NORTH BRITISH TYPE 2s | YORK OVERNIGHT

TRACTION

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FEATURING

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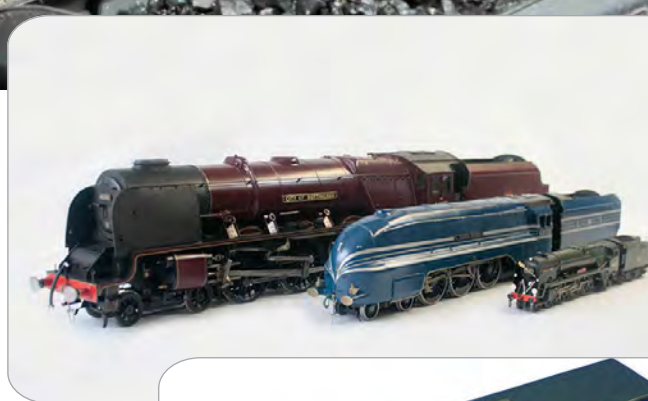

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Welcome to the January/February 2017 issue of TRACTION; as the magazine is published in December I'd like to wish all our readers and advertisers a Happy Christmas and a successful 2017.

In this issue Alex Fisher's article **'THORNABY DEPOT - THE RISE AND FALL OF A MAJOR DIESEL DEPOT'** looks in detail at the history of what was once one of the most important traction maintenance depots in Britain. Sadly, with the decline in heavy industry, it was inevitable that, like so many other TMDs, it was closed.

In **'THE DREADFUL NORTH BRITISH TYPE 2s'** Neville Fickling puts forward his view that these diesel electric locomotives were doomed to fail as a result of the way their power units were built under licence in Britain, using different specifications to those used in their successful German counterparts.

Steve Randall and his friends decided to visit Humberside and York during the winter of 1980 and in **'THE YORK OVERNIGHTER'** he takes us back to that cold weekend giving a vivid description of what he saw and experienced.

Colin Boocock's professional experiences as a railway manager in Scotland form the basis of **'ENGINEER IN SCOTLAND'.** This fascinating account will appear in two parts.

Another area of Britain where the amount of freight traffic has declined noticeably is South Wales, but Gavin Morrison's photographs remind us of those happier days of **'FREIGHT IN SOUTH WALES'.**

Moving to Cornwall, Ian McCart recalls some of his **'WEST COUNTRY MEMORIES'** in the 1980s, whilst Nick Ross remembers a very interesting morning at Luton in **'THE MAGIC OF THE CUP, APRIL 7TH 1973'.**

'THE DEUTSCHE BAHN 218 CLASS' is, without any doubt, one of the most successful diesel locomotives ever to have been built in Europe. Ian Buck traces the development of the design and service history of these locomotives, which are now in their final years of front line service in Germany.

TRACTION MODELLING features a stunning O Gauge layout, **'APETHORN JUNCTION'** built by Keith Harrison. Set in the early 1970s in the Manchester area, this popular layout on the exhibition circuit shows what can be achieved in this scale. Andy Gibbs continues his description of his new N gauge layout **'KENSINGTON OLYMPIA'** with an explanation of how he constructed the main railway structures.

Traction 238 will be on sale on Friday 3rd February 2017.

Stephen

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40195 is at Thornaby depot in July 1983.
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Thornaby Depot

The rise and fall of a major diesel depot.

By Alex Fisher

An overall view of the east end of Thornaby depot with Classes 08, 37, 56 and 60 on view. The line up of redundant locomotives in the foreground was a regular sight at the east end of Thornaby depot. Here, on 29th August 1996, a rake of Class 37s have been sidelined and await their inevitable fate. ***David Ford***

Thornaby, once one of the North East's, and indeed the UK's, largest locomotive depots, was put up for sale in May 2016, albeit as a flattened piece of scarred earth. It had the dubious honour of being the site of the last steam depot built by British Railways. The steam shed took two years to build and opened on June 5th 1958 as a replacement for the existing sheds at Haverton Hill, Newport, Stockton and Middlesbrough. As well as allowing the operations in the area to be rationalised, the depot also supplied locomotives for the newly opened Tees Marshalling Yard through which the industrial area's chemical, iron and steel output flowed.

As the last steam depot built for BR, it had the most modern of facilities; for serving steam that is! All the structures at Thornaby were made from pre-stressed and pre-formed concrete pieces and, in total, spending came to £1.25M. For the steam engines, a large octagonal roundhouse with 22 roads radiating from a 70ft electrically operated turntable was built. The 350 ton capacity mechanical coaling plant could coal four locomotives simultaneously. There was a 70ft high water tower of 200,000 gallon capacity with 15 distribution points and a second 70ft turntable to the east of the depot. A novel addition was the electrically operated sand filling system which serviced 16 roads and would go on to be used for the diesels that later worked from Thornaby.

The other main depot buildings were a large straight shed and two smaller buildings for the stabling and preparation of engines. The straight shed had 11 roads, of up to 265' in length, although five of the roads were separated by a wall to form a repair shop. Inside the building two separate wheel drops were provided, along with a wheel turning lathe and other machinery for carrying out repairs. In the south east corner of the depot was a small maintenance shop for diesel shunting engines. To the north of the shed stood a five road covered building described as 'for preparation of steam locomotives' with four covered inspection pits and wet ash pits for 16 locomotives. To accommodate the depot's staff there was a two storey building used for signing on, administration, toilets and a room each for lockers, washing and mess facilities.

Thornaby depot was to have been opened by the Minister of Transport but, as he couldn't leave London due to prior engagements, his parliamentary secretary was sent in his place. Unfortunately, his plane was diverted due to fog and in his absence the depot was opened by Mr. T. H. Summerson the chairman of the North Eastern Area Board. Upon opening, Thornaby was given the shed code 51L and received an initial allocation of steam locomotives, mainly from the recently closed Middlesbrough shed together with a few from Newport. The 350 hp 0-6-0 diesel shunting locomotives, which also came to Thornaby in June 1958, were 13139/40/1/2/3/4/7/8/9/50/1 and were from the batch built with Blackstone engines (Class 10). Although the depot was designed to handle 220 steam locomotives and house 80 under cover, Thornaby only had around 150 locomotives and a visit to the depot on Sunday November 16th 1958 found 117 steam locomotives on shed.

In June 1959, Stockton and Haverton Hill depots closed and the bulk of their locomotives were added to Thornaby's allocation. At this time the depot had 29 pilot duties worked by its diesel shunters alongside some of its steam locomotives. With an allocation of diesel shunters and steam locomotives of classes A5, A8, B1, J25, J26, J27, J39, J71, J72, J94, L1, Q6, WD, and 4MT, the depot laid claim to having the largest single allocation of any depot in the country.

August 1959 saw newly built D2067 arrive as the first BR 204hp 0-6-0 shunter (Class 03) allocated to Thornaby. Further members of the class arrived in 1960 with 22 different locomotives allocated to Thornaby at various times. 1960 also saw English Electric powered 350hp shunters (Class 08) come to Thornaby Depot in the form of brand new D3873 and D3875 in March 1960 and D3876 the following month.

The 1960s and early 1970s

Type 2 main line locomotives had been working from Thornaby since at least 1961 and, on Easter Monday 3rd April 1961, Gateshead allocated 1160 hp BR/Sulzer Type 2s (Class 24) D5097, D5100/6/7/10/50 were at the depot. During April 1961, Thornaby became the first depot to receive the new BR/Sulzer Type 2 with the up rated 1,250hp engine (Class 25). D5151 was the first of twenty five of the class to be delivered new from the nearby Darlington Works with the final one arriving in April 1962.

Thornaby allocated BR Sulzer Type 2 D5162 approaches Stockton station from the Thornaby direction with a rake of sand empties on November 13th 1966. ***Chris Davies/www.railphotoprints.co.uk***

A notable feature of these locomotives was that at least some of them were adorned with steam loco style '51L' cast shed code plates. In December 1961 D5156 and D5157 went to Gateshead in exchange for D5112 and D5113. These were the only 1160 hp BR/Sulzer Type 2s (Class 24) ever allocated to Thornaby; they returned to Gateshead in June 1964.

Another small class allocated to Thornaby were the Drewry 204hp shunters (Class 04) and D2320 was the first one transferred there. It came from Darlington in May 1961 and was one of 12 to be allocated to Thornaby. Thornaby depot was at its height in 1962 with an impressive array of locomotives including 15 classes of steam locomotives and eight types of diesel engines.

Like many areas in the early years of the diesels, problems braking heavy trains were encountered and thus, in 1962, Thornaby received two York-built brake tenders. January 1962 to April 1962 also saw the delivery of nine BRCW Type 2s (Class 27) numbered D5370 to D5378. On August 29th 1962 D5377 plus brake tender made it to Skipton on a trial ammonia train from Teesside.

An unidentified Class 37 and brake tender are climbing the bank north of Stockton with a local trip freight from Thornaby on June 6th 1967. On this occasion the services of the brake tender will probably not be needed. ***Chris Davies/www.railphotoprints.co.uk***

Two Thornaby locomotives carried experimental coloured warning panels on the cab fronts with D5158 and D5159 sporting a green and orange front panel respectively.

August 1962 saw the first allocation of a class of locomotive that Thornaby would go on to be synonymous with - the English Electric Type 3 (Class 37). D6770 and D6771 were brand new from Robert Stephenson & Hawthorn Ltd and a month later, in September 1962, came D6773/4/5, followed by D6761/2, D6776/7/8 in October and finally D6763/4/5/6/7/8 in the November.

September 1962 also saw English Electric Type 4s (Class 40) D398 and D399 allocated to Thornaby depot. Over the next two years a further 17 of the class were allocated to the depot although many of the allocations lasted for only a matter of months. By October 1967 only D237/38/39 were left on Thornaby's books.

The large influx of diesels to Thornaby meant a steady corresponding reduction in steam locomotives and, by February 1963, Thornaby had an allocation of only 53. In March 1963 Northallerton's last steam locomotives were transferred away with Thornaby's Type 2's then taking over Northallerton's former work. Even

During the period when Clayton Type 1s were allocated to Thornaby, D8603 is seen climbing Stockton Bank with a northbound train of bulk Urea chemical tanks. The date is 25th August 1968. ***Chris Davies/www.railphotoprints.co.uk***

though Thornaby was struggling to cover all of its diagrams, in October 1963 Thornaby placed its remaining steam locomotives in store. Adding further to the diagramming problems was the loan of four Type 2s to West Auckland shed; D5158/63/70/72 were noted working eight of West Auckland's 20 diagrams.

In February 1964 Thornaby had 17 steam locomotives allocated to it, but they steadily left the shed throughout the year. Perhaps in a final push to expedite the demise of steam, Clayton Type 1s D8588/9/90/1 were delivered new to Thornaby between March and July 1964. Thornaby's final steam engine, 65859, was re-allocated away from the depot to Darlington on December 13th 1964 and Thornaby was closed to steam the following day. After a mere six year's life, the coaling plant, water tank, second turntable, preparation shed and ash pits were all redundant.

The BRCW Type 2s had only a relatively brief stay at Thornaby as they were all re-allocated to the Leicester Division from 11th December 1965. Somewhat strangely they were all immediately loaned back to Thornaby until January 1966 when they were transferred into the London Midland Region pool and then the Leicester Division. In exchange D5248 to D5256 were re-allocated from Leicester to Thornaby with the exchanges taking place at Rotherham Masborough.

Although Thornaby lost its allocation of four Clayton Type 1s in July 1966, an interesting locomotive could still be found inside the shed on Saturday 16th September 1967. Former BR 204hp D2093 shunting engine was there for modifications in order to work in a local Esso refinery. The locomotive was repainted in a flameproof grey livery along with the fitting of a spark arrester.

From April to May 1967 English Electric Type 1s (Class 20) D8310/1/2/3/4/5 all came new to Thornaby but their association was brief as all six were re-allocated to Hull Dairycoates in March 1968.

In September 1967 Drewry shunters D2204 and D2340 were transferred to Thornaby but almost immediately moved away to Bradford Hammerton Street. They were the first of the 12 of the class allocated to Thornaby to leave and, by September 1968, only three of them were left at Thornaby. D2205 and D2243 were transferred away in July 1969 and the final locomotive, D2317, left for Darlington depot in August 1969.

English Electric Type 3 D6765 is seen under the sand filling equipment at Thornaby depot in September 1965. Note the brake tender coupled to the locomotive. ***www.railphotoprints.co.uk - Robin Whittle***

Allocation on October 30th 1965
D237-240/46/73, D399
D1889
D2070/76/77, D2107/53/54
D2306/07/16/17/20/31/38
D3137-51, D3876
D5151-75
D5370-78
D6755-57/59-74/76-80
D8588-91

Allocation at end of 1968
D1101/02, D1758/59/69/70/90/97, D1880/81
D2046/57/61/65/67/68/70/76/77/93/99, D2107/49/53/54/55
D2205/43
D3141/43-45/49, D3242, D3321, D3406, D3503/04, D3672, D3913/42/43, D5157-5165
D6711/12/55-80/85/86, D6820-24/27/29
D8599-8604

40195 is surrounded by some of Thornaby's Class 31s in July 1983. *www.railphotoprints.co.uk - collection*

A locomotive washing plant was installed by late 1967 whilst at the time Thornaby's allocation of brake tenders consisted of B964042/3/5/48-60/2-6/8-80/2-5 and 964105E.

January to March 1968 saw the reappearance of Clayton Type 1s when D8599 to D8605 came to Thornaby. D8605 was withdrawn from Thornaby in November 1968, whilst D8599 and D8600 both returned to Gateshead where they had been delivered as new before their brief spells at Thornaby. D8601/2/3 also left for Gateshead between March and May 1970, which left Thornaby with none of the class on its allocation.

In May 1968 five Brush Type 4s (Class 47s), D1103 and D1104 were re-allocated from Gateshead depot to Thornaby along with D1106/7/8 which all came from York depot. Forty different Brush Type 4s were allocated to Thornaby between May 1968 and December 1974, by which time there were ten of the class allocated to Thornaby. The late 1960s saw an influx of English Electric 350hp shunters which generally replaced the Blackstone powered locomotives. At the end of the decade, on December 31st 1969, Thornaby had 96 locomotives on its books. The early 1970s saw a large number of allocation changes to its English Electric Type 3 fleet and between 1962 and 1974 the depot saw around 120 different members of the class allocated to it.

On May 27th 1970 three withdrawn Civil Engineering Dept. 4-wheeled shunters, Nos. 56, 57 and 82, were awaiting disposal inside the concrete and glass roundhouse. A visit to the depot on September 20th 1970 revealed visiting locomotives 1873 (Stratford depot) and 6812 (Tinsley depot) with the latter booked to work the 8L86 08:50 Tees to Skelton the following day. Also at this time Thornaby's Brush Type 4s were scattered far and wide. For whilst 1790/2/6/8, 1879/80/3 were on shed, 1789 was at Finsbury Park, 1795 at Stevenston (Ardrossan), 1797 at Norwich, 1799 at Parkeston Quay, 1881 at Darlington and 1884 was at Rowley Regis whilst even further afield was English Electric Type 3 6791, which was at Bristol that day.

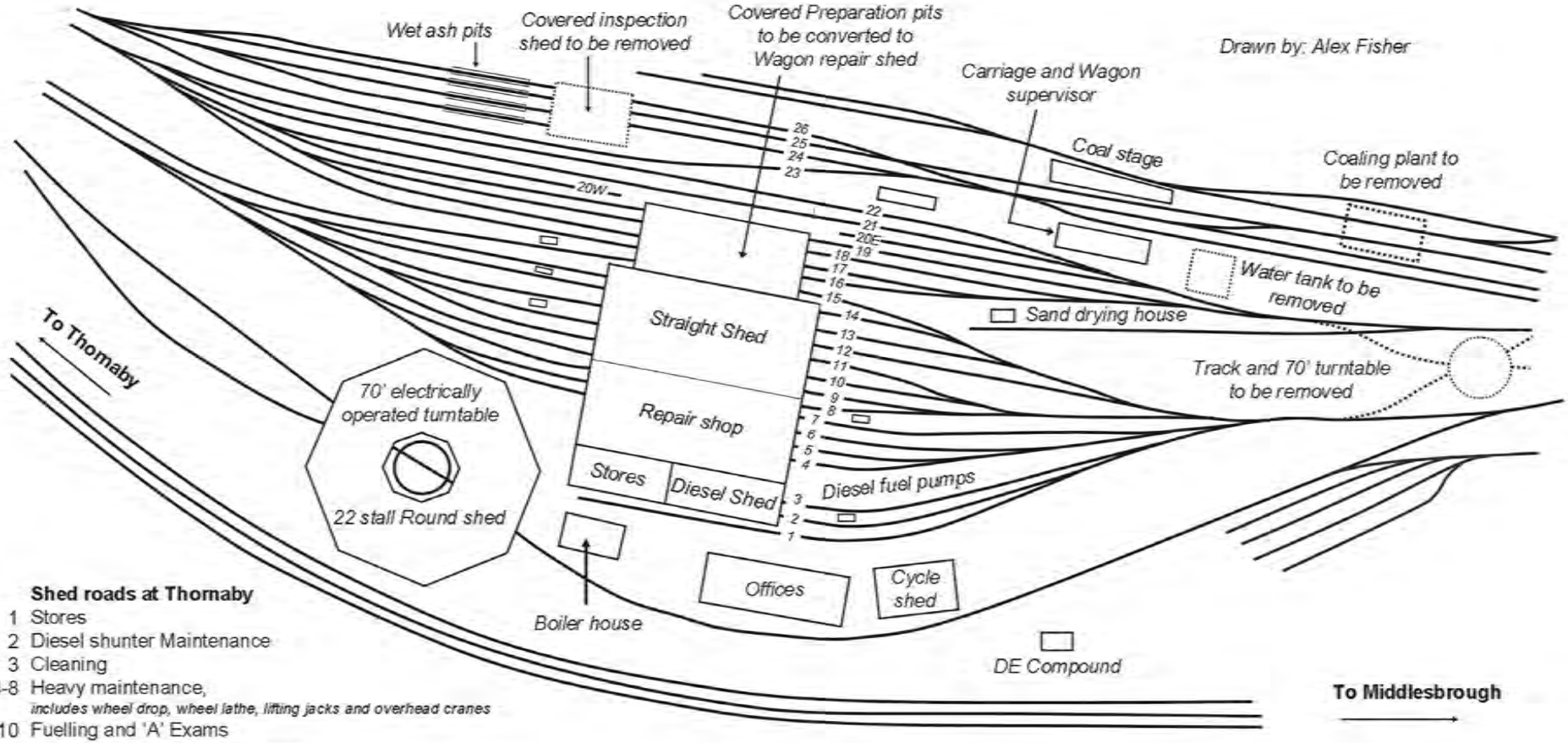
During May 1971 the first Brush Type 2 (Class 31) to receive a Thornaby allocation arrived in the form of 5534 from Gateshead. 5819 also came to the depot but it remained a Tinsley allocated machine during its stint on driver training. In the following two years a further 20 members of the class came to Thornaby. The arrival of the Brush Type 2s saw them take over much of the BR/Sulzer Type 2s work and Thornaby's eleven year association with that class came to an end in January 1972 when 5165/6/7, 5170/72 were transferred away to Holbeck (55A).

56132 *Fina Energy* and 47220 await their next duties outside Thornaby depot on October 1st 1988. John Dedman

BRITISH RAILWAYS - North Eastern Region

Thornaby Motive Power Depot

Conversion to Diesel Servicing - Plan date 1965



Shed roads at Thornaby

1 Stores
2 Diesel shunter Maintenance
3 Cleaning
4-8 Heavy maintenance,
includes wheel drop, wheel lathe, lifting jacks and overhead cranes
9-10 Fuelling and 'A' Exams
11 Stabling Breakdown and recovery train
12 Wagon modification and heavy repairs
13-14 Planned preventative wagon maintainance and bogie examinations
15-19 Heavy repair of wagons

On July 3rd 1988, 37504 *British Steel Corby* **is in the company of an unidentified blue liveried Class 47 and 37517. Both of the '37s' carry Thornaby depot's kingfisher logo.** ***John Dedman***

You can almost hear the sound of two hard working '37s' as 37505 ***British Steel Workington*** **and 37514 blast out of Tees Yard with a heavy train of steel slabs on July 5th 1988.** ***John Dedman***

The TOPs era

After a steady decline in Thornaby's Class 03 allocations, its relationship with the class came to an end in December 1977 when 03154, 03159 and 03171 were all taken off Thornaby's books. A class making a reappearance at Thornaby in the twilight of their years was the Class 40. 40152 arrived from Gateshead in October 1977 and, although it returned there in January 1978, it was back at Thornaby in October 1978. Twenty six other Class 40s were allocated to Thornaby between October 1977 and January 1982 when the seven Class 40s at Thornaby were all transferred away.

A locomotive with an interesting career was D3069. It had entered service in November 1953 with withdrawal coming in January 1973. The locomotive was one of eight Class 08s to be converted at Doncaster in 1974 and 1975 into snow ploughs, with D3069 becoming ADB966509. As part of the conversion the locomotive had its nose panelled over flush, a wedge fitted to the nose end and many of its internal parts removed, including its traction motors. During 1976 it moved to Thornaby Depot. In early 1978, on its first use as a snow plough, it derailed whilst being towed back along plain track on the single line between Middlesbrough and Battersby. The Thornaby tool van gang were summoned to assist in its re-railing and in the report which followed it was detailed that the locomotive was dangerously unstable at speed because of the removed internal parts. ADB966509 was scrapped on site at Thornaby Depot in 1980.

Between 1974 and 1998 the depot had 70 different Class 08s allocated to it. Many were there for only a matter of months, but 08608's stint from November 1976 through to June 1985 made it a real Thornaby luminary for anyone visiting the depot in that period.

A flow which Thornaby was heavily associated with was the iron service from Redcar Ore Terminal to Consett steelworks. At its height up to eight loaded trains ran Monday to Friday with an additional four on Saturdays. However, towards the end just one train a day was run as closure of the blast furnaces neared. The last train, 6K60 the 18:15 from Redcar to Consett, ran on September 10th 1980. In the following week Thornaby sent a light engine to Consett to collect the empty set and found the wagons were still half full. Work for eight sets of men ceased to exist with the loss of this work, along with a requirement for three pairs of Class 37s.

Although Thornaby never had any Class 46s, the depot played a key part in their final years as Gateshead had an allocation through to November 1984 and they often visited Thornaby especially for tyre re-profiling. Whilst not remembered for being a Thornaby loco of any note, 37093 was certainly a locomotive of notoriety in the 1980s when, in July 1985, it gained the temporary 'Police' livery that turned out to be not as temporary as BR had hoped for.

LOCOMOTIVES ON THORNABY DEPOT
SUNDAY 9TH MAY 1982 AT 17:25

08058, 08120, 08185, 08211, 08232, 08504, 08544, 08608, 08632, 08770

31128, 31133, 31134, 31143, 31153, 31156, 31162, 31166, 31178, 31277, 31278, 31287, 31288, 31289, 31292, 31301, 31303, 31309, 31322

37006, 37020, 37032, 37049, 37058, 37063, 37068, 37071, 37073, 37078, 37104, 37161, 37163, 37193, 37194

40049, 40068, 40082, 40124

47052, 47125, 47212, 47221, 47273, 47289, 47301, 47303, 47363, 47477

56083

DMU: E50162, E50171, E50209, E50291, E56403, E56408, E59077

20028 and 20172 cross from the main line and onto the approach tracks to Tees Yard at Thornaby on the 5th July 1988. The train is a limestone working from the quarry at Redmire to the blast furnace at Redcar. ***John Dedman***

Under repair inside Thornaby depot on May 22nd 1989 is 37069 ***Thornaby TMD.*** **Notice the 51L cast metal shed plate and the kingfisher logo.** ***Joseph Porter - Ivan Stewart Collection***

Tees Yard

During 1959, excluding coal and coke, Teesside freight amounted to 9M tons and construction of Tees Yard began that year. The yard was to have the capacity to sort 7,500 wagons per day, which made Tees the largest yard in Europe at the time. Interestingly, 75% of the track in the yard had come from closed local lines and even two footbridges came from closed local stations. Also of note was that the yard structures had larger than normal clearances with future electrification in mind. Official opening of the yard came on May 21st 1963 but, by that time, freight on Teesside had dramatically dropped to 5.5M tons for the year although it did rally to climb back to 6.5M tons by 1965.

In the late 1960s, Tees Yard was working at well below its design capacity. As is now well known, BR's changing traffic patterns and the move towards block train working was one of the main reasons for the yard's decline, along with changes in industry. Export coal to Tees Dock declined in the 1960s and 1970s and the coal fired ICI complexes of the 1960s had all changed to oil by the late 1970s. However, ICI Wilton did return to coal later with two daily MGR trains supplying it with 10,000 tons of coal per week.

In 1979 Thornaby supplied five Class 08s for humping and shunting Tees Yard. By 1981 this was down to four Class 08s and, with the general decline in traffic, the Up Reception Sidings and hump were closed in 1981. At the beginning of 1983 Thornaby was supplying three Class 08s for the yard, one acted as Down Yard hump pilot, another flat shunted the west end of the Up Yard whilst the third acted as Inter Yard Pilot. By 1985 only three or four trains a day were being humped and thus it was no surprise when the Down Reception Sidings and hump were closed that year. With the yard seeing a mere 1,000 wagons per day, it comprised of two dead end flat shunted yards, the Up Yard was mainly for Speedlink and the Down Yard was for civil engineers train.

January 1987 marked the return of the Class 20s to Thornaby when 20174 and 20175 both came to the depot. Between January 1987 and December 1992 the depot was home to 59 different examples of the class. Most, however, spent only a matter of months as Thornaby allocated machines; the depot only really ever had a dozen or so allocated there at any one time. One of Thornaby's best known trains of the 1980s was the 2,000 ton 'Steel-liner' from Lackenby to Corby. It was most noticeable for employing double headed, white striped Class 37s adorned with Thornaby depot's 'kingfisher' logo.

Thornaby's octagonal roundhouse was demolished in March 1988 although its foundations remained visible and could easily be seen on Google Earth. The second turntable was removed in the late 1990s and sold to Birmingham Railway Museum, Tyseley. The roads radiating from the turntable were used to store wheels, whilst the preparation pits were latterly used for wagon repairs.

Into the 1990s

Sunday 20th September 1992 saw Thornaby host a highly successful open day with several classes from its past on display. The 1990s was an era of substantial change for Thornaby and the decade saw the loss of its last Class 20, 31, 37 and 47s along with the coming and going of Classes 56 and 60. Type 5 power came to Thornaby in January 1990 when Class 60 60008 was allocated to the depot, the first of 33 different class members to be allocated here. November 1992 saw 56061 join Thornaby's allocation with 41 members of the class being based at the depot at various times. The arrival of the Type 5s displaced Thornaby's Class 47s and the last ones left in September 1990 when the consecutively numbered batch of 47301-5 were all taken off the depot's books.

Between January 1974 and 1991, the depot had 88 different Class 31s allocated to it, but the class was lost to Thornaby for good when 31264 was withdrawn in April 1991. After a steady stream of withdrawals, which involved some of the last Class 20s in operation Thornaby's '20s' were dispensed with in December 1992. Finally, the class that Thornaby was perhaps most synonymous with, the Class 37, was also consigned to the depot's history. Between January 1974 and 1995 the depot hosted, for varying lengths of time, around 270 differently numbered members of the class. The depot's association with the '37s' came to end in September 1995 when the remaining locomotives were all transferred away from Thornaby.

In October 1992 Thornaby had an establishment of 131 drivers and 70 trainmen and, although Trainload Metals had a heavy commitment to the depot, considerable

On a misty 2nd December 1995 60020 is heading through Tees Yard on an empty limestone train from Redcar to Hardendale quarry. ***David Ford***

slimming down was envisaged as traffic levels decreased. The depot's locomotive maintenance capabilities had also been severely curtailed at this point, but it had a long term future as a traincrew depot. It was noted however that any redundant drivers could potentially be found re-employment at Darlington's Regional Railways depot.

When the freight businesses were being readied for privatisation, Thornaby became part of Trainload Freight North East Limited before being re-branded as Loadhaul. By this time the depot was down to around 45 locomotives of Classes 08, 09, 56 and 60 with the staff aiming for 75% locomotive availability. Equipment inside the depot included lifting jacks for removing bogies as part of traction motor exchanges, three overhead cranes ranging from two to 7.5 tons capacity and a Hegenscheidt 106 ground wheel lathe, which had no size limit and could turn individual wheelsets either in or out of the frames.

The depot included a machine shop, load testing equipment, fuel injector house and underframe cleaning facilities. Outside the depot at this time were also a number of stored locomotives, mainly Class 37s, being used as a source of spares. The mainstay of Thornaby's work involved undertaking scheduled exams to locomotives and wagons, damage repairs, fault finding and traction motor changes along with minor collision repair. Whilst 'A' exams were the most common workload for the depot, it was capable of undertaking work up to and including 'E' exams. Whilst Thornaby's locomotives were also used by Transrail, Freightliner and various infrastructure companies on weekend engineering workings, the depot also saw visitors from other companies such as a Transrail Class 56; these received a 'D' exam at the depot. Thornaby's mainline allocation came to an abrupt end in January 1997 when its twenty six Class 56s and twelve Class 60s were all transferred away to leave only six Class 08s and two Class 09s allocated to the depot.

Repairs and examinations of wagons was also an important part of the depot's workload and, as well as attending to Loadhaul's own fleet, the depot also serviced British Steel and Cleveland Potash wagons. The depot undertook scheduled examinations, general repairs, collision damage repairs and modifications to wagons. In the late 1990s Thornaby had a depot engineer and 21 staff along with nearly 50 locomotive engineers, 39 wagon technicians, several stores and plant staff. To work the trains there were 90 drivers and 18 trainmen. On an average weekday the depot had up to eight short notice trains and around 50 booked turns, although it was commonplace for five or six to be cancelled.

Although unallocated to the depot at this time, Immingham based Class 37 were still seen on shed as they worked the Tuesdays and Thursdays only Thrislington (near Ferryhill) to Montrose fertiliser trains along with the Port Clarence branch near Hartlepool. Trains from Thornaby, however, worked to a diverse number of destinations and included steel trains to Blackburn, Corby, Etruria, Hartlepool, Lackenby, Scunthorpe, Rotherham Masborough, Wakefield, Wolverhampton and Workington. Class 60s powered the limestone trips from Shap to Redcar which had formerly run from Redmire on the Wensleydale branch. Oil trains were also an important flow comprising of trips from Port Clarence to Bromsgrove, Glazebrook, Hendon and Leeds. Other traffic included coal trains from Butterwell to ICI Wilton, along with rock salt to Middlesbrough Goods Yard and other workings which ran to Sunderland, Tyne Yard, York and British Alcan at Lynemouth. Finally, Class 56s and Class 60s worked Cleveland Potash trains from the mine at Boulby to Tees Dock.

The decline continues

Into the 2000s the depot continued its steady decline and on Saturday December 8th 2007, the last driver signed on at Thornaby depot. He took his train out and, later that day, the same driver brought 6N80 Scunthorpe to Tees Yard into the yard and signed off as the last Thornaby driver on duty. The train crews subsequently moved to Tees Yard. The depot itself continued for a little while longer as a fuelling point and for use of the wheel lathe. Complete closure soon came though and EWS, and then DB Schenker, used it as a store for withdrawn locos that were being sold for scrap.

In 2009 there were further job losses when EWS took the decision to cease shunting operations at Tees Yard. Some of the drivers were made redundant along with all of the driver operators and henceforth any shunting in the area was done by each train's locomotive. With the fate of Thornaby now certain it was only a matter of time before demolition began and contractors moved onto the site in May 2011. By the end of June, most of the buildings had been obliterated. Finally, in early 2016, a sign was erected outside the former motive power depot advertising the 1.6 acre site as available for industrial use. Thornaby, once regarded as an edifice of steam, has, in its 50 years, come to symbolise the decline of both Britain's heavy engineering industry and its need for a thriving rail freight partner

THORNABY'S LOCOMOTIVE ALLOCATION OVER THE YEARS.

Date	Total	Composition
October 1971	81	11x03, 12x08, 1x10, 2x25, 5x31, 41x37, 9x47
June 1982	93	12x08, 27x31, 39x37, 15x47
April 1984	82	9x08, 30x31, 31x37, 12x47
November 1989	84	11x08, 13x20, 7x31, 45x37, 8x47
May1993	22	2x09, 11x56, 9x60

Acknowledgements
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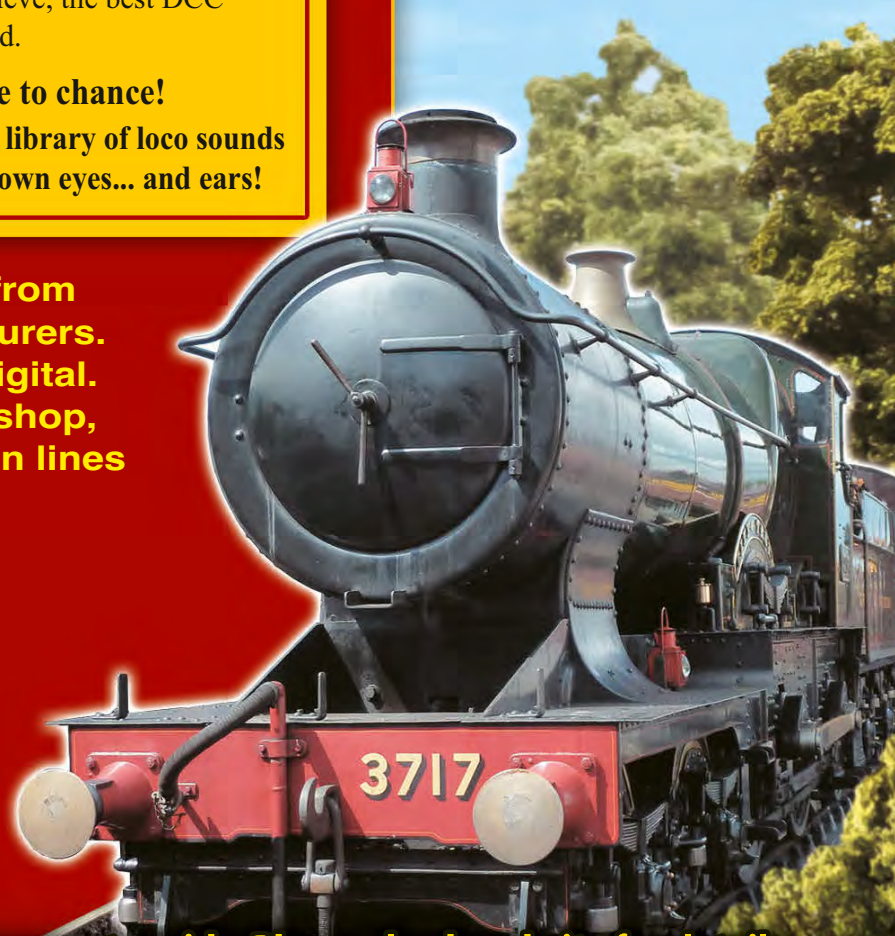

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On the 19th September 1969, D6101 is at the head of the 17:40 to Glasgow Queen Street at Oban. *Rail Online*

The Dreadful North British Type 2s

By Neville Fickling

Roger Harris, in his excellent *'The Allocation History of BR Diesels and Electrics Part Five'*, almost reaches a degree of apoplexy every time he mentions some of the pilot scheme diesel locomotives. I sympathise with him. It is symptomatic of nationalised organisations that, because they are funded by tax payers' money, a little less care is exercised on spending.

No better example could be seen than British Railways in the late 1950s. The pilot scheme diesels, which ended up as anything but pilot scheme, led to the arrival of a large number of unsuitable designs that would all too soon be consigned to the scrap yards. Included in this dubious group were the Swindon built 0-6-0 diesel hydraulics, the BTH, NBL and Clayton Type 1s, the EE 'Baby Deltic', the NBL diesel electric and hydraulic Type 2s as well as the Metrovick Co-Bos. That comes to 373 locomotives and 378 if you include the NBL 'Warship' A1A-A1As. What an enormous waste!

Brian Reed's book, *'Diesel-Hydraulic Locomotives of the Western Region'*, quotes the price of the production NBL hydraulics as £64,500 and the NBL diesel electrics as £68,200. I cannot lay my hands on the prices of all 378 locomotives but let's say it was an average of £60,000. That's £22,680,000 or, at today's prices, £476,393,400. It is staggering when you think of the waste in a country only just recovering from World War 2.

Yet it was the Macmillan government, a Conservative government, that wasted all that money. However, there may have been some method in this madness because producing shoddy goods that no-one really wanted at least kept the economy growing and the unemployment rates low. Of course that sort of policy catches up with an economy and this may well have sown the seeds for the eventual destruction of much of our manufacturing industry. The diesels we exported to Ireland during the same period are a classic example of how to destroy your own manufacturing base.

In this article I want to look at one class of locomotive that perhaps achieved a level of notoriety only equalled by the Metrovick Co-Bos: the North British diesel electric Type 2s. My experience of the class is confined to seeing D6122 at Hither Green in 1967. Moved there for re-railing exercises, it was inside the shed where my Kodak Instamatic had no chance of capturing an image. However, I did see a few of the re-engined locomotives at Glasgow Queen Street and Eastfield.

The Type 2s were built by North British (NBL) at its Glasgow workshops. Initially, 10 pilot scheme locomotives were built, numbered D6100 to D6109. They were fitted with the 1000hp MAN L12V18/21BS engine. There is some confusion as to which engine the production series had. Roger Harris quotes D6121/38-57, all having the 1000hp engine. The rest had the 1100hp. There is also a bit of confusion regarding engine designations, B or BS is used depending on whose writing you are looking at. The Project 22 website makes it clear that all engines were in fact A series (the A standing for *Aufladung i.e.* supercharged). On the NBL engines a Napier supercharger took the place of a German design. The B designation was used to denote British built. One thing is certain: there were various up-ratings and de-ratings of engines during their short life.

The engines for D600 and D601 were German made rather than built under licence by North British. According to Brian Reed, the NBL/MAN engines fitted to the 'Blue Pullmans' were German built. I will come back to this later. There is no indication that any of the NBL Type 2s were powered with anything other than the NBL/MAN engines.

So how did the class perform? The first 38 that were built during the period 1958-60

TOP: Photographs of pairs of NBL Type 2s operating with their inter-locomotive gangway connections in use are rare. In this October 1965 view, D6141 and D6156 head past Cove Bay to the south of Aberdeen with a southbound cement train. Also visible on the cabsides are the red painted single line tablet catchers which were recessed into the body. ***www.railphotoprints.co.uk - Brian Robbins***

CENTRE: D6107 is seen leaving Hadley Wood Tunnel in summer 1958 with a southbound train made up largely of Gresley teak bodied coaches. ***Rail Online***

BELOW: D6123 runs into Perth with the 08:25 Glasgow to Aberdeen express on the 6th June 1965. ***David Wharton***

went to the Eastern Region based at Stratford, Hornsea and Ipswich, mainly operating on commuter duties. By March of 1960, the Hornsey allocation had moved to New England yards near Peterborough for storage, but had departed for Scotland by April. I'm not sure whether or not Scotland was treated as the dumping area for many of the useless designs, but surely it was either premeditated or just bad luck to have the NBL Type 2s and then the Clayton Type 1s foisted onto you. I know what it sounds like to me! Roger Harris notes that D6100 spent five and a half years of a fourteen year existence actually available for work!

While the German NBL/MAN engines in the 'Blue Pullmans' appear to have worked well, it was clear that the licence built ones were pretty poor. In order to cut down on the expense of importing ancillary gear, a lot of what should have been German equipment was provided by UK companies.

For example the exhaust manifolds of NBL built engines were made from mild steel. The German made ones were of Ni-resist steel. The mild steel ones would split, compromising the whole engine management system. It seems incredible that British engine design (aircraft engines in particular), which had been better than the Germans in World Wars 1 and 2, saw the position reversed by 1958.

Surely British companies must have realised that German high speed engines, such as the Maybach and MAN engines, were serving German railways well. By not building them to German specifications, and by using freelance substitutions or redesigns without testing, this was bound to cause problems.

To add to these problems defects in cooler groups, hose connections and all those little things that support the working of the main engines, frequently went unrepaired until major damage was done to the engine. None of this is a fault of the basic engine design. I think even our most popular designs, such as the Class 50s, suffered from auxiliary problems.

I think it is clear that the design faults in the NBL Type 2s were caused by a mixture of factors. Being so close to the end of World War 2, memories were still raw. The bombing of London, Liverpool and other cities had cost 40,000 lives. To buy vast numbers of German built engine direct from Germany wasn't acceptable. That's where the licence building came in. Unfortunately it's a bit like the editor asking me to lay out and design TRACTION magazine. I'd be cheaper than the person who does it now and it would give me useful employment, but the end result would probably be rubbish.

In reality the best plan would have been to abandon using high speed engines in small locomotives. The advantage of lower weight was only marginal in the type two category. It would have been far better to dieselise in a more measured way; the various English Electric 8, 12 and 16 cylinder designs were proven and are still giving good service today. A huge part of that near half a billion pounds could have been saved and spent on the infrastructure of the railway. There's nothing wrong with high speed engines, but don't try to licence build them on the cheap.

The NBL Type 2s did get about a fair amount and there are many photographs of them at places as widespread as Aberdeen, Perth and Mallaig. By the time I got to Scotland, the original NLB Type 2s had largely been rebuilt to what would have been known as Class 29 if they had survived long enough to be renumbered. Paxman produced the 12 cylinder Ventura engine which could be rated to 1350hp. Similar engines had seen widespread use in ships and even as standby generators. Indeed the same engine rated at 1200hp had been run in 'Warship' D830 and though the locomotive only lasted nine years it appears to have performed reasonably.

When I arrived in Scotland the NBL Type 2s were near the end of their lives. Rebuilding 20 of them may have provided 20 reasonably reliable locomotives, but equally the fact that the other 38 went to scrap suggested that there were plenty of locomotives in Scotland despite the terrible availability of some of the classes. I remember walking around Eastfield

ABOVE: D6102 stands outside the old steam shed at Glasgow Eastfield depot on November 6th 1966. The rebuilt locomotives carried a two tone livery which looked rather strange on this type although the rebuilt cab front was a distinct improvement on the original. The depot's breakdown recovery train is alongside. ***Rail Online***

RIGHT: In August 1968 D6103 awaits departure time with 18:45 to Fort William. It has bars across the cab door windows and the skirt valence under the driver's cab door is missing. There are signs of corrosion around the welded up corridor connection doors, although the aluminium alloy bodyshells used by NBL did not rust. The red discs above the buffers indicate that the locomotive has an electro-magnetic system of engine speed control, as fitted to all of the NBL Type 2 rebuilds. ***Rail Online***

and there seemed at least half a dozen there, which isn't really what today we would call sweating the assets.

At Queen Street there were a few working out to Oban, Fort William and Mallaig so, needless to say, I asked the drivers what they thought of them. I think the general opinion was that they could pull a bit but were, despite their higher rail output of 1277hp compared to the BRCW Type 2s (the later Class 27) 933hp, less favoured than the '27s'.

No doubt memories of them as the original NBL Type 2s had not been forgotten and drivers were still expecting them to burst into flames. Were not the 'Warships' with the same engines as the NBL Type 2s termed a 'washout' when I asked a driver for his opinion? A reputation is easily lost!

Unfortunately, a few years later, when I was a regular visitor to Scotland, they were long gone. I missed seeing them at work on the Oban line by six years. I used to fish regularly at Ardlui on Loch Lomond and the main line is easily visible from the other side of the Loch. All I saw were Class 27s and the odd Class 20.

Now you might wonder how I could find some positives out of the NBL Type 2 disaster. Well the modernisation scheme produced a lot of interesting locomotives, some of which were useless and some were pretty good. It was the variety that made being a railway enthusiast in the late 1960s and early 1970s fun. You could spend a week with a rail rover as I did and you could see 25 or 28 main line diesel types in a week. How many can you see today on the main line? Ten, possibly twelve if you are lucky.

Those days will never be repeated because, hopefully, the political situation in the 1950s will never be repeated. The privatisation of our railways means that everything is much more focussed on maximum utilisation. You do not see locomotives standing around idle these days, which is as it should be. It's funny though how 'cocks ups' are more interesting than when everything runs like clockwork! It must be something in the British psyche.

The rebuilt NBL Type 2s were:
D6100–03, D6106–08, D6112–14, D6116/19, D6121/23/24/29, D6130/33/34/37

ABOVE: D6140 heads the 13:30 Buckle to Elgin service on the 15th July 1966 past Portgordon on the Moray Coast Line. Even though it is July the locomotive is still carrying snowploughs. This line closed in May 1968. ***Rail Online***

LEFT: D6124, one of the few members of the class that was repainted in rail blue, is arriving at the old station at Fort William, probably in 1968, with the early morning train from Glasgow to Mallaig. The third and fourth vehicles in the train are the through sleeping cars from London King's Cross to Fort William. ***Rail Online***

The York Overnighter

By Steve Randall

Michael Fish had not forecast a particularly good couple of days for Saturday 6th and Sunday 7th December 1980. There was talk of snow and very cold air coming in from the east. We were made of stronger stuff in our youth so this did not deter us from our plans, namely an epic overnighter at York. This was something my friend (who was the responsible and more 'mature' one who had the car, an Austin 1100, UVJ 129J) had suggested some months before during a balmy summer trip in Devon. Over the autumn, the plans turned from an idle discussion to reality. The added problem, apart from the foolishness of spending a winter's night on York station, was that we lived over 200 miles away. So it was that we found ourselves with all our kit bolstered by some extra cold weather gear, leaving our homes in Bath early on the Saturday morning heading for the White Rose county. The purpose of this epic adventure was to capture 'Deltics' and Mark 1 sleeper stock at night. The writing was clearly on the wall for both of these items by late 1980 and York was a place where they could both be seen together.

Rather than heading straight to York, it was decided to divert to Hull first. This was in order to have a look at another endangered piece of BR hardware. Operated by Sealink, the *MV Farringford* plied its ware between Hull and New Holland Pier. It only had another seven months in service before the opening of the Humber Bridge. This vital link between both sides of the Humber estuary had been part of life for the population of these areas for years. With the exception of its debts, the Humber Bridge has subsequently proved to be a success uniting these two previously disparate regions. Having said this, I cannot help feeling that this impressive twentieth century concrete structure does not seem to have the romance of an old ferry.

The journey up was fine, the only noticeable thing was how much colder the weather got as we headed north east. The cold front that Michael Fish had ordered was certainly on its way, no mis-forecast hurricanes here! A brief stop at Doncaster found 55 016 *Gordon Highlander* on 1A18, the 12:34 Hull to London King's Cross; we were off to a flyer! We then headed for Gilberdyke station at the junction of the Hull to Selby/Leeds and Goole/Doncaster lines, which we reached mid afternoon. Two DMU workings formed of Class 123 and the very elegant looking Class 124 units were observed. These were interspersed with the 1D02, the 12:05 King's Cross to Hull with 55 022 *Royal Scots Grey* at the helm. The cold, quiet and calm winter air allowed the familiar Napier soundtrack to be heard for miles across the flatlands of north Humberside as it left Goole. The sound recording I made on my little Sony TC525 stereo cassette recorder remains one of the favourites in my collection. It is such an evocative track with the late afternoon birdsong and the clonking of the returning lower quadrant semaphores, it's sheer music in motion. I'm surprised my microphone did not pick up the hairs on the back of my neck bristling. The temperature was really beginning to drop now and an ominous bank of black cloud was appearing over the horizon from the North Sea; time to head a little further east to Hull.

With its Spanner boiler working well, 47115 is seen at York leading 1S60, the 20:00 London King's Cross to Aberdeen. It was always nice to see a Stratford Class 47, as the depot seemed to turn their locomotives out looking smarter than the rest. In addition, the depot staff also personalised their locomotives with such things as the trademark silver roofs as shown here.

Before heading for the Humber ferry, a quick trip to Paragon station found *RSG* ready to head back to King's Cross at the head of 1A28, the 16:30 departure. With no railway staff about, and the cab door unlocked and open, an opportunity was taken to 'cab' the 'Deltic'. *RSG* was sitting there at the head of its train with the engines running and all ready to go and nobody around; how different to today! By now it was dark, but we headed down to the waterfront for a trip on *MV Farringford* over to New Holland Pier. We took the 17.30 sailing, a short trip over the raging Humber Estuary to north Lincolnshire. The *MV Farringford* was a super old vessel and, despite its advanced years and short life expectancy, was well kept. The brasses were polished and its crew were smartly turned out in their BR Sealink issue nautical uniforms. *MV Farringford* was ship number 1402 built by Denny of Dumbarton in 1947. It was a side loading paddle ship powered by 2 English Electric 500hp diesel engines. It replaced the iconic paddle steamer *Lincoln Castle* on the Humber crossing when that was retired in early 1978 following boiler failure. The *Farringford*'s passenger saloons were snug and warm. They were also particularly welcome as it had now started to snow outside.

However, what a different story at the other end of the crossing; nothing had quite prepared us for the delights of New Holland Pier! It was clear that with its impending closure and remote location, BR's policy to run down this remote outpost had taken its toll. Complete with LNER globe lamps lining the pier to guide motorists along the wooden platform to the side of the track, New Holland Pier was a desolate place, especially on this winter's night in what were now blizzard conditions. The pier was alive with BR blue enamels but, unfortunately, there were no totems by this time. There were other survivors dating back to the 'big four' era, down to an LNER paper framed notice; how that had survived was a miracle. Given the conditions, we decided that to stay much longer on the creaking, holed and, let's be honest, pretty

ABOVE: 55 016 *Gordon Highlander* leads 1A18, the 12.34 Hull to London King's Cross into Doncaster at the north end junction.

CENTRE: A Class 124 DMU takes the centre road through Gilberdyke station, forming the 14:12 Leeds to Hull. These Swindon built units were amongst the best and, in many people's eyes, most elegant of the first generation DMUs. They finished their days on the Trans-Pennine route in 1984. Due to extensive issues with asbestos removal, none was preserved. However, a number of plans have been made to rebuild one from existing preserved Mark 1 coaches but none has yet come to fruition.

BELOW: An everyday image of the era showing the mail being loaded into a BG van to head south as 1A28, the 16:30 Hull to London King's Cross. 55 022 *Royal Scots Grey* heads the train at Hull station.

With snow settling on New Holland Pier, a Class 114 DMU waits for passengers before forming the 17:57 Cleethorpes to Barton-on-Humber working. This working reversed at New Holland Pier to continue its short journey on to Barton-on-Humber.

grim station was not a great idea. We did, however, plan that a summer visit before final closure was a must (we did in fact re-visit in June 1981 just a week before its demise).

On the return 18:30 crossing *Farringford's* welcoming crew allowed us 'access all areas' to take photographs. With redundancy staring them in the face it was really nice to find them so accommodating; they seemed a great team. The blizzard was still blowing as we arrived back at Hull Corporation Pier. We had parked the car in front of the very grand Georgian style station building. This was an unusual station as it had no actual railway connection. How many others are still extant of this type: answers on a small postcard please.

After clearing the snow from the windscreen of the car we set off for York. Another quick stop at Paragon station found 55 017 *The Durham Light Infantry* had arrived with 1D04, the 17:05 from London King's Cross. During the week, this train was the fabled 'Hull Executive', but at the weekend, this working lost its titled status. The journey from Hull to York via the A63 crosses the Yorkshire Wolds. It's not normally a tricky journey but the front wheel drive Austin 1100, shod with remould tyres (remember when we used those horrendous things on our cars?) had its work cut out on the now snow covered roads. The welcome lights of a chip shop in Market Weighton provided us with some much-needed sustenance. The journey continued, with conditions showing no improvement until the flat lands of the Vale of York. The snow was replaced by piercingly cold temperatures; this was going to be a challenging night!

LEFT: A remarkable survivor on New Holland Pier station was a former LNER paper notice with its modern corporate image version below.

BELOW: Kept very spic and span, along with the rest of the ship, the bridge of *MV Farringford* is seen whilst waiting at New Holland Pier for the 18:15 sailing to Hull Corporation Pier.

York at night

Arrival at York was at about 11pm. We figured that this would be in plenty of time for the arrival and passing of the night time activity. There was many scheduled workings that we hoped to see but we had also identified that there would be some large gaps in the small hours when it was likely that not much was going on. On arrival at the station, the first working observed was headed by a very smartly presented 47115, with Stratford's trade mark silver roof, on 1S60, the 20:00 King's Cross to Aberdeen. We were somewhat disappointed that this was not 'Deltic' hauled but a Stratford steam heat Class 47 was a reasonable substitute. However, we had better luck with the 1E35, the Saturdays only 20:45 Edinburgh to King's Cross. It came in behind 55012 *Crepello*. This train was largely composed of day coaches except for two sleeper coaches that had been attached at Newcastle (E2658, Wolverton, 1971 and E2101, Metro Cammell, 1959). As most of the night workings did, the train spent sometime sitting at the platform; I seem to recall about 40 minutes**. (Ed: throughout this article the author states the works that the vehicle was built at and the date of construction.)**

Following *Crepello's* departure, the familiar whistle of a Class 40 was heard through the darkness. 40149 brought in a right mixed bag of parcels stock heading north. In the consist were 2 LMS derived BG vans (M31400, Derby, 1950 and M31219, Wolverton, 1944). There was also a Southern GUV (S86775). Big Four designed stock was getting increasingly rare by 1980 so this was an unexpected bonus. Next, 47 422 arrived with 1S66, the Saturdays only 21:00 King's Cross to Edinburgh, which was another disappointment as we were hoping this would have produced some English Electric power. In the consist was another LMS van (M31061, Wolverton, 1939).

It was now past midnight and the gaps between workings got greater. The temperature was also well below freezing. A lot of the night time stock was still steam heated at this time and the intense cold presented the problem of how to prevent the infrastructure used to replenish the locomotive water tanks from freezing up. York's answer to this was something that I have never seen before (but I am sure more mature readers brought up during the steam age will think them commonplace) and something that would be unthinkable in today's modern health and safety driven world. Around the standpipes on the station platform ends were huge oil burning open stoves; best described as patio heaters on steroids! They were kept alight all night by station staff who attended them periodically to top up their oil reservoirs. I suspect there was a specific staff grade that was responsible for this task and one that ASLEF or the NUR would probably have fiercely defended to the end! Crude, yes, but effective, as the water was kept running in order to replenish the boilers on the various motive power. They also doubled up as an excellent way to keep us warm but, unfortunately, were situated on the more distant outposts of the station out on the platform ends. Another place we found to keep our teeth from shivering

With the moon overhead, 55 008 *The Green Howards* pauses at York with the 1E40, the Saturdays only 19:15 Aberdeen to London King's Cross. To the left of the locomotive note the oil burning stove to keep the standpipes, used for refilling the steam heat boilers, from freezing up.

was the buffet on platform 14. Amazingly, this stayed open all night!

During the early hours, 40183 passed on a down unidentified parcels working (**Ed: this would almost certainly have been one of the newspaper trains from Manchester to Newcastle)** and 47561 on an up empty coaching stock (ECS) working. Any ideas as to what these workings could have been would be appreciated so the record can be updated. There was a long break until 02:30 when the peace and quiet of a cold and sleeping York was broken my some Napier noise! 55008 *The Green Howards* brought 1E40 the Saturdays only 19:15 Aberdeen to King's Cross slowly into platform 9 (the present platform 5) from the north. After having its steam heat boiler replenished and a crew change, it headed off into the bitterly cold night under a moonlit sky. Half an hour later, at just past 03:00 there was another 'Deltic' delight in the form of 55016 *Gordon Highlander* into platform 14 (the present platform 9). Now seen for the second time over the weekend, this time it was on the 1S72 22:30 King's Cross to Edinburgh. It waited for an age whilst a number of staff worked to rectify a problem with the boiler. They ended up kneeling in the snow on the platform end before it was fixed and the train headed off north into the night.

The second sleeper of the night rolled in at 03.30, again into platform 9. It was 1E43 the Saturdays only 20:05 Aberdeen to King's Cross hauled by 55 019 *Royal Highland Fusilier.* This had 6 Mk.1 sleeper coaches in its consist:

E2653, Wolverton, 1961
E2086, Metro Cammell, 1959
E2595, Wolverton, 1959
E2062, York, 1958
E2103, Metro Cammell, 1959
E2559, York/Doncaster, 1957/58

After another crew change and having its boiler replenished it also headed off south at 03:50. Just a point worth making: this train had a booked arrival time in London of 08.17. Thus, it was due to take approximately 4 hours to cover the 188.5 miles to the capital. This equates to a ludicrous average speed of just 42 mph! I suspect the passengers spent some very comfortable time in their cosy Mark 1 compartments whilst held in loops or at platform with the gentle and soothing hiss of a weeping steam heat pipe beneath them!

The third and final sleeper working of the night remains to this day a bit of a mystery; any help from readers would be appreciated. It was another up sleeper that arrived at just after 04.00. In its formation were 7 sleeper coaches and some Motorail flats. Unfortunately, between us we did not take a photograph, perhaps our camera shutters had completely frozen by this time? Our combined records also do not indicate if the Motorail flats were occupied with cars. Coming from the north could mean the train had originated from a number of locations that were Motorail connected. The sleepers in the consist were-

E2572, York/Doncaster, 1957/58
E2128, Wolverton, 1961
E2579, Wolverton, 1959
E2078, Metro Cammell, 1959
E2651, Wolverton, 1961
E2100, Metro Cammell, 1959
E2800, York/Doncaster, 1958

There then followed the quietest and bleakest period of the night. A number of extended walks were taken around the station. During one of these, a photograph was taken of an ancient porter's sack barrow. Still in use, it was marked up as being allocated to 'York Passenger' and dated 1-1-20. At this time it was over 60 years old, and what a story it could have told; I wonder what happened to it? Several brews were had in the station car park on the primus stove but time past slowly. Another method we adopted in order to keep warm was to take some drives around the deserted streets of York in the 1100 with the heater set firmly to hot.

One of these trips was taken to York yard. At this time, you could drive around the back of the National Railway Museum on a small access road and observe all the motive power through

a broken wire fence. In the days before concerns over climate change and stop-start technology, a number of locomotives were just sitting there with their engines running. The closest to us was 40075 that spent the whole night whistling away to itself. There appeared to be no members of staff present to oversee the yard but, despite this, we resisted the opportunity of bagging an unauthorised tour! We feared that the footprints in the snow would have given us away!

Never were we happier to see the first vestiges of daylight on the Sunday morning! The warming rays of the early morning sun did just enough to take the chill from us but did little to actually defrost us! The first daylight working was an up engineers' train hauled by 31308. This ambled through the middle road at 08:15. With no other workings due, we had a hearty breakfast and then took a short drive to the suburbs of York on the Scarborough line.

The purpose was to seek out a number of superb old pieces of signalling infrastructure that were still in use. The York re-signalling was just around the corner and a fair bit of what we intended to see would be wiped out because of this. At Burton Street Junction, there was an ancient North Eastern Railway (NER) wooden lower quadrant home signal. We photographed this and the signal box. There were a further two NER signal boxes at Haxby and Haxby Gates. The latter still had its manual crossing gates and another NER semaphore mounted on a slotted post. These were photographed in the early morning crisp sun with a light covering of snow from the

ABOVE: With the stock encrusted with snow 55 012 *Crepello* has brought 1E35, the 20:45 Edinburgh to London King's Cross sleeper, into York. During the winter months this working only had two sleeping cars that were attached at Newcastle.

CENTRE: Complete with a BRUTE mailbag trolley in the foreground, the grandeur of Thomas Elliot Harrison's modulated roof spans that make up York station can really be appreciated in the early morning light.

BELOW LEFT: A deserted York station, looking south from near the footbridge.

RIGHT: A remarkable survivor on York station. By the time this picture was taken, this sack barrow was over 60 years old - note the painted date 1.1.20. I wonder if it was purloined by somebody and still survives in a shed somewhere?

In York yard just behind the National Railway Museum, 40 075, 45 036, 40 141 and two Class 31s are seen stabled. 40 075 spent the whole night with its engine running, presumably to combat the effects of the intense cold.

previous evening. However, as beautiful as this was we still had the prospect of a 240-mile trip home in December and having had no sleep for 48 hours! The journey back was uneventful apart from me having to keep my driver from falling asleep and taking lots of stops for a brew. We called in at Clayton West to photograph the doomed former Lancashire and Yorkshire Railway station and signal box that was subsequently closed by BR in January 1983. It has since been revived with the whole branch being home to the Kirklees Light Railway.

This weekend trip was one of many that were undertaken during this era but the extreme craziness of this particular one made it stand out. The experience enabled some cracking and never to be repeated photographs to be added for the archive and some memories that remain fixed in my mind. An analysis revealed that we saw one third of the active 'Deltic' fleet over the 24-hour period; I don't think that this was a bad result. It was only spoilt by two things. Firstly, I developed a foul bout of 'proper' flu waking up full of it on Monday 8th December. My mother was convinced this was as a result of my night time sojourn and she probably had a point! The second thing was lying in my sick bed and hearing the breaking news from New York that John Lennon had been tragically shot dead.

Finally, writing this article has got me thinking. Could this be replicated today and, if so, would it be worth the effort? As for the practicalities, I suspect that it would be very much frowned upon. Thankfully, York remains an 'open' station and enthusiasts are pretty free to come and go as they please. However, if we were to remain on the platforms all night, wandering around with tripods and cameras, I suspect we would be asked to leave pretty promptly. As for the attraction of a nocturnal trip, I am also not so sure; what would be seen of interest at York over the course of a winter's night now?

In the preparation of this article I would like to thank my gricing colleague, friend and driver for the trip, Graham Vincent. He has supplied a lot of the missing information from my 'write up' of the night as well as one or two images replacing some of mine that were not up to standard. I would also like to credit the fantastic web site 'Chronicles of Napier.' Their historical record of 'Deltic' workings and information is quite incredible and filled in a number of gaps.

Constructed about 1878, the former NER Haxby signal box is seen in the early morning sun. It still had its manual gates at this time and a number of semaphores.

A delightful NER slotted post with a wooden semaphore arm is seen in bright sunlight at Haxby.

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TRACTION MODELLING

Apethorn Junction

Keith Harrison built this popular O gauge DCC exhibition layout with David Hampson. Photography by Paul Bason and Andy York.

Keith Harrison wasn't an O gauge modeller to start off with but in May 2006 he came across a layout called Oldham King Street. It was just a small layout measuring eight feet by one foot and was operated by DCC which he hadn't thought of using before. Chatting to the owner, David Hampson, Keith found out as much as he could about O gauge and noticed that David actually had enough stock for several layouts. Keith had previously thought of modelling in O gauge but having to make everything from scratch was a little off-putting.

David was more interested in building locos and stock whereas Keith was the complete opposite and preferred building layouts and scenery, so he suggested that he would build a layout to accommodate David's rolling stock. The plans for Apethorn Junction were drawn up in late 2006 and shown to David who said he had seen something similar in a Fox Line book called *'Oldham Loop No.1'*. This location was actually Royton Junction so the book was used for reference in the building of the layout.

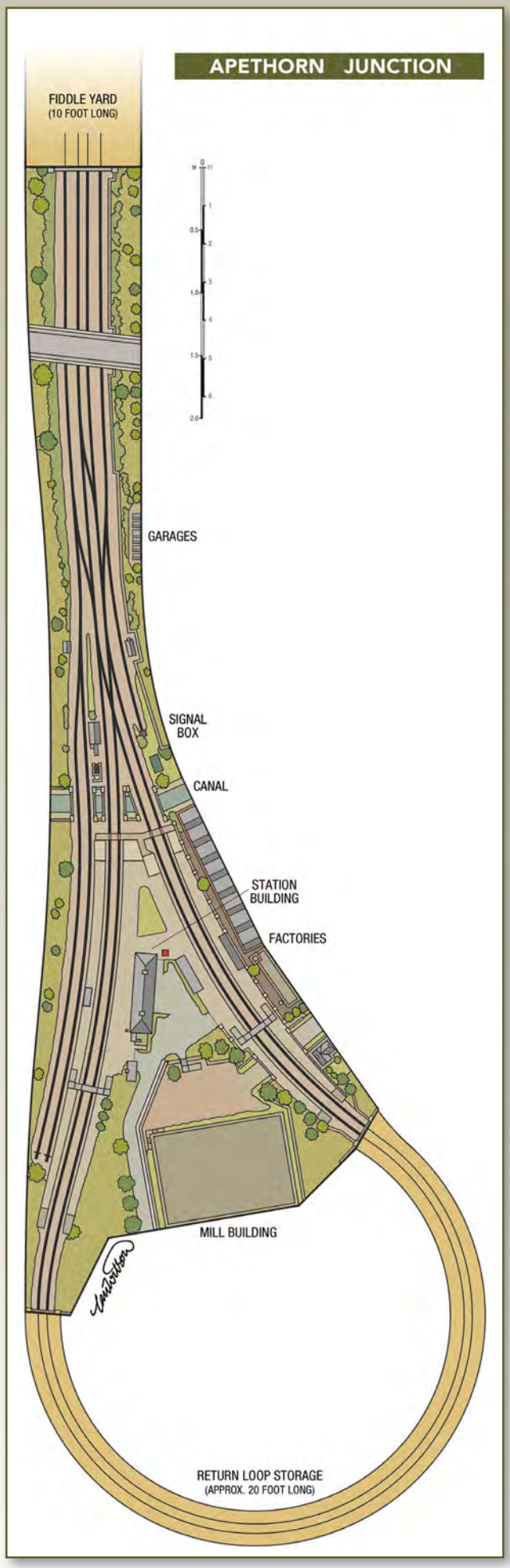
Baseboards

The plan was to build a 1970s British Railways layout with an overall size of fifty feet in length and sixteen feet at its widest, ready for the December 2008 Manchester exhibition. Initially, only the ten scenic boards would be constructed. The fiddle yard and the reverse loop boards wouldn't be needed for some while so they were left until later.

The baseboards were made up of 18mm MDF for the base with two sheets of 50mm polystyrene in the centre topped off with 9mm ply. They were all glued and weighted and left for two weeks to set; boards built like this will never change shape or twist. A 100mm square void was left at the rear to accommodate wiring and components for points and signals, so everything would be easily accessible.

All of the wood used had a coat of varnish, diluted with white spirit, on every surface and was left to dry before gluing. Laying the track would have to be done when all the scenic boards could be assembled together. Luckily enough the distance from Keith's lounge, through the kitchen and dining room and out through the French windows, measures twenty eight feet. Keith's timeslot for this work was all day on a Saturday and Sunday so as to coincide with the time his wife would be at work for much of the time. Access to the fridge and some cupboards was impossible!

The track was laid out on 2mm thick polystyrene which is available on a roll from B&Q. The polystyrene was then stuck down with wallpaper paste on the majority of the


APETHORN JUNCTION
FIDDLE YARD
(10 FOOT LONG)
GARAGES
SIGNAL
BOX
CANAL
STATION
BUILDING
FACTORIES
MILL BUILDING
RETURN LOOP STORAGE
(APPROX. 20 FOOT LONG)


EVENING NEWS


2X49

boards and then painted dark brown. This task was completed before the start of the Saturday so Keith only had to lay the track and pin it down. Ballasting would come at a later stage. By Sunday evening, all was complete and the boards were back in the garage and everything to do with railways had been removed from the house. It was then time to give the rooms a good hoovering and dusting!

Wiring

Keith could do the basic wiring himself because, with DCC, there are only two wires (called bus wires) which run through each board. They can be called 'A' and 'B' or '1' and '2' but not negative and positive as this doesn't exist with DCC. Every piece of track is then connected to the bus wire so the entire track is completely live with not a switch in sight.

The next task was to remove some of the 9mm ply top surface and sculpt the polystyrene to form the basic shape of the landscape. It's possible to reduce it down to the 18mm MDF base. Once satisfied with the contours, all of the exposed polystyrene was painted the same dark brown as the track bed. Cutting the polystyrene can be a messy job depending on how you choose to remove it; Keith used a straight chef's knife. The boards were then ferried off to David's house to have the circuit boards fitted which would control the crossover, reverse loop, points and signals. The signals had already arrived from Roger Murray, who had made the signals based on the requirements of the track plan.

A good thing with DCC is that each board can be wired individually and programmed with no need to have them together. As well as the bus wire, there is a phone line that passes through every board so there can be a plug-in socket for the hand controller where operators would be situated. Once the boards were returned to Keith, they were sprayed outside in the garden with Railmatch 'sleeper grime' before ballasting.

Scenics and structures

All the retaining walls, tunnel mouths, platforms and bridges needed to be in place, although not necessarily completed, before the ballasting could be done. A mixture of dark brown, fine and medium ballast from Woodland Scenics was used. Once completed, the track was given a light dusting of sprayed paint. All of this work on the layout was done in Keith's garage where he could manage three boards joined together at any one time.

For the construction of the platforms, which are located on a curve, Keith made individual tiles measuring 21mm by 14mm to replicate 3' x 2' flag stones; he made 2,500 of them whilst on holiday. Each one was bevelled, stuck down and grouted, painted individual colours and weathered. The station building itself was modelled on the one at Royton Junction. From time to time it was necessary to have the complete layout set up, which meant taking it back into the house. A well planned day would start at 8.00am and finish at 8.00pm.

Two fiddle yard boards were made of 4" x 1" framework topped with 9mm MDF varnished and polished on the surface. A trough system would be used so that the bottom of each trough was again made from 9mm MDF, varnished and polished to make it easier to slide with having such a weight of stock on it. The reverse loop boards would have another role to play other than running trains as they would be used as carrying cases for transporting parts of the layout. Seven of these would give a lot of carrying space. Even the fiddle yard boards, when placed upside down, carry the mill and the centre platform piece. If you have been adding up the boards: ten scenic, two fiddle and seven loop, which is a total of 19 boards, there is a lot of weight. This was something that Keith continually checked during construction in order to keep the weight down as much as possible.

First outing

A year had passed since construction started and it was time to put Apethorn Junction to the test with its first running session. An empty classroom in a school was used and the day was a success! No thought was given to having an operating programme but after the practice run, and having to shout to other operators fifty feet away, it was obvious that the layout couldn't work without one. It has taken several different draft timetables for the performance of the layout to be satisfactory with each sequence taking about 45 minutes to complete.

Eighteen months later, and about 2,000 hours of work, Apethorn Junction was completed, but then came the 'to do' finishing off list which took Keith another three months. Since the pair started this project, they have befriended another six modellers who help out with exhibiting and operating Apethorn Junction and without them it could not function.

The Manchester exhibition arrived and proved very demanding with no time to eat or drink. Keith's initial feeling was that he had created a monster and that his helpers would not want to exhibit the layout again. However, this wasn't the case and they have now been exhibiting for several years. Keith can still find something to improve or change, so each time the layout is exhibited it has been updated. For instance, the mill, which sits nicely in the triangle behind the station, has been completed. It has been made so that it folds flat for transporting.

There are also details which help to fix both the location and the time era that the layout is set in. For instance, the road vehicles are appropriate to the 1970s whilst the Manchester Evening news van, as can be seen in one of the photographs, set the location very much in the Manchester area. The London Midland Region maroon station signs date the layout to the immediate pre-corporate image era. Destination blinds on the DMUs are set to locations in the Manchester area, as can be seen in the photograph of the Cravens DMU which is heading for Royton.

As stated at the beginning, Keith's O gauge stock list was nil, but not anymore: David has built some of his locos and fitted them with ESU chips from South West Digital; Ken Ball built the station building and signal box; the coaches are all made by Peter Cowling and wagons by M&M models.

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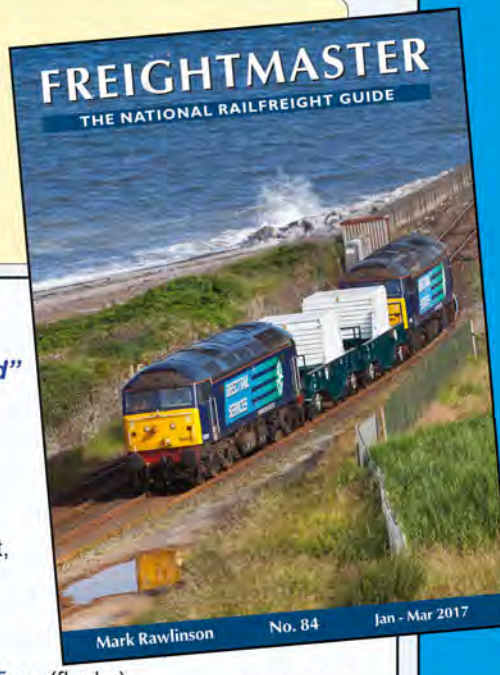

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Kensington Olympia - The carflat earth society

Part 2 by Andy Gibbs

In Part One (TRACTION 236) Andy Gibbs explained the background to his new N gauge layout based on Kensington Olympia during its heyday as a Motorail terminal. In this article he describes how he constructed some of the key buildings for the layout.

An enforced break from work after knee surgery allowed me plenty of time to start construction of the various buildings. These were to be the North and South signal boxes, the very distinctive footbridge, the main station buildings and the now demolished waiting room and toilet block. The final station building to be produced was the Motorail reservations office located on the east side of the station.

Other distinctive buildings I will need to build will include the Esso petrol station next to the bridge at the south end of the station, the Hand and Flower pub in Kensington High Street plus the large number of Georgian town houses in Russell Road which will act as a backscene. The current Hilton Olympia Hotel on Kensington High Street just to the east of the station used to have a very different function as it used to be the TWA West London terminal. Passengers could check in their luggage before taking a coach transfer to Heathrow airport. This building will appear in its earlier incarnation on the layout. If there is room I will also squeeze in the Bristol Cars showroom that was next door.

South and North signal boxes

The construction of the South Main signal box was started first. The base is made of plasticard covered in Scalescenes downloadable brick paper. This is printed on to an A4 sticky label and wrapped over the plasticard. The top of the signalbox is also constructed from plasticard. The windows were produced on the computer by formatting a suitable sized grid on Microsoft Word. The windows were then shaded grey leaving a white grid frame. This was again printed on to a label and stuck over clear plasticard. The grey area was then carefully cut out and peeled away leaving the framework for the windows. The interior of the signal box is from a Ratio detailing kit. The roof uses Scalescenes downloadable slates, again printed onto an A4 label and stuck on to the plasticard roof. The North Main signal box uses the same method but, as it has an external staircase, two were purchased from York Modelmaking.

ABOVE: Kensington South Main signal box

LEFT: Kensington Nouth Main signal box

Station buildings
The main station building was constructed in a similar fashion to the signal boxes. Being three largely box shaped parts, each section of the building was constructed from plasticard and covered in either Scalescnes brick or rendering printed on to labels. Windows and doors were constructed using the same method as the signal boxes. Each box was then attached to the next to complete the building. The now demolished platform waiting room and Motorail reservations office were also built using the same tried and tested methods. Signs are produced using the BR font and printed on to photo paper and cut out. Posters were produced using images from the Internet and then reduced in size and printed out before being glued to a poster board.

ABOVE: Kensington Motorail reservations office and waiting room building

CENTRE: Kensington main station building from the street side.

RIGHT: Kensington main station building from the platform side.

Footbridge
To model the distinctive footbridge, I undertook a major rebuild of two Faller 22153 footbridge kits using additional parts made from plasticard. Whilst it is not an exact replica it gives a good impression of the original. The glazing bars were scored on the clear plasticard and then it was all painted light grey and the excess wiped off revealing the painted window bars.

RIGHT: The footbridge

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"I've bought from Hatton's for years and the trade-in service is just as efficient and friendly as usual - great service!"
Mr H Moorhouse, Lincoln

Engineer in Scotland

Colin Boocock spent eight years working in Scotland, firstly as Rolling Stock Maintenance Engineer for the Scottish Region, and then as Rolling Stock Engineer. He recalls several of his experiences in that distant and somewhat independently-minded BR Region.

I remember arriving in Glasgow for my interview late in February 1976 and being surprised that early daffodils were already flowering even though it was still winter. The mildness of the west Scotland climate took a while to sink in. To say that Glasgow city impressed me would be an understatement. I admired the central area streets, largely laid out in a grid pattern, most lined with tall, Victorian buildings built of sandstone in shades of grey and red. I was already familiar with the two main terminus stations, Central and Queen Street, both of which were continuously busy following the closure of the other termini at Saint Enoch and Buchanan Street. Indeed, back in 1960 I had visited all four termini. Then, as a somewhat naïve 18-year-old visiting from Bournemouth on the English south coast, I had my first sight of a paralytic drunk when the 'Granite City' train arrived at Buchanan Street station headed by a Stanier Class 5 – a number of male passengers appeared simply to fall out of the train onto the platform!

After Buchanan Street station closed in 1966, and was then demolished in 1967, the large office block that became Buchanan House was built on the site, into which went the Scottish Region's headquarters personnel. That was where I received the interview in 1976 that was to alter my life, and that of my family, yet again. Mike Casey, whom I had first met when working on the Western Region, was now the Regional Chief Mechanical & Electrical Engineer. At the interview table with him was a gruff ex-Swindonian, Jack Nutt, the Region's Rolling Stock Engineer; there was also a manager from the personnel department – the only Scotsman in the room!

About two months later I was travelling over what was to become a familiar route to get me from my home in Doncaster to start work in Glasgow. A DMU got me from Doncaster to Leeds, then a 'Peak-hauled' express took me to Carlisle, where I changed onto an electric locomotive-hauled train direct to Glasgow (while the 'Peak' took the longer route via Dumfries and Kilmarnock).

Jack Nutt very quickly outlined that I was to be responsible for the maintenance of all Scottish Region multiple units and coaching stock. I should also make a positive input to the planning meetings that were moving forward with two major schemes. One of these was to build a long four-track carriage shed at Polmadie in south Glasgow that would service West Coast Main Line trains; the length of this shed was determined by the 14 vehicles that would make up a full APT-P rake. For reasons best known to the planners, the shed had no end doors, and thus would become a 'wind tunnel' when cold winds blew. (Doors were fitted many years later.) The other major scheme being talked through in 1976 was the new depot at Craigentinny, east of Edinburgh. This was not only to service trains arriving via the East Coast Main Line but also to maintain a number of the eight-coach HST sets that were on order for that route. Common sense had prevailed when Craigentinny was being designed and shed end doors were standard.

The Class 303 EMUs were the backbone of the Glasgow electrified suburban network. When the author first went to Scotland they looked drab in plain rail blue with dirty cab fronts, at least above the windscreens. Repainted in BR's two-tone livery, with the yellow fronts kept clean, they looked excellent, as with No. 303 094 seen in 1981 at Wemyss Bay station.

All photographs are by the author, Colin Boocock.

The author's arrival point in Scotland during the four months when he commuted from Doncaster before moving house was the magnificent station of Glasgow Central. This photo shows the concourse in 1976, with some of the iconic timber-clad buildings in view.

The 1960s office block then called Buchanan House sat on part of the site of the closed Buchanan Street terminus station. This was where the author sat for his job interview, and from where he subsequently operated as the Scottish Region's Rolling Stock Maintenance Engineer, and later as Rolling Stock Engineer.

Planning meetings in 1976 aimed to get the best out of the schemes for new depot buildings at Polmadie and Craigentinny. This is the carriage maintenance shed at Craigentinny, Edinburgh, a couple of years after opening.

Electric multiple units

At the time, maintenance of the Glasgow area EMU fleet was undertaken at two depots, Shields and Hyndland, serving the routes on the south and north of the River Clyde respectively. These three-car EMUs were known as the 'Blue Trains' because of their original livery of Caledonian blue when put into service from 1960. They were now plain rail blue, like the DMUs, but the name stuck. I found that, when attending a depot progress meeting at Shields, attention was being concentrated on progress with a host of modifications that were intended to improve unit reliability. Whether the actual maintenance of the EMUs was up-to-date did not seem to be a priority.

In my early months in Scotland, when riding in the centre power car of a Class 303 or 311 unit, I often heard the emergency compressor start up and run for several minutes after each station stop. This was not what the small compressor had been designed for – it was really to ensure that the pantograph could be raised even if the main compressor had failed; it should not have been backing up the main system. This was one of many issues I raised as a result of travelling in the trains we maintained.

I had always been keen that our trains looked good, and was particularly struck by the dirty area above the cab windows on the 303s and 311s. This was part of the overall warning yellow of the cab front, but our operating colleagues seemed unable or unwilling to reach that high; one deterrent was the presence of overhead 25kV wires in servicing depots and sidings. Thus I repeated what we had successfully done on the Trans-Pennine DMUs in the Doncaster Division several years before:

Healthy cynicism

As my career in train maintenance progressed over the years I became cynical about BR's M&EE HQ view of improving traction reliability. Any reliability problem that was reported by Regional engineers at national service problems meetings usually seemed to provoke the design of yet another modification. People rarely queried the maintenance regime. I dubbed the process 'Maintenance by modification'. In a later stage in my career, my team on the London Midland Region was able to improve traction reliability significantly by confronting human issues in the application of the existing maintenance schedules at depots, in effect by raising and harnessing staff enthusiasm. That is another story that I can write about in a future TRACTION magazine if the editor so wishes.

ABOVE: While the station buildings at Ayr are architecturally fine, the plain blue Class 126s looked dull and uninviting. These Inter-City DMUs worked the fast Glasgow to Ayr trains and most Stranraer services. They were built at Swindon on Mark 1 underframes, and were reasonably good riding, comfortable and spacious units, though a bit slow on adverse gradients (for example having to climb in second gear for five miles out of Girvan southbound!).

BELOW: Inside Ayr depot in 1980, work is under way to improve the pitted roads for better access under the units. A repainted Class 126 unit stands on the raised track alongside that being worked on.

Bad press

During my eight years in Scotland I saw that there was a relationship between train reliability measured as miles per casualty (where a casualty was a delay to a train of five or more minutes for a technical reason) and the adverse publicity that BR received in the press. When reliability was above 10,000 miles per casualty (mpc), there was little press comment. Around 6,000mpc there were letters in the press. Below 3,000mpc all Hell let loose and BR's service unreliability was front page news in the Scottish national newspapers. DMUs in the ageing condition of many of the ScR's '126s' and '101s' in particular were vulnerable to electrical and mechanical failures, sometimes making it difficult for the depots to keep on top of reliability.

we put cleaning of the upper yellow area into the C examination in the maintenance schedule so that it could be cleaned when not under a live wire. That did indeed improve the units' appearance. We had another ace up our sleeve for a later year that would further improve their appearance considerably.

Diesel multiple units

Operation and thus maintenance of DMUs was much more widely spread in Scotland than that of EMUs. The Region maintained DMUs at depots at Ayr, Hamilton, Dundee, Inverness, Eastfield (Glasgow) and Haymarket (Edinburgh). Additionally they were serviced and fuelled at Corkerhill in south Glasgow, to reduce empty running to and from Hamilton depot.

Ayr depot had a unique fleet at the time of my arrival in Scotland. The Class 126 Inter-City DMUs were Swindon-built three-car sets with a full-width cab at one end and a gangwayed end with narrow cab at the other. Ostensibly this was to enable the operator to assemble a six-car train with through gangway access to a small buffet, a facility later withdrawn. In practice this formation was rarely achieved.

Among this fleet were four of the cars from the original Glasgow - Edinburgh DMU scheme. While outwardly and inwardly similar to the Ayr '126s', these four vehicles were numbered in the 79XXX series. Being older, their control and lighting wiring was on the point of terminal decay. I recall being shown a junction box jammed with wires on which the ageing insulation was cracking. Any attempt to move or adjust one wire would render the whole boxful liable to short-circuiting. Ideally, full rewiring would be needed to keep these vehicles in medium-term service. The sensible solution would be scrapping, but in the financial circumstances of BR in 1977 they would just have to soldier on for as long as they could turn a wheel with reasonable reliability.

Ayr's '126s' worked the commuter trains between Glasgow Central and Ayr, plus the service to Stranraer, with the exception of the locomotive-hauled boat trains. Services to Largs, Ardrossan, East Kilbride, Kilmacolm and Paisley Canal were operated mainly by Class 107 three-car Derby-built sets that were allocated to Hamilton depot. There were also '101s' and '116s' in the fleet, which were based at Eastfield but which worked some south Clyde diagrams. The '107s' were another class that was unique to Scotland. They were short-underframe outer-suburban or regional DMUs, similar to England's Class 108s but of all-steel construction and with flat upper bodysides. While their riding was a bit lively, the '107s' were quite reliable work horses.

How the '107s' came to be allocated to a depot that was nowhere on the DMU service map was a quirk of recent railway history. Hamilton depot had been set up to maintain the DMUs that worked the Hamilton Circle route some years before the south Clyde electrification took place. Somehow, Scotland's long-term strategic thinking had not anticipated the effects of full electrification in the Hamilton area. This was a lesson I learned in time for when, later on, I became responsible for establishing a longer-term depot maintenance strategy for Scottish rolling stock. When EMUs had taken over running

ABOVE: Edinburgh suburban services were largely in the hands of Classes 101 and 116 DMUs based at Haymarket and Dundee. Trying to keep this fleet in their booked sets proved difficult at first, witness the different liveries among the two three-car units making up this train calling at the southbound platform at Inverkeithing in 1979.

CENTRE: Dundee depot maintained '101s' for the main line to Edinburgh and a small number of single 'Bubble' cars for local services, for example to Arbroath.

BELOW: In this scene at Inverness one of the seven Class 120 Cross-Country DMUs used on services via Elgin to Aberdeen is on the left. A single 'Bubble' car rests in a siding while a train of Mark 1 stock awaits departure for the Kyle line. The author successfully promoted the construction of a new carriage maintenance shed for this city.

the Hamilton Circle route, the DMUs based at Hamilton moved to other routes, but had to return regularly to Hamilton depot for maintenance by dint of much empty stock running under the wires.

In the Forth-Clyde valley and north of it the DMU fleet was largely formed of Class 101 Metro-Cammell units and Derby-built suburban '116s', with seven Swindon Cross-Country '120s' running between Inverness and Aberdeen. The Forth-Clyde suburban and local DMUs were maintained at Eastfield and Haymarket, and those serving Fife routes were largely based at Dundee.

In previous articles, I have commented on my view that BR's first generation DMUs had some lethal qualities, a view strengthened by several events that occurred during my time in Scotland. One spectacular event occurred with Class 126 No.79088. This was marshalled among a six-car train running from Glasgow to Ayr. At Glasgow Central, as at all places where DMUs reverse direction, the outgoing driver

The Scottish Region was the last in Britain to use steam heating, its fleet of Mark 1s for the peripheral routes being well maintained but unmodernised apart from lighting. One such train calls at Helmsdale on its way from Wick and Thurso to Inverness in August 1977.

would have put the reverser into forward gear and watched the small lamps in his cab that indicate reversing gear engagement dip out and light up again. In a six-car train there were eight lamps to observe. If any reverse failed to take place the light would remain on. A better system would have been to have separate direction lamps that clearly indicated forward or reverse, but BR had not specified that.

Anyway, this particular train proceeded out of Glasgow with one engine under 79088 running backwards, the final drive reversal not having happened. A reverse-running engine on full throttle would send hot gases or worse out of the engine air inlet manifold. In the case of 79088 the heat under the floor was enough to set the vehicle on fire. After safe evacuation of passengers, 79088 was shunted aside at Kilwinning. Fully burned out, the strong Mark 1 underframe had sagged with the heat; much of the aluminium in the vehicle had melted and run down. What a mess!

A more common source of DMU fires was the Smith's heater. Also, I once attended an inquiry about a fire that appeared to have been ignited when brake block sparks lodged under the plywood floor of a '101'.

Two dramatic incidents stay in my mind, however, that affected passengers in the errant vehicle. For the convenience of maintenance personnel, access to the top side of the underfloor diesel engines of first generation DMUs was through hatches in the floor of the passenger compartment. These were held in place by quarter-turn locking bolts. BR DMUs at that time were powered by what were in effect road bus engines designed in the 1950s and working beyond their manufacturers' sell-by date. From an engineering point of view, this was acceptable because at works overhauls the engine components would be brought back to near-new condition as long as adequate spare parts were available. However, on rare occasions diesel engines have been known to break up due to failure of an internal component such as a piston, crankshaft or bearing. When such an event causes a connecting rod, for example, to break out through the case of the engine, called by some engineers a "leg out of bed", there can be an accompanying crankcase explosion as the hot gases within the engine escape and mix with oxygen in the atmosphere.

In two cases in Scotland during my term of office there (1976 to 1984), two such events caused the engine components not only to break out of the top side of the engine but also to burst through the hatch in the floor above at exactly the time the crankcase gases exploded. With passengers inside the vehicle at the time, you can imagine their terrified reaction to a "ball of fire" coming up through the floor! DMU diesel engines are only dismantled during works visits, not during depot maintenance

Oban special

By the time Chris Green took over as Deputy General Manager, Scottish Region, we were beginning to flex our muscles with a degree of managerial freedom that was unusual in "old BR". The passenger sales people were wanting to run some up-market excursions on two Sundays from Edinburgh to Oban and back. I recall Dennis Cochrane, the charming Regional Operations Manager, coming into my office not long after I had been appointed as Rolling Stock Engineer.

"Can you fit some temporary public address into a train of Mark 2 stock for a weekend and take it down again before Monday morning?" he asked.

Not wanting to impose unnecessary work on our people, I replied, "Why don't you use an Edinburgh - Glasgow Mark 3 push-pull set that already has public address?"

"Because we don't have a diesel of only RA5 route availability that can deliver electric train heating," he explained. My knowledge of BR diesels as an enthusiast came in handy at this point.

"Why don't you borrow a 'Deltic'?" I suggested.

"Wow," he replied, "I can sell that!"

So it was that 55021 *Argyll & Sutherland Highlander* ventured to Oban on two warm Sundays with an extended E&G push-pull set, giving pleasure to many, including the London Midland Region General Manager David Binnie who also came along for the ride.

examinations. Such events were thankfully very rare, in our case two during my eight years, and were put down to metal fatigue in engine components. (Equally thankfully, BR's second-generation DMUs were specified to have an unbroken steel floor above each engine and transmission.)

When I came back to work after a two weeks holiday one summer I was presented with a panic because two DMU crankshafts had broken at the point where the shaft emerged from the engine to drive the transmission. I was required to take immediate action to prevent this becoming an epidemic. I quickly realised that one of the engines was of the AEC type and the other a Leyland. One was under a '107' based at Hamilton, the other a '101' based at Haymarket. Both crankshafts were of very different ages and their host railcars worked different types of services. One had been recently overhauled, the other about two years before. I was able to convince senior management that each of these was a "one-off" event, the first in very many years, and certainly not the precursor of a pandemic across the fleet. The fact that they had occurred within a few days of each other was entirely coincidental. I still have difficulty convincing some people that random numbers and probabilities can explain events like this!

Being far from the centre of BR's mechanical and electrical engineering at Derby, we in Scotland decided that the very dull appearance of all-blue Class 126 DMUs needed to be changed, and that we could and would unilaterally order Glasgow Works to repaint them in main line blue-and-grey livery at their next overhauls. As these occurred every three years, the whole fleet would look much smarter quite soon. This we did, and the result was very pleasing. Happily, it was only a couple of years later that BR as a whole decided to repaint all DMUs and EMUs in two-tone blue-and-grey.

Coaching stock

Thankfully, hauled coaching stock proved much less problematic than did DMUs. ScR stock was allocated to depots at Polmadie (south Glasgow), Cowlairs (north Glasgow), Craigentinny (Edinburgh), Aberdeen and Inverness. Once the new facilities at Polmadie and Craigentinny were opened and running, my attention focused on how to improve things in the far north. We decided that a new carriage shed at Inverness was needed so that fully pitted, covered accommodation would enable maintenance staff there to deal better with modern stock such as ScR Mark 2s and the Mark 3 sleeping cars that were soon to be introduced. This depot was duly opened. ScR was still running steam heated Mark 1s, but needed to supply electric train heating (eth) on modern stock coming north from London, so our locomotive colleagues innovated a cheap, temporary solution by diverting the outputs from the generators of three redundant Class 25 Bo-Bos and setting the engine speeds so that the correct voltage for electric train supply could be fed to a train. The traction motors were disconnected, of course. These 'eth' ex-locomotives were quickly dubbed ETHELs, and were towed immediately behind the Class 37s that normally worked these trains. A few years later, BR HQ agreed to convert a group of '37s' to supply eth, becoming the '37/4' sub-class. That enabled steam heating of Scottish passenger stock to cease, almost certainly the last use of steam for train heating in the UK.

These are just some of the highlights of my early years in Scotland. The next article about my time in Scotland will show how we coped with declining traffic yet kept our costs down, some of the more unusual mishaps that tested us, BR's first rash of red lampposts, and the birth of ScotRail.

For two Sunday excursions from Edinburgh to Oban and back, the author suggested use of an extended Edinburgh to Glasgow push-pull set with 'Deltic' haulage. This actually happened, with 55021 *Argyll & Sutherland Highlander* providing electric train supply (at least when the engines were at high revs. or idling) to a six-coach Mark 3 set including the Mark 2f driving trailer, strengthened by an extra Mark 3 and a Mark 1 RMB cut in for refreshments. The train is seen between Dalmally and Tyndrum on the return train on the warm and sunny first Sunday, 23rd August 1981.

Freight in South Wales

Photographs by Gavin Morrison

37901 *Mirrlees Pioneer* is seen passing Usk Junction at Newport on westbound steel coil train on 2nd March 1987. Built in 1963 and originally numbered D6850, the locomotive became 37150 in 1974. It was refurbished and re-engined in 1986 with a Mirrlees six cylinder 1800 hp power unit and Brush electronic equipment as part of BR's tests for the proposed Class 38.

47033 wheels a westbound container service past the yards to the west of Newport opposite where Ebbw Junction depot once stood. The first half of the train carries Seawheel containers conveying sheeted steel coil. The date is August 4th 1987.

Heading a westbound empty MGR working, 37801 is seen passing Cardiff Canton depot on the 28th September 1990.

60034 *Carnedd Llewelyn*, a Trainload Metals locomotive, is working a Sunday afternoon steel train past Llanhilleth en route to Ebbw Vale steel works on 20th June 1993.

A coal sector Class 56, 56115, is seen passing Miskin, west of Cardiff, with a Port Talbot to Llanwern loaded MGR working on June 21st 1993.

ABOVE: 37901 and 37903 are passing Cwm on the climb towards Ebbw Vale on July 17th 1998 with a train of Cargowagon vans. 37901, seen in one of the other photographs in this feature, has now lost its nameplates.

RIGHT: On July 17th 1998 the yard at Ebbw Vale steel works is very busy with at least seven trains in view and mostly loaded with steel coils. Four Class 37s are in the yard, with 37212 and 37274 on the left and 37901 and 37903 on the right.

09023 passes through Newport station with a heavy trip working heading for Usk Junction and Newport docks. The date is 1st October 1998.

ABOVE: On the first day of July 1987 50036 *Victorious* passes the stabling point at Severn Tunnel Junction with the Carmarthan to Old Oak Common van train.

BELOW: 37255 leaves a trail of exhaust as it comes off the Ebbw Vale line at Gaer Junction, to the west of Newport station, with an eastbound coal train on 4th August 1987

West Country Memories

by Ian McCart

They say time passes quickly when you are having fun. It's true enough and as the memory recalls past years as they recede into the backwaters of one's mind, they become more and more nostalgic, particularly when we realise that they can never be repeated.

Way back in the early 1980s, it was thought by the writer (and a good many others) that life as we knew it would end early in 1982 when the mighty 'Deltics' ended their operational days on BR. In fact, life went on as before; other diesel traction filled the void quite successfully. So successfully, that travelling the country on the BR network became the norm for three York based enthusiasts whilst in pursuit of bashing and photographing the remaining BIG engines.

Enter the Class 50s and a three day visit to the West Country in September 1985. With the early autumn sunshine and holidaymakers still enjoying the incoming tide along the South Devon coast it could almost be the 1960s, but in the mid-eighties. But never mind the call of the sand and the sea, because Class 50s were pounding along the sea front at Dawlish and you either had to be travelling behind them or, second best, be photographing them.

Three days in Devon and Cornwall saw us photographing twenty-four different members of the class, including the first to be withdrawn, 50011 *Centurion,* and 50007 *Sir Edward Elgar,* which had only recently been out shopped in Great Western green livery with a name change to boot. Was it a sacrilege passing the name of 50011 to another class member (50040) and giving 50007 a new name (it was originally *Hercules*)? Now there's a good talking point for TPO! In addition, five of the class were photographed on freight workings as well as empty coaching stock workings and parcels trains; it really was a case of blinking and missing something

Addding to the excitement were a host of Class 47s on cross country workings although, at that time, we didn't really consider these as qualifying for a 'thrash' along the Great Western main line! There were also numerous Class 45s, also on cross country and freight workings, as well as the 'run of the mill' Class 37s which were seen on the Cornish clay workings.

All in all, it was an action packed three days with a bagful of memories captured on film. To end where we started, it can never be repeated, that's for sure. With many other trips having been made countrywide over the intervening period, no wonder the time has passed so quickly. It's more than thirty years ago, but was it really?

ABOVE: Whilst it isn't Class 50 it's interesting enough nonetheless! 45063 arrives at Par station with a Severn Tunnel Junction to St. Blazey Speedlink service on 9th September 1985 and only has to curve around from the station to reach its destination. Very shortly after this date, the Class 45s and 46s were banned west of Bristol so the 'Peaks' also disappeared off the cross country services into Devon & Cornwall. *Ian McCart*

OPPOSITE PAGE
ABOVE: 50027 *Lion* departs Plymouth station on a Penzance to Glasgow cross country working on 9th September 1985. Classmates 50040 *Leviathan* (before its name change in 1987) and 50018 *Resolution* await their next turn of duty in the station, most probably an afternoon mail working and a local Plymouth to Penzance diagram. This view, overlooking Devon's capital city, has changed little in the intervening thirty years. B*arry Plues*

BELOW: It's early evening and a beautiful autumn light is streaming along the side of 50028 as it hurries through Dawlish Warren with the 17:27 Paignton to Paddington working on 8th September 1985. *Barry Plues*


50027


50020

The Magic of the Cup, April 7th 1973

By Nick Ross

On the bus to Luton there was time to muse about what the Saturday morning session would deliver? Would it be the usual diet of 'Peaks, Peaks and more Peaks' or would we get some variety? Whatever, there was keen anticipation, as we had no idea what to expect, which was half the fun.

The usual crowd of four scruffy 15 year olds gathered in the small south car park adjoining the down fast platform 1 at the south end of Luton station. From here you had good views of all the semaphores to advise of approaching traffic. Conversation amongst us was the usual topics of railways, rock music, girls and football. Here my mate's comment that, "Perhaps Arsenal will send a few football specials," was to prove the understatement of the day as Arsenal sent nine football specials from St Pancras to Sheffield that morning. It was a big match, the FA Cup semi-final at Hillsborough with Sunderland. Sunderland also sent eight specials to the game. (Sunderland won the game 2-1 and went on to famously win the cup against Leeds a month later)

So the expected diet of 'Peaks' was supplemented that morning by many Class 47s plus the usual local Class 25 turns as well as a visiting Etches Park DMU on a railtour. With at least fifteen extra trains it was quite a Saturday morning. Nine football specials for the same club was, we were later told, a very rare event on the Midland by the 1970s. The following few Saturdays were very dull by comparison!

Looking back

Looking back at the morning's log shows how the railway of the time had the resources, capacity and inclination to move vast numbers of football fans to Sheffield that day, in addition to the normal and other special traffic.

Whilst such a massive football special flow is unlikely to be repeated in 2016, the small station car park at Luton still survives in a largely undeveloped corner of the fast changing Luton station interchange area. Enthusiasts still wait here on Saturday mornings not for 45009 on a football special, but for a Colas 37 on a test train or a GBRf 66 hauled stone train. The railway perhaps still interests many of us whether linesiding or the nostalgia of looking back on the likes of mornings like Saturday April 7th 1973 .....

A 'Peak' hauled 1E19 St Pancras to Sheffield service approaches Luton station and passes Luton South signal box in July 1973. The Luton to Johnstone car train of Luton Vauxhall vehicles awaits its lunchtime departure time for Scotland, a local DMU and local 'pick up' freight traffic can all be seen in this busy scene. *Ivan Stewart collection*

PASSING LOCO HAULED TRAFFIC LOG, SATURDAY MORNING APRIL 7TH 1973

48 (45038) 1E41 08:15 St Pancras-Sheffield
1544 (47015) 1C08 07:00 Nottingham-St Pancras
1630 (47570) 1T44 Southbound Merrymaker
54 (45023) 5Z85 Southbound ECS
85 (45109) 1Z81 St Pancras - Sheffield (Arsenal football special 1)
117 (45130) 6E43 Northfleet-Thoresby Colliery MGR empties
159 (46022) 1P08 08:35 St Pancras-Derby
91 (45056) 1C10 06:50 Derby-St Pancras
1698 (47110) 1Z82 St Pancras - Sheffield (Arsenal football special 2)
105 (45064) 1C18 07:50 Nottingham-St Pancras
113 (45128) 1Z79 St Pancras - Sheffield (Arsenal football special 3)
1631 (47049) 1M04 07:23 Sheffield-St Pancras
1866 (47216) 1S68 09:05 St Pancras - Glasgow Central 'The Thames Clyde Express'
102 (45140) 1M11 07:13 Sheffield-St Pancras
1726 (47134) 1Z83 St Pancras - Sheffield (Arsenal football special 4)
81 (45115) 5Z88 Southbound ECS
1926 (47249) 6C35 Brent-Dunstable oil (to Luton Bute St siding)
1616 (47570) 1Z84 St Pancras - Sheffield (Arsenal football special 5)
7649/5239 (25299/25089) 8O15 Wellinborough - Shepherds Well coal empties
87 (45127) 1D06 09:35 St Pancras-Nottingham
112 (45010) 1C23 08:15 Nottingham-St Pancras
82 (45141) 1Z85 St Pancras - Sheffield (Arsenal football special 6)
126 (45134) 1C19 08:55 Nottingham-St Pancras
75 (45052) 1E78 10:05 St Pancras-Leeds
172 (46035) 1M13 08:10 Sheffield-St Pancras
108 (45012) 6M53 Ripple Lane-Kingsbury oil
54 (45023) 1Z86 St Pancras - Sheffield (Arsenal football special 7)
1806 (47325) 6Z47 Additional freight
70 (45048) 1C26 09:00 Nottingham-St Pancras
37 (45009) 1Z87 St Pancras - Sheffield (Arsenal football special 8)
93 (45057) 1T43 Southbound football special
1544 (47015) 1P10 10:30 St Pancras-Derby
58 (45043) 1Z88 St Pancras - Sheffield (Arsenal football special 9)
64 (45045) 1M14 09:00 Sheffield-St Pancras
1631 (47049) 1E11 11:05 St Pancras-Sheffield
1720 (47129) 7V67 Leagrave - Westbury Stone empties (no 'Western' today!)
95 (45054) 1M51 08:01 Manchester-St Pancras
50685/59263/50696 Leicester - Haywards Heath M&GN Railtour (120 DMU)
105 (45064) 1D08 11:30 St Pancras - Nottingham
193 (46056) 1M15 08:55 Leeds - St Pancras

Note: *The TOPS numbers shown were not carried in April 73 and are for reference only*
ECS = empty coaching stock MGR = Merry go round coal train

Motive power by class: Class 25 x 2, Class 45 x 21, Class 46 x 3, Class 47 x 10

218486 is seen near Füssen heading a rake of push-pull stock with a train from München on the 21st August 2014. Note the prominent exhaust hoods on the roof which were fitted to carry fumes well away from the passenger carriages. This had became quite a serious problem, especially in summer with carriage windows wide open. *Ian Buck*

The Deutsche Bahn 218 class

By Ian Buck

The Deutsche Bahn 218 class diesel hydraulic locomotives have, over the years, given sterling service in most parts of Germany. British enthusiast visitors to Germany could not help but stumble over these locomotives and indeed many would have visited the country especially to view and travel behind them.

Origins

The story of the 218 class can be traced back to the introduction of the prototype V160 in 1960. After the renumbering of Deutsche Bundesbahn locomotives, these became the 216 class; they were followed by a large production series which spearheaded the Deutsche Bundesbahn medium sized diesel fleets. The 216 class was considered successful but was only fitted with steam heating equipment owing to the large amount of rolling stock with this type of carriage heating at the that time.

DB was looking to the future and wished to eradicate steam heating and looked at how electric train heating could be provided. Two concepts were considered: using a separate generator set or integrating the train heat generation into the main engine. After trials commencing in 1968 with twelve 217 class locomotives (with the first arrangement) and 12 prototype 218 class fitted with the latter, the 218 class concept won.

Meanwhile, the need to replace steam traction was becoming urgent and whilst DB was making its mind up a further batch was authorised consisting of 150 locomotives. Although again fitted with steam heating, they were built with the slightly longer body of the 218 class so that they could be fitted with electric train heating in the future. In practice this never happened and these locomotives became known as the 215 class. They were introduced in 1968 and a few still survive today as the 225 class and allocated to the freight sector.

218 class

Series construction of the 218 class commenced in 1971 with 218101 and a total of 398 were constructed. At that time the number of locomotive builders in Germany was more diverse than today and Deutsche Bundesbahn had a policy of sharing the work around. They were built in four batches as follows:-

1st series	**1971-1972**	**2nd series**	**1972-1974**
218101-218135	Krupp	218171-218218	Krupp
218136-218150	Henschel	218219-218248	Krauss Maffei
218151-218170	Krauss Maffei	218249-218283	Henschel
		218284-218298	MAK
3rd series	**1974-1976**	**4th series**	**1976-1979**
218299-218332	Krupp	218400-218434	Krupp
218333-218360	Krauss Maffei	218435-218462	Henschel
218361-218388	Henschel	218463-218489	Krauss Maffei
218389-218398	MaK	218490-218499	MaK

With the delivery of the last locomotive the Deutsche Bundesbahn dieselisation programme was completed. With such a large class built over a long period of time there were a number of detail changes as the build progressed. Principle among them were changes to bogie suspension and modifications to the cooler groups. As the result of locomotive 215112 being badly damaged in an accident, it was rebuilt as a 218 class and numbered 218399.

The 218 class locomotives have been powered by a variety of engines as Deutsche Bundesbahn used the fleet as test beds for alternative types. The first engines fitted were MTU type MA12 V956 TB10, this was followed by type TB12 which was subsequently fitted to most surviving locomotives. To break the monopoly of MTU, DB fitted Pielstick 16PA 4 V200 to a small number of locomotives. A few other locomotives were fitted with Caterpillar engines but the engine fitted to most, but not all, examples today is the MTU 16V 4000 R 41.

Transmission was supplied by Voith (MTU for Pielstick engines) and through a system of cardan shafts drove the wheels through final drives. The train heating generator was similarly driven through a cardan shaft.

Technical Details

Basic technical details of the 218 class are as follows:-

Power Type	Diesel Hydraulic
Wheel Arrangement	B-B
Length	16,400mm
Maximum Speed	140kph
Weight	79.5 tonnes
Axle Weight	20 tonnes
Power	MTU TB10 1,840kW
	MTU TB11 2,061kW
	Pielstick 1,986kW
Generator	400kW
	(for train heating)
Transmission	Voith 820brs
	MTU K252 (with Pielstick engine)
Tractive Effort	235 kN

Brief History

The subsequent history of the 218 class is a large and complicated one and impossible to document fully in a short article. Initially the 218 class was concentrated in large numbers in a few areas in the north, the Ruhr area, the south west and in Bavaria. In the 1980s electrification, introduction of DMUs and some line closures reduced the number of diesel locomotives required but initially withdrawals affected other classes. The re-unification of Germany meant new areas of operation opened up for the class in the east. **(Ed. In 1994 the West German Deutsche Bundesbahn (German Federal Railway) and East German Deutsche Reichsbahn (German State Railway) merged to form Deutsche Bahn (German Railway).**

The 218 class was a very versatile locomotive and has been used on a wide variety of duties over the years. Always seen as a mixed traffic locomotive, they were used on freight and passenger trains alike but sectorisation has seen the virtual elimination of this type from freight working.

From the mid 1980s, for ten years, a small number of the Hagen allocation worked 'City Bahn' commuter trains between Köln (Cologne) and Gummersbach. Following a bad accident in early 1999, 218414 was rebuilt using the body from 215022 into a demonstration locomotive showing how the '218s' could be modernised. Although this project did not come to anything the engine fitted, the MTU 4000 R41, was used as the class standard.

In the 1980s the locomotives were fitted with the distinctive exhaust outlets on the roof, the arrangement of these helping to identify which engine is fitted.

With the eradication of steam heat stock and the large scale introduction of DMUs the 218 class became, after about 2005, the only class of passenger diesel locomotive on DB. Good reliability through a robust maintenance programme together with a programme of modifications that allowed the locomotives to work with modern double deck coaches secured their future, for a while, in passenger use on non-electrified lines.

A handful of the prototype 218.0 class were allocated to the freight sector, renumbered as 225 class and then back to 218 class. They were concentrated on freight services in the Mühldorf area.

As the number of locomotives was reduced, the 218 class was concentrated mostly in Schleswig Holstein in the north of the country, Bavaria in the south and around Ulm in the

ABOVE: On August 4th 1980 218187, in the original 'purple red' livery, is seen at Kiel with a long distance semi-fast train from Flensburg to Bad Harzburg. *Stephen Rabone*

BELOW: The second livery that the 218 class carried was the blue and beige one. In this photograph 218292 has just taken over a train from Switzerland to Bayreuth at the Swiss border station of Schaffhausen. The date is the 2nd August 1988. *David Ford*

south west. Small pockets of operation could also be seen around Mainz and Frankfurt.

Maintenance

Normal running maintenance has been undertaken at a number of locations over the life of the locomotives but the former depot of Lübeck and the depots at Kaiserslautern, Ulm, Kempten and Mühldorf have always had large allocations and, with the exception of the first, still have reduced allocations today.

Heavy maintenance and overhaul has and is still undertaken on the fleet and was originally undertaken by the workshops in Nürnberg and Bremen. Since closure of the former this work was concentrated on Bremen.

Operational Highlights

Despite their impending demise the 218 class was still expected to perform as always and in the twilight of their careers they were still being worked hard. Some of the more notable workings were:-

- Double heading of the car carrying trains from Niebüll to Westerland, otherwise known as the 'Sylt Shuttle' although the new 245 class locomotives have taken over these duties in 2016.
- Double heading Inter City trains between Hamburg and Westerland.
- Double heading of Euro City München (Munich) to Zürich trains between München and Lindau. This route is being electrified so the days of these duties are numbered.
- Intensive push pull working of regional services between Ulm and Lindau and München and Mühldorf although some of the latter duties have been taken over by the 245 class.
- Shared duties with the 245 class between München and Füssen.
- Inter City trains from Augsburg to the Alpine branch to Oberstdorf.

Class 219 / 210

An interesting episode was the fitting of gas turbines to eight locomotives in addition to their normal engines. The reasoning behind this was to give the locomotives an extra power boost for working heavy international trains over the Allgäu route between München and Lindau. Originally classified 219 and then re-classified 210, the gas turbine concept was not considered a success and, in 1981, the eight locomotives eventually had their gas turbines removed and were converted into series 218/9. They found their way north to Braunschweig but were all withdrawn in 2004.

The 210 class designation was used again in 1996 when, after the re-unification of Germany, twelve 218 classes were cleared for 160kph, operating Inter City trains between Berlin and Hamburg until that route was electrified in 1999.

Departmental

Like most European railways, Deutsche Bahn is now split into various cost centres and subsidiaries. Several have been allocated 218 class locomotives, the most prominent group being those allocated to DB Fernverkehr. These have been renumbered into the 218/8 series and used as 'Thunderbird' locomotives. They are based at strategic locations such as Hannover, Berlin and Frankfurt and can occasionally be seen working empty coaching stock or other special trains such as for track measurement.

DB Gleisbau, the track maintenance arm of DB has acquired four 218 class locomotives. They have retained train heating capability and, for a time in 2013, one was used between Immenstadt and Oberstdorf on private operator ALEX trains.

Odd locomotives have been allocated to various other parts of DB and can be seen working the occasional permanent way train and even freight as well as use on empty coaching stock and rescue duties. These locomotives are often used as open day attractions. Rescue locomotives can often be seen in Berlin, Hanover and Frankfurt.

Liveries

Liveries carried by the locomotives have also been varied. They started in 1971 with the then standard 'purple red'. 218218 was the first locomotive delivered in the 'blue beige' livery. Subsequently the locomotives were (nearly) all repainted in 'orient red' which was then followed by the 'traffic red' seen on most examples today.

There were a number of single locomotive variations over the years but the largest variation was the batch of locomotives in the 1980s and 90s used on local services around Köln that were painted in the orange and beige S-Bahn livery. Two locomotives, 218416 and 218418, were painted in an interesting livery showing land, sea and sky representing the 'Reise und Touristik'

ABOVE: The unique TEE liveried 218217 awaits departure from Fürth Hbf on a local train to Cadolzburg. ***Ian Buck***

BELOW: 218141 is in the 'orient red' livery at Bottrop Hbf on a local train from Borken to Wuppertal. ***Ian Buck***

ABOVE: Mühldorf is a major diesel depot in southern Bavaria and has a large number of the 218 class allocated there. In this view, taken on 9th August 2011, 218428 is seen with other class members. ***Ian Buck***

subsidiary in 1996, but these were soon repainted at the next overhaul. Better known was 218217, which carried a beige and red Inter City style livery from being built and retained it until 2002. Withdrawn in 2010, this locomotive is now located at the DB Museum in Koblenz.

In 2014, 218467 was given a livery advertising the 'Bayern Ticket' and was, at the time of writing, the only 218 in capital service not in DB 'traffic red'. The four locomotives allocated to DB Gleisbau have been repainted yellow with that company's logo.

Again modernisation caught up with the class and some of the earlier locomotives started to be withdrawn at the turn of the new century. The DB philosophy of regular maintenance together with re-engineing, together with a limited programme of modifications allowing compatibility with modern double deck coaches, meant that a use for at least some of these reliable locomotives could be found for a number of years more.

However, a combination of privatisation and modernisation, particularly the electrification of the Hamburg to Lübeck line, meant that by 2014 only half the class remained operational. Most of these were allocated to the various sub-groups within the DB Regio sector but could still be seen hauling a variety of passenger services, including Inter City trains, away from the main electrified network.

Already a small number of locomotives have been preserved and it is quite probable that there will be more. A small number of 216 class and 215 class locomotives have been sold into private use, some abroad, and it is highly likely that some of 218 class will follow. In Germany, a locomotive has to have an overhaul every six to eight years so any locomotive that has had this done is probably guaranteed this span of life. Giving current circumstances it is highly likely that 218 class will be withdrawn from frontline service by the end of 2018 but the departmental locomotives will probably carry on as long as can be financially justified.

TPO your letters...

50046 *AJAX* - A LIVERY QUIRK!

Regarding Paul Hill's article on the life and times of Class 50 D446/50046 in TRACTION 234, a small detail which modellers of the late 1970s period may find of interest is that, when its *Ajax* nameplates were attached, 50046 was unusual in retaining a central BR arrow logo, so nameplate and logo appeared alongside each other. 50020 *Revenge* shared this variation. The usual preparation for Class 50 naming was for the BR logo to be moved to the secondman's cabside – either at depot level or during works repaints – although 50017 *Royal Oak* retained its four original cabside logos and it too could have a partner in 50034 *Furious,* although no evidence of that one has been found yet. Such variances were short-lived and it seems rarely photographed, so there may have been others.

Incidentally my photo of 50046 at Reading heading west on a rather murky 23rd December 1978 was taken just before it shut down and was declared a failure!

Neil Phillips, Swindon

STAFFORD 1985

TRACTION 234 provided a good variety of articles and photo features, such as Deane Baker's pursuit of his last Class 87 electric locomotive in May 1985, which took him on a day out to Birmingham, Bescot, Crewe and finally Stafford where he succeeded in his quest! During his time at Stafford in the afternoon and evening, Deane mentions a steel slab train hauled by 20142 and 20164 (the latter was stated as 20167 in the picture caption), which he believed may have originated from Ravenscraig steelworks in Scotland. After studying the picture of this train, I believe it is actually conveying beams/girders loaded on BDA (or similar) type wagons. Due to the length of the load overhanging the wagons, runners (spacer wagons/flats) are also included in the consist.

Such traffic originated from the Shelton steelworks at Etruria near Stoke-on-Trent. Block trains of beams/girders were railed from Shelton to Teesside (via the Uttoxeter line) for export, and conveyed in Speedlink consignments (via Stafford) to Bescot for domestic distribution and export to Europe via the train ferry. In 1985, the train ferry operations at Dover and Harwich were still very much active, although the Harwich sailings would cease in 1987. Beams/girders for export using the train ferry were usually conveyed using international bogie 'CARGOWAGGON' flats.

Although possibly a special, I believe Deane's picture depicts 7G50, the 16:11 SSuX Speedlink feeder from Longport to Bescot (arr. 17:48), which was booked through Stafford at 16:47. At Bescot, the traffic would join the core Speedlink network for trunk haul distribution and/or local tripping to one of the Black Country steel terminals, such as Brierley Hill, Wednesbury and Wolverhampton (including Wednesfield Road Goods). Inter works steel traffic between Scottish and South Wales steel plants was indeed electrically hauled for part of its long journey, as Deane correctly mentions, but was usually routed from Crewe over the North & West (Welsh Marches) line via Shrewsbury and Hereford to join the South Wales main line at Newport.

Deane also mentions Type 5 power hauling block tanker trains. This was shortly after the damaging year long miners' strike of 1984/85. There were probably still on going repercussions in the wake of this industrial action resulting in Classes 56 and 58 being utilised for alternative heavy freight work rather than standing idle at depots waiting for coal turns to materialise. One such Merry-go-round (MGR) coal duty was noted, which Deane reckons was a Silverdale to Ironbridge working and he's probably correct. Another possible source was Trentham, which was also dispatching MGR coal trains to Ironbridge at this time.

Finally, another freight mentioned was that of a Class 25 heading north during the evening with a raft of empty 16-ton minerals. Had this train come off the Wolverhampton line? If yes, then it may well have been 7K10, the 19:02 SSuX vacuum-braked empty stone train from Witton (Birmingham) to Longport, which was booked through Stafford at 19:48. The stone was sourced from Cauldon Low quarry.

David J. Hayes, Wednesbury

DELTICS VIA SPEEDLINK

I read with interest in TRACTION 235 the means of moving preserved Deltic locomotives to and from various events during the 1980s using the Speedlink wagonload network. One such movement entailed D9000 *Royal Scots Grey* being conveyed between Mossend and Crewe in the consist of the overnight 6M28 trunk-haul Speedlink from Mossend to Willesden, which also called for traffic purposes at Bescot (see picture in TRACTION 49, page 47). Mention is made that the driver of 6M28 appeared to be in no particular hurry after re-starting from a traffic stop at Warrington Arpley Yard. There may be good reason for this as 6M28 was booked to convey loaded chlorine tanks (together with the necessary mandatory barrier wagons and brake-van required with hazardous loads) between Warrington and Bescot, and was thus 'demoted' to Class 7 (45mph) status for this leg of the journey, running as 7M28. The chlorine originated from Ellesmere Port (and also possibly from Runcorn's ICI Castner Kellner works) and was destined for Langley Green (Albright & Wilson).

David J. Hayes, Wednesbury.

BLACK COUNTRY BLUES

Firstly, may I say that I like the subtle changes made to the front cover of TRACTION with effect from issue 234 and that the splendid cover shot of 50046 *Ajax* certainly has impact. That issue's TRACTION MODELLING section was totally devoted to the Black Country Blues (BCB) layout; and deservedly so. What a fabulous-looking layout. Although not a modeller myself, I do appreciate the tremendous amount of time and effort that goes into these kind of projects, and the painstaking amount of research that has to be done.

The pictures accompanying the article were excellent and showed to good effect the detailing and weathering that has taken place to bring the layout to life. The image of the Gulf oil train, for example, looks like the real deal, with the two-tone green Brush Type 4 and realistic staining on the bogie tank

wagons. The picture reminds me of the block oil trains from Waterston to the Albion Gulf Oil Depot, which were booked for a pair of Class 37s for a while. I seem to remember them often being in the 6990-6999 (37290-37299) number range. The image of D1041 *Western Prince* with the empty 'Clayliner' (6V53) was also both splendid and interesting, as a picture of the real *Western Prince* hauling this train near Abbotswood Junction, Worcestershire, appeared with my two-part 'Clayliner' article in TRACTION 231 and 232, although the real 'Western' in that photograph was showing the wrong headcode of 6M55, which was the loaded train!

The backdrop to BCB works perfectly, too. Visible in the background to one of pictures showing the Sentinel on the steelworks branch is a church, which looks very much like it could be St. John's in Wednesbury (demolished summer 1985).

The time frame for BCB is set in the mid-1970s, so the use of the correct headcodes for that period was also delightful, such as 8T19 for one of the local trip workings. The headcode displayed by one of the Class 20s hauling a steel slab train appears to show 9G08, which is also a correct reporting code for the period, although this was for a Derby St. Mary's to Spring Vale Steelworks service (believed to be limestone ex-Wirksworth). The Class 25 allocated to the 8T19 trip in 1975 spent much of the day tripping to and from Bescot Yard and Spring Vale Steelworks, and was also one of the many trips that visited Norton Junction (Bescot Down Empty Sidings).

I really do hope I get the chance to see this wonderful layout in operation one day.

David J. Hayes, Wednesbury

Ed: Regular readers will know that David has written several articles for TRACTION about freight traffic in the Midlands. Readers may find his two-part article about the Lichfield to Walsall line in TRACTION 233 and 234 interesting as well as the earlier two-part Princes End line article in TRACTION 213 and 214 which are all very relevant to the BCB period. An article about the Albion (Gulf) oil trains, as seen in operation on the Black Country Blues layout, will appear in a future issue of TRACTION.

CORRECTION

Reading the article 'Southern locomotive finale' in TRACTION 236 I noticed an error in the photograph caption on page 20. The photograph shown is actually on the South Western down main platform (9) and shows the rear of a Bournemouth line rain being propelled by a Class 73 (73130), and not that of a locomotive heading a Gatwick Express.

Stuart Hicks by email

The life story of 58001

Author Alex Fisher has asked us to correct an error in his article about 58001 in TRACTION 236. On page 17 the article states that 58001 "was officially added to BR stock on 6th February 1984". In actual fact it was February 1983.

MANNING THE MOTORAILS

Following his article in TRACTION 236 Mick Humphrys has sent in these photographs of the aftermath of the accident involving train 1A73, a Carlisle to Euston sleeping car and Motorail service at Brandon south of Coventry. The train derailed after damage had been caused to the track by a Class 47 with a seized axle. The Motorail GUV vans at the rear of the train were very badly damaged, as were their contents.

The most severely damaged GUV off 1A73, still loaded with cars, stands in Rugby yard awaiting a decision as to the next course of action, or an insurance claim! *Alistair Cluff*

REVIEWS

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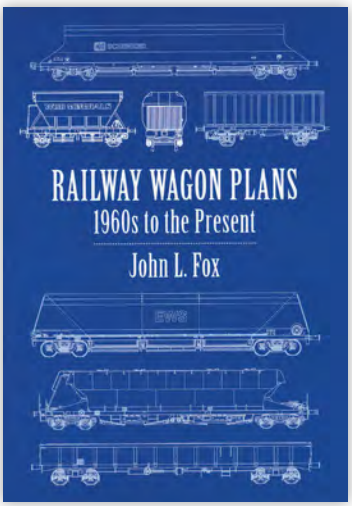
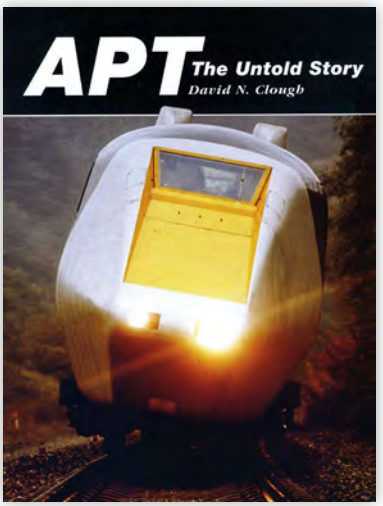


RAILWAY WAGON PLANS: 1960s TO THE PRESENT

Author: John L Fox
Price: £27.50
ISBN: 9780711038431
Publisher: Ian Allan Publishing

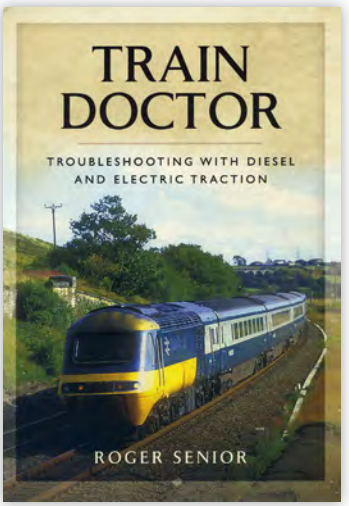
This large format hardback book contains collections of drawings for 65 different types of modern railway wagon drawn to a scale of 4mm/ft, with some detailed enlargements at double the size. Most are spread over a double page spread with drawings in three elevations and with colour photographs of the wagons. The author is a railway modeller and also a professional draughtsman and the book is clearly aimed at the modeller as revealed in the introduction. Those wanting to produce freight wagons for their layout will find plenty of inspiration in this book. *MW*



APT: The Untold Story

Author: David N. Clough
Price: £25.00
ISBN: 9780711038240
Publisher: Ian Allan Publishing

Using detailed research from BR and Department for Transport material held in the National Archives, David Clough tells the story of the Advanced Passenger Train project in a way that has never been possible before. He discusses the thinking behind the APT, the internal politics, indecision and mismanagement, which probably were the root cause of the demise of the APT project. The book considers in depth the development of the original APT-E experimental train as well as the testing of the train. This is backed up with numerous diagrams and photographs. The book then moves on to the designing of the APT-P prototype trains, once again with much diagramatic and photographic coverage. Moving on to the commissioning of the trains and their entry into service, the problems experienced are covered in detail. The reasons for the eventual abandonment of the APT are explained in depth as well as how some of the project's development work was eventually carried forward to the IC225 and Class 91 fleet for the East Coast route. For any enthusiast interested in this turbulent period of BR's history this book can be highly recommended *MW*



TRAIN DOCTOR

Author: Roger Senior
Price: £25.00
ISBN: 9781473838031
Publisher: Pen & Sword Transport

The sub-title of this book "Trouble Shooting with Diesel and Electric Locomotives" describes exactly what this fascinating book is about. Roger Senior was a former technical riding inspector, working mainly on the East Coast Main Line in both the late BR period and subsequently with GNER. The book covers his career starting in 1968 through to his retirement in 2005. Much of his time was spent travelling on HSTs and Class 91s and dealing with the problems of both locomotives and passenger carriages on the move. Whilst the book concerns very technical matters, the author explains these in a way which is easy for a layman to understand. It is clear that he loved his job and that comes through in the enthusiasm with which he describes dealing with often difficult situations.Using his detailed records, the author describes specific events that he and his colleagues had to deal with. The book is well written and has an interesting collection of photographs. For anybody interested in how the railway deals with problems this book is an eye-opener and can be highly recommended. On a personal note, the editor recalls being on a Class 91 hauled train that failed in the depths of Northumberland. After half an hour at a stand a southbound express drew alongside and a technical riding inspector climbed out and joined our train. Five minutes later we were on our way again; was it Roger Senior? *SRa*

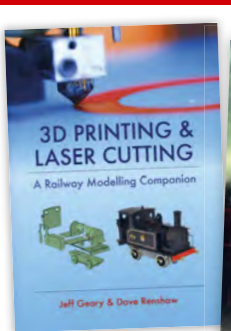
OTHER BOOKS RECEIVED

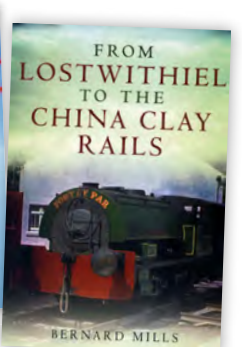
3D PRINTING & LASER CUTTING

Author: Jeff Geary & Dave Renshaw
Price: £22.50
ISBN: 9780711038479
Publisher: Ian Allan Publishing

FROM LOSTWITHIEL TO THE CHINA CLAY RAILS

Author: Bernard Mills
Price: £18.99
ISBN: 9781781555422
Publisher: Fonthill





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