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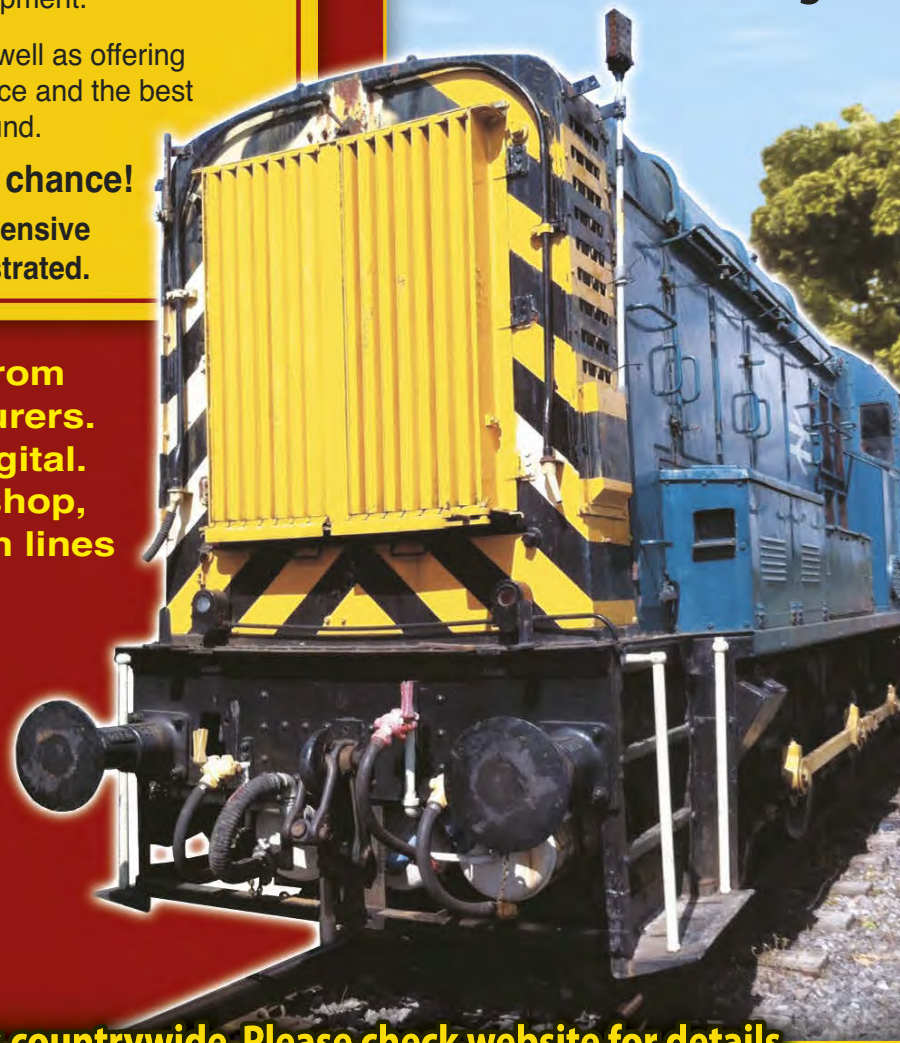

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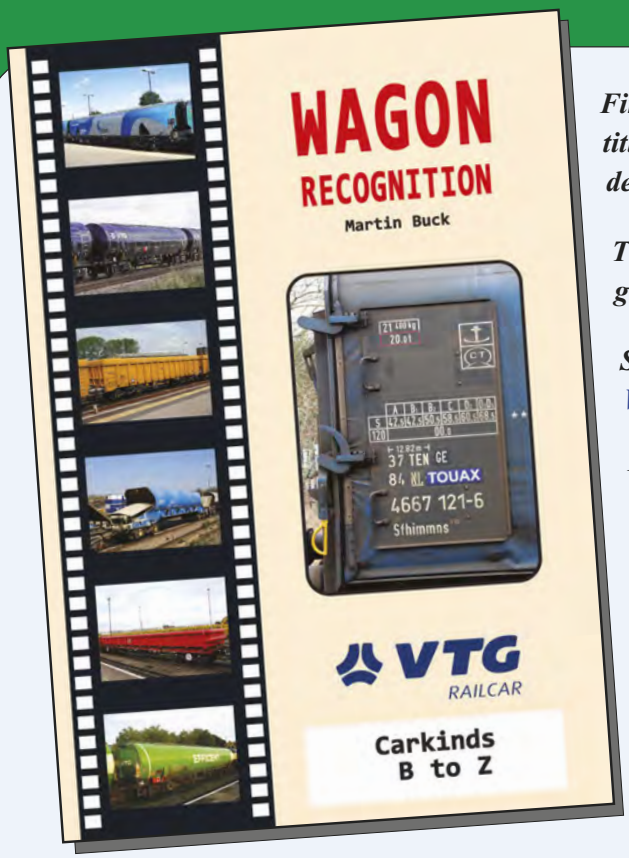

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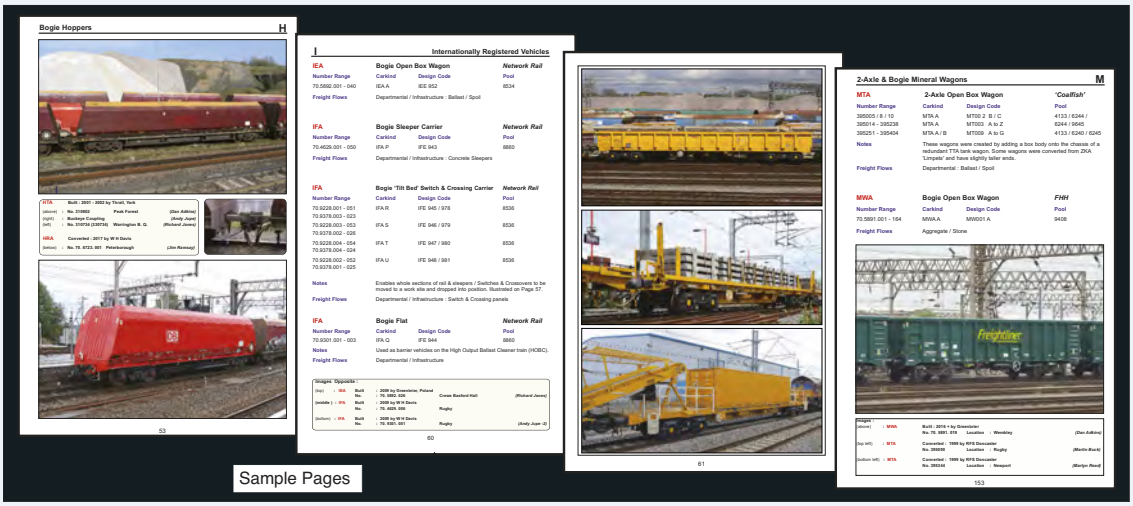

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Welcome

Welcome to the January/February 2018 issue of TRACTION.
You will notice that the magazine has a slightly different look as we are using the letter style adopted by British Rail. For a magazine that focuses largely on the BR era we feel it's a logical step. Let us know what you think!
Moving on to the contents of this issue, David J. Hayes continues his in depth look at the North & West line through Herefordshire, with the focus this time being on freight traffic. Backed up with a superb selection of photographs by Phil Baldwin, it's a reminder of how varied the freight traffic on this line used to be.

Moving north to Scotland, Class 60s on the Grangemouth to Prestwick Airport aviation fuel trains are the subject of Stuart Fowler's article. Interestingly, this service still runs today and is still frequently hauled by Class 60s, nowadays in the striking livery of Colas Rail.

One of our regular contributors, Bob Dunn, explains what made him become a volunteer driver on the Severn Valley Railway. Whilst his day job is hurtling up and down the West Coast Main Line driving 'Pendolinos' and 'Voyagers', he also delights in helping to maintain and drive preserved Class 50s.

After his introductory prototype article in TRACTION 242, Simon George starts a series of articles about his enormous O Scale layout based on Heaton Lodge Junction. Prepare to be impressed by the level of detail and commitment to accuracy that is involved.

For those modellers working on a more modest scale Will Thompson explains how he took a Hornby model of a Regional Railways liveried Class 31 and converted it to EM Gauge, detailed it and weathered the model to improve its appearance.

The BR Sulzer Type 2s, or as they were later known the Class 24 and 25, are featured in a selection of photographs by Gavin Morrison. Many enthusiasts, including your editor, remember these small and unglamorous locomotives with affection.

Colin Boocock continues his series of articles about managing the changes in British Rail's rolling stock and locomotive maintenance procedures. In this issue's article he describes an exchange visit between Willesden depot and the Danish State Railways' depot in Copenhagen and how each railway benefited from sharing ideas and methods.

Railtours, with their frequently unusual routes and motive power, have long been popular among enthusiasts. Ray Briscall describes one such tour, 'The Woldsman' from Liverpool to Cleethorpes via the Woodhead line and Tinsley Marshalling Yard. I'm sure it will bring back many happy memories of similar tours.

Richard MacLennan's railway career based at Inverness depot gave him plenty of opportunities to get to know at first hand the performance of Class 40s in the Highlands and it's clear he had a good opinion of them. His article describes his experiences with the '40s' both on and off the footplate.

Stephen Rabone - Editor

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CONTRIBUTIONS TO TRACTION

TRACTION welcomes contributions from railway staff and enthusiasts about diesel and electric traction and railway operation. If possible articles should be sent in digital format either by email or on CD or memory stick. Photographs and slides should be scanned and also submitted in the same way. Please contact the Editor for further details and advice about scanning methods when submitting photographs.

15th May 1993: Sporting Construction sub-sector decals, Class 60 No. 60096 'Ben Macdui' powers a heavy inter-works steel coil train from South Wales to Dee Marsh (Shotton) away from Hereford

Part 2

The North & West through Herefordshire

In the second part of his article, and again using a selection of images from the 'Redhill Bull' Flickr website, David J. Hayes looks at the wonderful variety of North & West line freight traffic using this scenic axis through Herefordshire during the British Rail pre-privatisation era of the 1980s and early 1990s.

The North & West (N&W) Welsh Marches route was once a major draw for railway photographers because of its rich variety of loco-hauled passenger services and parcel turns, and also because of the varied freight traffic traversing this axis. All this, coupled with some wonderful scenery, was the perfect recipe for railway photography, especially around Herefordshire.

Hereford station itself was quite a rail freight 'Hotspot' back in the day and often played host to two or three freight trains at the same time, with services calling at the nearby busy goods facilities or being held on the through lines awaiting a forwarding path or crew change.

Traditional wagonload freight

The N&W through Hereford was traversed by both traditional mixed wagonload freights and by air-braked Speedlink workings. Traditional services in the early 1980s included lumbering long-haul workings such as 7M86 between St. Blazey and Carlisle and 7V30 from Carlisle to Severn Tunnel Junction. Such workings would have more than likely also traversed the Settle & Carlisle line as well.

Traditional wagonload traffics would often include government stores to and/or from various Ministry of Defence (MoD) establishments such as Eastriggs, Ernesettle, Glascoed, Highbidge, Longtown and Trecwn, and non-MoD locations such as Ardeer, Newton Abbot, Park Royal and St. Austell.

China clay (including ball clay and bagged clay) was another regular commodity conveyed using the traditional wagonload network via the N&W, which included movements from Bugle, Meeth and Par Harbour to such destinations as Fort William (Corpach), Glasgow (High Street), Markinch, and Wrexham, clay for the latter location being used by the dental industry.

Other traditional wagonload movements included coke from Cwm to Barrow-in-Furness, fibreglass from Stirling to Bristol, gas oil from Llandarcy to Horwich, lubricating oil from Llandarcy to Birkenhead, phurnacite from Abercwmboi to Carlisle, and wagon sheets from St. Blazey to Horwich. Staple traffics such as coal and steel, and numerous others, would have also been conveyed by these services as well.

Speedlink

The Speedlink wagonload network, launched in September 1977, operated alongside the traditional wagonload operation up until around 1984. There were around 50 trunk-haul Speedlink's booked over the N&W axis each week by the mid-1980s, the majority

Thursday 18th September 1986: Coking coal from the North Staffordshire area was dispatched to the South Wales steel industry via the N&W using vacuum-braked wagons. Class 25 No. 25034 is seen at Hereford with what appears to be a lengthy raft of MDV type 21-tonners.

Monday 3rd October 1988: Viewed from College Bridge, Class 37 No. 37887, sporting Petroleum sector decals and Ripple Lane Depot flaming torch emblem, approaches Hereford station from the north with the 6V07 Ellesmere Port to Pantyffynnon empty Cawoods coal containers used for conveying South Wales shipment coal for the Irish market.

Thursday 3rd May 1990: This powerful shot sees 37716 putting on the power at Morton-on-Lugg with the 6V75 Dee Marsh to Llanwern Metals sector service, which is formed of loaded coil (probably from Ravenscraig) and empties from Shotton.

of which were to and from Severn Tunnel Junction Yard, which had once been a major traditional wagonload hub before becoming an important Speedlink traffic centre.

Other Speedlink locations served via the N&W included Aintree, Blackburn, Ellesmere Port, Garston, Warrington and Mossend. Again, traffic would have been diverse, including automotive, cement, chemicals, china clay, coal, fertiliser, general goods, MoD supplies, petroleum products, steel, timber and tinplate to name but a few.

Many of these services called elsewhere for traffic purposes, such as at Carlisle, Halewood, Hereford and Warrington. Those calling at Hereford included 6S75, the 12:55 SSuX Severn Tunnel Junction (STJ) to Mossend; 6S78, the 18:10 SSuX STJ to Mossend; 6V32, the 14:56 SSuX Ellesmere Port to STJ; and 6V92, the 15:50 SSuX Mossend to STJ (see later).

The goods yard at Hereford was a hive of activity at times and was used for Speedlink deliveries of beer from Truro, bitumen from Ellesmere Port and steel from Skinningrove. Other wagonload commodities included cider, fertiliser, glass products and timber.

Round timber (logs) was a staple traffic flow handled at Hereford during the Speedlink-era, with wagonload arrivals from various sources including Dumfries, Crianlarich and Taynuilt using a mixture of BSW, OBA, OTA and YAA type wagons.

Two OBA wagonload consignments of logs from the North East destined for Herefordshire in the late 1980s commenced their long, overnight Speedlink journey from Middlesbrough Goods to Hereford via Tees, Bescot and Newport East Usk yards. This entailed using 6O49, the 17:40 SSuX Tees to Eastleigh, and 6V14, the 21:15 SSuX Whitemoor to Newport East Usk, trunk-haul Speedlinks, both of which called at Bescot (00:07-01:17 and 01:28-02:33 respectively) for traffic purposes. Final delivery the following morning was made by using a 6B51 Speedlink trip from Newport East Usk to the MoD installation at Moreton-on-Lugg, which called at Hereford.

Hereford goods yard also acted as a gathering point for Railfreight VBA, VDA and VGA type vans laden with locally produced Bulmers Cider awaiting collection by trunk-haul inter-regional Speedlink services, one of which was 6S74, the 16:45 SSuX Cardiff Tidal to Mossend (arr. 06:05 MSuX). Such a service would have started from Severn Tunnel Junction Yard until that yard's closure in October 1987, after which Cardiff Tidal, Gloucester, Newport East Usk and Stoke Gifford collectively took on the Speedlink wagonload workload of Severn Tunnel Junction. Similar Railfreight vans to those mentioned earlier were also used for deliveries of glass bottles to Hereford from Gateshead (Tyneside Central Freight Depot) for use by Bulmers Cider.

The aforementioned 6S74 Speedlink to Mossend was later amended to start from Hereford as from May 1990 due to much of its core traffic - steel from Cardiff Allied Steel & Wire (ASW) - being extracted from the Speedlink network in favour of dedicated sub-sector haulage using Trainload Metals resources.

At this time, 6S74 was being used to convey a Freightliner portion en route from Bristol to Coatbridge. This reached Hereford as a 4B74 feeder service from Bristol West Freightliner Terminal, going forward from Hereford at 19:54 SSuX as the 6S74 Speedlink to Mossend and Coatbridge. The Freightliner portion had originally joined the core Speedlink network at Gloucester (it was then routed to Scotland via Bescot) and later at Newport East Usk Yard.

Other traffic travelling on 6S74 from Hereford included the aforementioned Bulmers Cider business, which was Speedlink-hauled to such destinations as Teesside (Cargo Fleet), Glasgow (Deanside) and Stranraer from where it was also for shipped to Ireland.

Several Speedlink services were diverted away from the N&W route when Severn Tunnel Junction Yard closed. One of these was 6V92 from Mossend Yard, which used to call at Hereford for traffic purposes. This particular Speedlink was amended to be hauled by an electric locomotive to Bescot rather than Crewe and was extended through to Plymouth (Tavistock Junction).

The service was used for a while for conveying the return Coatbridge to Bristol Freightliner portion as far as Gloucester where it was detached. Other traffic included aluminium from Fort William to Cardiff Canton Freight Terminal, explosives from

Longtown to Cardiff Tidal, gas oil from Stanlow to Cardiff Canton Depot, steel from Ravenscraig to Port Talbot and timber from Dumfries to Hereford, all of which would have been detached at Gloucester. The service also conveyed empty wagons for reloading with Bulmers Cider, Cornish china clay and South Wales steel and tinplate.

Tiger Rail

The N&W was traversed during the early post Speedlink-era by the trice-weekly Anglo-Scottish 'Tiger Freightways' wagonload operation between Cornwall (St. Blazey) and Central Scotland (Mossend). This short-lived initiative was introduced by wagon leasing company Tiger Rail in the immediate wake of Speedlink's demise in July 1991. Wagon volumes on the northbound and southbound 'Tiger' services were generally healthy, although only loaded for the most part in the northbound direction, the majority being bound for destinations in Scotland.

All the traffic was former Speedlink business and mainly consisted of various flows of china clay and clay slurry from the West Country to Aberdeen, Auchmuty, Corpach, Mossend, Port Elphinstone and Warrington; cider from Taunton to Mossend; and lighting products from Bodmin to Mossend and Warrington. There were also movements of fertiliser (calcified seaweed) from Drinnick Mill to Carlisle and Mossend. Some of these commodities would rely on other services to reach their final destinations.

Traffic such as the Taunton Cider business, which had used rail distribution since 1983, had previously reached a much wider customer base with Speedlink. This included such destinations as Aberdeen, Ely, Law Junction, Middlesbrough and Selby. Two other Speedlink destinations for Taunton Cider were Holyhead and Stranraer, from where the traffic was also shipped to the Irish market.

Although some may wonder why Bulmers of Hereford didn't take advantage of the 'Tiger Freightways' services, I believe the company had actually abandoned using rail distribution shortly before the axe came down on Speedlink.

Despite its initial success, the 'Tiger Freightways' operation was discontinued in February 1992 when Tiger Rail went into receivership. Some, but not all, of the Tiger Rail wagonload traffic was salvaged. Other former Speedlink/Tiger Rail traffic, such as the Bodmin-based Fitzgerald Lighting business would later make a welcome return to rail during the Enterprise/English Welsh & Scottish Railways (EWS) era the 1990s.

Freightliners

In addition to the aforementioned Speedlink-hauled Freightliner portion between Bristol and Coatbridge, the N&W was also used by trunk Freightliner services between Cardiff Pengam and Coatbridge (and return), which were Class 47-hauled to Crewe from where electric haulage took over (Classes 37 and 56 also powered the diesel-hauled leg).

Wednesday 11th July 1990: No prizes for guessing this working. Railfreight Distribution-branded 37671 'Tre Pol And Pen' and 37414 make for a superb sight and are well into their 550-mile journey from Cornwall to Scotland with the 6S55 Burngullow to Irvine 'Silver Bullets' clay slurry service, but still have some considerable mileage to cover when photographed at Moreton-on-Lugg.

Tuesday 21st June 1988: Amongst the block trains using the N&W were fertilizer trains from the UKF works at Ince & Elton (formerly Shellstar and later Kemira). 47532 catches the evening sun at Redhill curve whilst working the 6V35 UKF Company train from Ince & Elton to Carmarthen, which is formed of the company's distinctive PWA palvans (pallet vans). Such traffic was also conveyed to numerous wagonload destinations by using the Speedlink network.

Other intermodal traffic using the Welsh Marches line included feeders between South Wales and Crewe, which would connect into other Freightliner services at Basford Hall Yard. Some of these feeders were formed of Seawheel intermodal wagons used for conveying steel coils from South Wales (e.g. Llanwern) for export through Ipswich Docks.

These Seawheel wagons were also used for conveying back-loads of imported coils from Ipswich to the Round Oak railhead in the West Midlands before being returned empty to South Wales for reloading with export coils (see TPO in TRACTION 235).

Steel and tinplate

Block steel trains conveying coils and slabs were an everyday feature of the N&W axis, with significant tonnages being conveyed each way between steel plants in South Wales and Scotland's Ravenscraig steel plant, near

Monday 15th May 1989: Adding to the variety of N&W freight traffic is this view of corporate blue liveried 47369 standing on the through lines at Hereford station with the 6V34 Albion (Gulf) to Waterston oil empties formed of ten bogie tank wagons.

Motherwell, which succumbed to closure in June 1992 after a working life of just 35 years. There was also inter-works traffic via the 'Marches' to and from Shotton Steelworks in North Wales.

All these heavy workings often produced Class 37s through Herefordshire working either singularly or in pairs. Classes 47, 56 and 60 also appeared, and even Class 33 No. 33049 turned up at Hereford atop a short southbound steel coil service back in 1985! It was most likely standing in for a failure.

Depending on the types of wagons being used, the steel coils could be loaded 'eye-to-sky' (i.e. with the centre of the coil facing upwards) or in laid 'on the roll' in cradles with the 'eye' facing from front to back.

Previous to Railfreight sectorisation in the late 1980s, with the introduction of the Trainload Freight business sectors: Coal, Construction, Metals and Petroleum, such steel workings to and from Scotland were electric-hauled over the West Coast Main Line (WCML). Wagon utilisation at the time, for some of these steel workings, saw loaded wagons from Llanwern and Port Talbot steelworks to Shotton being forwarded empty from Shotton to Scotland to be back-loaded with steel from Ravenscraig to the aforementioned South Wales steel plants.

Scottish coil was also railed to Ebbw Vale where it was galvanised or manufactured into tinplate, much of the latter then being railed out to various Metal Box company sites. The other two South Wales tinplate plants still in production back then at Trostre and Velindre also received Scottish coil (Velindre and Ebbw Vale later closed, in 1989 and 2002 respectively).

Other metals traffic using the N&W included the aforementioned ASW business from Cardiff, which was railed to various locations including the busy P.D. Stirling railhead at Mossend, and tinplate from South Wales to Metal Box companies, such as those at Aintree, Carlisle and Westhoughton, which were also served by Speedlink. Some South Wales steel traffic was conveyed using the Freightliner network as mentioned earlier.

Coal

Llanwern Steelworks generated coking coal movements via the Welsh Marches line using vacuum-braked wagons (e.g. HTV/MDV types); this was possibly sourced from Holditch colliery in the North Staffordshire area. There were also containerised coal movements in the opposite direction from Abercwmboi, Coedbach and/or Onllwyn to Ellesmere Port using the distinctive PFA type Cawoods coal containers for onward trans-shipment to Ireland.

Domestic coal and smokeless fuel from South Wales sources such as Abercwmboi, Coedbach, Deep Navigation, Gwaun-cae-Gurwen, Onllwyn and Wernos, and loaded in HBA/HEA type hopper wagons, would have no doubt been conveyed in Speedlink consignments over the N&W up until the introduction of the Speedlink Coal Network (SCN), which was implemented in four stages between November 1986 and July 1987. One such SCN working using the N&W was a long-distance service from Coedbach to Mossend.

By 1990, the SCN had been re-branded as Network Coal to reinforce its segregation from the ill-fated Speedlink wagonload network. British Rail, however, abandoned the Network Coal operation in April 1993 due to declining tonnages (down from 1.4m tonnes in 1986/87 to 200,000 tonnes in 1992/93). Before then there had been Network Coal specials from South Wales to around ten locations, which included Blackburn, Carlisle, Gobowen, Preston and Shrewsbury. Some of these specials may well have traversed the N&W axis.

Chemicals and oil

Block tanker trains conveying chemicals and oil products also added to the heavy freight tonnage traversing the N&W axis. Such workings for chemicals included movements between Barry Docks and Burn Naze, and from Baglan Bay to Partington. There were also specials, which included anhydrous ammonia (used in the manufacture of fertiliser) from Heysham to Avonmouth. Wagonload consignments of chemicals would have used the Speedlink network.

Oil traffic consisted of block workings from the Robeston and Waterston refineries in Pembrokeshire. Destinations served from Robeston included Cowley Hill and

Ravenhead, those from Waterston being Albion and Glazebrook (traffic to the Albion was described in TRACTION 238 & 239).

Clay slurry

Probably the most recognisable freight service to have traversed the N&W was 6S55, the Anglo-Scottish clay slurry service from Burngullow to Irvine, which was famously known as 'The Silver Bullets' due to the cleanliness of the distinctive inverted bogie TIA tank wagons used for this traffic flow, although the wagons themselves weren't so silver in later years! This photogenic working regularly brought a pair of West Country-based Class 37s to the Welsh Marches route, as well as photographers to the lineside! This block train service commenced operation in March 1989 and had the distinction of being the longest distance domestic freight-haul on the network at that time, covering a distance of some 550 miles. However, since January 2008, the service has been replaced by a movement of Brazilian clay loaded onto rail at Antwerp and railed through the Channel Tunnel to Irvine via London and the West Coast Main Line.

Other traffic

In addition to the freight services and traffics described so far, there were block movements of fertiliser from Ince & Elton to Carmarthen and Truro, using the distinctive UKF-branded (later Kemira) PWA pallet vans: such traffic was also conveyed to wagonload destinations by Speedlink. The block UKF/Kemira trains usually ran on a weekly basis and could sometimes convey portions for more than just one terminal location. Another bulk flow using the N&W was cement traffic, which included special workings from Westbury to Uddingston. There was also log traffic from Carmarthen to the paper mill at Shotton.

Limestone from Tunstead to Margam (for Port Talbot Steelworks) also traversed the Welsh Marches axis as did occasional block tanker trains from the British Oxygen Company (BOC) at Ditton to steel plants in South Wales. The BOC traffic for the steelworks had most likely been conveyed using Speedlink up until its demise in 1991.

In later years, the N&W continued to be traversed by freights including those services marketed as Enterprise, which catered for wagonload traffic in the post-Speedlink and 'Tiger Rail' eras. The fledgling Enterprise network was launched in September 1994 by Transrail and later expanded upon by EWS. Several Enterprise workings were routed via the N&W with healthy loadings, which included chemicals from Avonmouth and substantial steel tonnages from South Wales for destinations in the north of England and in Scotland. Enterprise reached its zenith in the late 1990s before sadly mirroring the same downfall as Speedlink.

An abandoned siding at Pontrilas on the N&W was brought back into use by EWS to trans-ship timber (logs) arriving via the Enterprise network. This expanding high-profile business had previously been Speedlink-hauled and handled at Hereford goods yard, as described earlier. Unfortunately, all this burgeoning wagonload potential slowly ebbed away and the changing nature of passenger and freight services using the N&W today has seen its appeal to the railway photographer diminish.

Monday 23rd April 1990: Class 47 No. 47237 sits in the goods yard at Hereford with the 6S74 Speedlink from Cardiff Tidal to Mossend/Coatbridge. The Freightliner portion is en-route from Bristol to Coatbridge and would have been attached at Newport's East Usk Yard. Hereford station with its busy goods yard would make for an excellent modelling project given the tremendous variety of traction, trains and traffics to be seen here during the 1980s and 1990s. Seen in the background is Hereford's resident shunting locomotive, almost certainly 09001.

(Circa early 1990s): The driver of 47050 applies the power while hauling the 4M23 Freightliner feeder service from Cardiff Pengam to Crewe Basford Hall Yard where the traffic would connect into other Freightliner services. The train is seen at Moreton-on-Lugg and mainly comprises Seawheel-branded intermodal types used for conveying steel coil. Such traffic was loaded at Llanwern Steelworks and exported through Ipswich Griffin Wharf. The wagons were also back-loaded from Ipswich with imported steel coils to the Round Oak railhead in the Black Country region of the West Midlands before being returned empty to South Wales.

Conclusion and acknowledgements

This concludes our look back at the N&W axis during the pre-privatisation era of British Rail. Although I may not have mentioned every passenger and parcel working or freight service and traffic flow, it is still very clear that the Welsh Marches route was once an important rail corridor and a mecca for railway enthusiasts and photographers alike, as clearly illustrated by the photographs accompanying this feature.

My thanks are extended to Andy Baldwin and his brother, Phil, for their kind assistance in making photographs available. More of Andy and Phil's excellent work can be found on the 'Redhill Bull' Flickr site, which is well worth a visit, so please do check it out.

Finally, I would like to also acknowledge the published works of B. Rogers & C.R. Anthony, David Ratcliffe, Michael J. Collins and Michael Rhodes & Paul Shannon, which have provided a wealth of research material used in this feature relating to the rail freight side of operations.

The Prestwick tanks and the Class 60s

Stuart Fowler recalls the days of the Class 60s in Scotland which enthusiasts thought had ended. Today, however, the class can still be seen in action in the distinctive yellow, orange and black livery of Colas on a variety of freight services including the Prestwick fuel tanker trains.

Ex-Loadhall liveried 60007 is seen at Lochgreen, near Troon, whilst working the empty 6N44 14:30 Prestwick Airport to Grangemouth tanks on 3rd June 2006.

Any empty fuel wagons that were at Ayr depot were often taken by the light locomotive from the depot to Prestwick Airport and attached to the train for the run back to Grangemouth. On the 2nd February 2009, 60054 with one empty TTA wagon running as the 6R44 13:30 Ayr Depot to Prestwick Airport aviation siding, is seen passing through Falkland Yard.

The last British built diesel, the Class 60, still has a great following amongst the railway enthusiast fraternity. For many years, north of the border in Scotland, the class had a monopoly on working the Prestwick Airport aviation fuel train. This working moves aviation fuel from Grangemouth in Central Scotland to Prestwick Airport and often ran daily (during the period of review in this feature) during the week and consisted of around twenty TTA wagons.

The train left Grangemouth early in the morning and was due to arrive at Falkland Yard, Ayr, shortly after 06:30. Upon arrival at Falkland Yard, the locomotive had to run round the train since the airport siding at Prestwick can only be accessed facing north. The train would leave Falkland Yard as the 6R67 07:48 to Prestwick Airport and would propel into the airport siding shortly after 08:00. The loco would then run light engine to Ayr depot and would stable there until the return empty working to Grangemouth in the afternoon.

The return working left Prestwick Airport as the 6N44 14:30 to Grangemouth. One interesting aspect of the return working to Grangemouth was that any empty fuel tanks that were on Ayr depot would be taken by the locomotive to the airport and tagged on the train for a lift back to Grangemouth, which gave the opportunity to photograph, between Ayr depot and Prestwick airport, the sight of a Class 60 with just one TTA wagon!

The joy of photographing this train when it had Class 60s on it was the pleasant variety of liveries that the locos carried and the following pictures illustrate a few examples of these. The train still runs today, however it is now operated by Colas Rail and after a period being powered by their Class 66s has, at the time of writing, reverted back to Class 60s!

EWS liveried No. 60062, is seen at the siding at Prestwick Airport awaiting departure to Grangemouth as the 6N44 14:30 empties on 1st September 2008.

Following a heavy downpour, 60092 in Grey EWS Beastie livery is seen picking up speed at Troon while working the empty 6N44 14:30 Prestwick Airport to Grangemouth tanks on the 17th November 2008.

Right: As mentioned in the text, the train had to travel to Falkland yard in order for the loco to run round the train since the airport siding can only be accessed facing north. Ex Mainline freight liveried No. 60044, now adorned with EWS Beastie logo on the side, is seen passing through Prestwick Town station with the loaded 6R67 07:48 Falkland Yard to Prestwick Airport on 4th August 2008.

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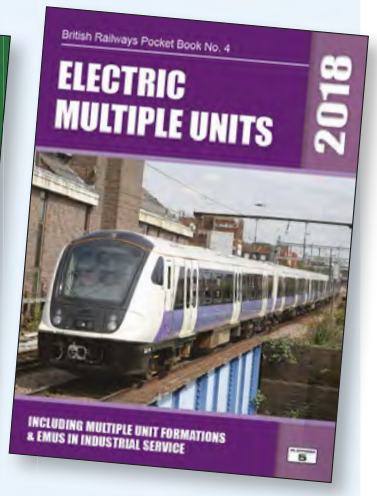

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So why bother?

On 6th June 2016 a pair of 'Fifties' pass each other at Bewdley on the Severn Valley Railway. 50035 waits with its train while 50049 runs in from Bridgnorth. BOB DUNN

Bob Dunn, in his day job, is a driver for Virgin Trains driving 'Pendolinos' and 'Voyagers' on the West Coast Main Line but when he wants some relaxation he heads off to the Severn Valley Railway to drive some of his favourite diesel locomotives.

The epitome of the school boy who wanted to be a train driver, I consider myself fortunate to have had a career spanning 42 years doing a job that I enjoy. Conversation in messrooms these days amongst drivers of a similar seniority to myself centres around how long you have got to go and the good old days when the money and conditions were poor but the job satisfaction was immense. Halcyon days indeed, but at that time it was the norm working a multitude of locomotives over a myriad of routes. We now often moan that the job is just not the same and that's because it's not. Pay and conditions are better now than they ever were but job satisfaction for us old 'uns has plummeted. Yes, driving trains is still a superb job but, with most of the decision making having been taken off us with electronics apparently being the be all and end all, and being unable to reset a circuit breaker without phoning for permission, our empowerment and pride has been greatly diminished. Add to this working the same traction over the same routes and it does get rather monotonous and repetitive.

However, for me railways is indeed in the blood and without wishing to appear big headed myself and others of this ilk have a lot to offer those who might be interested. A chance meeting with a chap by the name of Johnathan Dunster, during a charter from Kings Cross to York behind Deltic 55022 on 2nd June 2012, was to be pivotal in the twilight of my career. We happened to be sitting in adjacent seats and, recognising each other as we both work for Virgin Trains, a conversation or two ensued. Seemingly interested in my relentless waffle about 'how it used to be', he enquired if I might be interested in getting involved in the Fifty Fund at Kidderminster. Along with a small group of fellow enthusiasts, it was Johnathan who preserved the first Class 50, 50035, back in 1991. At the time I dismissed this idea. Also, to be fair, although I knew one end of a loco from the other intimately, I had no mechanical or electrical qualifications and little hands on experience except for servicing my Mk 1 Escort in the early 1980s.

A few months later I noted that the Severn Valley Diesel Gala was advertising a double headed Class 50. Going back to my train spotting days, and specifically Saturday 16th August 1972, I, amongst throngs of others, was vying for space on the north end of Crewe station having just been to Crewe Works open day. The departure of the north bound 'Royal Scot' behind English Electric Type 4s Nos. 442 and 414 was a moment to savour for any fourteen year old spotter. So, back to Kidderminster in 2012 and my plan was not to ride behind the two '50s' but to relive the moment from forty years before. Whilst standing there as they spluttered off towards Bridgnorth, it occurred to me that if others had not given up their spare time I could not have enjoyed that interlude of reminiscence. Seed suitably sown.

Lessons to learn

So, with membership of the Fifty Fund and the Severn Valley Railway completed, I arrived, like a new kid in the class, at Kidderminster to see how I got on during one of the working parties. With my introduction to the working party leader and one the Fund's stalwarts Mike Mathews out of the way I was paired up with one John Harper to assist him in dismantling the engine on 50049 'Defiance'. A most affable fellow and long-time member of the Fund, we chatted about this and that and set about removing components that were, without exception, either extremely heavy, done up so tightly that blood vessels almost burst or were in such awkward places that previous experience as a contortionist would have been most beneficial.

It soon became apparent that the Fifty Fund bunch, as with the other diesel groups at Kidderminster, are an extremely affable lot and everyone is welcome so long as you come along and get stuck in. Preservation of diesels is most certainly no place for time wasters. After my first encounter with the intimate parts of a Class 50, I went home to nearby Bromsgrove absolutely exhausted, filthy and stinking of diesel fuel but it had

50049 commencing its attack on the 1 in 75 out of Horsted Keynes at this 2017's Bluebell diesel gala. The 600 tons trailing load comprising 12 coaches and two Class 20s on the rear. 'Defiance' should have been accompanied by 'Ark Royal', but she was left on the naughty step at Kidderminster. JONATHAN BARNES

actually been quite enjoyable. I was refused entry to 'Dunn Towers' and instructed to take my clothes off. Obviously, I read the signs incorrectly.

It was many years since my wife had smelt diesel and I most certainly wasn't coming into the house in that state. Over the coming weeks and months I did things on Class 50s that I never ever thought I would do. From a driver's background you could say we broke them and others fixed them. Not in this outfit. I was also of the impression that I knew a thing or two about the '50s', but how wrong I was. Extremely complicated in the electrical department with temperamental 1960s electronics I have the utmost respect to those that not only understand this wizardry but also know how to fix it. It has to be said that when months and sometimes years have been spent working on the locomotives one tends to treat them with a lot more respect than what they got in BR days.

There are those at Kidderminster who have been involved in preservation for up to fifty years and although they may not have driven locomotives at above 25mph (ish) there is a lot to learn from them. A case in point was when I was watching the Class 08 lads on their regular working party attempting to tow D4100 one cold winter's day. However, the wheels were locked and I wrongly assumed that they had left the handbrake on or air was still in the brake cylinders. I offered the benefit of my experience but was told that all was fine as it was due to thick Motak. I hadn't got a clue what this meant. They proceeded to rock the Class 09 backwards and forwards using the other loco and eventually the wheels freed and I thanked Trevor Davies for the lesson. Motak is the thick grease that is in the traction motor casing and when stood for long periods during cold conditions it solidifies.

There really is never a day that goes by on the railway without lessons being learnt and another one was when Class 50, 50035, shut down when idling following a very cold start. English Electric engines really don't like cold starts and so, with someone on the Local Start button and another manually pushing open the fuel rack, eventually, with a good set of batteries, the engine will fire but not on all 16 cylinders. This leads to an extremely uneven idle with flames emitting from the exhaust ports in a spectacular fashion. While I stood witnessing this pyrotechnic show and exhaust plume the engine shut down.

With my supposed experience I assessed the situation and boldly went about fixing it but alas I could not find anything amiss. Matt Robinson, a long time working member of the DTG passed by and asked if I had checked the engine over speed device. Well of course I hadn't as it was only idling. "Class 50s are prone to it tripping during cold, uneven idling," he pronounced. Pah, never heard that one before but he was right and, with it reset, the problem was solved. Of course they never got cold when I worked on them in BR days and I thanked Matt for his assistance but felt that I should have found that myself. Pride

50007, 50035 and 50049 stand around the turntable at Kidderminster on 19th June 2017. BOB DUNN

and all that.

It has occurred to me on several occasions that no one remembers the many times that you get things right but will recall for ever and a day when you get it wrong. And so it was that on one of my first lone visits I was tasked with sprucing up 50031 as she was looking rather tired externally. Cleaning and polishing 68 feet 6 inches of locomotive is not an easy task and having spent all day doing the one side I stood back and was pleased with my efforts. The other side would have to wait for another day. So, on another day I commenced polishing to my heart's content and again was happy with my efforts. That is until I got to an air grill that had dried polish on it. Why would that be there? Puzzled for a millisecond it dawned on me that I was polishing the same side again. The loco had been turned on the turntable and I had not noticed. Oh how people laughed and indeed still do. Don't worry, I know their names.

Not only was 45041 the last Class 45 that I drove on the main line but 47828 was also the last Class 47 I drove in 2006. I was reunited with both at the May 2017 SVR gala and couldn't resist a pose as they stood alongside each other at Bridgnorth. ROB SHEFFIELD

In it together

We can't do what we do without money of course, and lots of it, so the continued support of those members who contribute is essential. To give a few examples, the refurbishment of a Westinghouse Driver's Proportional Brake valve is £750. The overhaul of the engine Woodward Governor is around £2,500 and for a new set of batteries you would be charged (see what I did there?) £4,500. A core group of twenty five working volunteers that have a tremendous 'can do' attitude get the never ending list of jobs done as and when time allows.

What is most encouraging is that young people are getting involved and are eager to learn. John Evans and Lewis Allin are both extremely useful as, although we can't send them up chimneys anymore, they can get into places that the more portly and slightly less agile of us can get. We are also most fortunate to have those involved that bring with them skills learnt from their employment. Steve Tripp (a most apt surname) brings his electrical excellence and is also able to get into places where others would most definitely struggle and Dave Blondon, who maintains helicopters, has a wealth of engineering expertise. Although he'll never get a Class 50 off the ground he brings with him a troop of elderly gentlemen who enthusiastically descend upon a '50' and at the end of the day have achieved tremendous things. Their steady pace and combined skills learnt over many years are a most valuable asset to the Fifty Fund.

Being actively involved in diesel galas was yet another avenue of enjoyment that was new to me, making visiting crews feel welcome to the SVR or taking our pride and joy to other railways. Following us wherever we go are our incredibly dedicated sales team with the likes of Joe Burr and Dave Redbourne who are extremely adept at persuading you good people to part with your cash. Many of you reading this will have arrived back home with some artefact or other, bemused as to what it is

and wondering why you allowed yourself to make eye contact with those behind the counter. There are also those who we never see beavering away in the background on administration and finances. So, to open the power handle and depart in style is at the very end of a long chain of commitment and dedication by many.

These running days give everyone a massive boost and in the wink of an eye all the brick bats that have been thrown at you disappear as 16 pistons make their way towards 850 rpm. Climbing out of Horsted Keynes during the Bluebell gala in 2017 and attacking the 1 in 75 two and half mile climb with 'Defiance' trailing a load of 600 tons and in full cry did indeed cleanse the soul and the exhaust ports. Then rising further to 1 in 60 before the entrance to the acoustically pleasing West Hoathley tunnel was indeed supreme. I do have to remind myself that photographers want pictures of the loco and not me so, "Keep your bloody head in Dunn".

We used to complain about draughty cab windows (see my article 'Brass Monkeys' in TRACTION 240) Now I drive everywhere with it open. In fact the window appears to be connected to the power handle as the nearer to notch 7 it gets the more it lowers. A balance between operational requirements and regulations, treating the locomotive with respect and yet giving the audience what they have paid for are very important elements to operating preserved locomotives. A tremendous amount of damage can be done to a Class 50 if driven incorrectly and with 2,700hp at one's fingertips 25 mph is reached far too quickly, as these are racehorses and want to keep going. Having said that, there are techniques that can be adopted that are intended to keep everyone happy.

As my feet slowly slipped under the table during the regular working parties, it became apparent that I was getting the bug for the preservation scene. As BR drivers we were aware of enthusiasts who rode behind our locomotives but I was blissfully unaware of the intensity of this with large groups of individuals travelling many miles behind their favourite class and chasing individual favourites the length and breadth of Britain. Bashers, I understand, was the name given to them. To this day I accept but am unable to understand the obsession of some to their chosen class but will fervently demean those that favour another. Of course I am approaching this from another angle and having been privileged to be trained on nineteen different types of locomotives so to be involved with them again after all this time is indeed an honour. In BR days they were a tool to do a job, which some did better than others.

Dedication

Even after being involved for just five years I am continually impressed by the level of expertise of those in each group. Nothing seems to faze people no matter what the fault. As an example, the engine was lifted out of 50049 'Defiance' so that the main

It was this loco's attendance at the May 2016 SVR Diesel Gala that persuaded me to climb the promotional ladder to driver. D182/46045 stands on the shed at Bridgnorth on 19th May 2016. The headcode, 6M44, was the Ketton to Castle Bromwich cement which we Saltley depot men worked from Leicester. It was on this train on 17th May 1977 that my driver, John Partington, put me in the driving seat with this locomotive. Thirty-nine years later I was in there again. BOB DUNN

generator could be exchanged. This was completed with the engine back in situ in one twelve hour stint and is something that I think Old Oak Common would have had difficulty in matching. Each group, whether at the SVR or at the many other locations around the country, has a bed rock of those who have the mechanical, electrical and pneumatic knowledge to sort out most things and, if they can't, there is a vast network of those who will offer guidance. There are most certainly no menial tasks when it comes to keeping these old girls serviceable. Cleaning cabs and wiping down engine room floors is perhaps not as glamorous as ensuring that the engine actually runs but it all adds to the overall effect. There is always something to do and I have learnt on several occasions that it is not possible to 'just pop down the Valley'.

I joined the Fifty Fund at a particularly low period, as none of the four Class 50s were operational. Work party after work party gradually sorted out the many issues and, in 2016, we had 50031, 50035 and 50049 ticking over beautifully next to each other. This, together with the 50031 'Hood' re-dedication ceremony in 2016, are the highlights for me so far. To say that I am well and truly hooked now is an understatement. The sense of achievement when it all comes together is tremendous but one must not become complacent as a serious problem is just around the corner.

Most definitely the lowest point for me was the failure of 50035 'Ark Royal' in early 2017, a couple of days before it and 50049 'Defiance' were off to the Bluebell diesel gala. Unable to create the air brake pipe in one cab, a seemingly straight forward and not uncommon fault expanded into a complicated valve exchange from serviceable locos and phone calls to Westinghouse gurus who, given the symptoms, were also stumped.

In addition to the air fault, when air brake pipe was provided from another loco it was not possible to taker power. I assumed, wrongly as it turned out, that the two faults were connected as they occurred simultaneously. Tony Middleton had driven up from London after work and, with his unrivalled knowledge of all things Class 50, we were confident that he would be able to sort it and give us a well-deserved telling off for missing something straightforward. But, after fourteen hours and now going round in circles, it was close to midnight when we had to throw in the towel and go home totally demoralised. 'Ark Royal' had been the stalwart of the fleet for many months but decided to remind us of its frailty just because it can.

We felt extreme embarrassment having to inform the Bluebell but their understanding certainly softened the blow somewhat. It took almost three weeks to find the air fault which was a corroded pipe in a most inaccessible location. However, power could still not be taken. This turned out to be a corroded power contact that was making contact but not passing current. Well done Chief Wizard extraordinaire Joe Burr for finding that one. So, two totally different faults occurring at the same time. Another lesson learnt, never ever assume.

Promotional ladder

Should any individual feel the need to move onwards and upwards from the maintenance side of things then becoming a secondman is the next step. However, no matter how high one climbs you are not precluded from the requirement to continue regular attendance of working parties. If you don't fix 'em you can't play on 'em. A period of approximately three years must be completed getting one's hands dirty before this move is considered by the SVR Diesel Committee. I agree fully with this stance, although some colleagues at work do not and refuse to go to the bottom of the pile. They, like the unicorns, will be left on the platform. There are people who have been there many, many more years than myself and, despite my background and experience, I, and others, should not be allowed to jump the queue as it would create unnecessary bad feeling.

In any case I was adamant that I was not going to combine my day job driving for Virgin at Wolverhampton with the footplate at Kidderminster. 2018 is when I retire

and this fitted in nicely with the 'mucking in' period. However, enter Jon Teuwen, the SVR Locomotive Crew Manager and a fellow Virgin driver. A most persuasive fellow indeed, he explained that they were short of secondmen and had firemen covering diesel turns and so he convinced me that the railway needed chaps like myself. So, just to help out, I agreed but was insistent that under no circumstances would I become a driver until 2018.

All of those who make the jump to the footplate must undergo a day's familiarisation of the footplate and route, irrespective of their background, and so I took a trip out on the DMU. Again, I did not want the driver to know my background. To get back on one of these units after many years brought the memories flooding back and after a pleasant 'bimble' to Bridgnorth and apparently asking all the right questions the driver asked if I would like to have a go. Without wishing to appear conceited, sitting back in the seat was like slipping back into your favourite pair of slippers.

On the outbound run I had noticed that, when first gear was engaged to start away, there was a clonk and a lurch forward. This being due to approx 18" of vacuum being lapped on the gauge so not enough brake applied to cushion this. But, nowt to do with me of course. So with 15" on the gauge and buzz, buzz into first I went and with a gentle clunk followed by brake release off we glided. Having spent many years and countless gear changes on these units in the West Midlands it was indeed like riding a bike, but slowly of course. After stopping at Hampton Loade the driver looked over and said, "There's something you're not telling me. Have you driven one of these before?"

"Well", I said, "Once or twice."

I came clean and he then asked how he could achieve smooth starts. Exchange of information and experience, that's what it's all about.

With the cross cover of drivers from other groups to other traction it became apparent that some of those not actively involved in the Fifty Fund were most apprehensive when rostered to work on one. This was due to the locomotives' reputation of perceived unreliability but was also due to a lack of understanding. So, in my capacity of instructor driver, I produced a Class 50 Drivers' Manual to explain the whys and wherefores of the class. In addition I have given a number of drivers traction reviews to increase their working knowledge.

So, my fate was sealed, especially when it was announced that a Class 46 was coming to the 2016 gala. These and Class 45s were our bread and butter at Saltley so the chance to drive one again could not go ignored. So yes, I'm a driver before my retirement from the day job and yes, my will power is non existent. However, my satisfaction of contributing to the success of the Fifty Fund and the Severn Valley Railway is immense. Fellow drivers at work ask if it gets boring at 25 mph. Not at all, is my answer. The speed is irrelevant to me as it's everything that goes with it that makes it so fulfilling. The interaction with staff and the infrastructure is everything that is missing from today's modern railway. To me it is a time machine that takes me back to a period much lamented and is helping in my wind down from the day job and a smooth transition will hopefully occur into retirement. So, I was wrong, these people are not cranks playing trains but are dedicated people keeping our railway heritage operational. So, why bother? If you still have to ask then don't get involved.

On 19th May 2016 I'm back in the seat of Class 46 No. D182/46045 after 39 years. BOB DUNN

Those locos can't go without fuel. Prior to another busy day, 50031 and 50035 are topped up on the shed at Kidderminster on 10th July 2017. The tanker had been delayed en-route so we did it this way and departed with 'Ark Royal' before he filled the depot's main tank. No, the orange square on the tanker does not make it compatible for coupling to a Class 50! BOB DUNN

It's 27th August 2016 and I'm happy to be back in the cab of a DMU. The 'Fish and Chip' special is standing at Bewdley. BOB DUNN

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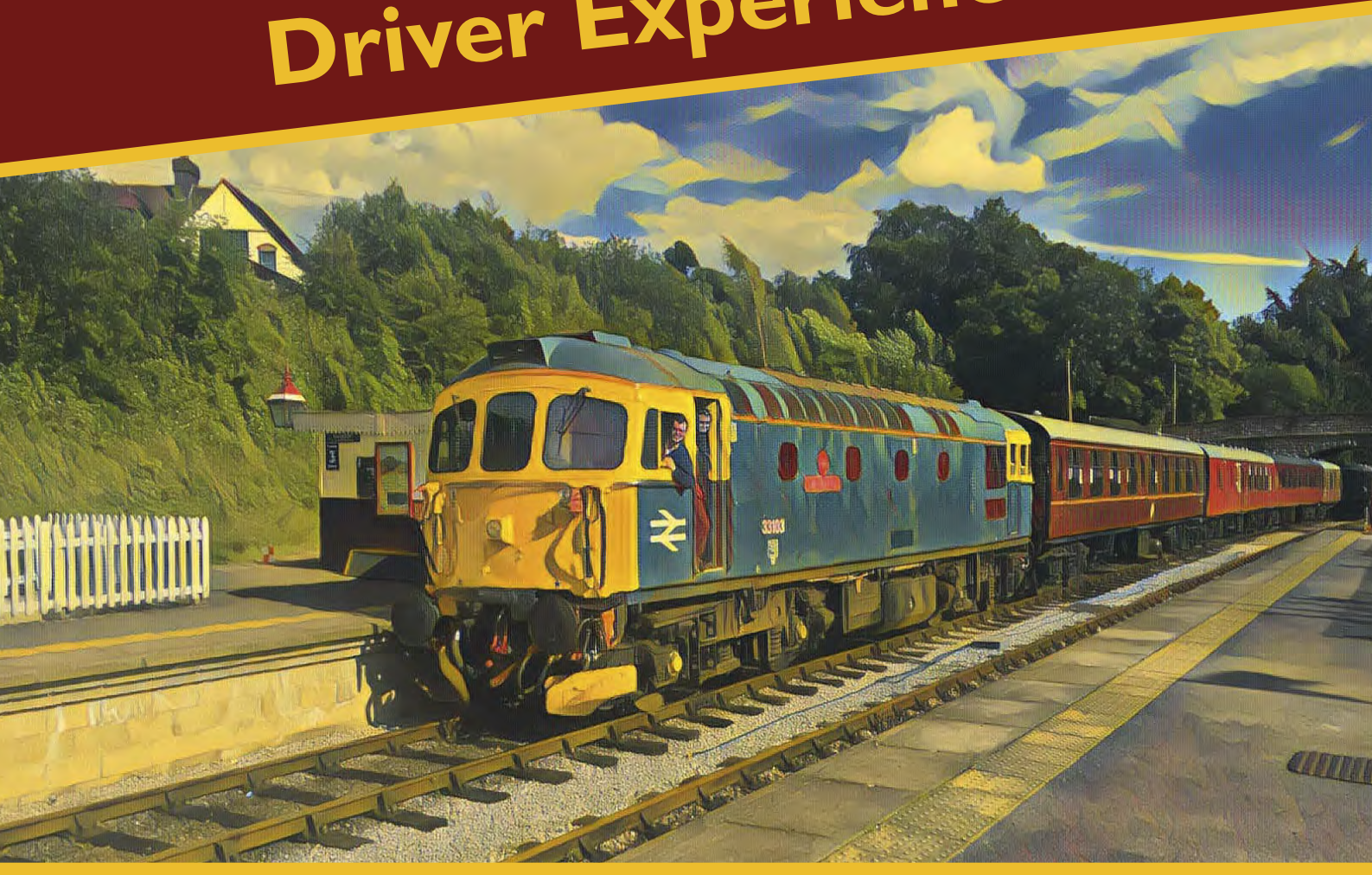

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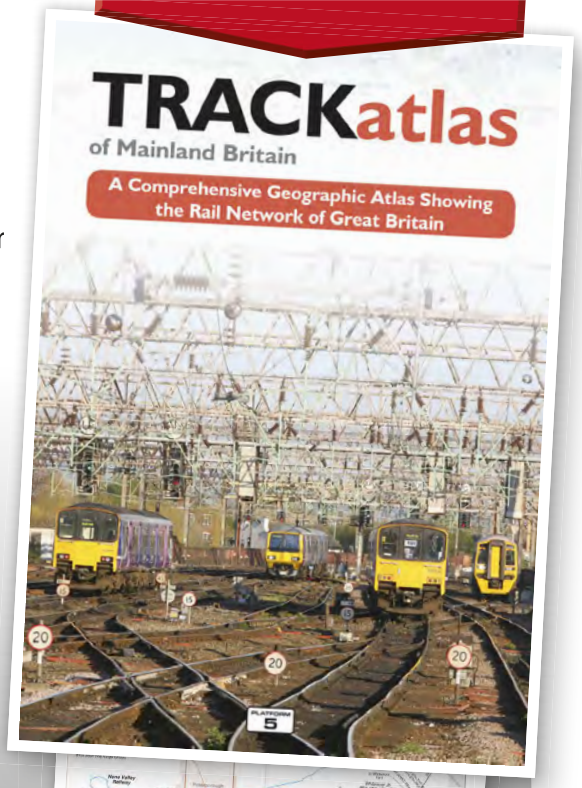

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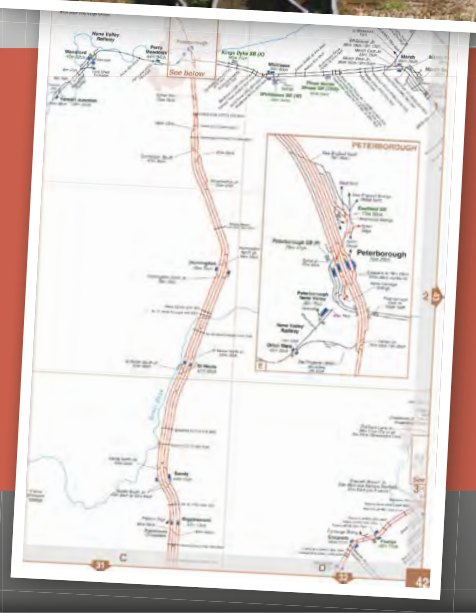

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The 56 is 56074 'Kellingley Colliery' which was a regular at Heaton Lodge. It's awaiting weathering and the fitting of a smoke generator (to mimic diesel exhaust) and sound. It was built from a modified MMP kit. The detail on the stonework of the bridge is interesting and was made from DAS clay and carved to replicate the stone course on the real bridge. It's detailed with LifeColor paints and superglue which makes the stonework look damp. ANDY YORK

TRACTION MODELLING

Part 2

Heaton Lodge

In Part 1 Simon George gave a potted history of Heaton Lodge Junction up to the 1980s and explained the thinking behind his decision to model the area where he spent many hours as a youngster. In this issue he covers the initial construction phase of the 160 feet long O gauge layout which is still ongoing..

Background

Modelling a real location does have its advantages as, for example, the track plan and major structures have already been designed for you. On the other hand to portray an accurate model much research needs to be undertaken depending on the period being covered. This was a task which I initially wasn't looking forward to but, as it happens, turned out to be hugely rewarding.

Internet sites like Flickr now contain huge numbers of photos of real locations covering decades of history – a real bonus for today's modeller. It was here, and from the original photographers, that I was able to pin down many dozens of snaps from the correct period and location to enable a detailed contour map to be built up. Such was the accuracy in fact that even most of the trees

The Class 40 is 40057 which, at the time, was allocated to Healey Mills and is a Heljan model awaiting detailing, crew and smoke generator. ANDY YORK

The Capri is an Oxford Diecast model. The frosted windscreen is designed to look exactly as it would if it was a cold December day. It's done easily by putting a couple of dabs of superglue inside the car as the fumes do the rest. ANDY YORK

there in 1983, and over 20ft high, were pinpointed, all 300 of them!

The two BR designed gantries about half a mile apart presented another challenge in that measurements couldn't be made without trespassing. Fortunately one field visit to Heaton Lodge a couple of years ago saw a Network Rail gang working on nearby pointwork. They kindly offered to take my tape measure and note the exact dimensions of the steel structure even climbing up to do the same for the walkway! This allowed an exact working brass 7mm copy to be built which will feature in a later article. Additionally I discovered on line the actual 1970 BR re-modelling signalling diagram including all the relevant colour light signal numbers, a great find!

Nostalgia

For me though, the main goal in creating an accurate model of Heaton Lodge Junction was to attempt to take me back to the 1980s when, as a child, I'd be able to spot that high intensity headlight of a Class 56 on a heavy coal train, well over a mile away. Consequently the only way to achieve this was to actually replicate the distance my eye could see back then, which at Heaton Lodge was actually1.3 miles or 160ft in 7mm 'O' gauge. The secondary goal was to build in a huge amount of fine detail that often gets overlooked. This includes, for example, exposed cables within concrete trunking and the accurate locations of the manhole covers in nearby lanes.

The multiple tracks at Heaton Lodge were (and still are) arrow straight which also lends itself well to exhibiting the final result, at those exhibitions with a large enough hall to accommodate it, of course!

A decision to adopt 'the senior scale' was made for a number of reasons, the main one being that the sheer size of a heavyweight Class 40 on a 35 feet long freight, would, without doubt, really convey the momentum and impact of the real thing. Additionally, Heljan and Dapol, to name but two manufacturers, have, in the last decade, embarked on a real push in producing 'O' gauge first generation diesels and rolling stock. That said, much of Heaton Lodge' freight traffic in the 1980s was petroleum coal, steel, and container traffic, rolling stock that is not currently available off the shelf. Fortunately Dapol are shortly to introduce a range of both HEA Speedlink and HAA MGR hoppers which covers the movement of the black stuff.

Trains carrying ICI petroleum products were seen almost daily at the location during this period, and were mainly conveyed in 100 tonne TEA bogie tankers. Given that they are a vital part of the area's history, these are currently being designed and produced on commission in super detailed kit form for release at a future date. BBA steel bogie flats are also undergoing CAD design right now. More on these and bespoke motive power at Heaton Lodge in future articles.

The track plan

As can be seen from the track diagram, the model will cover the Calder Valley lines (including the dive under) between Woodend Bridge in the east and just beyond the river Calder in the west. The first part of the ex LNWR line towards Huddersfield is also included up to what became known as Heaton Lodge South Junction after 1970.

At each of the three extremities the lines will disappear undercover until re-emerging into a 12 road 100 feet long fiddle yard (which will also be out of sight) where the different trains will be stored until called upon.

Commissioning parts of the model

Model railways is a diverse hobby with many modellers having particular 'sub-interests' within it such as weathering rolling stock or simply running trains. My own is adding super detail and constructing scenery - and definitely doesn't cover electrics, track building and woodwork! It was obvious from the outset, given the size of the project, that

Detail shot showing the BR gantry next to Woodend Bridge. Eagle eyed readers might spot the infra red device between the sleepers in the right of the pic. This detects the passing of a train and automatically changes the aspect to red. After 30 seconds the aspect starts the sequence of going through single yellow, double yellow then green until a train passes once again. ANDY YORK

these would have to be professionally done, so the search was on for suitable craftsmen.

Back in the 1980s much of the track at Heaton Lodge was concrete sleepered which is unavailable off the shelf in O gauge. In addition the location sported two double junctions and a switched diamond crossover (common up to the 1980s) as well as 50mph running points that scaled down to around 4ft long.

After deciding that I wasn't certifiable, professional track builder Norman Saunders took on the three to four year job of constructing, laying and ballasting the track, the concrete sections of which use Peco components. To give you an idea of scale the second double junction crossover stretches over 12 feet; such is the shallow scale angle of the pointwork. The frogs themselves have been specially milled to accommodate this.

It was decided to rope in White Rose Modelworks in Bedale, North Yorkshire, to construct the foundations using simple but effective methods. In a nutshell, the 160 feet viewing side, when complete, will be made up of around forty 5 feet wide frames into which a 2 feet wide 'cassette' locates into each and onto which the track is laid. The frames incorporate plywood formers supporting the scenery which I'm able to

jigsaw to the correct shape of any cutting or embankments. Using these cassettes also enables the 1 in 137 gradient from east to west at the real Heaton Lodge to be built into the model, meaning the west end of the model will be around 14 cms higher than the east!

Replicating the landscape.

Around a third of the length of Heaton Lodge Junction is set within a cutting, the banks of which, in the 1980s, consisted of the usual long grass, undergrowth and trees. Given that there is little in the way of impressive eye-catching building to attract attention, I felt it important to get what is there as near as possible to how the location looked in the winter of 1983.

Since I hadn't constructed scenery on a model railway since the age of about age 17, I had some learning to do if I was going to have any chance of coming close to the perfection say of track builder Norman Saunders. As a result I practised with a static grass gun on countless rough sections of polystyrene, using around 40 combinations of static grass colours before I was satisfied with the overall look of rough winter grass. Varying the lengths and subtle differences in shades made a real difference to the final result.

As for the civil engineering, I've enlisted the help of model maker Allan Downes to replicate the numerous rail and road bridges at Heaton Lodge in basic shell form. I then spend many 'enjoyable' hours rolling a layer of 3mm thick DAS clay to shape and affixing it to the bridge surface using PVA glue. After drying there follows many more laborious hours carving each individual stone from photos, adding extra bits of clay here and there to reproduce the jutting nature of rough stone. Finally, painting the clay uses a combination of 'stone' shades in water colours to get near the overall look of the structure. The finishing touches include using thin superglue and gloss varnish to mimic dampness and subtle green dyes for moss. And that's before adding the roadway, more of which in the future. I'm pretty pleased with the way Woodend Bridge has turned out and can almost hear the Mirfield shed staff trudging across it on the way to clock in, before the shed sadly closed in early 1967.

Progress

As TRACTION goes to press, the area from Woodend Bridge in the east right up to and including Heaton Lodge North Junction is fully completed. This makes up a distance of around 64 feet, just over a third of the completed model. It takes around 2 weeks to complete a 4 feet x 5 feet section so there's a fair way to go yet..

Future articles will cover layout operation, control, both scenery and road construction, plus motive power and rolling stock.

Right: This photo shows the Woodland Scenics deep pour water product which was used to mimic the storm water culvert at the north side of Heaton Lodge North Junction – obviously still under construction at the time. SIMON GEORGE

Looking east towards Woodend Bridge. This is just 15 feet of the completed 64 feet, which is around a third of the completed model..The trackwork is concrete sleepered Dow-Mac hand built using Peco components. SIMON GEORGE

Pointwork details: the Westinghouse point motors were scratchbuilt from original Westinghouse (now Siemens) drawing as they were unavailable off the shelf whilst the track circuit detectors were also scratchbuilt and the cables are correctly attached to the rails. SIMON GEORGE

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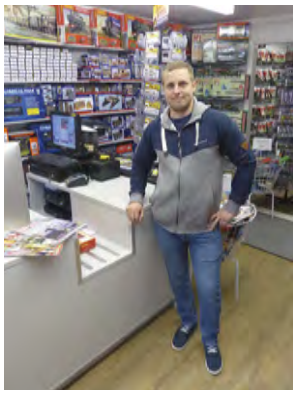

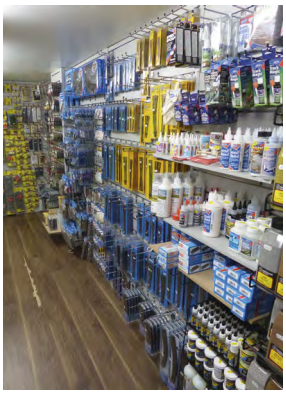

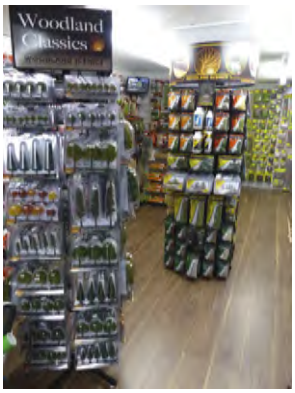

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TRACTION MODELLING

Detailing a Hornby Class 31

Will Thompson shows how to undertake a reasonably quick project detailing Hornby's R2963 31439 'North Yorkshire Moors Railway'. The actual locomotive was withdrawn and then re-instated in 1992 lasting in service until 2010. Will has tried to represent it shortly after it returned to traffic, having run a little but still being in good condition.

The Chassis

This model has been converted to EM gauge using a Gibson conversion set which is simple to fit. My preferred couplings are Kadees and I've used a 252 box with a medium 148 whisker coupling that is mounted to the underside of the chassis. Scrap plastikard is used to get the right height and then the coupling is fixed using 8BA bolts. With this complete, I fitted the detailing pack and then sprayed the chassis matt black using a Halfords' spray can.

Lighting

I spent some time reading the web and found that it's tricky to convert Hornby's lighting circuit to enable independent control of loco lights. So I simply replaced it with LEDs wired with resistors to the four functions of a decoder. The headlight is a 2mm white lighthouse, the headcode box is illuminated by a 3mm yellow LED and the tail lights are small red SMD LEDs using a 1mm light guide. All are wired with a 1k resistor and the brightness is then reduced further using the decoder.

The Body

The roof grill is oversized but the Shawplan replacement grill for the Hornby model has a neat adaptor included. This is bent to match the roof shape and then glued from the underside with superglue. I then used filler to disguise the join and, when happy that I couldn't see it, I then glued the delicate roof grill on. It was then primed and the roof weathered with a combination of roof dirt and weathered black to hide the grill. Shawplan's nameplates are a direct fit over the printed decals so these were attached using matt varnish. The paint finish applied by Hornby is excellent but the stripes seemed

too shiny to me so at this stage I gave the body a coat of satin varnish using an airbrush.

Hornby have missed the front high intensity headlight on 31429, so I drilled out a 2mm hole in a replica railways version, then fitted it with superglue at the same time as fixing the lighting. A final splash of Railmatch yellow blends it in.

The fan was then assembled using super glue, primed and painted red, glued to a piece of black plastikard and attached to the body.

Behind the body side windows there are quite prominent pipes. I almost went down the route Hornby took and painted them on the back of the glazing but had a slight mad moment and so used 0.45mm brass wire. In order to hide the thickness of the body I decided to glue them to the inside of the window frames, but leaving just enough space for the glazing to fit. I cut the wire to a length where friction held it and then used cheap and runny superglue to fit them in place. When dry they were then picked out in white.

Glazing is laserglaze by Shawplan, edged with a black biro and then fixed using Humbrol Clearfix. The windscreen wipers are also by Shawplan which look much finer than the originals. Before securing the cab in place I painted a few details, such as the seats, in the correct colours .

Final Assembly

The model has been lightly weathered using photographs as a guide. I picked out the panels on the body side using a very thin black wash using capillary action, followed by a very light dusting of frame dirt using an airbrush. The chassis had a combination of frame dirt and weathered black applied. The enjoyable bit is then applying oil stains and picking out some of the details.

PARTS AND MATERIALS USED

Body

Shawplan 'North Yorkshire Moors Railway' nameplate - 31439rrb
Shawplan roof fan and grill - EEDP31-00B
Lighting components (1k resistors, LEDs: yellow 3mm , 2mm lighthouse white and red SMD with 1 mm light guide)
Replica Railways high intensity headlight - RA105
Shawplan windscreen wipers
0.45mm straight wire

Chassis

Kadee couplings (#252 & #148 whisker)
8BA bolts & nuts
Gibson EM conversion kit
Hornby 31 detailing kit as supplied
4 function DCC decoder (wired)

Paint

Halfords matt black spray can
Halfords grey primer spray can
Railmatch warning panel yellow (post 1985) - RM202
Railmatch satin varnish - RM408
Railmatch warning orange – RM232
Railmatch frame dirt – RM402
Railmatch oily steel – RM415
Railmatch roof dirt – RM403
Railmatch white
Humbrol matt blue
Humbrol oil wash

Glazing

Shawplan Laserglaze - EEFG3102
Humbrol Clearfix
Black marker pen

31439 is at Crewe Diesel Depot in about 1990. RAIL ONLINE

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H4-WW-012 Diamond frame bogies DM748316 in BR brown with bolster deck conversion
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H4-WW-014 Gloucester GPS bogies MODA95511 in MOD 1970s olive
H4-WW-015 Gloucester GPS bogies MODA95512 in MOD 1970s olive - weathered
H4-WW-016 Gloucester GPS bogies MODA95539 in MOD 1990s olive
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On a beautiful winter's morning, D7673, one of the final batch of Class 25s, was delivered by BR Derby in March 1967 and is seen approaching Ribblehead station on February 28th 1970 at the head of 8M18, the 07:05 Tinsley to Carlisle freight. D7673 was withdrawn in March 1986 and scrapped at Vic Berry's yard in Leicester in July 1987.

The BR Sulzer Type 2s in action

The Class 24 and 25 locomotives were never going to be one of those types that attracted a cult following such as the 'Deltics' and Class 50s. But, from an operational point of view, they were just as important for the day to day working of the railway. Gavin Morrison's photographs show the two classes at work on typical duties.

The first Sulzer Type 2s (the later Class 24s) appeared in 1958 as part of the 'Pilot' scheme of BR's modernisation plan. Built at the BR workshops at Darlington, Derby and Crewe between 1958 and 1961, one hundred and fifty-one of the class were placed in service, numbered D5000 to D5150. The first one hundred and thirteen of the class were fitted with a folding disk identification system based on that used on steam locomotives, whilst the rest were fitted with roof mounted four-character headcode boxes. Powered by Sulzer 1,160 hp engines, the Class 24s had a top speed of 75 mph, which was found to be too low a speed and led to the development of the Class 25s. The Class 24s were allocated initially to depots on the London Midland, Eastern, North

On a beautiful winter's morning, D7673, one of the final batch of Class 25s, was delivered by BR Derby in March 1967 On 1st October 1969 D7550 heads north off Ribblehead Viaduct, making slow but steady progress with its mixed freight. D7550 (later 25200) was new to the Nottingham Division in June 1965 and was withdrawn from Crewe diesel depot in February 1986, being scrapped at Vic Berry's yard the following year.

On Sunday 10th May 1964 a pair of Sulzer Type 2s, D5233 and D5209, are seen at Leeds Holbeck shed. The headcode 1N33 is known to have been used for the Sunday 11:45 St. Pancras to Leeds service so it is possible that the pair have worked that train to Leeds. Both locomotives are less than a year old with both locomotives having been delivered to Toton depot, D5209 in June 1963 and D5233 in December 1963 but, at the time of the photograph, were allocated to Cricklewood and Saltley respectively. Both locomotives survive in preservation with D5209 (later 25059) at the Keighley and Worth Valley Railway and D5233 (25083) at the Caledonian Railway at Brechin.

24120 was one of the batch of Sulzer Type 2s built for service in Scotland and is seen piloting 26041 out of Haymarket station on the 13:55 Edinburgh Waverley to Inveress on 20th April 1976. D5120 was delivered new to Inverness depot in June 1960, as part of the batch numbered D5114 to D5132 which were intended for work on the lines radiating from the Highland capital. These locomotives were easily identifiable by the cabside recesses which were originally fitted with the token exchange gear for use on the single lines of the former Highland Railway. 24120 was withdrawn from Haymarket depot at the end of 1976 and was scrapped at BREL Doncaster the following year.

25096 and 25098 are passing Aller Junction just to the west of Newton Abbot with a ballast train on August 11th 1975. 25096 was delivered to Toton in January 1964 as D5246 and lasted in service until December 1977 when it was withdrawn at Glasgow Eastfield, being cut up at nearby BREL Glasgow the following year. 25098 (D5248) followed a similar existence starting its service life at Toton in February 1964 and was withdrawn from Eastfield in October 1978 with scrapping at BREL Glasgow.


6766
BUS STOP

The contrast in body styles is obvious in this view of 24035 and 25134 working in multiple at Leicester depot on 29th May 1978. Note that the headcode discs on the Class 24 have been set to have all four discs open - the steam era Royal Train headlamp position. 24035 was delivered to March depot in August 1959 and withdrawn from Crewe diesel depot in October 1978. 25134 had been numbered D5284 when allocated new to Toton in July 1964. Withdrawal came in December 1982 from Bescot.

Eastern and Scottish Regions, although for a short time some were loaned to the Southern Region. The Sulzers Type 2s received TOPS numbers in the range 24001-24150, although some had been withdrawn and were never renumbered. The entire class was withdrawn from operational service by the end of 1980.

BR decided that future builds of the Type 2s would need to be more poweful and have a higher top speed so what later became the Class 25 was developed. The power output was increased to 1,250 hp and the top speed was now 90 mph. The three hundred and twenty seven Class 25s were turned out by the BR workshops at Derby and Darlington, as well as by Beyer Peacock in Manchester. Being delivered between 1961 and 1967, it was inevitable that there were significant variations between the different batches.

Externally there were three obvious variations. D5151-D5176 (TOPS numbers 25001-25026) had four charcter headcode boxes, front gangway doors and bodyside louvres. The second group, D5177-D5232 and D7568-D7597 (25027-25082 and 25218-25247) had the air horns positioned on either side of the headcode box. The third variation saw a significant improvement in the appearance of the locomotives with the removal of the front gangway doors and the re-positioning of the bodyside louvres to cantrail level. The locomotives displaying this body style were D5233-D5299, D7500-D7567 and D7598-D7677 (25083-25217 and 25248-25327). As well as the differing visual appearance there were also variations mechanically and electrically, with some also being fitted with steam heating boilers. The locomotives were initially allocated mainly to the London Midland Region, but with significant batches sent to work on the Eastern, North Eastern and Scottish Regions. The class also spread to work on the Western Region after the withdrawal of the diesel hydraulics.

Most of the Class 24s and 25s spent their working lives hauling freight trains but they could also be found at the head of passenger services, often working in multiple. With the decline in freight traffic the class slowly became redundant and the last was withdrawn from service in 1987.

On July 3rd 1979 25252 is seen shunting wagons at Peak Forest. This was typical of many of the tasks that these Type 2s performed for many years. Delivered as D7602 in February 1966 to Tinsley depot, it was withdrawn from service at Bescot depot in March 1980.

Class 24s and 25s provided the power for summer Saturday Cambrian Line trains and developed a following among enthusiasts although their reliability was not always of the best. 25034 and 25058 are approaching Welshpool on the 15th September 1984 with the 14:00 Aberystwyth to Shrewsbury. The headboard shows that this was the last day of Class 25s working passenger trains on the Cambrian. 25034 was originally D5184 being built at Darlington works and delivered to Toton in May 1963. Withdrawn from Crewe diesel depot in December 1986 it was scrapped by Vic Berry. 25058 started life as D5208 being sent new to Toton in June 1963 and was withdrawn in February 1987 from Wigan Springs Branch and was also scrapped in Leicester.

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The Danish State Railways' first 25kV ac electric locomotives were a fleet of 22 powerful Bo-Bos which the railway classified EA (many of which were later sold to Bulgaria where they run as Class 86). These had three-phase ac traction motors. On 17th August 1988, No.3005 'William Radford' was seen at Roskilde (the former Danish capital before Copenhagen) working a push-pull regional service from Copenhagen.

The Danish exchange

In 1988 the London Midland Region of British Railways broke new ground by organising a series of contacts between itself and Danish State Railways headquarters. This culminated for the Mechanical & Electrical Engineering team in exchange visits between staff from Willesden traction depot and the main depot in Copenhagen. Colin Boocock explains

It was when Cyril Bleasdale was General Manager of the London Midland Region, a time when several interesting and positive management initiatives took place. One of these forms the subject of this article.

Early in 1988, by which time I had been Traction & Rolling Stock Engineer on the London Midland Region (LMR) for two years, the traction maintenance depot at Willesden had achieved the new British quality standard BS5750. This subsequently became equivalent to, and was succeeded by, the internationally-known ISO9000. Willesden depot was at the London end of the West

The most powerful diesel locomotives in Denmark, indeed in Europe for many years, were the Class MZ Co-Cos of 3,845bhp; these locomotives had GM engines with 20 cylinders! For three decades, they worked the heaviest trains on the non-electrified main lines. No.1410 is glimpsed after attaching to the 07:00 Copenhagen to Frederikshavn express at Aarhus on 16 August 1988. A similar class used to operate in Spain as Class 333, but of lower power output than the Danish ones.

Coast Main Line (WCML) and was responsible for maintaining a fleet of ac electric locomotives, mainly of Classes 86 and 87.

This achievement by Willesden depot marked the first time that any BR traction depot had had its management systems developed in the necessary detail to match the rigorous requirements of BS5750/ ISO9000. It was one of the changes on the LMR that were to underpin a fundamental improvement in performance of trains on the WCML, another example of which will be covered in my next article which is planned to appear in TRACTION 244.

Knowing that Danish State Railways (DSB) was pursuing the same aim, that is of getting their depots approved to ISO9000, the LMR and DSB decided to meet to gain experience from each other. After a couple of conferences, one in Birmingham and one in Copenhagen, at which the two bodies' HQ managers explained how far they had come on the road to 'total quality management' (the management jargon of the day!), they decided that it would be useful to have people from the two depots travel to each other's depots and see for themselves the facilities that they had and how they were approaching their particular challenges of traction maintenance and reliability.

Because Willesden had reached BS5750 before any other UK depot, a group of personnel from that depot, together with the depot engineer and the author with other LMR departmental heads, flew to Copenhagen to meet their counterparts on DSB and to visit the depot there.

Copenhagen depot maintained the electric and diesel electric locomotive fleet that hauled (and propelled) outer-suburban and main line express passenger trains on routes that radiated from Copenhagen. In 1988 there was just one class of electric locomotive, a universal 25kV ac Bo-Bo of Class EA that worked some of the push-pull services on the main line towards Jutland, but at this time only as far as Roskilde. Longer distance passenger trains were hauled by General Motors (GM) powered Co-Cos of two main groups. The Class MZ was a 3,845bhp brute of a machine that was similar to a lower-powered class running in Spain. There was also a more elegant 3,300bhp design (Class ME) with GM engine power but Brown Boveri ac traction motors that used state-of-the-art electronics in the traction control system. All these locomotives had been supplied by Scandinavian builder ABB (ASEA Brown-Boveri). Freight was also in the hands of Class MZ Co-Cos, plus a couple of older classes of GM six-axle 'streamliners' from the 1960s, Classes MX and MY A1A-A1A locomotives.

As far as concerned the reliability of the locomotives, we learned that, despite the apparent simplicity of the ac traction motors on the Class ME diesels, which did not have commutators and brushes needing maintenance as on older locomotives that had dc motors, the ac motors had a problem that was new to DSB. The working environment of a locomotive hauling fast passenger trains and also heavy freights is harsh on mechanical components; the motors' rotors were showing signs of fatigue cracking after only eight years in service. The other diesel types thankfully exhibited the robust reliability one comes to associate with GM locomotives.

The Danish depot impresses

The area that really impressed the Willesden men, however, was the light and capacious office accommodation that was by then taken for granted by the Danish supervisors. Not only did they have space, plenty of light, comfortable seating and desks, but they were blessed with modern display and computer systems to help them manage the maintenance programmes. Much of this was taken to heart by the LMR team and subsequently matched at Willesden, together with more modern accommodation and facilities.

The Danes were happy to show us some depot equipment that was not common in the UK. For example, there was an enclosed shed dedicated to locomotive washing. This contained the usual spinning flails, brushes

Among the earlier diesel electrics operated by DSB were the Class MX A1A-A1As which had General Motors 12-cylinder diesel engines and standard GM dc electric traction equipment. No. 1030 was on the depot at Copenhagen in April 1988 receiving a full body and underframe wash in the enclosed shed there.

More powerful were the 16-cylindered Class MY A1A-A1A locomotives, also of the NOHAB 'streamlined' design. No. 1155 was photographed in 1980 shunting stock onto the ferry at Helsingør ready for the short crossing to Helsingborg in Sweden. By the time of the author's visit in 1988 these locomotives had been relegated to freight workings.

More modern, and fitted with three-phase ac traction equipment, are the Class ME Co Cos, many of which are still in use in Denmark in 2017. On 18th August 1988, handsome No. 1509 was stabled at the depot at Copenhagen East.

More brutish in appearance, with their higher bodysides and inset cab side windows, were the later batches of MZs such as No. 1461, seen at Fredericia in Jutland on 1st November 2006 heading north with a train of Maersk containers.

Among the subsequent beneficiaries from the improvements introduced at Willesden depot that were inspired by the exchanges with DSB, were the Classes 86 and 87 Bo-Bos. No 86240 looks superb in BR's InterCity livery as it passes Colwich in Staffordshire with a southbound express made up mainly of Mark 3 stock and working to London Euston in 1988.

and rinses, including roof brushes and sprays. But in the pit between the rails on which a locomotive would stand, there were additional high pressure rotating water sprays that were aimed at keeping the underframes and bogies clean from track dirt, including brakeblock dust. Of course, Willesden had a locomotive washing machine, and underframe washing was carried out by high-pressure water hose in a dedicated pit too, but neither were protected from the weather. The key difference of course was the more severe low temperatures that are experienced for much longer in a winter in eastern Denmark, compared with the few days in the London area when temperatures get much below freezing.

The DSB team that came to the UK to visit Willesden depot were interested in the facility there for pantograph overhaul, carried out using a very neat jig on which the pantograph was held and rotated for easy access by a fitter-electrician. The BS5750 system was already in place, which also interested our overseas visitors. My feeling was that we BR folk learned more from the DSB people than they did from us, but it was good to see some international friendships develop in the short time of a few return visits.

The exchange was finalised with a conference in Birmingham, hosted by the LMR HQ management team. One facility taken up enthusiastically by DSB friends from all the groups involved in the exchange (it wasn't just the depot teams that took part) was for a trip from Birmingham Moor Street to see Tyseley depot, the journey being undertaken in one of the depot's by now

Three electric locomotives and a Class 08 diesel shunter await duty inside the running shed at Willesden traction depot at about the time the Total Quality project was under way. The nearest locomotive is a Class 86 with its pantograph raised in readiness for service. GAVIN WRIGLEY

ageing first-generation Class 117 DMUs, albeit one that had recently had its interior refurbished. Our visitors came back from that tour excited by having ridden in such a splendid train, one that enabled them to see the railway ahead through the big windows behind the driver. It's nice to realise that other people's perceptions may be different from our own!

Was it all worthwhile? I would say, undoubtedly, "Yes!" Certainly, the Willesden depot people who took part were pleased that we at a senior level had recognised their efforts at achieving BS5750 quality standard, knowing that it had been a challenging path to follow with a lot of hard work by many to get the depot's quality system in place and ready for the assessment that enabled their first quality certificate to be issued. They appreciated the opportunity to see what another country did in similar circumstances to their own, and they were able to bring back some ideas that they subsequently implemented in their own depot. My next article will illustrate clearly what all the relevant LMR depots achieved through different ways in improving the performance of trains on the West Coast Main Line in the years just before the preparations for privatisation diverted everyone's attention.

The two Class 25s viewed from the train passing through Miles Platting on the Ashton line en-route to Guide Bridge via Ashton Moss Junction.

The 'Woldsman' Railtour

Although through passenger services over the Woodhead Route between Manchester and Sheffield Victoria were withdrawn in 1970, it was still possible to travel the route on special excursion trains such as the one Ray Briscall travelled on during the late 1970s. His photographs and memories form the basis of this article.

76030 and 76014 are seen during the photostop at Penistone. By this time the main line platforms at Penistone were out of use, although the Huddersfield line over to the right of the locomotives continued to see passenger trains. Notice that the pantographs on the locomotives are fully extended at this location.

The decaying remains of the east end of Sheffield Victoria are a sad sight as the 'Woldsman' passes through.

One such tour train, 1Z35 the 'Woldsman', was arranged by the North West Branch of the Locomotive Club of Great Britain for the 21st April 1979. It was indeed a mouth-watering route and motive power selection!

- 25319 + 25297, from Liverpool Lime Street to Guide Bridge
- 76014 + 76030, from Guide Bridge to Tinsley
- 31250 + 31270, from Tinsley to Cleethorpes
- 20052 + 20107, from Cleethorpes to Nottingham
- 20194 + 20189, from Nottingham to Guide Bridge
- 25319 + 25297, from Guide Bridge to Liverpool Lime Street

I joined (and left) the train at Manchester Victoria where I photographed the two Class 25s arriving. After winding our way through Miles Platting and Ashton Moss Junction, our first loco change took place at Guide Bridge. Here the Class 76s took over for the journey over the Woodhead line to the yard at Tinsley, passing quite an assortment of 76s at Guide Bridge. After the Woodhead Tunnel there was a photographic stop at Penistone where it seemed as if the entire train alighted to catch those vital shots of the '76s' on a passenger train! Passing through Sheffield Victoria was quite an eerie experience as it resembled a ghost station, relatively intact but showing signs of decay and completely devoid of people.

At Tinsley Yard the 76s gave way to a pair of Class 31s for the journey to Cleethorpes. It was interesting to see a line up of 08223 and two of the Class 13 shunters 13003 and 13001. After Treeton Jct and Mexborough there was a photo stop at Barnetby. At Cleethorpes the train reversed with the first of two pairs of Class 20s taking over. Another photo stop was made at Market Rasen en-route to Nottingham where the second pair of Class 20s came on. Apparently the Eastern Region required their '20s' for other immediate duties, hence the change. On arrival at Guide Bridge the first pair of locos used, 25319 and 25297, were waiting for the final leg back to Liverpool Lime Street, thus ending a memorable railtour.

THE LOCOMOTIVE CLUB OF GREAT BRITAIN

NORTH WEST BRANCH

THE WOLDSMAN RAIL TOUR .....SATURDAY 21st APRIL 1979

TRAIN REPORTING CODE 1Z35

MILES/CH.	TIMING POINT	SCHED.	ACTUAL
00.00	LIVERPOOL LIME St.	08.50.....	
01.43	Edge Hill	08.55½.....	
11.67	St. Helens Jn.	09.07	
14.54	EARLESTOWN	09.10.....	
		09.12.....	
25.47	Barton Moss Jn.	09.23½.....	
31.52	MANCHESTER VICTORIA	09.32.....	
		09.34.....	
32.73	Miles Platting	09.39½.....	
37.15	Ashton Moss Jn.	09.47½.....	
38.55	GUIDE BRIDGE	09.52.....	
	(Change Locos.)	10.06.....	
53.15	Woodhead	10.28.....	
56.39	Dunford West	10.32.....	
62.44	PENISTONE	10.40.....	
	(photo stop)	10.50.....	
75.36	Sheffield No.4	11.05.....	
76.45	Woodburn Jn.	11.08.....	
78.62	Shepcote Lane	11.14.....	
79.72	TINSLEY YARD	11.22.....	
	(Change Locos.)	11.32.....	
81.12	Treeton North Jn.	11.38.....	
84.13	Rotherham	11.45.....	
86.53	Aldwarke Jn.	11.50.....	
90.03	Mexborough	11.57.....	
91.24	Denaby Crossing	11.59.....	
95.14	Hexthorpe Jn. (Via Avoiding Line)	12.05.....	
98.36	Bentley Jn.	12.14.....	
105.43	Thorne Jn.	12.23.....	
120.09	Scunthorpe	12.40.....	
130.69	Wraby Jn.	12.59.....	
131.40	BARNETBY	13.01.....	
	(photo stop)	13.11.....	
136.18	Brocklesby	13.21.....	
137.19	Ulceby	13.24.....	
	(Crew change)	13.26.....	
143.21	Immingham MPD (pass)	13.43.....	
148.56	West Marsh Jn.	13.53.....	
149.60	Marsh Jn.	13.59.....	
151.00	Grimsby Town	14.02.....	
154.22	CLEETHORPES	14.11.....	
	(Tour train reverses & locos change)		

This Schedule compiled by W.J. Slater and produced by E.N. Bellass for LCGB North West.

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MILES/CH.	TIMING POINT	SCHED.	ACTL.
	CLEETHORPES	14.47.....	
157.44	Grimsby Town	14.55.....	
165.52	Habrough	15.05.....	
167.29	Brocklesby	15.07.....	
172.07	Barnetby	15.15.....	
172.51	Wraby Jn.	15.16.....	
186.50	MARKET RASEN	15.32.....	
	(photo stop)	15.42.....	
201.21	Pelham St. Xing	15.58.....	
201.47	Lincoln St. Marks (Crew change)	16.00.....	
		16.02.....	
216.43	Newark Crossing	16.26.....	
217.28	Newark Castle	16.28.....	
231.49	Netherfield Jn.	16.44.....	
234.45	NOTTINGHAM	16.51.....	
	(Change crew now to read Change Locos.)	**16.53.....	2 mins plus. time reqd.
250.43	Pye Bridge Jn.	17.20.....	
259.02	Clay Cross Jn.	17.29.....	
262.74	Chesterfield	17.33.....	
268.18	Dronfield	17.39.....	
270.47	Dore South Jn.	17.44.....	
270.70	Dore West Jn.	17.46.....	
271.36	Totley Tunnel E.	17.48.....	
285.78	Edale	18.16.....	
301.49	Romiley	18.40.....	
306.07	GUIDE BRIDGE	18.51.....	
	(Change Locos.)	19.06.....	
307.47	Ashton Moss N. Jn.	19.10.....	
311.69	Miles Platting	19.17.....	
313.10	MANCHESTER VIC .	19.23.....	
		19.27.....	
319.15	Barton Moss Jn.	19.37.....	
330.38	EARLESTOWN	19.49.....	
		19.50.....	
332.75	St.Helens Jn.	19.53.....	
343.19	Edge Hill	20.11½.....	
344.62	LIVERPOOL LIME ST.	20.17.....	

**NOTE: The ER require their Class 20's to be detached at Nottingham for their own immediate requirements, a decision made after the train was timed. This will take longer than 2 mins., but should not be made the cause of further delay by passengers hanging around the locos.

At Tinsley yard the pair of Class 76s were uncoupled from the special and are seen running back past the train.

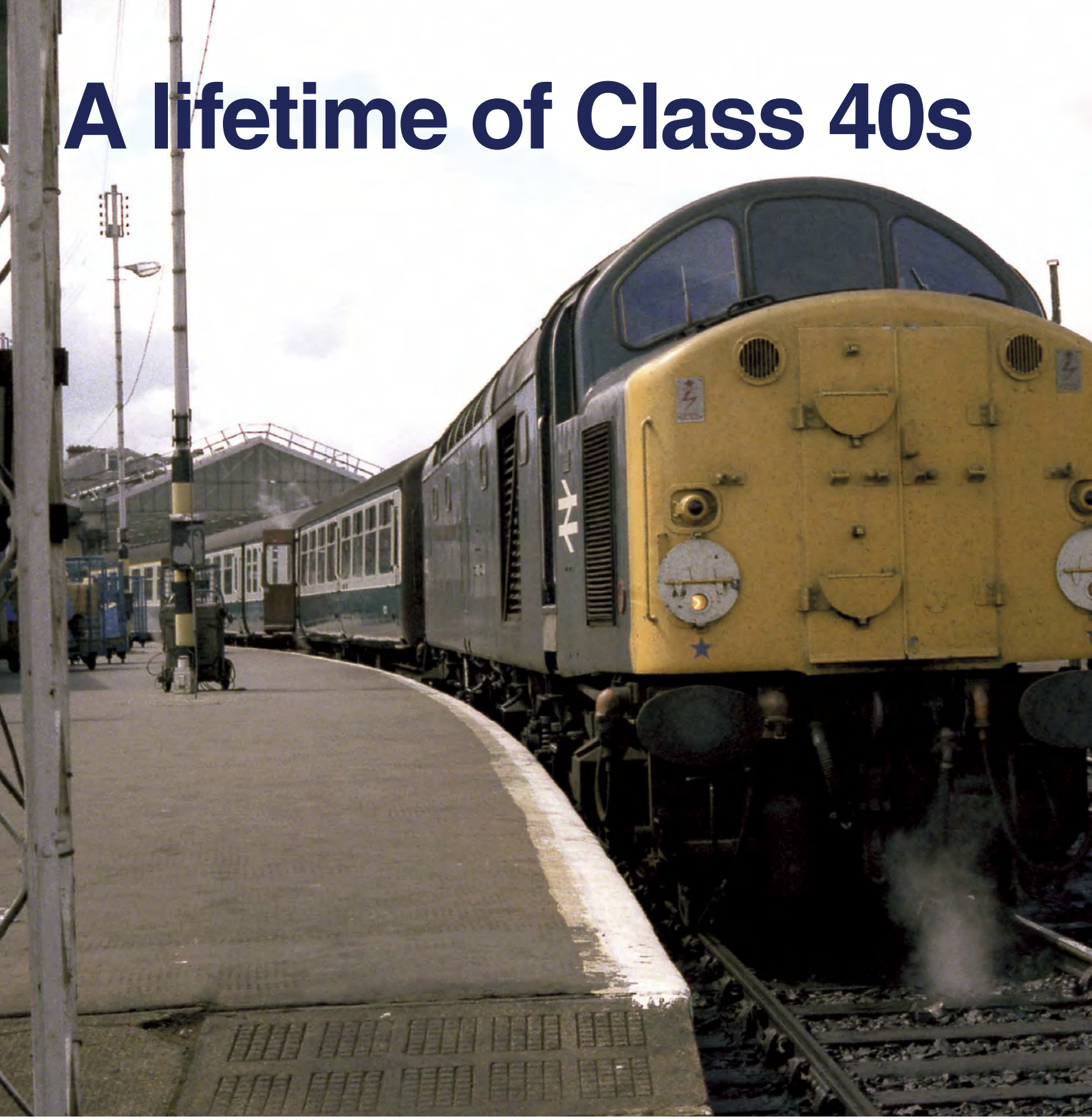
ABOVE: The next leg of the journey to Cleethorpes was behind 31250 and 31270 and the pair are seen heading out of Tinsley yard.

LEFT: 31250 (leading loco) and 31270 at seen at Barnetby during the ten minute photo stop. As was common at this time some of the passengers have left the platform and are on the track. There's not a British Transport policeman in sight but I hope that everybody is aware that the signal is 'off' for another train!

On arrival at Cleethorpes which, judging by the station clock, was about half an hour late, several DMUs were in the station as well as another locomotive hauled service. The DMUs are a Cravens 2-car set coupled to what appears to be one of the refurbished Lincoln based Derby built Class 114. On the adjacent platform is an unrefurbished example of the same class; these units were; of course, longer than the similar Class 108s and generally gave a better ride than the shorter '108s'.

In another scene to give 21st century health and safety managers a fit, we see enthusiasts swarming all over the track and climbing into the cab of 20052 during the photo stop at Market Rasen.

A lifetime of Class 40s



Richard MacLennand's first encounters with Class 40 locomotives took place while on holiday in West Yorkshire, many miles from his home in the Highlands of Scotland. Later in his life he became familiar with the class on the footplate when working from Inverness depot and has a high regard for the abilities of the '40s'.

My grandparents owned a house near Sowerby Bridge in West Yorkshire which gave a lineside view of the Calder Valley Main Line and I would often sit for hours watching machines from Healey Mills and Wigan Springs Branch pass by on coal trains to or from Yorkshire and, no doubt, destined for a hard slog over Copy Pit. In addition to these workings we also had the Heaton to Red Bank empty newspaper train more often than not producing a '40' as did the numerous summer Saturday holiday specials running from Yorkshire mill towns and destined mainly for Blackpool.

The first time I can remember being up close to one of these colossal beasts was on Saturday September 25th 1971. We had been to watch Leeds United defeat Huddersfield Town 2-1 at Leeds Road and, as we waited for a train back to Leeds, a very noisy Class 40 appeared out of the tunnel on a Liverpool to Newcastle train, so it was 'right away' to Leeds City.

My great grandmother lived just beside Lydgate viaduct on the Copy Pit line so, whenever we visited, my first port of call after exchanging pleasantries was always the garden in the hope of some Class 40 action hopefully charging up the bank with a heavy train.

40032 awaits departure from Inverness with a passenger train on 28th May 1980. DAVE HIGSON

Back in Scotland

Any visit from our home on the Black Isle to Inverness station would always involve a visit to the station or shed to see if any '40s' were about and, as the locomotive were frequent visitors to the town on Highland Line jobs, more often than not at least one of the class would be seen.

Most of the train journeys we took around this time involved the 'Clansman' Inverness to Euston daytime service. Invariably it would be a Class 47 hauling us over the Grampians, although much '40' action was observed at numerous locations between Inverness and London with Carlisle and Wigan standing out as the likely Class 40 hotspots.

Another opportunity to see a '40' close up would involve a three mile bike ride from my home to Muir of Ord to witness the passing of the air braked class 6 freight train to or from Invergordon or the arrival of the Class 40 hauled grain train to the discharge point adjacent to the station. This train brought barley from East Anglia for the local Glen Ord distillery. The Invergordon train, which ran every weekday, could produce any air braked locomotive Inverness had spare and therefore was just as likely to arrive with a Crewe Class 47 as a Haymarket Class 40, although both 40126 and 40129 (carrying its unofficial nameplate 'Dracula') put in appearances, with both machines being a long way from their home depots.

In February 1978 my school had a Saturday trip to the annual model railways exhibition in Glasgow. On the return trip we persuaded the teacher in charge to stop in a layby on the old A9 road about half way between Culloden and Moy. This unscheduled stop coincided with the imminent arrival of the Saturday south bound 'Royal Highlander'; yes we really had a 7 day railway once. No sooner had the van doors opened when the faint sound of a very hard working '40' could be heard as the 600 ton train climbed the twisting 1 in 60 gradient through Daviot.

After what seemed like an age the venerable machine and its long train finally came into view. The head code eyes of the unidentified locomotive glared impassively into the night as the train fought a battle with gravity to keep forwards momentum. A red glow of pure heat emanated from each exhaust port to add extra drama to the scene being played out before us. The long train of coaches slowly slid past, the ghostly lights from sleeping cars with closed blinds and invisible occupants, all no doubt oblivious to the roaring '40'. The small band of awe struck school boys took in the spectacle of this toiling goliath, memories which, for many, would last a life time. The sound of the receding train carried on the breeze as we climbed back into the mini bus to hurry to Dingwall and the promised 9.30 p.m. rendezvous with parents.

One topic of conversation which has always fascinated me is how many Class 40s ventured on to the Kyle line and when and how far along it they travelled. The only workings which I can personally vouch for involve the visit of 40168 in 1979 on the 07:05 Dingwall to Kyle and 11:08 return. This working, which was unquestionably a 'fix', did indeed take place as, after I joined the railway, I happened to mention the event in the mess room one day. Several drivers and guards had vivid memories of the trip and the furore that ensued after the event when regional control finally became aware of what had taken place. I believe some bold 'Class 40 crank' had phoned the small control office in Inverness requesting the Class 40 off the internal overnight sleeper was fuelled and sent straight out to Kyle on "special tests". It's inappropriate for me to name names but those in the know will remember it well.

In the same year and only a few weeks before leaving school it was inter house school football and, as we lined up for the second half of a Tulloch versus Wyvis game, the whistling sound of a '40' piloting a Class 26 could be heard coming in from the west. I can only assume that the unidentified machine was being returned to Inverness after working a freight turn to the Howard Doris oil rig yard at Stromeferry. With three coaches and all that horse power it was definitely overkill but none the less a useful way to quickly return a valuable locomotive back to Inverness.

40164 at Perth with a Glasgow service on 30th August 1980.

40084 climbs the final mile to Slochd summit with the 'Skirl o'the Pipes' rail tour in 1983. This was the tour referred to in the article.

In September 1979 I set off on a midweek jaunt to Edinburgh and was pleasantly surprised to find my train was double headed by a Class 40 and 37, super power for only 7 coaches and the one and only time I have travelled behind EE type 3 and 4 stablemates on the same train. Suffice to say we stood waiting time at most of the stations en route. I can only assume as the '40' was the train engine and the '37' piloting it was a way to get an engine back to Perth to balance the motive power situation.

My railway career starts

In February 1980, my railway career began with six weeks training at Haymarket depot in Edinburgh. This allowed me to get up close to locomotives under repair at the depot along with travelling with the locomotives after the day's work was completed. Rides behind 40057, 40065, 40085 and 40142, to name but a few, all made for a memorable introduction to the industry.

In March we returned to Inverness and to shift work as part of the small but dedicated footplate depot at the Highland outpost. The first week back at the depot saw us receive training on the steam heating boilers used on the various classes of locomotives that worked passenger trains. This did, of course, include Stones Vapour and Clayton types, both of which could be found on a Class 40.

My first trip out on the road was with 40161 on the 12:40 to Edinburgh Waverley and my fault finding skills were put to the test due to no end of problems with the '40's' boiler on the run south. In fact, more time was spent in the engine room than the cab. Over the course of the summer of 1980, Highland line trips were enjoyed with numerous '40s' including 40157 on a very heavy and delayed north bound 'Royal Highlander', 40150 on the internal overnight train from Glasgow and Edinburgh and 40101 and 40164 on daytime Glasgow services. The first time I drove a passenger train was, in fact, with 40101 when the driver allowed me to drive his ex-works locomotive from Perth to Aviemore.

Being on the footplate of these fine machines became a fairly regular feature of my life for the remainder of 1980, although the old order was slowly being replaced as, more often than not, a more powerful but much less reliable Class 47 would feature on at least one leg of a two way Perth job. Most but not all drivers at Inverness would take Class 40 over a '47' any day. The general consensus was that the '40s' were more reliable, rode the rails better and the time lost going up the hills could be regained down the other side with a bit of white knuckle driving. I think, on reflection, I would agree with all of the above, other than that walking through the engine room with a '40' on full power was no fun at all, especially with the maelstrom of wind and dirt when walking along the narrow corridor past the large radiator fan.

By the commencement of the summer timetable in 1981, the oil boom had slowed and much freight traffic was lost as a consequence. The use of the Class 40s over the hills on passenger trains declined and, other than the odd working via Elgin, most visits to Inverness came on the remaining freights that did run. One train which continued to produce regular '40' haulage right up until its demise was the Invergordon smelter goods service with the '40' continuing south on the 13:44 Inverness to Glasgow (Sighthill) Speedlink service.

This train carried much traffic, not only to the smelter, but also M.K. Shands and both distilleries at Invergordon. Depending on the season, OBA vans of seed potato to Fearn were also carried on this train. Due to the junction at Fearn having a south facing connection, the train would need to run to Tain before returning south. Tain is the furthest north that I have personally travelled with a Class 40 although anecdotal stories exist of the locomotives travelling as far north as Helmsdale although I have never seen evidence to substantiate this.

As I began to build a life for myself in Inverness and develop hobbies and interests outside of the rail industry, my wanderings became less and less and, after the end of the 'Deltic' locomotives in January 1982, almost non-existent. It was around this time that I first met Bernie McDonough, who had recently transferred to work in the small control office in Inverness. Bernie and I used to pal about in the Inverness area but I rarely bothered to venture further afield, especially south of the border into England. Two moves which Bernie did get me involved in took

place on May 7th

Bernie and a couple of his mates had hatched a plot to get both the Class 40s working the separate portions of 'The Skirl o'the Pipes 2' railtour between Aviemore and Inverness. Portion 1 left at 08:30, hauled by 40084 and the second portion at 10:10, hauled by 40068. I was to pick up Bernie and his roadshow at Inverness off 40084 and then drive my MK2 RS2000 flat out back to Aviemore for them to sample 40068 on the second train. We had to get out of town, drive the 31 miles to Aviemore and get to the front of the station in 39 minutes. We made it just although I can only imagine the speeds we must have reached in achieving this objective.

Later that day, I was rostered to work to Burghead with 27002 and 27003 on portion 1. Both cabs were full of cranks for most of the day and as a thank you I was allowed to travel back to Carlisle with 40084 and 40068, now paired up on the mammoth 15 coach return combined train. The train ran via Aberdeen, Ladybank, Dunfermline, Rosyth, the Edinburgh Suburban, Hamilton Circle, Paisley Canal, Elderslie and Newton on Ayr, Mauchline and the G&SW. This was the first and last time I would enjoy Class 40 haulage over large portions of the above routes.

The year still held a few surprises with a welcome trip to Perth with 40167 and back home with 40069 being the highlight of the autumn. Unsurprisingly, both trains were heavy Speedlink freights as the days of passenger workings, other than on the Aberdeen road, were now at an end.

My last ever Highland Main Line trip with a '40' came in May 1983 when 40158 was enjoyed for two consecutive nights on the 19:50 Speedlink from Millburn Yard to Perth New Yard. With the withdrawal programme now in full swing visits of Class 40s to Inverness on either passenger or freight were becoming less frequent.

My final ever footplate trip with a '40' took place on May 6th 1984 when we had 40015 back from Aberdeen, thus bringing down my short professional association with the class. As you would have expected, 'Aquitania' performed faultlessly.

The final Class 40 I ever saw north of Inverness was on September 20th when 40152 headed to Invergordon with the morning freight. This train was, by then, single manned so driver Stan Paton had the honour of taking the final '40' over this section.

And that for me was really that. Other than viewing 40122 (D200) as my girlfriend and I walked from pub to pub on the day of the Inverness Open day in June 1986, I never saw a '40' running in British Railways service again.

I was never a Class 40 basher as such, my final mileage being just over 12,000 miles and therefore I would never lay claim to being an expert on the class. What I hope my words have conveyed is the profound influence the locomotives held for me in both a professional and enthusiast perspective.

40167 restarts from its booked crew change at Doncaster with the Whitemoor to Muir of Ord grain train on 8th July 1981.

40150 is seen on shed at Inverness on August 23rd 1980.

40044 shunts the Edinburgh portion of the combined Edinburgh and Glasgow to Bristol train at Carstairs during the summer of 1982.

Letters

Cornish China Clay

Due to a production error this caption was missing from Page 40 of TRACTION 242.
On Thursday 26th October 1978 one of Laira depot's Class 46s No. 46028 is shunting at Burngullow Junction where the branch to Drinnick Mill leaves the Plymouth to Penzance main line. Blackpool clay dries dominates the scene.

When the photo of 37299 at St. Austell was taken there were only two Class 37s based at Laira (page 41 of TRACTION 242). Most of the china clay trips were still worked by around ten Class 25s. The first two Class 37s, 37 142 and 37 267, had arrived early in 1978 with 37267 being exchange for 37299 in early 1980. It was only in the autumn of 1980 that more Class 37s arrived to displace the '25s'.

The resignalling work was in connection with the closure of St Austell signal box, which had taken place about a fortnight before the photo was taken. The new ground frame in the foreground was provided to give access to the goods yard, which was on the up side a short distance to the east, and to the Motorail sidings, which are in the background.

Rory Wilson by email

Portsmouth Harbour Network Awayday reliefs

In the light of the franchise commitment by South Western Railways to improve the 'Fast' Portsmouth services I thought readers might be interested in the attached photograph.

The date was 21st June 1986, which was one of Chris Green's Network Awayday events, and, as one of the stock diagrammers in those days, this particular weekend fell to me. The planners were asked to resource a number of additional trains and lengthen numerous booked services to cope with expected demand.

Having covered all bar one additional relief service, from Waterloo to Portsmouth Harbour in the morning (and the returns in the evening) and exhausted all the available 400 series stock (VEPs, CIGs etc) that usually stood spare at weekends in the London area (except for one 4VEP that was at Wimbledon Park), the only other stock left in the frame were a number of 2HAPs. These, unlike their suburban counterparts, the EPBs, were geared for main line (90 mph) running.

With this service being a London start, it made economical sense for the stock to be resourced from a London area location, hence a 12HAP formation was diagrammed, coming empty from Wimbledon Park. Apart from the lead unit, No. 6077, I don't have the unit numbers - it was a job, mostly, at that time...what can I say! In all honesty I expected that on the day the guys at the 'Park' would dig deep and find something more suitable for such a run. As you can see, my curiosity got the better of me on the day, and this was the view from the 'Twin Bridges' just west of Woking Junction!

Alan Paterson by email

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In the Cab of a Class 26

Just to congratulate you on a splendid article by Richard MacLennan. As one who is more interested in lines and scenery than locos, I really appreciated the feeling of atmosphere, and the detailed topographical knowledge shown in this article. And some very good photography too.

John Ball by email

South East Coal

Further to Alan Patterson's comments in TPO (TRACTION 240), there was, indeed, a good deal of rail-borne coal traffic to be seen at Clapham Junction during the 1970s, much of which ran to and from the Southern Region either via Acton Wells Junction or the West London Line. The loaded Merry-Go-Round (MGR) coal trains that Alan saw at Clapham Junction during the late 1970s would have mainly been those from Welbeck to Northfleet cement works complimented by Tyne Yard to Ridham Dock MGRs, the latter laden with coal for the Bowater paper plant at Sittingbourne. There were also MGR backloads of coking coal from Betteshanger to Redcar, Scunthorpe and South Bank.

In addition, traditional block coal movements (i.e. non-MGR) passed through Clapham Junction while en route to Southfleet, which was a coal terminal supplying the cement industry. Such workings originated from Bilsthorpe, Thoresby, Toton and, I believe, Welbeck, but ended in 1976.

Other traditional coal destinations reached via Clapham Junction during the 1970s included Halling, Snodland, Waddon Marsh power station (near Croydon) and Wimbledon, the latter acting as a staging point for coal traffic destined for the coal concentration depots at Chessington and Tolworth. There were also coal movements to southern destinations routed via the yards at Hither Green and Norwood.

Similar traditional block coal trains also originated from the Kent coalfield, some of which were probably backloads to the London Midland Region using wagon formations off the inbound workings mentioned earlier. Those passing through Clapham Junction ran from Betteshanger and Shepherds Well (coal ex-Tilmanstone) to Cricklewood Yard for staging/re-distribution, or through to Toton (again, for staging/re-distribution).

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