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JANUARY/FEBRUARY 2019

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Journeys with a
Young Person's
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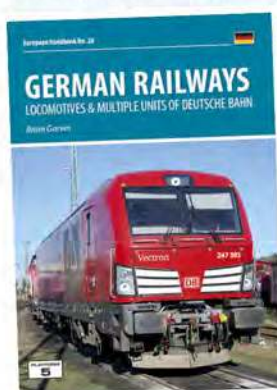
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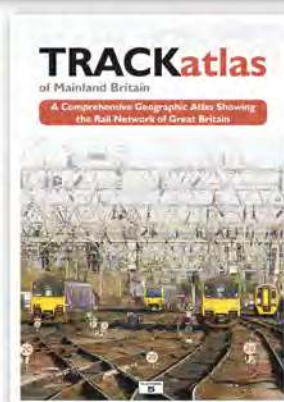
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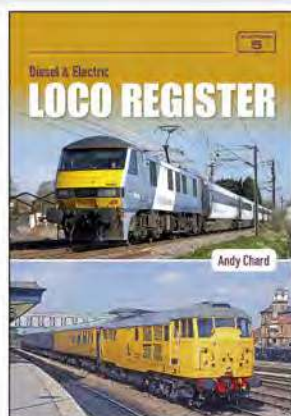


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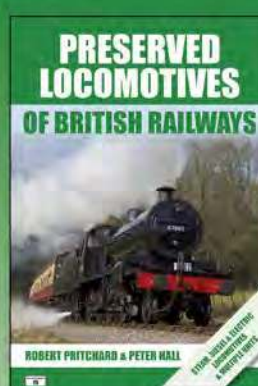
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Contents

6

The Wednesbury and the Dudley line in the 1970s: Part One by David J. Hayes



14

DEMUs on the South Western photographs by Phil Barnes



16

Looking Back by Neville Fickling



20

Way out West in the Seventies photographs by Trevor Ermel



25

Blue is the Colour layout built by Norman Jones



30

Class 25s for Kensington Olympia by Andy Gibbs



34

Olivia's Trains BOC TEA and VAA wagons by Andy York



35

TRACTION MODELLING News



38

Fabulous February Flings by Charles Mackintosh



42

Moving the dump to Forders by Mick Humphrys



46

Return to Rhymney by Tom Braund



50

An Afternoon at Waterloo Station by Andy Sparks



56

Great Eastern diesels photographs by Gavin Morrison



60

Early Portuguese Traction by Colin Boocock



TRACTION
issue 250 will
be on sale
Friday 1st
February

Welcome

Welcome to the first issue of TRACTION in 2019, although of course, due to publishing dates, the magazine appears in December 2018. I am sure that you will have noticed immediately that this issue (and future ones) is considerably larger, with an additional 12 pages of articles, news and reviews. We hope you like the changes.

In his article 'The Wednesbury and the Dudley line in the 1970s', David J. Hayes continues his series about freight lines in the West Midlands with the first of a two-part feature about the area.

The Class 205 and 207 DEMUs, that for many years worked local trains on the South Western Division of the Southern Region, are the subject of a photo study by Phil Barnes, who fortunately pointed his camera lens at these less than glamorous trains.

In his article 'Looking Back' Neville Fickling recalls his early teenage years as a train spotter in East Anglia and, more daringly, on trips to the London area.

With the current change from Great Western HSTs to the new Class 802 IETs, it is an appropriate time to look back to an earlier generation of motive power on express services in the West Country. Trevor Ermel's photographs transport us back to the days of locomotive haulage when you were never quite certain what would turn up on the front of a train.

Charles Mackintosh relates the incredible story of his exploits during February 1986 when he used his Young Persons' Railcard to travel extensively across Britain during his journeys to interviews at various universities. The title 'Fabulous February Flings' says it all, as he travels the network in search of Class 47 haulage!

We are pleased to welcome back North London driver Mick Humphrys with his account of working freight trains conveying

spoils from road construction to the dump at Forders Sidings.

The shortage of DMUs to operate the Valley Lines' services prompted the temporary reintroduction of locomotive hauled trains in South Wales during the 1990s. Tom Braund travelled to the area several times to photograph and travel on these services between Cardiff and Rhymney.

A business meeting in London in 1982 gave Andy Sparks a chance to spend an afternoon at Waterloo Station and in his article he recalls what is now, in many ways, a long disappeared face of the capital's railways.

Gavin Morrison's photo feature in this issue shows the days of diesels on the Great Eastern lines out of Liverpool Street. This is another route where the remaining locomotive hauled services are about to disappear in favour of new electric multiple units.

This issue's European feature, by Colin Boocock, looks at the early years of diesel and electric traction on the Portuguese railways in the 1960s, with a surprising amount of British equipment.

TRACTION MODELLING's featured layout is 'Blue is the Colour', a delightful N Gauge layout that can be operated to represent lines both on the Welsh border and in southern Scotland. Staying with N Gauge, Andy Gibbs continues his series of articles about models for his Kensington Olympia layout. This time it is modification work on a Graham Farish Class 25. From this issue onwards there will also be a modelling news and review section to allow readers to keep up to date with diesel and electric era model releases.

As this issue is published in December I'd like to wish all our readers and advertisers a happy Christmas and a successful 2019.

Stephen



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ISSN: 1354-2680

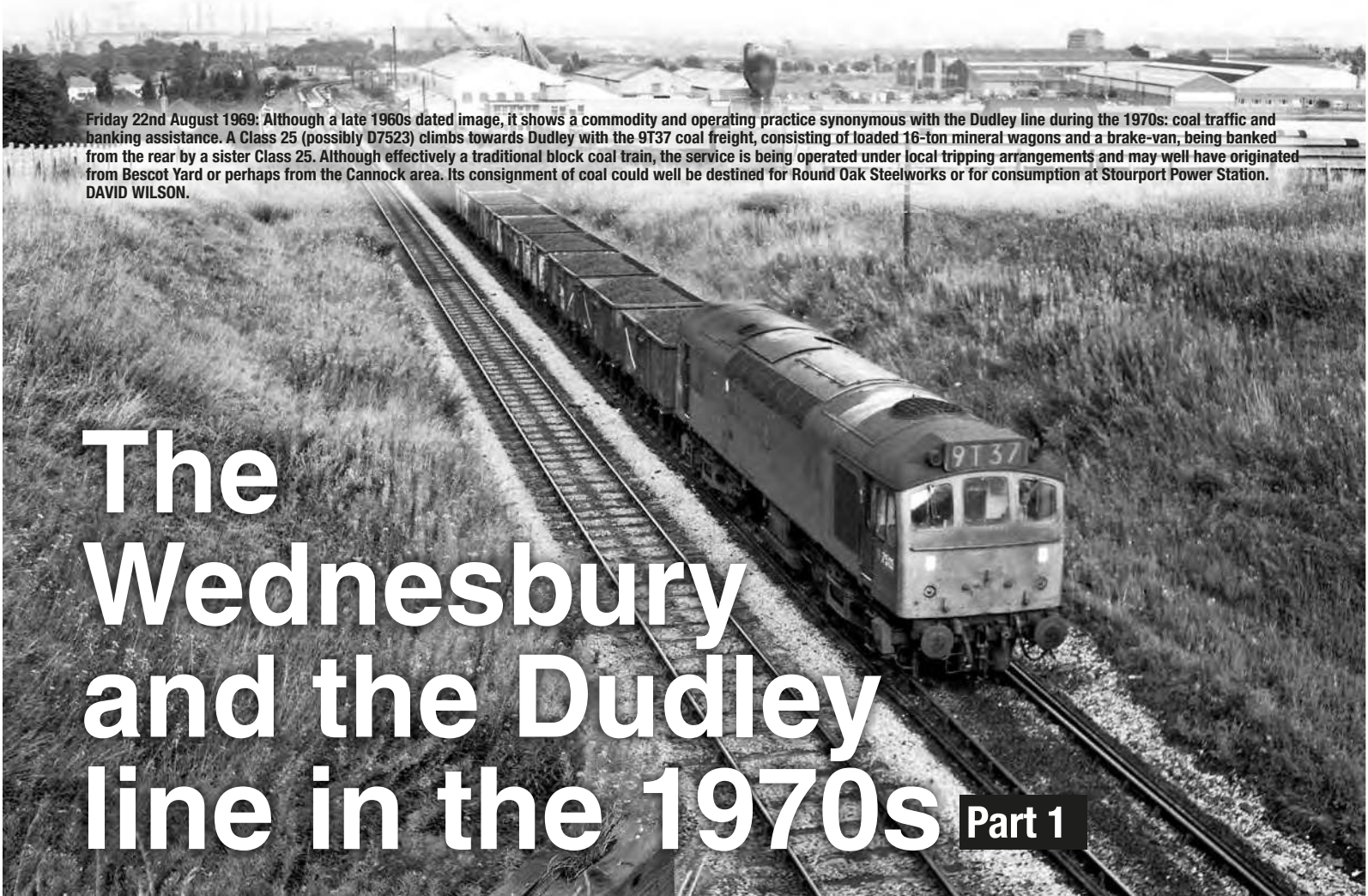
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37425 is at Rhymney on the 9th July 2005 with the 15:15 to Cardiff Central. TOM BRAUND



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Friday 22nd August 1969: Although a late 1960s dated image, it shows a commodity and operating practice synonymous with the Dudley line during the 1970s: coal traffic and banking assistance. A Class 25 (possibly D7523) climbs towards Dudley with the 9T37 coal freight, consisting of loaded 16-ton mineral wagons and a brake-van, being banked from the rear by a sister Class 25. Although effectively a traditional block coal train, the service is being operated under local tripping arrangements and may well have originated from Bescot Yard or perhaps from the Cannock area. Its consignment of coal could well be destined for Round Oak Steelworks or for consumption at Stourport Power Station. DAVID WILSON.

The Wednesbury and the Dudley line in the 1970s **Part 1**

It has now been more than a quarter of a century since the Black Country town of Wednesbury reverberated to the passing of heavy freight trains. David J. Hayes recalls the rich variety of trains and traffics to be seen traversing the Dudley line axis during the 1970s.

The previous articles in this very occasional look back at closed freight lines in the West Midlands focussed on the Princes End line (TRACTION 213 & 214) and the Lichfield to Walsall route (TRACTION 233 & 234). Both of these lines carried substantial tonnages of freight, much of which was routed through my home town of Wednesbury. Indeed, Wednesbury itself was once a very busy railway location and would have probably been described by today's railway fraternity as a rail freight 'Hot Spot', especially back in the 1970s.

Being situated on the Bescot/Walsall (Pleck Junction) to Stourbridge Junction freight-only line (also known as the Dudley line) Wednesbury lay on one of the main corridors for freight to and from the Black Country and the regions principal marshalling yard facility at Bescot, and saw a very impressive variety of trains, traffics and traction types during the line's period of operation as a through freight-only axis, which spanned almost 30-years from 1964 to 1993.

Had the excellent FREIGHTMASTER publication been available back in the 1970s, a table for Wednesbury may well have featured in it. I say this because, as of October 1970, for example, there were more

than 700 weekly movements (including light engine) scheduled to appear at Wednesbury, equating to almost 570 freights per week (more than 200 of these were booked via the Princes End line). This averaged more than 100 freights appearing at Wednesbury most weekdays and close to 60 on a Saturday. Impressive statistics indeed, but how many of these actually ran in reality is another question!

Historical overview

As can be seen from the accompanying map, Wednesbury was once an important railway crossroads, with the main lines of the Great Western Railway (GWR) and that of the South Staffordshire Railway (SSR) both converging on the Black Country town. The first of these to arrive was that of the 23-mile SSR route from Wichnor Junction to Dudley via Lichfield and Walsall, which opened through Wednesbury in March 1850; the GWR didn't open their line from Birmingham through the town until November 1854.

The GWR and SSR stations serving Wednesbury were later known as Wednesbury Central and Wednesbury Town respectively, the suffixes 'Central' and 'Town' being added by British Railways in 1950 to differentiate the two.

The SSR line through Wednesbury was later joined at Dudley by that of the Oxford, Worcester & Wolverhampton Railway (OWWR), which entered the Black Country region at Stourbridge in May 1852 and reached Dudley in the November of that same year. The OWWR (also referred to as the 'Old Worse & Worse') eventually reached Wolverhampton Joint Station, later known as Wolverhampton Low Level, in April 1854 (the OWWR was later joined at Priestfield by that of the aforementioned GWR main line from Birmingham).

Two other lines to be found at Wednesbury, branching from the Dudley line axis that are worth mentioning were the Darlaston Loop and the aforementioned Princes End line. Both were opened on the same date in September 1863 by the London & North Western Railway (LNWR). They had both pretty much closed by the early 1980s though, following the closures of various local industries, in particular the steelworks' sites at Bilston Spring Vale in April 1979 and the Patent Shaft works at Wednesbury in June 1980.

Railway structures

It is perhaps worth mentioning several structural features of interest on the Dudley

line axis, which are also shown on the accompanying map. One of these is Wood Green viaduct on the former SSR section near Bescot, near to where the now disused trackbed passes over the top of the former Grand Junction Railway from Birmingham to Stafford (via Bescot Yard) and then beneath the elevated section of the M6 motorway at Junction 9. The SSR at this point crossed Elwell's Pool (later drained and filled) at this location on a wooden structure and was the scene of a goods train derailment there in June 1859, which resulted in the locomotive and its tender ending up in the water. The original wooden structure was later replaced with one of brick.

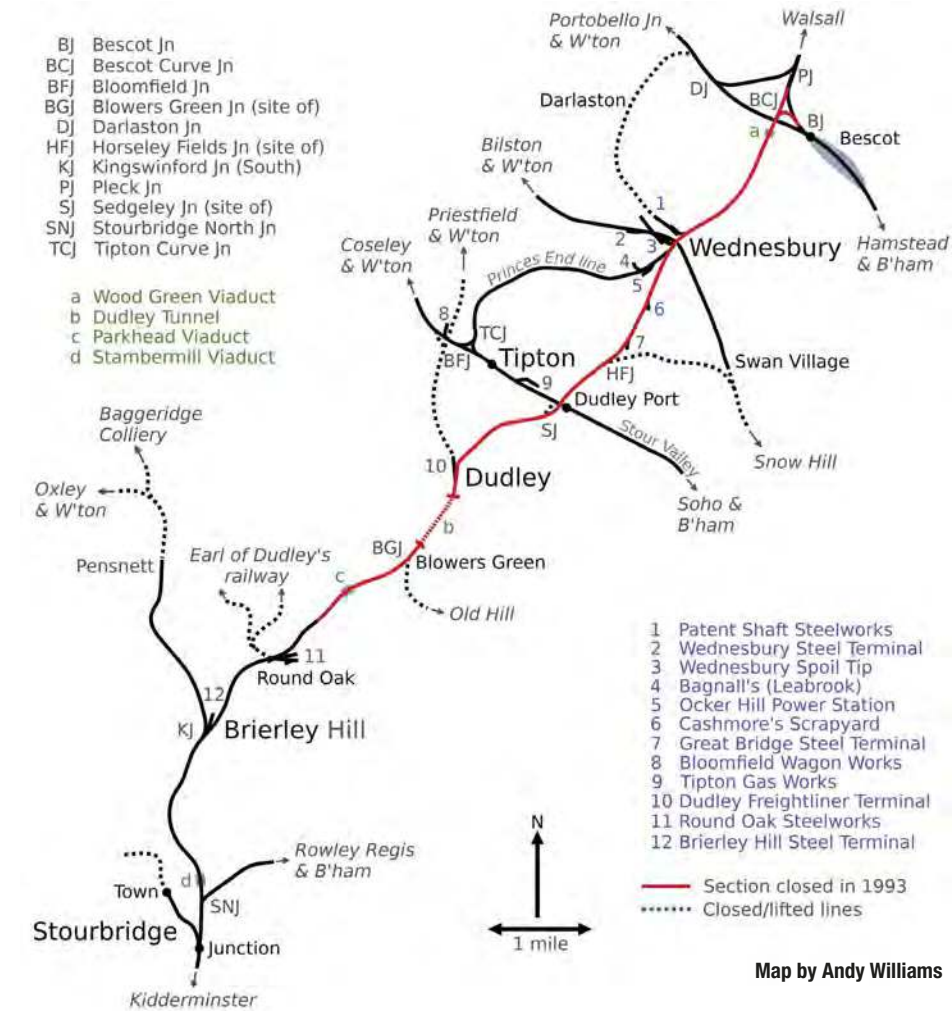
The former OWRW alignment of the Dudley line passed through the 949-yard-long Dudley tunnel and also crossed two substantial viaducts on this section of the line: Parkhead and Stambermill. Like Wood Green, both were originally of timber construction, the Parkhead one apparently being encased within the subsequent brick-built structure dating from circa 1877. Parkhead viaduct also lies on the closed section of the line and is situated in what appears at first to be an attractive and almost rural-like setting, with canals and a lock-keeper's cottage located nearby. It's actually surrounded by industry and less than a mile from the once sprawling, smoke-spewing Round Oak furnaces and other metal bashing industries of a bygone era that gave the region its famous Black Country title.

Stambermill, near Stourbridge, is an impressive viaduct and apparently consists of some 4-million engineering blue bricks. Standing 100ft high and almost 600ft in length it came into use in 1882, replacing the original OWRW timber structure. It is currently traversed by steel trains from South Wales delivering hefty tonnages of strip coil to Tata Steel's Round Oak terminal, more about which in a future article.

Passengers no more at Wednesbury

By the early 1970s Wednesbury was pretty much a freight-only zone, following the withdrawal of regular passenger services through the town. The first to go were those using the Darlaston Loop in November 1887. Next were those over the Princes End line in January 1916 (these had originally ceased in November 1890, but were restored in July 1895). Those between Dudley and Walsall went in July 1964; these had served the intermediate Dudley line stations at Dudley Port Low Level, Great Bridge North and Wednesbury Town.

The GWR axis through Wednesbury lost its main line status in March 1967 when the 'Stour Valley' route between Birmingham New Street and Wolverhampton High Level became the 'new' main line through the Black Country region when it was energized for electric-hauled passenger services as part of the then on-going electrification programme of the West Coast Main Line. The only booked passenger working serving Wednesbury at the start of the 1970s was



a rush-hour period shuttle service formed of a single Class 122 'bubble car' diesel unit scurrying between Birmingham Snow Hill and Wolverhampton Low Level on the former GWR route, which called at the former Wednesbury Central station (by this date an unstaffed halt known simply as Wednesbury). This token gesture operation ended in March 1972.

The former GWR route at Wednesbury, which was accessible from the Dudley line via Wednesbury Exchange Sidings, remained

in use as a fragmented freight-only byway after the cessation of passenger services in 1972. In Wednesbury itself, the ex-GWR alignment gave access to the local engineers' spoil tip, steel terminal and the town's Patent Shaft Steelworks (also connected to the aforementioned Darlaston Loop).

A table listing the various Black Country locations generating trains and traffic routed over the Dudley line via Wednesbury during the 1970s accompanies this article.

Although the Dudley line effectively ran

Black Country locations generating trains or traffic via Wednesbury during the 1970s

Albion (Gulf)*	Dudley Freightliner Terminal	Pensnett (LCP Fuels)	Tipton Gas Sidings (OGP)*
Bescot Marshalling Yard	Great Bridge Steel Terminal	Priestfield (Esso)	Wednesbury CCE Tip
Bilston (Arnott Young and Norton's)	John Bagnall*	R.A. Giblin (Wednesbury)	Wednesbury Steel Terminal
Bloomfield (South Staffs Wagon Co.)*	Ocker Hill Power Station (coal)*	Round Oak Steelworks	Wednesfield (WST)
Bloxwich (zinc works)	Ocker Hill Power Station (oil)*	Rowley Regis (Shell)	Wolverhampton (HSG)*
Brierley Hill Steel Terminal	Oldbury (Bromford Lane)*	Spring Vale Steelworks (Bilston)*	Wolverhampton (OBS)*
Cashmore's (Great Bridge)	Patent Shaft Steelworks (Wednesbury)	Swan Village Coal Depot	Wolverhampton ST**

ABBREVIATIONS: *Routed via Princes End Line. ** Routed via Priestfield or Princes End Line
CCE (Chief Civil Engineer); HSG (Herbert Street Goods); LCP (Lunt, Comley & Pitt); OBS (Ossier Bed Sidings); OGP (Oil Gasification Plant); ST (Steel Terminal); and WST (Weldless Steel Tube).

(Undated - circa 1970): With the crane jibs of Cashmore's scrap yard visible in the background, an unidentified Class 45 passes Goldhill Crossing, between Great Bridge and Wednesbury, with a long raft of coal hoppers in tow, possibly empties from the Lunt, Comley & Pitt (LCP Fuels) coal depot at Pensnett. The 8P30 headcode displayed by the 'Peak' would suggest somewhere like Burton-upon-Trent as the train's destination or possibly the Coalville area. Such block workings conveying coal empties ex-Pensnett also ran to Lea Hall colliery and Toton Yard during the 1970s (see TRACTION 234, page 34). DAVID WILSON.



from Bescot/Walsall (Pleck Junction) to Stourbridge Junction, a distance of around 11-miles, the pictures accompanying this article will only feature those trains using the actual closed section northwards from Round Oak. As can be gleaned from what has already been mentioned, this was a hybrid of the former SSR and OWR formations. This 7-mile section was closed and 'mothballed' in March 1993 pending its possible re-opening to heavy rail traffic. A light rail extension of the existing Midland Metro was opened between Birmingham (Snow Hill) and Wolverhampton (St. George's) in May 1999 using, for the most part, the trackbed of the former GWR main line between these two points.

A follow-up two-part Dudley line feature (to be published at a later date) will cover the 1980s and early 1990s up until when the Dudley line through Wednesbury officially closed to all traffic in 1993.

Princes End line recap

Although this two-part article focusses on the Dudley line axis during the 1970s, it is perhaps worth overviewing some of the other freight workings and traffic flows to be seen using the Dudley line at Wednesbury that traversed the Princes End line during the same timeframe (described in more detail in TRACTION 213 & 214). The lion's share of this was associated with Spring Vale Steelworks and included inbound movements of coal, coke, iron concentrate (an iron ore alternative), iron ore, limestone, oil and scrap metal, and outbound finished product from the steelworks.

The line was also traversed by block tanker trains of various products, including

oil, naphtha and liquefied petroleum gas, to such destinations as Albion, Longport, Shrewsbury, Spring Vale, Tipton Gas Sidings and Wednesbury Patent Shaft, and by steel services to Aston Goods, Oldbury (Bromford Lane), Washwood Heath and Wolverhampton, some of which called at Wednesbury.

Local trips included movements of traffic to and or from Bescot, Bloomfield (South Staffs Wagon Co.), Littleton, Norton Junction Bescot Down Empty Sidings (featured in TRACTION 233), Oldbury (Bromford Lane), Spring Vale and Wolverhampton. The nearby coal-fired Ocker Hill Power Station received traditional block coal trains (i.e. not Merry-Go-Round trains) from the Cannock, Coalville and Coventry area collieries. Those from Bescot and other local sources operated under local tripping arrangements, some of which ran 'as instructed by 'Control''. The adjacent oil-fed standby power station at Ocker Hill (commissioned in May 1979) received frequent short-haul block oil trains from Bromford Bridge during the late 1970s and early 1980s (Bromford Bridge was connected to Fawley refinery by pipeline in the early 1970s).

Motive power to be seen at Wednesbury engaged on Dudley line freights, using the Princes End line, was equally varied and is known to have included the welcome sight of Class 33s on some of the block tanker trains originating from Fawley. Class 40s often appeared atop oil trains from Stanlow to the Patent Shaft, and certain trains conveying raw materials to Spring Vale Steelworks are believed to have been powered by 'Peak' Class 44s at times.

Dudley line freight: Coal and coke

In addition to the traditional trainloads of coal to Ocker Hill Power Station mentioned earlier, the Dudley line was also traversed by similar block coal workings from Bescot and Hednesford to Hartlebury for Stourport Power Station. These were often formed of uniform rakes of 16-ton MCO/MCV type wagons with the larger MDO/MDV 21-tonners also included at times. There were also weekly block trains from Bestwood Park Sidings, Lea Hall and Newstead to Brierley Hill for onward delivery to the Lunt, Comley & Pitt (LCP Fuels) coal depot at Pensnett, which was established there in May 1964. I believe coal traffic to Pensnett at this time was mainly conveyed using traditional unfitted and vacuum-braked hopper wagons, as was coke traffic from South Wales. The coke arrived in the region on a block train from Llantrisant and was probably sourced from the coking ovens at Coed Ely and Cwm, which were sited adjacent to their respective collieries.

Local trips based on Bescot would have also dealt with coal and coke consignments to various terminals and industrial locations reached via the Dudley line such as the steelworks at Spring Vale and Round Oak, and the coal depot at Swan Village (situated on the ex-GWR formation and served by one of the two Wednesbury Class 08 pilot duties). Such traffic would have reached Bescot on a combination of block trains and mixed wagonload services from Branston, Coalville, Overseal, Severn Tunnel Junction, Tinsley and Toton to name just a few examples, not forgetting local trips conveying coal that had possibly originated from the Cannock, Coventry and Kingsbury areas (e.g. Baddesley, Birch Coppice, Daw Mill, Lea Hall, Littleton, Hednesford, Keresley and Newdigate collectively).

China clay

Probably the most fondly remembered freight service to have traversed the Dudley line back in the 1970s was the well-known 'Clayliner' service from Cornwall to Stoke-on-Trent for the famous Potteries region of North Staffordshire which, for a while, was booked for haulage by a Class 52 'Western'. This long-distance movement had previously been routed via Westbury, Oxford and Bletchley (from where it was electric-hauled), but was re-routed via Bristol, Worcester and Dudley with effect from October 1973, with electric haulage being provided northwards from Bescot. However, the regular loaded working to the Potteries was later amended to travel from Stourbridge Junction to Bescot via Galton Junction, the empties returning over the Dudley line for the most part. A detailed account of the Potteries china clay traffic appeared in TRACTION 231 & 232.

Steel

A large proportion of the freight traffic using the Dudley line during the 1970s era was steel, which included movements from South

Wales and other major steel producing regions to the various Black Country steel yards. Traffic back then was both diverse and plentiful, and consisted of products such as bars, beams, billets, coils (in rod, strip and wire form), plate, reinforcing bar/rod, rounds, sheets, strips and tubes. Although such traffic could be conveyed using the traditional wagonload network and associated local trips, much of it arrived on dedicated block trains running direct from source to the railheads themselves. Trunk services originated from such locations as Aldwarke, Cardiff, Corby, Etruria, Lackenby, Normanby Park, Rotherham and Scunthorpe as well as from freight marshalling yard facilities located at Mossend, Severn Tunnel Junction, Tees, Tinsley and Tyne. Traffic from Mossend and Tyne yards may well have included steel from Ravenscraig and Consett steelworks respectively. There were also block trains of imports from the docks at Goole, Grimsby and Immingham to Brierley Hill and Wolverhampton.

Most steel services to the Black Country conveyed traffic for more than just one terminal location. One such working from Teesside conveyed mainly strip coil from Lackenby to Brierley Hill, but also called at Wednesbury and Great Bridge. The service was later amended to terminate at Wolverhampton, but could still call at Wednesbury to detach traffic for the other steel terminals mentioned above. This particular steel train stood out from the others because it ran as a class 6 air-braked service and was often hauled by a Thornaby-based Class 47, although Classes 31, 37 and 40 appeared also. Interestingly, the return empties were booked to run as a class 4, but sometimes ran as a class 6 depending on the wagon consist.

Steel trains from South Wales could also convey traffic for several terminals in the region. Again, Wednesbury was an important traffic stop location for such services. Indeed, many of the various traffic stop permutations used over the years for individual steel services working into the Black Country often included Wednesbury, where traffic was detached either for the nearby steel terminal or for onward movement elsewhere in the region using the local trip network.

Some steel trains booked via Wednesbury also called at Walsall to detach traffic for Tasker Street Steel Terminal. One of these was a service between Corby and Wolverhampton. The steel terminal at Wolverhampton at this time could be reached from Wednesbury either by way of the Princes End line or that of the former GWR route via Priestfield.

The steelworks at Corby also dispatched a regular block train of tubes to Brierley Hill, which was booked for a pair of Class 20s. This service took a rather convoluted routing via Castle Donington, Lichfield and Walsall. The tubes were conveyed in wooden-bodied wagons, such as STV types, and also using British Steel-owned PXV type wagons, the

(Undated - circa 1970): Brush Type 4 No. D1919 rumbles southwards through the dilapidated remains of Dudley Port Low Level (closed July 1964) with a special 6Z71 inter-regional block tanker train (note the 'Zoo Next Stop' crudely applied on the wall to remind those passengers wishing to visit Dudley Zoo & Castle to get off at Dudley). As the loco at this time was a Cardiff-based machine, the service could well be a trainload of empties returning to South Wales from Albion (Gulf) or perhaps from Soho Pool (Texaco). **DAVID WILSON.**



latter fitted with tall stanchions resembling the OTA wagons introduced in the 1980s for round timber (i.e. logs).

One of the busiest railheads in the Black Country during the 1970s was Great Bridge Steel Terminal. Like Wednesbury, Great Bridge was served by a combination of direct trunk steel services and passing freights (including local trips). Its workload was further increased in the mid-1970s when billet from the Duport Steelworks at Llanelli was transferred from Langley Green, thus resulting in regular block trains arriving at Great Bridge from Llandeilo Junction.

Another steel service worthy of mention was an indigenous movement from Round Oak Steelworks to Wednesfield for Weldless Steel Tube. Although effectively a block Company train, this short-haul working operated under local tripping arrangements and was routed over the Pleck Junction to Darlaston Junction line, thus requiring a run-round at Pleck Junction. The service was booked for a pair of Class 20s at one point, the '20s' also performing during the morning (06:00-12:30 SSuX) on local coal turns to and/or from Lea Hall, Littleton and West Cannock collieries, and Birchills and Ocker Hill power stations as instructed by 'Control'. In addition to the steel flows and services already mentioned, some steel traffic using the Dudley line was destined for terminals lying outside the Black Country region, such as the goods facilities at Aston and Coventry. Both received steel from South Wales, this mainly being trip worked from Bescot. Steel for Aston Goods was also received on a direct overnight train from Mossend (electric-hauled to Wolverhampton High Level), which called for traffic purposes at Wolverhampton, Wednesbury (reached via the Princes End line) and Bescot Yard.

Pig-iron and zinc

Two other block train movements dealing with metals related traffic using the Dudley line was that of a weekly movement of zinc from Avonmouth to Bloxwich and regular trainload deliveries of pig-iron to Pensnett. It is believed that the block train of zinc to Bloxwich was a short-lived arrangement and that local tripping from Bescot was the preferred method of working this traffic. A feature about Bloxwich appeared in *TRACTION 72* (see also picture in *TRACTION 41*, page 59).

The pig-iron traffic to Pensnett originated from two main sources during the 1970s: Dagenham Dock and Workington. It is believed both flows used SPV type wagons, SPV being an abbreviation for Steel Plate Vacuum-braked.

The service from Workington initially ran as an electric-hauled block train to Oldbury (Bromford Lane), which called at Bescot to detach a portion for Pensnett before continuing via the Soho Road loop. This train, however, was later amended to run direct to Pensnett, with a loco change from electric to diesel traction taking place at Walsall (the return empties were electric-hauled from Bescot). The diesel-hauled leg from Walsall was booked for a Class 25 off one of the numerous local trips, but is known to have produced Classes 40, 45, 46 and 47. Pensnett also received block train deliveries of pig-iron from Dagenham Dock. This was a thrice-weekly Class 45-hauled service routed northwards from London via the Midland Main Line to Wigston from where it then headed west to Nuneaton, Water Orton and over the Sutton Park line to Walsall. It also ran twice-weekly to Oldbury (Bromford Lane) via Princes End.

Monday 28th July 1975: The rich variety of freight traffic traversing the Dudley line through Wednesbury during the 1970s also produced a wonderful selection of motive power during this era, too, which included Class 52s appearing on the well-known 'Clayliner' service to the Potteries. D1011 'Western Thunderer' passes Wednesbury with 6V53, the 04:27 SuX Stoke-on-Trent to St. Blazey 'Clayliner' empties, which would have been electric-hauled to Bescot. The Monday train, seen here, was due through Wednesbury around 09:00. The 'Western' is about to pass beneath the bridge carrying the former GWR main line from Birmingham Snow Hill to Wolverhampton Low level, which was once traversed by the likes of 'Castle' and 'King' Class steam locomotives, and the 'Blue Pullman' unit. Today, Spanish-built trams glide along the route! ROB SELVEY.



Wednesday 24th December 1975: At Wood Green, near Bescot, the SSR section of Dudley line (opened in 1850) crossed Elwell's Pool on a wooden viaduct, which, like other similar wooden-built structures on this axis, was later replaced by the brick-built version seen here. 46016 crosses Wood Green Viaduct on Christmas Eve 1975 and will soon be entering Bescot Yard with 6M32, the 00:37 WO loaded 'Clayliner' service from St. Blazey to Longport Junction. The train will be electric-hauled from Bescot (dep. 11:30) to the Potteries. The 'Peak' will return back this way a little later atop the 6V06 empties to Cornwall (due off Bescot at 12:30). The M6 motorway is just visible on the right. ROB SELVEY.



Wednesday 11th May 1977: A busy scene at Wednesbury, as seen from Wednesbury No.1 Signalbox, which also controlled the level crossing in Potters Lane. 46049 passes with 6P47, the 17:30 MTWFO Brierley Hill (Kingswinford Junction) to Workington pig-iron empties (ex-Pensnett), which will be electric-hauled from Bescot Yard (dep. 6:40pm). Lurking in the shadow of the former GWR overbridge is 47363, which has called for traffic whilst heading back to Teesside with the 4E43 empties from Wolverhampton Steel Terminal to Lackenby; this service was actually booked to start from Brierley Hill (dep. 18:37 MWFO) and call at Great Bridge as well. Meanwhile, 45073 waits to depart from the Exchange Sidings with an empty oil train from the Patent Shaft to Ripple Lane. This working didn't feature in the WTT for this period, so may have been running as a special.

JOHN WHITEHOUSE.



Scrap Metal

There were a number of rail-connected scrap metal merchants to be found dotted in and around the Black Country region during the 1970s. Those generating traffic over the Dudley line at Wednesbury would have included Arnott Young and Norton Barrow, both of which were located in Bilston (reached via the fragmented remains of the former GWR main line), and R. A. Giblin in Wednesbury whose business venture was located in and around a former LNWR goods shed (connected to the Darlaston Loop). Scrap traffic from these sites would have been handled in MCO/MCV 16-ton mineral wagons for the most part and conveyed mainly in wagonload consignments using a combination of local trips and the traditional wagonload network. One of the two Wednesbury Class 08 pilots would have been tasked with the local delivery and collection of wagons from these three scrap merchants.

The most famous scrap yard to be found in the region was, of course, Cashmore's, near Great Bridge, the final resting place for many a locomotive and item of rolling stock back in the day. Wagons for scrapping at Cashmore's were often tripped from Norton Junction (Bescot Down Empty Sidings). Condemned rolling stock for disposal could also be found dumped at Wednesbury awaiting the call of the cutter's torch.

Rail-borne scrap metal would have also been worked into the region to feed the likes of Spring Vale Steelworks. Again, such traffic would have probably been trunk-hauled using the traditional wagonload network and then delivered to the works by local trips from Bescot. There may have also been direct block train deliveries, too, to the steelworks at times, such workings possibly running as specials.

Block tanker trains

Wednesbury saw a fair amount of block

tanker train activity during the 1970s. The town's Patent Shaft Steelworks was the recipient of such workings from Llandarcy, Stanlow (via Princes End), Teesport and Ripple Lane/Thames Haven. However, some of these workings could run alternatively to one of either two or three other destinations in the region if so required, such as Rowley Regis, Spring Vale Steelworks or Witton IMI (Imperial Metal Industries). There were also workings from Fawley and Washwood Heath (ex-Bromford Bridge) to Shrewsbury, which called at Wednesbury to detach traffic for the small Esso terminal at Priestfield (reached via the old GWR route).

Possibly the heaviest trains to have used the Dudley line axis back in the 1970s were the Waterston to Albion (Gulf) oil trains, which were diagrammed for haulage by pairs of Class 37s. Four or five such trains were booked on some weekdays with some appearing on Saturdays, too. They ran via Dudley, Wednesbury (run-round) and



the Princes End line for a while, but were amended in the early 1970s to travel via Hereford, Shrewsbury and Wolverhampton. A two-part feature documenting the Albion oil workings appeared in TRACTION 238 & 239.

Another block tanker train service from South Wales routed via Dudley was the Cardiff Docks to Soho Pool conveying product for the Texaco terminal. This often produced a Class 37 but was actually booked for Type 3 'Hymek' haulage up until the early 1970s. Pairs of 'Hymeks' were used for a while on these trains during a short-term trial period with increased loadings in 1964, the two-axle tank wagons bearing 'Regent'-branding on their barrels. The 40-wagon trial trains were split into two 20-wagon portions at Bescot Yard. Although Soho Pool closed to general goods in 1974, the Texaco railhead remained rail active until May 1982.

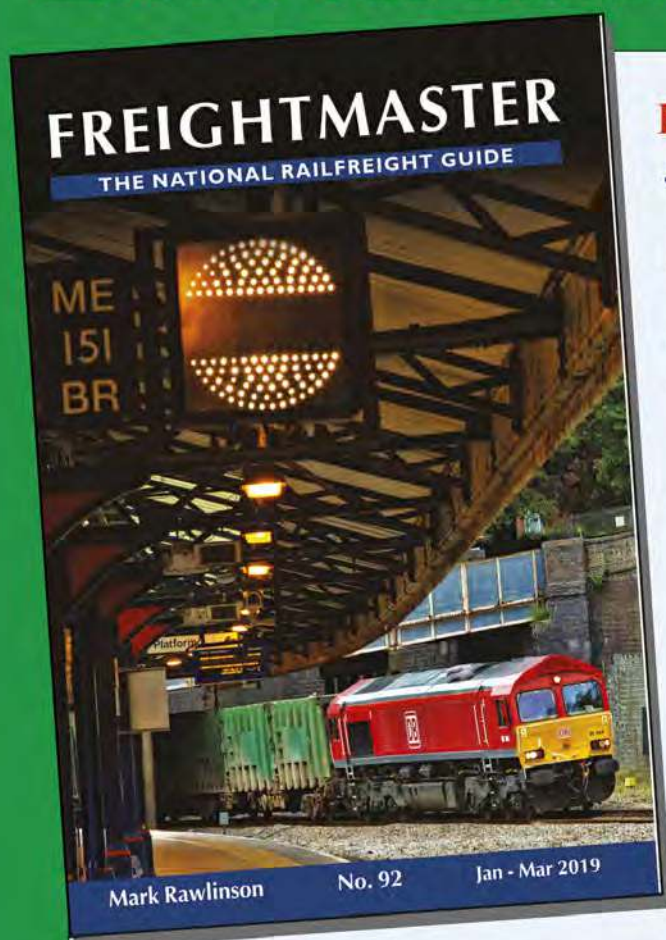
Part Two of this article will appear in TRACTION 250 on-sale February 1st.

(LEFT) Tuesday 12th July 1977: Under a blanket of a grey sky (a typical summer's day in the Black Country!), 40177 heads northwards from Wednesbury with an empty oil train from the Patent Shaft Steelworks. In the background, Ocker Hill Power Station stands silent having closed in March of that same year. Within a relatively short period of time its closure would be followed by that of the closures of the regions three principal steelworks at Spring Vale (1979), Patent Shaft (1980) and Round Oak (1982), thus further adding to diminishing rail freight tonnages using the Dudley line through Wednesbury. ROB SELVEY.

(BELOW) Wednesday 29th March 1978: Thornaby's 47362 has drawn to a halt at the site of Wednesbury Town station (closed July 1964) with 6M60, the 09:40 MWFO air-braked steel service from Lackenby to Brierley Hill, consisting mainly of strip coil (six wagons) but also including a couple of wagons of steel slab as well. 6M60 was due at Wednesbury around 16:00 and also booked to call at Great Bridge. However, on this day, the train ran to Wolverhampton Steel Terminal instead (via Princes End), which was not unknown. The loco is about to detach and position four wagon loads of coil in the loop on the right. The service was amended circa 1979 to run to Wolverhampton rather than Brierley Hill (see also pictures in TRACTION 213 and 233, pages 19 and 23 respectively). IAN PELL.



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207010 arrives at Overton with the 9:40 Salisbury to Reading train on 23rd March 1991, showing the wrong headcode!

DEMUs on the South Western

As well as photographing locomotive hauled trains Phil Barnes also focused his camera on the humble multiple units of the Southern Region. In this feature he concentrates on the diesel electric units to be found on the lines of the South Western Division.



205029 is seen at Reading, with the 16:20 to Salisbury on 4th April 1992, before being repainted into green livery. Sadly, this machine was destroyed in the Cowden crash of 1994, with a tragic loss of life.





(ABOVE) 205031 is seen heading west under Battledown Flyover with the 16:20 Reading to Salisbury on 22nd August 1990.

(RIGHT) 207013 is seen at Gillingham in Dorset, returning empty after earlier substituting for the locomotive hauled 09:15 Waterloo to Exeter train. This unit had earlier worked the replacement down service between Basingstoke and Yeovil Junction on April 20th 1991.

(BOTTOM RIGHT) 205031 arrives at Southampton with the 11:48 from Bristol Temple Meads on 17th November 1990.

(BELOW) 205032 arrives at Reading West with the 17:20 Reading to Basingstoke on February 18th 1992. Note the lack of a headcode in this instance.



On the Southern Region, branch line and secondary route dieselisation manifested itself in the form of Class 205 and 207 DEMUs. Whilst many of the routes are now closed, these DEMUs were still at work well into the 1990s with one such centre of activity being Salisbury. The train services operated by the DEMUs were to Portsmouth or Reading, with the occasional deputisation on the Waterloo to Exeter line. Ironically most of the '205s' featured are from the 1962 build batch of 7 units, which became known as 'Berkshires' and had a larger luggage van. These 3H units were built for the Reading to Salisbury route (route 66) and were still working it after nearly thirty years! The other machines photographed on these routes were displaced Class 207s, which were the most developed version of the Southern DEMUs and also of 1962 vintage. In later days some of these units saw departmental use, such as Sandite units, and were easily able to traverse the network going about their duties. On the passenger services side, this photo feature aims to illustrate the units that worked South Western routes 44, 63, 66, 85 and 89, which radiated out from Salisbury and are captured at various locations along the line, before their replacement by 'Sprinters' and 'Turbos'.

An unidentified 'Deltic', now in the blue livery, backs down onto its train at King's Cross.



Looking Back

Neville Fickling, better known for his writing on angling, was a kid in short trousers in the late 1960s early 1970s. He travelled extensively in the UK looking at the then relatively new diesels and electrics.

First things first. I have a confession, I collected train numbers. Am I ashamed, do I regret it? Of course not. However I'm not unaware that we railway enthusiasts are unfairly stigmatised because some of us might actually have collected train numbers. The idiots (and that includes comedians of stage and screen) like to pick on people different from them. Now I'm not upset by a bit of fun, we all have to not take ourselves too seriously. However this stereotype that all railway enthusiasts are spotty youths in anoraks at the end of station platforms does annoy me. A lot of us were spotty youths with anoraks whether we were railway enthusiasts or not. Let's face it, some people like to look down on others. Once it was coloured people and, before that, women were inferior beings. Prejudice, whatever its form, demeans the person who suffers from it, not the recipient of it.

Having got that out of my system I'll point out one or two home truths. The pursuit I spend most of my time on, angling, would, if viewed by a visitor from outer space, be viewed as insane. Spend hours catching a cold wet fish and then chuck it back? Barmy! Don't get me on the subject of football; what is the point of kicking a ball around for 90 minutes? Just think about it, we do an awful lot of different things in the name of

recreation; most are totally pointless so why criticise others?

I was never really interested in railways until 1966. I used to have to catch the train to go fishing from King's Lynn to the then Magdalen Road (now Watlington) railway station. The interest developed from then. Those early days at King's Lynn were written about years ago in *TRACTION*, so in part two (many years later!) I'll describe those first trips away from Lynn.

Up until 1968 Lynn was still directly connected to March via the line to Wisbech. A mixture of Cravens, Gloucester and the Wickhams units served the line with the odd freight train plying its way over the fenland landscape. I'd go to March on a Saturday afternoon because it was the nearest place with interesting locomotives. Remember that Lynn had a limited variety of traction: March and Stratford EE Type 3s (later Class 37), Brush type 2s (later Class 31) from Ipswich, March and Stratford and the diminutive Sulzer type 2s (Class 24) based at Ipswich. A few shunters, including D2227, D2229, D2010 to D2015 and D2017 completed the excitement until a stray Class 10 appeared, but never moved when I was there, that was the sum total of the variety.

I'm actually going to digress for a minute because I remember going to Cambridge to

go ten pin bowling and seeing my first Brush Type 4. They really were impressive things in those days. They were in a shiny two tone green, and were big and slab sided with an expanded version of the little Sulzer's sound. I cannot remember the number for sure, but it was either D1521 or D1557.

Back to March

Anyway, back to March. The huge marshalling yard was still busy in the late sixties and all sorts of locomotives stabled there. There were lots of '31s' and '37s', as well as the odd '47' but, best of all, was a whacking great long thing which looked like a stretched EE Type 3. It was, of course, an EE Type 4 (Class 40). Mixed in with all the rest were the odd Sulzers, D7642 being one I photographed, and the only 'Paxman' (Class 15) I ever saw there, D8206.

In those days, when health and safety wasn't the be all, you could walk around a shed, particularly at weekends, and not get sent off with a flea in your ear. I never interfered with anything, but getting close up and learning each trip about the mechanics of the locomotives drew me further into a fascinating hobby. I bought my first Ian Allen book with all the numbers in and an 'Observers' Book of Trains'. On one page was a picture of a huge two tone green monster

sitting under a road bridge. It was a Type 5 and I decided I needed to see one of those.

With no-one to help me I had to figure out where I was going to see a Type 5. That Observers' book probably provided the answer which, of course, was the East Coast Main Line. The bridge in that picture proved to be in Peterborough, something I found out when I got there. I set out for Peterborough on the train to March and changed into yet another rattletrap of a unit. Those Cravens things were awful. You needed to be in the front seats to view the line ahead, but if it happened to be the power car of the pair a headache was guaranteed. There was not much excitement to be had during daylight hours between Peterborough and March, with just the odd freight with a '31' or a '37' on it.

We rattled our way into Peterborough and the unit disgorged its small number of passengers onto the platform. It was then that I heard a low pitched hum coming from somewhere. Now there was nothing on my side of the station, but there was an express train on the far side. The locomotive was out of my sight so I crossed the bridge and walked up the platform. As I walked the sound grew until there it was. Oil stained and looking as if it was sweating was a two tone green beast the likes of which I'd not seen before. It was D9014 'The Duke of Wellington's Regiment'. When it eventually moved it did so at a crawl, the humming grew but it just crawled out of the station. I wasn't exactly impressed, after all a Type 5 with 3300 bhp should fly surely? I do not remember much from that day, but I visited Peterborough North railway station regularly travelling out by Wisbech and back by Ely because the last train back to Lynn via Wisbech was too early.

That trip back to Ely though was interesting. Usually the unit driver would only pull the blinds down behind him so you'd get to see the road ahead. In the dim gloom I could see a train coming and it didn't look familiar. We were near the Welney Washes as a sand train with two 'Paxmans' passed by. There was no mistaking the sound, the turbo whistle and the general engine sound. This happened regularly and, as the autumn came, in the pitch dark you could hear the 'Paxmans' but never see the blessed things!

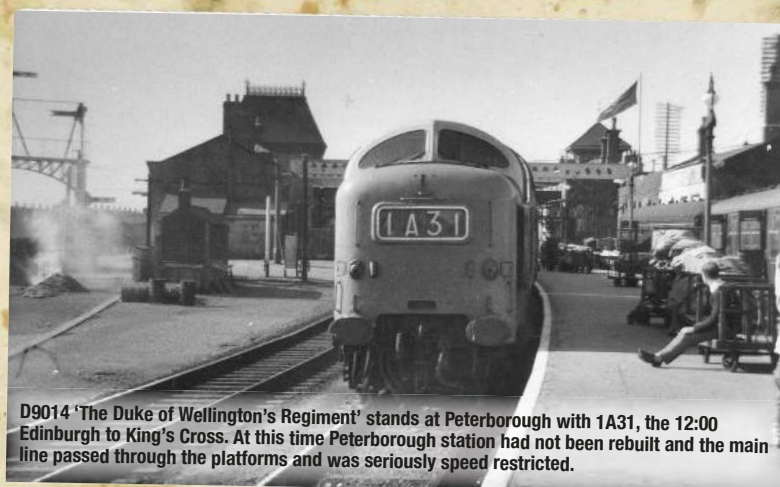
Peterborough was the most interesting place near to Lynn. The odd BRCW Sulzer Type Two (later Class 27) passed through and, of course, once a day a pair of BRCW Type 3s (Class 33) would hurry through on the Cliffe to Uddingston cement train. Nearly always it would be a 'new' engine for me, but only those from Hither Green were seen.

Class 46s in green appear two or three times a day, as well as the odd Class 40, but best of all were the 'Baby Deltics'. Now one of these would wander up from the London direction and couple up to a van train on the east side of the station in a bay platform. The driver would shut it down and there it would sit. It fascinated me and I soon managed to cab one and even look around the engine compartment. Later the engine fired up and



D5406 stands at Peterborough station after arrival with 2E59 the 15:23 Leicester to Peterborough. At the time the locomotive was allocated to the Nottingham Division of the LMR but by the end of 1969 it was at Glasgow Eastfield.

English Electric Type 4 D251, "a whacking great long thing", stands outside March depot during one of the author's many visits to the Fenland depot.



D9014 'The Duke of Wellington's Regiment' stands at Peterborough with 1A31, the 12:00 Edinburgh to King's Cross. At this time Peterborough station had not been rebuilt and the main line passed through the platforms and was seriously speed restricted.



A two car DMU stands in the platform after arrival at King's Lynn from either Hunstanton (closed 1969) or the Wisbech line (closed 1968). The Class 114 Derby driving trailer appears to be No. E56023 and has bars across the door windows. The power car is a Cravens vehicle.



A Wickham and a Gloucester DMU pass at one of the stations on the Magdalen Road to Wisbech line. The Wickham unit is bound for Peterborough and the Gloucester is for Kings Lynn.



On a sunny day D9015 'Tulyar' pulls away from Peterborough with an express for King's Cross.

off it headed south. Most times I visited a 'Baby Deltic' appeared. One afternoon it didn't, well not until much later than normal. A 'Baby Deltic' appeared hauling a passenger train, the original train locomotive having been detached leaving the little Type 2 to struggle into Peterborough. It didn't go any further, abandoning the coaches and ending up on its parcels train.

Peterborough was all good and fine, but there were lots of different locomotive types which I wasn't seeing. The nearest place with maximum variety was London so off I headed. In those days a 14 or 15 year old kid could travel without much to worry about. The journey to Cambridge wouldn't have been very exciting, but the train I was on was the famous 'Fenman'. With a Class 37 on 9 coaches, progress was somewhat pedestrian until we got to where the catenary started. Then we progressed a bit quicker. The Class 37s in the early days were usually from the first 20, but that changed with all sorts of juggling of the class. The likes of D6707, (which was nearly named!) disappeared to be replaced by D6728 and D6747. Later the air braked D6959 to D6968 appeared (I can never remember seeing D6959). Drivers had to be very careful when stopping at Lynn with these because the braking characteristics were different to the early D67xxs.

Go south young man!

Up until that point I'd never been to London, so this was going to be a bit of an experience. The smell of the suburbs was different. There was a distinct smell of boot polish somewhere near Bethnal Green. Odd interesting locomotives were passed, mainly Class 15s on short freights or just standing around aimlessly in siding. I would probably have seen the North British versions of the '15s' as well because they were all underlined in the book.

The journey into Liverpool Street was nothing like I'd experienced before. There were deep brick walled cuttings, grime, grime and more grime. Strange looking electric units scuttling about and there were DMUs with orange star coupling codes. Liverpool Street had a few Class 47s knocking about plus D8234, the station pilot. Otherwise the Class 31s and 37s were the same as I'd seen before.

The plan was to visit as many main line termini as possible. That's a big job in a day. The list was thus: King's Cross, St Pancras, Euston, Paddington and Waterloo. The choice had been arrived at through a bit of intelligence gleaned from other enthusiasts. I wanted to see locomotives not DMUs or EMUs so stations such as Victoria, Marylebone and London Bridge were avoided.

At King's Cross it took a while to find the best viewing platform, which I think then was on the left of the station facing the refuelling point. This was my first chance to see 'Deltics' which were not attached to trains and hear them starting up. The mixture was typical East Coast, various Class 47s, Class

31s on empty stock and of course 'Deltics'.

I then walked to St Pancras which was a totally different looking station. In those days there was a road which ran right down the middle of the station with cars parked here and there. The main interest were Class 45s, or 'Peaks' as we always called them. I managed to engage in conversation with one driver, but in those days the subject of 'weak fielding' went a bit above my head.

Then it was on the tube to Euston which was then the new Euston. It was something of a dismal place full of electrics with the odd Class 20 and 25 scuttling about. All the classes of electrics were there: 81, 82, 83, 84, 85 and 86 but, of course, we knew them as AL1, 2, 3, 4, 5 and 6! The Class 87s probably hadn't even been thought of at that point. What was interesting is that at Euston there was often one track dedicated to stabled electrics. Perhaps 9 or 10 of the various types were all sitting there making the odd click, obviously not earning their keep. These were a new thing to me and I did try and quiz drivers about their locomotives. Some were helpful but others had a newspaper to read. I suspect they got fed up with 14, 15 and 16 year olds hassling them.

Totally different

It was now off again, this time to Paddington. It was a year or two before it dawned on me that Royal Oak station was the place to watch trains from. As soon as I came up the steps into the main train shed at Paddington everything was so different.

Locomotives stood at the blocks and their engine sound was totally different from what I'd experienced so far. There were 'Westerns', 'Warships', the odd '47', Class 22s and 'Hymeks'. We all know that the vast number of different classes of locomotives that BR built was a huge waste of money, but it did make for interesting days. Standing at the end of the longest platform I could find, this time on the east side, we wondered what all those locos at Ranelagh Bridge sidings were. As I said, when we discovered Royal Oak that problem was solved.

'Blue Pullmans' in the original blue, but with full yellow ends, were still working out of Paddington then. We never figured out why the North British Class 21s and 22s were such trouble, yet the 'Blue Pullmans' with the same engines were never mentioned! I'd love to hear what one of TRACTION's knowledgeable contributors has to say on that one.

There were lots of Pressed Steel units as well as the Class 123 units and the '128' parcels units which made it a place of even greater variety. The diesel hydraulics captivated me. It is often the case that the mundane is ignored, but these were unusual and I had to know more. I asked one 'Warship' driver who said it wasn't a warship it was a washout! I really wished I'd asked for more opinions and recorded them. After all, a driver's opinion is a bit subjective but they did drive them and they must have had a worthwhile point of view.

The final station was Waterloo. The Kinks' 'Waterloo Sunset' was popular about that time. With that in my mind I found the longest platform again, looked right and there was Big Ben. To my left was 'Warship' D800 'Sir Brian Robertson'. I was lucky to see it because, not long afterwards, the three non standard Swindon built B-Bs were withdrawn. An electro diesel in blue with a grey stripe trundled in. The scene was almost manic; units were seen left, right and centre as well as the odd Eastleigh Class 33 and even a Class 47. A handful of these were allocated to the Southern Region for a brief period. It was a very busy station. I saw one or two more 'Warships' before I had to get back to Liverpool Street for the last train home.

Following that trip I devoured as much information as I could. The town library had a few railway books and I managed to pick

up a few second hand railway magazines. My interest was flourishing, but there were difficulties. Money was short and my camera was my dad's. It was a 120 roll film camera and the film was black and white. In good light the camera was pretty good, but I could not take photographs in the dark or poor light (no flash). Action shots were impossible as the shutter speed was not fast enough: I think it was 1/60th of a second. Even if I could have taken pictures, the price of film and printing limited camera use. Eventually I was bought an Instamatic camera which was an inferior piece of equipment, but I took colour prints with it. I still couldn't take action shots and, though you could buy flash cubes for poor light, I never really got around to that! So my photography was limited, but I'm so glad I took the pictures I did even if their quality isn't good..



An unidentified 'Warship' is seen at Waterloo after bringing in a train from Exeter.



Waterloo was one of the London stations that the author visited on his trips to London. Here electro diesel E6042 is seen coupled to a train made up of Bulleid coaches.

Way out West in the Seventies



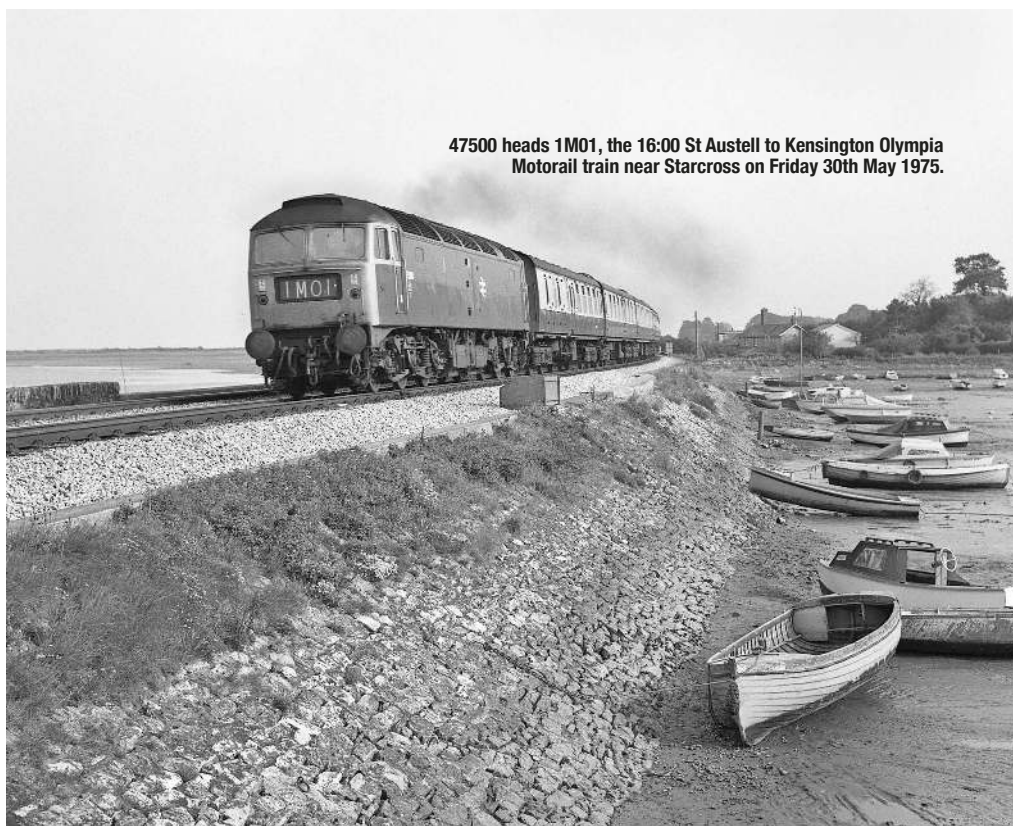
A gleaming D1036 'Western Emperor', obviously fresh out of Swindon works, is seen during a crew change at Exeter St David's whilst working the 06:35 Penzance to Paddington on Thursday 29th May 1975.



By the time this issue of TRACTION is published most of the Great Western long distance workings on the main line through Devon and Cornwall will be in the hands of the new Class 802 IETs, replacing the HSTs which have dominated the route for almost forty years. Perhaps it's time to look back even further to the mid 1970s when locomotive haulage was the norm on workings to Devon and Cornwall. Trevor Ermel's photographs will bring back many happy memories for readers who witnessed the last years of pure locomotive haulage.



(ABOVE) 45059 'Royal Engineer' is seen on the sea wall at Teignmouth with the 07:40 Leeds to Penzance on Saturday 31st May 1975



47500 heads 1M01, the 16:00 St Austell to Kensington Olympia Motorail train near Starcross on Friday 30th May 1975.



D1013 'Western Ranger' stands in Exeter St David's station at the head of train 1B65, the 13:30 London Paddington to Penzance on the late afternoon of Friday 30th May 1975.



(ABOVE LEFT) The 07:35 Kensington Olympia to St. Austell Motorail train heads west behind D1006 'Western Stalwart' at Dawlish on Thursday 29th May 1975.

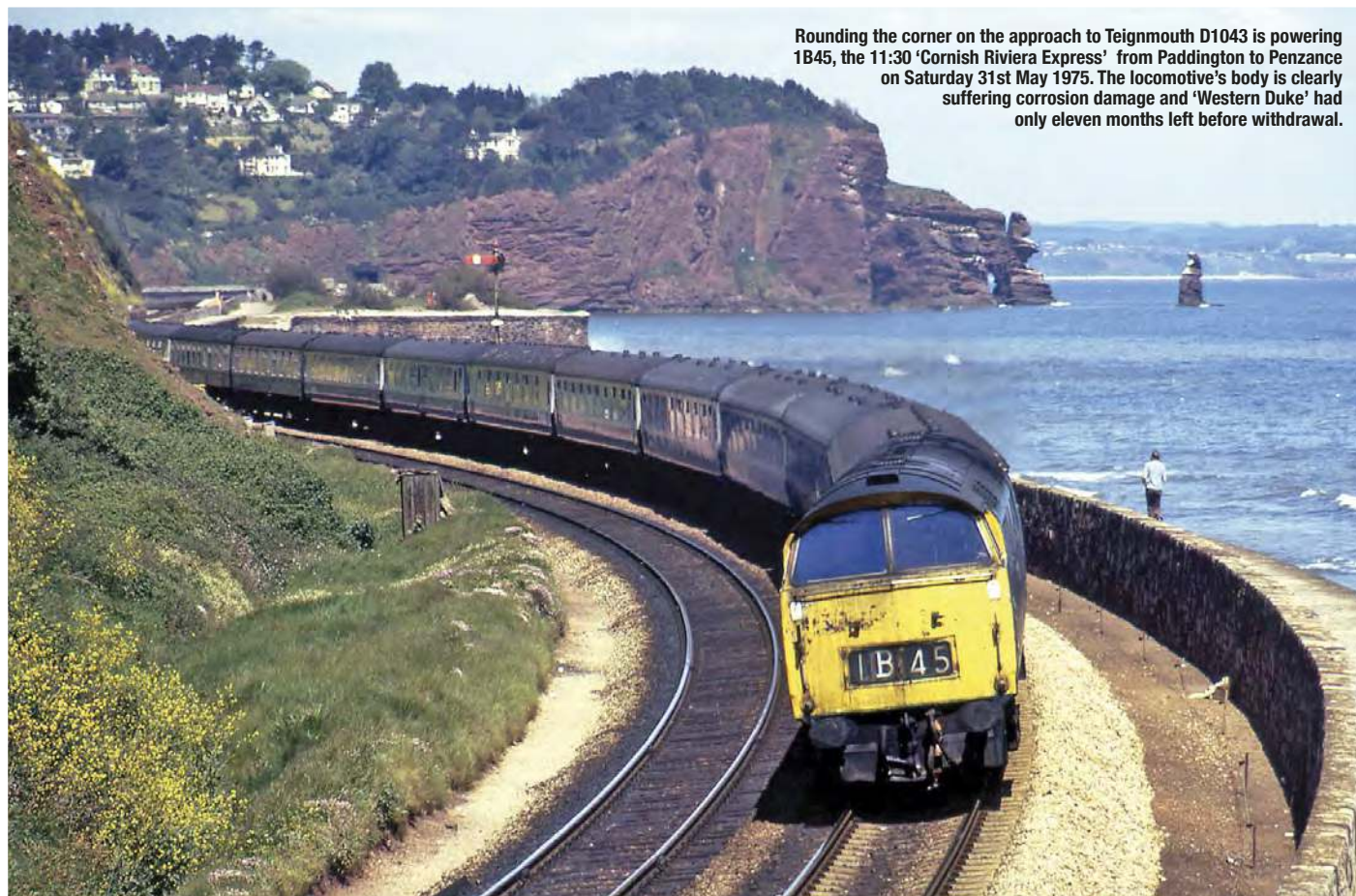
(LEFT) 50008 runs into Liskeard with an unidentified up passenger train on Tuesday 7th June 1977. The four Mark 2 air conditioned coaches are followed by what appear to be two Mark 1 vehicles. In the yard to the right is a short rake of china clay hood wagons.

(BELOW) On Friday 30th May 1975 D1046 crosses the level crossing at Paignton as it arrives with eleven coach 1B15, the 08:30 Paddington to Paignton.





(ABOVE) The end of the line at Penzance finds 46010 running in on a service made up entirely of Mark 2 coaches, without any catering vehicles, on Monday 6th June 1977. Can a reader identify the working?



Rounding the corner on the approach to Teignmouth D1043 is powering 1B45, the 11:30 'Cornish Riviera Express' from Paddington to Penzance on Saturday 31st May 1975. The locomotive's body is clearly suffering corrosion damage and 'Western Duke' had only eleven months left before withdrawal.

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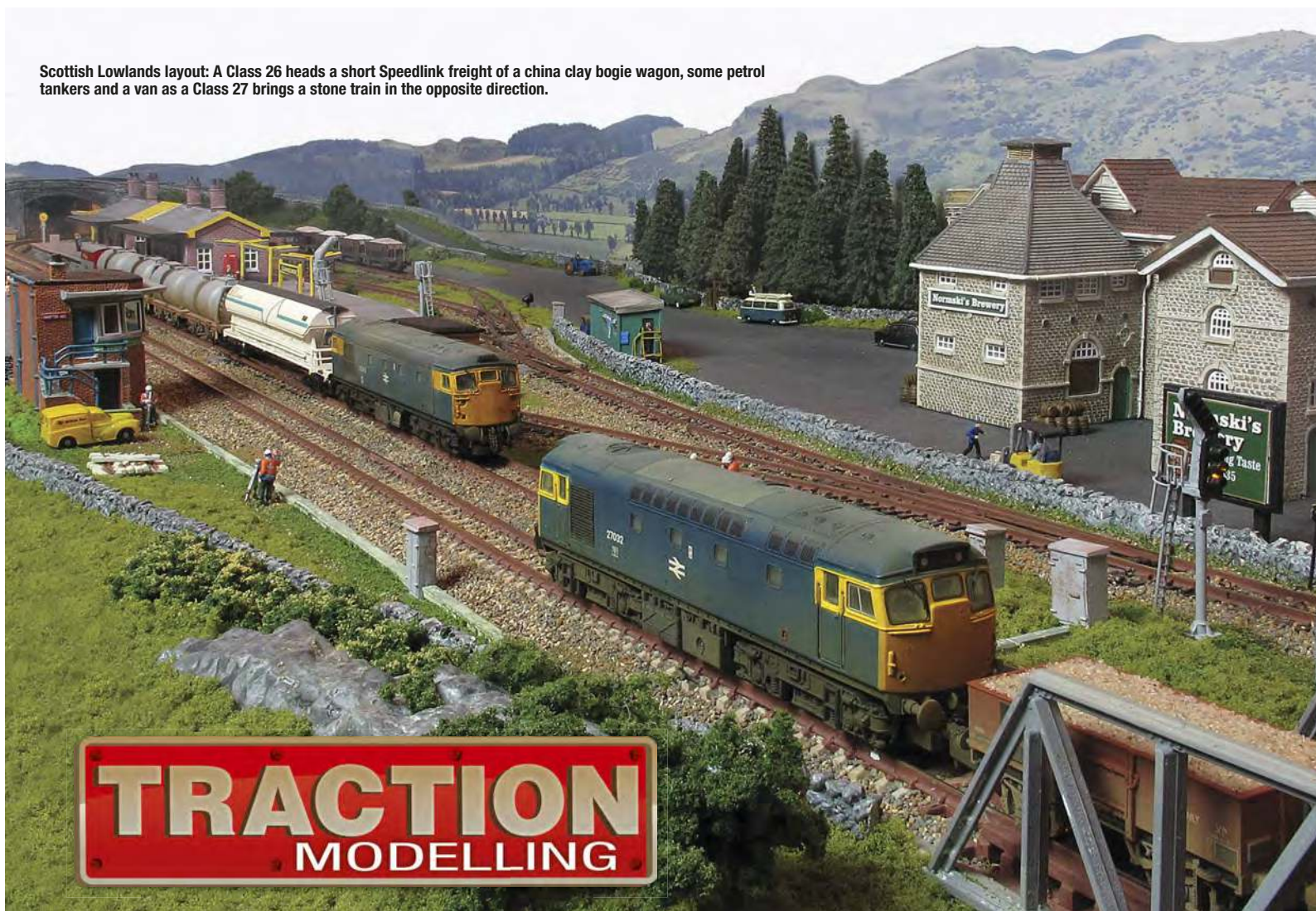
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Scottish Lowlands layout: A Class 26 heads a short Speedlink freight of a china clay bogie wagon, some petrol tankers and a van as a Class 27 brings a stone train in the opposite direction.



Blue is the Colour

Photography by Andy York

Norman Jones' N gauge layout 'Blue is the Colour' depicts a medium sized station in a semi-rural setting but with a choice of operational locations.

For some years Norman had enjoyed being on the exhibition circuit with 'Newcastle upon the Water', the N Gauge layout of Alsager Railway Association. Now with a grown-up family, he was intending to downsize so he decided to construct a layout which he could take to exhibitions but would be also suitable for a smaller home. The resulting layout measures 2.4 metres by 80 cm (that's 8 feet by 2 feet 6 inches in imperial measurements). The main board is in two parts and, for transportation purposes, fits into a cradle. By building the layout to fit in a cradle, it can be stored in a walk in wardrobe when not being exhibited or, in the warmer months of the year, operated in the garage.

An extension board has been constructed measuring 120 cm by 30 cm, (4 feet by 1 foot) to enable a wider choice of rolling stock to be used when at exhibitions. This fits at right angles to the main board and also ensures that there will be sufficient space behind the layout for the operators, even in exhibition halls where space is limited.

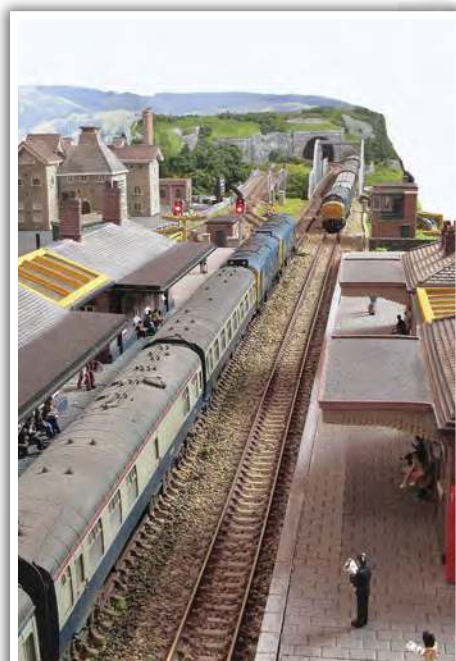
The baseboard frames are constructed from 1 inch by 3 inch timber battens covered

with 9 mm plywood. One of the main features of the layout is a river valley so, by using this size of battening there was sufficient depth to construct the sunken river bed. The baseboards are supported by folding legs. The track work uses PECO code 80 with medium radius turnouts and ballasted with Woodlands Scenics fine ballast. The rails have all been painted and weathered.

Location

Norman was born and bred in Nantwich in Cheshire and, not surprisingly, has a particular interest in the Crewe to Newport railway route that passes down the Welsh Marches. Therefore he decided to model a secondary main line with a junction station set in a river valley against a backdrop of rolling hills. The main scenic features include open countryside, a waterfall, railway bridges over the river, a wood yard and a brewery on the river bank.

After completing the scenery, for which he used many of the products of Woodlands Scenics, another modeller commented that the appearance of the layout was not dissimilar to the Scottish Lowlands. Norman



Welsh Marches layout: Looking down over the station as an express is ready to leave and a Class 37 approaches on a parcels train.



then decided to operate the layout for both Scottish and Welsh Marches locations, giving the opportunity to use a greater variety of stock at exhibitions over the usual two days.

Which era?

Norman's model collection includes stock from the steam era through to the early 2000s. However, at exhibitions he wanted to be more specific than just to say it was a steam or modern era layout.

Two periods came to mind; one was the BR corporate blue period, when Norman was a boy. The other was the sectorisation and early privatisation years when his son Ben was a train spotter and Norman accompanied him to a number of locations up and down the country.

In the end Norman decided to concentrate on the blue era and, in particular, the years 1975 to 1983 for which he has many happy memories! This period also allowed a degree of route modernisation to have taken place in the form of a local power box and multiple aspect signals with working route feathers.

Rolling Stock?

For exhibition purposes, taking into consideration the time frame, there is stock which is suitable for both the Scottish and Welsh Marches locations. These are principally Class 24s, 25s, 37s, 40s, 47s, 56s with the occasional Class 31 or 46. Mark 1 and Mark 2 coaching stock appears, together with a variety of wagons both of vacuum and air brake types. When multiple units such



(TOP) Scottish Lowlands layout: A Class 26 hauled Speedlink freight runs past the signal box and brewery. The signal box has obviously been modernised as the signals at the station are all multi-aspect colour lights.

(ABOVE) Scottish Lowlands layout: 26022 heads down the branch with a block load of Presflo cement wagons.

(RIGHT) Scottish Lowlands layout: A Class 26 at the head of a Speedlink freight passes a Class 27 on a stone train.

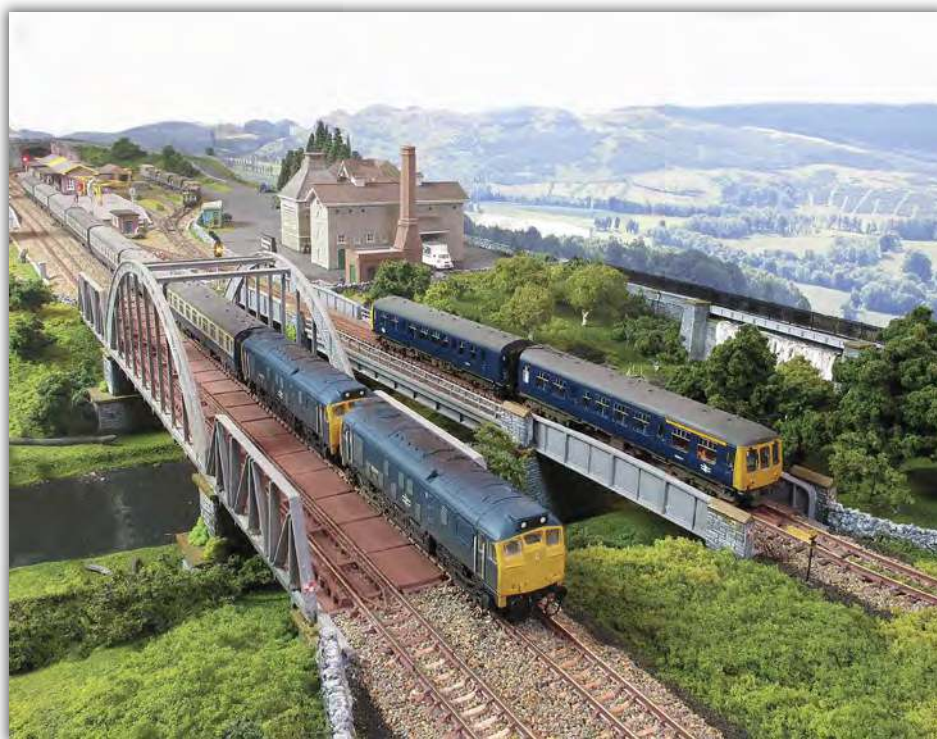


as the Class 101s, 108s, 120s and 121s are added, there is plenty of variety and the stock boxes are beginning to become quite heavy.

When operating the Welsh Marches scenario Class 33s, 35s and 52s can appear with Class 20s, 26s and 27s appearing when the layout represents the Scottish Lowlands. Naturally, normal traffic on a secondary line is also varied with occasional main line diversions, diesel class farewell tours and steam charters.

The layout has been exhibited at a number of exhibitions but now that property downsizing holds no fears, Norman is already thinking about his next layout. Maybe DCC beckons!

(BELOW) Scottish Lowlands layout: A Class 27 crosses the river with a passenger service whilst a Class 26 is about to head down the branch with its cement train.



(ABOVE) Welsh Marches layout: A pair of Class 25s leave the station and head over the girder bridge with an express as a Class 108 departs with the connecting branch service.

(BELOW) Welsh Marches layout: Looking towards the tunnels two Class 25s leave with an express as a Class 108 heads down the branch. Note the details such as the yellow AWS magnet in between the rails and the red and white reduced clearance signs on the bridge parapets





(LEFT) Scottish Lowlands layout: 26022 has got the signal and the 'feather' and is about to head off down the branch with a cement train.

(BELOW) Welsh Marches layout: 37254 crosses the girder bridge with a typical 1970s era parcels service made up of a mixture of vehicle types.

(BOTTOM) Welsh Marches layout: A Class 47 heading an MOD train of loaded tank transporter wagons runs through the station, whilst a converted DMU representing a Class 120 Swindon built cross-country DMU is in the branch platform.



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A line up of Class 25s for Kensington Olympia. They are a Class 25/0 converted from a Farish Class 24, a Class 25/2 and, on the right, the subject of this article No. 25083, a Class 25/3.

TRACTION MODELLING

Class 25s for Kensington Olympia

Andy Gibbs continues his series of articles about his N gauge layout based on Kensington Olympia in the years when it was a major Motorail terminal. This time he turns his attention to providing one of the essential locomotive types needed for the layout, the Class 25s.

Motorail traffic from Olympia heading for the West Coast Main Line was mainly moved using pairs of Class 25s. They were also used on cross London freights to yards on the Southern Region, such as Norwood Junction, so having a varied fleet of Class 25s is quite important. Graham Farish have had a Class 25 in their range for many years, firstly the rather basic Poole designed Class 25/3 followed by the current Blue Riband Class 25/2. Photographic evidence tends to favour Class 25/3s on the West London line rather than the earlier Class 25/2....typical! That left me with a project to build a Class 25/3. Rather than try and improve the rather basic Poole designed body and fit it to the current chassis, I did a bit of research on the Derby Sulzers website to see what I could find.

Interestingly I discovered that 25083 (D5233) (which was the first loco built with the simplified Class 25/3 body) was also fitted with a steam heating boiler. The same applied to the four locos that followed it: 25084 - 25087 (D5234 - D5237). This meant that I would not have to remove the water tanks and cut the cast underframe. I'll maybe leave that for a later project.

To start with, the body of the Blue Riband Class 25/2 was removed and dismantled

completely into its constituent parts. Using a fine sanding block, all the small grills on the body side were removed and any blemishes filled in with Squadron putty and re-sanded.

A block of plasticard was glued in the cab behind the former nose end doors to strengthen it.



The centre cab front window was then enlarged to size by drilling holes and then filing to size. The original handrails were discarded, the two holes under the windows were filled in and new full width handrails were bent up to fit.



The engine room windows were also cut out using photographs and drawings to find the exact position.



After failing to find a suitable etched grill, the cantrail grills were marked out and scored to give an impression of the grills. Using some Evergreen styrene strip, the grills were then given a frame



After a wash and brush up to remove any dust, the loco was given a coat of Halfords' grey primer. The photographs show both sides of the locomotive. The cab ends were then painted white followed by a coat of warning yellow. Body sides were painted next in Rail Blue followed by a gloss varnish coat from a spray can.

Railtec decals supplied custom made TOPS numbers in the larger 'Scottish size' that 25083 carried. These and the double arrows and OHLE warning signs were then added to the body.

After spraying the body with satin varnish, the engine room windows and the centre cab windows were then glazed using Microscales glazing liquid, Kristal Klear.



The rest of the original windows were then glued back in place and the body reassembled. Finally the loco and chassis were weathered using Lifecolor acrylics.

Despite all the photo references I had to work with I still managed to miss off the centre lamp bracket from the cab ends so these will be added later.

This conversion brings me up to a total of six Class 25s which should be enough to ring the changes on Kensington Olympia.

For further reading, visit www.derbysulzers.com





Olivia's Trains British Oxygen Company TEA and VAA Wagons

Words and photography by Andy York

The British Oxygen Company's 100 tonne TEA tanks made an impressive sight back in the 1970s and 1980s with their distinctive white livery and BOC branding. They are the subject of new models from Olivia's Trains. Used for the transport of liquid oxygen and liquid nitrogen, they were found in both impressive block train loads and in smaller groups of wagons within Speedlink workings. The wagons worked throughout the UK from BOC's plants to both major depots and smaller yards, where the contents could be discharged into road vehicles. This means that the modeller can use the wagons in a variety of ways.

Olivia's Trains has catered for a variety of liveries within the range of wagons which Heljan has produced for them. These cover the years from the early 1970s (before TOPS panels were added) through to their later unbranded usage in the late 1990s. There are also detail variations within the wagons which, together with the various accessory packs, allow a wide range of differing wagons to be represented. These cover items such as

air and reservoir pipes, vent covers, buffers, drawbar gear and pipes and even the bogies.

The reviewed wagons utilise Mark IV Gloucester bogies, but the alternative GPS bogies used on later vehicles will be available at an additional cost. The accessory pack also includes an instanter coupling, useful for the appearance of the tail end of a train. Olivia's Trains can also offer the option of fitting a constant red oil lamp or flashing Bardic lamp.

In terms of the overall look and detail, when comparing the model to variants shown on Paul Bartlett's excellent online photo resource, it is obvious how good the model is. It is a far cry from previous re-liveried TEA models as, although several 100T wagons share the same TOPS code, they are significantly different. The Charles Roberts (Wakefield) built wagons had central spine frames with extended frames around the bogie area, and are nicely reproduced by Heljan in a charcoal grey. The Mk IV Gloucester bogies are well captured and sit, correctly, slightly proud of the framework above the bogie.

The wheels on one side of the bogie have brake discs on external and internal faces, whilst the bogie at the other end features the brake discs on the opposite side, with this being replicated on the model. The central box, beneath the tank, housed the discharge equipment, and it is through these valves that the wagon's liquid contents could be pumped into road vehicles for onward transport or to equipment in the customers' sidings.

The tank appears to be of correct diameter and length and the shape of the ends looks good. The seam lines in the tank panels are present and quite finely moulded, whilst the tank-top vents are accurately placed and spaced.

The decoration is to a high standard with good clarity and definition to all markings. The models feature variations in the tone of the central band which, as can be seen from photographs taken across the years, varied between a deeper red than the BOC logo through to fading orangey-mustard tones. As the years progressed the wagons not only acquired TOPS panels but also more warning

and information panels. The clarity of the small text in these areas is excellent. Into the 1990s the style of company logo changed to the sans serif styled BOC GASES but a mixture of liveries was seen for many years.

In the wagons' early years the trains would have been classed as hazardous loads and required a barrier vehicle. BOC owned some COV AB vans for these, branded with the company logo and flash markings. Olivia's Trains have sourced Bachmann VAA wagons in bauxite livery and created the BOC vans and it's a very neat job. These are available at a cost of £56 and they too can be fitted with tail lamps. From the mid-1970s onwards the requirement for barrier vehicles was dropped and so train loads of up to eleven or twelve tanks could be seen running without the vans.

Olivia's Trains offer re-numbering and weathering services starting from £5 per wagon but they also produce an A6-sized sheet of transfers to enable the modeller to renumber or reclassify the load markings for any wagon in the 0001 - 0044 number range.

This is an impressive product, especially when considering their suitability to create both block train loads and shorter rakes. A block train would look really good behind a pair of Class 76 locomotives (which are also available from Olivia's Trains) or behind Class 25s, 40s and 47s which regularly seemed to power these trains. They also appeared behind AC electric locomotives on longer runs on the West Coast Main Line; definitely a must for the BR Blue freight-lover!

RRP:

Pristine £75.00, weathered or renumbered £80

Gauge/scale:

16.5mm gauge, 1:76 scale OO

Era: BR 1970 - 1990s

Company/Operator: BOC

Model weight: TEA 110g VAA 90g

Construction:

Plastic chassis and body

Minimum Curve Radius:

438mm (R2)

Wheel Profile: RP25

Couplings:

NEM mounted tension lock

Accessories: Replacement oval buffers, cosmetic instanter coupling. Train air and reservoir pipes, spare handrail, pressure ring cover, safety valve cover, handbrakes.

Options:

Flashing Bardic electric tail lamp - Fitted £46.00

Red tail light fitted - £41.00

GPS bogies

Wagon number transfer sheet £5.00

Support: support@oliviastrains.com



Train 6M59, the 15:15 Sheffield Broughton Lane to Ditton empty BOC tanks, formed of a rake of nine BOC 100 ton tanks, passes Warrington Arpley stabling point on 29th May 1984, behind 40056 and 25229. STEVE RICKETT



81020 is at the head of a southbound train of BOC tanks at Carlisle on the 21st April 1987. DAVID FORD



Realtrack Models Class 156



The second run of Realtrack Models' OO Gauge Class 156 DMU is in production at Rapido's factory. Liveries include the colourful East Midlands Trains one and the classic Provincial scheme, with both original 'Sprinter' and later 'SuperSprinter' branding. Realtrack have commissioned nine different versions in total, four EMT and five Provincial. There are printing differences between all nine sets to ensure accuracy. Just like the first run every set will also have unique destinations at each end. The SRP is £230 with a £50 deposit required if pre-ordered.

The full list is:

EMT 156405 (52405/57405)
 EMT Derby-Crewe 156406 (52406/57406)
 EMT Nottingham-Worksop 156410 (52410/57410)
 EMT Nottingham-Skegness 156473 (52473/57473)
 Provincial 'Sprinter' logo Lincoln-Leicester 156418 (52418/57418)
 Provincial 'Sprinter' logo Liverpool-Norwich 156438 (52438/57438)
 Provincial 'SuperSprinter' logo Cardiff-Portsmouth 156452 (52452/57452)
 Provincial 'SuperSprinter' logo Cambridge-Birmingham 156458 (52458/57458)
 Provincial 'SuperSprinter' logo Inverness-Glasgow 156497 (52497/57497)

Website: <https://realtrackmodels.co.uk>

More Class 07s from Heljan



After much of the first production run sold out, a second batch of OO gauge Class 07s is now in preparation for release in the New Year.

Nine models are to be released and will have new identities for the BR green and BR blue versions, the well-known Eastleigh Works shunter of the 1970s/80s, D2991, as well as two industrial versions in ICI grey/orange and Powell Duffryn blue/white.

These 0-6-0 diesel shunting locomotives were delivered to BR Southern Region in 1962 for shunting at Southampton Docks with the class being withdrawn by BR in 1976/77. Several of these useful machines were sold to industrial users, including ICI on Teesside and Powell Duffryn in South Wales. Others passed into preservation and seven survive today, including one still in use as a works shunter at Eastleigh Works.

The two variants cover the original BR condition and the later dual-braked locomotives. Deliveries are expected early in 2019 and can be ordered from Heljan stockists now. The models have a 6-pin DCC interface and their SRP is £139.95.

Version 1 - original BR condition

2904: BR(S) green D2986
 2905: BR(S) green D2988
 2906: BR Eastleigh Works light green D2991
 2907: BR blue D2998
 2908: BR blue 07002
 2909: Powell Duffryn blue/white '07006'

Version 2 - dual-braked locomotives

2914: BR blue 2989 - V2
 2915: BR blue 07009 (weathered) - V2
 2916: ICI grey/orange 07005 Langbaugh - V2



Kernow Model Rail Centre - Bulleid Diesel



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Kernow Model Rail Centre have announced a further batch of the Bulleid diesels. This will feature the same four original models with two additional versions added. The first four will be limited editions of 150 pieces and will be supplied with an appropriate named train headboard to fit. The other two models will be 10201 and 10202 in BR green with late crest, and are not limited editions.

The models available to order are:-

- K2701A - 10201 in BR black with early emblem and 'Bournemouth Belle' headboard
- K2702A - 10202 in BR black with early emblem and 'Golden Arrow' headboard
- K2703A - 10203 in BR black with early emblem and 'Atlantic Coast Express' headboard
- K2704A - 10203 in BR green with late crest and 'Royal Scot' headboard
- K2705 - 10201 in BR green with late crest (Grey roof)
- K2706 - 10202 in BR green with late crest (Grey roof)

These models will need to be paid for in advance to obtain the prices shown below. Customers who previously pre-ordered these models will be sent a special offer directly to them. After release the price for the models will increase, assuming they have not sold out prior to release.

The models will be £179.99 for DCC ready or £309.99 for DCC sound fitted. By paying in full immediately, customers will save £10 (£15 for DCC sound fitted versions). Delivery is expected in the 1st quarter of 2019.

Website: <http://www.kernowmodelrailcentre.com>

Golden Valley Hobbies - 'Janus' 0-6-0 diesel shunter



The latest livery applied to the Golden Valley Hobbies' Yorkshire Engine Company 'Janus' 0-6-0 diesel shunter is ICI red, to depict 'Richard Borrett', a shunter often seen on the ICI Folly Lane branch in Cheshire. The locomotive is supplied with three seven-plank wagons as part of its value pack (£109.96) each can be purchased separately (wagons: £29.99, locomotive: £99.95).

Website: www.goldenvalleyhobbies.com

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Rail Head Treatment Train

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GAUGE



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

Due
Nov '18

H4-RHTT-002



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

Due
Nov '18

H4-RHTT-003



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

Due
Nov '18

H4-RHTT-004



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

Due
Nov '18

H4-RHTT-005



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

Due
Nov '18

H4-RHTT-006



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

Due
Nov '18

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

www.hattons.co.uk/RHTT

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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.



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

002

003

004

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

Pre-order for £50 each

Due
Nov '18



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

002

003

004

Pre-order for £32 each

Due
Nov '18



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

006

Pre-order for £59 each

Due
Nov '18



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

Pre-order for £32 each

Due
Nov '18

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47404 'Hadrian' has just been coupled to 1S74, the Euston-Stranraer at Carlisle on 1st February 1986. The author took this train as far as Kilmarnock on his first journey.

Fabulous February Flings

Charles Mackintosh recalls his travels with the Young Persons' Railcard which allowed him to travel economically and extensively across Britain.

Back in February 1986 BR, very commendably, ran a promotion for holders of its Young Persons' Railcard which effectively capped the price of a Saver return ticket at £12. Dependant upon the normal price, Savers became either £4, £8 or £12 with the idea being to get more people to travel at this traditionally quiet time of the year. This certainly worked amongst the bashing fraternity, who now had the entire network opened up to them.

Off to Plockton (or not!)

Fortuitously, the first Saturday in February fell on the 1st and £12 was invested in a Derby to Plockton Saver, prior to heading to Birmingham on the 07:17, hauled by 47434. From Birmingham New Street, I then started to head to Scotland, in a round about sort of way, initially behind 47616 'The Red Dragon' on 1M10, 06:03 Paddington-Liverpool, which was taken to its destination. Steady progress

north continued with 47468 on 1P11, 11:15 Liverpool-Preston where diesel hauled options ran out and 87028 was taken to Carlisle on the down 'Royal Scot'. Back to Sulzer power and after watching 47534 arrive on the Stranraer-Euston, 47404 'Hadrian' was taken from the 'Border City' to Kilmarnock on the reverse working 1S74, 10:15 Euston-Stranraer. This was followed by a Blue Square DMU on to Glasgow.

1986 was to be last full year of steam heating on BR, with Scotland being the best place to enjoy it. To give a flavour of the time: 27012/017/049 along with 47209 and 47210 were on the Edinburgh-Dundee circuit on this date; 47049 and 47053 along with 47541/561/586 and the newly ETH-fitted 47633 were in action on the Highland Main Line; 37261, 37416 and 47409 were plying the Aberdeen-Inverness route, while 37114/262/415/418 were on the Far North routes.

Glasgow, however, saw little steam heat action by this time, so I headed north behind the ill-fated 47464, (which had arrived on the 12:30 from Inverness), on 1L39, 18:05 Queen St-Perth. The 'Fair City' was as close as I got to Plockton on this particular ticket, but it was never my destination; very few people had heard of the remote Highland village until a Robert Carlyle series was filmed there in the 1990s and its obscurity could be very useful for bashing purposes...

Anyway, the journey south commenced with 47464 on 1T40, the 19:34 back to Glasgow from where there was time for a quick leap to Edinburgh and back behind, (and then in front of), 47711 'Greyfriars Bobby'.

After the obligatory haggis supper from the infamous Pizza Crolla, 1V62, 23:35 Glasgow-Bristol was taken to Birmingham, initially powered by 47503 over Beattock to Carlisle where it was replaced by 47413 for the diversion over the Settle & Carlisle in the early

hours of Sunday. During the night, 47598 failed on Springs Branch prior to running to Preston to work 1S26, 22:50 Euston-Glasgow to Carlisle, causing 47636 to be stepped-up off 1S18, 23:00 Euston-Glasgow. The upshot was that 1S18 ran unheated over the S&C behind 47249. Back to 1V62, and a reversal at Preston saw the train taken to Birmingham by 47534, but as a bonus the train was piloted from Stafford by 47344 over the steeply graded Cannock Chase line.

A group of us then headed off to Gatwick with 47488 on 1O62, the 09:05 from Wolverhampton. However, on arrival at Gatwick it was announced that the train was being extended to Three Bridges, so naturally we stayed on for the extra couple of miles. Problems then arose when the guard insisted that the train was empty coaching stock (ECS) back to Gatwick to form 1M15 to Manchester. Luckily, we managed to talk him round and, after much pleading of our case, he allowed us aboard and 47488 was enjoyed back to New Street from where 47615 'Caerphilly Castle' took me home on 1E37, 12:45 Penzance-Newcastle.

University Challenge: Round 1

On Monday it was back to college where, in between bashing, I was supposed to be studying for my A-levels. It was the time of year when the universities undertook their entrance interviews and with institutions such as Dundee and Herriot-Watt on my UCAS form there was plenty of scope to accrue some mileage. The fact that the Local Education Authority financed the three most expensive journeys to interview gave a whole new meaning to the term University Challenge, although without the intervention of Bamber Gascoigne.

My first interview was at Dundee on Wednesday 5th, which would entail an overnight journey for which the LEA kindly also paid for a sleeper berth as well as the ticket. Thus, I set off for London on the 4th on my way to Dundee, initially on an HST to Birmingham for 47631 to Reading on 1O92, 13:52 Liverpool-Portsmouth Harbour. After a quick double back to Oxford with 47618 'Fair Rosamund' on 1M42, 17:27 Paddington-Banbury, London was finally reached courtesy of 47621 'Royal County of Berkshire' on 1F47, 18:35 Oxford-Paddington.

My berth was booked on 1S70, 20:13 Kings Cross-Aberdeen which was powered by the appropriate 47444 'University of Nottingham' to Edinburgh, from where 47497 worked forward. A knock on the door at Arbroath, (you didn't think I was going to alight at Dundee, did you?), saw the lavish breakfast of a cup of coffee and a Digestive biscuit delivered by the steward. I've no idea why BR thought that you needed waking up an hour before destination for such meagre fare. Arrival at Aberdeen was at 07:04 and 26 minutes later I was on my way to my appointment in Dundee behind 47503 on 1C87, the Carstairs portion of the Penzance service.

With the formalities dispensed with at the



The ill-fated 47464 stands on the blocks at Glasgow Queen Street after arrival with 1T40 the 19:34 from Perth on 1st February. 47464 was written off after a collision at Elgin on 23rd September 1986.



The external condition of the Crewe Diesel Depot allocated Class 47s often left a lot to be desired due to their tendency to stray far from home. A case in point is 47533 which awaits departure with 1S37 12:40 Carlisle-Glasgow Central on 8th February. The locomotive is another that was still awaiting fitment of a high-intensity headlight at this date.



Only a matter of days after being released from Crewe Works following overhaul Stratford's 47457 'Ben Line' prepares to leave Birmingham New Street on 1V84 11:15 Liverpool-Penzance on 16th February 1986.



The passengers aboard the 17:32 to Aberdeen will appreciate the Spanner boiler fitted to 47003 for the next couple of hours as departure time from Inverness approaches on 22nd February 1986.

university I was back at the station in time for the 15:30 to Edinburgh, but as this had 27018 at the sharp end I elected to wait an hour and was rewarded with 47053 on the 16:30. To kill a bit of time and break the monotony of the wait I bunked the stock shunt, which was undertaken by 26023 rather than the more rateable Class 08. 47053 was taken to Kirkcaldy for 47558 'Mayflower' to Stonehaven on 1A89, 16:55 Edinburgh-Aberdeen. Bed for the night was at my grandparents' home in Glasgow, which was arrived at by 47714 'Grampian Region' on 1T48, the 18:50 ex-Dyce.

Up bright and early the following morning I headed homewards behind 47588 on 1M01, 07:40 Glasgow-Carlisle. Another train booked over the G&SW route was 1S18, 23:00 Euston-Glasgow, but this arrived at Glasgow behind 85035 having come by the Beattock route. The reason for this was the failure of 47418 at Carlisle with an ETH fault, 47404 was then provided only to fail for the same reason, 47478 was then allocated but was declared a failure with a loss of power resulting in the train running via the Caledonian route!

From the 'Border City', 47533 was enjoyed over the S&C to Leeds on 1E20, the 10:40 departure. The 14:00 Leeds-Brighton failed to produce the booked '47', (as was regularly the case), so there was then a diversion to Manchester behind 47438 on 1M73, 11:20 Newcastle-Liverpool for 47483 to Nottingham on the 'European'. The day was not a good one for '47' reliability as 47547 failed at Victoria shortly afterwards on 1E53, 13:00 Bangor-York and nothing better than 31443 could be found to take the train forward.

Two days later, on Saturday 8th, Scotland was the destination once again; starting off with 47440 on 1S49, 07:25 Nottingham-Glasgow to Preston, where it was replaced by 87022. 47533 was still working off Carlisle and was taken to Glasgow on 1S37, the 12:40 departure from Citadel station. 47714

then did the honours on the 15:30 Glasgow-Edinburgh prior to 47003/018/049/637 being had on 'the Dundee circuit'. Of these, 47637 was only a few days out of Crewe Works, sporting a fresh coat of ScotRail livery following its conversion from 47274. Its appearance on the circuit was an ominous one as this batch of conversions played a major part in the downfall of steam-heating, with even the Dundee services now proving vulnerable.

Later on 47558 was had to Arbroath on 1A69, 18:20 Carstairs-Aberdeen for what turned out to be a long wait for 47550 'University of Dundee' on 1E43, 20:35 Aberdeen-Kings Cross, which was running 120 minutes late.

The lull in proceedings was used to purchase another 'piece' at Perth, which I managed to get issued from further north, (all the same price, £12), with Upwey now being the destination. The outward portion of a Saver ticket was only valid on the day of issue but the return portion was valid for a month so buying an extra piece effectively meant that the offer was extended for another month.

The East Coast overnight trains tended to be magical mystery tours on Saturday nights, and tonight was to be no exception as 47475 replaced 47550 at Edinburgh for the run to Newcastle via Carlisle. The tour continued from Newcastle, 78 minutes late behind 47402 'Gateshead', which ran to London via Leamside, Lincoln and the Hertford loop. Arrival at the King's Cross was 100 late, which was, as Tom Jones might say, not unusual.

Crossing London 47620 'Windsor Castle', rather than the expected Class 50, was a pleasant surprise at the head of the 12:15 Paddington-Oxford, and was taken to Reading. From there 47472 took us to New Street via Solihull on 1M03, 11:59 Portsmouth Harbour-Manchester. The regular 'drags' to Nuneaton were in action but, rather unusually, a pair of Class 20s were on 1A28 15:37 Shrewsbury-Euston; paired with 20188

was a required 20059, I just couldn't help myself and had them to Nuneaton. Yin and Yang then came into play and the terrible price to pay was 31422 on to Leicester on a Norwich service. My penance paid, 47536 was an unexpected bonus on 1D13, 17:05 St Pancras-Nottingham in place of the booked 'Peak'.

University Challenge: Round 2

Newcastle was the destination on Wednesday 12th; once again the route was a convoluted one starting with 47561 to Sheffield on 1S49 from Nottingham. Then it was an HST to York for 47444 forward on 1E94, 08:05 Liverpool-Newcastle. After the completion of formalities it was back to Central Station where 47475, on 1N17 the 17:18 to Berwick, was the only '47' on offer. This was duly taken and followed up by an HST to Edinburgh. A fill-in move to Glasgow and back with 47708 'Waverley' ensued after which I scored 08718 as it shunted the stock off a Dundee service into the Mound Tunnel and back into the station.

Blair Atholl was the overnight destination, reached by 47483 on 1H01, 23:25 Edinburgh-Inverness. After the usual dash over the bridge, it was back to Glasgow on 1T04 the 23:30 from Inverness, which departed at 02:00 powered by 47550. As booked, the train got a pilot locomotive from Perth to Stirling as part of a balancing move, with 47454 provided on this particular morning. 47406 'Rail Riders' was then had up the famous Queen Street incline on 1O02, 06:20 Glasgow-Edinburgh for an HST to Newcastle. From here it was 47444 home on 1V85, 09:23 Newcastle-Penzance.

The next weekend started with 47532 on Friday night's 1S79, 22:15 Kings Cross-Aberdeen to Newcastle where it was replaced by 47604 to continue north at 03:11 on Saturday 15th February. An unhealthy breakfast, in the form of a Scotch pie, was had at Edinburgh prior to having 47053 throughout on 1H05, the 07:06 to Inverness, which by this time was the only diagram on the route booked for steam heat. 47633 was then taken to Perth on 1T30, 12:30 Inverness-Glasgow for a return north on the wonderful Highland Main Line with 47461 'Charles Rennie Mackintosh' on 1H13 13:35 Glasgow-Inverness.

From the Highland Capital 47049 was then had 'over the top' on 1A58 the 17:32 to Aberdeen, prior to another overnight endurance test. 1E43, 20:20 Aberdeen-Kings Cross departed the 'Granite City' behind 47524, but had the added benefit of being piloted from Dundee by 47209 in a balancing move. At Edinburgh both locos were replaced by 47544 as the train reversed for the run to Newcastle via Carlisle. Another locomotive change at Newcastle put 47404 in charge, only for the locomotive to arrive at York on fire!

With the fire extinguished, 47404 was removed from the train, cue a nervous wait for those on board to see what the replacement would be. The possibility of a

Class 45 was a worry but fortunately 47472 was turned out for the run to London via Knottingley, Lincoln and the Hertford loop. This week saw an HST taken to Reading for 47562 'Sir William Burrell' to New Street on 1M00, 10:52 Gatwick-Liverpool. Fresh from overhaul at Crewe, 47457 'Ben Line' was then had to Bristol on 1V84, 11:15 Liverpool-Penzance for another ex-works locomotive, 47638, home to Derby on 1E37, 12:45 Penzance-Newcastle.

University Challenge: Round 3

Monday 17th marked the start of Round 3 prior to an interview in Edinburgh on the 18th. An HST to Birmingham started the move followed by 47500 'Great Western' to Paddington on 1V16, the 17:25 from Manchester. From London the opportunity was taken to do the sleepers only 1S77, 23:35 Kings Cross-Edinburgh with 47522, with the bed once again paid for by the LEA. Arrival in Edinburgh was far too early for anyone at a university to be up and about so 47018 was had to Leuchars on 2J25, 08:15 Edinburgh-Dundee for 47017 back on the 09:30 off Dundee.

After another tour of a seat of learning, I was back in Edinburgh in time to have 47108 on 2J27, 16:15 Edinburgh-Dundee, which again was taken to Leuchars before doubling back to Cupar on what turned out to be a final run behind 47464 on 2J46, 17:30 Dundee-Edinburgh before it was wrecked by 37416 on 23 September. I then took the scenic route to Glasgow starting with 47604 on 1A65, 16:55 Edinburgh-Aberdeen to the 'Granite City', for 47213 'over the top' on 1H37, 20:55 Aberdeen-Inverness and finally 47529 on 1T04, 23:30 Inverness-Glasgow. One of the problems with 1T04 was that if you were fast asleep you could miss the pilot locomotive

from Perth to Stirling, as was the case this morning.

I was supposed to be heading home from Glasgow but the discovery that 47017 was working 1H05 changed that plan; after all a day out in Scotland could be had for £4 at the time. So, taking 47714 to Falkirk High I wandered down the hill to have 47017 from Grahamston to Inverness. 47006/049/213 were working 'over the top' on the Aberdeen line but I elected to go for a pint and await 47017 back south on 1B34, the 14:30 to Edinburgh, which was formed of the dual-heat stock off the 09:25 from Edinburgh, worked in by 47637. I bailed out of 1B34 at Stirling for 47109 back to Perth on 1L39, the 18:05 from Glasgow, which then formed the 19:34 back to Glasgow for another night at the home of my grandparents, who were somewhat surprised to see me again.

It hardly seemed worth heading back south by this point, so Thursday 20th was also spent in Scotland as I tried to recreate the previous day's move. However, after having 47712 'Lady Diana Spencer' to Falkirk for the walk down the hill I was disappointed by the appearance of 47633 on 1H05 in place of the hoped-for steaming Class 47/0. 47633 had recently been converted from 47083 'Orion', but it was fair to say that it lacked some of its former appeal in its new guise.

Anyway, taking 47633 to Aviemore I then doubled back to Kingussie on the 'Clansman', which was hauled by 47637 for Cardiff's 47558, (which was obviously enjoying its stay in Scotland), to the Highland Capital on 1H07, the 09:25 from Edinburgh. The four 'over the top' turns were split between 37260 and 37262, along with 47049 and 47213 on this day, but not to worry as 47633 had been put on a freight and replaced by 47006 on 1B34, which I happily took to Edinburgh.

47714 then propelled me to Glasgow, where my grandparents were getting more accustomed to my presence.

Quick trip to England

After over-sleeping, Friday 21st started with 47707 'Holyrood' over to Edinburgh, where 47017 was on the 10:15 to Dundee. Although 47210 was also on the route I stuck with 47017 for two round trips to the 'City of Discovery' before catching the 19:35 HST to Newcastle. After a couple of jars, 47602 'Glorious Devon' was then had to York on 1A33, the 23:00 to Kings Cross before heading back to Scotland.

1S70, 20:13 Kings Cross-Aberdeen should have been the means of returning north but as it approached York it came to a halt under Holgate bridge due to a loss of air on 47416. It was eventually hauled into York by the station pilot where 47419 replaced its sister; it transpired that 47416 had worked its last train as it went on to be the third Class 47/4 to be withdrawn as a source of spare parts to keep the early series locos running.

Not fancying the 'Generator', I elected to wait for 1S79, 22:15 Kings Cross-Aberdeen hauled by 47561. 1S79 was booked for a locomotive change at Newcastle and (surprise, surprise) another 'Generator' was provided for the run to Aberdeen, this time 47413. I left 1S79 at Edinburgh for 47210 to the Highland Capital on 1H05. After watching 47213 arrive at Inverness on the 09:40 Aberdeen-Inverness, there was time for a fill-in move to Dunkeld with 47426 on 1T30 for 47541 'The Queen Mother' back to Inverness on 1H13. 47003 was then had 'over the top' to Aberdeen on 1A58, for 47522 on 1E43, which ran round at Edinburgh and continued to Newcastle via Carlisle.

The early hours of Sunday 23rd saw 47401 'North Eastern' replace 47522 for the run to London via Knottingley, Lincoln and Hertford. After an HST out of Paddington, 47616 was taken from Reading to Sandwell on 1M00 for 47632 on 2L28 back to New Street. 47632 then headed 1E08, 16:12 Birmingham-York, which I went home on. Rather than a welcome home I got a major telling off although, to be fair, I had left home for the trip to Edinburgh almost a week earlier!

With my wings clipped, I managed a quick trip out on Wednesday 26th having 47477 from Derby to Solihull on 1O86, 14:00 Leeds-Brighton for a DMU to Small Heath and 47513 'Severn' back to Derby on 1E13, 14:13 Portsmouth-York. Engineering work at Birmingham meant that these trains didn't call at New Street and hence the strange moves I made.

The month came to an end on Friday 28th with 47442 on 1O86 to Solihull for 47484 Isambard Kingdom Brunel on 1E13, (which stopped at Solihull on this date), to York to get into position for the overnights to use the return pieces...



47477 pauses in the weak February sunshine at Burton-on-Trent with 1O86, 14:00 Leeds-Brighton on 26th February. The locomotive will work the train throughout due to being diverted and not calling at New Street. The train stopped additionally at Solihull to cater for Birmingham passengers.

31271 and 31301 pass through Woburn Sands station on 28th April 1990 with the Forders Sidings to Willesden spoil empties. Since the photograph was taken the wooden platform shelter, and the bracket semaphore signal have been removed. The only really modern features in this photograph are the welded track on one of the lines and the red Network SouthEast seats and lamp posts!
MARTIN LOADER



Moving the dump to Forders

In his article 'I don't like Class 31s' (TRACTION 247), Mick Humphrys wrote that his last Class 31 working was on 6A12, the 10:40 Willesden to Forders Sidings, on 22nd December 1989. In this article Mick goes into more detail about these spoil trains.

From around June 1989 until late 1990, four loaded spoil trains each weekday ran from Willesden 'F' sidings to the waste disposal facility at Forders sidings on the Bletchley to Bedford branch line, with the same number returning empty. Two trains also ran on a Saturday.

The trains to perform the task were formed of three rakes of 16 container flats that carried three green containers per flat, each of which were covered by tarpaulin when loaded. Fitted with air brakes working on the single pipe brake system (a brake system operated without a main reservoir pipe, only a brake pipe), the vehicles were able to run at 60mph, which enabled the formations to run as a class 6 train. When fully loaded these heavy trains equated to around 1400 tons, including the pair of '31s' which were coupled in multiple.

Nine Stratford based class 31 locomotives, drawn from the Railfreight Construction pool (FAGS), were allocated to the work and consisted of the following: 31128, 31134, 31149, 31155, 31180, 31209, 31247, 31296 'Amlwch Freighter/Tren Nwyddau Amiwch' and 31327. These 'blue star' multiple working locomotives had been refurbished to some extent with up dated electronics and an improved battery switch, this going some way to improve reliability and performance.

The train was operated with just a driver, and without a guard, as this was into the era

of driver only or 'DOO' operation. DOO was introduced as part of the trainman concept and the easing of manning conditions in October 1988. Sadly, it also brought about the end of the driver's assistant or secondman grade, ending 20 years of the excellent training process of new drivers in the post steam era. The duties, previously carried out by the guard prior to departure, were in the hands of a shunter/chargeman. These tasks included coupling and uncoupling, train preparation, as well as the compiling and checking of the TOPS list (Total Operations Processing System) which was handed to the driver prior to departure. Finally, and most importantly, shunter/chargeman was responsible for the brake continuity test.

The seven drivers required for the work were drawn from Stonebridge Park and Bletchley depots with three turns at Stonebridge and four at Bletchley. The three Stonebridge jobs involved the mainline workings of the 6A10, 6A12, and 6A14 and the return empties 6A11, 6A13, and 6A15 between Willesden 'F' sidings and Bletchley. The Bletchley drivers worked all movements between Bletchley and Forders and carried out the required shunting movements at Forders. The last mainline working of the day; 6A16 and 6A17, gave the Bletchley men a trip on the West Coast Main Line without the need to stop at the intermediate stations, as was the norm on their usual class

2 passenger workings.

Stig of the dump

Willesden 'F' sidings are situated just past Harlesden Junction to the north of the McVities factory and were accessed via the up and down low level goods line. Not in regular use for some years, the sidings had been brought back into use during the construction work taking place in conjunction with the widening of the nearby A406, the North Circular Road. The large volume of earth works and spoil from the site was deposited in the sidings area, and then loaded into the large open containers on the flats using a JCB type vehicle. As a point of interest, the land clearance involved removal of a former Victorian and Edwardian dump site. This turned up numerous artefacts from that era including ceramics, ginger beer, and other types of bottles, ceramic bed warmers, and even a WW1 German helmet complete with bullet hole! I never got the chance to explore the tons of removed spoil but a few driver colleagues at Stonebridge did, my father amongst them. All quickly earned the nickname 'Stig of the dump'!

Forders Sidings

Forders Sidings is situated just to the east of Stewartby station and was the site of B. J. H. Forder's brickworks which, in the 1920s, merged with the London Brick Company.

During the 1970s the demand for bricks had declined and it was agreed at the time to utilise the exhausted clay pits as landfill sites with waste transported from London. With a direct route from Willesden 'F' sidings via the West Coast Main Line, the handling facility at Forders was chosen to deal with waste from the road widening project.

The site had six sidings in total, two of which were fitted with overhead gantry cranes that spanned both tracks. Each of these was able to hold 16 container flats, hence the length of the formations. Arriving trains would slow down past Forders Sidings signal box to pick up a 2 way radio from the shunter waiting in the signal box or in his cabin. A reverse shunting move was required to propel the consist onto one of the crane roads, with the shunter relaying instructions over the radio. Once at a stand, the cranes would spring into action starting at one end of the formation and removing each container in turn. The containers were then loaded onto tipper lorries which disposed of their contents into the landfill after which the empties were reloaded back onto the flats. Empty container formations were drawn out of the sidings and a run round move performed on the loop line ready to proceed south westwards to Bletchley (see diagram).

My last Class 31 working

Observing the daily alteration sheet (a notice advising you of your duties some 72 hours in advance) on Tuesday 19th December 1989, I was pleased to see that I been booked to work my rest day on the following Friday, the 22nd. Having been teaching new drivers for weeks on end on Class 313s and 416s, I was even more pleased that it was a Class 31 diesel working on one of the Forders jobs. Booking on at 08:40, the job entailed preparing 31149 and 31209 to work in multiple in Sudbury yard. Both locomotives were resplendent in grey Railfreight livery. After running light engine to Willesden 'F' sidings, my two locos were attached at the north end of the formation of 16 heavily loaded vehicles which were forming train 6A12.

The chargeman, after carrying out the necessary brake continuity test and handing over the train list, made his way to the rear of the train 'to get the road'. Once I received a tip to move, I selected reverse and started the move backwards. The Class 31s once more proved their limited worth as they struggled to propel this consist out of 'F' sidings up the 1 in 60 gradient onto the Down Low Level Goods. This line exists today as both a freight and passenger line designated as the Down Willesden Relief line. After what seemed an age I managed to finally sit behind WN 56 signal and await the road north.

WN 56 sat at the bottom of the incline and it was at this signal 9 years previously that I very nearly made the most dreaded of driver errors; a signal past at danger or SPAD. Being a young and keen secondman my driver, Ralph Pottinger, had put me in the chair at Mitre Bridge Junction to take two Class

25s light engine to Sudbury. We had been working 1S01, the 19:20 Motorail service from Kensington Olympia to Inverness, on the first leg of its journey as far as Mitre Bridge Junction. The leading Class 25 was fitted with an EQ (equalisation) brake valve, the use of which I had not quite mastered, especially the delay in brake response.

This delay caught me out as, although applying the brake reduced the level of vacuum in both the train brake pipe and chamber, the loco's distributor took some time to respond and apply the bogie brakes accordingly on both locos. With the red of WN56 getting closer and my, by now clammy, left hand making ever quicker movements with the brake valve until, firmly placed in emergency, it would move no more. With my toes curling, the brakes finally 'bit' and I came to a stand with the buffers level with the signal post and the huge red filling the cab windscreen. Ralph was not too perturbed and simply remarked, "You have to be careful. That brake takes a bit of getting used to."

Fortunately, no such incidents occurred this day and I can recall that when the signalman pulled off I received a green so, with a little more confidence, I opened up the power controller on 31209 and, with their customary delay in responding, both locos slowly built up power. The train now traversed along the down goods line and ran parallel with Sudbury Yard and holding sidings. Sudbury Yard was at this time used to stable the diesel locomotives, with the two holding siding, now fully wired, home to the Class 81 to 87 AC locomotives.

On arrival at Wembley, and bringing this heavy train gently and carefully to a stand, my fingers were crossed hoping for not too

long a wait for a path onto the main line. With Willesden power box in charge the expectation, and indeed the norm, was to be regulated behind a local stopping service onto the down slow. Once the whole train was clear of the goods line and on the main line, with any preceding local train clear, full power could be applied.

With good rail conditions and with a combined 2430hp the top speed of 60mph could be achieved by Watford Junction. From there half to three quarters on the power handle usually kept the speed at the maximum. This proved to be the case on my last Class 31 run which was an uneventful journey until my arrival on the 'Down Cambridge' at Bletchley where I was relieved by the 1E (Bletchley) driver on turn number 306.

I should add that, with the Christmas period about to start, my keenness on the job did not extend to showing any disappointment that the return empty working, 6A15, was cancelled. Therefore, once I stepped off the footplate I was back as a passenger (termed back pass) to Stonebridge. As I stepped off the footplate I did not realise, as has so often been the case, that I would not step on this type of English Electric/Brush locomotive again as the driver!

The Class 31s deserve, even from me, a small amount of praise as the pool of four pairs allocated all performed admirably and proved to be most suited to the task in hand. The spoil trains ran like clockwork and the Railfreight construction management were most impressed with Stonebridge Park and Bletchley traincrews' positive attitude ensuring things did run so well. The contract actually finished early!

A406 Widening Project

Summary of waste services from Willesden 'F' sidings to Forders 1989-90
(Down 'Loaded' Services)

Days Run Timing Load	M-S D1600	M-S D1600	M-F D1600	M-F D1600
Headcode	6A10	6A12	6A14	6A16
Willessden 'F' Dep	07:40	10:40	13:40	*18:40
Bletchley Arr Dep	08:55 09:00	11:55 12:00	14:55 15:00	19:55 20:00
Forders Arr	09:25	12:25	15:25	20:25

A406 Widening Project

Summary of waste services from Forders Willessden to 'F' sidings 1989-90
(UP 'Empty' Services)

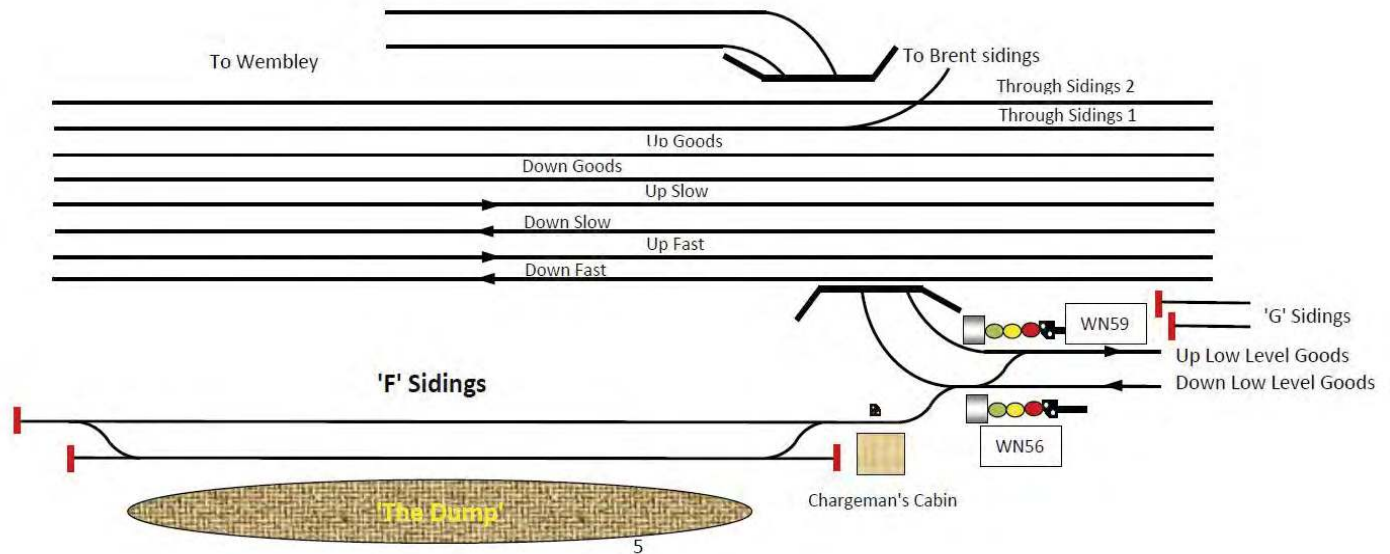
Days Run Timing Load	M-S D1600	M-S D1600	M-F D1600	M-F D1600
Headcode	6A11	6A13	6A15	6A17
Forders Dep	*09:00	11:00	13:40	16:00
Bletchley Arr Dep	09:25 09:30	11:25 11:30	14:05 14:10	16:25 16:30
Willessden 'F' Arr	10:45	12:45	15:25	17:45

* Note: departure times are such to avoid the peak periods

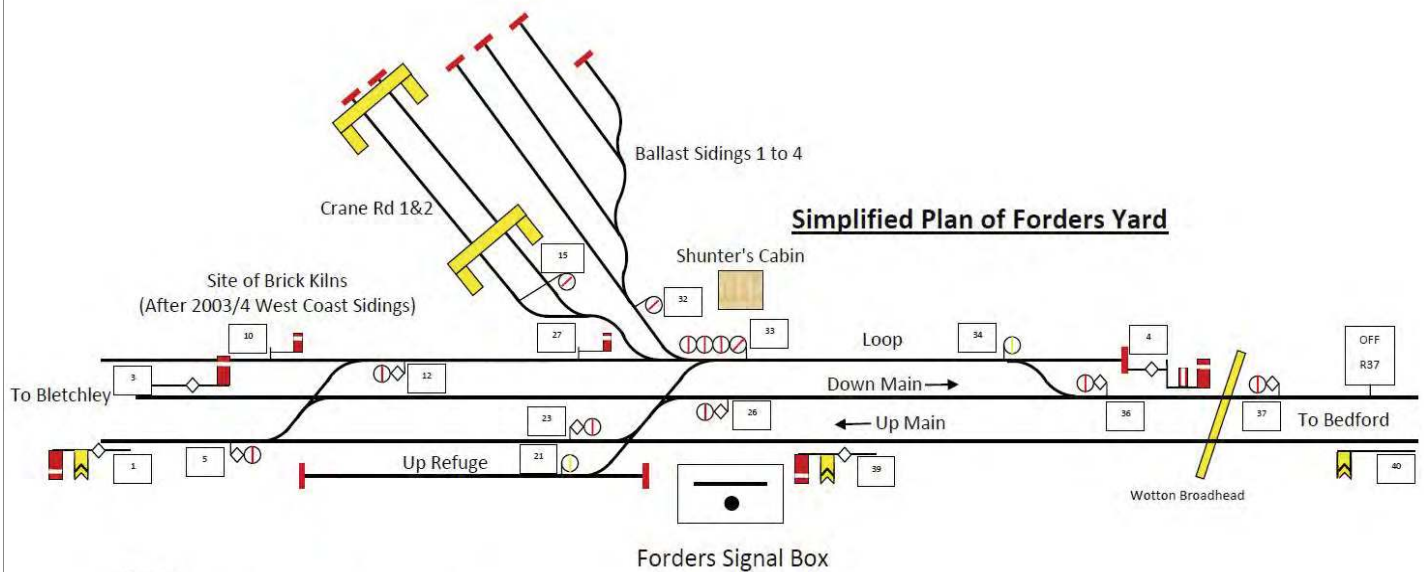
Notes:

- Down trains would propel out of 'F' Sidings until behind WN 56 then proceed North
- Up Train would arrive with the rearmost vehicle behind WN59 then propel into 'F' Sidings

Simplified Map of 'F' sidings



Simplified Plan of Forders Yard

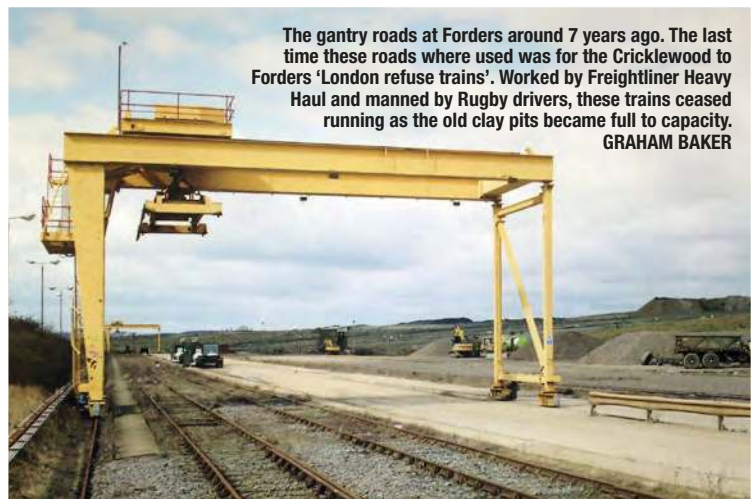


Notes:

- Signal 3 is the Down Home Signal
- Signal 4 is the Down Section Signal. The subsidiary small semaphore arm below clears with an 'S' for 'Shunt Ahead'
- Signal 40 is the Up Distant for Forders ; 1275 yards from signal 39
- Signal 39 is the Up Home Signal with the Outer Distant for Stewartby underneath
- Signal 1 is the Up Section Signal with the Inner Distant for Stewartby underneath
- Signals 10 & 27 are miniature semaphore signal
- West Coast Siding laid down around 2003 where used for the West Coast Mainline Upgrade



(ABOVE) 31296 and 31247 stand at the head of 6A11, the 09:00 departure to Willesden 'F' sidings, which was formed of 16 container flats on gantry number 2 road at Forders Yard on a busy Saturday morning. Bletchley driver Ken Burnett shares a joke with guards inspector Kevin Parkes as shunter Tony Caines, in the cab door, looks on. This consist would soon shunt out, once loaded with the empty containers. 31155 is attached to 6A13, the 11:00 departure, on number 1 road, manned by Bletchley driver Graham Baker who took the photo. GRAHAM BAKER



The gantry roads at Forders around 7 years ago. The last time these roads were used was for the Cricklewood to Forders 'London refuse trains'. Worked by Freightliner Heavy Haul and manned by Rugby drivers, these trains ceased running as the old clay pits became full to capacity. GRAHAM BAKER



(ABOVE) Trains 6A11 and 6A13 stand on the gantry roads being reloaded with their emptied spoil containers. Note the protection in the form of barriers and a red flag fitted to 6A13, these being employed to prevent any unauthorised movement. The shunter Tony Caines, climbing down from the locomotive is in overall charge of all movements. GRAHAM BAKER

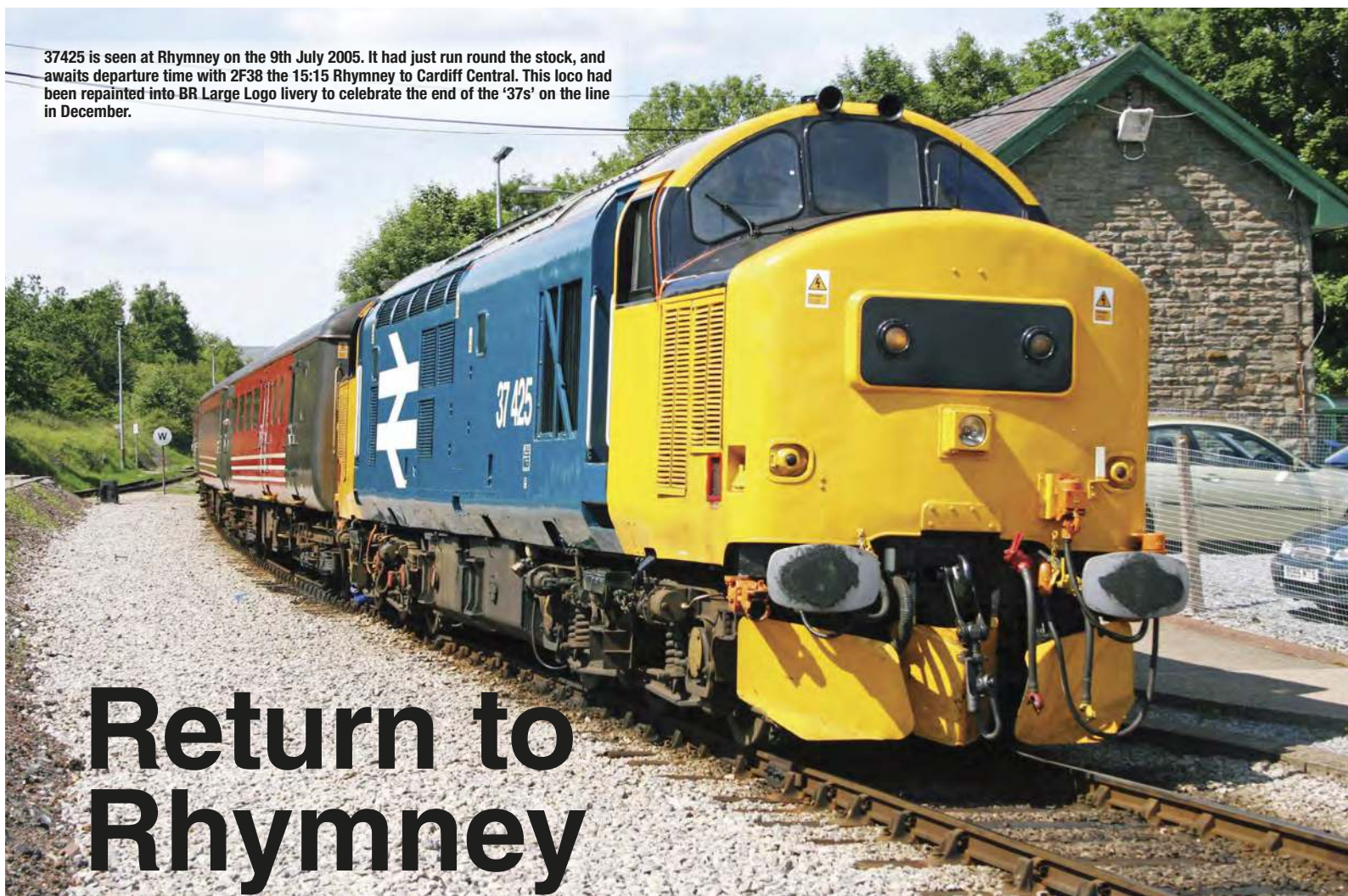


(BELOW) 31247 is coupled to 31296 'Amiwlch Freighter/Tren Nwyddau Amiwlch' with these locomotives being a regular pair on the Forders' spoil trains. The immaculate ex-works condition of 31296 was not to last, with the locomotive being withdrawn in 1993 and finally scrapped on the last day of January 2004. GRAHAM BAKER



Looking west towards Bletchley, Forders sidings box is shown on the left. The lines were designated from left to right: the Up Bedford, the Down Bedford and the Forders Goods Loop. The facing points shown on the right took you into the loop once you had drawn forward past signal 36, the single disc type shunting signal. Clearance for this move was confirmed by the shunter using a two way walkie talkie.. The propelling movement then brought you to the signal number 33 with its four vertical shunt signals which can be seen alongside the shunters' cabin in the centre of the photo. With the 3rd from top disc cleared, the route led to one of the gantry roads. Two of the kilns at the brickworks are still in use. GRAHAM BAKER

37425 is seen at Rhymney on the 9th July 2005. It had just run round the stock, and awaits departure time with 2F38 the 15:15 Rhymney to Cardiff Central. This loco had been repainted into BR Large Logo livery to celebrate the end of the '37s' on the line in December.



Return to Rhymney

Tom Braund recalls the years when Class 37s replaced DMUs on Rhymney line service.

During the late 1990s, it was decided to introduce locomotive hauled peak hour commuter service on the Valley Lines services from Cardiff to Rhymney to ease overcrowding. (Ed. Rhymney is pronounced Rum-nee.) A variety of heritage traction was used for haulage, with Waterman Railways Class 47s, Class 33 No. 33208 and the Fifty Fund's Class 50s all being utilised. Later on, EWS was contracted to provide electric train heating fitted Class 37/4s to power these services.

The locomotive hauled sets would stable overnight at Rhymney and would then run

down to Cardiff Central on the morning peak hour trains, returning in the evening. In addition there were a few off-peak workings. During the early 2000s seven trains in each direction were loco hauled on weekdays (Monday to Friday). However, it was easier to 'bash' the '37s' along the Rhymney line on Saturdays, with three sets of Class 37 and stock running throughout the day, giving a choice of ten services in each direction. However, from the 10th December 2005, the loco hauled services ceased, with DMUs taking over from the '37s'.

I visited the line many times, jumping on

and off various trains to maximise mileage. With the '37s' being part of the Welsh railway scene for many years, the crews knew how to handle them, so there was plenty of 'thrash' and noise, especially heading up the valley to Rhymney.

As a fourteen year old, and armed with my free 'privilege' pass, I was allowed by my parents to head over to South Wales on my own (a frightening thought looking back at it!), and enjoyed many trips with the Class 37s, and now treasure these memories of these trains. Like many who rode these trains, I have never travelled along the line since.



(ABOVE) 37417 awaits departure under the lower quadrant semaphores at Ystrad Mynach on 10th January 2004 with the 10:59 Cardiff Central to Rhymney service.

(LEFT) 37411 is seen at Rhymney running around its stock on the 20th August 2005 and would work 2F18 the 10:15 to Cardiff Central.

(RIGHT) 37405 is seen departing from Llanishen on the 07:15 Rhymney to Cardiff Central, viewed from on board 37411's train, which was the 2R10 the 08:59 Cardiff Central to Rhymney. The date is 20th August 2005.

(BOTTOM RIGHT) 37405 is seen having arrived at Rhymney with the 11:59 from Cardiff Central on the 5th March 2005 and has been uncoupled from its train and moves into the head shunt before departing with the 13:15 back to Cardiff Central.

Summer 2005: Monday-Friday

2R10	08:59	Cardiff - Rhymney
2R22	11:59	Cardiff - Rhymney
2R34	14:59	Cardiff - Rhymney
2R38	16:50	Cardiff - Rhymney
2R42	17:11	Cardiff - Rhymney
2R46	17:48	Cardiff - Rhymney
2R66	22:10	Cardiff - Rhymney

2V07	06:59	Rhymney - Radyr
2F05	07:17	Rhymney - Cardiff
2F06	07:39	Rhymney - Cardiff
2F18	10:15	Rhymney - Cardiff
2F30	13:15	Rhymney - Cardiff
2F42	16:15	Rhymney - Cardiff
2F66	19:15	Rhymney - Cardiff

Summer 2005: Saturdays

2F04	07:08	Rhymney - Cardiff
2F14	09:13	Rhymney - Cardiff
2F18	10:15	Rhymney - Cardiff
2F26	12:15	Rhymney - Cardiff
2F30	13:15	Rhymney - Cardiff
2F34	14:15	Rhymney - Cardiff
2F38	15:15	Rhymney - Cardiff
2F42	16:15	Rhymney - Cardiff
2F46	17:15	Rhymney - Cardiff
2F66	19:15	Rhymney - Cardiff

2R10	08:59	Cardiff - Rhymney
2R18	10:59	Cardiff - Rhymney
2R22	11:59	Cardiff - Rhymney
2R26	12:59	Cardiff - Rhymney
2R30	13:59	Cardiff - Rhymney
2R34	14:59	Cardiff - Rhymney
2R36	15:59	Cardiff - Rhymney
2R42	16:59	Cardiff - Rhymney
2R50	17:59	Cardiff - Rhymney
2R66	22:10	Cardiff - Rhymney





37405 is seen in the Rhymney headshunt on the 9th July 2005, having arrived from Cardiff Central on 2R14 09:59 Cardiff Central to Rhymney, and would depart on 2F22, the 11:15 Rhymney to Cardiff Central.



37405 arrives into Cardiff Central from Canton Depot on the 17th September 2005 and would then head up 'The Valleys' with 2R18, the 10:59 departure to Rhymney.

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33106 is at the head of a late afternoon service, formed of a single 4TC unit. The Exeter line headcode '62' shows that it is a service probably bound for Salisbury.

An Afternoon at Waterloo Station

All photographs taken in October 1982

Andy Sparks took the opportunity presented by a business visit to London to indulge in a little train watching at Waterloo.

By late 1982 I had finally made it to the heady position of fully fledged manager at a heavy engineering company in Hyde near Manchester. My newly acquired responsibilities included arranging the transport of completed goods to the company's clients. Shipments by rail were limited to Red Star which, at the time, was marketed as "the fastest parcel service in Britain". It really was quick, leaving most of its rivals standing - what went wrong? I did attempt to use the wagon load service from Ashburys to ship a consignment of twenty 24" diameter pressings to Scotland without success, probably because British Rail was in the process of phasing out this part of their rail freight business. I became resigned to using road haulage to get completed jobs to our lucky customers.

Why lucky? Well quite often proceedings could run a little "close to the wire" when trying to satisfy a buyer's "we need it now" demands. Good luck, plus a large dose of tenacity and perseverance, was often needed to pull off what initially appeared impossible to achieve. On one particular occasion an order delivery date had been brought forward and I had to transport several 13'6" diameter x 9'6" high lead kettles (1.5" thick carbon

steel fabricated domes used for smelting lead) to St Louis, U.S.A. The items were complete, Wynn's transport had been provisionally booked and the wide load notices telexed to the police. There was one piece of the jigsaw missing; the shipping line did not have capacity on the next available sailing later in the week. This sailing was ideal, if only I could persuade them to free up some deck or hold space. I had to think on my feet.

Reading this introduction you are all probably wondering what has this piece got to do with heritage traction and an afternoon at Waterloo Station. Has it got into TRACTION magazine by mistake? Well no; this is where the good stuff starts. I decided the best thing to do was to meet up with the shipping line's agents in London in a bid to find a way for the lead kettles to be squeezed aboard the next sailing. What better way to get there than by train? As I was no longer eligible for the 50% off Young Persons Rail Card (I was too old - a few weeks earlier I'd reached the ripe old age of twenty four) this was an ideal opportunity to top up my 1982 track bashing tally, with the added bonus of being at no cost to myself. But first I had to persuade my bosses that using this mode of transport was the best option, even though a top of the range

Ford Cortina Mark 5 had been made available for the mission. Once I had explained the importance of arriving in London fresh, safe and mentally sharp, going by train became the only option. I think most people would have been disappointed to have missed out on the car; not me - a railway adventure awaited.

Off to Euston

A lunch time arrival at London Euston the following day was needed; my appointment with the agents was for just after lunch. A quick call to Manchester Train Enquiries gave me the information I needed. The 09:15 from Piccadilly would get me into Euston for 12:09 - perfect! The train turned out to be far from full; most of the business travellers had gone on the earlier trains which allowed them a full day in the capital. At around thirty minutes into the journey, the restaurant steward made an announcement on the public address system - "If any second class passengers (that included me) would like to take breakfast make your way to the first class section of the train".

Even though I'd had a bowl of cereals a few hours earlier the offer proved too appealing to resist. First class was even emptier than the second class carriages; presumably this

is why the steward made his announcement. The breakfast was superb (I can still taste it now) - porridge, bacon, sausage, mushrooms, black pudding, runny egg, toast, marmalade and as much tea as I could drink - fantastic! Nowadays, such an indulgence is no more than a very pleasant memory - I'm on a strict low cholesterol diet now. After breakfast the staff allowed me to stay in my first class seat for the rest of the journey; this was quite an unexpected bonus.

I was certainly fortified, alert and at one with the world when the Class 87 hauled train arrived on time at Euston. I was so fresh that I began to wonder if I had time to make a quick detour to Collectors' Corner, that Aladdin's Cave of cut price cast offs (now high value railwayana), which was tucked away amongst Dickensian surroundings on Cardington Street. My prudence said no even though it was just next door to Euston Station. It's a good job I listened to prudence because, as usual, I got slightly lost on the Underground, arriving for my appointment just in the nick of time. Thankfully, the agents were responsive, a revised loading plan for the lead kettles was devised and the shipping line confirmed they could be accepted on the next sailing. I was given a letter confirming the booking reference number; this was safely stowed away in my new executive briefcase (every 1980s manager had to have one). Success!

After a triumphant payphone call to my bosses and the road hauliers, I had the rest of the afternoon to myself. What should I do with my time? I just so happened to have my trusty Pentax SP1000 sharing the confines of the briefcase and I was in fairly close proximity to Waterloo. You've guessed it: an afternoon at Waterloo Station was the answer. I made my way on foot using an A to Z I'd borrowed from work to guide me (I'd lost my confidence in navigating the Underground). This revised strategy worked well and I was soon passing under Victory Arch (very appropriate) and finally on location. The plan of campaign was to capture on film the individuality of the largest railway station in the land, a place bursting with bygone age Southern Railway/ BR(S) atmosphere.

Waterloo

My first job was to buy a roll of FP4 film from the station's chemist kiosk, I was just about to buy it when I remembered my cash float was low - I'd spent most of my money on that stunning breakfast. Off I trooped to the bank on the far side of the station concourse in a bid to replenish my depleted funds. What a time consuming process that was as it took ages just to draw £10. Thinking back it makes me realise what a brilliant invention cash machines are. Back I went to the chemists, after my dithering earlier I bet the assistant thought I was going to buy something other than film! This was followed by a trip to the booking office for a return ticket to Vauxhall. That ticket would give me the freedom to wander the station's twenty one platforms snapping whatever caught my eye (no need to



An inquisitive station worker and a Class 33, which has brought in an Exeter line train.



A 4SUB No. 4632 passes Waterloo signal box as it draws into the Windsor line platforms. The headcode '21' suggests that it is a Waterloo to Waterloo circular train via Kingston and Richmond

placate security personnel in those days), plus hopefully take a ride on a Southern Railway design EMU.

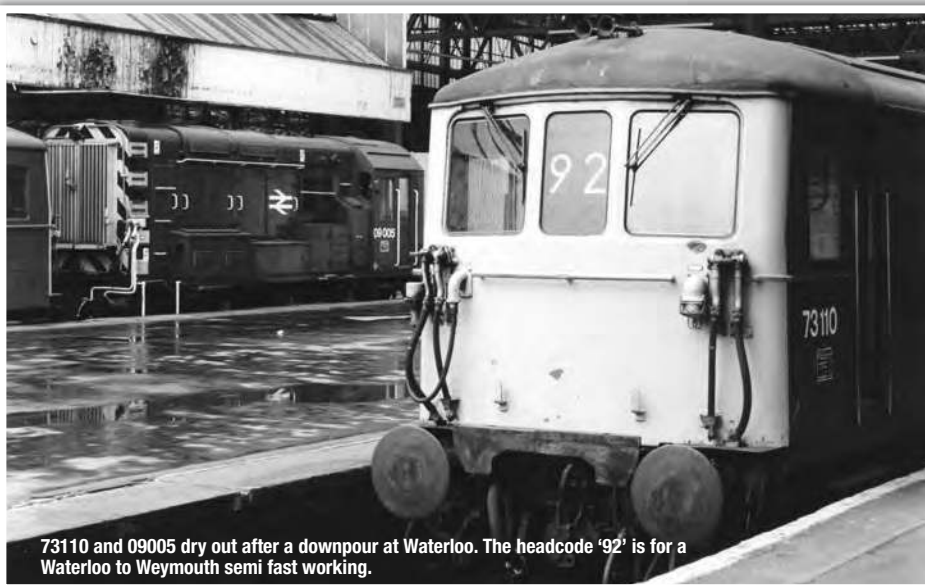
To start with two distinctly non Southern items were on the top of my 'hit list' of photographs to bag. Casting my eye over the destination/train time indicator above the ticket barrier I saw my first quarry: the 15:10 to Exeter St David's. I wanted a picture of a Class 50 at Waterloo, something I had not been able to do on previous visits. Would this train break the spell? After a seemingly long walk along the platform parallel to the train of non air conditioned Mark 2 stock, I was rewarded. 50046 'Ajax' was at the head of the train waiting to have its picture taken and, despite it being no more Southern than I am,

it looked just right. The scene was reminiscent of those super 1950/60s photographs featuring 'Merchant Navy' and 'Battle of Britain' Pacifics preparing to depart from the same spot with a train bound for North Devon and Cornwall.

Next on the 'hit list' was the Class 508s, the 'word' was that the EMU's disc braking system was not compatible with the leafy south and they were soon to be transferred to the Wirral. Merseyrail was literally about to reap the benefits of a windfall and get nearly new replacements for its vintage Class 503 units. I knew they were being used on the Shepperton service and set off in search of one, Platform 1 yielded 508040 (it was amongst the first batch to head north) and its



A 4EPB No. 5121 arrives at Waterloo as a 4REP on the left prepares to depart for Bournemouth.



73110 and 09005 dry out after a downpour at Waterloo. The headcode '92' is for a Waterloo to Weymouth semi fast working.



508040 awaits departure with a train for Shepperton.

photo was soon in the bag.

Having polished off the first part of my 'hit list' in double quick time, Vauxhall was next on the agenda. Whilst photographing the Class 50 I noticed that most of the older EMUs calling at Vauxhall were running in and out of the 'Windsor Line's' platforms. This got me into purposeful walk mode in typical train enthusiast style. Unfortunately I was that eager to climb aboard something alluding to a Bulleid coach that I did not take many photographs for posterity. Little did I know that this part of the station would become the Eurostar Terminal a decade later.

A trip to Vauxhall

Combined Volume studies taught me that the units I should look out for were the 50XX to 52XX 4EPB (Class 415/1), 565X to 568X 2EPB (Class 416/1), plus the 4SUBs, which were more immediately recognisable because they looked decidedly old. My ride to Vauxhall was courtesy of a Class 415/1, which I seem to remember was on a Hounslow service. Unfortunately a journey of only one and a quarter miles along such a busy stretch of track, with far too many distractions, did not allow me a great deal of opportunity to take in the unit's vintage delights. I won my EMU jackpot on the return journey travelling on a 4SUB. Built at the end of the 1940s, this unit was true Southern Railway with a smattering of Art Deco. These units were quality, if a touch rough riding, examples of British railway engineering. When the train pulled into Waterloo I lingered a while in order to properly check out my rarefied surroundings; most passing Londoner's must have thought there was something wrong with me.

One thing that really caught my eye on my journey to Vauxhall was Waterloo's 1930s signal box. Now that was pure Art Deco, to



50046 'Ajax' is seen on the 15:00 to Exeter St. David's.

me the ultimate example of the Southern Railway's 'Odeon' styling. It was the best signal box I'd ever seen. A photograph of a 4SUB passing this architectural masterpiece was a must and was immediately added to my 'hit list'. Another purposeful walk produced the perfect vantage point and I did not have long to wait before what would become another piece of railway history was recorded on film.

During September 1990 the signal box was demolished, having been made redundant by the Waterloo Resignalling Scheme, which ultimately led to Wimbledon's signalling centre controlling the station's train movements. Today there is a great deal of interest in period architecture; perhaps if the signal box had made it into the twenty first century it would not have fallen victim to the bulldozer, although I'm not sure what it could have been used for.

What else did Waterloo have in store for me? There were certainly a lot of Mark 1 based EMUs; 4REPs (Class 430) for Bournemouth, 4CIGs (Class 421) for Woking, Alton and Guilford for example. There were also plenty of suburban variants, such as 2SAPs (Class 418) shuttling back and forth to Hampton Court. Even though nearly all

of us took them for granted, something told me that one day they would all be gone. Now they are I'm glad I included a few on the afternoon's 'hit list'.

Waterloo's locomotive hauled trains were not, of course, limited to the Exeter service and I was keen to get as many photographs as possible of what was on offer that afternoon. On Platform 15 an Exeter line service, probably a train running as far as Salisbury, made up of 33106 and a 4TC (Class 491) was waiting for rush hour passengers. A nice picture resulted which benefited from the inclusion of a lady reading that night's issue of the Evening Standard alongside the loco. Afterwards a Class 33/0 drew into the station with an empty stock train made up of 'S' prefixed Mark 1s, which would form the next train to Salisbury.

Out of sight from most of the general public were the platforms where Class 09s shunting engines, plus Class 33s and 73s were berthed between duties. This part of the station oozed atmosphere and was another photographic must. Amongst this array of motive power a single BSK made me laugh (more reason to convince Londoners there was something wrong with me) as it had 'Shunters Only' chalked on its side in two foot high lettering!

There was certainly no mistaking who was allowed to use it. Without the shunters' permission I gingerly took a photograph of the carriage; who knows what would have happened if they had seen me.

It's surprising how time flies when you are enjoying yourself; the station clock had quickly moved round to 17:00. I had planned to return home on the 17:00 Manchester Pullman, which was not as grand as it sounds but was just convenient. As there were a few more trains to Manchester before the last of the day I decided to walk to Euston. This was a bit too ambitious and by the time I'd crossed Hungerford Bridge footbridge weariness was setting in. I thought I'd give the Underground another try. This time I was much more successful and was soon riding the escalator upwards into the Euston station concourse.

The following day the lead kettles left Hyde for America and the customer placed another order with us - a smashing way to say thank you. Amazingly that roll of FP4 did not get processed until 2004, twenty one years after the 'process by' date! Only now with the publication of this piece has that day's mission finally been fully accomplished.

4EPB No. 5112 passes Waterloo signalbox as it makes its way into the Windsor line platforms. Headcode '89' shows the train is a Waterloo to Waterloo circular service running via Brentford and Richmond.



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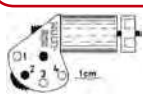
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NEXT ISSUE OF

TRACTION

ON SALE 1st Feb

31193 and 37011 are seen ready to
leave Liverpool Street on 6th May 1978.
GAVIN MORRISON



Great Eastern Diesels



Now that the remaining locomotive hauled workings on the lines of the former Great Eastern Railway are soon to be replaced by new electric and bi-mode multiple units, it is perhaps appropriate to look back to the days when there were numerous diesel hauled trains working out of London Liverpool Street. Gavin Morrison presents a selection of photos taken in the 1970s and 1980s

(BELOW) A pair of Class 47/4s, Nos. 47596 and 47486, pass just off the platform end at Liverpool Street on May 27th 1984. The first two vehicles are a pair of BG vans which would suggest that this is probably a boat train from Harwich Parkeston Quay.
GAVIN MORRISON

(BOTTOM) 47003 is seen near Stanstead at the head of the 10:35 Liverpool Street to Cambridge on the 6th June 1982.





(TOP) 37116 has just departed Bishops Stortford on the 09:35 Liverpool Street to Cambridge on the 6th June 1982.

(CENTRE LEFT) 47596 'Aldeburgh Festival' is climbing Bethnal Green bank on an express to Norwich on November 30th 1986.

(CENTRE RIGHT) 47180 leaves Norwich heading the 16:29 to Liverpool Street on 24th August 1979.

(RIGHT) On May 5th 1978, 37012 is ready to depart from Liverpool Street with a train to Norwich.



The author arrived in Portugal in the 'Sud Express' which reached Pampilhosa behind one of these Whitcomb A1A-A1A diesel electrics. No 1311 was seen there a week later, liveried in shades of blue and white.

Early Portuguese Traction

Colin Boocock first visited Portugal in 1962 and travelled on many of the main lines in that first tour. Among the plethora of delightful, clean steam locomotives that he saw there were interspersed small classes of modern traction, modern that is for the early '60s

During this first visit, Portugal very quickly became one of my favourite countries. A beautiful land, different from any other, with friendly, helpful people and good food, what was there not to like? Its railways ran on two track gauges unfamiliar to the British visitor. The main system was the Iberian 5ft 6in gauge, but several more minor routes had been built to metre gauge. The only persistent problem in my 1962 visit was the summer heat wave which even the local Portuguese were complaining about!

I first travelled to Portugal the hard way, by boat and train. Leaving work at Eastleigh late on the Friday afternoon, I caught the overnight ferry from Southampton to Le Havre which connected with the 07:20 express to Paris St Lazare. I then toured a bit of France, arriving at the Spanish border at Irun on the Sunday evening ready to catch the 'Sud Express' bound for Lisbon. My sleeping compartment was to be my home until the Portuguese portion of the 'Sud Express' arrived at Lisbon late in the Monday afternoon. The train left Irun behind an old 3,000volts dc electric locomotive belonging to RENFE, the Spanish national railways. I soon dozed off, and woke in the middle of the night (so it seemed) to find that the train was climbing slowly uphill through what looked in the moonlight to be spectacular scenery. The huge 4-8-4 steam locomotive then on the front of the train was chuffing sharply as we climbed through what I later

learned was the well-known Panocorbo Gorge. I then slept soundly until again I woke to the sound of a large tank engine puffing manfully up and down slight hills in open farmland. By this time the train was just four carriages long, having detached the main Madrid portion somewhere while I was asleep. The engine at the front was a handsome 4-8-4T, but from its behaviour it appeared to be underpowered for this job! The four carriages were, in order, a luggage van, second class carriage, the restaurant car and my sleeping car.

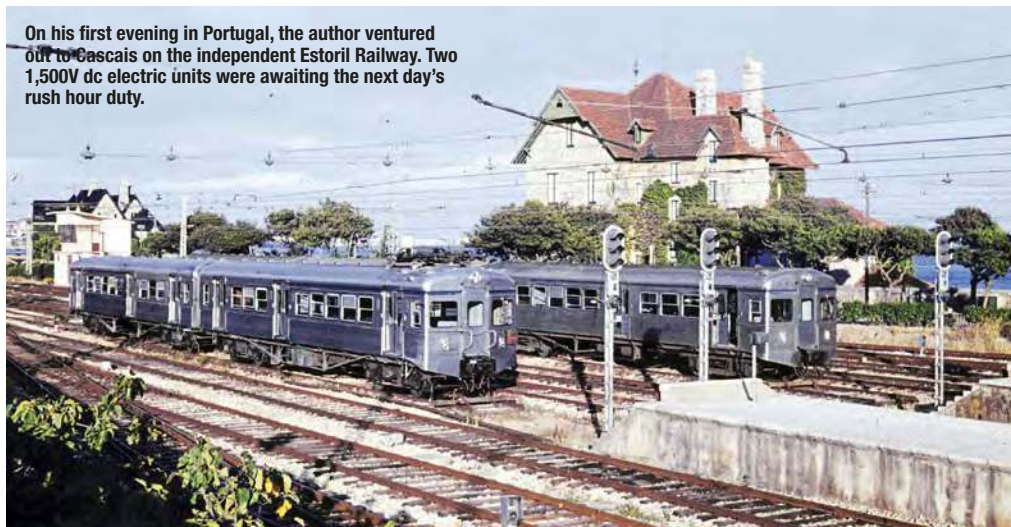
We changed locomotives at the border station of Vila Formoso and began the descent from the Iberian plateau through Portuguese mountainous scenery behind a centre-cab diesel electric. I later identified this as a Whitcomb A1A-A1A of which CP (Portuguese Railways) had a stock of twelve locomotives delivered in 1952, not long

before the Whitcomb factory in the USA closed and Baldwin's took over manufacture of the brand. At 1,000bhp, the locomotive toyed with our light train and, despite the seemingly long journey, we arrived on time at Lisbon's Apolonia station. This gave me time to visit the traction engineer's office where several depot permits were supposed to be ready for me to pick up, having been arranged by my friend who was to join me shortly. They were indeed ready. The helpful Engineer Castro also gave me a large paper sheet on which were listed all the locomotive classes belonging to CP, together with their basic dimensions and details.

Estoril Railway

I used the spare time that evening to travel out to Cascais, the outer terminus of the then-independent Estoril Railway, a commuter railway that had been electrified at

On his first evening in Portugal, the author ventured out to Cascais on the independent Estoril Railway. Two 1,500V dc electric units were awaiting the next day's rush hour duty.



1,500V dc. Most trains were electric multiple units with carriage bodies of unpainted, ribbed stainless steel, a Portuguese speciality. There were also a few units in the sidings at Cascais that had been made by Cravens of Sheffield. My quest was to see the electric locomotives that the line used as luggage vans and for general purposes. I found two of these, one of each type, stabled at Cascais. One was one of two that had been built in 1926 by AEG, No L303; this was rebuilt with GEC (UK) electrical equipment in the early 1960s, probably after I photographed it. The other was L301, delivered by North British in 1950 with GEC traction equipment. Both locomotives carried luggage. L301 and L302 (the same type as L303) are preserved in the railway museum at Entroncamento. In later years the Estoril Railway was taken over by CP, re-electrified at 25kV ac and completely re-equipped with new EMUs.

My friend, Alan Trickett, arrived at the hotel in Lisbon in the night, having flown in a Comet airliner from London. Over the next couple of days we toured the depots and stations in Lisbon, and crossed the Tagus estuary by ferry to see the depot at Barreiro, the port opposite the capital. On the turntable there was a General Electric Bo-Bo diesel electric. CP had twelve of these, the first delivered in 1949. These locomotives had Caterpillar engines rated at 255bhp, so were clearly intended just for shunting. Also shunting nearby was a much more familiar locomotive, a Drewry 204bhp 0-6-0 diesel mechanical, just like the British Railways Class 04. This was No 1001, one of six delivered from the UK in 1948.

Electric haulage

We didn't see any diesels during our next day's trip south to Funcheira near the Algarve but we did when we headed north from Lisbon later in the week. Before then we had experienced the new 25kV ac electrification that was planned eventually to reach Portugal's second city, Porto, but which only then reached Entroncamento, a major junction about forty miles north of the capital. Traction on that stretch of CP's principal and only fully double-tracked main line was a small fleet of Alstom Bo-Bo electrics. These were rated at 2,700bhp, enabling them to handle any loads on offer on the main line. In appearance they were a bit like a short version of the French SNCF Class BB16000.

Further north on the main line most trains were steam hauled. In our wanderings we ventured to the seaside resort of Figueira da Foz, where we espied a familiar outline in the form of a French-designed Brissonneau et Lotz Bo-Bo diesel electric. I had seen these around Paris in 1959. They were of 825bhp, and the Portuguese used them across the system on local passenger and freight trains. There were 25 of them, introduced on CP in 1961, so the one we saw at Figueira was clearly almost brand new. These locomotives were built in Portugal by the Lisbon firm

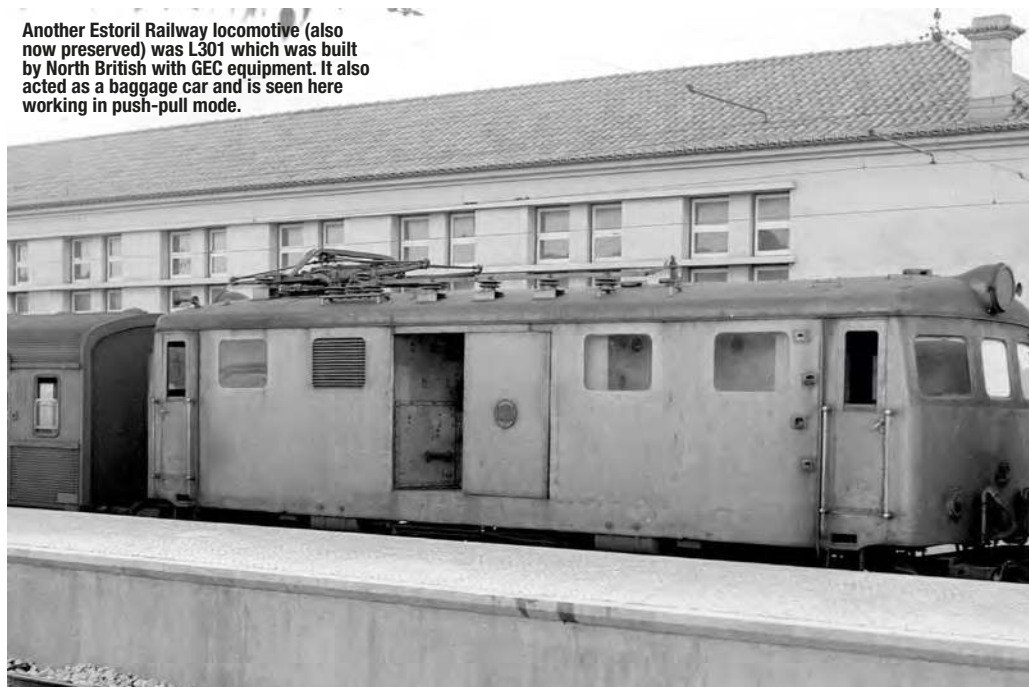


Among the units at Cascais were one or two carriages from a batch delivered by Cravens of Sheffield. These vehicles had been painted silver in an attempt to match the stainless steel unpainted units.



The unique Bo-Bo locomotive-cum-baggage car L303 was stored in a siding at Cascais in 1962 prior to works attention and re-equipping with GEC (UK) traction equipment. No L302 of this type is now preserved in the museum at Entroncamento.

Another Estoril Railway locomotive (also now preserved) was L301 which was built by North British with GEC equipment. It also acted as a baggage car and is seen here working in push-pull mode.





On the turntable at Entroncamento depot stands General Electric Bo-Bo No 1106, acting as the depot shunter. The batch on CP arrived there in 1949.



An early Drewry 204bhp diesel mechanical 0-6-0 shunter, No 1001 was shunting at Campanha depot, Porto. CP had six of these. (The domes above the engine compartment actually belong to the Swiss-built 2-6-4T behind.)



A batch of eight four-wheeled diesel electric shunters was in use, supplied from France by Gaston-Moyes. This one, No 1059, was shunting at Barreiro, south of the Tagus opposite Lisbon.

Sorefame. This class lasted a long time on CP, for a while being the main power for hauled trains on the long, slow route across the Algarve from Lagos to the Spanish border at Vila Real de Santo Antonio. These rather low-powered locomotives, and the under-powered DMUs that came along later, were largely responsible for the slowness of trains in the Algarve.

Main line diesels

On our 1962 trip, we did experience main line diesel haulage on the last leg of our main line journey northwards to Porto. We had joined an express from Lisbon at Espinho which was headed by a large Alco A1A-A1A hood unit, in outline a standard American machine. On our trip, this locomotive had to leave the train at Vila Nova de Gaia, just south of the bridge that crosses the River Douro, because the Maria Pia bridge was too flimsy to carry the weight of main line steam and diesel locomotives. All trains had to change engines there. To move main line trains across the bridge, CP used a fleet of really ancient French and British 0-8-0 and 0-6-0 tender engines dating from the 1870s and 1880s! Needless to say, a more modern bridge now carries the main line across the river.

The Alco locomotives, of which there were 17 examples introduced in 1948 and 1952, also had long lives. In the late 1980s it was still possible to travel overnight from Tunes in the Algarve to Barreiro on the Tagus by train, with the windows open to take in the sound of the deep roar of the Alco engine as the train negotiated the winding and hilly railway, something I enjoyed doing. By then, CP had uprated these locomotives to almost 2,200bhp in their own workshops at Barreiro.

Diesel railcars

In our travels around secondary lines in the middle of the country, Alan and I had come across what we thought were some quite ancient diesel railcars. These turned out to have been delivered to CP by the Scandinavian firm of Nyquist & Holm from 1948. They were similar to some small railcars in Sweden with their inside-bearing bogies. I saw one or two around the yards at Barreiro in the early part of the 21st century, so they lasted a long time.

More substantial were the Allan diesel railcars that came from the Netherlands but with British AEC diesel engines and transmissions. There were broad gauge and narrow gauge versions of these. We travelled in a broad gauge Allan railcar from Figueira da Foz to Pampilhosa which may have had one engine out of action because it really struggled on some of the hills. Also, I saw some of these cars running in multiple with trailers in the Porto suburban area.

The narrow gauge Allan diesel railcars that we saw in 1962 were twin sets, motor plus trailer, and worked stopping trains out of Porto Trindade on the metre gauge line to Povoas de Varzim. These were the only



The first 25kV electric locomotives in Portugal were the fifteen Bo-Bos supplied from 1956 by Henschel with Alsthom equipment. This one was pictured at Entroncamento.

narrow gauge diesel workings we saw in 1962; all other metre gauge trains that we saw were steam hauled. All this metre gauge local system has since been replaced by the Metro do Porto standard gauge tram network.

Electric multiple units

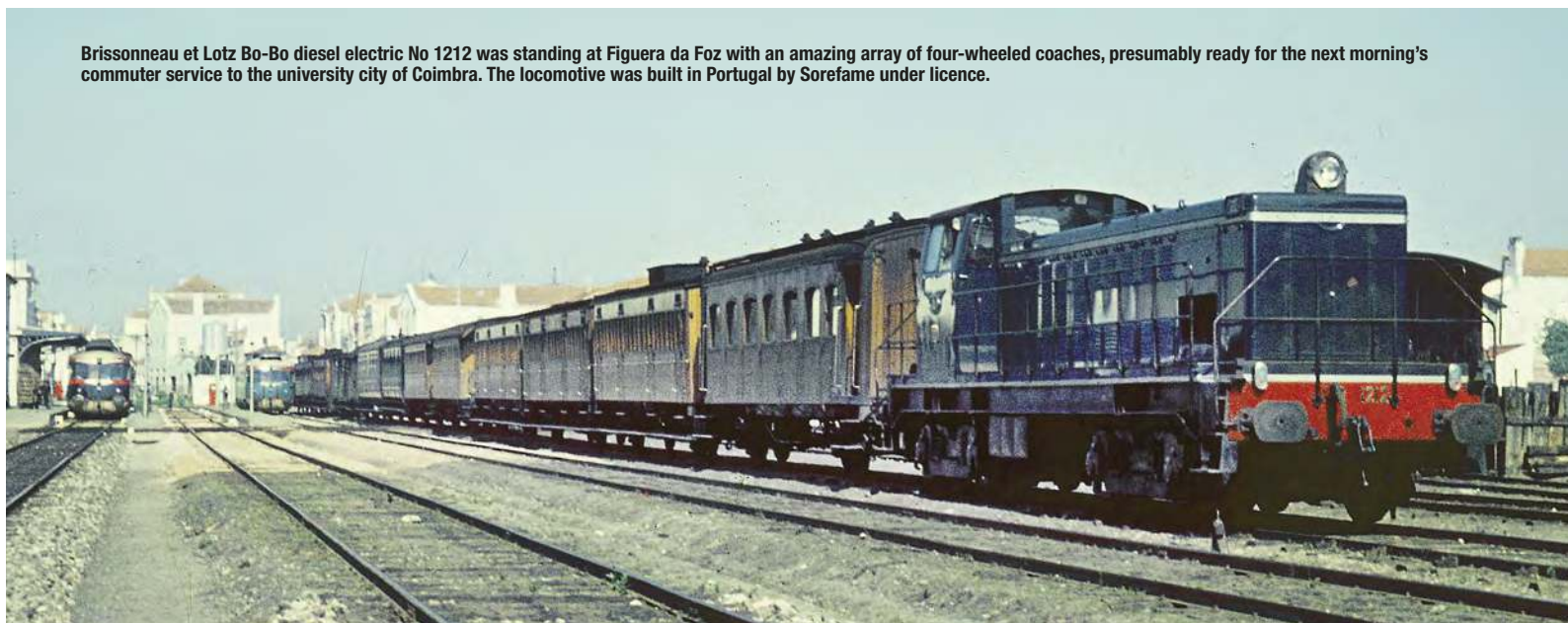
The Amadora (Lisbon) firm of Sorefame delivered a batch of electric multiple units to CP for the 25kV electrification. These had unpainted stainless steel bodies of the same pattern as many of the modern locomotive-hauled coaches that were running on CP

at the time of my visit, and which I admire. (The original concept came from Budd in the USA, though it was also popular in France where the carriages were called *inoxidable*.) The first order was for 25 three-car sets, which arrived on CP in 1957. These were first used on suburban trains out of Lisbon. The type was updated and expanded in large numbers over the decades to follow as electrification spread to all busy lines on CP. The CP stainless steel coaches seem to be almost indestructible. After a full life span in Portugal, in the 21st century many have

since been sold second-hand to railways in South America. Some DMUs were built this way in the 1960s, but were somewhat under-powered due to their weight.

This article has described specifically the early period of diesel and electric traction on CP, locomotives and rolling stock introduced in the 1940s and 1950s. The 1960s saw the UK become deeply involved in providing diesel locomotives sufficient to enable CP to begin to eliminate steam traction. A later article can cover these and other types that CP acquired in the decades that followed.

Brissonneau et Lotz Bo-Bo diesel electric No 1212 was standing at Figuera da Foz with an amazing array of four-wheeled coaches, presumably ready for the next morning's commuter service to the university city of Coimbra. The locomotive was built in Portugal by Sorefame under licence.



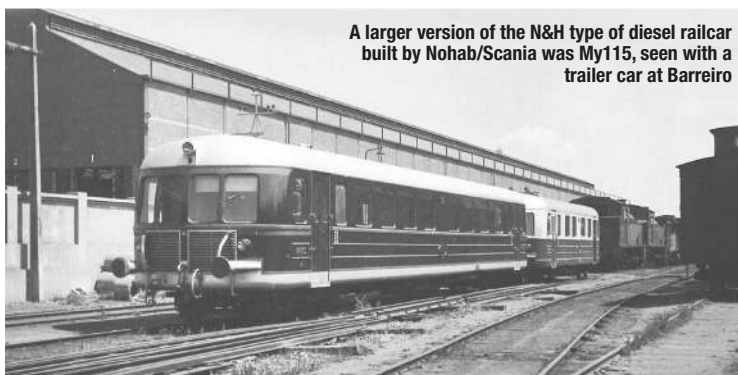
One of the long-lived ALCO A1A-A1A diesel electrics that initially worked main line trains north to Porto, No 1523 is seen at Vila Nova de Gaia. It had uncoupled from a Lisbon to Porto express which would then cross the slender Maria Pia bridge behind a Beyer Peacock 0-6-0 dating from 1975.



Nyquist & Holm diesel mechanical railcar No My55 awaits its driver at Evora. These cars were mainly used on secondary and branch lines in the central part of the country.



A larger version of the N&H type of diesel railcar built by Nohab/Scania was My115, seen with a trailer car at Barreiro



Two Allan diesel railcars with a trailer sandwiched between them arrive at Porto Campanha in the morning rush hour. They do seem to be well loaded, judging from the number of people in the cab and hanging from the open doors!





(ABOVE) A metre gauge Allan railcar and trailer set awaits departure from Porto Trindade terminus station, probably bound for Guimaraes. Beyond is the type of carriage that non-railcar passengers had to endure.



(LEFT) Two of the first batch of stainless steel EMUs that Sorefame built for CP stand outside Lisbon Apolonia station. These vehicles used a construction method patented by Budd of the USA.

Early Portuguese diesel and electric locomotives

Class	Year intro.	Type	Wheel arr'gt	Number in class	Weight tonnes	Max. speed kph	Tractive effort kN	Power bhp
2000 Drewry	1948	Diesel mech.	C	6	30	?	76	204
1050 Gaston-Moyes	1955	Diesel electric	B	8	27	38	70	200
1100 GE	1949	Diesel electric	Bo-Bo	12	39	56	100	255
1200 B&L	1961	Diesel electric	Bo-Bo	25	61	80	160	825
1300 Whitcomb	1952	Diesel electric	A1A-A1A	12	Not known	120	159	1,320
1500/1520 ALCO	1948/1952	Diesel electric	A1A-A1A	12/5	105/108	120	170	1,700*
2500 Alstom/Henschel	1956	25kV ac electric	Bo-Bo	15	70	120	195	2,790

* Later uprated to 2,185bhp

Letters

CLASS 31s



31419 is seen at Exeter St David's ascending the bank to Exeter Central with train 1012, the 11:00 Exeter to Waterloo on Saturday 2nd June 1979. 25048 banked the train on the climb to Exeter Central.



Further to Robert Nicholson's letter in Traction 248 and request for information on Class 31 activity on the Exeter to Waterloo route I witnessed two occasions illustrated with the two C126 cartridge photographs. 31419 headed train 1012, the 11:00 Exeter to Waterloo on Saturday 2nd June 1979. 33015 was recorded on shed at St David's and did not work a train all day so it is possible the intended locomotive was a failure. The train was banked by 25048 between Exeter St David's and Exeter Central stations. My notes also show that 31131 worked 1024, the 19:55 Exeter to Basingstoke on Monday 30th July 1979.

DAVID REED BY EMAIL

Editor: According to the Southern Electric Groups' website the Saturdays excepted 19:55 Exeter-Basingstoke, the 23:52 Basingstoke-Salisbury and the following day's 06:45 Salisbury-Exeter services were formed of a Western Region rake of coaches in the formation CK-BSK-TSO-TSO together with various parcels vans. The trains would often be hauled by a Class 35, or later by a Class 31, if the booked Class 33 had been appropriated for Meldon to Woking ballast workings. Other reports suggest that members of the class also found themselves on the occasional Waterloo to Exeter line service at this period, with the appearance of 31117 and 31137 on the 14:28 Exeter to Waterloo and 19:00 return on June 7th 1978 being one of the highlights.

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MANCHESTER AREA FREIGHT

With regards to the naptha trains to the North Western Gas Board sidings at Ordsall Lane, Manchester, mentioned in my article about Manchester area freight operations in TRACTION 245, David J. Hayes is quite correct in thinking that they originated from Esso's Bromford Bridge terminal. This inland distribution depot was fed by pipeline from Fawley refinery and in the early 1980s was the originating point for several different petroleum product flows such as aviation fuel to Salford and Misterton, and kerosene to Shrewsbury Abbey and Machynlleth. Trainloads of naptha, which were staged in Washwood Heath yard, also ran from Bromford Bridge to the Southern Gas Board at Portsmouth Hillsea and to the North Eastern Gas Board siding at Dewsbury Railway Street in addition to Ordsall Lane. As for the West Midlands Gas Board plant at Tipton, I don't know whether it was ever served from Bromford Bridge but trainloads of distillate certainly ran from Tipton to Ordsall Lane during the 1970s.

DAVID RATCLIFFE BY EMAIL

CORRECTION

In TRACTION 248 due to a production error the wrong caption was shown for a photograph on page 9. The correct one is shown underneath this photograph.



The pair of Class 40s, Nos. 40084 and 40057 head out of Paddington to visit old Oak Common depot for refuelling and are seen passing under the faded sign that reads, 'GREAT WESTERN RAILWAY PADDINGTON GOODS STATION'. The date is 8th May 1982.

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