed through with the up 'Flying Scotsman'. So would I get an A4 ride? My heart leapt as 60022 *Mallard* in sparkling condition arrived with my train. As I admired this well-kept record-breaker, the fireman jumped off *Mallard's* footplate and to my horror, went down between the tender and first carriage to uncouple!

60022 moved briskly away to be replaced by New England's filthy A2/2 60506 *Wolf of Badenoch*. There was no high speed on the return journey: we made about 55-60mph up to Stoke Tunnel and just coasted downhill at about 70mph before the



There were still local trains running between Grantham and Peterborough on August 5, 1959. This one has New England's spick-and-span A2/3 Pacific 60500 *Edward Thompson*.



Two views of Kings Cross A3 60061 *Pretty Polly*: on 28/7/1961, the A3 wore 'trough' type smoke deflectors around her chimney.

brakes went on for Grantham. 60506 came off the train to be replaced by Doncaster's 60136 *Alcazar*. Well, at least I'd been pulled by one of only six A2/2s, which were among the first ex-LNER Pacifics to be withdrawn. The journey back to Nottingham Victoria was a lively one with Colwick's K3 61888, which displayed really serious accelerations from the station stops. The DMU ride to Derby from Nottingham Midland was quite sedate followed by a Stanier 'Black Five' to Burton-on-Trent to connect with a DMU to Walsall.

July 1961 found all of the pre-Grouping engines mentioned above either scrapped or moved on. Dieselisation in North London had ousted Kings Cross' and Hitchin's Class L1 2-6-4Ts, which had taken over many of the Eastern Region local services around Nottingham and station pilot work at Grantham. Two classes of LNER Pacifics, the A2/1 and A2/2, had been withdrawn as the incoming Type 55 'Deltic' and English Electric Type 4 (40) diesel-electrics had begun to take over some jobs.

Back in the Midlands the G2 and G2as' as well as the ex-Midland 0-6-0s' numbers had shrunk, with the Fowler 4Fs taking over more of the 3F and 2F 0-6-0s' work. Even more serious was the growing dieselisation of the expresses on the Derby (Midland) – Birmingham (New Street) line using BR/Sulzer Type 4s (Type 45 'Peak'). There were also more DMUs on the Midland lines around Derby and Nottingham.



You'd expect a Heaton A4 to be taking over a northbound train, not leaving it! Heaton's grubby 60005 *Sir Charles Newton* is to hand a Kings Cross-Bradford train over to 60131 on 28/7/1961.



60061 was seen on 21/4/1962 coming off Grantham shed with German style smoke deflectors, note the 'Barnum' GCR coach.

Starting out from Walsall early on July 28, 1961, nothing seemed to have changed locally as the Metro-Cammell DMU (101) called at all stations from Walsall to Burton. One of Bescot's 'Duck Eights' (G2/G2a) was shunting the Cannock area collieries' Norton Junction exchange sidings north of Pelsall and we met one of Burton's 'Jinties' 47464 shunting as we arrived at a south bay platform at Burton station. The breweries' and BR's sidings were very busy as a 'Peak' accelerated our Bristol-York past the yards, where my first two sightings of 'Easterns' were Annesley's 01 2-8-0 63792 and York's B1 4-6-0 61086. These engines would take their freight/beer trains via the junctions at Rolleston-on-Dove and Egginton (on the Derby (Midland) – Crewe line) onto the ex-LNER line through Derby (Friargate).

The glistening line of out-shopped engines alongside 17A Derby loco shed was hidden by wagons except for Barrow's Fowler 2-6-4T 42401. I had to dash over to Friargate where this time, unlike in 1958 when I had to rebook at Nottingham (Victoria), there was now a cheap day ticket available to Grantham.

At the top of the stairs I was surprised to find an L1 2-6-4T waiting with my train. 67792 used to be shedded at Kings Cross but now it carried a 40E (Colwick) shedplate. We left promptly at 10.00h and passed Grantham's named B1 61247 *Lord Burghley* on a down van train on our way to Kimberley.



Slowed by signals, a Kings Cross A3 60039 *Sandwich* approaches the station cautiously with a Newcastle-Kings Cross express as a Nottingham local departs on the left. 28/7/1961.



The up 'Yorkshire Pullman' has a mix of old and new Pullman coaches as Copley Hill's 60148 *Aboyeur* roars towards the station on 28/7/1961.

Our arrival at the Nottingham Victoria station found four more former London area L1s (67747/53/56/62) on locals while Colwick's 04/1 63585 and 01 63594 2-8-0s as well as Colwick's WD 2-8-0 90438 and Leicester (Midland)'s 9F 92101 and Annesley's 92069 came through on freights. Unusual, perhaps, was Carlisle Kingmoor's 'Crab' 2-6-0 42875 waiting with a northbound parcels. Another surprise was to see one of Annesley's surviving J39 0-6-0s, 64739, waiting with a northbound local.

We set off again through the tunnel and turned left at London Road Junction. As we descended towards the Midland and Eastern yards it was plain that 08 diesel shunters, like Colwick's D3628, had replaced the tank engines. After calling at Netherfield and Colwick three freights could be seen waiting to follow us towards the east headed by Colwick 04/1 63587, 01 63592 and WD 90259. We only met one freight on the way to Grantham, a westbound pulled by another Colwick 01 63768. These O1s were formerly based at Annesley but

had been ousted from GCR line 'runner' freight jobs by the growing number of 9F 2-10-0s.

We crossed over the LNER/LMS joint north-south line (Newark-Market Harborough) to meet 67749 on a Grantham-Nottingham local at Bottesford. So how would the day at Grantham be, now that the 'Deltics' were coming on stream? Well only two showed up: D9005 *The Prince of Wales's Own Regiment Yorkshire* and D9009 *Alycidon* on the north- and south-bound expresses. Indeed, diesels were surprisingly scarce: Hornsey's Brush Type 2 (31) D5676 passed with a fitted freight and English Electric 'Type 4' (40)s D251 and D346 headed Kings-Cross-Newcastle trains.

The normally shy Heaton A4s were out in force during the afternoon with 60005 *Sir Charles Newton*, 60016 *Silver King* (of early Hornby Dublo fame), 60019 *Bittern* and 60023 *Golden Eagle*. The other A4s were from Kings Cross: 60007 *Sir Nigel Gresley*, 60015 *Quicksilver*, 60025 *Falcon*, 60028



Formerly belonging to Kings Cross, L1 67792 has just arrived at Grantham with the 10.00h from Derby Friargate on 21/4/1962.



Another former London L1, 67773, departs energetically from Grantham with a local train to Nottingham Victoria on 21/4/1962



Not all of the jobs for Colwick's L1s involved local passenger trains: 67776 brings in a long train of coal on 21/4/1962.

Walter K. Whigham and 60029 Woodcock. I suppose nine A4s was not a bad show during three hours spent there. On show too were only five A3s, nine A1s, two Thompson A2/3s and 14 V2s. It was probably no surprise that most of the V2s came from Doncaster and York but maybe seeing Thornaby's 60846 and 60916 on fitted freights was uncommon?

The Eastern Region seemed to be fitting in a lot of freight that day as six K3s appeared on workings to and from the Nottingham line. As far as the locals to and from Nottingham and pick-up freight and station pilot work was concerned, I saw no less than eight L1s, all of which were formerly based at Kings Cross and Hornsey except 67747. The latter had spent some time at Gorton and Darlington before going to Colwick.

Apart from some of the V2s working fish trains and fitted freight, this work saw only one 9F, Doncaster's 92172. Grantham's 02 2-8-0s, such as 63938 and 63948 brought iron ore trains through on the fast, while most of the remainder rested around the shed. A named B1, 61251 *Oliver Bury*, passed through with an up local freight. Later, Colwick's (ex Kings Cross) L1 67773 took me back to Derby.

That was a good day, but the Grantham scene had really begun to change barely a year later on April 21, 1962. On the way from Walsall to Derby it was sad to see Jubilees like Derby's 45618 *New Hebrides* and Leicester's 45615 *Malay*



There was still a lot of O2 2-8-0 activity through Grantham, though not so much on a Saturday as Grantham's 63948 takes a train of iron ore empties towards High Dyke, 21/4/1962.



Doncaster's A1 60119 *Patrick Stirling* found itself on an iron ore tippler job, perhaps an out of balance working on 21/4/1962.

States working freight at Burton. The 4F 0-6-0s were still busy as were Burton's 'Jinties' like 47458.

My trip from Derby Friargate to Grantham was quite lively, if noisy, with L1 67786 roaring and clanging up the steep rise to Kimberley. On the way, there were still 01 2-8-0s like 63901 (Annesley) and 63770 (Colwick) to be seen as well as Colwick's 04/3 63657. As expected, Nottingham Victoria was populated with L1s, while a surprise was to see Wellingborough's Standard Class 2 2-6-2T 84006 passing through light engine going north. A cop for me was one of York's named B1 4-6-0s, 61020 *Gemsbok* arriving with a Bournemouth-bound train.

Our L1 pounded on towards Grantham and apart from 01s and 04s, we passed two 02s heading for Nottingham, Retford's 63986 and Grantham's 63963. A new beast to see on station pilot work at Grantham was Peterborough's 08 D3449. And as a sign of more things to come, the first express to pass was D9001 *St. Paddy* heading for Newcastle. Shortly afterwards, York's A1 60154 *Bon Accord* drew to a halt with one of the few locals to Peterborough.

As the afternoon wore on, three more diesel-hauled expresses with D246, D9016 *Gordon Highlander* and D9014 *The Duke of Wellington's Regiment* passed through until eventually, Kings Cross' A3 60061 *Pretty Polly* (not so pretty being covered in grime) came off shed and moved to the loop at the



It was always nice to see 60800 *Green Arrow* in action as she thunders through Grantham heading south with a fully fitted freight and besooting the North signal box on 21/4/1962

south end to await the arrival of Grantham's 60050 *Persimmon* with a train from York. As the locomotives were exchanged, Kings Cross' 60106 *Flying Fox* arrived from the south to swap with Grantham's 60065 *Knight of the Thistle*.

By 15.00h two hours had passed and still no A4 had turned up until King Cross' 60014 *Silver Link* tore through with a Leeds express. I think 'Deltic' enthusiasts would have enjoyed the rest of the afternoon with D9003 *Meld* and D9017 *The Durham Light Infantry* doing their stuff. Expresses were also in the hands of D257, D244 and D274. Diesel fans would have liked to have seen Birmingham Carriage & Wagon Type 3 (33)s D6569 + D6579 on northbound fitted cement train. I got my first view of a V2 with a double Kylchap chimney, Kings Cross' 60902 on a York-Kings Cross train.

Steam-wise, my 'tally' on the East Coast main line was a bit miserable with one A4, six A3s, three A1s, three V2s and one K3: quite a contrast to July the previous year. L1 67744 took me back to Derby Friargate.

I did make the trip to Grantham again on November 22, 1962 at the request of one of my friends' younger brothers who wanted to see an A4 working. I had my doubts but we set off from Walsall a bit later than the previous trips. I have to confess I had begun to hate diesels and did not note down a single one!

That scenes can change quickly went without saying. Our train from Derby Friargate was in charge of an Ivatt Class 4 2-6-0 43121 and more Ivatts greeted us on the way to Grantham – not an L1 in sight! Maybe a bigger surprise was to find two N2 0-6-2Ts doing pilot work at Grantham: 69535 and 69568.

We had to wait around a good two hours before Kings Cross' A4 60021 *Wild Swan* appeared on a Newcastle-Kings Cross. *Wild Swan* earned her reputation frightening the life out of my young companion as she tore right past us on the up platform whistling right through the station. Two more of Kings Cross' A4s appeared for him: 60007 *Sir Nigel Gresley* and, in sparkling condition, 60033 *Seagull*. As well as the three A4s, we saw five A3s and just one A1: Copley Hill's 60117 *Bois Roussel*. If memory serves me correctly, we saw two 33s again on 'the' cement train, something like four 40s and one 46 and around seven Deltics stop and pass with expresses.

For a real change, it was a Fairburn 2-6-4T, 42100 (ex Watford and now Colwick) that took us back to Nottingham (Victoria). We had to cross to the Midland station to join a local headed by Nuneaton's Stanier 'Crab' 2-6-0, 42954 for Derby. Some light relief was to find at Derby (Midland) a Holbeck Jubilee 45659 *Drake*, instead of a 45, arriving with a late-running York-Bristol to take us on to Burton. Even on a Saturday evening freight trains were processing through the station while we waited the ten minutes or so before joining our DMU to return to Walsall.

Well, not being that interested in watching diesels in the early 1960s most of my efforts were spent in photographing steam. I never returned to Grantham as the 'magic' for me had withered away. Among Dr. Beeching's many victims, the Derby Friargate – Nottingham Victoria line lost its passenger service in 1964, as did the Walsall – Burton-on-Trent line in 1965. Now Grantham is just a stop on the ECML with a couple of sidings. Just how busy that station with its goods yards and loco shed used to be is hard to imagine now!



Top: a Kings Cross V2 60871 has taken over a southbound express while D9018 *Ballymoss* has a Wakefield express.
Above: 60014 *Silver Link* speeds through Grantham station with a Kings Cross-Edinburgh express on 21/4/1962.
Below: on the way home, Sheffield Darnall B1 61313 enters Nottingham Victoria with an express to Bournemouth, 28/7/1961
Bottom: freight trains were still processing through Burton-on-Trent on Saturday evening, 21/4/1962. Toton's 9F 2-10-0 92077 heads cautiously north with a long train of coal empties.





CRC Outings, summer 2012-09-23: above left: Class N7 0-6-2T 69621 arrives at Consall on the Churnet Valley Railway on July 1. *Richard Tremaine.*

Above right: During the 'Steel, Steam and Stars III' event on the Llangollen Railway, track was laid for the Ffestiniog Railway's 1ft. 11in. gauge *Palmerston* on the left and the Tallyllyn Railway's 2ft. 3in. gauge *Dolgoch* on the right. The two gauges merged to form a dual line in the yard at Corrog. *Richard Tremaine.*

Right: The CRC visited the Swanage Railway on September 8, 2012. Standard Class 4 2-6-4T 80104 leaves Habrean's Cross heading a demonstration goods train to Swanage. 80104 began life at Plaistow, then on to Croes Newydd and Barry. *David Pepperell.*

Below left: Bulleid Pacifics compared: we have recently restored 'West Country' 34028 *Eddystone* waiting to depart from Swanage to take a demonstration goods train to Norden. 34028 was based at Eastleigh in 1963 before being withdrawn and sent to the scrap yard at Barry. *David Pepperell.*

Below right: 34067 *Tangmere* (named after a village near Chichester and which has a Military Museum of Aviation) has arrived at Weymouth exactly on time after deputising for the scheduled but failed 70013. 34067 was based in Salisbury in 1963 before being sent, like 34028, to Barry. *David Pepperell.*

