

SWINDON SHED • BIRCH COPPICE TRIPPER • TLC FOR TRAINS

TRACTION

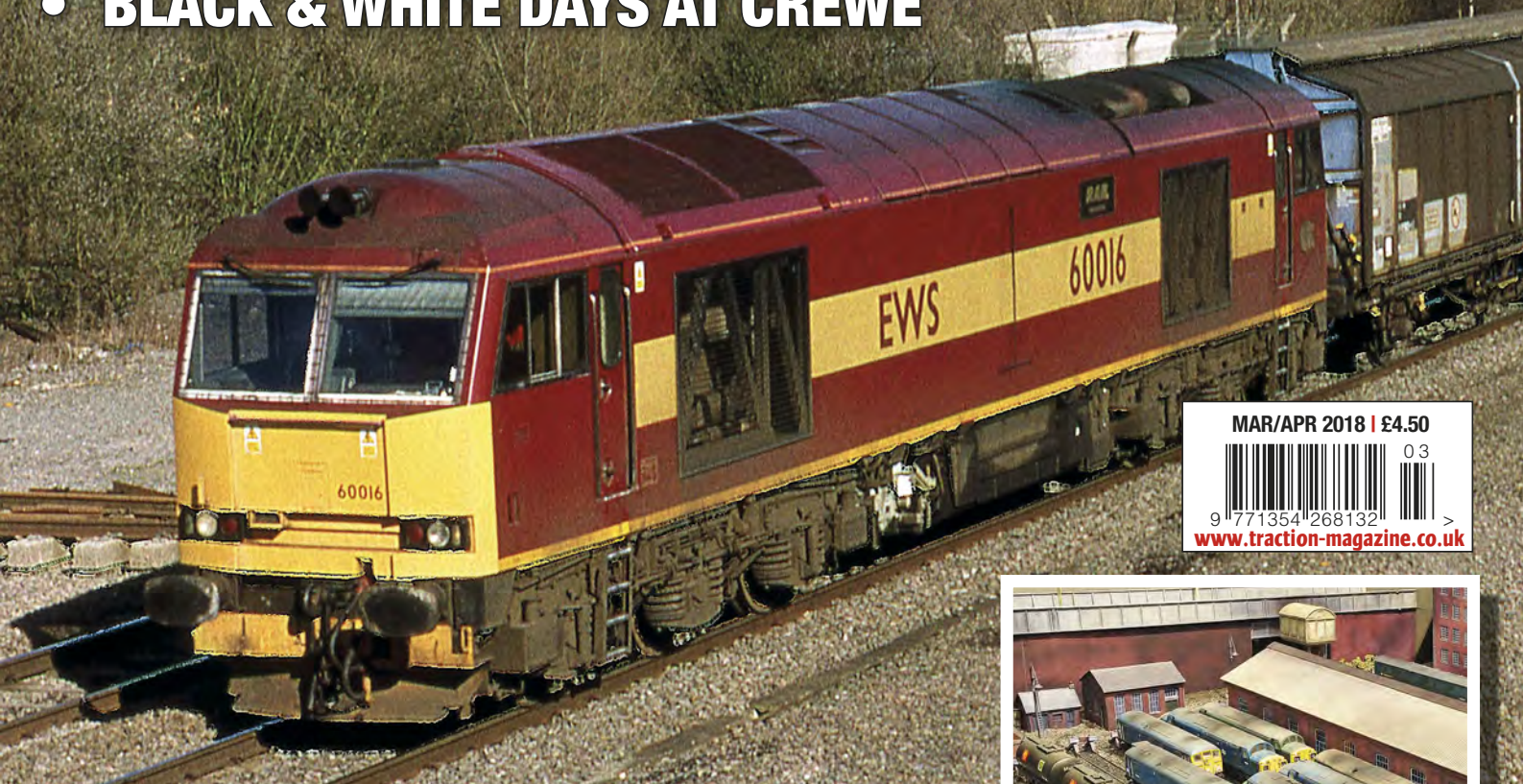
A CELEBRATION OF CLASSIC DIESELS & ELECTRICS

ISSUE 244
MAR/APR 2018

LOCO LIFE STORY

'HYMEK' D7000

- SWISS ELECTRIC LOCOS
- NORWICH POSTALS
- GLASGOW SOUTH WESTERN RAILS
- PORTSMOUTH PARCELS
- BLACK & WHITE DAYS AT CREWE



- Crossfields - N Gauge
- Diesels on Pendon sea wall

TRACTION
MODELLING



EVERYTHING YOU NEED FOR YOUR DIGITAL RAILWAY

DIGITRAINS

**Just starting out in DCC and not sure what's available?
Grown out of your system and thinking of upgrading?
Getting into sound and want to know the best decoders?**

DIGITAL COMMAND CONTROL (DCC) is one of the fastest growing areas of the model railway hobby.

As the first new company to set up as a DCC specialist in the UK, DIGITRAINS now has over 12 years experience to share. Working in all the popular scales, we are here to guide you through choosing the best equipment.

We stock a wide range of products as well as offering free advice, a decoder installation service and the best DCC 'test drive' facility around.

Don't leave that major purchase to chance!

Why not visit our shop? Our comprehensive library of loco sounds can be demonstrated.

We stock 1,000s of products from more than 30 leading manufacturers. And don't worry if you're not digital. We're also a traditional model shop, holding all the major ready-to-run lines



- Try before you buy
- Expert advice
- Great service
- Experience
- Major brands
- Worldwide mailing



We regularly attend railway shows countrywide. Please check website for details

**15 Clifton Street, Lincoln LN5 8LQ
01522 527731**

**www.digitrains.co.uk
enquiries@digitrains.co.uk**

BENELUX RAILWAYS

Locomotives & Multiple Units: 7th Edition

The complete guide to locomotives and multiple units of the railways of Belgium, the Netherlands and Luxembourg. Includes detailed fleet lists of every loco and multiple unit in service with the national operators in each country and private freight and passenger operators. Also includes technical data for each class of vehicle, international high speed trains that work in the Benelux countries, museums and museum lines with opening times and dates, plus a list of over 300 preserved locomotives and multiple units. Numbering schemes are explained and colour maps of the Benelux railway networks are also provided. Illustrated in colour throughout.

Also available in the same series:

German Railways Part 1: Deutsche Bahn (2013)	£22.95
German Railways Part 2: Private Operators, Museums & Museum Lines (2015) ...	£26.95
Austrian Railways (2017)	£22.95
French Railways (2016)	£24.95
Swiss Railways (2016)	£23.95
Italian Railways (2014)	£21.95
Irish Railways (2013)	£15.95
Czech & Slovak Railways (2016)	£24.95



PLATFORM 5 POCKET BOOKS 2018

The 2018 Platform 5 Pocket Books contain a complete listing of all vehicles in service on Britain's mainline railways. Including:

- Overview of Britain's Railway System
- Multiple Unit Formations
- Classification and Numbering Schemes
- Depot Allocations and Locations
- Owner and Operator Information
- Named Vehicles
- Livery Details
- Technical Specifications

The definitive guides to rolling stock on Britain's Railways. Widely used as a source of reference throughout the railway industry.



British Railways Pocket Book No.1:	Locomotives	£5.35
British Railways Pocket Book No.2:	Coaching Stock	£5.35
British Railways Pocket Book No.3:	DMUs & On-Track Machines	£5.35
British Railways Pocket Book No.4:	Electric Multiple Units	£5.35

HOW TO ORDER

Postage & Packing: Please add 10% UK (minimum £1.00, maximum £8.50); 20% Europe; 30% Rest of World. Please allow 28 days for delivery in the UK.

24-Hour: 0114 255 8000 or Fax: 0114 255 2471



Or send your credit/debit card details, sterling cheque or British postal order payable to Platform 5 Publishing Ltd. to **Mail Order Department (T)** Platform 5 Publishing Ltd, 52 Broadfield Road, SHEFFIELD, S8 0XJ

Contents

6

'Hymek' D7000, a Loco History by Alex Fisher



25

Crossfields in N, a layout built by Mark Pegden



42

In Pursuit of a Post Train by Christopher Lenton



54

Your letters and photos to the editor



ISSN: 1354-2680

Scan this QR code with your smartphone to link through to TRACTION's website

10

Swindon Shed in the Sixties: Part 1 by David McPherson



30

The Pendon Sea Wall



46

On Glasgow South Western Rails photos by Gavin Morrison



16

Birch Coppice Tripper by Dave Gommersall and David J. Hayes



34

TLC for Trains by Colin Boocock



51

Electric Locomotives of the Swiss Railways: Part 2 by Michael Watkins



22

Black and White Days at Crewe photos by David Wharton



40

Portsmouth Parcels by Stuart Egbeare



TRACTION

TRACTION
issue 245 will be published on Friday 6th April

Find us on 

www.facebook.com/tractionbyway
www.traction-magazine.co.uk

E-mail: steverabone@hotmail.com

Editorial postal address:

120 Churchill Road,
Middlesbrough TS6 9NS

Welcome

Welcome to TRACTION issue 244. This issue has something of a Western Region and diesel hydraulic bias, with three features covering that short period when the WR was just that bit different to the rest of Britain's railways.

We start with an article by Alex Fisher about the life of the first 'Hymek' No. D7000. The 'Hymeks' had a very short working life, being the victims of changing motive power policy of BR, but must surely count as one of the most attractive of Britain's diesel locomotives. Next, David McPherson relates his experiences working at Swindon shed in the 1960s in the first part of a two part feature. To round off our Western coverage we have some photographs of model diesels on the sea wall section of the magnificent 4mm scale layout at Pendon, which replicates the coastal line near Teignmouth in Devon. Normally Pendon is a 'steam only' layout but just occasionally diesels are allowed to appear.....

Dave Gommersall and David J. Hayes look back at the days of the 'Enterprise' freight network with an in-depth article about what became known as the 'Birch Coppice Tripper'. Sadly changes in Britain's railfreight business have largely ended such fascinating workings.

The series of articles about the maintenance of locomotives and rolling stock by Colin Boocock comes to an end in this issue when he relates the success of 'Lococare' initiative when staff were encouraged to be more involved. This resulted in dramatic improvements in the reliability of locomotives on the London Midland Region.

Another focus in this issue is on parcels and mail train operations. Stuart Egbeare recorded in detail the final months of the Portsmouth to Waterloo parcels trains in 1989 and 1990 whilst, over in East Anglia, Christopher Lenton set out to photograph the Norwich to Princess Royal Distribution Centre mail trains in the late 1990s.

The lines of the former Glasgow and South Western Railway in southern Scotland provided plenty of opportunities for photographers to compose interesting images. Gavin Morrison's feature takes us to some lesser known locations and shows the variety of workings that could be seen in the past.

In our overseas feature Michael Watkins returns with another look at some of the fascinating, and extremely long lived, electric locomotives of Switzerland. Many of these survived in front line service for well over sixty years!

Our featured layout in TRACTION MODELLING this issue is Crossfield. Mark Pegden's layout, set somewhere in the industrial Midlands or Yorkshire, features scale length trains and an incredible array of highly detailed and weathered diesels that really show what can be achieved in N Gauge. It is inspirational modelling indeed!



Publisher: Steve Cole
E: stevec@warnersgroup.co.uk
Editor: Stephen Rabone
E: steverabone@hotmail.com

MARKETING
Marketing Manager: Carly Dadge
T: 01778 392440
E: carlyd@warnersgroup.co.uk

BACK ISSUES
Tel: 01778 391180
E: subsacorexecteam@warnersgroup.co.uk
West Street, Bourne, Lincolnshire PE10 9PH

ADVERTISING AND PRODUCTION
Group Advertising Manager:
Bev Machin T: 01778 392055
E: bevm@warnersgroup.co.uk
Sales Executive:

Allison Mould: T: 01778 395002
E: allison.mould@warnersgroup.co.uk

Ad Production:
Pat Price T: 01778 391115
E: patp@warnersgroup.co.uk

Design: Ruth Jamieson
Ad Design: Amie Carter
Printed by: Warners Midlands plc

DISTRIBUTION
News Trade, Warners Distribution:
T: 01778 392417
Model Trade, Warners Trade Sales:
T: 01778 392404

SUBSCRIPTIONS
1 Year - £24.00
For all subscription enquiries:
T: 01778 392012
F: 01778 421706
E: subscriptions@warnersgroup.co.uk
West Street, Bourne, Lincolnshire PE10 9PH

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.

©Warners Group Publications plc 2016

All rights reserved. Material is only accepted on the understanding that there are no copyright restrictions. Although every care will be taken, all materials submitted are at the owner's risk and Warners Group Publications plc cannot be held responsible for loss or damage however caused. Copyright on all materials in the magazine remains vested in the Authors and Warners Group Publications plc. Reproduction of the whole or any part is forbidden without the relevant permissions. Warners Group Publications plc and the Editor cannot be held responsible for any error that might occur in the text or advertisements. Reliance placed upon the contents of the magazine is entirely at reader's own risk.



60016 is at Lea Marston
on 25th February 2004
with the Birch Coppice to
Bescot trip freight.
DAVE GOMMERSALL



D7000 is just a few weeks into its service life as it passes Bathampton with the 8:10 a.m. Bristol to Portsmouth service on 29th July 1961. This was just the sort of duty that the 'Hymeks' were designed for. Note that the horns are fitted under the bufferbeam leaving the domed cab roof smooth as the design panel advocated. RAILPHOTOPRINTS - HUGH BALLANTYNE

'Hymek' D7000, a loco history

Alex Fisher traces the history of the first of the 'Hymek' B-B diesel hydraulics which had a life of just twelve years

The rights and wrongs of the imprudent, rushed eradication of steam could be debated forever. A particular point of consternation by the lovers of steam was the rashness of its demise, a point often exemplified by the ordering of diesel designs and the enlargement of their orders before they'd proved themselves in traffic. The Beyer Peacock 'Hymek' Type 3 diesel hydraulic wasn't the unmitigated disaster that other short lived classes were. However, as a non-standard design, and with a relatively short working life, the design could not be deemed truly successful.

As BR began its modernisation plan in 1958 it lacked a coherent, united national policy and the Western Region's (WR) truculent attitude towards retaining a modicum of autonomy is now infamous. Its dogged pursuance of diesel hydraulics was certainly more appreciated by enthusiasts than it was by BR's accountants. Nevertheless, along with the Eastern Region, the WR were at the forefront of acquiring

new diesels and the building of depots for their servicing and maintenance. D7000 was ordered in June 1959 as part of a BTC decision to buy 45 locomotives from Beyer Peacock at £80,000 each. By this time BR was entrenched in the belief that the swift eradication of steam was the panacea of its financial woes and thus, ten months before D7000 was handed over to BR and despite a price rise of £1,000 per locomotive, another 50 were ordered in 1960.

D7000 was built at Beyer Peacock's Gorton Works near Manchester to a B-B wheel configuration with a single 16 cylinder Marbeck MD870 engine coupled to a Mekydro K184U hydraulic transmission. The locomotive was completed in April and most probably worked south over the Manchester to Derby main line through Peak Forest as did so many of the subsequent build. This gleaming new vision of the future was proudly displayed at Marylebone station between May 10th and May 14th 1961 at the institution of Locomotive Engineers Golden

Jubilee Exhibition. It was officially handed over by Beyer Peacock to the WR Chairman at a ceremony at Paddington Station on May 16th 1961, almost two months ahead of schedule. Like a proud father at his daughter's wedding, the Chairman's acceptance speech was full of hope and pride as he stated that the 'Hymek' fleet would replace 'Hall' and 'Grange' 4-6-0s on frontline passenger services.

The WR managed to conform to the national policy of green for new diesels and D7000, along with the next 19 members of the class, were delivered in a Brunswick Green livery. It was relieved by a light green band running along the locomotive lower body, white cab window surrounds and raised cast aluminium metal cabside numbers. Concerns over the visibility of diesels effectively camouflaged against the growing foliage of BR's lines meant that diesels in general, and those 'Hymeks' from D7021 onwards, were delivered with a small yellow warning panel.



D7000 is seen at Taunton Silk Mill Crossing with a westbound train of Blue Circle presflo cement wagons in August 1966. By this time the horns have been relocated to the cab roof. JOHN FORD

The 'Hymeks' were notable for being the first design to enter service on which the consultant designer was called in to collaborate with the railway engineers and the builder at an early stage. The ultimate design was one that, without recourse to any false streamlining or unnecessary additions, produced a powerful looking locomotive with good styling. As part of that strong design, the air horns were under the buffer beam in order to give a smooth and clean appearance to the roof dome. However, only the first three members of the class were turned out like that for, at the behest of the WR, they were moved to the roof as there were concerns about their audibility.

The designers looked at shrouding them in some kind of cowling but felt that, no matter what they did, to some degree it would spoil the original concept of the shallow roof shape. Thus an agreement was reached in order to mount the horns directly onto the roof minus any cowling and they were fitted from D7003 onwards; D7000 along with D7001 and D7002 all had them retrofitted to their roofs at a later date.

Finally, during the building process of the class, D7000 to D7044 were fitted with a Stone-Vapor train heating boiler and straight air Knorr type brakes along with Laycock-Knorr compressors. D7045 to D7100 had Spanner Mk. IIIa train heating boilers and Westinghouse supplied the compressors and brakes.

Into service

On paper, at least, D7000 was allocated to Bristol Bath Road depot but it wasn't officially taken into stock until May 31st and even then it was held back at Swindon Works for attention until June 19th. The 'Hymek' was re-allocated to 82B Bristol St Phillips Marsh by the end of June 1961 and it was noted on one of its first passenger workings when it was seen passing Bathampton with 1051 the 08:10 Bristol to Portsmouth on July 29th 1961. Perhaps in order to help with fitter and driver training, it was re-allocated back to Bristol Bath Road in August 1961.

The end of 1961 saw another six examples ordered, but problems with the class had begun to manifest themselves through excessive engine coolant temperatures along with the more serious problem of transmissions failing on starting. Naturally the WR were more than a little perturbed by the transmission failures and, in an attempt to find the root cause of the problem, the class was split into two groups. Rather than two batches or blocks of consecutive numbers, the even numbered locomotives starting with D7000 up to D7078 had their first gear locked out of use while the odd numbered ones had their engines derated to 1,350hp.

The investigations showed that the transmission control gear was not changing gear at the preset engine speeds, with them consequently overheating. Thankfully, strengthening the control gear ameliorated

the problem and, by the end of 1963, the class were no longer suffering such problems and they were settling down to become BR's best diesel hydraulic locomotives. In reports of the time it was remarked that they were, "one of the marked successes of the diesel locomotive programme" and noting that they were "spoken of enthusiastically by their handlers and crews, some of whom regarded them as almost the equal of a Warship".

On May 19th 1962 D7000 was noted on Newton Abbot depot and then passing Stoke Canon later that evening with a Class D freight, the 3:30 a.m. Exeter to Bristol West Depot. With a large volume of summer dated passenger services and an even greater influx of summer holiday makers, much of the summer of 1963 was spent working along the Paignton branch. The class was performing well, although problems at Gorton had caused an almost 12 month delay in deliveries which meant that the last member of the class, D7100, wasn't delivered until February 1964.

By early 1965 D7000 had gained a small yellow warning panel to its livery but was still devoid of air horns on its roof. On March 27th 1965 it was noted running towards Worcester shed after working the Hereford portion of 10:05 1A36 to Paddington. Sometime around 1967 the locomotive lost its white cab embellishments and the ubiquitous full yellow ends were applied. At this time the 'Hymek's' workings were



D7000 is seen in winter sunshine at Bristol Bath Road depot some time possibly in 1967. The locomotive has had the fully yellow ends applied over the cab front and side windows. RAIL-ONLINE

incredibly varied and covered unfitted and fitted freights along with milk, fish, parcels and postal services through to express passenger trains. An example of the latter being the 06:40 from Pembroke Dock which often loaded to sixteen bogies weighing 498-tons, three of which were parcels vans. Some of their heaviest freights included the haulage of steel coil between Margam and Abbey steelworks and Trostre and Velindre strip mills.

Into blue livery

The final livery change for D7000 was its painting into BR Blue with full yellow ends and, after the end of steam, the loss of the 'D' prefix. The cast aluminium 'D' was simply painted over in the same blue as the locomotive. Into the 1970s the class was averaging 8,000 to 10,000 hours service between overhauls, but the Mekydro transmission was susceptible to a number of failures such as metal in the filters, stripped gear teeth and converter faults. Such was the transmission failure rate that spare units were persistently in short supply and thus transmissions were borrowed from other 'Hymeks' in order to keep as many class members as possible in service. The failure



By now repainted in BR Blue with full yellow ends, 7000 waits in Bathampton Loop as 7047 passes on a Cardiff to Portsmouth service. 7047 is one of the 'Hymeks' that were repainted into BR Blue but retained the white cab surrounds and small yellow warning panels. The date is 21st August 1968. RAIL PHOTOPRINTS



Just a few months before its failure led to withdrawal D7000 is seen in April 1973 heading a freight through Reading. RAIL-ONLINE

rate was reduced, however, with the easing of the Hymek's schedules and workloads.

Despite these improvements, as BR took stock of its diesel locomotive requirements, the first class members were withdrawn. D7006 and D7081 were withdrawn in September 1971 and from this point D7000's days were numbered. After just over ten years at Bristol, its final re-allocation came in January 1972 when it was re-allocated to 81A Old Oak Common. By the end of 1972 a further 78 examples had been withdrawn, leaving D7000 as one of 21 active examples of which 7 were at Bristol Bath Road and 14 were at Old Oak Common.

Even in the twilight of their lives, the availability figures for 1972 show that the

class was achieving 80% availability, a figure only bettered by the Class 20s, 25s, 31s and 37s at 90, 85, 86 and 88% respectively. Thus while they were deemed none standard, given careful maintenance and a work load that didn't overly stretch them, they were more than capable of performing well and reliably.

While other members of the class had had their boilers isolated by that point, D7000 still retained its. With the class scheduled for withdrawal, expenditure upon large exams was becoming harder to justify and with D7000 overdue a D exam, the inevitable happened. While working the 4V03 21:22 Birmingham Curzon Street to Plymouth parcels train on June 17th 1973 it failed

in service with burnt out wires and circuit breakers just outside Exeter. On July 26th 1973 it was moved from Exeter to Old Oak Common where it was put on decision pending possible sanction of remedial work and its overdue D exam. Its redemption was denied, however, when, three days later, it was put in store and then withdrawn completely on July 31st 1973.

Towards the end of 1973, just ten examples of the class remained in service mainly due to the Class 31s having a failure rate no better than the locomotives they were supposed to be replacing. On September 22nd 1973 the Class had its final swansong with a British Railways organised special hauled by D7001 and D7028 from Paddington to Hereford travelling out via Severn Tunnel Junction and Abergavenny with the return being via Worcester and Oxford. D7000, however, languished at Old Oak until it was hauled to Swindon Works on November 19th 1974 for scrapping.

Only four more class members were withdrawn during 1974 leaving D7011/17/18/22/28 and 29 still in service as 1975 started. January 1975 saw D7028 withdrawn, followed by D7029 in February (it was later preserved), and then the final four: D7011/17/18 and 22 were withdrawn in March 1975.

D7000 was still intact at this time and during the Swindon Works open day on September 13th 1975, the souvenir hunters had a field day removing what parts they could. Had the class survived long enough to have received TOPS numbers they would have become Class 35 and it is likely that D7000 would have carried the number 35102. Four of the 'Hymeks' survive in preservation D7017/8/29 and 76 but sadly for this class pioneer, D7000 was broken up completely by October 8th 1975.

This sad sight on May 10th 1975 in the yard of Swindon Works C shop shows 7000 and 'Warship' 824 'Highflyer' await scrapping. RAIL PHOTOPRINTS - GRAHAM SMITH





Part 1

Swindon Shed in the sixties:

A photograph taken at Swindon shed just a few weeks after the author's first spell of duties over the Christmas and New Year period in December 1964 and January 1965 shows a variety of motive power on view. A BR 204 hp shunter, still without any yellow and black warning chevrons, is on the left with a North British Type 2 lurking in the shadows of the shed behind a 'Western'. The only identifiable locomotive is D7092, but there is also an English Electric Type 3 and further examples of 'Westerns' and 'Hymeks' on view. RAIL ONLINE

David McPherson was inspired to write this account of his time at Swindon shed by a photograph that appeared in the May 1995 issue of TRACTION. It showed Brush Type 4s and 'Hymeks' standing outside the shed in June 1965 and was taken when he was the interim mechanical foreman at Swindon shed.

The first to call duty

After completing an apprenticeship at Swindon Locomotive Works, I was allocated to Bristol Division as a supernumerary technical assistant. This included training at Bath Road shed and also in the Divisional Offices with Traction Control, amongst others, and the use of a regional footplate pass, covering the entire WR network as far north as Birmingham. Then, for my first supervisory role, I was instructed to go to Swindon shed for a week between Christmas and New Year 1964/5 to relieve Jock, the very able chargehand of the maintenance gang.

Starting work on 29th December, a day was spent getting to know people, the shed's layout and workload. Taking up the cudgels on the 30th, we had stopped on shed D7071, D7012, D1067, D1048 (hydraulic lock -

coolant in one or more cylinders of one of the two Maybach engines), D2126, D7016 (faulty air compressor), D2143, 15100 and D1724.

The last day of the year brought D1013 (failure, loss of coolant), D9517 (coupled to the dynamometer car), D9516 and three steam locomotives: 92000, 48097 (16E - Kirby) and 73093.

During my apprenticeship, the New Year's birth was heralded by an almighty racket from the shed as all rostered personnel would sound the whistle of any loco in steam. On a still night the din could be heard up in Highworth, so I was reliably informed by workmates living there. I guess the whistles of only the three steam locos were but the dying breath of an era almost ended.

New Years Day 1965 found 15100 back on shed, also D7009 (a faulty compressor),

D2126 was still there, obviously either waiting materials or undergoing a routine examination, D7012 and D7040 (both probably in for examinations). I have no records of what was on shed on 2nd January because much of that day was spent with the breakdown vans (BDVs) at Hullavington, on the South Wales cut-off line.

D7009, with repairs completed, hauled us off shed at 10.50 a.m., arriving at the District Engineers Sidings at 11.40 to re-rail one of their 4-wheel ballast wagons, off all its wheels. It was a jack and pack and traverse job taking an hour and ten minutes. Back on the BDVs, we got the road off site at 1.30 p.m. arriving on shed by 2.45 p.m., being delayed at Brinkworth by a freight shunt.

It must have been a close run thing, for I was at the London end of Swindon station by 3.13 p.m. to board D1043 working the late-



Built by Hawthorn Leslie in 1936 and numbered No. 2 by the GWR it was renumbered 15100 by BR and allocated to Swindon until withdrawal in 1965. 15100 is seen at Swindon shed on the 14th February 1965. RAIL ONLINE

running 3.09 p.m. Up Bristol. Once on the footplate, the crew told me they had engine troubles so going back into the noisy engine room I saw the loco's 'B' engine had a bad coolant leak on its turboblower, and that 'A' engine's revs only reached 1200 to 1300 revs on full power. After getting off at Reading, I rang Bristol Traction Control and Bath Road shed to let them know. Such youthful zeal no doubt was the bane of traction controllers and mechanical foremen!

The second to call duty

"You are to go to Swindon shed for 6 weeks and deputise for the retiring mechanical foreman, pending appointment of his replacement." So said my boss in late March 1965. "It will assist you in furthering your practical experience." My previous week at the turn of the year there couldn't have been too bad.

Thus, at 7.30 a.m. on a dull April Monday morning just before Easter, with some trepidation I re-entered the comparatively large and gloomy office of the mechanical foreman inside the lingering smoky atmosphere of Swindon shed. This would be the acid test, proving myself in a real job and working five and a half days a week.

One of the attractions of Swindon shed was that it handled all the ex-works locos, and so kept a close involvement in what went in and was released from the 'Factory'. It also was roughly the halfway point between London and Bristol or Cardiff, so that if a driver was unhappy with the performance of his locomotive, Swindon was a logical place to exchange it for something better.

1965 was the closing year of steam on the Western Region; only Gloucester Horton Road shed had any significant allocation of steam remaining in our area. Steam still sometimes worked through to Swindon, and we occasionally got a sniff of one on

shed, but Swindon (82C) was predominately considered to be an outstation of Bristol Bath Road, so we saw much of their allocation of 'Hymeks' for routine servicing.

Many drivers were still wary of the intricacies of diesel traction, as indeed were the shed maintenance staff. We were all feeling our way cautiously, and easily got tripped by obscure and sometimes simple faults.

I concentrated initially on overcoming a certain amount of scepticism from the staff and the outgoing mechanical foreman, who wondered why management had let loose a greenhorn still wet behind the ears to replace a person of over forty year's service. There was one major difference between us, however, which became clearer in time. I at least had some understanding of diesel traction, whereas my predecessor was a dyed-in -the-wool steam man.

Later that first day I was reunited with an old friend - D7024, of Bath Road. Dear old '24. Three years earlier, I'd been granted a footplate pass and ridden this locomotive on the down 'Pembroke Coast Express' to Cardiff, in the days when 13 bogies would be hung on the hook from Paddington. The controller on the loco was opened up to the full position by Royal Oak and then left untouched (signals and permanent way checks excepting) until clearing Chipping Sodbury Tunnel around 100 miles later. And you'd be lucky to see 70 mph to that point. Then, only a few months previously, she'd been taken out of traffic at Bath Road for over five weeks whilst a new problem - severely worn brake rod bushes and pins - was tackled. The solution was to obtain and fit a complete new set of brakegear for both bogies. Guess who poured over schematic drawings to identify every part, then wrote out all the material requisitions and who subsequently did a fair bit of expediting, too?

The Organisation

The mechanical foreman's office was inside the shed, a dark gloomy place. Being only temporary, I did little to change the office around. In fact I cannot even remember how the filing system worked, if there was one! With the 'Factory' next door there seemed little point in keeping reams of information about the diesels, since there were plenty of specialists tucked away in the drawing offices on the station or in the research and development offices or down at the erecting shop, in most cases a phone call or 10 minutes walk away.

The fitters and fitters' mates were all steam men who were building expertise daily in their grappling with diesel traction. By now, most were pretty competent but we were all still learning. Of the electricians, at least one had graduated from the old school of wiring up the A.W.S. (automatic warning system) and speedometer systems on steam locos. They worked to a regular shift roster, though I never really fathomed out its detail. Events like holidays and sickness cover were largely rubber stamped after they'd worked it out themselves.

There was a production bonus system for the maintenance people I supervised but, as I recall, few were penalised significantly below the minimum 100% bonus. This was calculated at great expense in standard minutes by an army of white-coated time and motion experts. The system made for logical progression of work, but unplanned work was the stumbling block. This could be the need to replace a severely rusted brakegear pin, drill out a sheared off bolt with the threaded part still in a housing, or simply rectifying a mistake.

I remember a poor fitter tasked to change an injector on a Maybach engine accidentally knocking one of the holding nuts he'd removed when he pulled off the injector. It fell through the injector hole into the cylinder and lodged on top of the piston. After half a day of fruitless fishing, the cylinder head had to come off - over a day's work for a standard 15 minute job! There were times when some very creative thinking was applied to convince the foreman that all the necessary standard minutes had been put in (or down on paper) to salvage that bonus!

Versatility was essential, and this we had in our chargehand, a ginger haired Scotsman in his early 40s. Jock was a real tower of strength and as good a fitter as you could ever meet. Quiet, self-effacing and full of practical knowledge of steam and diesel, he was a typical example of the very best person who led by example, but who kept a close eye on all activities we carried out. He was normally also in charge on breakdowns as well.

Swindon's shedmaster Jack Chaplin was a dour North Countryman with a heart of gold. A very experienced and practical man, with a fund of stories about the heady days of steam, he also had the gift of being firm when necessary yet able to defuse a rising temper with a couple of well chosen words. He was a



D1067 is seen outside Swindon shed in May 1965. RAIL ONLINE

and much respected. We got on well, which was a huge benefit.

People

Overall the maintenance crew at Swindon was, in my opinion, very competent. I well remember Jock taking a 3/16 inch sliver off the edge of a DMU metal lifting pad 8 inches long with hammer and chisel. I swear that the thickness of the swarf curling off his chisel head didn't vary by more than a thousandth's part of an inch... and that was with a high ranking audience looking on! The fitters were, in the main, easy to get along with, but one I remember clearly was an old steam man who detested diesels and all they represented. Then well into his 60s, each job on a diesel was anathema to him and got his temper on the boil.

One day when I was in the office, one of the fitters came to me and suggested I ought to look at this chap as he was going berserk. I'd just given him an exam to do on a 'Hymek'. I went into the shed and became aware of a constant clatter. Rounding a wall, there he was, standing at the new cupboard we had which contained all the socket sets for diesel loco maintenance. The doors were open and a silver shower of wrenches, sockets and extension bars was pouring over his head and cascading into the pits behind him. The 'Hymek', the cause of this outburst of energy, stood forlornly just out of reach, but well within earshot of a steady stream of invective as he grabbed every item in the cupboard and flung it in temper over his head. By now, a crowd of interested drivers, firemen, fitters

and shedmen were quietly watching this spectacle, and we were eventually joined by the shedmaster. The cupboard emptied, the temper expired then he looked around him. A thousand pounds worth of sophisticated (for the railways) chromed tools lay glittering on the ground and in the pits.

"Feel better now?" asked the shedmaster in a kindly voice.

"Feel much better if I was out of this bloody place" was the reply.

"You aren't going ANYWHERE until you've picked up every tool and put it back EXACTLY where it came from," thundered the shedmaster. "And don't you ever throw a tantrum like that again or you'll be out of here faster than a jack rabbit."

So the 'Hymek' had to wait another half hour for the clean up.

Poor chap, he got his wish later on. The divisional loco superintendent paid a rare visit shortly before I left and interviewed him. I cringed as the DLS listened impassively to the usual tirade about how he hated working here and only wanted to quit.

"Very well," said the Locomotive Superintendent. "I will make one phonecall and confirm you can collect your pay now, then you can go. The Mechanical Foreman will make sure you leave all your railway-issued property behind."

He made the call and in moments the deed was done. I don't know who was more shocked, since the administration were better known for procrastination. But within 15 minutes Swindon Shed's establishment was down by one.

Swindon shed was also good for teaching me about racial differences. We had a Jamaican on shed, quite a rare sight in Swindon in those days, and he was an excellent fitter with a keen sense of humour and got on well with everyone. You could get into rational discussions and get honest opinions from his perspective. The most memorable observation he made to me, which I found extremely useful later on when working in London and overseas, was that tensions arose as a result not always from bigotry but of attitude.

"If you want to feel put-upon, then that's what you'll become and it's how people will treat you," he said. Perhaps he'd already read Norman Vincent Peale's book 'The Power of Positive Thinking'. It was another 20 years before I did, and 30 years before I heard the phrase 'Victim Mentality'!

Daily workload

Life settled into a pattern. Starting work between 7.30 and 8.00 a.m. I soon found it rare to leave much before 5.30 p.m. at night. First thing each morning I'd go straight to the running foreman's office to find out what had failed and come onto the shed overnight.

The daily workload was primarily to carry out formal examinations in line with MP 11, service the runners which had failed for minor reasons and get them back on the road again, and be available to respond if there was a call-out of the breakdown vans. I remember a critical task was to telephone Divisional Office each morning the list of locos 'stopped-on-shed'. From previous



The author's records show that D2086 received attention to its fan as well as brake blocks and belt changes in July and August 1965. It is seen at Swindon shed, stabled down the west side with another member of the same class. Note the steam era 82C shed plate. RAIL ONLINE

knowledge I knew this list ended up with the traction controllers. It was a useful way also of getting Divisional Office heavyweights more involved in expediting materials for waiting locos.

We had a good rapport, viewed from today's perspective, with the shift running foremen. Initially it was too good, for my previous involvement with Bristol Control led me to take short cuts and make decisions without always letting the running foremen know. It was a very irate foreman who approached me one morning to tell me in words of one syllable to let him know in future what was going on.

It seemed that a previous day's failed Brush Type 4 had been repaired but the train heating boiler didn't work. We'd looked at it but for some reason had elected to refer it back to home depot. I'd rung Control to release the loco and work it back home on freight only. Unfortunately, Control logged the loco as available, and consequently it was turned out to replace a failure on an overnight sleeper, only to have to replace it further down the line after the crew failed to get the boiler working.

Deployment of the shed crew was conditional on workload, and that was usually discussed with the running foreman on arrival at work each morning. He'd provide a stopped list, and let you know the order in which he wanted locos released. The list showed:

- which locos had failed and why
- when standing locos were likely to be released that day
- how many workings were uncovered (i.e. relying on the release of locos)
- which locos were subject to special Control arrangements (e.g. switching locos within their diagrams so as to return one or both of them to their home depots).

More often than not, the day's workload

would fall into shape automatically, with the Running Foreman saying for example:

"If Tom goes on 1064's earth fault, young Dick can do on 1013's burst hose Serck Oil pump. Harry should go on 2198's gearbox overhaul, Rog to finish off 4123's E exam, Sam can do daily servicing. We'll pull out 7048 for a 125 hour exam tomorrow. Have you a spare hose for 9505 over on 7 Road, she's lost her water? By the way, Control tell us to expect 1073 shortly. The B bogie intermediate final drive is running very hot. It could be a 'Factory' job but perhaps Dick could have a dekho to make sure it's not something simple like low oil level?"

You soon learnt which foreman was trying it on for size, and acted accordingly. Otherwise your fitter or electrician wouldn't hesitate to tell you how the old so-and-so was setting him up most unfairly 'cos it was a lousy job and it was time someone else took their turn!

Urgent vehicle standing

The 'UVS' (urgent - vehicle stopped) system was an important feature of life. The daily callover of stopped locos to Bristol laid considerable emphasis on specifying the material needed to get the loco back into traffic. Often the seemingly petty things could be the most awkward to obtain: - windscreen wiper blades, window catches, door locks, cab heaters. The running foremen needed a very persuasive tongue to convince a driver to take out a loco on a rainswept night when the driver's side window wouldn't shut. Forget about the openness of the steam loco footplate; the running foremen lost that argument the first week that diesels were introduced!

Funnily enough, the more 'vital' bits of equipment that tended to fail such as injectors, fuel pumps, hoses, safety switches

rarely held up locomotives, since these items were cannibalised from 'goers' that were undergoing hourly exams, on the basis that the replacement would be procured before the robbed loco was ready for traffic. Complications sometimes arose, of course, when locos had been standing waiting material for long periods. It then usually became necessary to carry out an intensive investigation to see what was missing. The highlight, to me, occurred sometime previously at Bath Road. A Brush 4 had been stabled for some weeks on a dead road 'UVS' and, when word had been received that the missing parts were on their way, was dragged inside for this almost obligatory investigation. You can almost imagine the look on the mechanical foreman's face during his inspection as he viewed the vacant space where once sat a train heating boiler.

Interaction with the loco works

Naturally, Swindon shed was in an excellent position to minimise waiting material time for hydraulic locos, with the Western Region's storehouse next door, together with a great big erecting shop full of out-of-traffic locos!

So it wasn't long before I re-established contacts with workmates in the 'Factory' since the shedmaster and the running foremen naturally, once they knew my background, had me begging, borrowing and stealing spare parts from them for 'Hymeks', 'Westerns' and shunters that were stopped waiting for parts on shed.

Many was the time I tramped across the Cheltenham lines, round by Swindon Works Drawing Office and set off westwards down to the AE Shop to get various small items such as high tensile bolts, or bits of brakegear (often for rodding damaged by lineside debris), or safety switches on pressure or temperature duty.



The author found the fault with D1006 on a Bristol to Paddington express which had one engine inoperative. He spotted the problem through the perspex side window at Swindon station. Later that year D1006 Western Stalwart is seen ready to depart from Cheltenham St.James on 27th November 1965. The 'Western' had taken over the special from No.7029 Clun Castle, working the last steam hauled train out of Paddington. The 'Castle' had brought the train from Paddington to Gloucester via Bristol. D1006 returned the train to Gloucester where Clun Castle took the train on to Swindon, being replaced there by two English Electric Type 3s for the return to London.

In an attempt to solve problems keeping the 'Westerns' windows clear of water, tests were carried out on D1039 and D1006. They were fitted with a disc that rotated in much the same way as those fitted to the windows of the bridges of ships, with an electric motor being used to rotate the screen. The test proved unsuccessful due to the reduction in visibility through the screen. RAIL ONLINE

I also recall visiting the AE Shop on one unusual occasion at Control's request. It was a Friday morning and they wanted to know if a BR Sulzer Type 4 would be ready for release by that evening. It was an London Midland Region based loco and an opportunity had cropped up to work it back to its home depot 'up North'. Obviously the formal approach to Swindon Works hadn't been beneficial but my chat with a former chargehand drew a favourable response, and result.

It was not too long before the less than comforting feeling arose that I was being used. My 'Factory' colleagues began to indicate they had their own problems too, but we managed to keep amicable contacts until I left. Having established some credibility in Bristol Traction Control also helped, since that occasionally offered the chance to rearrange the scheduling of locos, diagrams and drivers for a number of different reasons.

With steam clearly being consigned to history, one Saturday we were visited by representatives of the embryonic Dart Valley Railway, looking for tools no longer used for steam locos. We scoured the shed and the result of such labour went to Totnes in a 13 ton mineral wagon! I believe they did quite well from the Loco Works as well.

Callouts

There were two things none of the maintenance lads would ever complain about. One was callouts to the station. Depending on the driver and the fault, there was always the chance of jumping on board, fixing the fault in five minutes and then putting your

feet up in the back cab for the run to London, Bristol or Cardiff, and then back on the cushions!

With these, you had to operate carefully to ensure everyone capable got a fair share of them. Often the report would be vague and you wouldn't know whether to send a fitter for a mechanical repair or an electrician if there was a possible electrical fault. Control would ring up with a message such as, "3.15 up Bristol losing time. Only one engine" or "12.30 Cardiff loss of power 'B' engine" or "Up Acton fast fitted freight. Driver demands fresh engine. He's unlucky, We've got none spare. Sort him out."

If available, you might have to send the fitter and the electrician - and possibly lose them both for a couple of hours. We did our damndest to keep the driver in his loco so our standard response was always, "We've only got enough locos to cover our diagrams and no spares." But that didn't wash with all controllers or running foremen. Those who knew the setup best (mostly ex running foremen themselves) could quickly do the local foreman's job for him and nominate locos.

This had an effect on our maintenance programme and the morning promise of locos released that day, so I was soon being lambasted by Divisional Office and traction controllers. Firmer control was needed, so after a while I usually went to the platform with them, and if we couldn't cure the fault there and then I took a guess as to who would be most suited to fault find and fix. When they got back I demanded a minute by minute

account of every single thing they did to that loco. Eventually, it got so tiring to keep thinking up reasons that the truth began to emerge, which resulted in a corresponding reduction in their rides.

On one of these callouts I made what I considered to be one of my better observations. On the 7th June the 2.15 p.m. Up Bristol was losing time with the loco only running on one engine. Control asked us to have a look at it, but they didn't want D1006 changed. So we had 2 minutes maximum to diagnose the fault. I took a fitter and an electrician with me and we waited at the end of the station platform for the train to arrive. As soon as the train stopped, the fitter and electrician climbed on board, and I talked to the driver. The engine simply wouldn't start, and he'd been trying all the way up. So I walked down the platform and looked in through the dirty perspex bodyside windows at the recalcitrant engine. Gazing at the governor end, suddenly I spotted the cause of the trouble, and began banging like a demented fool on the bodyside. Already I could hear the whistles being blown preparatory to departure. The electrician's face appeared in the window. I pointed out the engine starting solenoid hanging down from its mounting, and mimed that it wanted re-attaching. By the time the message had been understood, the train was already on the move and I was running down the ramp at the end of the platform! I learnt afterwards they got the engine going long before Shrivensham and made up a bit of time to Paddington.



Diesel Locomotive Weekend

Saturday 17th & Sunday 18th March 2018
plus "Hymek" running weekend 24th & 25th March



Photo: Frank Richards

Class 35 "Hymek" D7076

with Class 31 31206 & Class 33 33103 "Swordfish"

Fearsome Ravenstor Incline - On Board Bar

Evening special with Fish and Chips (pre-bookable)

www.e-v-r.com



Thursday 16th May 2002: Before Birch Coppice was used as a terminal, the Volkswagen (VW) auto parts business was handled at Birmingham Distribution Centre and conveyed using existing Enterprise tripping arrangements between Bescot and Washwood Heath yards. 37707 comes off the Sutton Park line at Ryecroft Junction, at 15:29, with the afternoon 6652 return trip from Washwood Heath to Bescot. The train consist of IVA and IZA 'twins' from Birmingham Distribution Centre and also includes an empty 'cartic' set. DAVE GOMMERSALL

Birch Coppice Tipper

Dave Gommersall and David J. Hayes look back at a popular but short-lived West Midlands trip diagram, which ended more than a decade ago

Post-Speedlink wagonload traffic during the 1990s was making a welcome resurgence, thanks to the flourishing Enterprise wagonload network launched by Transrail in 1994. This was further expanded upon by English Welsh & Scottish Railways (EWS) from 1996 onwards, with the network being at its zenith during the latter part of the decade.

Even Channel Tunnel freight tonnages were on the increase, peaking at more than 3-million tonnes in 1998. All was going well until the asylum seeker issues of 2001/2002, which saw Channel Tunnel freight almost grind to a complete halt and tonnages plummet as increased security measures were put into force to prevent illegal immigrants from entering the country by stowing away on board UK-bound EWS international services.

Channel Tunnel freight traffic was slow

to recover following the crisis, but recover it did, although not to the same levels as seen in 1998. Indeed, some business was permanently lost as a consequence of the asylum seeker invasion. However, despite this setback, a major new 'Chunnel' flow to materialize from the chaos was that of a lucrative contract for the movement of imported automotive parts/components between Germany and the West Midlands for Volkswagen (VW).

This traffic was conveyed using a mixture of continental vans, which included high-capacity IWA vans at times, but it mainly employed IVA and IZA types, the latter being articulated twin-sets. Some of the IZA versions resembled two IVA types permanently coupled together.

Many of the IVA vans carried CARGOWAGGON branding, as did some

of the IZA types (i.e. those that resembled two IVAs), the CARGOWAGGON wording on these spanning across both body sides of the wagon and appearing thus: CARGO WAGGON.

New terminal facilities

The VW auto parts/component traffic from Germany to the West Midlands was initially handled at Birmingham Distribution Centre. This was a former Railfreight Distribution (RfD)-managed facility before being inherited by EWS following its acquisition of RfD in 1997. The Birmingham Distribution Centre was sited next to Birmingham Lawley Street Freightliner Terminal and handled a wide range of Enterprise cargoes, which, in addition to the newly acquired VW business, also included established international flows of automotive glass from Italy, using IMA type



vans, and domestic consignments of mineral water from Inverness (for Tesco). The mineral water was loaded in VGA/VKA type vans as was another domestic-haul of lighting products from Bodmin (Fitzgerald Lighting) to Birmingham Distribution Centre.

By the autumn of 2002, the VW traffic was being trip worked from Bescot to a new TNT distribution warehouse located at Birch Coppice. The Birch Coppice area at this time was still being developed and expanded, and would later include intermodal handling facilities.

Birch Coppice was once the site of a colliery of that same name, reached via a branch line that ran from the Birmingham to Derby main line at Kingsbury, where the huge oil terminal is located. This branch had also once served another nearby colliery at Baddesley, which dispatched Merry-Go-Round (MGR) coal trains to the now closed Didcot and Ironbridge power stations.

The collieries at Birch Coppice and Baddesley closed in 1987 and 1989 respectively (coal production at Birch Coppice ceased in December 1986). The branch line from Kingsbury was subsequently brought back into use to serve the new Birch Coppice railhead and adjacent intermodal hub,

and was thus used for a while by both the Enterprise trips from and to Bescot (6G36 loads and 6G42 empties), and intermodal workings.

Trunk haul Enterprises

The VW imports reached the West Midlands by means of trunk-haul Enterprise services from Dollands Moor travelling via WFOC (Wembley European Freight Operations Centre; also known as Wembley Yard!), with forwarding connections from there to Bescot and beyond.

One of the Dollands Moor to Wembley trains was 6M55, which on Monday 12th May 2003 was hauled up to London by Class 92 No. 92016 and consisted of 23 wagons (e.g. IMA, IVA, IWA, IWB, IZA and KIA types) bound for ten locations. One of these was Birch Coppice (3 x IVA and 4 x IZA), the others being Avonmouth, Birmingham Distribution Centre, Blackburn, Cricklewood, Doncaster, Ely, Immingham, Knowsley and Willesden.

These international wagonload services also conveyed a wide and interesting range of other imported cargoes and wagon types (including intermodal portions) entering the UK through the Channel Tunnel, and bound

for other destinations such as Barking, Burton-on-Trent, Daventry, Deanside, Ditton, Hull, Mossend, Rotherham, Round Oak, Scunthorpe and Manchester (Ordsall Lane and Trafford Park).

The above mentioned services could also convey domestic wagonload traffic and intermodal business northwards from London (attached at Wembley), some of which included mud oil from Harwich to Aberdeen (for use by the North Sea oil industry), solvent from Harwich to Longport, intermodal traffic from Purfleet to Hams Hall, and steel from Sheerness Steelworks to such destinations as Burton-on-Trent, Mossend (PD Stirling) and Rotherham.

One of the trunk trains used for conveying the VW traffic between London and the West Midlands was 6G56 from Wembley to Bescot, which on Thursday 26th May 2005 was very lightly loaded with just two wagons, both from the Continent: an IWA van for Daventry and an IVA bound for Birch Coppice. Haulage was provided by Class 92s Nos. 92011 and 92014, the latter probably 'dead-in-train' and on a positioning move.

The same service on Thursday 9th June 2005 was hauled by Class 66 No. 66091, which had a healthier nine wagon consist in tow, again all from mainland Europe. Six of these – 2 x IVA and 4 x IZA – were for Birch Coppice, the other three wagons consisting of an IWA and an IZA for Daventry, and an Italian-registered IMA for Birmingham Distribution Centre, the latter probably laden with automotive glass.

Another service worth mentioning was 6M60 from Dollands Moor to Bescot, which on Tuesday 3rd September 2002 (pre-Birch Coppice) was formed of a 20-wagon consist hauled by 92017. However, there was only the one wagonload of VW auto parts on this occasion, this being an IVA destined for Birmingham Distribution Centre. The remaining 19 consisted of wagons of various types (e.g. ICA, IGA, IMA, IPA and IWA) bound for seven destinations. Twelve wagons were for detachment at Wembley for onward movement to Cricklewood, Dagenham, Hoo Junction and Paddock Wood, the remainder being destined for Dalry (dextrose), Walsall and Wolverhampton (both steel).

Tripping arrangements

The initial tripping arrangements for the VW business when handled at Birmingham Distribution Centre utilized existing diagrams operating between Bescot and Washwood Heath yards via the Sutton Park line, with a forwarding connection from Washwood Heath to the Birmingham Distribution Centre. These trip workings also dealt with other traffic generated in the Birmingham area, such as automotive car carrying sets and general merchandise (domestic and imported) for Birmingham Distribution Centre.

For example, the return 6G52 trip from Washwood Heath to Bescot on Wednesday 14th August 2002, powered by Class 37 No. 37114 and running as a Class 7 (7G52), was formed of 6 x IVA and an IZA from Birmingham Distribution Centre, and 8 x IPA



Wednesday 26th March 2003: Whitacre Junction is where the freight-only route from Kingsbury joins the line from Nuneaton to Birmingham and was a favourite haunt for photographers hoping to obtain shots of the return 6G42 Birch Coppice to Bescot Enterprise trip. 37114 City Of Worcester passes through Whitacre, at 12:45, with a lengthy 6G42, the 11:30 empties from Birch Coppice, formed of the usual mix of IVA and IZA type vans. DAVE GOMMERSALL

car carriers from Bordesley, all of which were destined for mainland Europe. In addition, the trip also included a domestic-haul of four wagonloads of scrap metal loaded in 2 x JNA and 2 x JXA bogie box wagons from Handsworth to Sheerness, which was quite unusual, as such business by this time was usually conveyed in block train formations. The above mentioned traffic later formed the 6A42 trunk Enterprise departure from Bescot to Wembley, which was hauled by 92042.

The tripping arrangements introduced for serving Birch Coppice involved handling a modicum of intermodal business to/from Hams Hall for a limited period. Such was the case on Friday 8th November 2002 when Class 56 No. 56083 was entrusted with the return 6G42 trip from Birch Coppice to Bescot, which consisted of 2 x IWA vans ex-Birch Coppice and an FKA intermodal portion from Hams Hall to Deanside.

The 6G36 loaded trip to Birch Coppice, and 6G42 return empties, eventually became a straight forward out-and-back duty from Bescot with no intermediate traffic stops. Timings varied over the years, but usually entailed departing for Birch Coppice during the morning and arriving back at Bescot around lunchtime.

Motive power at various times included Classes 56, 60 (quite rare, I believe), 66 and 67, but it was the Class 37 haulage of this train that usually brought the photographers out in force. However, attempting to photograph the loaded train between Water Orton and Kingsbury, and the corresponding return empties, could be quite frustrating because of having to second guess which way



Monday 7th April 2003: Having traversed the former coal branch from Kingsbury, 37065 arrives at the entrance gates to the Birch Coppice railhead, at 10:15, with a lengthy formation of IZA 'twins' making up 6G36, the 08:19 loaded VW parts trip from Bescot. DAVE GOMMERSALL

Saltley power box would route the trip, which could be sent along the Derby main line via Lea Marston or alternatively around the 'backway' via Whitacre Junction!

For a while, motive power for the Birch Coppice trips utilized the EWS Class 67 allocated to EWS's new overnight Anglo-Scottish Premier Express Parcels Service to and from Walsall Tasker Street, during the locomotives daytime layover at Bescot. Unfortunately, the parcels operation failed to

achieve projected targets and was abandoned in 2007.

Although conveyed as part of the Enterprise wagonload network, the VW loadings to Birch Coppice were generally healthy, with wagon numbers per trip sometimes reaching into double figures each way. Such was the case on Tuesday 5th November 2002 when 37057 had charge of 6G36 from Bescot with a consist of 11 loaded wagons in tow: 7 x IVA and 4 x IZA. The



Friday 10th October 2003: Formed of five IZA 'twins' and with a solitary IVA on the rear, 56118 is seen, at 10:30, preparing to depart Birch Coppice with the late morning 6G42 return empties to Bescot. These later went forward from Bescot on the afternoon Class 92-hauled 6A42 Enterprise departure to Wembley, which on this day was powered by 92025 and included 66109 in the consist. DAVE GOMMERSALL



Wednesday 29th October 2003: Loadings for the Birch Coppice trips were often healthy, but could also be lightweight at times, too. 56065 is seen at Mill Lane, at 12:45, on the approach to Ryecroft Junction with a solitary IZA 'twin' in tow forming 6G42 from Birch Coppice. The line of trees in the background was once the alignment of the Lichfield to Walsall line, which closed as a through route in March 1984 (see article in TRACTION 233 and 234). DAVE GOMMERSALL



Monday 4th August 2003: The empties from Birch Coppice were usually forwarded from Bescot on the afternoon 6A42 trunk Enterprise departure to Wembley. 92022 'Charles Dickens' leaves Bescot Yard on time and passes through Tame Bridge Parkway with 6A42, the 15:24 to Wembley, which consists of eight IVA vans and two IZA 'twins' all from Birch Coppice. The locomotive later worked 6B87, the 22:33 forwarding connection from Wembley to Dollands Moor, as mentioned in the article. DAVID J. HAYES.

locomotive later returned from Birch Coppice with 6G42 (running as 7G42 for no apparent reason, unless there was a fault with one of the wagons) formed of 13 empties: 6 x IVA and 7 x IZA.

Loadings such as these would have looked quite impressive, resembling a long-distance block train rather than a local tripping turn. However, there were occasions when just a solitary IVA van (the European equivalent of a VGA) or an IZA 'twin' would be the sole traffic on offer, rekindling memories of the dying days of Speedlink during the early 1990s.

Such a lightly loaded working was observed traversing the Sutton Park line on the morning of Friday 28th July 2006 when Class 67 No. 67030 was noted near Aldridge at 09:15 whilst in charge of 6G36 to Birch Coppice, which was formed of a single IVA van.

Even the trunk Enterprise trains coming up from London could be lightly loaded at times, at least as far as Bescot. Such was the case on Tuesday 25th March 2003, when 92005 had charge of 6S75, the Anglo-Scottish Enterprise from Wembley to Mossend, which was formed of just two IVA vans from Germany to Birch Coppice.

Returning the empty wagons

The empties from Birch Coppice often went forward from Bescot on the aforementioned 6A42 Enterprise departure to Wembley, which could quite often be a lengthy train. For example, on Friday 28th July 2006, the train measured a whopping 2,402 feet and

was formed of 35 wagons (13 loads and 22 empties) made up of IFB, IVA, IWA, IWB, IZA and KVA types, and hauled by 92042.

On Wednesday 26th March 2003, the wagonload consist of 6A42 was formed entirely of Birch Coppice empties returning to mainland Europe: 6 x IVA and 13 x IZA. Haulage was provided by 92004. The same service on Wednesday 16th April 2003 saw the Birch Coppice empties (1 x IVA and 6 x IZA) sharing space on 6A42 with IWA/IWB

high-capacity vans returning to Europe from Daventry and Wolverhampton, and an FIA intermodal portion travelling from Hams Hall to Tilbury. Haulage was provided by 92003 on this occasion.

Another trunk Enterprise working from Bescot sometimes used by the Birch Coppice empties was 6A74 to Wembley, which, on Friday 16th May 2003, was hauled by 92026 and had a consist of 10 x IVA and 8 x IZA types from Birch Coppice sharing space with



Wednesday 25th February 2004: The use of Class 60s on the Birch Coppice Enterprise trips (6G36/6G42) is believed to have been a rare occurrence. 60016 'RAIL Magazine' at Lea Marston, at 12:30 returning to Bescot with the 6G42 empties from Birch Coppice. DAVE GOMMERSALL



Monday 14th June 2004: The cutting at Wood End, on the Birch Coppice branch, is the setting for this view, taken at 12:11, of 37667 'Meldon Quarry Centenary', which is powering the 6G42 return empties to Bescot towards Kingsbury where the train will join the Derby to Birmingham main line. DAVE GOMMERSALL

a loaded IHA of export steel from Port Talbot and 2 x IPA auto sets from Longbridge, both of which were also bound for Europe.

Forwarding connections were provided from Wembley to Dollands Moor and through the Channel Tunnel to France. For example, having worked up to London from Bescot on Monday 4th August 2003 with 6A42, formed of 8 x IWA and 2 x IZA all ex-Birch Coppice, 92022 later went on to power the 6B87 departure to Dollands Moor consisting of 23 wagons, which, in addition to the Birch Coppice empties, also included a mixture of IWA, IWB and IZA types from Blackburn, Daventry and Selby.

There were occasions, however, when empties from Birch Coppice were re-assigned elsewhere in the UK to pick up a backload consignment of goods for a domestic customer or for export, such as paper traffic from Irvine to Daventry or Europe.

Another local trip bites the dust

Unfortunately, the VW auto parts/components traffic to Birch Coppice wasn't to last and ceased in December 2007 after just five years or so of rail operation (intermodal operations at Birch Coppice were not affected by this loss of business).

An example of the wagon consists near to the end of the service was for Saturday 10th November 2007, when 6G56 from Wembley to Bescot reached its destination at around 07:00 that morning with an 11 wagon consist formed of 7 x IWA and 1 x IZA of VW auto parts for Birch Coppice, and 2 x IWA and an IWB laden with imported chipboard for Blackburn. The service was brought up from London by 66200, which also had 92009 tucked inside for company.



Friday 21st January 2005: Pairs of Class 37s were far from common on the Birch Coppice duties, but not unknown either. 37669 and 37402 'Bont Y Bermo' make for a novel sight atop a short two wagon consist of IWA and IZA vans forming the loaded 6G36 VW trip from Bescot, seen here, at 09:50, at Lea Marston on the Birmingham to Derby main line. DAVE GOMMERSALL



Tuesday 1st May 2007: Seen at 10:05 taking the Derby main line from Water Orton, 37422 'Cardiff Canton' has charge of the 6G36 loaded service from Bescot. This was the final year of the Birch Coppice VW trips, which ended in the December. 37422 actually worked the final Class 37-hauled diagrams on Thursday 29th November. DAVE GOMMERSALL

Despite EWS's best efforts, the demise of the VW business, more than ten years ago now, was another sad reminder that wagonload freight in the UK was still as vulnerable as ever to road competition and was becoming a rapidly declining aspect of rail freight operations, as were the necessary trip workings required to deliver the loaded wagons to the customer. The West Midlands had already seen the once popular Bloxwich zinc tripper consigned to history in 2006 and there have been many other similar casualties nationwide since then.

Indeed, by the time EWS had become officially known as DB Schenker (DBS) with effect from January 2009, the Enterprise marketing brand name had already been quietly dropped by EWS a year or two earlier. EWS/DBS management sought to gain more

profitable bulk/block trainload business rather than trying to expand further into wagonload territory, leaving us today with an ever diminishing residual wagonload network (now operated under the aegis of DB Cargo UK), which is now not only vulnerable to road competition but also to other rail freight operators wishing to 'cherry pick' the more profitable less-than-trainload contracts still left on offer, of which there can't be that many remaining in 2018.

Since this article was compiled, DB Cargo (UK) have abandoned the last remaining remnants of its wagonload operation.

Acknowledgement: Our thanks to Andy Williams for his valued assistance.

Black and white days at Crewe

At a time when many enthusiasts were putting their cameras away, following the end of steam in August 1968, David Wharton continued to record the railway scene. On the 13th August 1968 he visited Crewe. Whilst the 25Kv AC overhead wires had been in place since 1960, the station and its track layout remained firmly rooted in the steam era.



E3139 runs through Crewe at the head of 1F26, a Euston to Liverpool Lime Street train. In the locomotive spur an English Electric Type 4, D406, stands waiting to take over 1P62, a London Euston to Carlisle service.



D1736 runs into Crewe from the Chester line with 1A55, an express from the North Wales coast to Euston. The small 'W' under the locomotive number shows that the Brush Type 4 is allocated to the LMR's 'Western Lines', which in this case would mean Crewe Diesel Depot.



Western Region 'Warships' were a common sight at Crewe in the early 1960s when they worked in on the inter-regional expresses via Hereford and Shrewsbury. By 1964 they had been replaced on these services by Brush Type 4s, but D847 Strongbow is back at Crewe heading a parcels train. The head code, 3K25, suggests that this might be a train that has originated on the London Midland Region, possibly the Birmingham or Shrewsbury area, and is terminating at Crewe.



D413 pulls out of Crewe at the head of an Anglo-Scottish express, the late afternoon 1S75 Euston to Glasgow train.

NO RISK OFFER • NO RISK OFFER • NO RISK OFFER
ENJOY THE NEW LOOK

TRACTION

**3 ISSUES
FOR JUST £3**

We are sure you'll love the new look Traction magazine, but if you don't there will be nothing more to pay. If you agree with us on how great it is, we'll continue to send it to you for **just £5.99 a quarter.**

Subscribe now!

2 EASY WAYS TO SUBSCRIBE

ONLINE: WWW.TRACTION-MAGAZINE.CO.UK

(click 'subscribe' and enter code TRA/244)

CALL: 01778 392012 (QUOTE: TRA/244)

Terms and conditions: Offer open to UK residents only when you subscribe by direct debit. Minimum one year subscription.





'Peak' No. 95, with its split headcode boxes showing 1V72, passes Crossfields with a North East to South West express bound for the Western Region. ANDY YORK

TRACTION MODELLING

Crossfields in N

Mark Pegden's layout 'Crossfield' is unusual on two counts. Firstly, it's quite rare to see an N Gauge layout set firmly in the pre-TOPS era of British Rail and, secondly, the quality of detailing and weathering of locomotives and rolling stock is exceptional.

Mark started construction of 'Crossfields' in 2008 with the intention of modelling the period between the late 1960s and the introduction of the Total Operations Processing System (TOPS) in 1973. The layout has no specific location but is intended to convey the impression of being somewhere in the Midlands or South Yorkshire industrial areas. At this time, the observer of the railway scene would have been aware of the huge amount of heavy coal and freight traffic all worked by a wide variety of locomotive types. By this time most locomotives carried the corporate blue livery but there were also a small number of locomotives to be seen in the old green livery, albeit now with full yellow ends.

In order to recreate the atmosphere of those years, much attention has been paid to weathering - in fact virtually everything has had attention to make sure that the rather grimy impression of the period is conveyed to the viewer. Initially, the layout was intended to be one where trains could be watched passing a small stabling point but, by 2011, the increasing number of locomotives led to a redesign of the layout with a larger



A selection of motive power awaiting new duties stands outside the depot. ANDY YORK



A Brush Type 4 hurries a Freightliner container train past the warehouses and factories of Crossfields as a pair of Sulzer Type 2s pass with an empty steel train. Note the use of silhouette buildings on the backscene to suggest depth without being too detailed. ANDY YORK

maintenance depot. At the same time it was decided that control of the layout should be changed from DC analogue to digital DCC.

Buildings and the backscene

Most of the buildings on the layout were constructed from the Metcalfe Models cardboard kits which have generally been modified in some way. The locomotive depot was built from two kits placed end to end with a scratch built roof. The warehouse, which forms a large part of the backdrop to the layout, used parts from no fewer than six kits. Once completed all the buildings were weathered with dyes, inks and acrylic paints until a suitable level of grime had been achieved. The layout is actually only 60 centimetres deep and has a length of 1.76 metres so, in an attempt to make the layout look larger than it actually is, the backscene was made up of simple geometric shapes that are painted in blocks of neutral colours.

Locomotives and rolling stock

To recreate the era that the layout is set in requires a substantial amount of rolling stock. There are fifteen lines in the fiddle yard with the longest capable of holding a train of 46 wagons. No fewer than one hundred and thirty 16 tone coal wagons are on the layout to serve traffic from the local coal mines. Each wagon and carriage on the layout has been weathered individually and, in most cases, has additional detail added. Needless to say to no model is on the layout in the condition it came from the manufacturers.

As mentioned earlier, the pre-TOPS and post steam period is very much a niche era, lasting only about six years and, in N gauge, the number of models available off the shelf is very limited and they are frequently not correct in some of the details. To correct this,



6900 was unusual as at this time it was not only painted in Rail Blue but also fitted with snowploughs and radiator frost grills as seen here facing another EE Type 3, green liveried 6701. ANDY YORK



We see a line up of Sulzer Type 2s with no two locomotives being identical. ANDY YORK



The warehouses that dominate the line form the background to yet another empty coal train hauled by a pair of English Electric Type 3s. ANDY YORK



One of the original 'Peaks', No. 6 'Wherside', arrives onto the shed after a day working coal trains. Now with full yellow ends, it is looking the worse for wear and is still in the original green livery with just the last remnants of the lower grey body stripe remaining and one head code disc missing. This condition is as the locomotive was seen at Toton in 1971. ANDY YORK

locomotives would have to be re-painted and renumbered, whilst head code boxes would need to be changed to display the four character IDs used at this time. Many of details on the model that were wrong for the period would need to be corrected before the weathering process was started

During the early days of the layout's construction Mark was quite happy with the weathering and detailing of the buildings and the rolling stock, but with the locomotives he felt things could be better. He really wanted to see the sort of detail that could be found on O Gauge models, but realised he couldn't achieve this himself on N Gauge models.

He decided to contact Mercig Studios and, after every locomotive had been researched from books and online resources, he sent the model to Mercig for attention. No two locomotives on the layout are exactly the same and all carry individual differences. For example, if you look carefully at the photographs you will see that none of the Sulzer Type 2s are alike, as all have varying configurations of grills, body-side valences, number positions and head codes. D6 'Whernside' is missing a head code disc as when it was seen at Toton in 1971 and D6900 can be seen as a particularly rare example of a pre-TOPS blue English Electric Type 3 fitted with miniature snow ploughs and frost grills. Mark believes that without the work of Mercig, 'Crossfields' would not be such a distinctive layout.

The future for 'Crossfields'

Mark feels that the layout is far from complete with many details to be added. The variety of rolling stock is likely to increase as is the fleet of locos, especially with the numerous new models that are continually being released.



An aerial view of Crossfields showing virtually the entire layout and what it is attempting to portray: an early 1970s diesel depot, constant heavy coal traffic, an industrial backdrop, dirt and grime all around and topped off with a grey sky. ANDY YORK



Five different classes of locomotives are seen lined up at the rear of the depot. ANDY YORK



ABOVE: Swindon built D2398 has still not lost its D prefix whilst beyond is an EE 350hp shunter No. 3813. Just look at the level of detail incorporated in these models and remember that this is N Gauge. ANDY YORK

BELOW: In a scene redolent of the industrial Midlands two pairs of English Electric Type 1s await their next duty. ANDY YORK



ON-SALE NOW!

FREE 60 MINUTE STEP-BY-STEP DVD

HOW TO BUILD...

YOUR FIRST TRAIN SET

Inside this guide:

- How to lay track
- Design your own village
- Make card buildings
- Create great scenery and so much more

Full of great **HORNBY®** products



ADD REALISM TO YOUR TRAIN SET • DISCOVER LAYOUT ACCESSORIES AND EXPAND

**+
FREE
DVD**

HOW TO BUY YOUR COPY

CALL: 01778 392002 ONLINE: WWW.BRMM.AG/YOUR1STTRAINSET

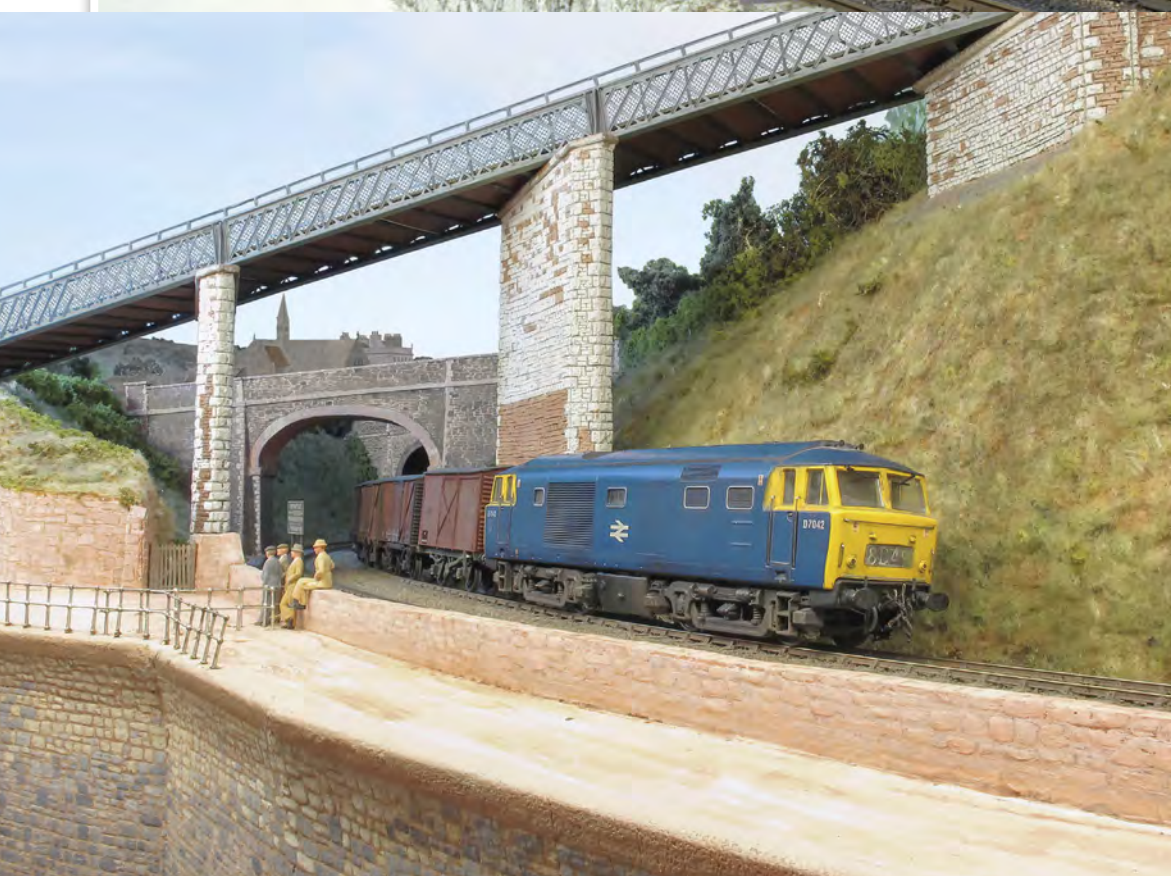
VISIT: YOUR LOCAL WHSMITH OR MODEL SHOP

The Pendon sea wall

The 4mm scale railway at the Pendon Museum is well known for the excellence of its modelling, especially the scenery. One of the sections of the railway depicts the sea wall near Teignmouth in Devon and shows this attractive setting in great detail as it was in Great Western Railway days. Naturally, the rolling stock on the layout is from the steam era but, just occasionally, diesels can be seen on the layout. The photographs contrast the real location and the model.



50010 heads an eastbound express out of Teignmouth and onto the sea wall on the 16th June 1980. RAY BRISCALL



Hymek D7042 brings an eastbound freight on to the sea wall at Teignmouth. ANDY YORK



On the 12th June 1978 46013 leads a westbound express out of Parson's Tunnel and crosses the bridge before heading along the sea wall to Teignmouth. RAY BRISCALL



'Western' D1041 heads a westbound train out of Parson's Tunnel. ANDY YORK

D1041 and a 'Hymek' pass each other at Parson's Tunnel signal box. The box actually closed in 1964 but despite this the scene still looks authentic, although by diesel days that signal would have been replaced with a metal post. ANDY YORK



Rail Head Treatment Train

OO
GAUGE



©Train Photos

Introduced in the early 2000s, Rail Head Treatment Trains (RHTT) are a fleet of 50 flat wagons with specialist modules mounted to them. With a very wide variety of Train Operating Companies providing "top n tail" traction for 20 daily "circuits" across the entire UK network, water modules clear leaves off the rails and sandite modules reduce wheel slippage during autumn & winter seasons.

H4-RHTT-001



'Sandite' with 2 wagons and sandite modules - £118

Due
Nov '18

H4-RHTT-002



'Water Jet' with 2 wagons and water jetting modules - £118

Due
Nov '18

H4-RHTT-003



Additional 'Water' wagon with 3 water modules - £59

Due
Nov '18

H4-RHTT-004



'Sandite' with 2 wagons and sandite modules - weathered - £126

Due
Nov '18

H4-RHTT-005



'Water Jet' with 2 wagons and water jetting modules - weathered - £126

Due
Nov '18

H4-RHTT-006



Additional 'Water' wagon with 3 water modules - weathered - £63

Due
Nov '18

To keep up to date on all the latest news regarding this project, visit:

www.hattons.co.uk/RHTT

Hatton's Model Railways, 17 Montague Road, Widnes, WA8 8FZ

0151 733 3655

www.hattons.co.uk

FEA Intermodal Wagon

00
GAUGE

Delivered between 2004 & 2007, single unit FEA wagons have seen use as intermodal container wagons as well as on infrastructure traffic carrying track panels and general materials. They see widespread use, behind any locomotives in the GBRf & Freightliner fleets.



H4-FEAE-001 FEA-E wagon 6410xx in Freightliner green

002

003

004

Pre-order for £32 each

Due
Nov '18



H4-FEAE-005 FEA-E wagon 641015 in Freightliner green with track panel carriers

Pre-order for £50 each

Due
Nov '18



H4-FEAS-001 FEA-S wagon 6406xx in GBRf blue

002

003

004

Pre-order for £32 each

Due
Nov '18



H4-FEAS-005 FEA-S wagon 6409xx in GBRf/Metronet yellow with track panel carriers

006

Pre-order for £59 each

Due
Nov '18



H4-FEAS-007 FEA-S wagon 640931 in TransPlant yellow

Pre-order for £32 each

Due
Nov '18

To keep up to date on all the latest new regarding this project, visit:

www.hattons.co.uk/FEA

Hatton's Model Railways, 17 Montague Road, Widnes, WA8 8FZ

0151 733 3655

www.hattons.co.uk



TLC for trains

Colin Boocock remembers a project that made a significant difference to the reliability of trains on the London Midland Region.

The natural instinct of engineers brought up in the confines of the mechanical & electrical engineering department on British Rail was to meet most types of unreliability in trains by asking what modification we could make to prevent it happening again. Within traction maintenance depots, which were at the front line in achieving train reliability, the first thought was often to examine a piece of unreliable equipment more often; this was sometimes frustrated because the maintenance schedule that would need to incorporate this change was published by the Mechanical & Electrical Engineer department whose wheels seemed (to depots) to grind

slowly. (There was also the NIH syndrome (NIH = not invented here) at HQ that had to be overcome before any changes were officially implemented at all.)

The London Midland Region recognised that depots were in the front line for achieving traction reliability, and that a radically different approach was needed to unlock the potential of depot people to make trains more reliable. Initially the focus was on locomotives, particularly the diesels, nearly all of which were old enough to have had unreliability modified out of them, and yet were causing 'casualties' every 10,000 miles or so of main line running. (A casualty was a reported delay in traffic of five or more

minutes, caused by a mechanical or electrical defect.)

At that time, in the late 1980s, Cyril Bleasdale was the energetic General Manager of the London Midland Region. I was his Traction & Rolling Stock Engineer. Cyril had been talking to a firm of consultants called CCG who firmly believed that they could help us unleash the potential of our depot staff to make a positive difference to train reliability. This was not to be an engineering project. We would not be practising what I had dubbed as 'maintenance by modification' which was patently not fully succeeding. It was to be a motivational exercise to focus people's hearts and minds on the goal of



Two locomotives dedicated to workings around Buxton in 1988, 37682 and 37681 double-head a train of 17 empty ex-ICI bogie hoppers away from Hindlow en route to their loading point at the large Tunstead quarry near Peak Forest on 2nd October 1988. COLIN BOOCCOCK

better train reliability; Tender Loving Care for trains!

Project Lococare

We gave the project the somewhat corny, but memorable, title 'Lococare'. All the main London Midland Region depots with locomotive allocations for scheduled maintenance were to take part. We held a launch event at which all our area and depot engineers were present, many viewing the project with a healthy cynicism, but all with open minds at the start. The fundamental thrust of the project was to encourage depots to achieve something worthwhile on the reliability front, and then to use the opportunity to display their achievements to the other depots.

CCG developed a snappy 'Lococare' logo. We agreed that they would produce a series of videos highlighting the work at different depots and the use to which the locomotives were put out in the field. There would also be a newsletter that would reach all staff in

the depots taking part. In addition to acting as a reminder of the content of the videos, the newsletter would contain official statistics showing how good or bad our locomotive reliability and availability was, compared with targets.

At the launch event I witnessed senior engineers from our Region happily catching 'Lococare' branded giveaways that the CCG front man was throwing around the room. There was a palpable level of excitement that, maybe, here was something each depot could do to promote its expertise amongst its peer depots. I could see that ideas were germinating in our engineers' minds.

CCG was very professional in the quality of their reporting and in the production of the videos. The first one mainly set the scene as to what 'Lococare' was all about. It was based on Buxton depot, a location that had to keep going the variety of diesel locomotives that turned up at that somewhat remote servicing depot for refuelling while working trains taking Derbyshire's limestone quarry outputs to their diverse markets. The video linked the work at the depots with a view on the reliability needed to ensure that BR's customers' products were moved promptly and safely.

One star turn that appeared in the second video was an enthusiastic wielder of the high-pressure water hose in Crewe diesel traction depot. Not only did he display a spectacular shower of well-directed water jet in the process of cleaning the interior of a Class 47's engine room, his enthusiastic narrative of how important he saw this degree of cleanliness was revealing. He was absolutely right to stress that a clean engine exterior and pipework would enable the inspection of the engine for oil and coolant leaks to be that more revealing.

Willesden electric locomotive depot showed off its pantograph maintenance and test jig that was a way of getting at all the

parts of a pantograph easily from ground level. Other depots soon wanted to get on what was becoming a bandwagon to show off their own ideas and achievements.

'Lococare's' results after a few months proved to be substantial. For example, the minutes lost on the West Coast Main Line (WCML) began to tumble as the electric locomotive depots got to grips with the programme. This improvement was later helped along by the move to get Willesden depot quality accredited, a later project which I described in my previous article in TRACTION 243.

In one of the videos, CCG engineered an attention-grabbing scene at the big Mountsorrel quarries in Leicestershire. We watched as the wide cliff face was dynamited and collapsed spectacularly; as the dust settled the narrator emerged at the top walking calmly to near the edge (or so it seemed) to deliver his introduction speech about how important the railway was in reliably moving all the stone away from the quarry.

A few months later, the graph of diesel locomotive reliability dramatically reversed its former decline. In 1986, diesel locomotive reliability across the LM Region had been 10,000 miles per casualty. The 1987 figure was 13,400, nearly a 35% improvement.

On the WCML, minutes lost by electric locomotives dropped substantially from a figure of 1,800 per week in 1987 to around 1,100 in 1988. For diesel locomotives, the moving average annual minutes lost in 1987 was 15,000; this had dropped to 5,000 a year later.

On to 'Traincare'

It was a natural progression to consider extending the principles of 'Lococare' to carriages and multiple units. This got the consultants within CCG excited and among the initiatives that came out from this creative



Buxton depot (the highest diesel depot in England?), whilst not having an allocation of locomotives for scheduled maintenance, was responsible for refuelling and keeping going those locomotives working around the Derbyshire limestone quarrying area. The depot was the base used in the first of the 'Lococare' motivational videos. Visible at Buxton depot on 25th April 1987 were 45041, two '47s' and a '108' DMU. COLIN BOOCCOCK



Bo-Bo electric No 90142 takes an Up container train along the West Coast Main Line near Berkhamstead on 17th September 1991. The reliability of Crewe and Willesden-based electric locomotives benefited both from 'Lococare' and from the subsequent project to set up the depots for BS5750 (later ISO9000) quality standard in 1988/1989. COLIN BOOCOCK





The climb through Peak Forest often necessitated piloting heavy stone trains past Peak Forest and Great Rocks. In this 1988 scene of a loaded train of limestone hoppers leaving Tunstead quarry, 45034 is piloting 47258. COLIN BOOCOCK

group was 'the Traincare crew', a series of cartoon figures based on the front of a 'Networker' EMU using the cab windows as the eyes and which sparked a lot of laughter when they were launched upon yet another selection of area and depot engineers. We gave away 'Traincare' crew mugs and other bric-a-brac which did motivate people, believe it or not. Again, we followed the proven package of videos and newsletters.

The targets were similar but different. Not only did we measure the reliability of coaching stock by counting the train minutes lost due to carriage defects in service, we also worked out a way of measuring the passenger-perceived quality of the carriage interiors. Depot supervisors would inspect a train set before it left the depot into service and would mark points on a check list for the visual condition of seats, windows, walls, floors, lighting, toilets and so on. Because the new Mark 2f and Mark 3 coaches had removable covers on their seats, we could quickly ask for an 'as new' appearance during inspections. Longsight and Bescot depots took all this to heart and their carriages positively sparkled in the ensuing year or so. They even took to replacing stained interior timber panels with new ones at depot examinations, something they would have left to the next main works overhaul before.

In the year from 1988 to 1989, annual minutes lost due to coaching stock defects in service dropped from a total of over 5,000 down to just over 3,000, a 40% improvement.

Afterwards

Not surprisingly, both campaigns had to



Based at Wimbledon Traincare depot, 4VEP EMU No 3008 calls at Woking on 27th July 1987. The Network SouthEast business took on the 'Traincare' name and used it at its key maintenance depots. COLIN BOOCOCK

take a low priority during the next few years when railway managements became seriously engrossed in the preparations for privatisation and in its implementation. 'Lococare' died quietly but Chris Green, managing director of Network SouthEast, had already hijacked the 'Traincare' campaign which continued within NSE depots. Indeed, the word 'Traincare' became part of the depot name in several cases; I recall seeing 'Ilford Traincare Depot' in large letters on the side of the main building there.

Thankfully, as I described in previous articles, newer techniques such as component duplication and redundancy, reliability centred management (RCM), and on-board and remote monitoring of component wear and performance, have all enabled the upward trend in reliability to resume and continue into modern times. Today, most trains are much more reliable than they were in BR days.

At least the name 'Traincare' has stuck!

Single DVD £14.95 each (Free P&P)

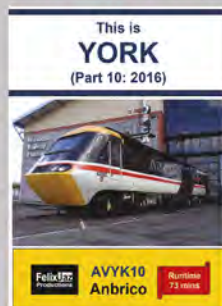
AV731 The Class 73 Electro Diesel (1986-2001)
 AV861 The Liverpool St-Norwich Class 86 & 90 (1986-2008)
 AV862 The Euston-Wolverton Class 85-92 (1986-2006)
 AV863 The Rugby-Stockport (via Birmingham) CI 85-92 (1987-2006)
 AV864 The Crewe-Preston (via Manchester) Class 85-92 (1987-2007)
 AV865 The Lancaster-Glasgow Central Class 86-92 (1987-2010)
 AV866 The Kings Cross-Retford C.86-92 & Eurostar (1989-2017) **NEW!**
 AV867 The Doncaster-Bradford C.86-91 & Eurostar (1988-2017) **NEW!**
 AV868 The York Class 73-92 & Eurostar (1992-2017) **NEW!**
 AV869 The Thirsk-Glasgow Class 90 & 91 (1991-2017) **NEW!**

4 x DVDs £39.95 each (Free P&P)

AV860 The West Coast Class 85-92 (1986-2010) = 4½ hours
 (includes: AV862, AV863, AV864 & AV865)

AV870 The East Coast Class 73-92 (1988-2017) = 5 hours **NEW!**
 (includes: AV866, AV867, AV868 & AV869)

Also **NEW** for 2018 £14.95 each (Free P&P)



New Electric Loco DVDs

The Kings Cross - Retford
Class 86 - 92 & Eurostar



1989 - 2017

Felixjaz Productions

AV866
Anbrico

Runtime
72 mins

The Doncaster - Bradford
Class 86 - 91 & Eurostar



1988 - 2017

Felixjaz Productions

AV867
Anbrico

Runtime
72 mins

The York
Class 73 - 92 & Eurostar



1992 - 2017

Felixjaz Productions

AV868
Anbrico

Runtime
73 mins

The East Coast
Class 73 - 92 & Eurostar



1988 - 2017

Felixjaz Productions

AV870
Anbrico

Runtime
5 hours

The Thirsk - Glasgow
Class 90 & 91



1991 - 2017

Felixjaz Productions

AV869
Anbrico

Runtime
78 mins

Visit our online shop: www.anbricofelixjaz.com or send for our catalogue of over 250 DVD titles to the address below.
 Cheques should be made payable to **Anbrico Felixjaz** and sent to: Room 1, 14 St Giles Way, Copmanthorpe, York, YO23 3XT

**NEXT
ISSUE OF
TRACTION
ON SALE
6th
APR 2018**

JACKSON MEDIA

**Cherished Memories
Brought Back To Life**

Got lots of 8mm film or VHS
tapes containing movies of
steam from a bygone era?
Why not have them
transferred to DVD.



Send an email or
telephone us for a quote.
Tel: 07968 108918
Email: info@jacksonmedia.co.uk

**To advertise here call
Allison on
01778 395002**

Mercian Models

Visit our website

www.modelrailways.tv

High quality locomotives and rolling stock 4, 7 and 10mm scales (00, 0, 1 and NG)
 1A MARKET WAY, HAGLEY, STOURBRIDGE, WEST MIDLANDS DY9 9LT
 Telephone: 01562 884800

NICK TOZER
RAILWAY BOOKS

**RAILWAY BOOKS
BOUGHT & SOLD**

*Free Railway
Booksearch Service*

155 Church Street, Paddock,
Huddersfield, HD1 4UJ
Shop now open: Tue/Wed/Sat
(non-show dates) 11:00-17:00
+ Thu 14:00-20:00
Tel: 01484 518159 (answer machine)
www.railwaybook.com
email: nick@railwaybook.com

Alan Cliff's Railway Books

Children - Reading Age 6-9yrs

Jack the Station Cat Takes a Holiday (all colour)

Jack the Station Cat and the August Day (all colour)
 Jack the Station Cat and the Snail Trail (all colour)
 Jack the Station Cat Takes Charge (all colour)
 Jack the Station Cat and the Midnight Mice (all colour)
 Jack goes to School (all colour)
 Jack and the Lost Kittens (all colour)
 Jack and the Great Little Trains Robbery
 Jack in a Signal Box
 Jack and the Tail's End Tickets

Each book £2.95 - Set of 11 stories £28.50

CD - The Jack Song £2 + post free
 when ordered with book(s)

Teens / Adults

"Holy War" - The story of the last narrow-gauge steam
 engine to work in a Welsh quarry £3

All above books post free

Books signed. Cheques payable to:

Jack the Station Cat Ltd

38 Clifton Park Road, Rhyl LL18 4AW

Tel 01745 344963

www.jackthestationcat.co.uk

Trade Enquiries Welcome

Colour-Rail



80,000 images of modern
traction, steam, stations,
infrastructure, buses
and much more to buy as
prints or downloads.

All at

www.colour-rail.com

Looking for a good home for your treasured negatives and slides?

Then e-mail colourrail@aol.com or write to
558 Birmingham Road, Bromsgrove, B61 0HT

Portsmouth Parcels

Stuart Egbeare observed and photographed the final months of the 18:00 Portsmouth to Waterloo parcels vans which was the return working of the Waterloo to Portsmouth newspaper train.

The table shows Stuart Egbeare's observations between the 5th October 1989 and the 11th May 1990. As can be seen these were usually worked by Class 47/4s, although the occasional Class 33 would appear from time to time. Some locomotives were seen several times. At this time Inter City Cross Country trains brought Class 47/4s to Portsmouth and their use on the vans would have been a useful fill-in turn.

33002	1
33008	1
33030	2
33102	1
33109	1
47051	1
47421	4
47433	1
47435	2
47458	2
47465	3
47466	2
47468	3
47472	1
47474	2
47476	4
47481	4
47482	1
47508	1
47513	3
47515	2
47522	2
47523	5
47523	1
47524	1
47528	3
47533	1
47536	1
47537	2
47543	2
47557	2
47558	3
47559	1
47564	2
47565	2
47566	2
47567	1
47568	3
47569	2
47575	3
47584	2
47585	1
47592	1
47603	6
47616	2
47624	1
47626	1
47627	1
47631	2
47842	1

Total 99



47567 'Red Star' waits at Portsmouth & Southsea Low Level with the 18:00 parcels vans on 5th April 1990.



47603 'County of Somerset' is seen near Fratton on 10th April 1990.



47533 is between Portsmouth & Southsea and Fratton on the evening of 24th April 1990.



33030 is seen just after passing Fratton with the 18:00 parcel vans on 27th April 1990.



47634 'Henry Ford' leaves Portsmouth & Southsea Low Level on 8th May 1990.

47468 passes Fratton with the final working of the 18:00 parcel vans on 11th May 1990.





47721 'Saint Bede' is seen during 1M29's brief stop at Ipswich on the 4th February 1999

In Pursuit of a Post Train

Christopher Lenton makes up for lost time photographing mail trains in East Anglia

I suspect I'm not alone in saying that I wish I'd been able to take more photographs during my 'spotting' heyday in the late 1970s. At that time I shared a small Kodak 'Instamatic' camera with my younger brother and, occasionally, we took it with us on an outing, using up the 12-exposure colour film very selectively and usually being disappointed with the small, dark, purplish prints that resulted. Still, the few reasonable shots that survive are potent reminders of the BR blue period of my life and of favourite 'day return' destinations like Crewe and Birmingham New Street.

Fast forward a couple of decades and trains were no longer much of a priority. I had moved from my native Sheffield to East Anglia and was a few years into my teaching career. I had an income, a new wife, a baby son and a much better camera. But thanks, in the main, to two 1990s publications, both discovered by chance - Nicholas Whittaker's brilliant book 'Platform Souls' and, specifically, issue No. 10 of *TRACTION* magazine, my railway photography was about to enjoy a brief but prolific renaissance.

We had set up home in Norwich and, tipped off by a railway-enthusiast pupil at my school, I had ventured to Norwich station a few times to photograph the Up TPO, which





The driver of 47789 'Lindisfarne' has turned on the cab lights during the stop at Ipswich on the evening of the 11th February 1999.

On 19th August 1999 47758 'Regency Rail Cruises', in EWS livery, is at Ipswich with 1M29.



departed for the capital at around 10 p.m. At first, it had a RES Class 47 in charge but from Monday, 30th September 1996, I was told, it was switching over to electric haulage. So, on the previous Friday, I dutifully photographed what I believed to be the last diesel-hauled train, headed by 47635, and the first electric one, with 86425 at the front.

Following a move to Mid-Suffolk in early 1997, interest shifted to the activities in and around Ipswich station, which, in my youth, had seemed far-off and just about inaccessible. At the time of my visits, it was an absorbing place to be, with borrowed Class 56s on the Freightliners to and from Felixstowe supplementing the usual '47s'. Norwich to London trains were in the hands of Class 86s, a few in the new, turquoise 'Anglia' livery and other daily delights like the North Walsham oil condensate tankers, were often hauled by a Class 37 or a 58. Soon to come were the first Class 57s and the Freightliner '66s'.

Train 1M29

The highlight for me, though, was definitely the mail van train, 1M29, which preceded the TPO and, as far as I know, remained diesel-hauled to the end.

1M29 was scheduled to leave Norwich at 19.52, running non-stop to Ipswich, where it paused briefly at around 20.25 before heading off to the Princess Royal Distribution Centre at Willesden, scheduled to arrive at

22.28. Like the TPO had done, it brought a RES-liveried Class 47/7 to the locality and I soon developed a particular liking for this sub-class, for a number of reasons.

I thought the distinctive red livery suited the '47s' and I liked the unusual names, many of which began with "Res . . .". More important to me was the fact that half a dozen of them had, in former lives, been members of the original group of 47 'namers' and I was very keen to see these former celebrities in their new red guise. By the same token, Freightliner's grey, anonymous 47079 was a regular visitor to Ipswich, showing little sign that it had once carried those wonderfully long 'George Jackson Churchward' nameplates.

To a young spotter in Yorkshire, 47076 to 47091, 47484 and 47538 had been rarely-seen and much-admired Western Region exotica and a sighting of any of them, especially the elusive 'City of Truro', was a memorable event. They stuck in the mind.

I had a number of options in photographing 1M29. In the summer, there was enough light to record it passing Needham Market at speed. There were several good locations in the vicinity, ranging from the station itself to the footpaths alongside the adjacent Needham Lake. Stowmarket and Diss stations were other daylight possibilities. At other times of year, it was necessary to lug the camera bag and tripod on the 25-mile round trip to Ipswich station, which at the time was



Suffolk countryside. Here 47780 is passing Needham Market on the 5th August 1998.



47787 tears through Diss at 20:07 with its short train bound for the Willesden Princess Royal Distribution Centre on the 28th July 2000.

'open access', with no awkward barriers at the platform entrance.

Photography was, of course, film-based at the time and night-time work brought a number of challenges. I wasn't very experienced, for a start. There was a lot to set up in order to be ready for the brief period that the train was in front of the camera and exposure times involved a good deal of guesswork and latitude, with station lights, loco headlights and so on to contend

with. I'm relieved to say I had very few unproductive evenings.

In 1998 and 1999 I pursued 1M29 as frequently as I decently could and I recorded many different locos in charge of the four mail vans that invariably made up the train. Of the aforementioned former celebrities I managed to photograph four of the six, narrowly missing 47781 and not seeing 47767 at all - it was allocated to Motherwell, after all.

In spring 2000, the first brand-new Class 67s began to replace the weary '47/7s', though the old guard continued to put in fairly regular appearances during the year. My first photograph of the new order was of a gleaming 67013 at Ipswich on April 6th.

From this point, my passion for photographing the train began to fade and it slowed to a trickle and then to a stop in the summer of 2001. According to my notes, the loco in charge of the train on my last, camera-laden trip to Needham Market station, on 1st August 2001, was none other than 47799 'Prince Henry'.

I wasn't around to witness the final workings of the mail trains, which ran for the last time in January 2004, and in recent years I have been little more than an armchair enthusiast. My reawakened fascination with the real railway had lasted only a few short years, though long enough for me to witness the Indian Summer of many of my old favourite loco classes, both diesel and electric. It is fascinating to consider how much the railway scene has changed during the intervening fifteen years or so.

Now, like so many fondly-remembered things, the '47/7s', magnificent, to my eyes, racing along the Great Eastern main line in the twilight of their careers, are long gone.

APPENDIX 1

Mail trains between Norwich and Willesden Princess
Royal Distribution Centre (Mon. - Fri.)

Up

1M29 dep. Norwich 19:52

1M62 dep. Norwich 22:00 (TPO)

Down

1L92 dep. PRDC 23:15

1L90 dep. PRDC 00:10 (TPO)

APPENDIX 2

Original named Class 47, later Class 47/7

1660/47 076 'City of Truro' became 47 749 'Atlantic
College'

1665/47 080 'Titan' became 47 779

1666/47 081 'Odin' became 47 778 'Irresistible'

1667/47 082 'Atlas' became 47 750 'Royal Mail
Cheltenham'

1672/47 086 'Colossus' became 47 767 'Saint
Columba'

1674/47 088 'Samson' became 47 781 'Isle of Iona'



This time exposure photograph reveals that a new moon has risen on the 6th April 2000. 67013 was the first Class 67 that the author had seen on 1M29.



86425 is seen on the first electrically hauled 1M62 TPO service, shortly before departure from Norwich at 22:00 on the 30th September 1996.

On Glasgow South Western Rails

The Glasgow and South Western Railway's territory covered a triangular area of south-west Scotland between Glasgow, Carlisle and Stranraer and served towns such as Ayr, Dumfries, Kilmarnock and Paisley. Even towards the end of the British Rail years it carried significant long distance passenger traffic on the main routes from Glasgow to Carlisle and Stranraer, as well as heavy freight traffic, especially coal. It wasn't an easy railway to operate especially on the Stranraer line, but provided the railway photographer with many interesting possibilities. Gavin Morrison presents a selection of his photographs taken in Ayrshire and Dumfrieshire in the 1980s and 1990s.

On June 13th 1991 60030 'Cir Mhor' (in Trainload Metals livery) is seen ready to depart from Hunterston deep sea terminal with an iron ore train for the now closed Ravenscraig steelworks near Motherwell. Cir Mhor is a 799m high hill on the Isle of Arran which can be seen from the railway between Hunterston and Ardrossan.







Seen from St. Mary's Street bridge Class 27/0 No. 27026 is approaching Dumfries and runs under Annan Road bridge on a northbound van train. This is probably the Euston to Stranraer service which passed through Dumfries in the early afternoon. The demolition site on the left is consigning the remnants of the former Dumfries locomotive shed to history. The date is 9th June 1983.



37029 is seen pulling out of Falkland Road yard near Ayr in the early evening of June 8th 1988 with what is almost certainly 6E84, the 15:55 Stranraer to Doncaster Belmont Yard Speedlink service. 37029 is currently preserved at the Epping Ongar Railway. Note the rake of withdrawn Glasgow area EMUs in the background.



Two of the Railfreight Distribution Class 37/6s that were allocated to St. Blazey depot in Cornwall for working the china clay traffic to Scotland and the Midlands, Nos. 37671 and 37675, are seen at the back of Ayr depot. They are waiting for a crew change before leaving for the long journey south on 25th September 1992. At the time the tanker wagons used on the Scottish services were kept in immaculate condition and gained the nickname 'Silver Bullets'



On June 8th 1988 47094 is seen on the former GSWR Glasgow to Carlisle main line between Kirkconnel and New Cumnock near Pathend, heading the Wednesday's only nuclear flask train from Fairlie, on the Largs branch, to Sellafield.



On the 13th July 1991 the 'Ayr Restorer' tail tour was organised by Hertfordshire Rail Tours from London Euston to the Ayrshire coalfield, visiting the branches to Killoch and Chalmerston. Class 26s Nos. 26036 and 26028 powered the train from Carlisle, with No. 37695 being used to top and tail the train on the Falkland Yard to Killoch and Chalmerston sections of the tour. The train is seen between Chalmerston and Ayr crossing Dalrymple Viaduct just after 18:00 and running about an hour late.

LONDON'S PREMIER MODEL RAILWAY SHOW



100+ QUALITY TRADERS
LIVE EXPERT DEMOS

40+ MUST SEE LAYOUTS

LAYOUTS INCLUDE:

• EM Gauge •

Brighton East
Friday Bridge
Hebble Vale Goods
Leighton Buzzard

• Other Gauges •

Halton Quay (Calstock) - 0-14
Up the Line - 0-16.5
Calcutta Sidings - P4
Portsea - TT
Anzendorf - Z

*More layouts to be
announced online soon!*

When?

24TH & 25TH MARCH
SATURDAY: 10am - 5pm
SUNDAY: 10am - 4.30pm

Where?

ALEXANDRA PALACE
N22 7AY

Supported by: Sponsored by:



Pre-booked:

Adult £11.00
Child £6.00

BRM SUBSCRIBERS JUST **£10.00**

Book in advance & receive

- ✓ Early entry (doors open 9:30am)
- ✓ Discounted ticket price
- ✓ FREE Showguide
- ✓ Entry to FREE prize draw to win a subscription*

LAYOUTS INCLUDE:

• O Gauge •

Harlyn Pier
Kensington Addison Road
Saltdean
Webb's Wharf

• OO Gauge •

Cheffley
Ingatstone
Porth St John
World's End

• HO Gauge •

59th & Rust
Fort Myers
Swiss Pass

• N Gauge •

Clifton & Lowther
Hawthorn Dene
Köln Westbahnhof
Lacey Dale

0844 581 4972



MODEL-RAILWAY-SHOWS.CO.UK

Calls are charged at standard local rate. Fee applies for postal tickets. E-tickets are free of charge. *Terms apply

Preserved Ae 3/6^{II} No. 10439 is seen at Interlaken West with a special train on the 13th August 1988. DAVID FORD



Part 2

Electric Locomotives of the Swiss Railways

In the second part of his series of articles about Swiss electric locomotives, Michael Watkins considers more of the pre-WW2 electrics, many of which survived in use until the 1980s and 1990s.

Ae 3/6^{II} locomotives

The sixty members of the Ae 3/6^{II} were constructed between 1923 and 1926 and were numbered in the series 10401 to 10460. They were constructed in five batches by Schweizerische Lokomotiv und Maschinenfabrik (SLM) Winterthur and Machinery Factory Oerlikon (MFO). Their wheel arrangement was 2-C-1 and they had a power output of 1,475 kW. With a maximum speed of 90 km/h (increased in 1929 to 100 km/h) they were intended as express passenger engines on the rapidly expanding electrified network.

The locomotive's asymmetrical wheel arrangement was necessitated by the need to find space at one end for the transformer.

The two driving motors, each weighing 10 tonnes, were mounted on the locomotive frame. Power was transmitted through cranks and a sprung triangular shaped rod to the centre axle and then to the outer wheels through coupling rods. The single unpowered wheelset was given sufficient side-play on curves by being mounted on a Bissel axle. At the opposite end the two axles were mounted on a conventional bogie. The locomotive's body was mounted directly on the frames.

The Ae 3/6^{II} class were allocated initially to depots at Zürich, Olten, Basel and Luzern although other depots such as St. Gallen, Rorschach, Romanshorn and Bellinzona had a small number of the type at various times.

Increasing demand for electric motive power saw the Ae 3/6^{II} class working freight, local passenger and express services. After WW2 they were concentrated at the depots at Olten and Winterthur and working services in the north and east of the country. The first withdrawal, of 10415, took place in 1965 following an accident but throughout the early 1970s the Ae 3/6^{II} remained in active service with the last locomotive being withdrawn in 1977. Several locomotives survived much longer to provide train heating in carriage sidings.

10439 is preserved by SBB and was restored to its original condition and painted in the early brown livery; it occasionally operates on the main line.



Ae 4/7 No. 10972 is seen at Ziegelbrücke with a permanent way train on the 31st July 1988. This photo shows the side with the bare driving wheels. DAVID FORD

The Ae 4/7 locomotives

Even though the various Ae 3/6 locomotives had been successful, it was obvious by the mid 1920s that the Swiss Federal Railways needed more powerful locomotives, so a decision was taken to build some with four axle drives. As SBB had had positive experiences with the Buchli drive on the Ae 3/6' series, it was decided to use this method of propulsion rather than the large internal motors of the Ae 3/6" type. Two prototype locomotives were built in 1925 by SLM und Brown Boveri & Cie. (BBC). Between 1927 and 1934 127 members of the class (Nos. 10901-11027) appeared, being built in batches by different companies. The mechanical parts were supplied by SLM but the electrical components came from BBC, MFO and Société Anonyme des Ateliers de Sécheron (SAAS).

As the classification of the locomotives reveals (Ae 4/7) there were four powered axles and three non powered ones so the wheel arrangement was 2-D-1. The locomotives had a maximum speed of 100

km/h and a power output of 2300 kW.

Power to the driven axles was through the Buchli drive which gave the locomotives an asymmetrical appearance with the wheels being completely covered on one side but totally bare on the other side. At one end there was a four wheel bogie and at the other end one with two wheels. The powered axles were mounted in the locomotive's frame although the two middle ones were allowed a small amount of sideways movement to improve operation on curves. The locomotives carried the standard SBB dark green livery throughout their life. Whilst nominally the same class, the various batches had differing electrical controls, especially with regard to method of increasing power to the motors and the method of braking.

Relatively few modifications were made to the Ae 3/7s but, from 1963 onwards, the SAAS-built locomotives were modified to work in multiple. Originally the Ae 4/7s were fitted with SLM's Java-Drehgestelle (Java bogies) which helped the locomotives ride well on Switzerland's sharp curves but they

were expensive to maintain and, from 1966 onwards, were replaced by Bissel axles.

When built the Ae 4/7s were used on express trains all over Switzerland including from the early 1930s over the Gotthard line. Before WW2 the class worked from the depots at Basel, Bellinzona, Lausanne and Zürich but in the post-war years were concentrated at Zürich and later at Rorschach

From the 1940s onwards the Ae 4/7s were gradually replaced by more modern bogie locomotives. The early Re 4/4' Bo-Bos replaced them on expresses in the flatter parts of Switzerland whilst by the end of the 1950s, most important services over the Gotthard line were headed by the Ae 6/6 Co-Cos. A small batch (10948-10951) were given a wider pantograph collector strip to allow operation through Austria and into Germany on the line to Lindau. By the end of the 1960s, most of their remaining express train duties were taken over by the new Re 4/4" type.

Those Ae 4/7s that were equipped to work in multiple found employment hauling heavy freight trains whilst the non-multiple fitted Ae 4/7s were used on commuter trains and light freight trains.

The first withdrawal of an Ae 4/7 was in 1983 but the rate of removal from service was slow. In 1990, 100 of the class were still in operation and even five years later 72 locomotives remained in use. It had been expected that the class would be in use until about 2000 but, following the delivery of the new Re 460 express locomotives, SBB had a surplus of motive power and by the end of 1996 all were out of use after a service life of 69 years. Two members of the class, 10905 and 10976 have been preserved as part of SBB historic fleet and see occasional use on special trains. In addition a number of other locomotives have been preserved with a few registered for use on the main line.

Ae 4/7 No. 10997 is owned by the Club del San Gottardo and is registered for use on the main line. The Buchli drives can be seen clearly in this view. It is seen here on 7th November 2013 with a train loaded with 12 former Swiss Army M113 armoured personnel carriers that had been sold to museums and private collectors. FABIAN PERISSINOTTO





Ae 8/14 No. 11801 heads a southbound freight on the Gotthard line at Brunnen on the 5th August 1988. DAVID FORD

The Ae 8/14 locomotives

The Ae 8/14s were truly one of the locomotive giants of the Swiss railways. Only three of the type were built between 1931 and 1938 and each was to a different design. They were intended for the steep 2.7% (1 in 37) gradients of the Gotthard line with its challenging operations. In the 1920s

trains had become heavier and it was often necessary to double head or split trains to get them over the mountain section. The concept was to have double locomotives powered on eight axles with the remaining six axles being needed to carry the weight of the locomotive. The locomotives had a maximum speed of 100 km/h so could be used for both freight

and passenger trains. Two prototypes, Nos. 11801 and 11851, were built, followed later by a third, No. 11852.

No. 11801 was built in 1931 and was similar to the Ae 4/7 and used Bucolic drives. The drives were mounted on opposite sides of each half of the locomotive whilst the wheel arrangement was (1A)A1A(A1)+(1A)A1A(A1). It had a power output of 5514 kW and was in service until 1975 before joining SBB's historical fleet.

No. 11851 was built in 1932 and had a similar body to 11801 but had smaller driving wheels and used double motors with the Winterthur Universal Drive giving a power output of 6070 kW. The locomotive was removed from revenue service in 1976 and scrapped.

The third prototype, No. 11852, was an improved version of 11851. The running gear and the drives were the same but the body used a new lightweight construction and was semi-streamlined. With a power output of 8170 kW it was for a long time the most powerful locomotive in the world. The locomotive was damaged in 1971 in a fire and was withdrawn but was restored externally and is now in the Swiss Transport Museum in Luzern.



The streamlined Ae 8/14 No. 11852 is seen in the Swiss Transport Museum in Lucerne. ANDREW BOSSI

Letters

E-mail: steverabone@hotmail.com

Editorial postal address:

120 Churchill Road,
Middlesbrough TS6 9NS

Find us on 

www.facebook.com/tractionbywarners

www.traction-magazine.co.uk



East Anglian article

I read Deane Baker's latest article in **TRACTION 242** about his visit to March with great interest. I note in the lead picture and read his comment about the two white spots that adorn the front of 47157. I too have a picture of a Class 47 with these mysterious dots. This shows 47089 passing Limpley Stoke in the Avon Valley between Bath and Bradford-on-Avon on an unidentified up working on 16th June 1979. I have always wondered why they were applied; can any readers shed any light?

Steve Randall by email

D6700

The article about D6700/37119/37350 was excellent although one error crept into it. Alex Fisher mentions 37119's working 1E54 07:30 Swansea to Leeds throughout followed by 1V97 16:39 Leeds to Bristol Temple Meads as far as Birmingham New Street. This diagram was normally a steam heat Class 47 on account of very few drivers from South Wales knowing 'Peaks' at the time. I was surprised when I turned up at Derby for 1V97 back home to Bristol that Friday evening (17th August 1979) to see 37119 rolling in. I was on the train throughout to Bristol and can confirm that 37119 worked through to Bristol. I attach two photos taken at the time – one of 37119 on 1V97 and another taken the following day of 37119 reposing on Bristol Bath Road depot. Little did they know that a green 37350 would become a regular loco in and around Bristol in later years.

Keith Jarrett by email



Large Scale Model Rail Exhibition

The Large Scale Model Rail Exhibition will take place at the Warwickshire Event Centre near Leamington Spa on Saturday 17th and Sunday March 18th.

It is expected that 32 of the leading suppliers and 15 layouts and displays covering many gauges will be in attendance.

Layouts expected to attend are:

Fiddlers Green – 16mm scale
G Scale Society Publicity Layout
Hampton End – G Scale
Gauge 1 Vintage Tinplate Trains Group
Stanley Midland – Gauge 1
Tyddyn Bach – 16mm scale/32mm gauge.
Smoghampton- Gauge 2
Walesby - G Scale
G Scale Society Three Counties Area Group Layout
Belbroughton - Western MRS- O Gauge
Ian's British Lego Railway - 6mm
Hortus Halt G scale
Dominic's Demo - 16mm scale
16mm Association Modular Layout
Chalfont - Gauge 3

For further details please see: www.largescalemodelrail.co.uk

Opening Times: 10am – 4pm Daily (last admission one hour before closing)

Admission Prices:	On Line*	Full Price**
Adult	£7.50	£8.50
Senior Citizen	£6.50	£7.50
Child (5-14)	£2.00	£3.00

*On Line - Tickets are available via our website at discounted prices.

**Full Price - Tickets are available on the day from the ticket office.



RAILS OF SHEFFIELD

railsofsheffield.com

Corporate members of



WANTED

CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED,
ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO A
LIFETIME COLLECTION. DISTANCE NO OBJECT.
PLEASE TELEPHONE, OR EMAIL YOUR LISTS TO
SECONDHAND@RAILSOF SHEFFIELD.COM

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

RAILS OF SHEFFIELD VALUE YOUR SECOND HAND COLLECTION VERY HIGHLY

LOCOS - COACHES - WAGONS - TRACK-WORK - CONTROLLERS - ACCESSORIES
DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS - RAILWAYANA - AND MORE

FULL COLLECTIONS PURCHASED / UK & WORLDWIDE COLLECTION AVAILABLE

**TOP
GUARANTEED
PRICES
PAID**

*We urgently require collections of any size,
featuring products from the following manufacturers:*

**FAMILY
BUSINESS
FRIENDLY
SERVICE**



WE ALSO BUY RAILWAYANA

SIGNAGE AND TOTEMS

AND MORE...

Telephone our Second Hand team on: (0114) 255 1436 or email: secondhand@railsofsheffield.com

21-29 Chesterfield Road - Sheffield - South Yorkshire - S8 ORL - UK - Tel: (0114) 255 1436 - Fax: (0114) 255 5982

Email: info@railsofsheffield.com

Web: railsofsheffield.com

[railsofsheffield](https://www.youtube.com/railsofsheffield)

[railsofsheffield](https://www.facebook.com/railsofsheffield)

[railssheffield](https://www.twitter.com/railssheffield)

[railsofsheffield](https://www.instagram.com/railsofsheffield)

Olivia's Trains of Sheffield

'OO' Gauge UK DCC
Sound Specialists.



25a Mansfield Rd,
Intake, S12 2AE

Extensive UK sound library utilising the Loksound decoders.

DCC/ Sound Fitting Whilst You Wait.



Heljan Class 58's Available Now.

Bachmann Class 66 111 Available Now!



Heljan EM2 Class 77 / EM1 Class 76 - Available Now.



Heljan "Falcon" 4 Versions.



Heljan "Kestrel" Available Now.



Dapol Class 73's
Available Now.



Coming 2016 - Class 73 In EW&S, Fragonset & Network Rail.
pre-order now!

For More details on the above & all our stock visit:

www.oliviastrains.com

Tel: 0114 3216 160 Tel: 0114 2647 449 Mob: 0755 7126 651

e-mail: oliviastrains@blueyonder.co.uk

