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JULY/AUGUST 2018

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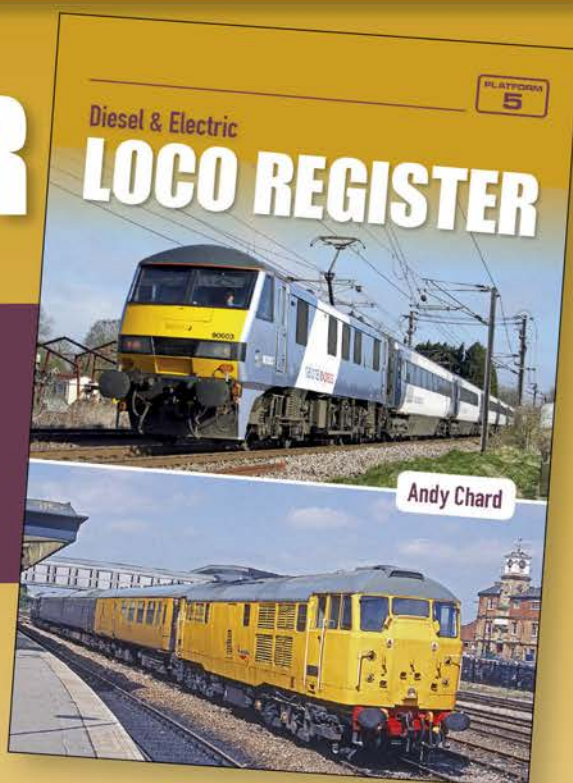
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By Andy Chard

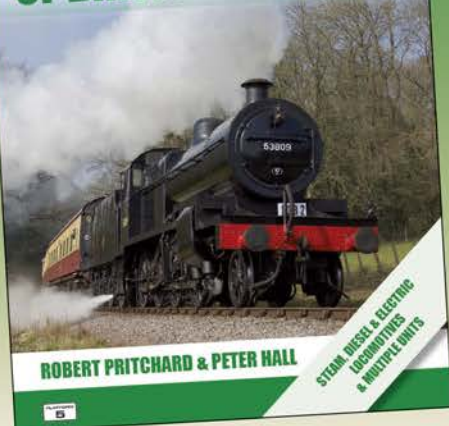
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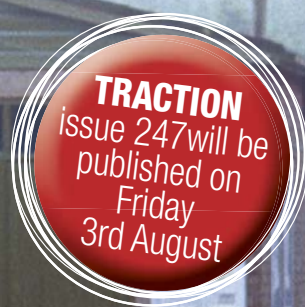
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Welcome

One of my regrets is that I didn't experience the time when the Class 37s dominated the haulage of both passenger and freight trains on the West Highland Line. My first visit was in 1968, in the days of the North British and BRCW Type 2s, but by the time I made my second visit in 1990 the Class 156 'Sprinters' were firmly in control of most passenger services. Luckily, enthusiasts such as Martin Axford recorded on film the days of the Class 37s and his feature gives a vivid flavour of that time.

The humble electric multiple unit has often been ignored by enthusiasts, but the N.E.R. and L.N.E.R both adopted them enthusiastically for suburban services around Tyneside, and, later on, their lines out of Liverpool Street and Manchester, although their introduction into service there came in BR days. Quentin Williamson explains the development of these interesting and, for their time, advanced trains.

Many of us have fond memories of boarding a train of locomotive hauled carriages in winter with steam leaking from the pipes between vehicles. Bob Dunn tells us, "Yes, I worked on steam" as he explains what operating the steam heating system was like for the locomotive crews.

Glen Batten remembers the days when the Class 31s made an unexpected return to passenger haulage for Wessex Trains, which included the repainting of one of the '31s' in 'shocking pink'.

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David Ratcliffe returns with the second part of his article about freight traffic in Manchester. This time he looks at the railways of the south of the city.

Our photo feature highlights the area around Peak Forest, known best for its heavy stone traffic. Photographs by Gavin Morrison, John Ford and John Dedman give a taste of this location through the years.

Colin Boocock's travels with the RCTS took him to Germany and Austria in 1958. In those days many of the classic pre-war German electric locomotives could be seen operating in southern Germany and it is these intriguing types that are discussed in Colin's article.

Ian Harrison recalls the days of Britain's heavy industry in the Rotherham area in 1976. How Britain has changed in forty years!

In TRACTION MODELLING Simon George returns with a report on the development of his mammoth O Gauge project to replicate Heaton Lodge Junction. He has now found a home for the layout in the basement of an old woollen mill, whilst development work on the considerable amount of freight rolling stock needed is well underway.

At the opposite end of the scales, Andy Gibbs explains how he has developed a selection of suitable ferry wagons to operate trains on his N gauge layout Kensington Olympia.



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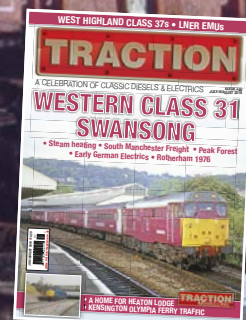
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31601 in Wessex Trains pink livery leaves Bath Spa with the 17:18 Weymouth to Bristol Temple Meads service on 15th July 2004. GLEN BATTEN



15th July 1986: 37403 'Isle of Mull' has arrived at Glasgow Queen Street with a train off the West Highland Line and awaits its next duty.

Loco haulage to the West Highlands

Like many other enthusiasts Martin Axford was drawn to the West Highland Line with its dramatic landscape and Class 37 haulage. Here he recounts a visit in 1986.

When I planned a trip to Scotland in July 1986 it was carefully timetabled so that nearly all the scenic lines were covered. By this time Class 37/4s had already replaced Class 26s and 27s on these lines. Later, it became apparent that even this was under threat as BR stated their intention to get rid of loco-haulage completely.

On day one of the trip (14th July) I travelled from Swindon to Carlisle, leap-frogging my way up the WCML, calling at Warrington Bank Quay, Preston and Oxenholme to take photos. At Carlisle ticket office I bought a 'Freedom of Scotland' ticket for, I think, £38. After staying overnight at Carlisle youth hostel I was back at the station again the next morning (15th July) bright and early for my first bit of haulage interest.

47402 'Gateshead' was at the head of the 06:55 Preston to Glasgow Central via Kilmarnock and the GSW route. I didn't see

much of the scenery because it was pouring with rain but the weather had improved by the time we arrived at Glasgow Central. I made a hesitant first time transfer from Central to Queen Street stations where I took a few photos including a nice one of 37403 'Isle of Mull' at the buffer stops.

I then boarded the 12:20 Glasgow Queen Street to Oban and settled down for my first ride on the scenic West Highland Line behind 37424. The sometimes long stops at small island platform stations, often in the middle of nowhere, took some getting used to but the scenery was, of course, magnificent. The '37/4s' seemed very much at home and 37424 was well on top of the job.

After arrival at Oban I was a bit put out to find that the original station, with its fine overall roof, was out of use and had been replaced by a neat but quite small yellow-brick structure. Still it was nice to be able to photograph 37422 with the famous Oban



15th July 1986: 37422 stands at the buffer stops at Oban with McCaig's Tower, which was intended to resemble the Colosseum in Rome, on the hill in the background.



ABOVE: 15th July 1986: 'Mexican Bean' Class 104 DMUs Nos. 53424 and 53434 arrives at Oban with a short summer time working from Loch Awe to Oban.

'Colosseum', McCaig's Tower, on the hill in the background. Also photographed was 'Mexican Bean' Class 104 DMU with power cars Nos. 53424 and 53434 arriving from Loch Awe. A quick walk around Oban and something to eat was followed by the return run back up the line to Crianlarich behind 37424 with the 18:00 Oban to Glasgow Queen Street.

At Crianlarich I booked into the recently built youth hostel and then went out and photographed 37406 'Saltaire Society' leaving with the 18:20 Glasgow Queen Street to Oban. After a fish and chip supper I returned to the youth hostel and found I was sharing the small dormitory with a group of guys walking the 'West Highland Way' which parallels the railway line. I listened to some of their anecdotes later and decided that travelling to Mallaig by train was a lot easier!

The next morning (16th July) an early Mossend bound freight headed by 37407 'Loch Long' was photographed arriving at Crianlarich but then I had a long wait for the 05:50 Glasgow Queen Street to Mallaig. This train carried through sleepers for Fort William from the previous night's 21:00 from Euston and eventually arrived behind 37413, 70 minutes late.

Despite the damp misty weather, the combination of spectacular scenery and the sound effects from 37413 made it all worthwhile. Well known scenic delights like the Horseshoe Curve near Bridge of Orchy, Rannoch Moor and Ben Nevis all lived up to their reputation. Sadly, this feeling was dampened a little when we arrived at Fort

BELOW: 15th July 1986: 37424 awaits departure from Oban with the 18:00 Oban to Glasgow Queen Street.





ABOVE: 15th July 1986: 37406 'Saltire Society' is seen leaving Crianlarich with the 18:20 Glasgow Queen Street to Oban.

BELOW: 16th July 1986: An early morning Mossend bound freight pulls into Crianlarich headed by 37407 'Loch Long'.



William with its soulless modern buildings. It's not a very fitting end to what must be one of the 'Great Railway Journeys of the World'. After removal of the sleepers, the train continued on to Mallaig headed by 37410. By now, with the scenery continuing to impress, I was keen to leave the train somewhere to take a few scenic pictures: somewhere like Glenfinnan viaduct.

I studied the Great Britain Time Table and ascertained that I could spend time there and possibly get some decent scenic photos before travelling back to Crianlarich. So, after arrival at Mallaig I took one or two mediocre snaps of 37410 running-round and then got back on the train straight away for the return journey, getting off at Glenfinnan. I did the tourist thing at Glenfinnan and visited the 'Bonnie Prince Charlie' monument.

I can't remember what I had for lunch or even if I had it but I was in position at the appointed time to get a couple of very atmospheric views of 37410 crossing Glenfinnan viaduct with the 09:50 Glasgow Queen Street to Mallaig. An hour or so later, after walking up to the viaduct to have a closer look, I was back on the station waiting for 37410 again. By now the weather had



ABOVE: 16th July 1986: 37413 runs into Crianlarich with the 05:50 Glasgow Queen Street to Mallaig which conveys through sleeping cars off the previous night's 21:00 from Euston.

BELOW: 16th July 1986: An atmospheric view of 37410 crossing Glenfinnan viaduct with the 09:50 Glasgow Queen Street to Mallaig.





ABOVE: 16th July 1986: 37424 waits at Glenfinnan with a Mallaig bound train as 37410 arrives with the 15:50 Mallaig to Glasgow Queen Street.

BELOW: 16th July 1986: 37410 and heads the 15:50 Mallaig to Glasgow Queen Street train, including the Fort William to Euston sleeping cars, around the Horseshoe Curve near Bridge of Orchy.



ABOVE: 16th July 1986: 37410 and a rainbow are seen during shunt moves at Fort William.



brightened up a bit and I managed a nice view of the loco arriving at Glenfinnan with the 15:50 Mallaig to Glasgow Queen Street crossing 37424, which was waiting with a Mallaig bound train. By the time we arrived back at unlovely Fort William the sun was peeping through heavy rain-laden clouds. This produced a rainbow which appears in the photo of 37410 running-round.

The 15:50 from Mallaig had now become quite a substantial train and included two Mark 3 sleepers and a Mark 2 air-conditioned coach going through to Euston. After we departed Fort William I put the camera away and settled down to enjoy the scenic journey back to Crianlarich. Famous last words! The camera was out again as we progressed towards Tyndrum because the low sunlight produced a quality of light in the clean air which I had never seen before.

The result was a beautifully lit view of 37410 and the 1550 Mallaig to Glasgow Queen Street rounding Horseshoe Curve. Appropriately, this was the last West Highland photo of the trip. Next day it rained hard as I travelled back to Glasgow and on to Edinburgh for a couple of days photographing in the lowlands. Then I intended to go up to Inverness via Aberdeen and have a look at the Kyle of Lochalsh and Far North Lines, but that is another story.

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The LNER and its electric multiple units

Electric multiple units began to come into their own during the grouping period from 1923 to 1948 and are mostly associated with the Southern Railway and London Transport, but the LNER used them too, with its first ones entering service 80 years ago, as Quentin Williamson explains.

These days EMUs can be seen all over the country, apart from Northern Ireland, and we take them for granted. Advances in electrical engineering at the end of the 19th century meant that they were a viable option for railways from the start of the last century. They were the cheapest trains to run, were becoming more reliable and, because they could be coupled together and driven by one man from either end, gave great operational flexibility.

When the London and North Eastern Railway was formed in 1923, one of its five main constituents, the North Eastern Railway, was already operating EMUs. They ran on the North Tyneside commuter

network from Newcastle out to Wallsend, Tynemouth, Whitley Bay and back to Newcastle by way of Gosforth. Some of the stock dated from 1904 but some had been built as recently as 1920. They worked using a third rail energised at 600V dc – the same system that became the Southern Railway standard. The LNER planned to electrify some of its suburban services from King's Cross and Liverpool Street but, although some of the articulated compartment train sets were designed with possible conversion to EMUs in mind, they never were converted because the LNER could not raise the capital needed for electrification for some time.

New Tyneside EMUs

However, in 1934 the company began to electrify the South Tyneside suburban line from Newcastle to South Shields through Gateshead, Jarrow and Tyne Dock. The original NER EMUs were renovated and set to work on the South Tyneside route while new EMUs were built to work the North Tyneside suburban trains. The LNER did not go in for standardisation under its original Chief Mechanical Engineer, Sir Nigel Gresley, and the new EMUs demonstrated this. The fleet was made up from 64 two-car articulated trains of four types built by Metro-Cammell: 12 were a motor third and control trailer third; 16 were a luggage

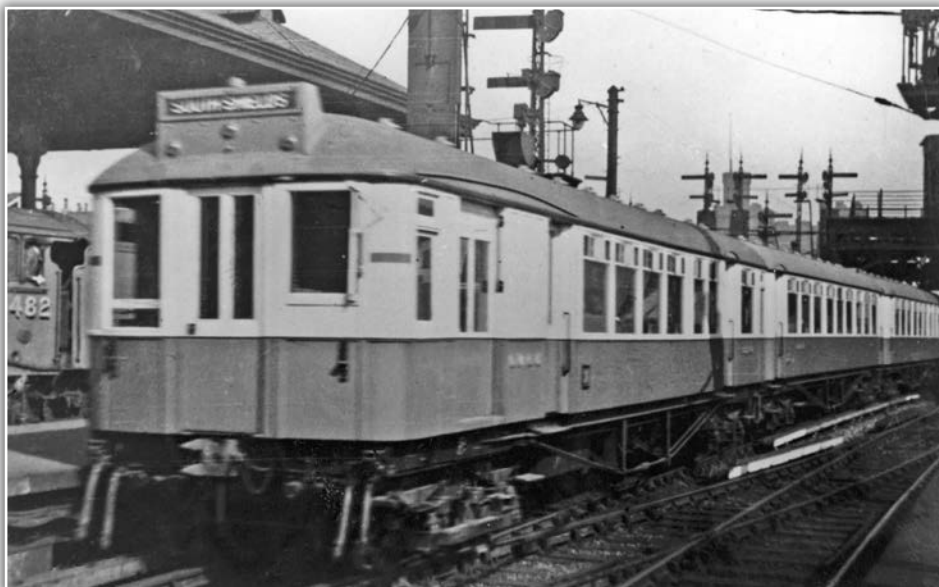


Seen at Church Lane crossing, near Ingatestone, 306038 is working a Chelmsford to Shenfield service on 4th October 1975. DAVID FORD

motor third and control trailer first; 18 were a motor third and a trailer third and lastly there were 18 more made up from a luggage motor third and a trailer first.

These could be made up into trains of up to eight carriages in any combination. Unlike most LNER carriages, they were all steel, and fitted with Alpax manually worked sliding doors at the carriage ends. Inside there were two open plan saloons which were fitted with bucket seats.

Each twin set was powered by two 216hp Crompton Parkinson traction motors and fitted with cowhead couplings and electro-pneumatic brakes. Although these arrangements were similar to the existing



A South Tyneside electric train is at platform 11 in Newcastle Central Station in 1938 working a South Shields train. It is made up of former North Eastern Railway vehicles that had been used on the North Tyneside lines and were refurbished by the LNER for the newly electrified line to South Shields. On the left is the cab of No. 4482 'Golden Eagle', one of the then new Gresley A4 Streamliners. In the background can be seen the castle. WALTER DENDY



One of the LNER built North Tyneside 2-Car EMUs No. 24178 is seen at Newcastle Central in this 1950 view. The North Tyneside electric trains operated out of the seven platform terminal part of the station at the east end. It appears to be in the Marlborough Blue and Quaker Grey divided by black lining. WALTER DENDY



A 2-car North Tyneside unit with No. E29313E leading is seen on October 1st 1963 at Tynemouth with a Whitley Bay train. RAIL-ONLINE



One of the two North Tyneside parcels units, No. E29468E, is at Tynemouth on October 1st 1963. RAIL-ONLINE

NER EMUs, they could not work in multiple with them. Power bogies were 8ft 6in long while the others were 8ft long. The central bogies were Gresley bolster bogies while the other trailing bogies were of the Fox type pre-grouping design. There were also two single-coach luggage motor thirds and two single-coach parcels vans which could work as locomotives and were fitted with ordinary screw couplings and buffers.

To the delight of enthusiasts, these trains were given a special EMU livery of red and cream, which replaced the fake teak standard livery which the former NER units had carried since grouping. The LNER sets had been meant to have domed driving cab ends but when delivered they were flat fronted. In 1941 all of the LNER's EMUs began to be repainted in a new EMU livery of Marlborough Blue below and Quaker Grey above the waistline, divided by black lining. It was similar to the British Rail blue and grey livery of the 1960s, although both colours were of a lighter shade.

The change was prompted by the Royal Air Force after set 24229/30 was destroyed by a bomb on 10th April 1941. The RAF felt that the red livery and arcing from the third rail made them stand out to enemy aeroplanes. For modellers Phoenix Paints produces Marlborough Blue (which was also used for the upper panels of the Coronation streamliner coaches) but not Quaker Grey.

Two of the units collided in 1951 at Newcastle Central station and were made into one set, but service reductions in 1963 allowed the withdrawal of 15 of the sets which had a driving cab at only one end. The remaining LNER trains were finally withdrawn

on 17th June 1967 when the electrification was removed on Tyneside. They were the last articulated passenger trains to run in the country until the Eurostar trains started running from Waterloo to Paris Gare du Nord on November 14th, 1994. None of the LNER Tyneside stock survives.

Overhead electrification

From 1935 the Government had pledged

£45 million on its New Works Programme which underwrote investment by the railways to stimulate the economy. Its Weir Committee report of 1927 had suggested that future electrification should be at 1500V dc delivered from overhead catenary wiring. The LNER decided to electrify two of its routes. The first was its main line from Manchester to Sheffield, together with the Glossop branch. The second was



Shortly after the inauguration of electric working out of Manchester London Road, an unidentified EMU runs in with a train from Glossop to Manchester in June 1954. JOHN FORD

for its suburban trains from Liverpool Street to Shenfield, where the Norwich line splits from the Southend Victoria branch. A shuttle service was planned from Fenchurch Street station to an interchange at Stratford with both the Shenfield trains and the Underground line to Ongar. The civil engineering work needed was substantial and was suspended on the outbreak of war in 1939.

The other EMUs designed by the LNER differed in most respects from the Tyneside sets. Only six of the EMUs had been built by then and none had its electrical equipment fitted. They were stored in a tunnel near Dukinfield during the war. This time the 100 EMUs ordered for the new schemes were similar in design.

They were three-car sets with a third class open motor coach with a diamond pantograph at one end, built by Metro-Cammell who also built the middle carriages. Four Crompton Parkinson 270hp motors were fitted to the Shenfield sets while the Manchester sets had four GEC 185hp motors instead. On the 92 Shenfield units the middle coach was all third class, while on the eight Manchester sets it had a first class and a third class saloon. The third class driving trailers were built by Birmingham Railway Carriage & Wagon Co. The trains were designed by Edward Thompson who decided against the usual Gresley outside framed bogies in favour of more traditional leaf spring inside framed bogies. These were rated for use at up to 75mph. In my experience these gave a lively ride, as I discovered on a trip from Colchester to Shenfield; and they were prone to hunting too. The editor remembers similar lively experiences on the Manchester to Glossop line.

The electrical control couplings on the end of the motor coach had female sockets, while the driving trailer carriages had cables with a male fitting which meant that units always had to be coupled the same way round. At least one of the EMUs was complete enough to be shown to the LNER directors at Marylebone station in 1946, painted in the blue and grey EMU livery. The trains were built under the direction of Arthur Peppercorn the final Chief Mechanical Engineer of the LNER and were the last EMUs built in this way before a central British Railways authority for rolling stock construction was set up.

By the time the trains entered service on 26th September 1949, the LNER had gone and they were turned out in Malachite Green. The doors were air worked, with sliding doors positioned 1/3 and 2/3 of the way down the passenger saloon, which is now standard practice. They could be worked all at once by the guard, or he could let passengers open them at stations by pressing a button in the vestibule. This only happened once in my experience, late in the evening on a cold and snowy day.

When I first became interested in railways I was surprised to find out that these LNER



Unit 003 brings up the rear of a twelve-car rake forming a Liverpool Street to Gidea Park at Bethnal Green on 6th September 1960. The train is in BR green livery without yellow warning panels. COLOUR-RAIL



Generally the Glossop line services ran as three car trains but in the rush hours they were sometimes operated as a double set. With driving trailer No. M59605M at the rear, a pair of blue liveried Class 506 units leave Godley Junction with a service for Glossop and Hadfield in March 1983. RAILPHOTOPRINTS.CO.UK - COLLECTION

sets were older than the old fashioned slam-door stock which was built by BR from 1956 onward, not least because the interiors of the LNER sets were smarter and had more comfortable seats.

Although the electrification had been done for it, the LNER's planned shuttle service from Fenchurch Street to Stratford was never laid on (and still never has been) and the bay platform for it at the new Stratford station remained derelict until it was taken over for the Docklands Light Railway. This left some of the EMUs spare so, when electrification

was extended to Chelmsford and Southend Victoria, while the latter was worked by Class 307s the spare LNER sets worked shuttle trains from Shenfield to Chelmsford.

The eight EMUs for the Manchester to Hadfield and Glossop (on the line to Sheffield) service did not enter service until 1954, but throughout their career some of them still had axle boxes lettered LNER. The Shenfield sets worked coupled in threes to give a nine-coach train, whereas the Manchester sets usually worked singly.

In 1957 trials were run with a view to



ABOVE: Awaiting a decision on its future, 306 017 is seen at the East Anglian Railway Museum at Wakes Colne on September 14th 2017. The spotlight was added to the driving trailer third of 306017 after preservation. The Manchester sets had a door in this coach from the drivers' cabs to the passenger saloon, but the Shenfield sets did not to increase seating capacity. Although built in 1948, one of the unit's axleboxes still carries the initials 'LNE'. **QUENTIN WILLIAMSON**

the units working from Manchester beyond Hadfield and all the way to Sheffield over the rest of the Woodhead route. However, there were concerns that the hard climbing necessary would cause the motors to overheat and there were concerns about gauging as they had quite wide footsteps.

Conversion for 25kV ac electrification

By 1959 the Government had decided that electrification should be at 25kV ac in future, with the exception of the Southern Region where third-rail electrification was widespread. This was tried out on the Colchester to Clacton branch with Class 302s and seemed to work well, so the existing electrification from Liverpool Street was to be converted to 25kV too. However, anxieties about some of the tight overhead clearances meant that some of the electrification was at 6.25 kV, with trains switching automatically between the two voltages.

The LNER sets had to be rebuilt to work on the new system. They needed to have a transformer and germanium rectifier fitted but there was not enough room for this in the motor coach, so the EMUs had to be rebuilt to accommodate the extra equipment and

a new Stone Faiveley pantograph fitted (in place of the original diamond shaped one) on the middle coach instead. The Manchester sets remained unaltered, save for the reclassification of the first class section as second class.

The first Class 306, as they were now called, was withdrawn in 1968 when unit 30 caught fire, and in 1974 the collision of one unit and a fire on car 65459 led to the two damaged units being combined as one with a spare driving motor car left over.

It was decided that having sections of overhead energised at 6.25 kV was not actually necessary and so it was altered to be 25kV throughout from October 1980. This meant that new Class 315 EMUs were ordered and began to replace the old LNER sets, which were withdrawn from passenger service during 1981. Some survived briefly for use at Christmas by the Royal Mail and one, 17, was restored at Ilford depot and repainted in Malachite Green. This had formed the middle unit of the opening train in 1949 and had conveyed Alfred Barnes, the Minister of Transport, and his party.

The Shenfield sets had remained in plain Rail Blue livery although the Manchester sets had been repainted in blue and grey. After

the closure of the Woodhead line beyond Hadfield in 1981, the Glossop line sets soldiered on until 1984 when the Hadfield and Glossop line was converted to 25kV and worked by spare Class 303 EMUs redeployed from Glasgow. Coincidentally, these units were fitted with Gresley bogies.

The last Manchester to Glossop unit was scrapped in August 1995 by Booths in Rotherham. All that remains is a severed driving end of a motor open brake second, M59404, which was been preserved at the Electric Railway Museum in Warwickshire, although this museum closed in October 2017.

The surviving Shenfield set is now owned by the National Railway Museum and was built in 1948. It can be seen at East Anglian Railway Museum in Wakes Colne in Essex, although its future there was uncertain at the time of writing. The Museum's Peter Martin worked on the Class 306s when they were in service and on 17 since it was preserved. Unfortunately it is not stabled at the platform face but is accessible to visitors when it serves at Father Christmas's grotto.



Yes, I worked on steam

Bob Dunn describes an almost forgotten job on the railway; keeping the passengers warm in steam heated carriages.

“So what exactly does a secondman do?” asked my father. I explained that the role was to support the train driver: clean the cabs, make the tea, do what you are told and also to learn the job. He was not convinced that there was a job there at all and wanted me to work in the then booming car industry because, “That’s where the money and future is, son.”

“Oh, and we work the steam heating boiler and try to fix it if it fails.” I could almost hear him think, “Ah, something proper to do then, almost a man’s job.”

I began my seven week traction trainee’s course at Saltley on 28th April 1975. This involved learning rules and regulations appertaining to the safe working of trains. My instructor was Bert Scrivens who had been taken off driving duties due to ill health but was extremely knowledgeable. He also relished any opportunity to reminisce about ‘the good old days’. I was sixteen and listened intently and now, a little older, I also now reminisce about the ‘good old days’. In fact most railwaymen do. It gets in the blood you see.

With the rules and regulations hopefully confined to memory for ever I began a two week boiler training course with instructor John Sewell. Being very much a mixed traffic depot, Saltley had a multitude of booked

passenger work and excursions and, with vacuum braked Mark1 stock being the most prominent at this time, it would be my job to keep the passengers warm. The steam heating period ran from the start of the winter timetable in September to May. Exceptions to this were the myriad of Friday night overnight summer holiday trains to the South West, sleepers, overnight motorails and the TPO mail trains. These were all heated throughout the year.

Boiler training

Three types of boiler had to be learned:

- the Spanners (found in the Class 31s with the Mark 1 version, higher numbered ‘46s’ and some ‘47s’ all with the Mark 3 version)
- the Stones (Class 45s, lower numbered ‘46s’, some ‘40s’, the majority of the ‘47s’ and the ‘Baby Stones’ on the Class 25)
- the Claytons (Class 37s, some ‘40s’ and some ‘47s’ including all of the original named ones)

After three days in the classroom learning all about Stones my first run out was on Thursday 15th May 1975 when we went with 1E10 (06:55 Gloucester to Leeds) from Birmingham New Street to Sheffield. The lower numbered and Laira allocated Class 46s had Stones boilers and so, with John’s tuition, I did what I had to do in the noisy depths of No 2 end of 46018 but was glad

47001 is seen on an express at Bristol Temple Meads on the 30th April 1977. It looks as though the second man has just topped up the locomotive’s boiler tank as the cab door is open and there is a pool of water near the end of the hose. 47001 was the replacement locomotive that the author describes after his ill fated journey to London in 1980. DAVE HIGSON

to get back into the cab enjoying the view. At Sheffield it was my job to put the bag on. For reasons unknown a bag is a pipe in railway parlance but only for vacuum and water.

So, with the loco at a stand the bag was connected, the bottom valve opened on the loco and then the main valve opened. A relic from the steam days on ‘45s’ and ‘46s’, and not now used, were the foot holes up the side of the loco where the secondman would climb to top up the boiler through the roof using the steam engine water column. On Class 47s this was pushed through a porthole in the side of the loco. Additionally, some Class 40s were fitted with water scoops so that the boiler could be topped up en-route while passing over water troughs. This equipment was still in situ but was obviously out of use on the examples of the class that I worked on. In an attempt to do away with the secondman, BR fitted class 47s with ‘Steam On’ and ‘Steam Off’ buttons in the cab. The idea was that a fitter would ready the boiler on the shed and all the driver had to do was press ‘On’ when coupled up and ‘Off’ prior to uncoupling. Boiler unreliability and union protests soon put paid to that idea although many locos were still fitted with these buttons into the 1980s.

Anyway, back to Sheffield, we’ll be late away with all this waffle. “Stand back,” shouted John, “just in case the bag comes

off". As much water as possible would be put in during station dwell time and the secondman taking the train forward would or should assist. Closing the bottom valve on the Class 45 or 46 was essential before the bag was removed otherwise one would get a face full of water as it was pumped up into the tank located at the top of the engine room.

This I forgot many years later at Bristol Temple Meads when my driver shouted, "Get that bloody bag off we're due away." To the amusement of those spotters on the adjacent platform (were you one of them?) I got soaked. When getting back in the cab he looked at me blankly and said, "Well, you won't do that again."

Our return working from Sheffield was with 1V88 Newcastle to Plymouth and this ran in with electric train heating (ETH) fitted 47443 so I just enjoyed the ride back to Brum.

After four days on the Stones we commenced three days training on the Clayton over at Tyseley where a converted inspection saloon contained a boiler for this very purpose. I found these boilers the most labour intensive and, what in these days, would be considered a health and safety nightmare.

To fire up the boiler the burner control valve was tentatively opened to allow fuel in to this monster. It was my job to ensure that the water in the sight glass never rose too far, all the time being pressed against it in the tight confines of the loco. The water drain valve had to be opened and then closed quickly as the water dropped. If you were too slow the low water cut out kicked in. The roar and vibration when it fired could loosen fillings! At this time Clayton's were banned from working under the overhead wires due to their spectacular ability to 'blow off'. The fear was that the rush of steam might damage the overhead line equipment but this instruction was later dropped and we would blow off to our hearts' content.

While waiting one morning to couple to the Glasgow to Bristol (1V56) sleeper in platform 5 at New St, the boiler blew. A plume of water and steam shot skywards and was carried by the wind over the wall into Navigation Street. The protests from those awaiting their bus could be heard above the crescendo of noise and heads popped over the wall to see what had caused this unwelcome warm shower. I heard tell of a fitter at Toton who had acquired a Clayton boiler during their run down and used it to heat his house. I trust that the pressure had been adjusted to prevent it blowing off!

Two days were allocated to the Spanner which were without doubt the least complicated of the three. To be pedantic it was only the Spanner that was actually a boiler. The other two were steam generators in that they produced steam as required. The Spanner stored steam in its dome and if this was sufficient it would sit there quietly apparently doing nothing.

So on Friday 23rd May off I went to Leamington to be passed out on all three boilers by Traction Inspector Barrett. This was quite a grilling as I had to explain how



A familiar sight to all rail travellers in the past was the wisp of steam between locomotives and carriages. Here Gateshead depot's 46045 stands at Bristol Temple Meads with a North East to South West train on 29th November 1980. Today 46045 is preserved and its Spanner boiler can be seen in one of the other photographs in this article. DAVE HIGSON

each one worked, identify all relevant valves, describe the preparation and disposal duties and fault finding and rectification.

Returning to Saltley for a few days riding out on the local trip jobs and a few days revision with Bert, it was on Thursday 12th June 1975 that I made my way up to New Street to be passed out as a secondman by Traction Inspector Allcock.

Deserting the London Midland Region

The following week I deserted the London Midland Region and started on the Western Region as a secondman in my home town of Bromsgrove on the Lickey Bankers where my newly attained boiler knowledge was of no use whatsoever. However, in an attempt to keep my hand in, any boiler fitted Class 37 that turned up for banking duties would have its Clayton boiler run up. This I did with 37187 on 26th November and 37186 which arrived for a stint on 17th December. This was supplemented by sister 37182 on 3rd January 1976 and the boiler fitted duo worked together for a few days up the bank. Incidentally the grade of secondman was renamed driver's assistant on 1st January 1976 although for ever and a day the term secondman was still used by us.

Back to the Midland to become a 'seagull'

The call of the main line was too strong to ignore and on 8th March 1976 I was back at Saltley and had a three day boiler review again with John Sewell. Four days later and I had my first boiler duty on a passenger service when, with driver Dave Beattie, we worked 1O17 from New Street to Oxford with a Clayton on 47063 doing what it was supposed to. We returned with Spanner fitted 47143 on 1M09. Later in March on the 30th I worked, for a short period of time anyway, one of the Baby Stones on a Class 25. Travelling to Worcester Shrub Hill Harry Leese and myself picked up 25066 and worked back mid-morning via Bromsgrove with a three coach 2M98, this being due to a DMU shortage.

However, all was not well and the station

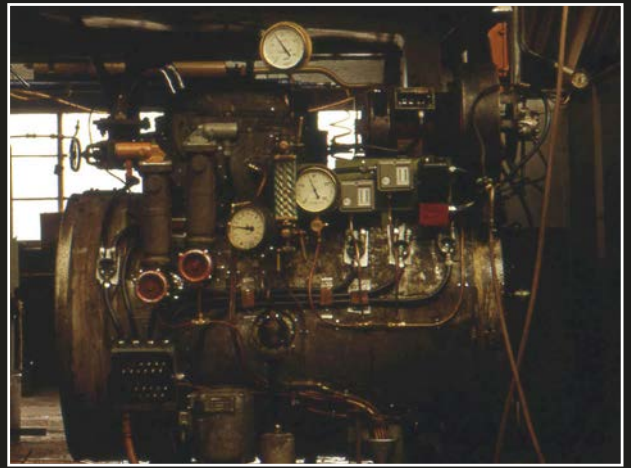
staff at Droitwich drew our attention to the black smoke billowing from the loco. With steam on the gauge a look in the boiler room immediately revealed the problem. The top of the boiler was glowing red indicating that the brick arch within the boiler dome had collapsed. Operation of the emergency shut down switch in the cab did exactly that. I had better luck with these sturdy workhorses a week later however when on 7th April, and with driver Ray Smith, we came back from Gloucester to Landor Street junction, Saltley with 25222 and 25054 on 1Z96.

On Wednesday 22nd March 1978 I booked on at 20:00, again with driver Harry Lease, for a special to Basingstoke. We pootled over to Moor Street with 25132 but on arrival its lack of steam heating equipment rendered it no good for the job. Someone in Control had cocked up there. So back to Saltley we went where 25220 was ready and waiting for us with boiler simmering nicely. Obviously the controller had made a valiant attempt to redeem himself and had rung through to the shed foreman who had scrambled the shed men. So, for a second time we coupled up and off we went with 1Z57 the BR exhibition train. Upon arrival in the early hours of the morning it was shunted into the Down yard at Basingstoke and we came back light to the shed.

An unusual high speed run with a Class 25 was had on Sunday 3rd January 1982. 45065 working 1V04 had suffered a boiler failure en-route from Derby so 25083 was tucked in behind it to supply steam heat from New St to Bristol. Heating ten Mark 1 coaches was a tall order for the Baby Stones boiler but it did its best and, although firing almost continuously all the way, never gave up. To assist the '45' and to try and make up a little time my driver, John Cunningham, thrashed the little Sulzer for all it was worth up to line speed (about 90 mph). The combination of two Sulzers on full power climbing through the tunnels out of New St was most enjoyable. As ever, at high speed, the ride was fine on these little locos that spent most of their time bouncing around at lower speeds. The only problem



Things are always cramped in the locomotives as shown in this view of a Spanner boiler on preserved 46045. BOB DUNN



A Spanner Mark 3 is seen at Derby Works. NEVILLE SLOPER



A Stones boiler is seen at Derby Works. NEVILLE SLOPER

we had was fumes from the Class 45 entering the cab.

As my experience grew it became apparent that these devices were rather unreliable, although preparing them correctly and shutting them down in the correct manner could have a positive effect. This applied especially to the Stones. At a point prior to the train's terminating point our job was to close the steam valve to the train and shut the boiler down correctly as Stones had to have all remaining steam 'blown down' and then the boiler filled with water for the next user. This took some time in the engineroom of a still working loco and I am aware a common malpractice was to simply operate the in cab emergency shut down switch.

Saltley shed around 05.00 in the morning would be extremely atmospheric with secondmen busying themselves getting their boilers ready and steam rising all around. You could tell who had a Clayton by a sudden whoosh and a column of steam rising from amongst the gaggle of locos. A good practice would be to open the cock on the buffer beam and allow water that had collected from previous use to run out. A considerable amount could be emitted and if left would

have a drastic effect on the passage of steam into the train. Shunters would also do this with the stock. When working well with 60 psi on the clock I still maintain that there was no more snug a place than the compartment of a Mark1 coach.

With the majority of Saltley's NE/SW express work being dominated by Class 45s and 46s, we became extremely conversant with the Stones and Spanners. The Paddington trains turned up with Western Region '47s' and the Newcastle to Pooles could appear with '47s' from near and far. Meanwhile the Birmingham to Norwich service changed to Class 31 haulage in 1977 with their reliable Spanner Mk1s. My first trip on the latter was on 10th October 1977 with 31319 out on 1E64 to Leicester and 31251 back on 1M88.

Occasional forays to London with our Class 45s would occur and it was on the night of 27th January 1977 that driver Alan Ledger, myself and 45006 ran from Curzon Street to Marylebone with the newspaper empties as a result of problems with the West Coast. We departed with 1L19 to Coventry and the Stones made light work of the fourteen coach train. This was heated due to staff

on board sorting the papers. Unusually our afternoon Paddington service (1V48) was worked by 45064 on Saturday 23rd April 1977 and driver Tom Wootton and I went onto Ranelagh Bridge for boiler water before returning home with 1M16 via High Wycombe. Although this was my one and only time at Ranelagh Bridge, and having seen the simple move on and off this stabling point, this visit was to have consequences a few years later.

Incidents

Being intuitive fellows, ways and means of coaxing a boiler into life that perhaps should be left alone, were devised. On the Stones the control switch was turned to 'Fill' to add water to the tubes. When full 'Fire' was selected and atomised diesel fuel sprayed into the top of the boiler and was ignited by a spark plug. Simple. However, if it failed to fire one of the sight glasses could be removed and a lighted piece of paper dropped in at arm's length while you quickly turned and ran away. Important note; don't leave it on 'Fill' while diagnosing the fault as the boiler is filling with diesel.

This was sadly forgotten by one of our

heroes. The paper did indeed ignite the spray which heated and then ignited the pool of diesel. The resultant explosion not only blew the top off the boiler but also the roof of the Class 45 while it was sitting in the East Dock at New Street waiting to back onto a Poole to Newcastle. The roof struck the overhead wires and shorted them out with an enormous spark and crack that brought the station to a stand. Amazingly, the secondman was uninjured and, although in shock, he was able to diagnose the fault and suggest a course of action to his wide eyed driver. "The boiler's f***ked and we need another engine." The chips in the concrete above where the loco stood are still there.

The evening of Thursday 13th January 1977 brought with it a heavy fall of snow across the West Midlands which soon began to impact on train services and although point cleaning gangs were out they could only cover small areas. Another method now consigned to history was for the driver, secondman and guard (but not together of course) to relieve themselves in the point blades. Look, it could get you back home okay. So, myself and Terry Dugard were called out to man 47013 while the fitters attached a steam lance to both ends. This ingenious device was bolted to the buffer beam and coupled to the steam pipe. A blast pipe pointed down to rail level on each side and off we set blasting the snow from the many sets of points around Bromford, Castle Bromwich, Water Orton, Daw Mill, Whitacre and Sutton Park.

My time working the Clayton boilers on Class 37s at Bromsgrove was not wasted as on 5th March 1979 our loco off Gloucester shed to work 1E70 to Derby was 37043. This train could turn up anything as the southbound loco working was a freight. The Derby secondman did not sign Claytons so I carried on to Sheffield. Two years later on the 2nd May I was secondmanning Joe Carlton on 1V62 (Derby to Plymouth) from New Street. Unusually it ran in with 37188 at the helm but no sign of steam. Disappointingly I could not get it going and we dumped it on the shed at Gloucester to be replaced on 1V67 by the more normal 47086. However I was to be on 37188 again twelve months later when, on the late evening of 9th May 1982, it coupled up at New Street together with 37178 on a very late running 1Z47 'Skirl o' the Pipes' rail tour. The Bristol driver's mate had bailed out so I went with it to Temple Meads with steam flowing nicely.

The introduction of the HST on the Western Region in the late 1970s and later the Eastern Region brought with it a cascade of ETH fitted locomotive onto our services. Consequently boiler use began to diminish although turns were still double manned between September and May in case a steam heated loco turned up. Indeed the union negotiated a boiler review for all secondmen at Saltley and I had mine on 3rd October 1978.

I passed out for driving in April 1980 and became a relief driver which meant I was still a secondman unless a driving turn became

vacant. It was left to the individual to sign the routes that they felt comfortable with and having had some superb drivers who taught me here, there and everywhere I felt comfortable with signing the same.

Trouble up north.

Saltley only had two booked passenger jobs to York, these being Friday only relief turns. However, we picked up a tremendous amount of excursions, especially over the summer season. On Tuesday 12th August 1980 myself and secondman Hugh Jones booked on at 14:20 to travel to York and bring the engine off the shed for 1Z24 Scarborough to Treherbert. I have mentioned in other articles that us kids from the south were not very welcome in t'north as we were considered not old enough to drive trains. However, I had been brought up by the best and knew how to hold my ground whilst maintaining my composure.

Canton based 47104 was our allocated loco and was returning with the train that it had worked north. It soon became evident that all was not well as, when walking through the engine room, the internal lights were going bright and dim as the engine ticked over. I asked Hugh to select direction and take a small amount of power whereupon the engine room light flashing was accentuated as was the front marker and cab lights. A look at the battery ammeter revealed that it was all over the place. It was a classic case of an auto voltage regulator (AVR) fault. This vital piece of equipment maintains the auxiliary generator voltage output at 110 irrespective of the speed of rotation. This 110 volts is for battery charging and running all lights and auxiliary equipment including exhausters, compressors and the triple pump. So off to the depot foreman I went to explain my predicament. However, it transpired that he knew all about it and it was on its way back to its home depot for attention.

Even the foreman fitter had looked at it and he had okayed it. "Fine then," I replied, "I shall fill in the repair book and if the foreman fitter can sign it off as okay then I shall be off." Not unreasonable I thought. Yet again I heard someone mumble about bits of kids from the Midlands and the depot foreman said that no one was available to sign it off and that he had nothing else so I had to take it. I stood my ground and refused to take the loco. After all, it would be us walking for assistance when the AVR packed up completely or boiled the batteries dry. A reluctant phone call was made to York Control. "You'll have to have the loco coming in from Scarborough," I was told. "It's supposed to be local trips only but there's nowt else."

Walking over the station with dignity intact we were rather surprised to see an extremely tatty 46049 pull in. I recall that some '46s' had been stored out of use in 1980 but were reinstated to assist with running summer services and I believe that this was one of them. The York driver explained that appearances were deceptive and she was in

fact a good 'un but he did wish us luck. Being in No 2 end and, as it was a chilly night and we were a conscientious crew, Hugh decided to put the boiler on, a Spanner. While he busied himself and with time in hand as we were not changing locos, I flicked through the repair book. One entry read, sight glass missing from boiler end. This sight glass had to be looked into when the boiler fired to ensure that the swirlyflow (spiralling flames) were operating correctly. The fitters had simply written 'boiler isolated' but as Hugh was soon to discover, nothing had actually been done to it to prevent its use.

I heard the customary chunka, chunka, chunka of the water pump and shouted, "Don't turn!" too late. It burst into life with the normal shudder accompanied by a not so normal loud scream. I dashed in to see Hugh pinned against the side of the loco with a flame shooting between his legs and burning into the loco side so I quickly tripped the circuit breakers to shut it down. Thank goodness he had not been peering into it. Anyhow, he soon recovered and we elected to drop the metal flap over the spy hole and this rebounded the flame back into the boiler. It worked fine all the way back to Landor Street and she was indeed a good 'un and with 12 on for 403 tons we arrived 6 minutes early with a tale to tell. And the loco? Well it soldiered on until December 1983.

A day up the smoke.

Four months later on Saturday 8th December 1980 I was the driver on 1Z26 from Paddington. My secondman was good friend Andy Ritchie and we elected to travel to London earlier than booked and have a day out. We were booked to fetch the loco off Ranelagh Bridge into the station and I had been booked to this turn in preference to others as I had signed the stabling point after my visit there in 1977.

On arrival at Paddington we dumped our bags in the messroom on platform 1 and I mentioned to the foreman that I actually needed a conductor into the station and was it okay if we weren't there when the loco was brought back into Paddington. He agreed and off we went. Well, being a young shy lad brought up in the quiet market town of Bromsgrove, the things I saw in Soho were life changing and we only just had enough time to get back to Paddington before departure.

Andy raced to get the bags while I relieved the extremely un-jovial Old Oak driver. He too muttered something about bloody kids and that he had refused to put the boiler on (quite rightly actually as he was a driver). So off we went right time at 18.38 with 47012. Luckily the boiler was our end and Andy disappeared to get it going. He was gone a while and despite my repeated glances across to the steam gauge it disappointingly still showed zero. He emerged to shout (you do that after having been in there a while with the loco on full power) that he could not get it going. Noisy it indeed was in there, but spare a thought for our colleagues on Class 52s and 55s where the boiler was located



On 10th May 1979 Saltley secondman Mike McClelland gets wet as the boiler water tank overflows on platform 5 at Bristol Temple Meads while his driver Charlie Fletcher finds it rather amusing. Mike is closing the main valve and will close the bottom valve on the loco before removing the pipe. This was an important fact I forgot to my cost on one occasion at Bristol. NEVILLE SLOPER



A pair of Class 31s in the form of 31238 and 31189 generate a fair head of steam before departure with a Birmingham to Norwich service at New Street on October 29th 1981. JEFF NICHOLLS

between both engines.

We had eleven on and it was a chilly evening so I stopped in the middle road at Reading to request a replacement loco. After a while the answer came back that they had none but one was at Didcot. So off we sped. The foreman met us in the station at Didcot at 19.25 and explained that he had started up 47001 and got the boiler going but had no drivers to do the shunt. Not to worry, Andy and myself did the move between us. At 19.42, and rather pleased with ourselves, we were on the move with steam warming our passengers at last. We pulled into Oxford against a red signal at 19.55 and I was perplexed as to why.

Andy came back laughing. Our train was a Women's Institute charter and, being cold, some had taken it upon themselves to visit the buffet on the platform at Didcot for a hot drink but never told anyone. As we had been

so quick they got left behind. At 20:06 we had our missing passengers back on board as they had been put on a DMU which dropped in behind us. Nothing was ever said and the fact that we would have found the boiler fault had we gone to Ranelagh Bridge was thankfully missed.

Trips outside our normal sphere of operations were not unusual with boilers and, in TRACTION 227, I described my trip 'Past the Iron Curtain' to Plymouth on 26th March 1979. In addition to that I made it to Swansea with 47147 on Saturday 20th February 1982 as my efforts to keep my Welsh passengers warm knew no bounds. Expecting an overnight in Swansea I was thwarted as they had held the 20:42 last London for me and a taxi took me from Paddington to Euston for the last train to Birmingham. Even so I booked off after a most profitable and enjoyable fourteen hours on duty.

The end of steam.

The arrival of the Class 50s on our patch in 1981, together with the cascade of ETH fitted Class 45/1s off the Midland Main Line saw further reductions in steam heating with some previously fitted locos now having 'NB' (No Boiler) stencilled on the cab side to indicate that the boiler was isolated. Due to this, once preciously held top link express work started to be rostered single manned including, in 1982, the prestigious afternoon Paddington (1V48 Up and 1M16 Down and via High Wycombe). A year later '31/4s' began to appear on the Birmingham to Norwich services, my first being 31423 on 1E62 on 31st March 1983.

It was in 1984 when I had my final secondmanning turn with boilers and what a day it was too. Booking on at a most sociable 08:33 on Saturday 31st March myself and driver Ron Gardner walked up to Landor Street to relieve 1Z38 with 47152 and worked to Crewe and back on the cushions. On arrival back at Saltley I was asked if I would secondman Bunny Kemp on 1V17 to Paddington. Happy to oblige I walked back at Ealing Broadway to shut the boiler down as I had done many times before. On arrival on the blocks at Paddington I closed the air cocks and got Bunny to ease up, so that the shunter could uncouple and he then shut her down. I didn't know it then but I would never work a boiler again.

Booking off fifteen hours later, which not unusual back then, I thought no more of it. Two weeks later I was registered as a driver and continued to work steam heated trains from the left hand seat with my secondman in charge of that side of things. It was in the early hours of Friday 13th September 1985 that I worked my last steam heated train, this being in the shape of 45007 with 1V46 (postal) from Derby to New Street. This train did not convey TPO vehicles but did have Post Office staff on board so was always heated.

I was most fortunate that I had been registered as a driver for the melee that followed for those not so fortunate was extremely unsettling. In addition to single manning on passenger trains, agreement was negotiated for single manning of light locos. This coincided with the introduction of the trainmen's concept where those who had started their careers on the footplate were trained as guards. The politics involved there are immense and not for discussion here. Safe to say that a lot of very proud, professional railwaymen felt that their hearts had been ripped out. But that's progress they say.

My inspiration for writing this article was the discovery of a Spanner Mk3 in the carriage works at Kidderminster on the Severn Valley Railway. Purchased from Crewe this came off a Class 47 and is used regularly to steam test stock. Also, discovering that Class 46 46045 (D182) still had a functioning Spanner during its visit to the 2016 Diesel Gala on the SVR brought all these memories flooding back.



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plus “Hymek” running weekend 18th & 19th August



A home for Heaton Lodge

The future home for Heaton Lodge Junction will be in this West Yorkshire mill basement. The timber framework will contain an office and workshop, whilst the layout will run to the right of this structure before curving round the pillars at the end and returning to the left of the office and workshop area.



Simon George continues his description of the enormous O Scale layout that he is building based on Heaton Lodge Junction.

Whilst I enjoy wielding an airbrush, spraying oil based paints has taken on a new slant recently in the form of the refurbishment of an old mill basement which will shortly become home to Heaton Lodge Junction. When construction began a couple of years ago I, typically, gave little thought as to where a nearly 200ft long layout would actually live, the spare room being a tad too small you understand. Since it became obvious that the first idea of a large industrial unit was way beyond my budget I'd been wringing my hands in despair until recently.

They say fortune favours the brave, although I'd say it was more luck that had me happen accidentally upon an old mill basement to let. This was literally just three miles from my house in Wakefield.

Since the access inside was relatively restricted it had lain empty for a number of years. However the potential was obvious and given it was just 3 ft longer than the completed 182ft layout will be it is, literally, made to measure. So modelling has temporarily gone out of the window for the next three months as I prepare and spray the walls, ceiling and cast iron columns pure white. The floor (all 10,000 sq ft of it) is about to get the paint treatment too and with the addition of some LED panel lights I think I might end up moving in myself!

TTA Tanks



In the meantime I've just finished construction of the first batch of 15 Just Like The Real Thing TTA tanks; another 10 will make a full train of 25. When pulled by a Class 56 these will represent 6E20, a regular 1980's working between Glazebrook and Haverton Hill.

Regular readers may recall that the real location of Heaton Lodge is on a 1:137 gradient heading west. This has been built into the model so eventually the furthestmost western end will be approximately 12 cms higher than the east. Since I'm aiming to run prototypical 30ft long heavy freight trains in both directions, it's vital that all rolling stock is as free running as possible.

For that reason I decided to experimentally fit these TTAs with M&M Models' miniature roller bearings. These require the axle box to be opened up to 4mm to accept the

bearings which are secured with a tiny dab of superglue. The difference is marked as all the tanks now roll slowly down the gradient.

Running long and heavy trains in 7mm brings with it some possible issues, one of which is the strength of the couplings. Experiments with the standard screwlinks demonstrated they would not take the strain of a train weighing about as much as a Labrador dog so it looks like Kadees might be the way forward. Failing that I'll probably make my own hook and loop type with brass wire.

On another subject Train Tech supply battery powered miniature speakers which play sounds via an SD card. I'm planning to fit every 10 tanks with this set up under the chassis to replicate flange squeal and the odd thump from a flat spotted wheel.

TEA Tanks

The 100 ton bogie tanks were a common sight in the 1980s passing through Heaton Lodge to and from refineries in Cheshire and East Yorkshire. Often branded in the then ICI Petrochemical & Plastics Division livery, in 7mm scale they are only offered as a kit by one manufacturer: in my opinion, this model does have some shortcomings.

With this in mind and given the TEAs are so vital to portraying the location accurately, I commissioned PH Designs to design and produce a brand new highly detailed etched brass and resin kit. The CAD drawings are now complete and it shouldn't be too long before I can get my hands on an example. Twenty or so of these in a rake will be extremely heavy so it goes without saying free running will be essential even if they have two Heljan Class 37s at the front.

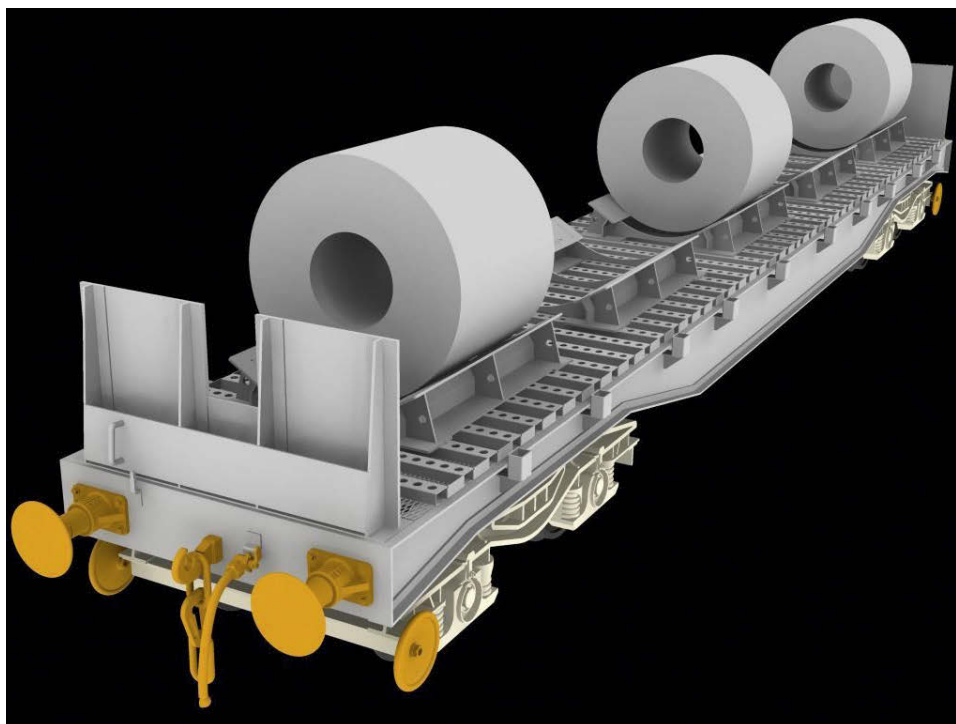
BBA Steel Wagons w

Another common sight at Heaton Lodge used to be these BBA steel wagons which are also going to be produced in kit form by PH Designs.

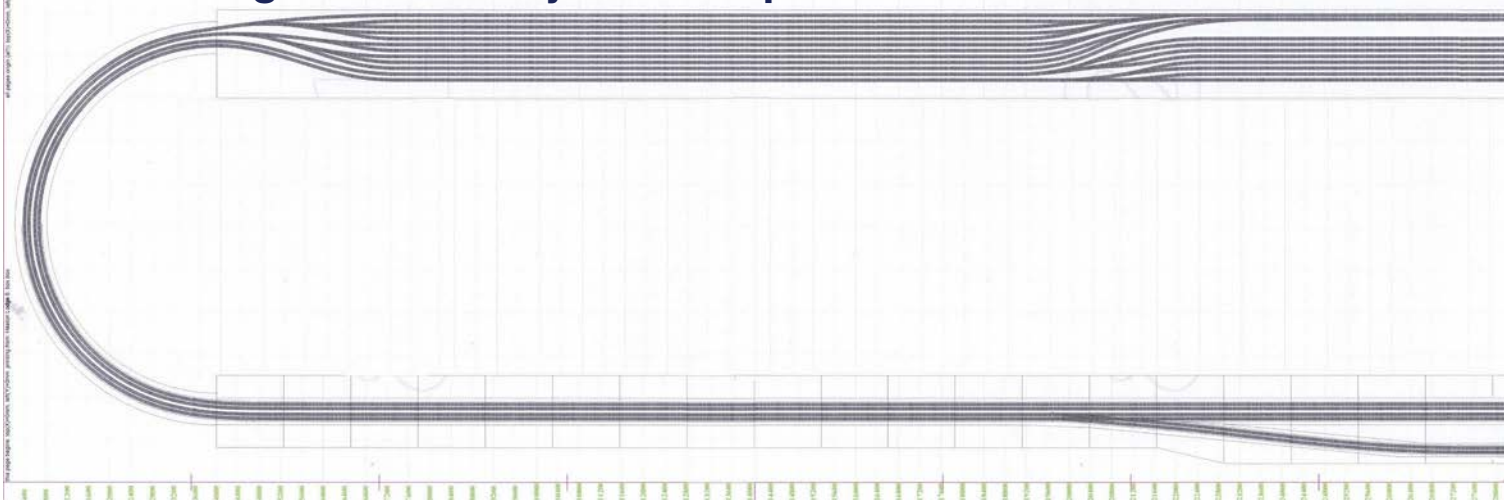
Special Features

Right from the outset I've been determined to build into Heaton Lodge a series of realistic features such as moving people and the odd moving vehicle. The south side of Heaton Lodge is framed by a high embankment for much of its total length, on top of which runs long stretches of stone walling (actually made from plaster moulds).

I decided it might be possible to run a bicycle chain via two sprockets driven from a 6v motor behind the wall at a scale 3mph. Onto the chain I'm planning to solder a miniature linear servo (a servo which has a shaft that moves slowly up and down) which in turn will have glued to it half a figure of a hiker complete with rucksack. The slow up and down movement will, I'm hoping, combined with the horizontal movement of the chain, represent a walker making their way slowly behind the wall along the top of the bank and disappearing behind a suitably



Heaton Lodge Junction layout track plan





Situated between the tracks at the 1970 built Heaton Lodge Junction North is this gas compound which fed the point heaters. The area between the tracks was always full of water, rubbish and the usual railway junk.

located tree. I haven't perfected it yet but I'm almost there! Incidentally Modelu is a relatively new company manufacturing figures from computer scans of real people. Their figures are, to my eye, some of the best available and will be used for the aforementioned feature.

Steam Charters

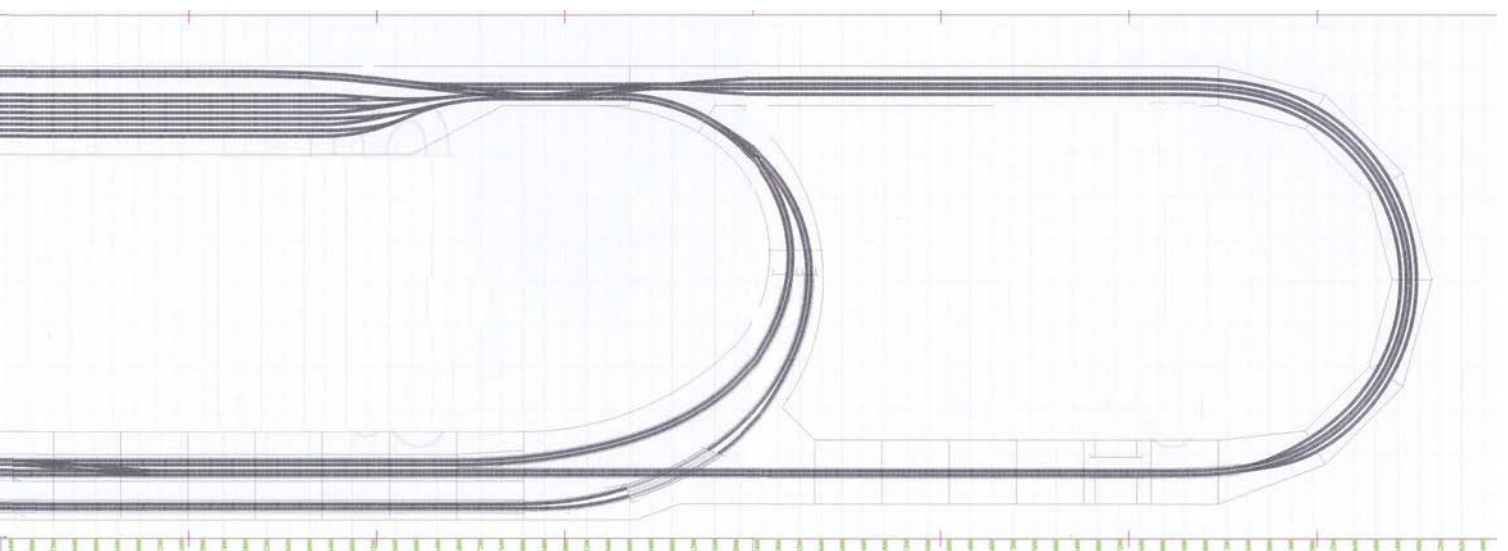
Back in the early to mid 1980s 9F Class 2-10-0 "Evening Star" was on the mainline for various charters throughout the UK. A highly detailed ready to run version of the loco is available off the shelf and although expensive is a magnificent model.

However, I struggle with the fact model 'kettles' obviously don't emit steam and feel this is critical to the overall effect. Live steam is out of the question as I feel the lack of accurate control will constrain things.

With this in mind I'm planning to enlist a model engineer to construct a miniature tank (I've already made a clay version) which will locate under the boiler of the model. Into this will slot a heating element powered from a 9v battery to pressurise the tank to around 20psi. This should be enough to produce a prototypical plume of steam from some miniature safety valves which, via copper tubes, may also be able to be routed to the cylinders. There's no end to the possibilities here since why not portray steam from the steam heated coaches too! Watch this space..

Train Announcement Boards

In the future, when Heaton Lodge Junction is taken to exhibitions, it will have to operate to a fast moving timetable. Since some of the routes will conflict with other train movements on the model, each of the four main running lines will have their own operator and signaller. When a train is ready to leave the hidden fiddle yard the route will be checked and cleared before the train proceeds out onto the main line. Around five full length trains can be stored in loops connected to each of the four main lines. Certain trains I plan to label 'special trains' or trains of particular interest, and these



will be announced on a train announcement board mounted above the model at each end, in much the same way as is seen on station platform monitors nationwide.

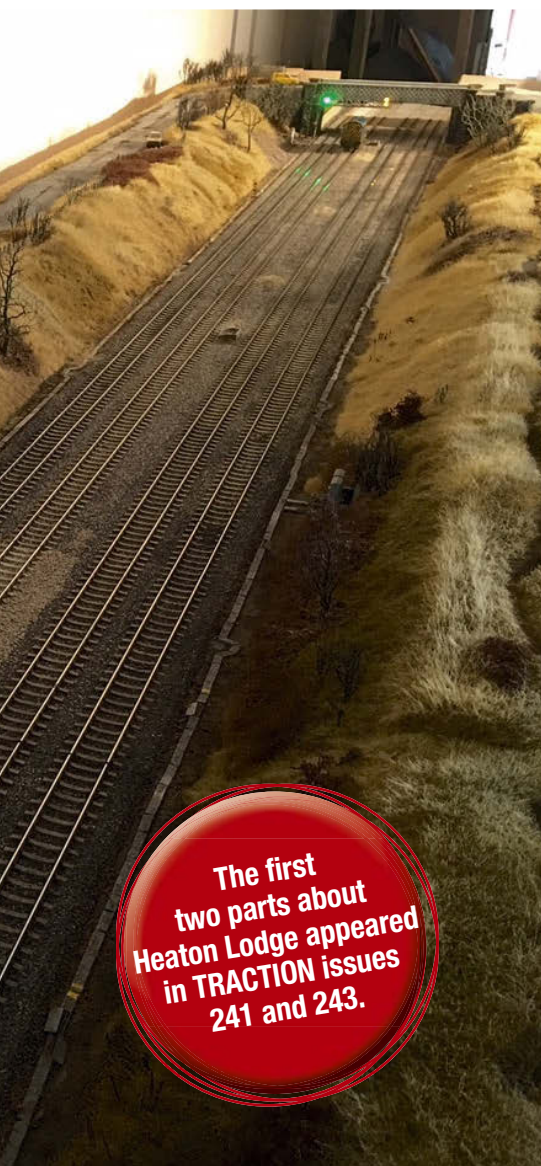
For example, the well known Newcastle to Manchester (Red Bank) newspaper empties will, on the model, usually consist of 20 vans almost always double headed. This will be timed to pass every couple of hours heading west at 11:23, 13:23 and 15:23. The boards will describe the type of train, its expected arrival time and what locomotives are in charge. Likewise, an 80 wagon goods train consisting of 16T mineral empties and headed by a Class 40 heading east will also be announced. The aim is to let the viewing public know what is going to be appearing and when.

Going Forward

Right now I'm planning that the completed 75ft of Heaton Lodge, which currently resides in sections at work, will move to the basement by the end of March on one of the company's articulated trucks. Once finished and the 75ft has become 182 ft (x 2 - that's the viewing side and the fiddle yard of the same length) - 2 articulated trucks will be needed and a smaller 7.5 tonner to transport the lighting, backscene and rolling stock. Fortunately I've got an HGV Class 1 licence! More updates soon..



Three frames awaiting collection from White Rose Modelworks (who manufacture them) into which the track cassettes are fitted. These cassettes can be angled very slightly to represent the different gradients present at the real location. The frame furthest away is the most recent and shows how the frames widen to almost 6ft.



The first two parts about Heaton Lodge appeared in TRACTION issues 241 and 243.



LEFT: Looking along just a small portion of the layout as the four track main line stretches into the distance.

ABOVE: This is the storm water culvert on the north side of the junction. The culvert mouth is DAS clay carved and coloured with watercolours. The bars on the mouth are sections of brass rod and the water by Woodland Scenics called 'deep pour water'.

The background of the entire advertisement is a dense, overlapping collage of numerous tablet devices. Each tablet screen displays a different issue of the 'Traction' magazine. The covers feature various railway-related images, including steam locomotives, diesel engines, and railway infrastructure. The text on the covers includes titles like 'WEST HIGHLAND CLASS 37s', 'SWISS ELECTRIC GIANTS', 'WORKING THE TPOS', 'WESTERN CLASS 31', 'THORNTON DEPOT', 'SOUTH WALES', 'PENSTONE LINE', 'SPEEDLINK TO ENTERPRISE', and 'RED STRIPE CLASS 31s'. The central text is overlaid on a white rectangular area.

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Ferry traffic for Kensington Olympia

In this issue we take another look at the layout that Andy Gibbs is building in N scale of Kensington Olympia. One of the things that attracted him to this location was the huge variety of traffic that could be modelled.

In the 1980s there was still plenty of freight traffic to and from the train ferry at Dover. The 1979-80 working timetable shows:

6038: the 21:44 Trafford Park to Dover

6056: the 19:52 Hunslet to Dover

6088: the 21:40 Willesden to Dover

In the opposite direction there were similar return workings. There is a bit of an issue, in whatever scale you model, due to the lack of suitable rolling stock. In British N Gauge the only available ready to run ferry vehicles are the Dapol bogie van and telescopic hood wagon plus the recent addition of the Farish Polybulk wagons.

International traffic seemed to consist mainly of lots of 4 wheel vans from different countries plus a selection of tank wagons in various shapes, sizes and colours. In addition to the RTR stock a few kits are available. Mill Lane Sidings do a kit of the ubiquitous BR ferry van that makes into a decent model with the addition of the detailing kit from Etched Pixels, decals from Railtec and some hard work. There is also an expensive 3D printed German 4 wheeled ferry van and flat wagon available through Shapeways, as well as an N Gauge Society conversion kit for the Farish TTA which turns it into a chemical tanker.

Transfesa vans

I have several Arnold wagons that can act as





stand ins until something better is available but decided I'd like to build some 'accurate' ferry vans. I had acquired some ex trainset Fleischmann vans through DM Toys in Germany that cost around a fiver each. The chassis wheelbase scaled out close enough to model the Transfesa ferry vans that could be seen all over the country.

Using plans from BR vehicle diagram book I was able to adjust the body dimensions to fit the Fleischmann chassis. I built one of the three vans with end doors, the other two just have side doors. The body is built from Evergreen 2040 plasticard over a 20 thou former and various Evergreen plastic strip. Door handles are from BLMA and handrails are made from brass wire. The ventilation hatches are made by Etched Pixels and intended for the BR ferry van kit as are the ferry anchoring points.

Paint is from spray cans with Halfords white primer for the roof, and for the bodysides Fiat Capri blue. Underframe details are added using an air tank from a US coach underframe kit whilst etched brass ladders and plastic strip for the handbrakes complete the detailing.

No decals are available for the Transfesa vans, other than an HO set from a model shop in Spain, so I had to find a suitable substitute. The Transfesa logo is basically a red circle with stump arms like an LT roundel. Using my computer I resized some red letter 'Os' and some dashes and then printed them on decal paper. The Transfesa lettering was produced in the same way. Fox transfers do a generic set of decals for international vehicles so this was used for the anchors and data panels. Railtec have also started to produce a set of decals for the VIX ferry vans so these will be used on the unfinished van.



Rail Head Treatment Train

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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

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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

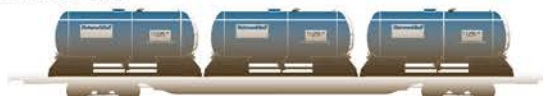
H4-RHTT-005



'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

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

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

0151 722 2655

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FEA Intermodal Wagon

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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.



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002
003
004

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

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004

Pre-order for £32 each

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

006

Pre-order for £59 each

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

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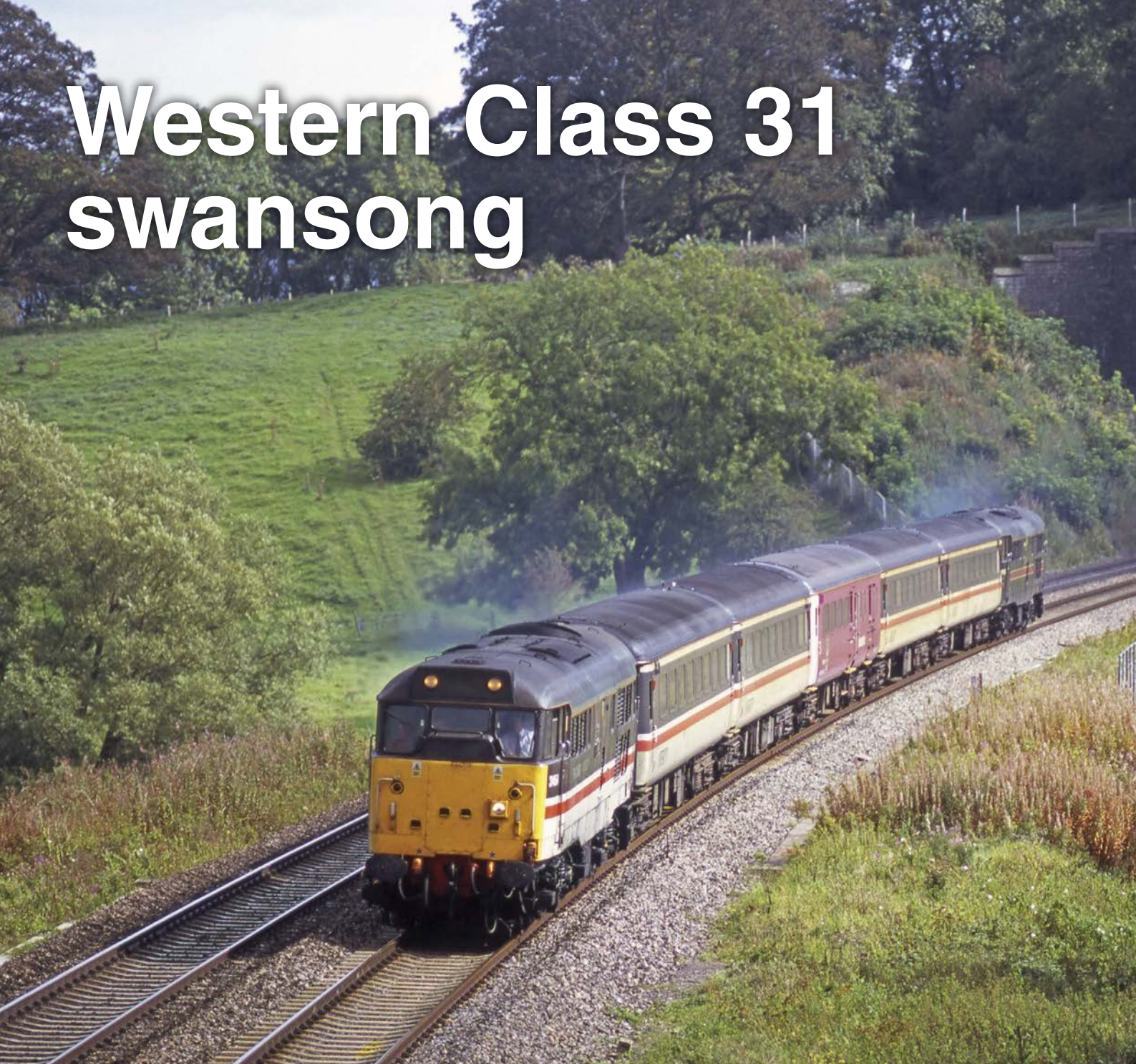
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Western Class 31 swansong



Glen Batten looks back at the surprising return of Class 31s to scheduled passenger workings in the early 2000s.

One of the most surprising 'come back acts' to follow privatisation in the 1990s was the return to scheduled passenger service of Class 31s by the newly formed Wessex Trains operator between 2002 and 2005. Already some 45 years old, and often regarded as overweight and under powered, the venerable 'Brush Type 2s' were surprising survivors. Built for the Eastern Region and firmly associated particularly with the Great Eastern and Great Northern routes, many will also have fond memories of their passenger days on the Western Region of BR in the 1970s and '80s, including Exeter to Paignton locals along the famous Dawlish sea wall, the Barnstaple branch, Bristol to Weymouth and the demanding Cardiff to

Portsmouth inter-regionals along the scenic Avon and Wylfe valleys. The '31s' were progressively dislodged from these services by Class 33s, themselves displaced from the Waterloo to Exeter route by Class 50s, from May 1980. As the decade progressed, 'Sprinterisation' saw off the remaining Class 31 passenger turns, the units supplemented with Class 37s where necessary. After a welcome but brief return at the end of the decade on summer Saturday Liverpool and Manchester holiday services to Paignton, the curtain seemed finally to have come down on the Class 31s' Western passenger career.

Wessex Trains Class 31s

So what brought about the return of the '31s'

to passenger work more than a decade later? In a word: privatisation. The original 'Wales and West' franchise, created in 1996, was split in 2001, with a new 'Wessex' franchise covering West Country local services plus the Cardiff to Portsmouth and Bristol to Weymouth routes. The new operator, branded as 'Wessex Trains', inherited a fleet of Class 150, 153 and 2-car Class 158 DMUs which were barely enough to cover normal weekday services in a period of rising demand. The region had always experienced significant peaks in passenger numbers driven by summer Saturday seaside travel but this was now exacerbated by sporting events at Cardiff's new Millennium Stadium and the advent of major music festivals. The



A 31454 and 31128 partnership was still working the Weymouth diagram on 11th September 2004 and the pair are seen emerging from Twerton Tunnel, near Bath, with the 11:56 Weymouth to Bristol Temple Meads service.

operator had received criticism for gross overcrowding, with press reports of families being left behind on platforms instead of enjoying their day on the beach. Something had to be done! In BR days, the situation might have been managed through planned cascades or refurbishments of older rolling stock or weekend deployment of freight locomotives and older coaching stock. Now, the onus was very much on individual train operating companies to find solutions with the rolling stock leasing firms, or suffer the consequent reputational damage.

A similar crisis had been experienced by Silverlink in resourcing the Bedford to Bletchley branch when first-generation DMUs became life expired before replacement



The 'Wessex' franchise began in October 2001 and Fragonset Class 31s and Mark 2 coaches were deployed on services to Weymouth the following summer. On Saturday 24th August 2002, 31459 was captured in an idyllic setting at Brewham in Somerset leading the 09:30 Westbury to Weymouth service. 31190, which was not fitted with electric train heating (ETH) equipment, was on the rear.



During 2003, Wessex Class 31 operations were largely confined to a Fridays only Cardiff to Brighton and return diagram but the summer 2004 and 2005 timetables saw them serve Weymouth once again. On 21st August 2004, 31128 was captured at Cole near Bruton with the 11:56 Weymouth to Bristol Temple Meads service. InterCity liveried 31454 was on the rear. The centre coach had been repainted in the Wessex Trains pink livery.

'Sprinters' became available. This was resolved in 1999 and 2000 when 'spot-hire' provider Fragonset supplied a pair of former EWS Class 31s to 'top-and-tail' a couple of Mark 2 coaches. The concept, scaled-up as necessary, clearly offered the possibility of some relief for Wessex Trains and, from 2002 until the end of the franchise in March 2006, the operator hired, as required, a number of Class 31s from Fragonset (FM Rail from 2005), together with rakes of up to five Mark 2 air-conditioned coaches. These provided much needed capacity, operating on Bristol to Weymouth summer services and busy Fridays only Cardiff to Brighton services, bringing the Type 2s back to routes they last saw in the early 1980s. As well as

offering greater capacity on these services, the locomotive hauled sets also released DMUs to relieve overcrowding elsewhere. Despite some issues with reliability and timekeeping, the trains were popular with users and two of the locomotives were given appropriate names: 'The Heart of Wessex' for InterCity liveried 31454 and 'The Mayor of Casterbridge' (after the Thomas Hardy 'Wessex' novel) for 31601, the only loco to be painted in the Wessex Trains pink livery. The two strong 31/6 sub-class (31601 and 31602) was created in 1999 from non-ETH Class 31/1s (31186 and 31191, respectively). The conversion involved fitting the locos with ETH through wiring and control equipment, enabling the crew to



31454 'The Heart of Wessex' approaches Maiden Newton in Dorset with the 14:40 Bristol Temple Meads to Weymouth service on 3rd September, 2005. All five coaches, plus 31601 at the rear, were in Wessex Trains pink livery. A second set of Mark 2s remained in InterCity colours, but some mixing inevitably took place.

control, and in emergency isolate, the ETH power supplied by a Class 31/4 at the rear of the train. Other locos used remained in Fragonset's black livery. Five Mark 2 coaches were also painted pink and branded for the Heart of Wessex Rail Partnership, which had done much to support and promote the Bristol to Weymouth route.

Festival specials

The Class 31 sets were also used to ferry crowds between Swindon and Castle Cary for the Glastonbury Music Festival, and between Bristol Temple Meads and Weston-Super-Mare for Channel 4's 'T4 on the Beach' music events. In addition, and less predictably, they were occasionally substituted for DMUs on other routes, releasing units to strengthen Bristol to Cardiff services for major sporting fixtures. Ever enterprising, Wessex Trains even used the '31s' for a Bristol to Weymouth 'Santa Shopping Special', complete with Father Christmas and complimentary mince pies for passengers!

Use of the Class 31s to Weymouth and Brighton finally ceased when, in April 2006, the Wessex franchise was absorbed, along with Thames Valley commuter services, into the new 'Greater Western' franchise which had already been won by First Group. First did not renew the Class 31 contract, and FM Rail went into administration in late 2006, the four Class 31s and Mark 2 coaches passing to ECT Mainline Rail.

Butlins Express

But the story of Class 31s on former Western Region scheduled passenger services was not quite over. In 2007, Victor Westlink Rail (which had inherited FM Rail's

operating licence) and ECT Mainline Rail entered an agreement with the preserved West Somerset Railway which saw 31454, 31452 and a set of InterCity liveried Mark 2s employed on an 'open access' summer only through service between Bristol Temple Meads and Minehead. Known as the 'Butlins Express', the service operated on Fridays, Saturdays and Mondays from 20th July until 27th August 2007, allowing holidaymakers to avoid switching to a bus or taxi at Taunton, and providing Minehead residents with a through train to Taunton and back. Although deemed successful, patronage was disappointing, perhaps due to inadequate advertising, and the operation was not repeated. So ended a most welcome encore for a true classic of vintage diesel traction.

Since then, despite gaining additional DMUs, First Group continued to struggle with seasonal capacity issues, not least on the increasingly popular Bristol to Weymouth route. Like its predecessor, the operator turned to locomotive haulage, but this time with more modern Class 67s and former Virgin Cross Country Mark 2s, but that's a story for a future date!

Before lineside trees blocked the view, one of Dorset's finest railway vantage points was this hill above the former Upwey Wishing Well Halt, overlooking the steep climb (1 in 50 at this point) from Weymouth to Bincombe Tunnels. Making steady progress on the gradient, 31601 leads the 17:16 departure from the resort to Bristol Temple Meads on 3rd September 2005. 31454 is visible on the rear.





The scenic Wylfe Valley line, skirting Salisbury Plain between Westbury and Wilton Junction, was familiar territory for Class 31s in the 1970s until displaced on the Cardiff to Portsmouth inter-regional route by Class 33s. More than two decades later, the Type 2s were to return to the line on passenger services, albeit in top-and-tail formation, and operating a single Fridays only Cardiff to Brighton and return diagram. They occasionally worked other diagrams to free up DMUs for sporting events at Cardiff's Millennium Stadium and we had a Six Nations Wales versus Ireland match to thank for the sight of 31459 'Cerberus' and 31601 'The Mayor of Casterbridge' at Great Wishford, powering the 11:27 Southampton to Westbury service on Saturday 19th March, 2005. (For the record, Wales beat Ireland 32-20!)



Wessex Trains also utilised the Class 31s for extra workings laid on for the annual Glastonbury Music Festival at Worthy Farm. 31601 (leading) and 31452 were captured at Broughton Gifford, on the singled Thingley Junction (Chippenham) to Bradford Junction (Trowbridge) line, powering a Swindon to Castle Cary shuttle on a fine Thursday 24 June, 2004. Headlining acts at that year's festival included Oasis, Paul McCartney and Morrissey. The fine weather depicted here was not to last: heavy rain on the Saturday ensured post event trains fully justified their 'muddex' nickname!



Another event served by the Wessex Class 31 sets was the Channel 4 'T4 on the Beach' music festival held for several years at Weston-super-Mare on the Somerset coast. On Sunday 19th June 2005, 31601 passes Long Ashton near Bristol with a Weston-super-Mare to Bristol Temple Meads shuttle. 31454 was on the rear.



ABOVE: 31601 calls at the delightfully rural Freshford Station after a spring shower on 21st May 2005 while heading the 14:40 Bristol Temple Meads to Weymouth service.



LEFT: The Wessex franchise became part of Greater Western in 2006 and use of FM Rail Class 31s was promptly discontinued. However, the story of Class 31 traction on former Western Region scheduled passenger services was not quite over. In the summer of 2007, FM Rail's successors reached agreement with the West Somerset Railway and Network Rail to operate 'open access' services between Bristol Temple Meads to Minehead, principally for the benefit of visitors to the resort's holiday camp. On 11th August 2007, 31454 passes Creech St Michael near Taunton with 1Z39, the 14:06 Bristol to Minehead 'Butlins Express'. 31452 was on the rear of the five InterCity liveried Mark 2 coaches.

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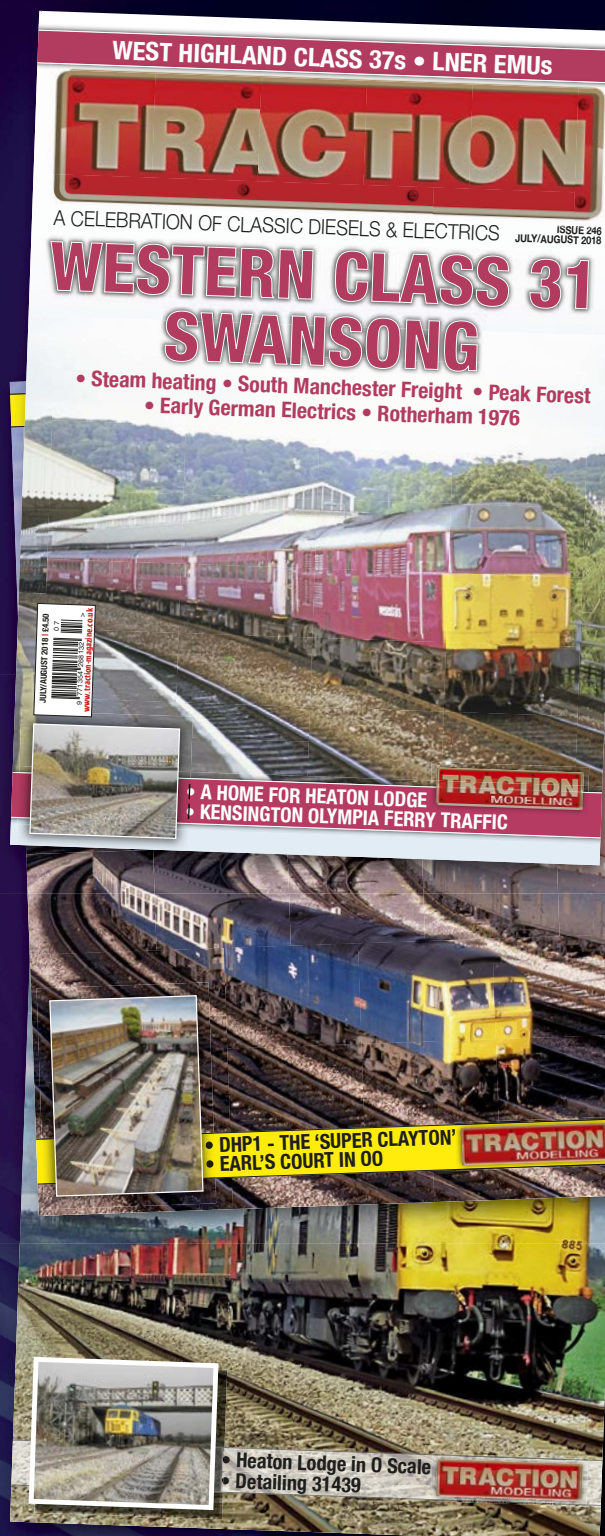
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Freight around South Manchester

In TRACTION 245 David Ratcliffe looked at local freight traffic in north Manchester in the 1980s. In this article his focus shifts to the railways of the south side of the city.

Freight traffic remained fairly buoyant in South Manchester during the 1980s and, after the Woodhead route closed in July 1981, most Trans-Pennine freights were simply diverted to run via either the Calder Valley or Standedge lines. The marshalling of wagonload freight in south Manchester was switched from Dewsnap Sidings, near Guide Bridge, to the yard at Ashburys some three miles to the west. At the same time Guide Bridge's Dog Lane coal depot also closed but Guide Bridge ballast sidings, and the adjacent on-track plant depot, remained open as the main centre for engineers' traffic in the Manchester area with a single Class 08 from Longsight TMD outstationed there. A further two of Longsight's Class 08s could be found at Ashburys, where one was used to shunt the yard, while the other acted as the local trip pilot working between Ashburys and Ardwick West freight depot, Ashton Road wagon shops, and the Johnson & Nephew private siding at Beswick.

Ardwick

Ardwick West, opened by the Manchester, Sheffield & Lincolnshire Railway in the 1840s, had become the last remaining BR operated general freight depot in the city when Oldham Road freight depot was closed in 1980. Consequently, it handled a diverse

range of commodities including cement, both bagged and bulk, lubricating oil, petfood, plastics and starch.

Until the mid 1980s Ardwick West also received vanloads of imported fruit and vegetables from the Continent while, following the closure of Bolton NCL depot in August 1984, it also became the destination for the occasional ferry van loaded with boxed dyestuffs which were destined to the remaining textile mills in south Lancashire.

A more regular traffic to Ardwick comprised tank wagons of carbon dioxide, from either ICI's chemical works at Billingham or the Scottish Grain Distillery at Cameron Bridge, the CO₂ being transferred at Ardwick into road tankers for delivery to breweries and soft drinks manufacturers across the north west of England.

However, the decline in demand for domestic coal traffic saw traffic to the Powell Duffryn Fuels coal concentration depot at Ardwick's Kobo Sidings cease in July 1983.

Stockport area

In the following year the NCB coal depot at Stockport also received its last railborne deliveries. When added to the loss of traffic from the Cadbury Schweppes and Lowton Metals sidings at Stockport Georges Road, this left the town devoid of any local freight.

In 1983 there were two afternoon freights between Ashburys and Warrington Arpley including 6F45, the 13:50 departure from Ashburys, seen here when running as 8F45 due to its fascinating mix of vacuum and air-braked stock. It is approaching Stockport behind Class 37 No. 37140 on 30th May 1983. Prominent in the formation is a single-jib crane with its attendant mess van, an ex-GWR Toad, while also in the train were three loaded Grampus, a BR Presflo, and a 45 ton Shell tank. Towards the rear can be seen two ferry vans en route from Manchester International Freight Terminal to the Continent, as well as a VTG telescopic-roof ferry van which would have been carrying steel billet from Ardwick West freight depot for a customer in Italy. The billets were loaded to Ardwick from GKN's plant at Brymbo, near Wrexham, since GKN's private siding could not accept bogie vehicles.

However, just outside Stockport at Reddish South the Standard Wagon Company's original works remained open for the maintenance of privately owned wagons, while the Tilcon terminal at Portwood Drops, on the remains of the Stockport Tiviot Dale line, continued to receive a daily train of roadstone from Tunstead Quarry.

To the south of Stockport, the line from New Mills South Junction to Skelton East Junction remained busy with up to four daily limestone trains running between Tunstead and the ICI soda ash works in Northwich, while that line also gave access to the Blue Circle Cement sidings at Northenden.

In addition to a daily block train of Portland cement from Hope Cement Works, the cement terminal at Northenden was also served by an occasional trip from Ashburys yard, conveying wagons of sulphate resisting cement that had originated from BCC's Eastgate Works in Durham. The suburb of Northenden was also the location for



Not all wagonload freights were well loaded and one service noted for its dearth of traffic was the short-lived 7M60, 12:46 Speedlink from Ashburys to Toton Old Bank Sidings. Often powered by a Class 58, 7M60 is pictured passing Guide Bridge behind No. 58011 on 24th April 1985 with just a single open wagon, loaded with new brake blocks for Derby Loco Works, in tow.

the second of Greater Manchester's rail served refuse treatment plants which, having opened in 1982, despatched a trainload of refuse containers six days a week to the Wimpey Waste Management disposal site at Appley Bridge, west of Wigan.

Manchester Ship Canal

Reached via Skelton West Junction the line from Partington Junction, which served the Shell Chemicals Partington plant and the CEGB's Carrington Power Station on the south bank of the Manchester Ship Canal, was still in use, although the line beyond Partington Junction, across the canal to Glazebrook East Junction, was taken out of use in 1983. In the early 1980s up to nine MGR coal trains ran from Bickershaw Colliery each week to Carrington Power Station but, as the decade progressed, traffic gradually tailed off with the power station finally closing in 1991.

For a few years in the mid 1980s there was also outbound fuel oil traffic from the CEGB's oil berth at Partington, the fuel oil having arrived in coastal tanker up the Ship Canal. The nearby Shell plant also saw tank traffic with a block train of propylene arriving at Partington twice a week from the BP Chemicals Baglan Bay Works. Shell used the propylene to produce propylene oxide but this working ceased in 1993 with the run down of the works at Baglan Bay.

On the opposite bank of the canal the rundown of Irlam Steelworks, together with the cessation in 1981 of the last of the coal, soda ash, and pitch traffic, all of which had previously been transshipped from rail to boats on the Ship Canal at Partington North Tip, left the sidings at Glazebrook with just the petroleum traffic to the nearby British Tar Products oil terminal. This comprised a thrice weekly train of motor spirit from ICI Haverton Hill, as well as the occasional trainload of fuel oil from either Gulf's

Waterston Refinery, near Milford Haven, or the Shell refinery at Stanlow.

Trafford Park

Returning towards the centre of Manchester, alongside the former Cheshire Lines Committee's Manchester to Liverpool main line, were the extensive sidings at Trafford Park which served both Manchester International Freight Terminal (MIFT) and Trafford Park Freightliner terminal, as well as acting as an exchange point for traffic to and from the Manchester Ship Canal Railway's Barton Dock branch and the last few rail served customers within the Trafford Park industrial estate.

Opened by British Rail in the 1960s, MIFT was one of several international freight terminals designed to improve the handling of cross-Channel traffic and was equipped with bonded warehousing and five transit sheds. The commodities handled at MIFT included detergents, domestic appliances, paper, textiles and wine, although its traffic had begun to decline by the late 1980s



ABOVE: Local freights could also vary considerably in length but another working to rarely feature more than a couple of wagons was 6T86, the occasional afternoon Ashburys to Northenden trip, seen here leaving Ashburys behind a Class 47 on 14th June 1985. The single PCA wagon was loaded with sulphate resisting cement from Eastgate. To avoid the need for the locomotive to run round the train en route, freights heading towards Stockport from Ashburys would follow a circuitous route through east Manchester, running via Ashburys West Junction, Phillips Park No.2 Junction, Baguley Fold Junction, Ashton Moss North and South Junctions, Crowthorne Junction, Denton Junction, and Heaton Norris Junction.

BELOW: In the 1980s Ashburys was the hub for wagonload freight trips in the Manchester area. Class 31 No. 31301 passes the station at the head of the return trip from Heywood on 24th April 1985.





In the 1980s the furthest trip freight to originate from Manchester's Ashburys Yard was a daily out-and-back working to Peak Forest, Buxton, and Hindlow. Class 37 No. 37092 is seen heading through Guide Bridge, running some two hours early, with the return working from Hindlow on 10th May 1985. The single air-braked van immediately behind the locomotive was used to transfer CM&EE spares between the TMDs at Longsight and Buxton, while the rest of the consist comprised two empty tanks returning from Buxton TMD and three covered hopper wagons carrying glassworks limestone from the Steetley Minerals quarry at Hindlow. Although Guide Bridge still retained an engineers yard and on-track plant depot closure of the Woodhead route had resulted in the removal or disconnection of many tracks in the area.



On 12th September 1985 Class 08 No. 08673 was photographed when propelling a selection of vacuum-braked wagons past the station en route to the nearby Ashton Road Wagon Shops.

as more and more goods were carried in containers.

In contrast, the neighbouring Freightliner terminal remained busy with daily container trains to Felixstowe, Holyhead, Southampton and Stockton, while following the closure of the smaller Freightliner terminal at Longsight in 1987, it also gained additional services to Glasgow and Willesden. Furthermore, located at the end of the Manchester Ship Canal Railway's Barton Dock branch was Containerbase, a privately operated terminal which had been opened by Overseas Containers Ltd. in 1969. This also despatched a container train to Southampton six days a week, while a working to Tilbury had been introduced in 1978.

Barton Dock Branch

The MSC's Barton Dock branch also handled traffic from the Kellogg's breakfast cereals factory at Park Road but, unfortunately, the daily train to Willesden, which conveyed portions for distribution depots at Crawley and Hatfield, ceased to run in 1984. A year earlier, traffic from the last two rail served customers within the Trafford Park industrial estate (the Corn Products Co. and British Steel's wheelset works) had also ended. However, after remaining dormant for six years, parts of the estate's rail network were returned to use in 1989 by the Trafford Park Estate Co. when scrap metal began to be railed from Norton's scrapyards to Allied Steel & Wire in Cardiff, while starch was despatched from the Cerestar (formerly Corn Products Co.) factory on Trafford Park Road to several paper mills in Scotland and Kent. Unfortunately this revival would prove to be relatively short-lived with the estate's rail system closing for good in the year 2000.

Class 37 No. 37029 passes through Ashburys with 6E46, the 12:45 Glazebrook to Haverton Hill discharged motor spirit tanks, on 18th July 1986. At this time 6E46 was routed between Throstle Nest Junction and Gorton Junction via the Fallowfield Loop, thus enabling it to approach Ashburys West Junction in a westerly direction before continuing on, via Phillips Park No.1 Junction and Brewery Junction, to gain the Calder Valley line.



By the late 1980s the Manchester Ship Canal Railway's 4WDH 255 bhp Sentinels were used to haul the container trains along the Barton Dock branch as far as Trafford Park West Sidings where BR traction would take over. DH24 waits to leave Containerbase with loaded wagons for Tilbury in October 1989.





ABOVE: The Trafford Park Estate Co. purchased a couple of Class 08 locomotives to work their traffic between the industrial estate and Trafford Park Sidings. In November 1989 No. 08669 heads through 'The Park' with a starch wagon which was eventually destined for the Wiggins Teape paper mill at Corpach.

BELOW: By 1985 the regular Trafford Park to Stockton Freightliner had been withdrawn but an occasional special would still run such as this working seen heading east through Guide Bridge behind a Class 47 on 10th April 1985.





Photographs of the 'Midland Pullman' taken in the Peak District, on its run between Manchester Central and London St. Pancras, are quite rare as normally the train was only seen running southbound in the early morning and northbound in the evening. On this occasion the train is seen heading north at Peak Forest on what is believed to be Saturday 27th April 1963 whilst working a northbound special. JOHN FORD

Rails through Peak Forest

Until 1968 the railway through Peak Forest was the main line between Derby and Manchester with through trains from London St. Pancras as well as much through freight traffic. Following closure of the section north of Matlock, this once important line became freight only to serve the quarries around Peak Forest and the Buxton area. Hundreds of thousands of tons of limestone were quarried in this part of the Peak District and shipped out by train to destinations all over Britain. To this day the line remains extremely busy with thirty or forty trains passing through Peak Forest every day. The photos give a flavour of the changing operations from the 1960s through to the early years of the 21st century.



'Peak' No. D80 is passing Peak Forest station with a St. Pancras to Manchester Central express on 28th January 1967. The line through the Peak District from Derby to Manchester closed as a through route in June 1968 so express trains like this were living on borrowed time. Peak Forest station closed on 6th March 1967, just a couple of months after this photograph was taken, when local services were withdrawn. The station building was subsequently taken over by the permanent way section and used as an office and depot. However, nearly thirty years later, the PW staff were required to vacate the building when the freight train crew from Buxton depot were re-located to the building as the centre of operations for Trainload Freight Northwest and subsequently EWS. GAVIN MORRISON



No. 40109 stands alongside Peak Forest South signal box on 3rd July 1979. A signal box had opened here before 1877, but was replaced in 1891 and again, with the one in view here, in 1925. The box was reframed in July 1974 and still stands today working absolute block to Great Rocks Junction in the south and to Chinley power signal box in the north.
GAVIN MORRISON



No. 40185 has just arrived at Peak Forest South signal box on 3rd July 1979. It is believed to be 06:45 Carterhouse Junction (near Widnes) to Topley Pike empty stone train.
GAVIN MORRISON



ABOVE: On a beautiful July evening the train crew on the Class 25 have time to relax in the evening sun as 37211 opens up with the Tunstead to Margam loaded service on 3rd July 1979. GAVIN MORRISON



47316 runs downhill through the former Peak Forest station on 8th July 1987 with a train of cement wagons, including two bogie Clyde Cement vehicles. JOHN DEDMAN



On 8th July 1987 No. 45007 runs downhill from Dove Holes Tunnel into Peak Forest with a Northwich to Tunstead empty limestone train. The wagons are the bogie hoppers built for ICI and carried the company's initials on raised metal letters in the centre of the body. JOHN DEDMAN

No. 60044, one of only three Class 60s to receive Mainline blue livery, is seen in this view looking north from the road bridge at Peak Forest, as it slowly draws its train forward a wagon at a time during the loading process on 9th June 2006. GAVIN MORRISON



Gridlock at Peak Forest! The photographer is looking north towards the former Peak Forest station. On the left is the 18.05 Dowlow to Ashburys, whilst in the middle is No. 60094 shunting former National Power wagons and behind is No. 60010 with an arrival from Ely. The date is 8th September 2006. GAVIN MORRISON



The prime German electric express type before the Second World War was the Class E18. After the war the class ended up on both sides of the German border as well as in Austria. The ones working in East Germany were painted dark green with a red underframe whilst the West German ones were painted in the express

locomotive colours of dark blue with black underframes. The Austrian examples were originally painted in green but later in the striking orange and cream livery adopted in the 1980s. Here we see DB 1-Do-1 No. E18 18 preparing to depart from München Hauptbahnhof (Munich main station) on 7th September 1958.

Early German electrics

Colin Boocock first visited Germany in 1958 on his way to Austria by train. Some iconic early electric locomotives were on view at that time. A couple of these classes appeared in Austria as well.

I was on a tour organised by the Railway Travel & Correspondence Society in 1958 to Austria by rail and we entered Germany from the Netherlands after an engine change at Venlo. German electrification at that time was centred on Bavaria and Baden-Württemberg, with München (Munich) and Stuttgart being main focal points. Our train to the south had steam traction until it reversed in the then terminus station at Ludwigshafen, where a new Bo-Bo electric locomotive of Class E10 was coupled on the other end of the train for onward movement to Munich. By the following year, the wires were up and in use as far north as Köln (Cologne), so fast was Deutsche Bundesbahn (DB) installing its 15kV 16 2/3 Hz ac electrification.

New DB carriages in the 1950s still had drop windows in the compartments and along the side corridors, so it was relatively easy to photograph the unfamiliar (to us) locomotives and multiple units that we saw during this trip.



DB's Co-Co freight locomotive 193 005, one of the first batch of the E93 series introduced in 1933, was seen at Ulm Hauptbahnhof in the summer of 1970. DB painted both the E93 and E94 classes in green with black bogies.

Express passenger locomotives

However, this article looks at the locomotives that had been introduced before the 1950s. Between the wars, traffic in the south to and across the Alps was heavy, and the design of the larger electric locomotives reflected that. The stars of the passenger fleet were the 55 examples of Class E18 semi-streamlined 1Do1s that had been introduced in 1935. These 4,075bhp locomotives resembled contemporary French and Swiss machines. They rode on four frame-mounted motored axles flanked by one carrying axle under each end cab. Each of the four axles was motor driven. The E18 class had a top speed of 93mph. A further four locomotives of the same basic type but more powerful (4,985bhp), with a top speed of 112mph, were the Class E19s. The last example of these classes was withdrawn in 1988. Six E18s are preserved, at Augsburg, Koblenz Lützel, Glachau, Gemünden am Main, Dresden and Nürnberg (Nuremberg).

Freight locomotives

For heavy freight DB had a fleet of old-fashioned-looking Co-Cos with the central equipment compartment flanked by driving cabs set so far back from the ends that there was room for more equipment in low compartments over the bogies. These locomotives had deep section main frames. The class was first seen in 1933 and has erroneously been called 'crocodiles' by many enthusiasts. In fact, a traditional crocodile electric locomotive was mounted on two bogies with the driven wheels coupled by outside coupling rods, something that the Swiss managed to keep in service for many decades, as did the Austrians. The German Co-Cos were Classes E93 and E94, the former of 2,965bhp and the latter 4,025bhp. There were 18 E93s, and 173 E94s. A more powerful version classified E94.5 appeared in 1954 and could develop 5,950bhp. The maximum speeds of these classes were: E93 44mph, E94 56mph and E94.5 63mph. The last E94 was withdrawn in 1992. At least ten of these large machines are preserved, together with one in Austria.

Political Changes

Hitler's Germany annexed Austria in 1938 and subsequently Austrian railways were absorbed into the Deutsche Reichsbahn (DR). Some electric locomotives of DR types were transferred to work in Austria, including eight E18s and 47 E94s. After the war, the newly-formed Austrian Federal Railways (ÖBB) brought these locomotives into their own classification system. The E18s became Class 1018 and worked over the Westbahn from Vienna whilst the E94s became Class 1020. The latter worked mainly over the steeply-graded Arlberg main line through the Alps with some lasting until 1995. The last 1018 was withdrawn in 1982 with No. 1018 05 being preserved as an official Museumslokomotive.

The end of the war brought changes inside Germany, too. What was known for a while as the Russian sector ended up



The DR renumbered the E94s in the 254 series and painted them green with red bogies. No. 254 056 was on display at Halle in May 1995, and shows the deeper side frames adopted for the majority of this type. The 'V' on the cabside denotes the vorder or leading cab. The one at the other end was marked 'H' for hinter or rear cab. Across the border, DB had numbered the cabs '1' and '2' respectively.

behind the 'iron curtain' and gave itself the name Deutsche Demokratische Republik (DDR), becoming part of communist eastern Europe. The British, French and American sectors grouped together and became the Bundesrepublik Deutschland (BRD - German Federal Republic). The railways in the DDR retained their pre-war designation Deutsche Reichsbahn (DR), whereas those in the west became the Deutsche Bundesbahn (German Federal Railway - DB). This article centres mainly on the old electric locomotives working on DB in their last years. These were the ones I saw during five visits between 1958 to 1968, plus the odd sighting of E94s into the 1980s, and one or two preserved oddities seen at exhibitions in later years.

Older passenger locomotives

Apart from the E18s, there were earlier 1-Do-1 locomotives working in Bavaria and Baden-Württemberg that preceded the E18s, known, not surprisingly, as E16 and E17. Of the same basic layout as the E18s, there had been no attempt at streamlining or improving their appearance, so the older locomotives were distinctly angular in outline. Class E16 began as Bavarian Railways Class ES1 in 1926. The electric traction equipment was supplied by Brown Boveri and used the Büchli system of drive from the motors to the wheels. This had the drive gears on one side of the locomotive shrouded, while on the other side nothing of the drive was visible. Each subsequent



An early Bavarian express passenger electric 1Bo-Bo1 was Class E16, epitomised by No. E16 20 that was photographed outside München Hauptbahnhof on 7th September 1958. This side showed no sign of the Büchli drives from the motors to the wheelsets; these were prominent on the other side of the locomotive. All of these older passenger electric locomotives were painted green with black running gear. (Ed. Regular readers will be familiar with the appearance of the Büchli drives from the recent articles about Swiss locomotives in TRACTION).



Seen at Stuttgart Hauptbahnhof on 20th August 1959 was 1-Do-1 electric No. E17 112. This class was the forerunner of the highly successful E18 series.



A development of Class E17, but for lighter express passenger services, was the Class E04 1-Co-1, the prototype of which, DR No. E04 01 (numbered at the other end 204 001) was exhibited at Halle in May 1995. Note the apparently 'missing' third driving axle. As the class was intended for lighter duties one driven wheelset was simply omitted without altering the positions of the remaining three driving axles!



Introduced in 1924, 29 of these E32 1-C-1 jackshaft-driven electric locomotives were built for light passenger services. No. 132 011 was still in use at München Hauptbahnhof in summer 1970, on empty stock workings and shunting.

series of the class raised the power output compared to its predecessor. Nos. E16 01 to 10 were 3,140bhp (one hour rating); E16 11 to 17 3,460bhp; and E16 18 to 21 3,948bhp. They worked largely within the German state of Bavaria, centred on Munich. The last E16 (or 116 as they had become in DB's computerised classification system from 1968) was withdrawn in 1980, but four are preserved, E16 03 at Koblenz Lützel, E16 07 at Freilassing, E16 08 at Darmstadt, and E16 09 at Augsburg.

Class E17 came out in 1928 for mixed traffic use in southern Germany. These 38 locomotives were also 1Do1s, delivering 3,750bhp power with a top speed of 75mph. The E17s were also box-like in appearance but with a small equipment compartment protruding below the front cab windscreens. An express version with the same basic layout less one motored axle and with a top speed of 93mph, Class E04, was introduced in 1933 with 23 examples being built. The only one of Class E04 that I saw in operation was in north Germany in 1968. The E17s survived until the last was finally withdrawn in 1980. At least one E17 is preserved as is one E04.

DB Bo+Bo No. E44 118 calls at Würzburg Hauptbahnhof on 19 October 1962 with a local train made up entirely of six-wheeled stock. In the computer era, DB renumbered these useful locomotives as Class 144 and on DR they became Class 244. Both DB and DR painted their E44s in green with the DB locomotives having black bogies and the DR ones red.

Mixed traffic locomotives

A common type in southern Germany that did not spread into Austria was the Class E44 Bo+Bo medium sized mixed traffic electric locomotive that was introduced in 1932. I describe them as Bo+Bo rather than Bo-Bo because the bogie frames were coupled together and traction forces were entirely taken through the bogie frames and not the locomotive underframe. The buffers and drawgear were on the bogie frame headstocks. A total of 181 were built, plus nine that were classified E44.5 as a modified type. All had power output of 2,950bhp. These locomotives would turn up at most locations in southern and central Germany where electrification held sway. They would work local or branch passenger trains, often formed of sets of six-wheeled coaches, or would be involved in pick-up freight work.

They had a top speed of 56mph. The last disappeared in 1993 apart from those held for preservation of which 13 survive.

Other, even older electric locomotive and multiple unit types existed in Germany, but I did not see many of them in operation. Preserved examples that I have photographed at shows and exhibitions are included among the illustrations, with extended captions giving some information about them.

After the division of Germany into the BRD in the west and the DDR in the east, the two railways, DB and DR, followed parallel but different design philosophies for more modern locomotive building. With the editor's permission, these newer creations can be the subject of a future article in TRACTION. It's also interesting to realise which country's designs came out on top after re-unification.





ABOVE: The exhibition at Halle depot in May 1995 included some preserved and really rare old-timers such as this 1B-B1 machine, No. E 77 10. Of 2,520bhp, these locomotives were introduced in 1924 and had Swiss electric motors driving a jackshaft in each bogie, using connecting and coupling rods to drive the wheels. The body was in three sections, allowing it to slightly articulate to ease forces on curves. There was an equivalent heavy freight design of 1926 laid out as a C-C, which lasted in service on DB until the 1970s, one of which, No. 191 099, is preserved.



LEFT: Preserved No. E 95 02, a two-section locomotive of 1Co+Co1 wheel arrangement seen at Halle in May 1995, was one of a class of six locomotives built in 1927 for heavy freight work in the industrial area in Silesia (now part of Poland). Of 3,725bhp, they weighed 138.5 metric tonnes, and the last was withdrawn in 1969.

Number systems

When the DDR separated from the rest of Germany, its railways (DR) made certain for several decades that its locomotive number series would be complementary to and not overlap that used on DB. By 1968 the railways were moving towards computer-based number systems which did not use letters in the class designations. By this time any thought of reunifying Germany looked impossible, and DB and DR felt confident in using different series for their new numbers. DB numbered their diesel classes from 200 upwards and electrics in the 100 series, whereas DR did precisely the opposite, their diesels being 100 upwards and electric locomotives 200 upwards. Generally, the number that had followed the 'E' in electric locomotive numbers remained the same, except all were stretched out to three digits, numbers below 100 receiving an initial zero; thus DB's No. E18 18 became 118 018, a number once allocated to a DR diesel locomotive. In East Germany, No. E18 31 became 218 031, a number within a DB diesel hydraulic series. It was worse with steam traction. DR 4-6-2 No. 01 012 was computer-renumbered 01 1012; in the West, DB 4-6-2 01 1012 became 012 012, with only the space between the class and running numbers differentiating it from its DR neighbour. Just imagine the confusion when the two railways reunified after 1993!

The E94s in eastern Germany became Class 254. Maybe an erudite reader can explain why this was – I cannot find a suitable reference.

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The elevated viewpoint of Coronation Road bridge at the south end of Masborough station reveals the Midland Railway architecture in all its glory. 40002 has the road for the Sheffield line with a load of empty cement wagons bound for Earles Sidings on the Hope Valley line. Over on the northbound fast lines a Cross Country service to York has stopped; clearly the steam heating boiler of the Class 47 is working hard on this June day!



Rotherham in 1976

Back in 1976 Rotherham Masborough station was still open for passenger services. Today trains call at nearby Central although freight and express trains still pass through the derelict platforms non-stop. Ian Harrison's notes and photographs are a reminder of how it was just over forty years ago.

Rotherham is a large town situated along the Don Valley adjacent to Sheffield and the area is famed for steel making. Its railways were built primarily by two competing companies, the Midland Railway and the Great Central Railway, with both providing parallel main lines, each with its own station and numerous freight yards. The Great Central station was Rotherham Central, a simple two platformed station refurbished in late British Rail days to replace the much larger four platformed Midland station at Rotherham Masborough.

At the time of my visit on Thursday 3rd June 1976, Masborough was still open for business and had Inter City trains calling on their way from Sheffield to Leeds and the North East. Freight traffic was still prolific in 1976 with both through services and local yard transfers. The locomotives were, of course, all in Corporate Blue and, on the occasion of my visit, examples of Classes 20/ 25/ 31/ 37/ 40/ 45/ 46 and 47 were all seen.

In addition there was a collection of Class 08s stabled in the down yard at Masborough: these were 08022, 08033, 08076, 08386 and 08460. It is possible that some of these were in store as this location had been used to store withdrawn former Midland Railway 0-6-0 tank locomotives from Canklow and



20054 and 20061 are seen trundling along the Great Central line at Greasborough with a train of hoppers, probably carrying coke.



25129 is heading for the 'Old Road' as it passes Masborough with a southbound mixed freight.

Staveley sheds during the 1960s. There were local scrapyards nearby, including that of Messrs Booths of Rotherham which lies between the two routes and is still breaking-up locomotives, wagons and coaches to this day.

On that day in June 1976, I had arrived at Rotherham Masborough station and spent around six hours both at Masborough and at locations on the Great Central lines. I photographed what came along, although inevitably I missed some trains whilst walking between locations.

At the time the photographs were taken, there was a junction at the south end of the platforms of Masborough station with the four tracks to Sheffield curving away to the west, whilst four tracks headed straight ahead towards Barrow Hill and Chesterfield, along what is known as the 'Old Road'. This was the original main line before the route via Sheffield was built. At the north end of the station the four tracks continued toward Swinton and Mexborough.

Today both routes have been reduced to double tracks while most sidings and yards have been removed. The Midland and Great Central lines have been linked by a single track section of line which diverges from the Midland line just on the Sheffield side of Masborough and burrows under the 'Old

Road' before joining the Great Central line. Local DMU services use the chord to reach Rotherham Central and then regain the main lines to the north at Aldwarke Junction.

Steel is still made in the area but at lower levels. In 1976 the semaphore signalling

remained, but today all signalling is by multiple aspect colour lights. These were controlled from Sheffield power signal box until this function was transferred recently to the new York signalling centre.

31107 is passing the yards at Rotherham Main with a northbound mixed freight. A Class 47 is in the yard at the head of a train of 16 ton mineral wagons loaded with what appears to be scrap metal. The amount of heavy industry in the Rotherham area is obvious in this view.



Masborough Station			Masborough Station continued		
45019	1Z54	Southbound excursion - 'Old Road'	46013	1S..	Inter City to Edinburgh
47107	1E..	Inter City to Newcastle	31107	7J..	Southbound local trip freight - 'Old Road'
45067	1V..	Inter City to Bristol	20175	0J00	Southbound light engine - 'Old Road'
45149	1E..	Inter City to Leeds	25129	7M..	Southbound mixed freight - 'Old Road'
40073	8M..	Southbound mixed freight - 'Old Road'	47217	6E..	Northbound oil tanks - 'Old Road'
37167	6M..	Southbound oil Tanks - Sheffield line			
47151	1E..	Inter City to York	Great Central Lines between Rotherham Main and Greasborough		
40002	6M..	Southbound cement to Earles Sidings - Sheffield line	31107	8J..	Northbound (seen earlier)
40007	8M..	Southbound freight - 'Old Road'	37136 + 37103	6J..	Southbound MGR
31276	8M..	Southbound mixed freight - 'Old Road'	20028 + 20031	0M00	Southbound light engines
45022	1M..	Leeds to St Pancras Inter City	45029	0E00	Northbound light engine
47107	1M..	Inter City for Birmingham	37125	8M..	Southbound mixed freight
31154	8E..	Northbound freight – into down loop;	20054 + 20061	8J00	Southbound local trip freight
Note by this time the displaying of headcodes had been discontinued but the following can be assumed: M - London Midland Region; E - Eastern and North Eastern areas J - local destinations within the Sheffield area. S - Scottish Region. V - Western Region.					

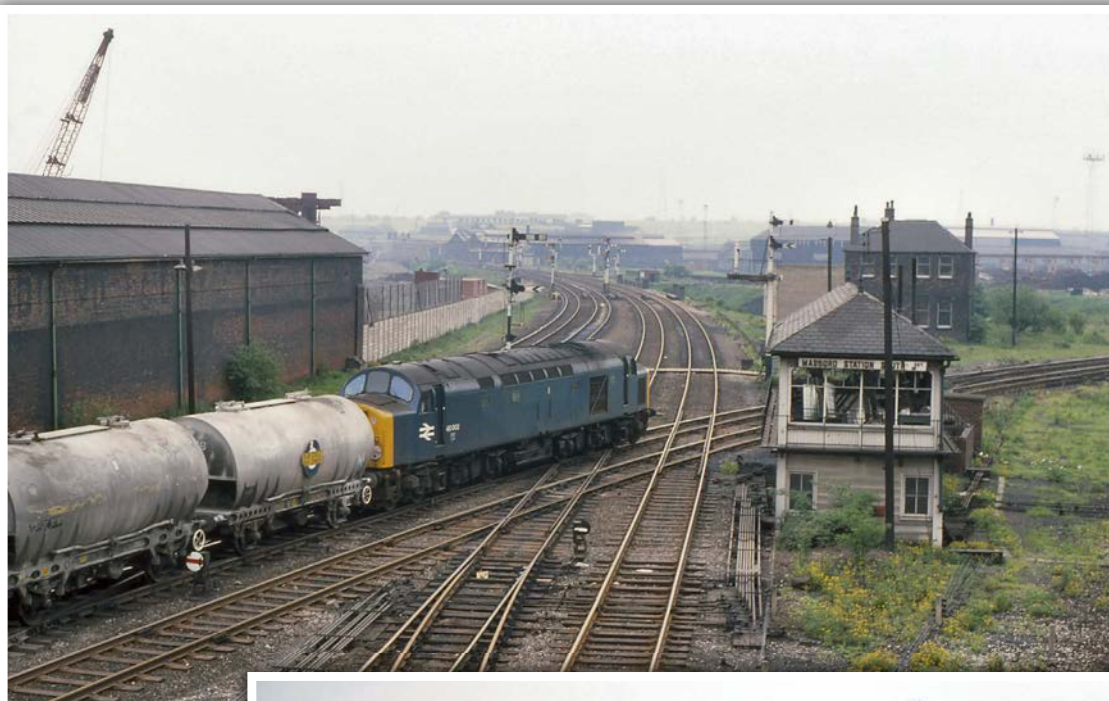


31276 appears from the north at Masborough with a short southbound train of what appear to be coke hoppers. The distant signal hasn't yet been 'pulled off' so it looks as though the train is going to be stopped at the junction at the south end of the station before it heads off down the 'Old Road'.



47151 runs into Masborough with a Cross Country service to York. The junction signal on the platform is another former Midland Railway timber post signal, although it has lost its pointed Midland metal finials which have been replaced with wooden caps. The crossover which this signal protects is visible in the foreground.

All photographs were taken on 3rd June 1976 by the author.



40002 takes its train of Blue Circle cement wagons across the junction at the south end of Masborough. Viewed from Coronation Road bridge, the scene is full of interest. Along the building on the left are the fading letters 'MIDLAND RAILWAY WAREHOUSE', whilst the Midland signal box with its named board 'MASBORO STATION SOUTH JCT' is still in use (note the abbreviation of Masborough). The four tracks of the 'Old Road' curve away under an impressive selection of signals, including a former Midland junction signal with its original timber post and cast iron bracket.

An unexpected working was this special passenger working (headcode 1Z54) behind 45019 which is heading down the 'Old Road'. This would almost certainly be one of the 'Merrymaker' special day excursion trains that BR ran in the 1970s. In the same week the Doncaster Division ran 'Merrymakers' from Retford to Ashburys (for Belle Vue Zoo) and from Cleethorpes to Weston-super-Mare. Over on the left is a Cross Country train bound for Newcastle. The signalling at this end of the station is particularly interesting, with a platform level junction signal that protects the crossover between the Down Slow and the Up Slow lines, as well as the main junction signal with its associated distant signals.



47107 rounds the curve from the Sheffield direction with a Cross Country train to Newcastle. The locomotive was seen later in the day so possibly it only worked this train as far as York. The size of Masborough signal box with its four bays is an indication of how many levers the box had. It opened in 1903 and closed in 1979 as a result of the Sheffield area resignalling scheme. Over to the right are Masborough yards which at this time provided work for at least two Class 08s. In the distance are scrap yards and steel mills that stretch as far as the eye can see.



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