

TRACTION

A CELEBRATION OF CLASSIC DIESELS & ELECTRICS

ISSUE 251
MAY/JUNE 2019

CLASS 92

Hauled Freights in the West Midlands

MIDLAND MAIN LINE CLASS 45s

GERMAN ELECTRIC LOCOS

1990s BOULBY POTASH



PASSENGER CLASS 31s

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TRACTION
issue 252 will
be on sale
Friday 31st
May

Welcome

I'm sure that I am not alone in being fascinated with what happens on the railway network during the hours of darkness, so when I read Andy Armitage's account of his time working at Euston Power Signal Box in the 1970s, I was delighted to hear about the intriguing events that took place during the night hours. This was a time when Euston dealt with large numbers of mail, parcels, newspaper and sleeping car trains every night of the week. Andy reveals how these complex workings were handled and I believe this is a story which hasn't been told before.

Whilst the Class 31s were not the most glamorous of locomotive types, they were a good solid workhorse handling much of BR's freight and parcels traffic. However, over the years they also played a not insignificant role hauling passenger services and it's this side of operations that Michael Fox recounts in his article. Many enthusiasts have happy memories of the '31s' criss-crossing the country with short four or five coach trains before they were replaced by 'Sprinters'.

David Hayes obviously has something of a soft spot for that most underused electric locomotive, the Class 92. Living in the West Midlands he was able to use his knowledge of freight operations to photograph the locomotives working Speedlink services.

Moving across the Channel, Colin Boocock begins a two part article contrasting the post-war development of German electric locomotives in both West and East Germany. It is a fascinating story and had some unexpected consequences in which types proved to be the most long lasting. In this issue he

concentrates on the standard West German locomotives.

Gavin Morrison's photo feature in this issue is about the days when mail trains were a common feature across the network. Andrew James returns to consider the performance of the Class 45s on the Midland Main Line between St. Pancras and Leicester.

Industrial locomotives were once a common feature of freight operations and in this issue the products of the Yorkshire Engine Company are examined by David Ratcliffe. Staying with freight traffic, Geoffrey Allen concludes his article about the potash traffic on the Boulby branch, this time looking at the 1990s.

TRACTION MODELLING looks at two contrasting layouts. The first is the magnificent and atmospheric Walford Town, an EM Gauge layout set in East London in Network South East days. On a much smaller scale is Drewry Lane, a micro shunting layout which can be operated in either the steam era or early diesel years.

The next issue of TRACTION will be on sale on the 7th June.

Stephen



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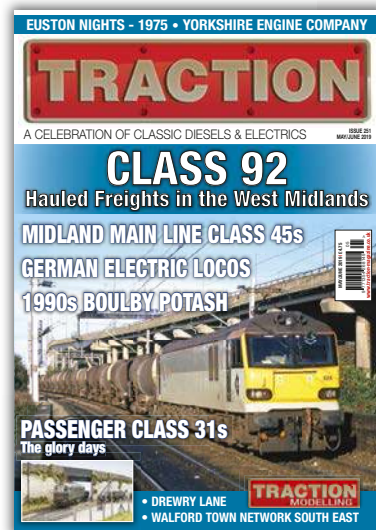


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92024 approaches Bescot Yard with a Mossend to Hoo Junction Enterprise freight on the 27th October 1999. DAVID J.HAYES



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The 01.10 1A04 'Irish Mail' from Holyhead has arrived at London Euston about 07:00 on Sunday 14th December 1975, headed by 86257. Sunday morning was always a lot quieter, as the sleeping cars were not shunted off 1A00/1/2/4. The empty stock trains all departed for Willesden complete before the Anglo-Scots sleepers were booked to arrive.



Working at Euston Power Signal Box in the 1970s.

Andy Armitage continues his account of operations at Euston station in the 1970s with a detailed description the night shift.

Sunday night 21.09.75 / Monday morning 22.09.75

This was the start of a week of night shifts. At this time many jobs on the railway didn't have a 'Rest Day' on nights, so it was seven nights straight off, with the rest day moved into another week in the roster. In many ways it made sense, as a day off in the middle of nights led to an even greater disruption to sleeping patterns.

I arrived at about 22:15, and, with things relatively peaceful, the late turn train recorder and 'Broadcast' departed for home, and the job became the 'one man band'. There had been Sunday engineering work on the Trent Valley at Nuneaton, with all services being diverted from Rugby via Stechford, Perry Barr, Bescot, Bushbury Junction, then Stafford. This diversion would normally add an extra 20 minutes to the scheduled journey times. The work was supposed to be finished by 16:00 but the job had over-run by several hours. As a result, a number of trains were running behind time:

1A47, the 18:22 from Blackpool due in at 22:06 was 21 minutes late
1M52, the 17:15 from Glasgow due in at 22:35 was 19 minutes late
1A49, the 20:04 from Liverpool due in at 22:52 was 20 minutes late

1A50, the 20:10 from Manchester due in at 23:02, was 20 minutes late.

1S18, the 22:15 to Glasgow, departed 10 minutes late as the guard to work the train was late arriving on an incoming service.

4J24, the 22:20 parcels to Shrewsbury left 10 minutes late, held back to follow 1S18.

In between doing the normal duties I would usually start to write out the train record sheets for the next day. These would have the train reporting number and scheduled arrival or departure times written in the left hand columns with the spaces on the right left blank to be filled in with the actual times and any delays. There were around 270 departures to go in, and a similar number of arrivals. The Watford DC Class 501s were not included on the sheets, and would only be included if delayed.

You would leave about six lines blank at the bottom of each sheet which could be used for putting in any short notice extras, as well as freight traffic along the North London Lines to and from Camden Road. As the freight traffic tended to be a bit 'fluid' it wasn't considered worthwhile putting the trains on the sheets. They were just added as they came. It wasn't unusual if some were diverted 'over the top' via Hampstead Heath, so you wouldn't see them. We sometimes got traffic via Primrose Hill that would have gone

via Hampstead Heath. You might ask why weren't these sheets pre-printed for us? It's a good question, to which there was usually no answer, we just got on and did it!

Usually, I would also have a scan through the special traffic notices and weekly operating notice to see if there was anything likely to crop up, and add the pre-planned extras to the sheets, and write out a brief summary of any incoming or outgoing specials, with calling points, for the 'Broadcast' assistant.

The box supervisor also usually started his nights on a Sunday. The two night signalmen were just finishing their week of nights, and had the prospect of 'doubling back' to late shift Monday afternoon. Around 01:30 the yard supervisor would arrive with a selection of 'freebie' newspapers for the box. So at about 01:45 one of the signalmen would usually say, "Come on Andy, we've got some reading to do!" This would be my signal to come round to the front and work the panel. I would put the train record sheets on top of the telephone console, and spend several happy hours pacing up and down setting up routes and shunting. This would go on until about 05:30 when I would go back to the train recorder's desk and the signalmen would get ready for the end of their shift.

This particular night everything ran pretty

much as booked, and the overnight services were all coming up on time. My night shift would end around 06:45 when the early turn train recorder turned up. The other assistant on 'Broadcast' wasn't booked on until 07:30 as no station announcing was done (other than emergencies) between 23:00 and 07:30. So this first of the week's night shifts came to an end.

Monday 22.09.75 / Tuesday 23.09.75.

This was the second night shift of the week. Walking up to the box via the Parcels Dock would normally see the single TCV car transporter wagon (attached to the front of 1S25 22:30 Perth) finishing off loading in 19 road, which had end loading facilities. Two cars could be lowered on a hydraulic lift to the lower level between the bogies, and another four on the upper level. While loading, the vehicle had a screw coupling attached from the buffer stops to hold it in position. This move became less economical after a staff accident resulted in the lower well deck being secured out of use. A Class 81 or 85 would normally be attached to it by now, roaring away, ready to shunt onto the main train in platform 12. It would usually begin to drop down the Dock as I got to the top end by the box. Anyway, I was there at my normal time, around 22:15.

Having let both of the late shift assistants go, it was a matter of getting on quickly with the routine stuff. There were some delays to incoming class 1s which were caused by some signal disconnections at Nuneaton (carried over after the previous Sunday's engineering work there).

1A82, the 18:23 off Blackpool, due in at 22:04, was 25 minutes late.

1M52, the 17:30 off Glasgow, due in at 22:37, was 20 minutes late.

1A84, the 20:12 off Manchester, due in at 22:59, was 15 minutes late.

In between the routine stuff I would try to get ahead in writing up the train record sheets, getting a few days in hand, as you never knew when things would go wrong, and you might be pressed for time.

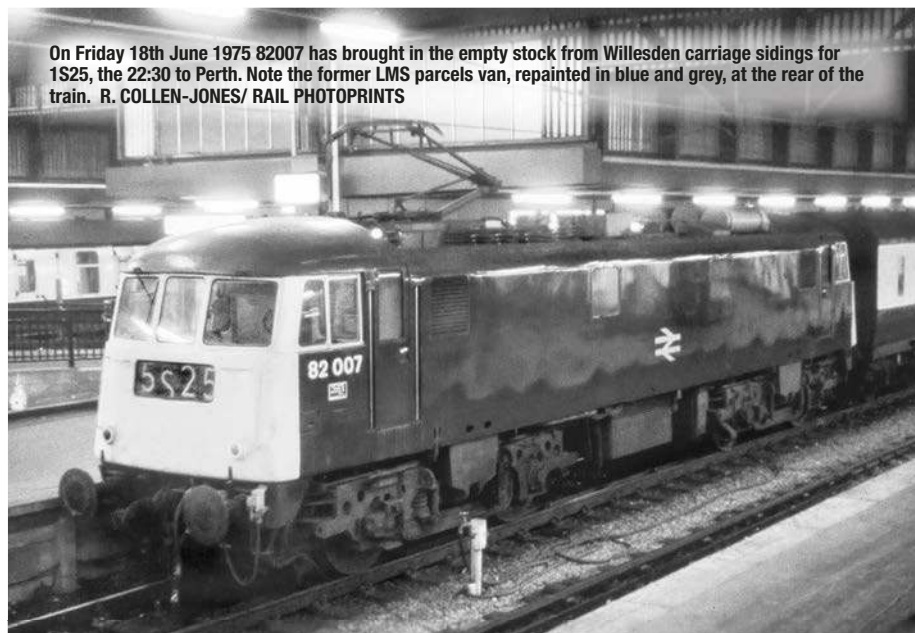
The night shift on this occasion was fairly routine, although some of the trains were coming up late.

1A00, the 20:46 off Barrow-in-Furness, due in at 02:28, was 70 minutes late after the loco had failed at Preston.

3M19, the 19:35 parcels off Glasgow, due in at 04:12, was 100 minutes late; being a class 3 we didn't always get told of the reason for the delay.

1M15, the 19:30 off Inverness, due in at 07:13, was reported as being 45 minutes late at Stafford after an overhead line defect in the Motherwell area.

1M14, the 22:30 off Stranraer Harbour, due in at 07:43, was reported to be 25 minutes late after a VBI (vacuum brake irregularity) at Carlisle. The train changed over from diesel to electric traction there, and it wasn't unknown for the washer on the vacuum hose to be distorted, requiring the



On Friday 18th June 1975 82007 has brought in the empty stock from Willesden carriage sidings for 1S25, the 22:30 to Perth. Note the former LMS parcels van, repainted in blue and grey, at the rear of the train. R. COLLEN-JONES/ RAIL PHOTOPRINTS

carriage and wagon fitter to attend.

My relief turned up at 06:45 and I was then off down the Dock to the Underground and home to bed.

Tuesday 23.09.75 / Wednesday 24.09.75.

I arrived in the box around the normal time of 22:15 as the Northern Line tube seemed to be behaving itself this week. It was a quiet night with the trains running well apart from 1A84, the 20:12 off Manchester, due in at 22:59, which arrived 14 minutes late. Control were unable to furnish any reason for the delay.

The rest of the night was very much routine apart from a couple of exceptions:

1M10, the 22:30 off Glasgow, due in at 05:57, was 40 minutes late after a defect on the train at Kilmarnock required the attention of the carriage & wagon department.

1M15, the 19:30 off Inverness, due in at 07:13, was set to arrive 10 minutes early, having passed through Watford just as I was preparing to leave.

Wednesday 24.09.75 / Thursday 25.09.75

It was a quiet start to the night but 1P46, the 22:50 Carlisle postal, departed 18 minutes late after a train heating defect with a jumper cable having to be replaced on the train. By now I had all the train record sheets headed up for the rest of my week of nights, so I was ready for any problems that might crop up.

Train 3M19, the 19:30 parcels off Glasgow due in at 04:12 was 105 minutes late, but no reason was available as to why.

1M64, the running of the 21:25 Perth to Kensington Olympia motorail was a bit unenthusiastic this morning, running slower than usual, and created a bit of a log jam of trains running behind it. This meant that 1M13, 1A03 and 1M11 all arrived about a

quarter of an hour late. 1M12, the 21:40 off Perth, was running 45 minutes late at Rugby after suffering a loco failure at Stirling.

Thursday 25.09.75 / Friday 26.09.75. Another night shift.

For the second night running 1P46, the 22:50 Carlisle postal suffered another train heat fault, departing 11 minutes late.

1G49, the 23:10 to Wolverhampton departed 33 minutes late because the stock was late into the platform from the backing out roads. There was then a delay removing the locomotive that had brought 1A77 in earlier, and the driver who was booked to bring in the 23:10 stock 'bailed out' rather than wait. Another driver had to be found to take over the empty stock.

Then 1H26, the 23:15 to Manchester and Liverpool, departed 28 minutes late because the stock was late in from Willesden waiting for a guard. This was in the days before driver only operation of empty stock became possible.

In the days when newspaper traffic was still dealt with in considerable bulk loads, the newspaper offices were able to request trains to be held if their publications were running a bit late off the presses. This could be due to numerous reasons, like a breaking story requiring some last minute alterations. Normally the request would be passed from the Divisional Control Office in the form of a message like, "2320 Manchester 10 minutes for the Mirror".

Tonight 1H01, the 23:20 Manchester, was 6 minutes late leaving for 'The Times', as was 1P54, the 23:45 to Barrow-in-Furness.

This evening was the time when I made up the punch cards for the Solari indicator for the weekend special traffic, as by now we had all the special traffic notices for the coming week. It was unusual not to have some

Night shift train workings at Euston

During the 1970s there were still a large number of overnight services, many with sleeping cars. The arrivals and departures are summarised separately.

Arrivals

Sleeping car passengers were allowed to remain in their berths until 07:30, meaning that the station would soon fill up with trains that couldn't be moved until after that time. So to free up platform space this is how the operation worked.

First in would be 1A00, the 20:46 from Barrow-in-Furness, due in at 02:28. The train was usually made up of a TPO vehicle at the front, followed by several Mark 1 full brake vans, then three or four Mark 1 passenger coaches, with two sleeping cars and a Mark 1 full brake on the end. At one time this had an extra sleeping car which was attached at Preston.

On arrival the station pilot engine (normally a Class 25) would go onto the back, and the full brake plus the two sleeping cars would be detached. These would then be shunted into Platform 15, on top of a pre-positioned AC electric loco which would heat the stock overnight. The pilot engine would be detached for the next move. In the meantime another loco would be attached to the other part of 1A00, removing the stock to Willesden at 03:30. Next in would be 1A01, the 00:27 from Manchester, due in at 04:12. This would also be made up of up to seven passenger Mark 1 coaches and vans, with three to four Mark 1 sleeping cars on the back plus another Mark 1 full brake. The station pilot would pick up the van and sleeping cars and add them to the other sleeping cars off 1A00 in Platform 15. Another engine would attach to the other bit of 1A01 and work the stock to Willesden at 05:00.

1A02, the 00:30 from Liverpool, was due in at 04:41 and would be of a similar composition to 1A01. The station pilot would pick the sleeping cars and van off the back of the train and attach them to the others off 1A00/1 in platform 15. The rest of 1A02 would depart for Willesden at 05:45.

The last arrival to involve shunting would be 1A04, the 01:10 from Holyhead which was due in at 06:13. Formed similarly to 1A01/2, it had one or two sleeping cars plus another full brake at the back. Again the station pilot would shunt the sleepers and van onto the others in Platform 15. The rest of 1A04 would depart for Willesden at 06:50. The train in Platform 15 was now a mixture of sleeping cars and vans, and would remain there until the passengers had vacated their berths, departing as 5A50 to Willesden at 07:50.

These movements would free up platform space for the rest of the overnight sleepers

coming from further afield.

1A03, the 00:55 from Holyhead was due in at 05:29 and was formed of daytime Mark 1s, and would work to the Downside Shed for cleaning at 06:00, after first going via the carriage washer at Camden.

1A87, the 00:35 from Holyhead was due in at 05:08. It only ran as required or at peak holiday times, with the stock working empty back to Holyhead at 05:35 as 5D11. 1M13, the 22:10 from Glasgow ran via the GSWR route via Kilmarnock, and was due in at 05:24, not leaving for Willesden until 08:30.

1M11, the 23:10 from Glasgow was due in at 05:34 and remained in the station until 08:15 before leaving for Willesden.

1M10, the 22:30 from Glasgow, also running via Kilmarnock, was due in at 05:57, working out to Willesden at 07:55. 1M12, the 21:40 from Perth (it started from Inverness on Sunday evenings) was due in at 06:34. It had a TCV (twin deck car carrier) on the back, which required the station pilot to detach it and move it to 19 road in the parcels area for unloading. The rest of 1M12 left the station at 07:25 being an exception to the 07:30 rule for the sleeping car passengers.

1M15, the 19:30 from Inverness was due in at 07:13 and departed for Willesden at 08:22.

1M14, the 22:30 from Stranraer Harbour was due in at 07:43 and departed for Willesden at 08:39. This service would sometimes produce one of the small number of Stanier full brakes in the plain blue livery attached to the rear.

Other inward services overnight included other parcel services and the 'West Coast Postal' which arrived in the early hours of the morning.

3A65, the 16:58 from Carlisle. due in at 00:53

3A63, the 22:00 from Wolverhampton. due in at 01:07

3A64, the 21:41 from Liverpool. due in at 01:14

3A66, the 22:49 from Manchester Mayfield. due in at 02:32

3M19, the 19:35 from Glasgow. due in at 04:12

4A04, the 02:00 from Birmingham Curzon Street. due in at 06:48

The principal arrival was, of course, 1M44 19:30 from Glasgow due in at 03:57, the 'Up Special TPO' or 'West Coast Postal'. The stock from this working was booked for diesel haulage to Willesden as the train had to be 'turned' ready for the evening working so that the doors were on the correct side. The train would shunt via Mitre Bridge, Willesden High Level and Kensal Green before arriving at Willesden carriage sidings. The working was usually entrusted to a solitary Class 25. When it departed Euston the loco was usually going flat out to tackle Camden Bank, quite a noise for 05:05 in the morning. Apart from 1M44, these parcels

services didn't run on Monday morning.

Departures

In order of departure these were:

1S09, the 20:45 'Down Special' travelling post office train for Glasgow which had a portion to Aberdeen detached at Carstairs 1S05, the 2050 to Inverness. This train had a Full Kitchen (RK) and Restaurant First Open (RFO) attached to the front of the train at Euston, which came off at Crewe. 1S06, the 20: 55 to Stranraer Harbour 1S07, the 21:00 to Inverness which ran only on Fridays

1D81, the 21:15 to Holyhead, which was the return working of 1A03

3G75, the 21:24 parcels train to Wolverhampton

1D84, the 21:30 to Holyhead, which was the return working of 1A04 with sleeping cars

3S11, the 21:35 parcels to Glasgow

1G47, the 21:40 to Wolverhampton

1S13, the 21:50 Glasgow which ran only on Fridays

1S18, the 22:15 to Glasgow

1S25, the 22:30 to Perth

1P46, the 22:50 Carlisle postal service

1S29, the 23:00 'The Night Limited' to Glasgow

1G49, the 23:10 to Wolverhampton

1H26, the 23:15 Manchester to Liverpool which divided at Stafford and returned most of the seating coaches off 1A01 and 1A02.

1H01, the 23:20 Manchester newspaper train

1S26, the 23:30 'The Night Caledonian' to Glasgow which was routed via the GSWR route via Kilmarnock. For a while this conveyed the converted Metro-Cammell Pullman car titled 'The Nightcap Bar', although sometimes it had an ordinary RMB buffet car.

1D86, the 23:35 to Holyhead, which ran only as required or at peak holiday times

1P54, the 23:45 to Barrow-in-Furness, which was the return working of 1A00 with sleeping cars

6B29, the 23:53 to Rugby parcels train which conveyed a mixture of vans including 10 ton box vans

1G11, the 00:10 to Wolverhampton

1F01, the 00:50 to Liverpool and Manchester. This returned the sleeping cars off 1A01 and 1A02, plus a couple of daytime coaches, and divided at Stafford.

This train would also convey an extra full brake van for Manchester which had been placed at the buffer stops of Platform 14 at 21:00 to be loaded during the late evening. The stock of the main train would arrive on the Backing Out Roads and the loco would run round the train before propelling back onto the extra van.

Sometime around 23:30 two rakes of empty vans would have arrived from Willesden which made the first two dedicated newspaper trains. These were

1G18, the 01:20 to Wolverhampton, and 1K20, the 01:30 to Crewe (on Monday mornings this train only ran as far as Coventry). The trains used platform 2 and 3, and from the box it was possible to see the road vans turning up and off loading the newspapers onto the train. 1B78, the 02:10 Northampton was another newspaper train, which started out of the parcels sidings on the west side of the station. This would pass by under the box window with the characteristic whine of an AC Loco coasting up to the outlet signal.

Also out of the parcels sidings (except Monday mornings) was 4P15, the 03:00 Carlisle parcels. As this ran as a 'class 4' it had a mix of vans, bogie, and long wheelbase CCTs and PMVs, which were limited to 75mph. Next would come 6A14, the 03:35 Hemel Hempstead parcels, also from the parcels sidings. This train ran as a class 6 as the consist had a number of 10

ton box vans mixed in. It was also booked for diesel haulage, which was a single Class 25. This would pass the box window with the customary rasping and guttering noise from the loco as it pulled down.

2A05, the 03:50 to Bletchley would start from platform 10 (normally the preserve of the '501s' during the day). This train was made up from bogie vans, plus a solitary passenger coach (a BSK brake second compartment type with a maximum of 32 seats). The train conveyed parcels and newspapers, and was advertised to the public as a passenger service for Wembley Central, Harrow & Wealdstone, and Watford Junction. From there it was available as a 'staff train' for Hemel Hempstead, Berkhamsted, Tring, Leighton Buzzard, and Bletchley. The BSK would normally be one of the less cared for passenger coaches and could be a bit grubby at times.

The last parcels departure (again except

Mondays) was 4K04, the 05:40 to Crewe, which ran via Birmingham, and Shrewsbury. One of the more unusual workings during the night was 2A00, the 01:00 Watford to Euston, and the return 2A01, the 01:49 Euston to Watford staff train. It was a booked DMU working, the unit normally being a Cravens 105 which operated the Watford to St. Albans Abbey service during the day. It was also unusual in that it was the only scheduled service that served the main line platforms at Queens Park; the train also serving Wembley Central and Harrow. On occasion, when the DMU wasn't available, the train was formed by a 501 unit on the DC Lines.

Train 2A02, the 00:15 from Birmingham New Street via Northampton, was usually a Class 310 EMU arriving at 02:26. The unit would then work back to Bletchley as a staff train 2A03 at 02:40.



(RIGHT) 85024 is at the head of the empty stock for the 21:45 to Holyhead on Monday November 7th 1983 at Platform 4. Over on platform 5 is the 2150 to Wolverhampton. Although eight years have passed since the events described in this article, not a lot has changed apart from the alterations to the former headcode panel of the locomotive. The departure times and destination can be read on the Solari flaps next to the platform numbers that can be seen above the Class 85. GAVIN MORRISON

specials at the weekend, on average there would be at least three in and three out, and sometimes a lot more. The drawback with the old flap indicators was that the chances were there weren't flaps with the originating or destination points printed on them. In these cases the card would be made up showing white letters on red background 'special train'. Some of the more common names at the time were places like Kidsgrove, Witton, Smethwick, Nelson, Oldham, and Stalybridge.

As we had only a limited number of new cards we used old ones by turning them round and punching the holes in the other end. You would also have to snip the right hand corner off so that it would fit in the card reader. Cards would also have to be made up for

engineering works when trains were diverted from their booked routes.

Every April there was a review of the information that was needed on the Solari flaps to cater for changes to the timetable in May, and a few weeks before, the telecomms people would change all the necessary flaps. The repeater boards in the signal box were changed at the same time and one year I was able to keep some of the old flaps taken off the ticket barrier repeaters. In this case it was goodbye to some old favourites like 'Windermere', and 'Aintree', the latter because of the sad decline in the number of race specials. They now form a distant memory for me by being pinned to my home office walls!

After the flurry of activity to start the night, everything else quietened down. The only one to be late was 1M12, the 21:40 off Perth, due in at 06:24, which for the second night running suffered a loco failure, this time at Gleneagles. It was running 44 minutes late at Rugby before I departed for home.

Friday 26.09.75 / Saturday 27.09.75

This turned out to be the quietest night of the week, with everything running well. The only problem was with 1M15, the 19:30 off Inverness, due in at 07:13, last reported as 92 minutes late at Crewe after detaching a defective sleeping car at Aviemore.

Saturday 27.09.75 / Sunday 28.09.75

For some unexplained reason there was a complete lack of information on the delays to the incoming services, although a problem in the Birmingham area seemed likely as all apart from one of the delays passed through that area.

1A80, the 19:04 off Liverpool, due in at 21:43, was 40 minutes late.

1A83, the 20:29 off Wolverhampton, due in at 22:24, did not run.

1A85, the 21:29 off Wolverhampton, due in at 23:24, was 35 minutes late.

2A56, the 21:21 off Birmingham, via Northampton, due in at 00:05, was 41 minutes late.

A return special from Aberystwyth was 110 minutes late. For some reason I didn't note the reporting number or the arrival time.

1H26, the 23:15 to Manchester and Liverpool was formed with the portions reversed, which caused a bit of confusion but I managed to revise the Solari indicator card. A few extra announcements over the station PA were also made to try to 'sort it out'.

One of the oddities of Sunday morning was 2A01, the 00:15 to Bletchley. It was a scheduled DMU working, mainly to allow for overhead power to be off in certain sections due to overnight engineering works. It was a popular service with those 'out on the town' on Saturday evenings. Unfortunately, it suffered from above average delays from different sources. It would run up empty to Euston, and could produce a wide variety of units, although a Cravens 2 car Class 105 was the normal type, which was going back to Bletchley depot after working the St. Albans branch on Saturday. Being just a 2 car led to it being a little full on numerous occasions.

Tonight was one of those nights; the DMU was delayed coming up from Watford making the 00:15 52 minutes late leaving on this

occasion. It was one of those times that I used the station PA 'after normal hours' to pass on the information, or in this case the lack of it, to the frustrated would-be passengers.

The final problem of the evening involved 1F01, the 00:50 Liverpool and Manchester. The train departed 6 minutes late, waiting for the Prime Minister, Harold Wilson, to arrive. He would often use this service to Liverpool as he used to represent Huyton as MP. It raised a smile or two to think of the PM being handed a 'Please Explain' delay form.

The rest of the shift was very quiet, as it normally was in the early hours of Sunday morning. After the 04:45, Bletchley staff train (advertised to the public serving Wembley Central, Harrow and Watford only), there were no scheduled departures until 08:05. As the overnight services had a lot more time in the schedules to allow for engineering works, the weekday shunting of the sleeping cars didn't take place. The empty stock from these departed after 07:30 before the Anglo-Scottish overnight services started to turn up.

There was a gap in the coverage of the 'assistants' post between 07:00 and 08:30, as there was a much reduced service on Sunday mornings there was only one assistant booked to do both jobs between 08:30 and 15:30. It was normal practice for the box supervisor to let you push off a bit earlier on the Sunday morning. In my case there were no Tubes running until about 08:00, so I would leave around 06:00 and take a walk along the Euston Road to my old workplace at St. Pancras, to catch the 06:15 Bedford DMU home.

After this week I had a double rest day on Monday and Tuesday, and was next due back on early shift Wednesday.

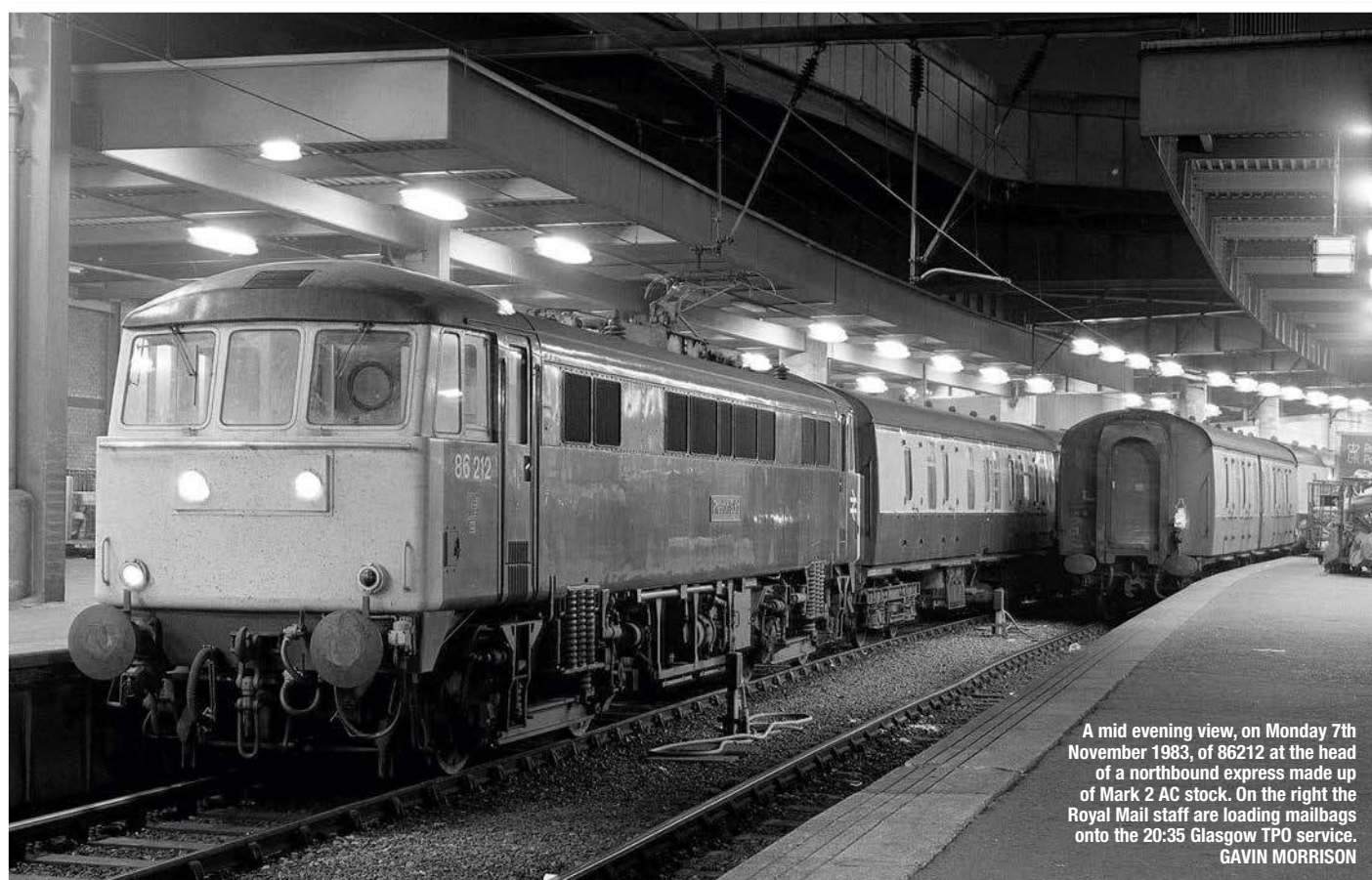
In TRACTION 252 Andy Armitage concludes his account with the move on to the early daytime shift.



On Sundays 2A06 was the 06:10 from Bletchley due in at 07:08, and was for staff, so wasn't advertised in the public timetable. Formed of Class 310 (AM10) EMU set 057, it will depart at 08:05 to Rugby via Northampton on Sunday 14th December 1975.

(BELOW) 1A00, the 20:46 from Barrow-in-Furness, is seen after arrival on Sunday 14th December 1975, behind 86229. BRIAN MORRISON





A mid evening view, on Monday 7th November 1983, of 86212 at the head of a northbound express made up of Mark 2 AC stock. On the right the Royal Mail staff are loading mailbags onto the 20:35 Glasgow TPO service.
GAVIN MORRISON



The 00:40 1A02 from Liverpool Lime Street has arrived on time at London Euston at 06.03 on Sunday 14th December 1975, behind 86035.



A daytime view of the parcels side of Euston with 08454 on pilot duties on 17th September 1985. The '08' is alongside the yard supervisor's office. The building also housed the engine arranger's office and a small area which I believe was referred to as 'The Ferry Cabin' for train crews. It is possibly a driver who is taking a break sitting outside on the platform. The parcels area of the station was made up of platforms 18, 19 and 20, with platform 19 having platform faces on either side. The 'unofficial' walking route to the signal box was along this platform. The three way point in front of the locomotive leads to the lines known as Short Dock 1 and 2. The windows of Euston PSB can be seen on the left. JOSEPH PORTER: IVAN STEWART COLLECTION

EUSTON

Signal Prefix 'EN'

UP SIDE CARRIAGE SHED



Park Street Tunnel
aka The Long Bridge

162 Yards

Up Fast

Up Slow

Down Slow

Down Fast

Departure Line

Up Engine Line

Up Empty Carriage Line

Up Engine Line 2

Backing Out Road 1

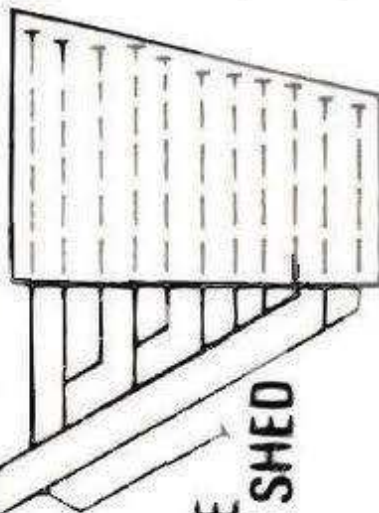
Backing Out Road 2

Backing Out Road 3

Backing Out Road 4

Shunting Necks

DOWN SIDE CARRIAGE SHED



Platform 1

Platform 2
Platform 3

Platform 4
Platform 5

Platform 6
Platform 7

Platform 8
Platform 9

Platform 10
Platform 11

Platform 12
Platform 13

Platform 14
Platform 15

Siding 16

Siding 17

18 Road

19 Road

20 Road

Short Dock 21

Short Dock 22

Power
Signal
Box



Passenger Class 31s

Michael Fox believes that, like the steam engines they replaced, the 263 Brush Type 2 diesel-electrics, built between 1957 and 1962, were part of a classic tradition of locomotives designed to haul different types of traffic.

As such they routinely supplemented their primary work on freight and parcels duties by hauling passenger trains. To survey the history of the Brush Type 2 (later Class 31s) as passenger locomotives is to take a new perspective on an often neglected type and this is what this article sets out to do.

The passenger debut for the Brush Type 2s came on November 13th 1957 when newly-delivered prototype D5500 hauled a Liverpool Street to Clacton service. Thus began what was to be a long association between the class and passenger work in the Eastern Counties. By the end of the 1950s they had regular duties on the Clacton line and between Liverpool Street and King's Lynn, replacing steam in each case; appearances were also being made between London and Norwich as stand-ins for English Electric Type 4s (later Class 40). Other duties included some of the Saturday through trains between the Midlands and East Anglia, and locals over the March to Doncaster line.

Great Northern Duties

Late 1959 saw a new sphere of passenger operation open to the type, the Great Northern Line suburban services out of King's Cross and Moorgate. To provide for

these a stud of Brush Type 2s was delivered to Hornsey depot. Tempted to exploit their new acquisitions, the operators also put the Type 2s onto express and relief passenger work over the southern end of the East Coast Main Line (ECML), this still being predominantly steam-worked at the time. The busy Christmas period traffic gave an early opportunity. For example, on December 28th 1959 four expresses out of King's Cross had Type 2 haulage, D5567 reaching as far

as Grantham with the down 'Northumbrian.' Later that winter some regular express diagrams were in force, one involving use of a pair of Brush Type 2s on the down 'Heart of Midlothian' as far as Peterborough.

The Brush Type 2s would play a role in ECML express passenger work for the next twenty years. However, this role tended to be a relatively minor and shifting one. One reason for this was that, being a Type 2, the locos were relatively underpowered for



D5664 is at Hunstanton on Saturday 21st July 1962 with a mixed rake of BR Mark 1 and LNER Gresley and Thompson coaches. The headcode suggests it is a local train probably bound for King's Lynn. D. C. OVENDEN COLOURRAIL

Brush Type 2s were regularly used on Hope Valley Line stopping trains in the 1960s. Here D5557 is seen at Manchester Central with train 2E92 for Sheffield Midland on the 14th April 1966. DAVID WHARTON



express haulage. Initially, they were fitted with Mirrlees engines developing 1365 hp, a low output in comparison with the many locomotives of Type 4 and 5 that were delivered to ECML depots from the early 1960s onwards.

The operators appreciated the Brush Type 2s' reliability, however, and were eager to exploit the potential that increasing the output of their engines seemed to offer. The hope was that the Brush Type 2s could become Type 3s. When, in pursuance of this aim, a number were delivered in 1961 with engines set at 1600hp some were put to work on the 'Sheffield Pullman' between Sheffield Victoria and Kings Cross, proving adequate substitutes for Finsbury Park English Electric Type 4s.

Also given its head on the ECML was D5835, which, after the experimental fitting of an engine rated at 2000hp, was nominally the equivalent of a Type 4. Although metal fatigue brought a premature end to both these initiatives in uprating, a compromise would be reached. In 1964 D5677 lost its Mirrlees engine in favour of a new English Electric unit with an output of 1470 hp. Trials in early 1965 on Kings Cross to Cleethorpes expresses helped to prove the success of the conversion and the entire class were fitted with 1470 hp engines between 1965 and 1969. An early sign that the operators had

confidence in the re-engined locomotives as express passenger machines was their use from spring 1965 on the London to Cleethorpes services, formerly diagrammed to English Electric Type 3s (later Class 37).

Some of the Brush Type 2s that hauled ECML expresses in the early 1960s were based at Sheffield Darnall, the forerunner of Tinsley. The Darnall allocation steadily acquired passenger work on routes new to the class. For example, in spring 1961 a return Liverpool Central to Hull train would often be hauled east of Sheffield Victoria by a Brush Type 2. Workings to Cleethorpes and York were introduced from Victoria the following year. The influx of Type 2s also allowed some of the summer extras and excursions from South Yorkshire to coastal resorts to be diesel-hauled; pairs of Darnall Brush Type 2s could thus find themselves crossing the Pennines bound for destinations such as Southport.

Their London-based sisters from Stratford or Hornsey were also liable to be sent far afield on excursions. Taking two instances among many, on May 29th 1960, D5604 hauled a day excursion from Chingford to Brighton, whilst, on April 21st 1961, D5616 was a rare visitor to Southampton Ocean Terminal with a schools' charter from Barking.

Western Region migration

Such exceptions apart, throughout the 1960s Brush Type 2s passenger operations were mainly confined to where they had begun, the eastern side of England. The following decade was to see the type ranging much farther afield. A major factor in this change was the demise of diesel-hydraulics on the Western Region, the Brush Type 2s being among those diesel-electric types commandeered to plug the gap. By early 1972 a number of the class had already migrated to Old Oak Common and Bristol Bath Road depots.

At first the Western Brush Type 2s were given little to do on the passenger side except haul a few Exeter to Barnstaple services. Then a greater opportunity materialised. In order to oust the 'Hymek' Type 3s from their final passenger stronghold, the Paddington to Worcester and Hereford services, it was planned to use Brush Type 2s as substitutes from May 1973. However, replacing Type 3s by Type 2s had a bad effect on time-keeping and, progressively, the class, by now known as Class 31s under the TOPS renumbering system, lost ground on this route to Class 47s and, eventually, Class 50s. The consequences of expecting too much from a medium-powered, mixed-traffic design also became evident at this period when Class 31s were put on commuter trains between Paddington,

31112 pulls away from Dawlish Warren with a westbound passenger train on the 15th May 1976. IAN HARRISON



Didcot and Oxford: even on 'Brunel's billiard table' a Type 2 would struggle to maintain time with up to eleven packed Mark 1s on its tail.

Another route on which Class 31s were used as hydraulic replacements was between Paddington and Birmingham. Although single Type 2s began to appear sporadically on these trains from about 1974, it was obvious that something more powerful would be needed to replace the 'Westerns'. Thus was adopted the practice of using Class 31s in pairs. By 1976 double-heading had become commonplace. A fairly regular diagram for two Class 31s involved the 06:45 Paddington to Birmingham New Street and the 10:25 return. Only a proportion of services on this route were ever affected, however, and in due course Type 4 power became dominant once again.

Cross Country trains

Birmingham was also visited by Class

31-hauled expresses on another route, the North East to South West line. Although a small number of trains on this axis could be relied on to produce a Type 2 in the 1970s (the summer Saturday New Street to Scarborough was one) most Class 31 workings were occasional, dictated by failure or non-availability of 'Peaks' or Class 47s. While single Class 31s would appear, it was more common to see them in pairs.

In one week in 1973, for instance, first 5638 and 5672 took over the 11:25 Poole to Newcastle at New Street on May 28th, then 5613 and 5661 had an outing on the 21:00 Bristol to Glasgow on June 2nd. If a single Class 31 was given a train from the Bristol line into Birmingham then there could be fun and games on the Lickey incline. On April 2nd 1979, 31240 with the 07:30 Bristol to Manchester had to summon assistance at Bromsgrove from the resident pair of Class 37 bankers; 31278 was in an identical predicament the very next day when hauling

the 15:15 Plymouth to Manchester.

Back on the Eastern

Meanwhile, the Class 31s continued to find passenger work in the Eastern Counties. Here, as elsewhere, their relatively low power was a handicap and it was largely for this reason that Class 37s had become preferred traction on the King's Lynn expresses. However, the Liverpool Street to Harwich trains continued to be a regular duty. In the early 1970s these turns were supplemented by 'as required' workings in connection with sailings by 'Prins Ferries' to Germany, the Type 2s being the first choice for power.

Electrification of the Clacton line had deprived the Type 2s of some passenger work in the early 1960s. The same cause led to their banishment from the inner suburban services out of King's Cross and Moorgate in late 1976. When the catenary reached its temporary outer limit of Royston, another set of workings with which the class had long been associated, the Kings Cross to Cambridge 'beer trains', disappeared; Class 31s participated in the last day of service, February 5th 1978.

Further north, the Class 31s remained very active on passenger work on the ECML and its offshoots. They were ideal for hauling portions of King's Cross expresses, from Leeds to Bradford and Harrogate, and between Doncaster and Hull. Fitting of twenty-four of the type with electric train heating equipment between 1971 and 1975 was of assistance as it made them compatible with new Inter City coaching stock. These converted locomotives formed the nucleus of a 31/4 sub-class.

The class spreads its wings further

In contrast to a decade earlier, by the mid to late 1970s the Class 31s seemed liable to appear almost anywhere on passenger trains. One route affected was the Midland Main Line. Here, shortage of 'Peaks' or Class 47s led to the periodic call for Class 31s to substitute. As had proved to be the case elsewhere, however, a Type 2 was unable to sustain Type 4 schedules. To take one instance, on May 3rd 1977 31111 lost time heavily as it dragged a nine coach load from Nottingham to St. Pancras and then to Derby.

Members of the class also found themselves on the occasional Waterloo to Exeter line service at this period, the appearance of 31117 and 31137 on the 14:28 Exeter-Waterloo and 19:00 return on June 7 1978 being one of the highlights. The Type 2s gained regular diagrams between Bristol and Weymouth and made some sporadic forays over the North and West route. On January 30th 1978, for instance, 31231 had charge of the 05:32 Cardiff-Crewe and 31121 hauled the 12:22 from Crewe on April 20th the same year. Summer Saturday timetabled reliefs were yet another source of employment for the Type 2s. Among workings of this type on which Class 31s could be seen through to the early 1980s were those to

31243 is at Southampton with a Portsmouth to Bristol and Cardiff train on the 23rd September 1978. Just visible on the cab side is the recess where the tablet catcher mechanism used to be fitted. A small batch of the class had these fitted for use on the iron ore trains on the High Dyke branch. R BRISCALL



Yarmouth, Skegness and Bridlington from the East Midlands and West Yorkshire.

Replacing the DMUs

Numerous in aggregate, though these various workings were, they tended to be both scattered and sporadic and for much of the 1970s there were few, if any, passenger services the Class 31s could wholly call their own. Then a significant change took place. The spur to this was the urgent need to replace geriatric DMUs on long, cross-country routes. Since new DMUs were, as yet, nowhere in sight, an interim strategy of substituting hauled stock was drawn up. In May 1977 two important secondary routes lost their DMUs; Bristol to Portsmouth and Birmingham to Norwich. Being relatively short and light, the new loco-hauled formations were within the capabilities of a Type 2. So it was that, overnight, the Class 31s acquired many more regular passenger duties.

Despite the ousting of the Class 31s from the Portsmouth trains in 1980 by higher-powered Class 33s, themselves displaced by Class 50s from Waterloo to Exeter services, the changes of 1977 had set a successful precedent. This was followed in the mid 1980s by the ordering of a similar conversion of routes in the North of England. Targets for replacement here were the outmoded and shabby Swindon Class 123 and 124 DMUs that at the end of the 1970s had been drafted to the Leeds to Lancaster and Manchester to South Humberside 'South Trans Pennine' routes.

Building on services that the Type 2s had already begun to work along the Leeds to York and Scarborough axis and over the Settle and Carlisle, in May 1984 Class 31s and short trains of early series Mark 2s were introduced between Lancaster, Leeds and Hull. At the same time the Manchester to Hull and Cleethorpes services were similarly equipped. With such new duties in mind, Doncaster Works were busily turning out further '31/4' conversions at this period, numbered from 31425 to 31468. Replacement of accident casualties would add 31400, 31469 and 31470 to the series.

Just when the tide seemed to have turned in favour of the Class 31s as regular passenger locomotives, it turned against them. The beginning of this change was the reversion of the Lancaster to Leeds and Hull trains to DMUs in 1986, although this was counterbalanced somewhat by the extension of the Humberside to Manchester services to Liverpool at the same time. Far more significant was the ending in May 1988 of Class 31 haulage not only of the 'South Trans Pennine' trains just mentioned but the Birmingham to East Anglia workings also. The reason for this sudden demise was the advent of Class 156 'Super Sprinters,' purposely designed for the work the Class 31s had been performing.

'Stand in duties'

The passenger story of the Class 31s was far from over, however. In large part this was due

A pair of Class 31s Nos. 31250 and 31249 are seen on a Cardiff to Leeds express at Clay Cross on June 1st 1979.
IAN HARRISON



to the initially poor reliability of some of the new DMUs. On the Leeds to Sheffield and Nottingham service, for example, 'Sprinters' were often replaced by Class 31s in 1988 and 1989.

On the 'North Trans-Pennine' Standedge route the reason for Class 31 haulage at this period was somewhat different. Class 158s were on order but until they arrived in 1991 Class 47s continued to haul the Liverpool to York and Newcastle expresses. As the ageing Type 4s became less and less equal to their task, so Class 31s substituted with increasing frequency. Having made only occasional appearances in the mid-1980s, thereafter the Type 2s gradually became almost daily visitors. As illustration, there follow observations I made in July 1990:

13th: 31400, 16:46 York to Liverpool
14th: 31423, 11:25 Liverpool to Newcastle
15th: 31461, 19:28 Liverpool to Newcastle
17th: 31467, 10:19 Liverpool to York and 31461, 11:25 Liverpool to Newcastle
21st: 31418, 07:30 Newcastle to Liverpool.

Meanwhile, in the North West of England, much greater opportunities were opening for the Class 31s. From spring 1988 onwards the class were brought in regularly to help compensate for poor availability of new 'Pacer' and 'Sprinter' stock. Initially it was the 'club' commuter trains between Manchester Victoria and Southport or Blackpool that were most likely to be worked by Class 31s, but by summer 1989 the Type 2s were reaching other destinations from Victoria, including Liverpool, Blackburn and Barrow.

Problems with the new DMUs looked set to continue indefinitely and, in 1990, a special pool of Class 31s was instituted, its members based at Crewe and nominally dedicated to passenger work in the North West. As was the case with the Class 37s that joined them in due course, the Crewe Class 31s became sufficiently established in their role for some to be given the livery of the local passenger operator, Regional Railways North West; 31410, 31421, 31439, 31455 and 31465 were all so-treated.

After several years of working diagrams

within an area bounded by Manchester, Liverpool, Blackpool and Barrow, the Crewe Class 31 passenger pool finally succumbed to improved DMU availability in 1995. Being allocated mainly to infrastructure trains thereafter did not completely exclude them from passenger work, however. The North Wales coast line was one route on which they could still be seen in this role. The last time I myself witnessed this was September 1st 1995, when 31421 had replaced the usual Class 37 on the 11:24 Crewe to Holyhead.

Hired in for passenger duties

By the following year, the Class 31s were steadily dwindling in numbers and had few, if any, booked passenger turns left. An island of activity in the spring and summer of 1996 was the Norwich to Yarmouth line. Anglia hired a Class 31/4 from EWS to shuttle between these points with a shortened London to Norwich set of 'air-cons.' This revived memories of the 1970s and early 1980s when the class would work regularly on this route with portions of expresses from Liverpool Street.

Another of the newly-privatised operators to turn to the Class 31s as cover for traction shortages was, of course, Virgin Trains. Some of the survivors had an extraordinary Indian Summer deputising for Virgin's ailing Class 47/8s. Occasionally working singly, but more often in pairs, during the late 1990s the veteran Type 2s could turn up almost anywhere on the Virgin network in England, with the Birmingham to Reading corridor seeing the most activity. The highpoint was perhaps during 1998 when availability of the Class 47/8s plumbed new depths. There follows a representative selection of Virgin workings by hired EWS Class 31s that spring: May 30th: 31190 and 31434 took the 09:10 Edinburgh-Bournemouth forward from Birmingham New Street, returning with the 18:14 Bournemouth-Manchester. June 5th: 31163 was choice for the 06:40 York to Bristol with the train starting at Derby June 9th: 31434 made three single journeys on the Manchester to Birmingham itinerary.

31431 leaves Manchester Piccadilly with the 17:41 to Cleethorpes on April 25th 1985.
RICHARD CLAYTON



June 18th: 31163 and 31233 hauled the 18:15 from Euston into Shrewsbury presumably from Wolverhampton
 June 20th: 31434 and 31465 had charge of the 15:30 Bristol-Glasgow from New Street to Preston.

Although Class 31s had many fewer opportunities to pull Virgin expresses during 1999, they were still summoned in emergencies. Of especial note were the journeyings of 31427 on January 30th.

Having worked throughout the 15:36 Manchester to Birmingham International, the Type 2 ventured all the way to Preston with the 18:30 from International.

Some other last opportunities for Class 31 haulage were available elsewhere in 1999. Making this possible was the small fleet of the type acquired by the specialist operator, Fragonset. As so often in the past, this latest call for the Class 31s came because DMUs were failing to provide a service. Defeated in

the battle to keep 'heritage' single-car units running on the Bedford to Bletchley branch, Silverlink hired Class 31s from Fragonset to 'top and tail' coaches owned by Rivera Trains. One diagram was introduced from March 29th, and a second in the summer.

Just as remarkable in their way were the travels of Fragonset pair 31459 and 31468 in early August 2000. On the 3rd they 'top and tailed' additional services between Norwich and Lowestoft in connection with an air show at Lowestoft. Then, after running light to Liverpool Street, they hauled the 21:30 to Norwich on the 4th.

The Fragonset survivors added another chapter to the passenger story of the Class 31s as told in TRACTION 246. From 2002 until the end of the Wessex franchise in March 2006, the operator hired in a number of Class 31s and air conditioned coaches to operate Bristol to Weymouth summer services and 'Santa Shopping' specials as well as busy Fridays only Cardiff to Brighton trains. They were also used for Swindon to Castle Cary trains for the Glastonbury Music Festival, and between Bristol and Weston-super-Mare trains for Channel 4's 'T4 on the Beach' music events. Finally, in 2007 Victor Rail (which had inherited FM Rail's operating licence) ran an open access summer only through train from Bristol to Minehead on the West Somerset Railway for three days a week in late July and August. And with this an interesting episode in diesel locomotive history came to a close.

(BELOW) Birmingham New Street is the setting for this view of a Class 31 after arrival with a train from Norwich in October 1980. DAVID FORD



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Grand 92s



Wednesday 27th October 1999: Running alongside an elevated section of the M6 Motorway, 92024 'J.S.Bach' approaches Bescot Yard at 10:10 with 6076, the delayed 23:55 FSSuX trunk-haul Enterprise freight from Mossend to Hoo Junction. The consist is mainly formed of slurry tanks, many of which were detached at Bescot during the scheduled traffic stop (booked 08:47-10:09). The service went forward from Bescot an hour or so later, the consist then including added slurry tanks and steel empties, possibly for Sittingbourne and Sheerness respectively.

David J. Hayes provides a pictorial appreciation of the powerful Class 92 electric workhorses in the West Midlands traversing the former Grand Junction Railway (GJR) axis via Bescot at a time when they were often to be seen at the helm of trunk-haul Enterprise freights and feeder services operating under the aegis of English Welsh & Scottish Railways (EWS)

Saturday 21st April 2001: Having arrived at Bescot earlier that morning with the overnight 6M76 trunk Enterprise from Mossend, 92017 'Shakespeare' emerges from the Sandwell Valley cutting at 09:46 and heads towards Hamstead with 6B61, the late running 09:09 SO forwarding service from Bescot to Daventry. The short consist of five IWB vans and an IZA 'twin' was laden with paper from Irvine.



(BELOW) Monday 4th August 2003: Slowing for its booked traffic stop at Bescot, 92030 'Ashford' eases 6S75, the 11:30 SSuX trunk Enterprise International service from Wembley (WEFOC) to Mossend, through Tame Bridge Parkway at 16:25. The lengthy wagonload consist includes Channel Tunnel imports such as IFA intermodal tank-containers for Mossend, an ICA tank containing liquid sugar (dextrose) from France to Dalry (for Roche Pharmaceuticals) and an IGA 'CARGOWAGGON' flat laden with steel rounds. The aqueduct in the background carries the Tame Valley canal.

(BOTTOM) Tuesday 30th March 2004: My eldest daughter, Emily (then age 10), whom I'd just fetched from school, watches as 92043 'Debussy' eases 6A42, the 15:24 SSuX Enterprise International service from Bescot to Wembley (WEFOC), through Tame Bridge Parkway at 15:57 at the start of its journey to the capital. The train is formed of IVA and IZA 'twin' type vans, most (if not all) of which have probably originated from Birch Coppice having delivered Volkswagen automotive parts from Germany (see article in TRACTION 244). Emily was never bitten by the railway bug, which is probably just as well, as one railway 'crank' in the family is more than enough!

Saturday 12th April 2003: In addition to the booked freight services, the former GJR alignment via Bescot was sometimes traversed by freights diverted away from the Trent Valley section of the West Coast Main Line between Stafford and Rugby via Lichfield, Tamworth and Nuneaton. 92031 'Institute Of Logistics And Transport' speeds towards Hamstead at 12:37 with such a working, albeit a lightly loaded one, this being 4069, the 10:38 SO EWS Channel Tunnel intermodal from Trafford Park to Dollands Moor.



(BELOW) Wednesday 24th April 2002: Looking the opposite way to the previous image afforded this view looking back towards Hamstead. 92041 'Vaughan Williams' glides past at 15:32 with 6S75, the 10:42 SSuX Anglo-Scottish Enterprise International service from Wembley European Freight Operations Centre (WEFOC) to Mossend, which, having already called at Daventry, will soon be making its next scheduled traffic stop at Bescot. The majority of the wagons have originated from Europe and include IFA intermodal flats laden with tank-containers for Mossend, an empty IPA 'Cartic' for Washwood Heath, an ICA tankload of dextrose (liquid sugar) from France to Dalry (for Roche Pharmaceuticals) and a KVA van for Wolverhampton Steel Terminal, probably laden with steel. There were also two other vans included in the consist, an IWA and an IWB (both believed to be empty), travelling from Daventry to Washwood Heath.





Friday 21st July 2006: This shot was inspired by a mid-1970s photograph of a Class 86-hauled freight train leaving Bescot Yard taken at this same spot by renowned railway artist Philip D. Hawkins, who just so happens to be a very good photographer as well. 92042 'Honegger' crawls out of Bescot Down Yard at 16:12 and is about to join the former 'Grand' alignment with 6C73, the 16:15 SSuX Enterprise from Bescot to Carlisle, which is formed of a lengthy mixture of high-capacity continental vans of types IWB, IZA 'twin' and KVA from Daventry. The consist also included two TTA tanks and a vanload consignment of goods for Blackburn. 6C73 was later extended to Mossend and thus amended to run as 6S73. Bescot at this time was an Enterprise hub, although such traffic both locally and nationwide was already beginning to decline, with two notable import flows to the West Midlands being lost in 2006 and 2007; zinc to Bloxwich and automotive parts to Birch Coppice respectively (see articles in TRACTION 72 and 244). Up until the early 1990s, Bescot had been a major operating hub on the Speedlink wagonload network, which became defunct in July 1991 (see Speedlink articles in TRACTION 49 & 50 and 198 & 199).



Monday 30th April 2007: 92022 'Charles Dickens' leaves Bescot Down Yard at 16:12 with 6C73, the 16:15 SSuX Enterprise departure to Carlisle. The train is made up of a BRA steel carrier up front, followed by various high-capacity Continental vans, which appear to include IWA and KVA types, some of which have probably been worked into Bescot on a feeder service from Daventry. The service was soon to be extended through to Mossend and amended to run as 6S73.



Friday 28th July 2006: On the numerous occasions that I'd observed or photographed 6A42, the afternoon Enterprise International service from Bescot to Wembley (WEFOC), this was by far the longest consist I'd ever seen; 35 wagons formed of 13 loads and 22 empties, and measuring a whopping 1,402 feet in length. Doing its best to impersonate an American 'manifest' freight, 92042 'Honegger' is beginning to get into its stride as it passes Charlemont Farm at 15:55 shortly after departure with 6A42, the late running 15:15 SSuX departure from Bescot. The '92' makes easy work of its mammoth train of IFB, IWA, IWB, IZA and KVA type wagons as it heads for London.

Tuesday 5th June 2007: With a raft of high-capacity continental vans in tow, 92027 'George Eliot' powers 6G62, the 11:26 SSuX Daventry to Bescot Enterprise feeder service through Hamstead at 12:33. The wagons themselves include IWA, IWB and IZA types, which would probably go forward on the 6S73 trunk Enterprise departure to Mossend. By this date the Enterprise marketing name had pretty much fallen out of favour and had quietly been dropped by EWS and the company itself was soon to be acquired by Deutsche Bahn Schenker (DBS). However, the EWS marketing brand continued to trade until January 2009 before officially becoming known as DBS.





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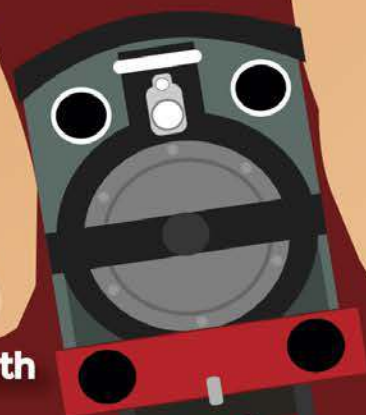
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The station pilot 03089 brings empty stock into Platform 2 ready for a departure to Salisbury. All Mark 1 stock was comprised of modified Mainline coaches fitted with Comet brass sides and MJT bogies.

TRACTION MODELLING



Walford Town

A layout that caught the editor's eyes some years ago was Walford Town, built by Steve Ridgeway and members of the Leamington & Warwick Model Railway Society. Its portrayal of a fictitious East London terminal in the Network South East (NSE) years exuded late 1980s atmosphere and deserves showing to readers of TRACTION who may not have come across the layout before.

Photos by Andy York

The concept behind Walford Town was that it was a relatively minor terminal station that had gradually been run down and therefore hadn't been electrified like most of the former Great Eastern lines in this part of London. However, with the beginning of the regeneration of the Docklands, the line was reprieved and there had been an increase in traffic.

The track plan that was chosen was based on one in a book of plans by Cyril Freezer and was for an urban terminus with a small goods yard. Inevitably, the site of the station was cramped, with high retaining walls. By positioning the fiddle yard behind the goods yard and parcels depot the layout could be relatively compact at 20ft long. This was later extended by another 2ft when the sector plate was increased in length to allow for six-coach trains with locomotive storage at the end.

Four locomotive stabling positions and a long siding hidden along the back of the

layout were also added to increase the storage capacity beyond the six tracks on the sector plate. This meant it was possible to have a variety of stock and run a realistic timetable with trains leaving for various destinations and not returning until a reasonable time had passed.

It was imagined that Walford Town was at the end of a branch from a junction at Canning Town on the Stratford to North Woolwich line; this is now occupied by sections of the Docklands Light Railway and Crossrail. Regeneration of the area meant that there were local services and also NSE cross-country trains running to the north and west of London. Using the North London Line, two trains per day serve Basingstoke and Andover. Two more trains per day were also timetabled via Clapham Junction to Salisbury.

Two trains to both Norwich and Kings Lynn from Liverpool Street were diverted via Walford Town in each direction; it was

presumed that there wasn't sufficient traffic to justify separate trains to these destinations in Norfolk. This means there was a change of locomotives needed on these trains, so light locomotive movements added further interest to the operations. An operating sequence was developed and took about two hours to complete a full day of activity. The stock all ended up in the correct position ready to start the sequence again so operations could continue without a break.

The layout was fully signalled with semaphores, including calling on and banner signals, and gave added realism and purpose to operating the layout. It also encouraged the audience to wait longer when they saw a signal being pulled 'off'.

Goods stock was mainly from plastic kits, with rocking axle compensation and added detail. The parcels vans were mostly detailed Mainline models and the Mark 1 coaches were made from Mainline models with Comet brass etched sides. The Mark 2s were



detailed and flush-glazed Lima models. All bogie stock used MJT compensated bogies, which gave better track-holding and also prevented lateral wobbling of the models.

At the time the layout was built there wasn't the number of good quality models that is now available, so considerable attention had to be paid to get locomotives to run really well. Many were Lima models with the old 'pancake' motor bogies. Performance was considerably improved by installing replacement EM gauge wheel sets as well as fitting additional pickups on as many wheels as possible together with adding extra weight. The wheel sets and gears were 'run in' using toothpaste on the gears, whilst good quality controllers were used. The Class 03 had a detailed Mainline body and a scratch built chassis whilst the 08 was built from an MOK etched brass kit.

After various experiments the use of Alex Jackson couplings was standardised on and, after making careful adjustments, has proved reliable. Another factor in reliable running was the need for maintenance of rolling stock and locomotives before exhibitions with special attention being paid to cleaning wheels.

All the buildings, apart from a platelayer's hut are scratchbuilt. The 'Half Moon' pub is based on one in Bedford, as is the Fords factory unit. The station building is situated



A Class 108 DMU in the darker NSE blue departs for Stratford. This is a Lima '117' model which was reduced to a skeleton and etched brass sides, then available from Craftsman Models, were added.

above track level and gives the appearance of one that would be found in a cramped city location. Others are based on inspiration from various buildings observed during the construction of the layout.

Building a layout like Walford Town would be considerably easier nowadays given the wide variety of high quality equipment available but it would still need a great deal of effort and skill to match the achievements of the modellers who built this iconic layout.

(RIGHT) Large buildings above the impressive retaining wall helped the viewer to concentrate on the railway scene. The shunt signal controlling access to the stabling point was fitted to an original GE bracket mounted on the retaining wall. Motorising this signal was a simple job with a Fulgurex motor mounted on the back of the wall and the operating wire passing straight through. One of Stratford depot's silver roofed Class 47s arrives with a Great Eastern line train of Mark 2s whilst a Class 33 awaits departure with a train to Salisbury.

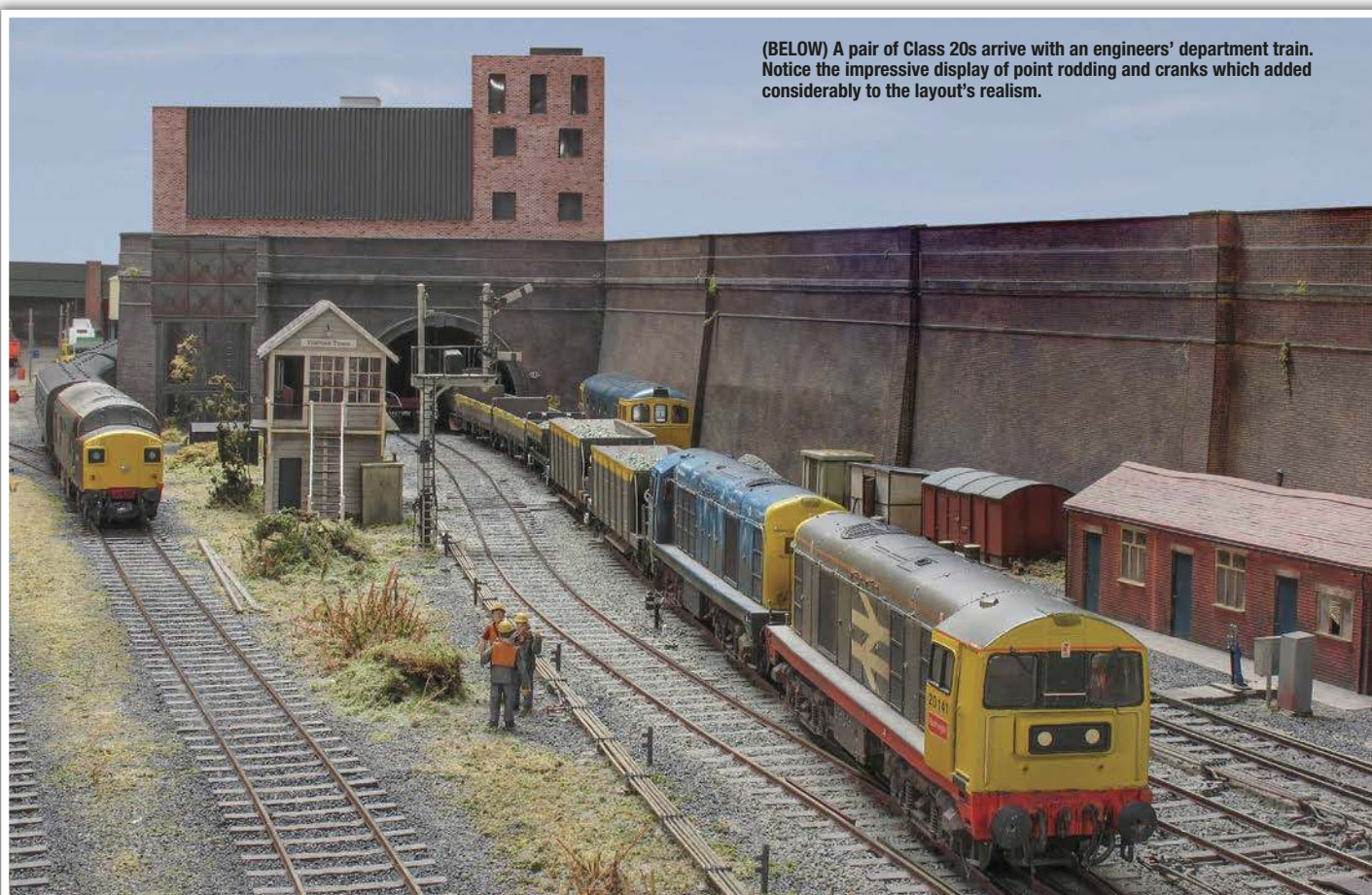
(BELOW) The former GER goods depot was now used for Red Star parcels traffic from East Anglia. The model was based on a similar building in East London. The Lima GUVs had flushglazed windows, MJT bogies and extra detailing. The Mark 1 BG vans were cut down Mainline coaches with Comet sides.



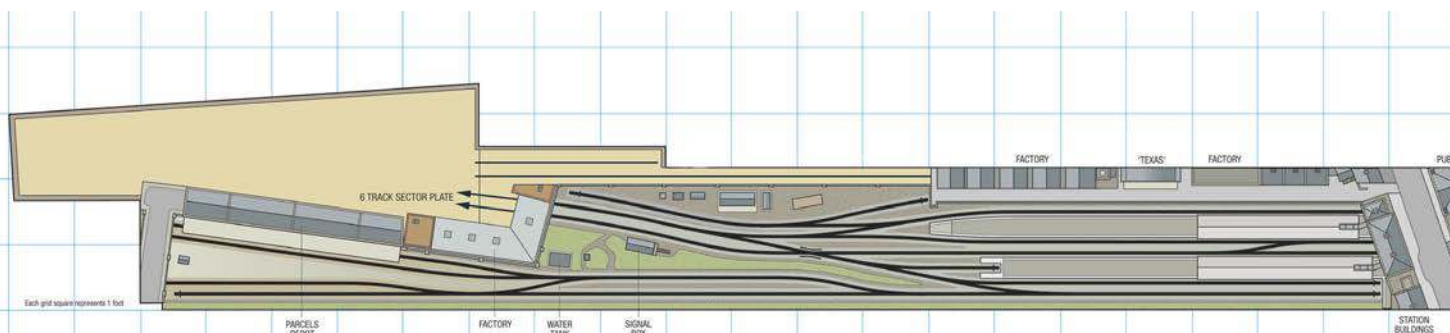


(ABOVE) Walford Town's Great Eastern railway signal box with its 'corporate image' nameplate. It is little details like this that set the layout in the correct time period.

(LEFT) Passengers are seen patiently waiting for their train. The small boy doesn't seem interested in the Class 47 behind though. This view shouts Network SouthEast with the distinctive colour scheme and platform furniture.



(BELOW) A pair of Class 20s arrive with an engineers' department train. Notice the impressive display of point rodding and cranks which added considerably to the layout's realism.



Carl Wilson

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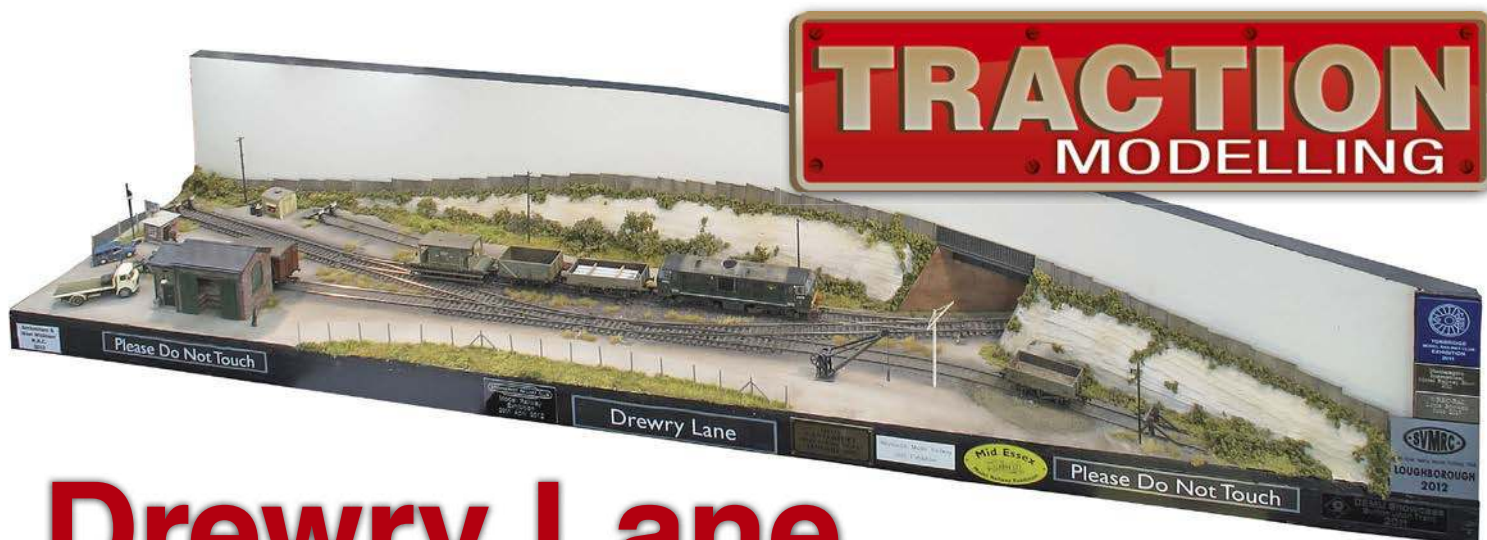
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Drewry Lane

After some of his friends persuaded him, Stu Davies built this small exhibition layout using spare MDF and timber off-cuts and recycled Peco Code 100 small radius points from a previous layout.

Photos by Andy York

The layout uses a one piece 5ft by 1ft board, although its design is slightly unusual. As Stu wanted to use micro-switches and rods to control the points, the two ends were slightly longer than the width of the board. This allowed a horizontal piece of wood to be used to mount cheap Maplins double-pole miniature switches on. The switches change the point frog polarity and a rod passed through a hole drilled in the switch moves the blades. The board was intended to fit in the car and, with a width of just 12 inches, it was a case of arranging the track to fit the space available.

Stu knew that he wanted a run-round loop for operational interest but, with only five points to use, there weren't many possible permutations. Initial ideas showed up the limitations of the space available and it soon became clear that he needed to use the full length of the baseboard for the scenic area. After playing around with various track plan and backscene combinations he eventually decided on a track plan with a curved hardboard backscene board angled towards the front right hand corner. This would avoid any unsightly joints in the backscene.

The track was laid, wired, tested and then given a coat of dark brown weathering from a spray can as a base coat before the rails were painted. Then it was on to the backscene. Half a dozen 2in by 1in posts were cut to the height of the backscene and screwed to the baseboard from underneath. The backscene board had a hole cut in it for the track and the board was then glued and clamped to a couple of posts at a time. When they had all set the board was trimmed at the ends and, to make it all appear neater, a capping strip was added.

Scenic Construction

The embankment was constructed using

flat topped card ribs overlaid with numerous layers of newspaper torn into strips and covered with plenty of white PVA glue. After a few days, once it had all hardened, a coat of plaster was applied and a damp paintbrush was drawn across it horizontally to give some texture. The vegetation is a mixture of Woodland Scenics materials and an assortment of static grasses applied using a puffer bottle.

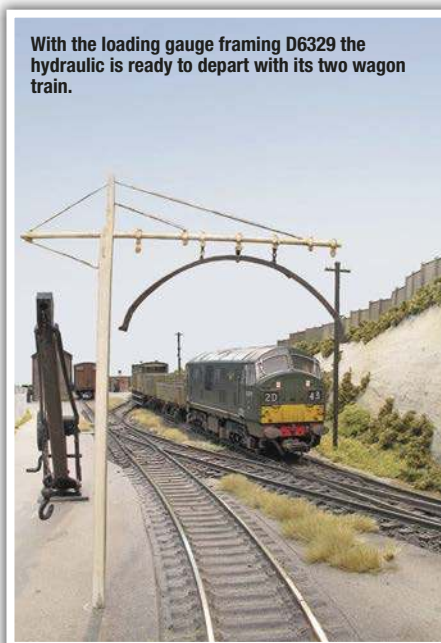
The overbridge was made using embossed plastic brickwork for the sidewalls, 'H' section girder and plastic card for the cross supports. The sidewalls extend a few centimetres past the backscene to give a bit of depth. The bridge was then painted and the chalk embankment toned down and weathered with washes and an airbrush. The backscene was painted a very pale blue/grey mixed from tester pots.

The track was airbrushed with a mix of dark grey and dark earth colours whilst the paths and hardstanding areas were given a dusting of various muted colours to blend everything in.

The Southern Region style sectional concrete fencing is by Ratio with any imperfections in the angling of the bottom edge being hidden behind the greenery. It was given a coat of 'concrete' colour and a dark grey wash. The fencing does rather shout Southern Region but various bits of the SR did, of course, end up under Western Region control in the 1960s. When combined with the plain backscene it also makes for a clear boundary to the layout.

The only significant building on the layout is the goods shed which is a Wills 'Craftsman' kit and a good introduction to scratch building structures. If built as intended, the structure appeared too large for the layout so Stu modified the plans and was then able to add the office building with the left over

With the loading gauge framing D6329 the hydraulic is ready to depart with its two wagon train.



materials. The small building is a Hornby Skaledale product with added weathering.

The lamp posts are obeche strips whilst the shades are from Ratio SR lamps and a couple of bits of brass wire to complete the look. Fencing is net curtain with painted posts made either of square brass rod or similar sized Evergreen plastic. Brass was used for the end posts and a few spaced along the length whilst the remainder are plastic. Other details include point levers, buffer stops, a crane, loading gauge and speed restriction sign. A few vehicles and figures complete the scene.

Digital Control

The layout is controlled using a Roco DCC Multimaus with a couple of locomotives being fitted with sound. As can be seen in the photos the layout is sometimes operated using early BR diesels, although steam locomotives also appear.

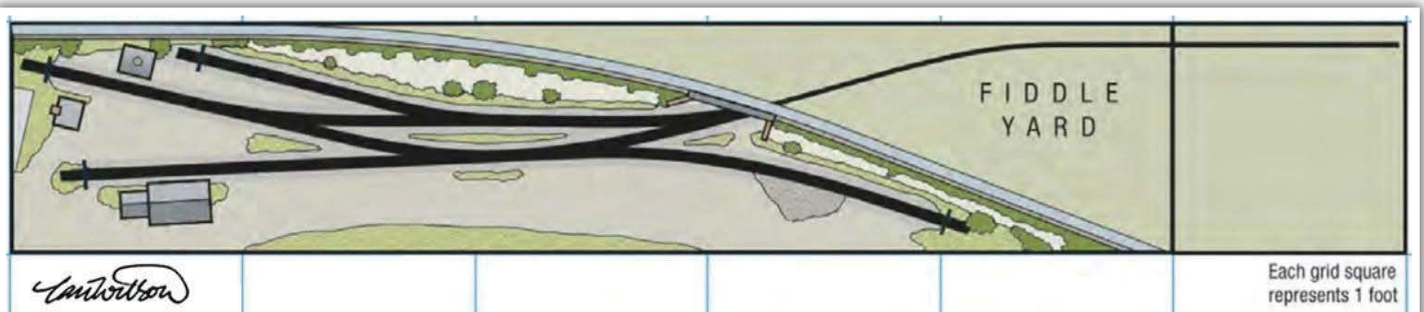
There are a couple of dozen wagons to allow a bit of variety when shunting. Most are ready-to-run models, with a few kit-built wagons. One problem has been the height of the tension lock couplings which seem

Despite its small size Stu finds the layout is quite absorbing to operate, bringing in a few wagons and shunting them around to swap them with the ones already there. One compromise from the original concept is that he has had to add a small extension board to the hidden siding at the right hand end. Small layouts like 'Drewry Lane' have their limitations, but if space, time or finance is tight then surely a small layout is better than none.

(RIGHT) It looks as though the location has moved to a former SR line in the south west as a North British Type 2 hydraulic D6329 assembles its short train.



In this early 1960s view, a BRCW Type 3 shunts a wagon under the bridge at Drewry Lane. Clearly the layout is being run in Southern Region mode.





TRACTION
MODELLING

Words: Simon Bendall
Photography: Andy York

Bachmann Mark 1 TPO Stowage Van



With an article about operations at Euston station at night appearing in this issue it seems appropriate to review one of Bachmann's latest release.

The announcement of the long-awaited stowage van was made back in March 2013 and is intended as a companion vehicle to the already available sorting van. As the name suggests, most stowage vans were virtually empty inside and were used to house sacks of mail carried through from the adjacent sorting vans during an overnight journey.

BR constructed several designs of stowage van during the 1960s and 1970s, with Bachmann opting to model the ten vehicles built to diagram 732 by York Works in 1968. Of these, 80415-19 went new to the London Midland Region while 80420-22 were allocated to the Eastern and the Western received 80423 and 80424. As with all stowage vans, their official type designation was Post Office Tender or POT, 'tender' being a historic term associated with TPO operations.

Like other batches built in the late 1960s, these coaches all featured very small windows to improve security while three sliding doors were provided on each side. On one side only, two of these doors were of the deeply recessed style to allow the potential fitting of mail bag exchange arms, although this never occurred. They also had the late posting first class mail box on the bodysides, this feature being well reproduced on the model.

The detail incorporated on the stowage van is impressive, including bufferbeam corner steps, rainstrips that extend beyond the corners of the body and ETH cables and receptacles, although the latter are fully moulded in black so will require a

touch of orange paint. The end detail is just as good with some separate parts, although the handrails by the bodyside doors are somewhat on the chunky side.

Bachmann has delivered on its promise of tooling up the heavy duty B5 bogie to accompany the coach; the key detail differences of the thicker traction rod and flangeless spring plank both being present. Hopefully, this bogie will also now be deployed under other Bachmann Mark 1s where the B4 has previously been used as a stand in, such as the sorting van and sleepers.

In addition to W80423 in the well-finished BR blue/grey pictured here, three Royal Mail red stowage vans are also available. These include the original Royal Mail Letters finish of the late 1980s, the amended variant introduced from 1990 with new logos and lettering, and a privatisation era version of the same with added EWS logos, this representing the vehicles' final form upon withdrawal in January 2004.

CATALOGUE REFS:

39-750 Mark 1 TPO stowage van
Royal Mail red with EWS branding
39-755 Mark 1 TPO stowage van
BR blue/grey

39-760 Mark 1 TPO stowage van
Royal Mail Letters red

39-765 Mark 1 TPO stowage van
Royal Mail Travelling Post Office red
RRP: £49.95

Gauge/scale: 16.5mm gauge, 1:76
scale OO

Era: BR 1968 - EWS 2004

Company/Operator: BR, Rail Express
Systems, EWS

Weight: 158g

Body and chassis: Plastic chassis and
body

Minimum curve radius: 438mm (R2)

Wheel profile: RP25

Couplings: NEM mounted tension lock

Accessories: NEM close coupling bar
and hose



Cavalex Models PGA hopper

Words and photography: Simon Bendall



Cavalex Models has recently joined the ranks of small-scale ready-to-run manufacturers, with the release of its first OO gauge wagon, the PGA two-axle aggregates hopper. Despite the long and colourful lives of this wagon type, no RTR manufacturer has made them in 4mm scale since the 1980s when Hornby and Lima released different styles in all manner of liveries.

These short hoppers make the modelling of aggregate trains from the early 1970s a viable proposition for many modellers. An acceptable-looking train can be created in a relatively short space, compared to bogie vehicles. The lack of a PGA wagon to current standards has impacted on the ability to portray one of the railway's core traffics for many years.

Moving the Midlands

Cavalex's PGA model goes some way towards addressing this situation by portraying the largest batch of the 51 tonne hoppers employed by Redland Aggregates and later Lafarge. Built by Standard Wagon between 1978 and 1980, the fleet numbered 71 examples to design code PG012A and took the numbers of REDA14750-80 and REDA14800-39. Working out of Mountsorrel quarry in Leicestershire, the wagons initially served a number of terminals in East Anglia, the Home Counties and Kent; these areas having largely remained their home turf ever since.

In the 1980s, Redland would acquire three further batches of PGAs, all having noticeable differences in body style compared to the original hoppers. As a result, the company's trains soon acquired a mixed appearance as the four styles mingled together. Hopefully, Cavalex will consider these other designs in the future for this distinctive look.

At present, the manufacturer has released the two main liveries found on the wagons over the decades. The first is revised pale green Redland scheme, seen from 1985 onwards, and the second is the white livery introduced during 1997 after Lafarge acquired the company. A second production run later this year is expected to bring the original colour scheme of pale green with a

blue-grey stripe.

During 2009, the PGA fleet was sold to DB Schenker, which retained the white livery with the Lafarge logos removed or crudely painted over in black. In this form, many remain in service today in heavily-weathered condition, working alongside other DB hopper wagons. Weathering would make the models suitable for current day layouts.

Delicate handling

Upon lifting the PGA from its simple orange box, it is clear that some careful handling is required, due in part to the wealth of detail on the underframe. However, it is the end platforms and ladders that must be particularly watched during unpacking and general handling. These are very fine plastic mouldings with an etched mesh for the walkway and are all too easy to snag and bend.

The hopper body displays a really fine touch in its moulding, including the internal ribbing and cross-strut, while the side panels are separate parts clipped in place, again with a representation of the support braces running to the hopper ends. For this initial batch of models, Cavalex has opted to produce the original look of the wagons with three support struts running from the headstocks to the top of the hopper at each end. In later years, some wagons were fitted with stone deflection plates around these struts and this option is expected to be offered on the next production run.

Underframe detail

The chassis frame and hopper chutes are of diecast metal construction to give the model much needed weight. To these has been added a considerable amount of detail, including the hopper door operating mechanisms, solid plastic buffers, brake shoe assemblies and the short handbrake levers. On this batch of PGAs, the brake distributor and air cylinder were placed between the hopper chutes and this is all faithfully recreated, complete with accompanying pipework. The chassis detail is truly impressive in its execution, yet still leaves room to fit sprung self-centring coupling mechanisms.

The Gloucester pedestal suspension units are well moulded and correctly 'handed' in their layout, with enough space provided between them for finescale conversion, although some adjustment to the brake shoes will likely be required. If there is a quibble with the model, it's the yellow-painted axlebox covers where the paint coverage is insufficient. On the sample examined, small yellow paint flecks were evident on other parts of the suspension, although this is simple enough to remedy.

The shade of green employed looks correct in comparison to photographs, while the Redland lettering is similarly well executed. The same can also be said for the smaller printed details, particularly on the solebars, although the lettering in the number panels is a tad chunky. Only one wagon number has been produced in each livery, but Cavalex has said that transfer sheets for renumbering may be offered if there is demand, which would cover both the number panels and the repeater numbers on the ends.

As the PGAs have been produced using crowd-funding principals, the production run has largely been matched to these pre-orders. However, a limited number of retailers are also stocking this initial batch and have already reported strong sales. It's unsurprising given the quality of the model that Cavalex has delivered and it bodes very well for the BBA wagons to come.

CATALOGUE REFS:

CM PG012L PGA Lafarge white
CM PG012R PGA Redland green
RRP: £32.50

Gauge/scale: 16.5mm gauge, 1:76 scale OO

Era: BR 1980s – EWS/DB 2000s

Company/Operator: BR, Trainload Construction, Mainline Freight, EWS, DB Schenker

Weight: 35g

Body and chassis: Metal chassis, plastic body

Minimum curve radius: 438mm (R2)

Wheel profile: RP25

Couplings: NEM mounted tension lock

Accessories: Bufferbeam brake pipes

Irish Railway Models Tara Mines ore wagon



Irish Railway Models has expanded its range of ready-to-run Irish-outline rolling stock with the release of its third wagon subject. The imposing Tara Mines ore carriers, reproduced here in OO gauge, have spent more than four decades conveying zinc and lead from the mine near Navan, County Meath, to Dublin Port for export.

Since mining operations commenced in 1977, some 85 million tonnes of ore have been extracted with a current annual output of around 2.6 million tonnes, which is shipped to smelters in Scandinavia. Today, the mine is owned by Swedish company Boliden with three block trains running daily. These representing one of the few revenue freight workings still found on the Irish Rail network.

Unlike IRM's previous wagon releases of the ballast hoppers and cement 'bubbles', the operating sphere of the 'Taras' has been restricted, being limited to the Drogheda-Dublin section of the cross-border main line, the Navan branch to the mine and the spur to the yard at Dublin North Wall. Beyond the latter, the ore workings traverse the Alexandra Road tramway for a short distance to access the quayside tippler discharge facility.

In much the same way, the ore workings have seen little in the way of motive power variety over the decades. Up to 1995, the Metrovick A or 001 Class were dominant with the General Motors 071 Class taking

over upon their withdrawal; this including NIR's blue-liveried No. 112 on occasions while on loan to Irish Rail. Outside of the core route, the 'Taras' have long visited the wagon repair depot at Limerick, typically in ones or twos but occasionally a trio, these being mixed in with other wagon types on the trips to and from Dublin. Offering a useful modelling option outside of the block trains, these repair trips have also seen more varied traction.

Private owners

Although built by CIÉ in 1977, the 25 strong fleet of ore carriers, numbered 31001-025, were owned from new by Tara Mines, this being a rare example of privately-owned wagons operating on the Irish network in the modern diesel era. With two rakes of 11 to 12 wagons required daily, this left little capacity in the fleet for maintenance, so the early 1980s saw two of the very similar shale wagons converted as additional vehicles. Numbered 31026 and 31027, these received the necessary vacuum brakes and top lids but remain easily distinguishable due to a horizontal strengthening rib along the length of the bodysides.

When new, the wagons carried an attractive mid-blue livery that encompassed everything except the bogies. While IRM has plans to produce this scheme in the future, the company has opted to initially release the models in the replacement and harder

wearing red oxide colour that was introduced during the 1990s. Still in use today, the nature of the zinc and lead ores means the paintwork suffers greatly, leaving wagons in a mixture of red and grey shades.

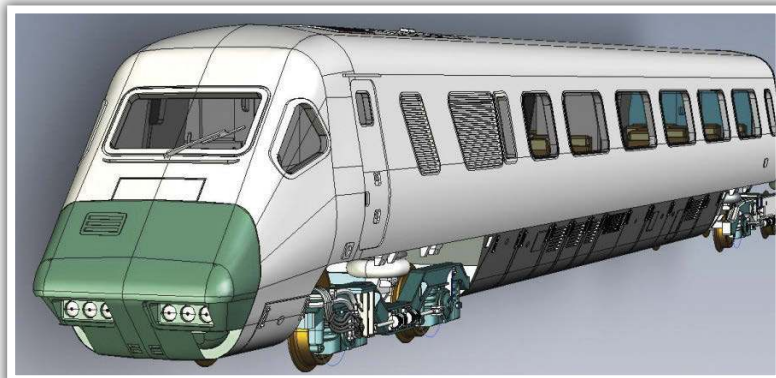
The manufacturer has opted for duller shade of red oxide rather than the brighter version of a truly ex-works wagon. This gives the models a perfectly fine look from the box while offering an excellent base colour on which to apply weathering. An initial ten wagons have been produced, all with different numbers and other printed details, which are available as five twin-packs, each limited to 250 examples.

Also taken into account by IRM are two of the three different lid styles seen over the decades. Initially, the wagons featured a flat cover but these were progressively replaced in the 1990s due to heavy corrosion; the new style having a curved top to assist with drainage. During the 2010s, another replacement design with a central peak has also appeared but not all of the wagons have been updated as yet. All ten of the models initially released by IRM have the parabolic design, while the flat style will appear with the original blue livery.

Rotating axles

The 'Taras' naturally display the same very high level of detail already seen with IRM's previous wagon releases, including sprung plastic buffers, separate lamp brackets

DJM APT-P project



DJM Models have recently released the latest 3D CAD/CAM design for the forthcoming OO gauge APT-P model. The model will be available in various lengths from 6 cars up to the full 14 car set. It will feature a tilting mechanism, two powered units (depending on length of train ordered) and internal lighting throughout. It will have a heavy metal chassis with five pole motors fitted with twin flywheels. Other features include Next22 DCC compatibility, close coupling, a lifting nose with a NEM coupling socket behind the nose, directional lighting, accurately painted seats depicting a tartan pattern, darkened profile wheels, and a wealth of other detail. This will be the longest OO gauge set ever produced with 14 cars totalling 14.5ft long.

The sets are being made strictly to order so it is essential to order as soon as possible at www.djmodels.co.uk



International N Gauge Show

TRACTION readers, especially those who model in N Gauge, may find advanced notice of this two day show worth putting in your diary. There will be a wide range of modern image, steam, continental and American layouts on display together with society displays and demonstrations. It is expected that there will be over 40 specialist suppliers present. There will be over 30 layouts on display, as well as five of the leading societies for N Gauge enthusiasts. For more information on all the exhibitors and to book tickets see www.ngaugeshow.co.uk.

Dates: Saturday 14th and Sunday 15th September 2019
Venue: Warwickshire Event Centre, Nr Leamington Spa
Opening Times: Saturday 10 – 5 Sunday 10 – 4



and four vacuum cylinders with their associated pipework, linkages and handbrake wheels. The Sambre et Meuse bogies are well rendered and decorated, including separate brake shoes, while the sideframes are spaced sufficiently wide enough to allow the wheels to be pushed out to the correct 21mm gauge, if desired. The real highlight is the rotating axlebox covers of the bogies, these being plastic mouldings that are pressed over the ends of the metal axles.

The model delivers a finely-moulded recreation of the box-like body, this portraying the wagons in their as built condition. Around 2010, the 'Taras' received strengthening modifications to some of their thinner side ribs, but tooling economies prevent this slightly different look being represented, along with the random removal of some of the solebar eyelets above the bogies. The wagons are never seen outside of loading or discharge terminals without these lids. The top lid can be unclipped if desired to add more weight or electronics for tail lights.

While the wagons may not have the geographical range of the hoppers and 'bubbles', they make up for this by being one of the most distinctive designs on the Irish system, something that will appeal to many modellers.

CATALOGUE REFS:

IRM1020-BX-A 31003 + 31019 Red oxide

IRM1021-BX-B 31007 + 31022 Red oxide

IRM1022-BX-C 31011 + 31025 Red oxide

IRM1023-BX-D 31014 + 31015 Red oxide

IRM1024-BX-E 31020 + 31024 Red oxide

RRP: €79.95

Gauge/scale: 16.5mm gauge, 1:76 scale OO

Era: Irish Rail 1990s-2010s

Company/Operator: Irish Rail/Iarnród Éireann

Weight: 85g

Body and chassis: Plastic chassis and body

Minimum curve radius: 438mm (R2)

Wheel profile: RP25

Couplings: NEM mounted tension lock

Accessories: Solid bar couplings, vacuum pipes, spare rolling bearing caps

Availability: www.irishrailwaymodels.com



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Rail Head Treatment Train

Pristine Versions

- H4-RHTT-001 - 'Sandite' with 2 wagons and sandite modules - **£118**
- H4-RHTT-002 - 'Water Jet' with 2 wagons and water jetting modules - **£118**
- H4-RHTT-003 - Additional 'Water' wagon with 3 water modules - **£59**



Weathered Versions

- H4-RHTT-004 - 'Sandite' with 2 wagons and sandite modules - **£118**
- H4-RHTT-005 - 'Water Jet' with 2 wagons and water jetting modules - **£118**
- H4-RHTT-006 - Additional 'Water' wagon with 3 water modules - **£59**



- Diecast Chassis
- NEM Couplings
- Metal Handrails
- Removable Modules



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FEA-E & S Intermodal Wagons

FEA-E Intermodal wagons

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- H4-FEAE-002 641023 in Freightliner green - **£32**
- H4-FEAE-003 641032 in Freightliner green - **£32**
- H4-FEAE-004 641041 in Freightliner green - **£32**
- H4-FEAE-005 641014 in Freightliner green with track panel carriers - **£50**

FEA-S Intermodal wagons

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- H4-FEAS-003 640640 in GBRf blue - **£32**
- H4-FEAS-004 640688 in GBRf blue - **£32**
- H4-FEAS-005 640921 in GBRf/Metronet yellow with track panel carrier - **£59**
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- H4-FEAS-007 640939 in TransPlant yellow - **£32**

- Diecast Chassis
- Pre-Fitted Detailing
- Fine Printed Details
- Fully Detailed Underframe





YOB Plasser 12t GPC Crane

No Jib Support

H4-GPC-001 DRP81504 in Plasser/BR yellow as built (1979 - 1990)

H4-GPC-002 DRP81523 in Plasser/BR yellow as built (1980 - 1990)

H4-GPC-003 DRP81508 in unbranded yellow (1979 - 2004)

H4-GPC-004 DRP81521 in unbranded yellow (1980 - 2011)

H4-GPC-005 DRP81527 in Jarvis yellow (1999 - 2011)

H4-GPC-009 DRP81519 in Balfour Beatty white and blue (1999 - Present)

H4-GPC-010 DRP81532 in Balfour Beatty white and blue (1999 - Present)

Narrow Jib Support

H4-GPC-006 DRP81514 in Jarvis/FastLine maroon (2004 - 2014)

Goalpost Jib Support

H4-GPC-007 DRP81524 in Carillion yellow (1999 - 2006)

H4-GPC-008 DRP81526 in GTRM yellow (2004 - 2008)

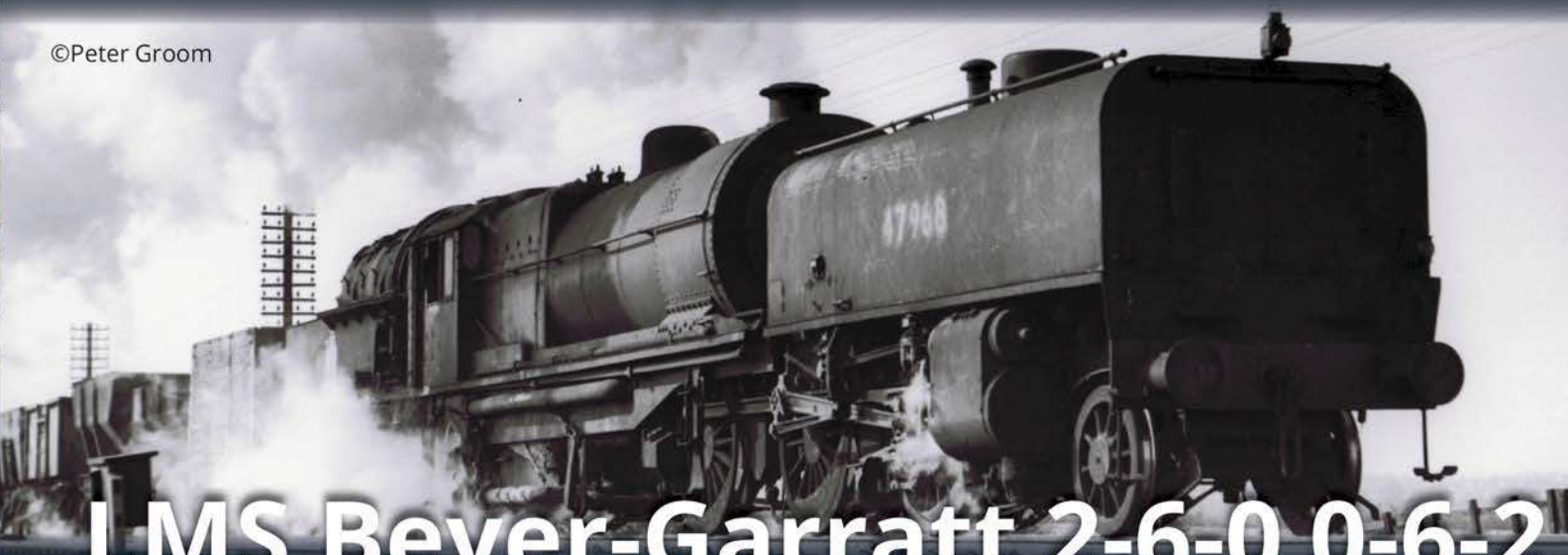
- Diecast Chassis
- NEM Couplings
- Metal Handrails
- RP25 Wheel Profile



Due in stock: Jan 2020

See the full list of specs and more at: www.hattons.co.uk/GPC

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LMS Beyer-Garratt 2-6-0 0-6-2

H2-BG-001 4994 in LMS black

H2-BG-002 7983 in LMS black

H2-BG-003 47967 in BR black with "BRITISH RAILWAYS" lettering

H2-BG-004 47972 in BR black with LMS lettering and block-style numbers

H2-BG-005 47995 in BR black with number on cab and plain tanks

H2-BG-006 47996 in BR black with early emblem

H2-BG-007 47981 in BR black with early emblem

H2-BG-008 47992 in BR black with early emblem

Diecast Chassis • 5 Pole Motor
NEM Couplings • 18 Pin Socket



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German electric locomotives – parallel developments **Part 1**

During the 1960s, later builds of E10s were given more streamlined cab fronts, like E10 480 seen at Köln Hbf on 26th August 1968 heading a long-distance train bound for Hamburg. By this time, electrification had reached Osnabrück, where DB steam locomotives took over for the run to Hamburg.

Colin Boocock visited East Germany in 1978, exactly 20 years after his first visit to West Germany. He was fascinated by the significant differences between the two countries and in their railways. In this article he sets out to explain why.

Younger generations of railway enthusiasts may be less aware of the very significant differences that evolved after Germany was occupied and then split up after the Second World War but these differences made railway development very different when comparing what we knew as East Germany and the rest of the country. I divided this article into two parts with part one covering some history and the standard West German locomotives. Part two will cover the West German locomotives built from the mid 1970s and East German locomotives.

A little history

When the second world war ended, the four main allies, France, the United Kingdom, the Soviet Union and the USA, deployed troops and armaments in their allocated sectors with the aim of ensuring the creation and maintenance of a peaceful future for Germany as it slowly recovered from the ravages of war. The United Kingdom occupied northern Germany, France looked after the Rhineland and much of western Germany, the USA covered the south and the Soviet Union the eastern part.

The capital, Berlin, was a special case and was separately divided also into four sectors. This soon caused incredible complications

which are now part of a fascinating history that is largely outside the subject of this article, apart from the issue of who was to run the railways there.

While France, Britain and the USA cooperated in bringing their sectors of Germany back into eventual prosperity, the Soviet sector became much more inward-looking with the Russians and Moscow dominating any development in eastern Germany. Their ideology was quite different from that of the other allies. They were intent on imposing communism on eastern Germany, and identifying it as a buffer state to boost the military security of the USSR. They made sure that, by 1961, there was no hope of the east being part of a greater German whole because, not only did they build a high wall around West Berlin (as the allied sectors of the city were collectively known), but they blocked the border between what we knew as East Germany and the rest of the country with a high fence protected by mine strips, armed patrols and watch-towers. It may sound like the stuff of spy thrillers, but on the ground it was real, very real.

I remember in 1978 watching a large flock of swallows wheeling across the border fence freely, flying round and round, and seemingly mocking us humans by crossing and recrossing the border over and over again,

which we could not do.

In the Deutsche Demokratische Republik (DDR) the railways were smaller than before the war. The Soviets had singled many main lines, even that between Berlin and the border near Hamburg. They had carted off to the USSR miles and miles of track and overhead electrification equipment and rolling stock, leaving the Deutsche Reichsbahn (DR) starved of any hope of early redevelopment. All that could be done was overhaul of existing equipment including updating the design of some steam locomotive classes (remarkably successfully, actually).

In complete contrast, the Deutsche Bundesrepublik (West Germany as we knew it), from its new government located in Bonn by the Rhein river, had managed the reconstruction of its railway network (the Deutsche Bundesbahn – German Federal Railway or DB) with financial help from the western allied countries, particularly the USA. By the time of my first visit to Germany in 1958, new electrification was spreading north very quickly from Bavaria and had reached Mannheim and Heidelberg. By 1959 it was at Köln (Cologne) and, by 1962, electrification was well on the way towards Bremen and Hamburg in the north.

All this was anathema to many German

residents who had family members on both sides of the border. Those in the east knew early on that life was becoming better in the west; witness the need for a wall and border fence to keep eastern German residents in. However, by the late 1960s, the Deutsche Reichsbahn began to receive enough funds to electrify its main lines. Locomotive development by this time was cut off from western companies; all new types of traction had to be designed and built under Soviet control. While new main line diesels came from USSR countries, there were no electric locomotive designs in the USSR that would work under 15,000V ac catenary. So local engineers and firms in the DDR designed and built the new range of DR electric locomotives. Thus these new locomotives which will be the subject of the second part of this article (to appear in TRACTION 252) were all different from DB's new standard electric fleet that was already well-established in the west. All this took until the early 1960s to get under way, fifteen years after the end of the war.

The potential railway complication of Berlin with its four sectors and walled area was resolved by ceding to DR the right to run all the railways in the city. Passenger trains linking parts of East Germany that previously passed through Berlin ran instead round the outer ring railway; this was originally designed to circle the capital to enable freight trains to avoid clogging the main passenger rail arteries into the city. Similarly trains running from West Germany to West Berlin which had to cross the DDR on the way (e.g. the Hamburg to West Berlin trains) had no scheduled passenger stops in the DDR. Engine changes and signal checks all had to be away from station platforms, and two armed guards rode in each carriage to keep people in the 'right' place. Underground trains that crossed in and out of the sectors were either made to run non-stop on the 'other side' or were cut altogether.

Reunification of Germany in 1990 enabled a steady joining up of the DR to the DB. The combined railway was renamed Deutsche Bahn, retaining the letters DB as its brand. Both countries had already computerised their locomotive numbering, including making sure that steam locomotive numbers didn't clash in case reunification ever happened, but somehow the new class numbers for diesels and electrics were put in the wrong series. DB used 1xx series for electric locomotives and 2xx series for diesels. DR did precisely the opposite, 2xx for electrics and 1xx for diesels. They resolved this by reclassifying DR locomotives to fit into the western system, with some changes in both to accommodate this.

Because some classes of DR electric locomotives were of more modern design than the DB ones, having been built 5 to 20 years later, DB quite quickly spread the most useful ex-DR classes around the whole of Germany, enabling the oldest standard locomotives to be withdrawn.



The E10 class of Bo-Bo were Deutsche Bundesbahn's new express passenger locomotive type for the 1950s. Very competent machines, they spread across the whole of DB's expanding electric main line network. This one, E10 130, was pictured at Düsseldorf depot on 28th August 1961. The blue livery was used for top link passenger locomotives, all others being dark green. The E10s became Class 110 in 1968 and were relegated to lesser duties in the 1970s and 1980s when more powerful and faster locomotives came on stream. I last saw them working push-pull stopping trains out of Köln Hauptbahnhof (Cologne main station).

DB's new standard electric locomotives

In 1956 and 1957, West German industry introduced to DB a fleet of relatively modern electric locomotives to one common concept but of differing sizes and speeds to match the various traffic needs. The key types were all two-cab bogie locomotives with similar control systems. Their full-width bodies had slightly rounded ends with two cab windscreens, and from the front they looked almost identical. The DB electrification followed the pre-war DR system of overhead catenary pressed at 15,000 Volts with ac current at 16⅔ cycles per second frequency. This was also the same as used in Austria and Switzerland, at least on main lines, and in Sweden and Norway. The new locomotives' control systems used mechanical tap-changers to vary the voltage to the traction motors. The staged notching up of these controls could be heard clearly when an observer was standing outside a locomotive as it accelerated from a station. All three of the passenger classes had rheostatic electric brakes that could use the traction motors as generators to slow down a train, the surplus electrical energy being dissipated as heat through radiators on the roof.

The four basic classes were:

- E10, a Bo-Bo design of 484 locomotives with a top speed of 150km/h (93mph) for express passenger work. They weighed 86 tonnes. These locomotives were built by Henschel, Krauss Maffei and Krupp with electrical equipment from AEG, Brown Boverie and Siemens. Power output was 3,620kW continuous (4,850bhp). In the early 1960s a more streamlined cab front was used for new construction; the last of this batch was delivered in 1968. A

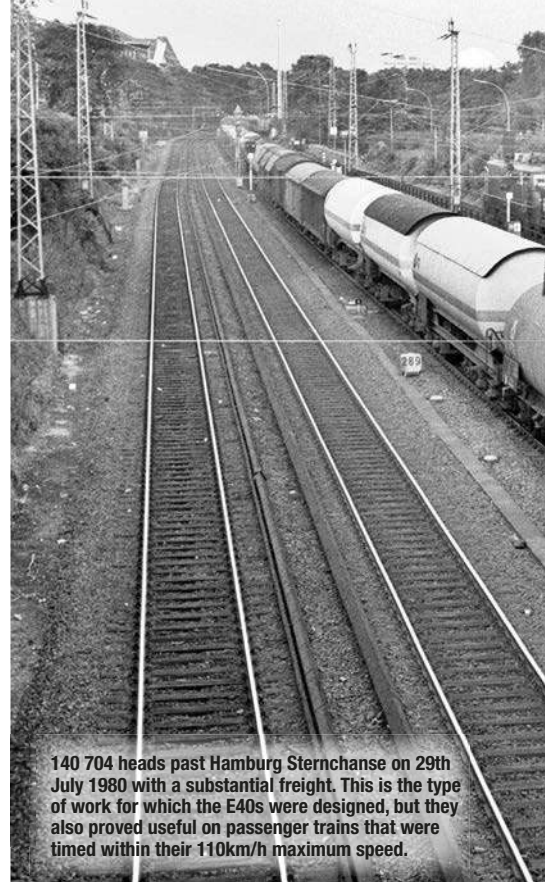
small group of locomotives was geared for 160km/h (100mph) for star trains such as the 'Rheingold' and was classified E10¹². The E10s became Class 110 when DB introduced computerised numbering in 1968, except that the E10¹²s were first renumbered in the 112 series, some being changed to 114 when their top speed was later reduced to 120km/h. Absorption of former DR electrics into DB after reunification, and the construction of a new 112 class (see part 2), caused all this group to be reclassified 113 (try not to get confused by all this!). The initial livery of the E10 class was plain dark blue with a silver roof, except for the E10¹²s which initially had cream upper panels.

- E40, the freight version of the E10 class, same size and power output, with a lower top speed of 110km/h (69mph). The 715 locomotives were built by Krauss Maffei with Siemens electric traction equipment, the last being delivered in 1973 by which time they were known as Class 140. As delivered, the E40s were painted in standard DB dark green. Proving to be very useful locomotives, they soon became full mixed-traffic locomotives. Some were equipped for push-pull work and multiple-working. The majority of the class were 83 tonnes weight, but a small group, fitted with electrical brakes, weighed 86 tonnes, being reclassified as class 139s.

- E41, a smaller locomotive with just 66 tonnes weight and outputting 2,300kW (3,083bhp), used principally for lighter passenger work including push-pull trains, for which all 435 locomotives were equipped. Top speed was 120km/h (75mph). Introduced in 1957, they were built by Henschel with Brown Boveri equipment. The last was delivered in 1969. They became Class 141 from 1968.



The new standard mixed traffic Bo-Bo type introduced in the 1950s was the E40 class, illustrated here by brand new 140 720 just delivered to Hamburg Eidelstedt depot in August 1968. This later variety had thyristor traction control. The white radiator pipes centrally placed under the body cool the transformer and rectifier.



140 704 heads past Hamburg Sternchause on 29th July 1980 with a substantial freight. This is the type of work for which the E40s were designed, but they also proved useful on passenger trains that were timed within their 110km/h maximum speed.

- E50, a beefy Co-Co for heavy freight with a continuous power rating of 4,440kW (5,950bhp) and a weight of 126 tonnes (128 tonnes for the first 25 locomotives). Top speed was 100km/h (63mph). A total of 194 locomotives was built from 1957 to 1973. Like the E40 and E41 classes, these were liveried in dark green.

The 1,828 locomotives of these four standard electric locomotive classes found work all over the DB electrified network. A few ventured into the east after reunification but, as the DR electric locomotives available at that time were generally more modern than the DB ones, allocation of former DB electric locomotives to former DR depots was relatively rare. They did however appear on cross-border trains, a sensible move that avoided locomotive changes at border stations. As locomotives became older, they were downgraded to lesser duties. The former front-line E10s, for example, found themselves working push-pull local trains or on empty stock workings. All these classes have been withdrawn, though a few still find use on infrastructure work or with private companies.

In the years that followed the 1960s, livery changes abounded. DB went through its two-tone phase with Inter-City red-and-cream dominating express locomotives in the 1970s, including some 112s. Turquoise blue-and-cream was the colour of the rest for some time. This changed to DB 'new red', which was quite soon altered to the brighter red that the modern DB uses today, including on locomotives that it owns in the UK. Locally or regionally funded networks sometimes got DB to paint trains in their own colours.



This 1978 view across the depot outside Frankfurt Hbf shows at least eight of the DB standard Bo-Bos in various livery styles. Identifiable from right to left are 141 199, 141 214 and 110 218. The red-and-cream colours on Classes 103 and 112 locomotives in the background were a 1970s livery for Inter-City locomotives (a train designation lifted by DB straight from British Rail without translation!). The turquoise blue-and-cream became standard for everything else.

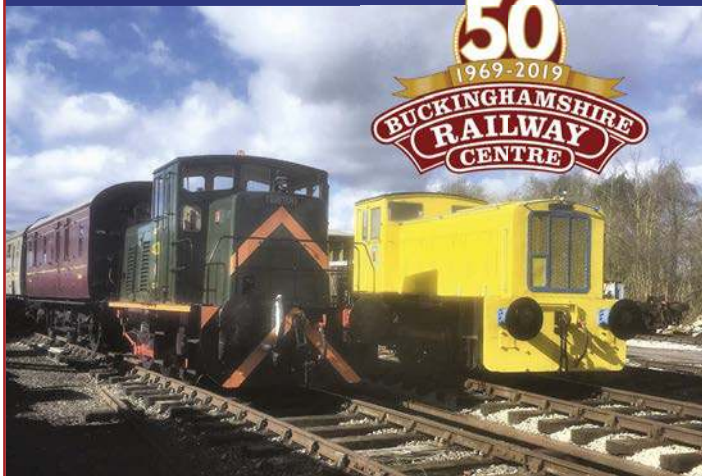


The lightweight Bo-Bo for general passenger train working was the Class E41. Here is E41 159 leaving Köln Hof with a regional passenger service on 29th August 1961. These push-pull fitted locomotives weighed just 66 tonnes compared with the bigger Bo-Bos which were in the 82 to 86 tonnes range.





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It's five past five in the afternoon and there is already plenty of activity among the Post Office staff at the north end of Crewe station, as 86230 waits to head north with an express on 18th September 1982. At this time mail was extensively transported in the luggage vans of ordinary passenger trains.



Delivering the mail

Gavin Morrison presents a selection of photographs taken in the days when Royal Mail trains could be seen extensively on Britain's railways.



Looking resplendent in its Royal Mail livery, Class 302 No. 302991 is descending Bethnal Green bank heading for London Liverpool Street station on August 12th 1989. Note the large roller shutters that have been cut in the bodysides and allowed the rapid loading of mail.



A sight that was common at many large stations was large numbers of the bright red trolleys used to move mail bags around. This is London Bridge station on the 15th March 1990.

A former Class 108 DMU, now re-numbered 55931, is seen arriving at Paddington on October 4th 1989. Whilst openings have been cut in the bodysides for the roller doors, a section of seating has been retained for Post Office staff at the front of the power car.



There used to be a very busy Royal Mail collection point at the side of Bolton station. On June 17th 1992 47463 is preparing to leave with the 16:23 vans to London St Pancras.

Looking from the footbridge at Carlisle station we see the empty stock of what appears to be the Euston to Carlisle TPO waiting to leave for Upperby carriage sidings behind 47746. Over in the bay platform two Class 156 'Super Sprinters', which were used on trains to Newcastle and Leeds at this time, are stabled. The date is 5th December 1994.



86417 heads south past Burn on the Selby diversion line with the afternoon Newcastle Low Fell to King's Cross vans on July 21st 1997.



73136, in Mainline blue livery, is approaching Kensington Olympia on the 15:48 Willesden to Dover vans. On the rear of the train is EWS liveried 73131. The date is May 4th 2000.



47522 heads past Miskin, east of Bridgend, on the South Wales Main Line with the 14:53 Swansea to Gloucester vans on the 21st June 1993.



On April 23rd 1992 the mail is being loaded into the vans on the west side of Glasgow Central with Class 90 No. 90019 'Penny Black' at the front.

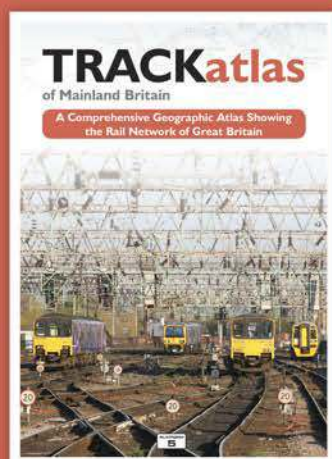
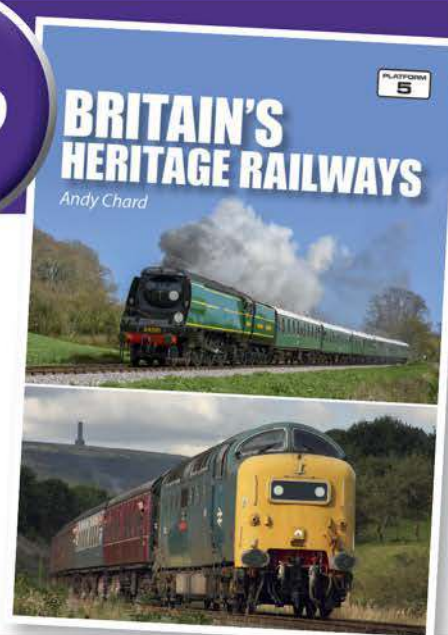


BRITAIN'S HERITAGE RAILWAYS

2019

This brand new book from Platform 5 is the complete guide to standard gauge heritage railways in Great Britain. It contains a brief history of each heritage railway, followed by details of web addresses, contact details, how to get there, opening times, line mileages, round trip journey times and 2019 special events for every undertaking. It also includes fleet lists of the locomotives and multiple units that can be seen at each location, whether they be former British Railways, 'Big Four' or simply industrial locos. Details of type, number carried and builder are provided for every entry.

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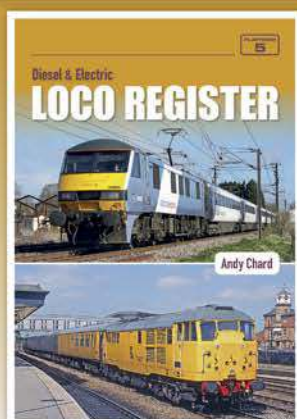
- All passenger and freight routes are shown with their track formations including connections, crossovers and primary sidings.
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- Most signal boxes, junctions and tunnels are shown including their names and railway mileages.
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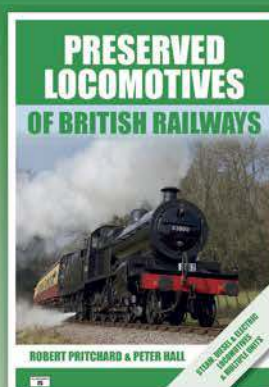
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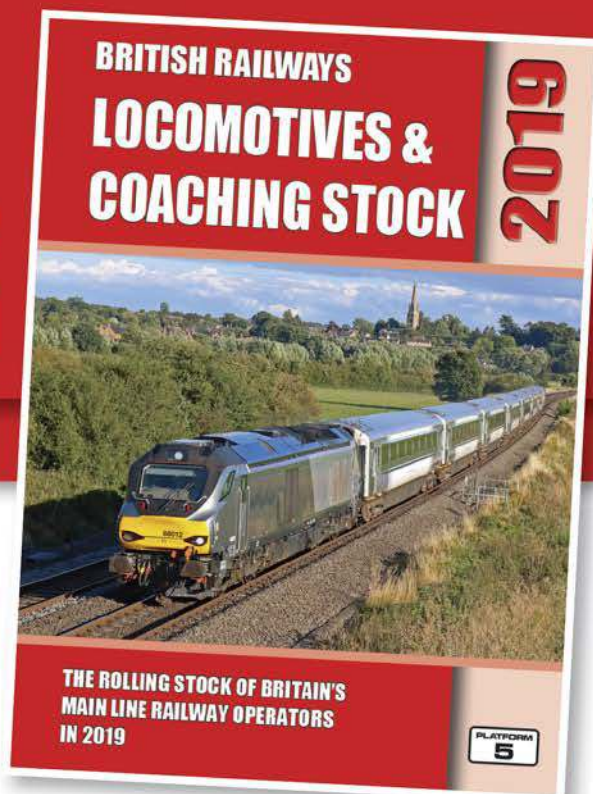
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On June 17th 1982, 45123 is seen at Mp 56%, just to the north of the site of Sharnbrook station, with a southbound express. Speed will rapidly be increasing at this point at the foot of 1 in 119 downgrade from the summit and the loco will be reaching around 90 mph. JOHN DEDMAN

Class 45s on the MML

Andrew James admits that the 'Peaks' were his childhood favourites after his first sighting of these beasts when his father took him to St Pancras station in 1978.

There were at least three of the class plus a Class 127 DMU at the buffer stops. Their gargantuan size was awe-inspiring to an unsuspecting 5 year old and, even to my adult eyes they still look big. From April 1979 to September 1980 I regularly travelled behind members of the class out of the Capital with my mother to Kettering at least every other week.

Unfortunately, this was long before I possessed a stopwatch, but the feeling of speed was certainly evident in the Mark 1 stock that retained the original bogies and was 'lively' to say the least. Lateral swaying technically known as 'hunting' usually increased to an almost alarming extent as the speed approached the 90 mph mark and was often accompanied by a cacophonous whooshing noise. I suspect that the latter was due to low wheel profiles. Nobody in this era seemed to take much notice, however, as it was nothing more than the norm at the period. The saving grace was always the very comfortable seating, particularly in the compartment version with its ultra springy suspension which no doubt doubled up as





a bed during the early hours for those who were worse for wear after an evening in the Capital.

The advent of the production 'Peaks' on the Midland Main Line (MML) during late 1960/1961 heralded an eventual revolution in schedules by the end of the decade. The previous steam service was amongst the best in the UK in theory and this continued under dieselisation. The St Pancras to Leicester non-stops, by way of example, were reduced from a previous best of 99 minutes to around 83-85 minutes on an 8 eight coach/ 280 ton timing load, reflecting the increase in power and modest infrastructure improvements. This review merely scratches at the surface and looks just at the St Pancras to Leicester section in the down direction.

The magic 100 mph

Table 1 takes us back to the period immediately before the advent of the HST era on the MML in October 1982. Frank Collins, chairman of the Railway Performance Society, was on hand to record this excellent effort behind 45127. At the time runs 1 and 2 were recorded, work was still proceeding with the Bedford electrification scheme work, with the result that schedules were inflated due to the incidence of temporary speed restrictions. Another hindrance to running at this time, one suspects, was the mixture of semaphore and multiple aspect signalling which wasn't resolved south of Bedford until the period after these runs were timed.

An unpromising start was rectified by a full-blooded assault to Elstree and, despite a signal check at Mp 33, this didn't prevent the magic 100 from being attained at Houghton Conquest. The climb from Oakley to Sharnbrook summit was taken in good style and was surmounted at an excellent 81 mph. The elementary calculations at the bottom of table 1 suggest that 45127 was producing something near its 2500 BHP rating, if an allowance for electric train heating (ETH) is allowed. All the calculations carried out by the author are net of this allowance, it should be pointed out.

Run 2 was another exuberant effort, timed by Tim Griffiths, with a number of occasions when the line limit of 90 mph was exceeded; a reminder of a more relaxed culture by drivers who would exceed the limit up to 10 % on occasion. The climb from Sharnbrook to the summit at Mp 59 ¾ was almost certainly taken with the ETH off if the estimates of EDHP/RHP are correct. Another dash down to Wellingborough past the former site of Irchester station followed but, as in run 1, the 70 mph speed restriction at the Northamptonshire town was given due respect. 45133 was slightly inferior to 45127 on the climb to Desborough North and one

(LEFT) Loco 45104 passes the site of the former goods shed at Sharnbrook station with a northbound express on June 17th 1982, twenty-two years after closure to passenger services. Note the plume of the exhaust emanating from the locomotive's roof denoting that it is under power. JOHN DEDMAN

Table 1		Run 1		Run 2	
	Date	21/05/1982		17/04/1982	
	Train	14.00 St P.-Sheffield		08.54 St P.-Nottingham	
	Motive Power	45127		45133	
	Load	8/272/295		8/270/278	
	Recorder	F.Collins		T.Griffiths	
M C		m s	mph	m s	mph
		[sched]		[sched]	
0 05	St Pancras	0 00		0 00	
			sig stop		
1 42	Kentish Town	8 10	28/tsr	3 58	44/tsr
3 73	West Hampstead	11 42	43/sigs	7 24	45
5 09	Cricklewood	14 01	23	9 11	tsr
7 00	Hendon	16 26	64	12 26	46
9 28	Mill Hill	18 29	71	14 51	63
12 35	Elstree	21 00	75	17 37	72
15 16	Radlett	22 58	94/95	19 39	90/92
18 16	Napsbury	24 53	92	21 39	86
20 70	St Albans City	26 03	86	22 58	70
21 32	Sandridge	27 08	84	24 15	70
24 21	Harpenden	29 27	/tsr	26 43	84
27 22	Chiltern Green	33 15	66	28 30	91
29 21	Luton	35 42	83	31 12	
29 21				[29]	
				0 00	
32 62	Leagrave	37 29	87	3 48	65
34 00	Mp	38 20	90/93/	4 52	74
			sigs		
37 21	Harlington	40 44	62/sigs	7 08	95/100
40 20	Flitwick	44 48	53	8 58	97
41 48	Ampt Hill	46 09	68	9 49	92
45 73	Houghton Conquest	49 09	100/95	12 36	91/sigs
49 67	Bedford Midland	51 37	97	17 13	62
52 76	Oakley	53 33	93/99	19 47	75
56 53	Sharnbrook	55 50	93	22 27	81
59 60	Sharnbrook Summit	58 05	81	24 55	75
62 08	Irchester South	59 38	101	26 32	97
65 05	Wellingborough	61 47	67*	28 45	65*
68 20	Finedon	64 18	84	31 24	80
70 56	Kettering Junction	66 01	85	33 11	83
72 00	Kettering	66 56	85	34 08	81
74 76	Glendon North Jct	69 02	82	36 23	78
78 40	Desborough North	71 41	79/99	39 07	76/95
82 75	Market Harborough	74 53	51*	42 21	52*
86 40	East Langton	78 04	80	45 30	80
88 72	Kibworth	79 54	78	47 20	77
89 55	Kibworth North	80 31	76	48 00	75
91 42	Great Glen	81 45	90	49 12	87/98
95 40	Wigston Sth Jct	84 28	75*/82	52 35	sigs
99 07	Leicester	88 13		57 35	
		[89]		[64]	
Run 1 EDHP/RHP Sharnbrook-Sharnbrook Summit 1506/1941-82.7 mph					
Run 2 EDHP/RHP Sharnbrook-Sharnbrook Summit 1696/2060-76.6 mph					

Table 2		Run 3		Run 4	
	Date	20/09/1974		12/9/1991	
	Train	21.30 St Pancras- Glasgow		10.30 St Pancras- Nottingham	
	Motive Power	45118		47508	
	Load	8/266/285 A.Varley		7/224/235 B.I.Nathan	
	Recorder				
M C		m s [sche]	mph	m s [sche]	mph
0 05	St Pancras	0 00		0 00	
1 42	Kentish Town	4 32	53	3 01	56
3 73	West Hampstead	7 01	63	5 16	75
5 09	Cricklewood	8 09	71		
7 00	Hendon	9 34	82/80	7 36	90
9 28	Mill Hill	11 21	83/81	9 10	88
12 35	Elstree	13 53	59/tsr	11 18	87
15 16	Radlett	16 07	87/90	13 04	102
18 16	Napsbury	18 07	86		
20 70	St Albans City	19 22	83	15 55	93
21 32	Sandridge	20 21	82/84	16 48	92
24 21	Harpenden	22 43	83/90	18 58	96/101
27 22	Chiltern Green	24 26	96/94	20 34	99/93
29 21	Luton	26 31	83/90	22 28	92/90
32 62	Leagrave	28 16	85/88	24 07	93/99
34 00	Mp	29 06	89/88		
37 21	Harlington	31 17	94	26 53	98/99
40 20	Flitwick	33 04	100/99 95/98/	28 43	99/101
41 48	Amptill	34 03	93	29 37	101
45 73	Houghton Conquest				
49 67	Bedford Midland			34 34	95/96
	Bedford North	39 19	86/88		
52 76	Oakley	41 20	87/98	36 30	95/98
56 53	Sharnbrook	43 49	85	38 47	96
59 60	Sharnbrook Summit	46 13	74	40 56	83
62 08	Irchester South	48 14	94	42 44	100
65 05	Wellingborough	50 03	65*	44 31	69*/84
68 20	Finedon	52 33	82	46 57	87/89
70 56	Kettering Junction	54 23	84		
		56 30		50 08	
72 00	Kettering	[59]		[46]	
Run 3 EDHP/RHP Sharnbrook-Sharnbrook Summit 1503/1891-78.8 mph					
Run 4 EDHP/RHP Sharnbrook-Sharnbrook Summit NA					

suspects that the ETH was reapplied on this section with the differential in speed reflecting the electrical current usage on the latter run.

St Pancras to Kettering

Despite a line speed limit of 90 mph during the 'Peak' era, the fastest schedules were gradually reduced from a steam era best of 71 minutes in 1960 to 57-58 minutes by 1970 over the section between St Pancras to Kettering. The latter involved an average speed of around 75 mph start-to-stop, which was a creditable achievement given the constraints of the manually controlled signalling which lasted well into diesel era on the MML.

Alan Varley was on hand to time 45118 on the residual Glasgow working in run 3 in Table 2. Unfortunately a temporary speed restriction at Elstree prevented a full-blooded charge through the suburbs but the usual rampaging descent followed down the Ouse valley with another century achieved at Flitwick. The ascent from Oakley to Sharnbrook was always the 'acid test' and here 45118 was a little below par, although it still comfortably kept time on the 59 minute schedule to Kettering. Fast approaches to the latter station were the rule rather than the exception in this era and here 45118 was still doing 84 mph at the Junction signal box.

Class 47s always had the odd working out of St Pancras during the 'Peak' monopoly but, unfortunately, I could not locate a suitable log from this era so have had to use a supreme example from 1991 shown in run 4. No. 47508 was deputizing for a failed HST and it acquitted itself admirably with only a loss of 4 minutes on a schedule designed for 4500 BHP. Even allowing for a coach less in comparison, the uphill work was excellent to Elstree and a minimum of 87 mph must be a record in this location considering the load. There were numerous excesses over the nominal 95 mph limit for the class, although it should be recalled that the line, if not loco limit, had been raised to 110 mph the year before this run was recorded. This is still the fastest locomotive hauled time in the RPS archive between these two points.

Semi-fasts

Pro rota, the hardest jobs on the MML were the semi-fasts and these had everything the timer wanted: high speed; vigorous acceleration and sometimes exhilarating braking. David Clough has previously referred to the punishment meted out on the Class 50s on the Waterloo to Exeter line



45137 'The Bedfordshire and Hertfordshire Regiment' passes Kettering station signal box with the 15:00 St Pancras to Sheffield on 29th September 1982. The connection to Cohen's scrapyard, which was the final resting place for many steam and diesel locomotives, including 'Baby Deltics', had recently been severed. P. ROSE

Table 3

		Run 5		Run 6		
Date		25/08/1970		28/12/1968		
Train		St Pancras- Manchester Picc.		11.20 St Pancras- Nottingham		
Motive Power		D52		D141		
Load		6/195/205		6/209/225		
Recorder		E.P.Tromans		D.L.R		
M C		m s	mph	m s	mph	[sch]
29 21	Luton	0 00		0 00		
32 62	Leagrave	3 16	70	3 21	74	
34 00	Mp			4 20	80	
37 21	Harlington	6 27	95	6 28	99/100	
40 20	Flitwick	8 21	94/95	8 20	92	
41 48	Amptill	9 20	92/93	9 17	100	
45 73	Houghton Conquest			11 55	99/100	
					15*	
49 67	Bedford Midland	<u>17 21</u>		<u>17 48</u>		[18]
49 67		0 00		0 00		
52 76	Oakley	4 53	66	4 25	73/85	
56 53	Sharnbrook	7 34	81	7 07	82	
59 60	Sharnbrook Summit	9 57	76	9 29	77	
62 08	Irchester South	11 33	84/90	11 01	95/100	
65 05	Wellingborough	<u>14 10</u>		<u>13 44</u>		[16]
65 05		0 00		0 00		
68 20	Finedon	3 49	73/80	3 46	75	
70 56	Kettering Junction			5 35	85	
72 00	Kettering	<u>7 08</u>		<u>7 04</u>		[8]
72 00		0 00		0 00		
74 46	Glendon Sth Jct	3 40	60	3 30	63	
78 07	Desborough			6 28	76	
78 38	Desborough North	6 58	73/89	6 44	75/93	
82 75	Market Harborough	<u>10 43</u>		<u>10 17</u>		[13]
82 75		0 00		0 00		
86 25	East Langton	3 55	80	4 08	81/82	
88 75	Kibworth	5 50	80/75/ tsr			
89 55	Kibworth North			6 28	79/93	
91 43	Great Glen	7 54	80/90	7 40	91/98	
95 35	Wigston Magna			10 22	55	
95 38	Wigston South Jct	10 57	55*/ 70			
99 07	Leicester	16 41		14 31		[21]
Run 5 EDHP/RHP Sharnbrook-Sharnbrook Summit 1526/1920-79.3 mph						
Run 6 EDHP/RHP Sharnbrook-Sharnbrook Summit 1538/1938-79.9 mph						

west of Salisbury with the frequent stops engendering a hot-cold cycle on their engines. A similar scenario must have afflicted the Peaks on the semi-fasts out of St Pancras yet, dare I say it, the Sulzer power units seemed to be more durable than their English Electric contemporaries. Mr Clough no doubt has a differing view given the number of miles that the English Electric locos were expected to fulfil from the time of their introduction.

Run 5 is a good example of the class on this type of duty, timed by Phillip Tromans. Speeds in the low to mid nineties were easily attained despite the extra stops. The original schedules were for an 8/280 consist but many runs from the late sixties and early seventies often only loaded to 6 or 7 coaches, if the evidence of the RPS archive is anything to go by.

Run 6 was timed by David Lloyd-Roberts and, even allowing for a more relaxed culture of 'over speeding', three excesses over the speed limit was exceptional by the standards of the time. The uphill work to Sharnbrook and Desborough was very competent, underlining the fact that, when the class was the prime mover on the MML, the type performed to specification. This was something that didn't happen, for whatever reason, elsewhere in the UK with other more esteemed types of locomotives. It should be pointed out that this was behind a Class 46 as opposed to the earlier '45' variant. It has been alleged that these locomotives were slower off the mark but were better at higher speed than the earlier batch. Some support for this stance can be found in Clough's and Beckett BR Motive Power Performance by Clough and Beckett which quotes the full power range as 12-82 mph for a 45 and 11-85 mph for a 46.

Acknowledgements:

Once again I would like to thank the Railway Performance Society for allowing me to access their online database and archive. I would also like to thank the various recorders for allowing me to use their logs and to David Lloyd-Roberts for his comments and suggestions.

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The company's first diesels, which were fitted with British Thomson-Houston electrical equipment, had an end cab and high bonnet which gave the driver a somewhat restricted forward view while there were recessed steps or platforms on which shunting staff could ride. The first pair of YEC diesels, built for United Steel Company subsidiary Steel Peech & Tozer of Rotherham, were 250 bhp 0-4-0 diesel electrics but the design was soon uprated to the DE2 with a six-cylinder Davey Paxman V6RPH 275 bhp engine producing a tractive effort of 22,500 lbs. Fitted with 3ft 6in diameter wheels and weighing 37 tons the type was to prove particularly popular with the Round Oak Steel Company which between 1955 and 1962 purchased ten for use at their Brierley Hill steelworks. These included No.9 (works number YE2882, built 1962) which is pictured at Brierley Hill in June 1976. All were still at work in 1982 when British Steel decided to cease steel production at Round Oak. Four of the locomotives would continue to be used by Round Oak Rail Ltd, a new company established in the old Bar Finishing Building, which then operated as a rail-served distribution depot for chemicals, steel, and timber traffic. However, these did not include No.9 which was gradually stripped of spares before being scrapped in the early 1990s.



Yorkshire Engine Company Industrial Locomotives

The Yorkshire Engine Company was established in Sheffield in 1865 and began building diesel locomotives at its Meadowhall Works soon after its purchase by the United Steel Company (USC) in 1948.



The Mostyn Dock & Trading Co. operated a rail service at Mostyn Dock, on the North Wales coast near Holywell, using two Yorkshire Engine Co. 0-4-0 diesel electrics. These were bought from the Darwen & Mostyn Iron Co., the previous owners of the docks which had ceased trading in 1964. No. 1 (works number YE2627, built 1956) was the first of the pair and had a six-cylinder Rolls Royce C6SFL 200 bhp engine producing a tractive effort of 18,000 lbs. No. 2 (works number YE2819) was a 220 bhp locomotive dating from 1960. At 21ft 2in long over buffers they had a 6ft wheelbase with 3ft 3in diameter wheels and a top speed of 20 mph. However, such a speed was rarely if ever attained since the Mostyn Docks locomotives spent all their time shunting short rakes of wagons between the quayside and the nearby BR exchange sidings. Until 1988, rail activity at Mostyn Dock mostly involved moving hopper wagons loaded with imported sulphur, which were destined for the Associated Octel chemical works at Amlwch on Anglesey. After 1988 there were still occasional deliveries of steel coil and steel section for export. In 1986 the Warwick Chemicals plant at Mostyn, which produced low-temperature detergent additives, began to receive deliveries of acetic anhydride in tank wagons from BP Chemicals Salt End Works at Hull. Mostyn Docks No. 1 is seen awaiting its next turn of duty in May 1998, some five years before it would be replaced by a 4wDH Sentinel.

(ABOVE) Until autumn 1981 all shunting at Birkenhead and Bidston Docks was undertaken by Rea Bulk Handling, a local firm of master porters and stevedores first established in the 1930s. By the mid 1960s the company was operating a mixed fleet of ten industrial diesels, comprising seven Drewry, two Baguley-Drewry, and a single Yorkshire Engine Co. 0-4-ODE (works number YE2732). Much of the traffic at Bidston Dock comprised imported iron ore and the Yorkshire Engine Co. locomotive, purchased new in 1959, was named 'Labrador', after the part of Newfoundland in Canada, where some of the iron ore was extracted. It was fitted with a 200 bhp Rolls Royce engine and BTH electrical equipment and is seen, in company of Drewry locomotives 'Pepel' and 'Theseus' and Baguley-Drewry 'Kathleen Nicholls', when stabled for the weekend at Bidston in May 1979. When Rea ceased shunting operations in 1981 most of the locomotives were stored at Birkenhead for several years before being variously disposed of, with 'Labrador' eventually being sold in 1990 to the wagon repair firm CC Crump & Co. of Connahs Quay.



The Yorkshire Engine Co. also offered a 0-6-0 version of their single-ended diesel electric shunter weighing 45 tons and powered by a Rolls Royce C8SFL eight-cylinder supercharged 320 bhp engine. Amongst the purchasers of this type were the National Coal Board and the Port of London Authority. In the years following the closure of the London Docks rail system in 1971 ten of the PLA's single-ended 0-6-0 diesel electrics were sold on to Allied Steel & Wire at Cardiff. Here they were used to shunt at AS&W's Castle and Tremorfa works. Following British Rail's decision in 1990 to reduce its own operations in the area, the AS&W locomotives were also used to shunt Cardiff Tidal Sidings and the steel terminal at Cardiff's Queen Alexandra Dock. AS&W's No. 390 'Amesbury' (formerly PLA No. 231, works number YE2756 built 1959), is pictured at Cardiff Tidal Sidings in September 1991. The former PLA locomotives replaced an earlier fleet of Hudswell Clarke industrials at Cardiff that had been bought from the Port of Bristol and, as three of these had carried names linked with the Arthurian legends, it was decided to continue the theme with the replacement fleet. In 1994 AS&W contracted out their rail operations to Wilmott Bros. of Ilkeston and subsequently No. 390 'Amesbury' was transferred to Rover's Longbridge Works in Birmingham.







(LEFT) Perhaps the finest design produced by the Yorkshire Engine Co. was their centre-cab 0-6-0 diesel electric, first introduced in 1956, which would become better known as the 'Janus' class. Named after the Roman god, whose two identical faces meant that he could look into both the future and the past, the cab provided the driver with excellent all-round visibility. They were powerful locomotives being fitted with two six-cylinder Rolls Royce C6SFL 200 bhp engines, one situated at either end. Their combined output of 400 bhp gave the 'Janus' a tractive effort of 29,000 lbs while later examples were fitted with two 220 bhp engines which increased this to 32,000 lbs. At 29ft over buffers the 'Janus' had an 11ft wheelbase with 3ft 8in diameter wheels and weighed 48 tons with a maximum speed of 23 mph. Early purchasers included the National Coal Board, while many were also sold to other United Steel Company subsidiaries including Appleby-Frodingham Steel at Scunthorpe, Steel Peech & Tozer and Park Gate Iron & Steel (both in Rotherham), Brymbo Steel near Wrexham, and the Shelton Iron & Steel Company at Etruria. In subsequent years a number of the steelworks locomotives were sold on, including works number YE2878, built 1963, which was acquired by ICI's Castner-Kellner Works at Runcorn. At Runcorn it gained the name 'RA Lawday', after the works traffic manager, a name it retained when in 1990 it moved again to the Trafford Park Company in Manchester. There it was used to trip wagons from several rail connected concerns within the industrial estate. It is pictured alongside Trafford Park Road in June 1993 when hauling loaded starch wagons from the Ceresstar plant which were initially destined for BR's Trafford Park Sidings. The wagons would later be forwarded by BR to various Scottish paper mills. Following the cessation of rail traffic within Trafford Park 'RA Lawday' was sold to RMS Locotec and has subsequently worked at the LaFarge cement in Widnes and at Tata Steel's Trostre Tinplate Works, near Llanelli.

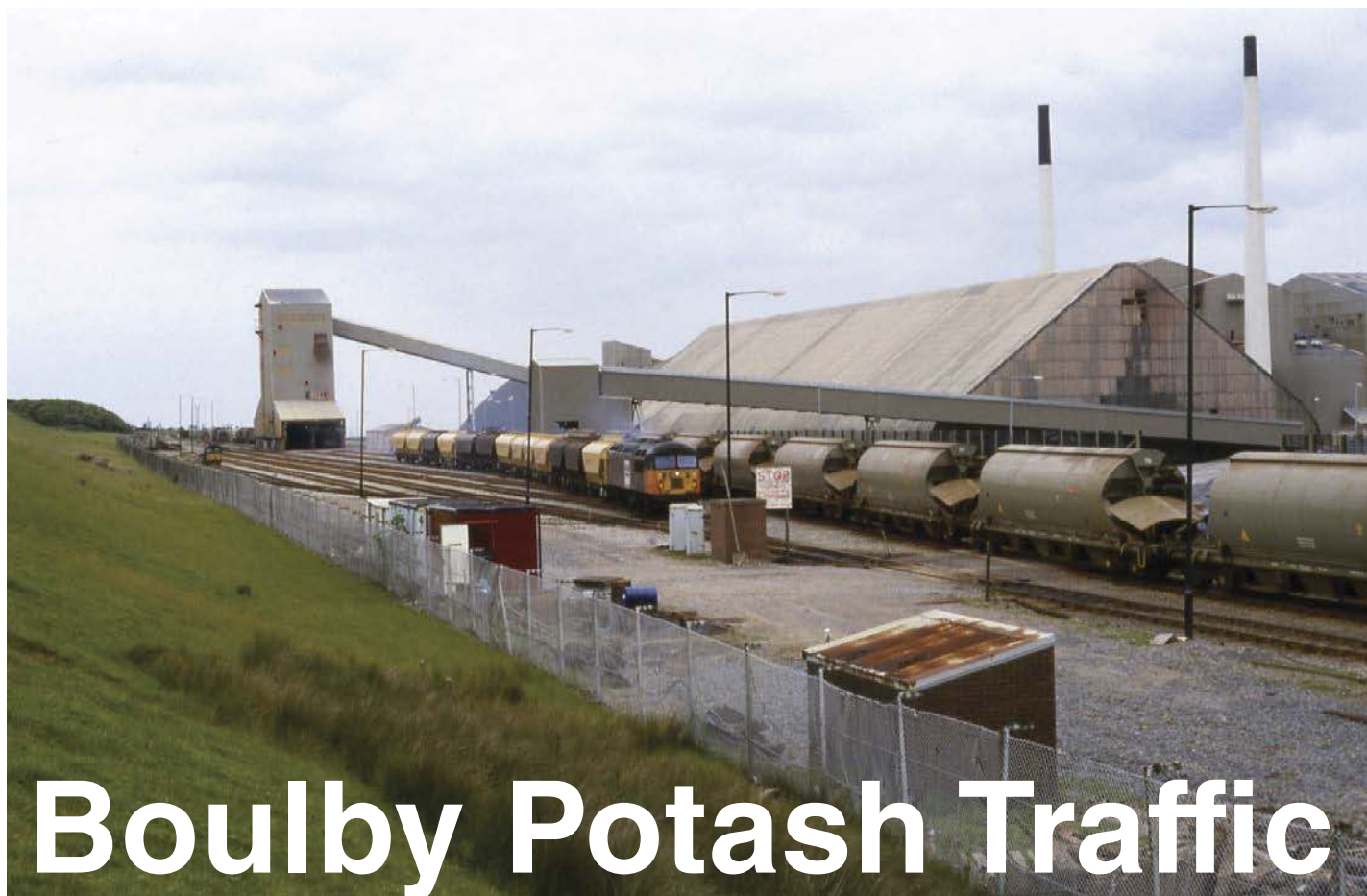
(BOTTOM LEFT) In 1963, two years prior to locomotive production ceasing at Meadowhall, the Yorkshire Engine Company also built three 375 bhp diesel hydraulic 0-6-0s (works numbers YE2910 to YE2912) which were powered by a Cummins NT400ITP engine. All three were sold to the National Coal Board and during the 1970s and early 1980s could be found working at various collieries including Abernant, Bolsover, Holmewood, Markham Main and Westthorpe. However, following the decline of the coal industry in the late 1980s YE2912 was scrapped, while YE2910 and YE2911 were sold to Wilmott Bros. (Plant Service) Ltd. and added to their locomotive hire fleet. They subsequently saw further use at Coventry Colliery and at Allied Steel & Wire in Cardiff. YE2911 is pictured outside the Wilmott Bros. workshop at Ilkeston in July 1996.

(BELOW) In the 1960s, like many other industrial diesel manufacturers, the Yorkshire Engine Co. also began to build diesel hydraulic locomotives transmissions and in 1961 and 1962 Richard Thomas & Baldwin purchased four 300 bhp 0-6-0DH end-cab shunters. They were fitted for tandem operation, for use at their Llanwern Steelworks, near Newport. In the early 1970s all four would be transferred to British Steel's Moss Bay Works at Workington. In addition to shunting around the steelworks, they were also used to haul trains of new steel rail for export over the connecting line that provided a direct link into Workington Docks.

In September 1997 BSC Workington No. 314 (ex-Llanwern No. 28, works number YE2832 built 1962) is seen positioning a train of BSC internal user wagons on the quayside at Workington. The wagons were carrying new rail to be loaded aboard the 1980 built 4,000 ton general cargo ship 'Trademed' which was bound for Nigeria. From March 2004 No. 314 spent fourteen months on loan at the Corus Track Products long-welded rail depot at Castleton, Greater Manchester. In 2007, after the closure of Moss Bay Works, it moved to Tata Steel's Skinningrove Works in North Yorkshire, which produces special steel profiles and sections.



Class 56 No. 56112 'Stainless Pioneer' in Loadhaul livery leaves the yard at Boulby on Monday 14th June 1999 with thirteen 35 Ton PAAs in a variety of liveries. The PAAs used for Boulby traffic comprised 1975 built Procor PR14152 to PR14155 plus CPL14156 to CPL14175. The CPL examples had formerly been owned by ICI Agricultural Division and prefixed ICIA. To the far left is the potash rail loading facility whilst in the middle is that used for salt. The large silo was used to store finished products prior to despatch. A rake of JGA wagons occupy the salt loading siding. Of the two chimneys on view only that closest to the photographer remains; the other was demolished when a new gas fuelled heat and power plant was built in the early 2000s.



Boulby Potash Traffic

January 1990 to December 1999

Part 2 In the second of his series of articles about the Boulby branch in North Yorkshire, Geoffrey Allen looks at traffic on the line in the 1990s.

As the 1990s began traffic on the Boulby branch prospered, but changes were in the air and the decade would witness the last hurrahs for some classes. In 1990 I would see only two Class 31/0s, another two in 1991 and that was it apart from one on ballast duties in 1992 and departmental 31549 on the 12th July 1993.

There was also a shift away from the use of Class 47s in their various guises. The last I saw on potash duties for many years was 47284 on Tuesday 21st July 1992. However, at 13:58 on Tuesday 6th October 1998, 47204 and 47361, both in original Freightliner livery, turned up quite unannounced with empties and then took out a loaded potash train at 14:15. By the time I found out they had arrived and got up to the sidings I was just in time to see them leaving, thus I have no photograph. I was unable to find out exactly why they had appeared as it transpired that they were due to take a train out of Tees Yard at 14:00. Most of the background information on this particular working was given to me by carriage and

wagon examiner Clive Walker.

The Class 37s, in their various sub types, continued to put in appearances but in ever decreasing numbers. The Class 20s, that had seemed eminently suitable for Boulby traffic, suddenly disappeared, many to Scotland. The last one I personally saw was blue 20112 partnered with 37417 on Thursday 7th June 1990. At least one other pair turned up after that date as 20046 and 20098 appeared on 6th September whilst there was also the occasional visit on the Hunslet Barclay weed killing train.

Saturday 19th January 1991 brought my first sighting of a Class 60 on Boulby traffic; the locomotive in question was 60025 'Joseph Lister'.

From June 1993 members of Class 56 began to reappear and what began as a trickle, with six sightings, turned into a flood. There were 16 in 1994, 43 in 1995, 56 in 1996, 79 in 1997 and 92 from a class total of 135 in 1998. This was the highest number of locomotives from any class seen in any year by me.



The appearance of Class 66 No. 66004 on Tuesday 17th November 1998 for trials signalled the run down of Class 56 haulage on the branch. The final year under review saw the number of '56s' seen falling to 69 engines. The last Class 56s I recorded were 56070, 56078 and 56107 on Saturday 30th August 2003, which was the last day of scheduled '56' haulage. After that date most trains were hauled by Class 66 with Class 60s backing them up from time to time.

(RIGHT) I tried for a while to get a good picture of a pair of Class 20s rounding Huntcliff. Thornaby duo 20138 and 20156 duly obliged on Tuesday 22nd May 1990 with ten 'Jolly Green Giants', weighing roughly 950 tons and bound for Tees Dock. The climb from Crag Hall box is quite challenging but shortly the two locos will finish climbing and could then ease off for the downhill stretch to Saltburn West Junction. The rear engine, 20156, seems to be making heavier weather of it than its partner and carries its unofficial name 'H.M.S Endeavour' on the solebar. The 'Endeavour' was the ship that Captain James Cook used for his famous voyages of discovery.



(RIGHT) Monday January 21st 1991 brought a real rarity in the form of Tinsley's Class 47/4 No.47425 'Holbeck'. Seen at Saltburn West Junction hauling seven PBAs, I could only assume that Thornaby had 'borrowed' it, possibly due to an earlier locomotive failure. With the exception of the '47/7s' used on rail tours to Boulby, electric train heating fitted '47s' were as rare as hen's teeth. Three minutes later 47/0 No.47201, also of Tinsley, headed south with empty 35 ton PFA container flats for Boulby. The 35 ton PFAs were in two batches, Procor 1985 built BRT92600 to BRT92609 and Procor 1986 built PR92690 to PR92702.



(LEFT) 37378, paired with shed mate 37415 of Thornaby, head a light weight train of empties for Boulby comprising five 'Jolly Green Giants', so called because of their green livery. The date was Friday 18th May 1990 and this was the first '37/4' I noted, seeing it on the previous day at Boulby where I just missed getting a photo. After a spell at Tinsley, where it gained the unofficial name 'Mt Etna', it returned to Thornaby from October 1993 to October 1994 during which period I saw it a number of times. The 'Jolly Green Giants', TOPS code PBA, were built by Charles Roberts at Wakefield and numbered from STS11401 to STS11434.



(ABOVE) At first sight this appears to be a Class 60 hauled steel train and nothing to do with Boulby traffic at all, but appearances can be deceptive. Thornaby's Class 60 No. 60050 'Roseberry Topping' heading the morning Skinningrove bloom train failed at Brotton on the single line section, blocking the branch. There being no locomotive on the branch in front of it, the decision was taken to get a following service to push it into Skinningrove Yard. Thus shed mate 37/4 No.37416, with a train of empties for Boulby, buffered up to the rear of the failed train. It then proceeded to push 60050 and its train up the incline to Huntcliff and gingerly down into the sidings at Skinningrove works. At a rough estimate, the Class 60 and its train weighed 759 tons with 37416 and its empties, twelve PBAs and one JGA weighing about 363 tons meaning that 37416 had to haul and propel about 1,122 tons, which was well over the normal limit of 720 tons. It was a truly impressive sight. The date was Tuesday 18th June 1991 and 60050 is shown safely stowed in the sidings.



(LEFT) Formerly South Wales allocated Railfreight liveried 56034, 'Castel Ogwr / Ogmog Castle', sports its bi-lingual nameplate and depot plaque from its new depot, Thornaby. It has just arrived at Boulby mine on Tuesday 31st August 1993 with salt empties from Middlesbrough Goods, comprising seven 76 Ton PXAs.

The PXA wagons used on Boulby trains came from three distinct batches: CAIB3248 to CAIB3259, NACC03260 to NACC03267, built in 1988, and sixteen Abel Fauvet 1988 built examples (sample numbers) 6790 003-1, 6790 010-6, 6790 024-7, 6790 039-5, 6790 044-5, 6790 058-5 and 6790 069-2.



(LEFT) Class 37/4 No. 37426, unofficially named 'Mt Vesuvius', arrives with 7 PXAs and carriage and wagon man, Clive Walker, hanging on for dear life! Allocated to Thornaby, when seen on Friday 4th February 1994, this engine carried the bi lingual name 'Y Lein Fach/ Vale of Rheidol' between 5th May 1986 and October 1990 . In January 1995 it gained another unofficial name, 'Macsaveus', when allocated to Immingham.

(RIGHT) Class 60, No.60007 'Robert Adam', of Thornaby shed sits in the cripple siding at Boulby on Tuesday 6th December 1994 in Railfreight Petroleum livery. The locomotive had not failed but was waiting for a train of salt wagons. Loading problems caused a delay, so the loco was put out the way so as not to interfere with any other traffic. It was only when I scanned this photo that I noticed someone had scrawled in the body side grime the words 'wash me', 'the black pig' and 'labour'.



(RIGHT) Loadhaul 56083 of Immingham rubs shoulders with 56069 'Thornaby TMD' at Boulby on Tuesday 8th October 1996. My original notes stated that 56069 had been de-rated to 2,400 hp but I cannot remember where I got this information from. If it had been de-rated this would presumably have been to reduce engine wear to keep the locomotive in traffic longer before its next projected overhaul. Can anyone clarify this?



(BELOW) On Monday 8th April 1997 Immingham's 60050, formerly 'Roseberry Topping', waits to depart Boulby with seven PBAs and three of the newer Davis built 63 ton JGAs. The salt wagons in the background are PXAs on the salt loading siding installed about 1985. This siding was the setting for an experiment to use a winch to haul empty wagons under the salt loading gantry. When full, the Cleveland Potash Ltd. shunter would draw them out. To the best of my knowledge it was never used and the increasingly rusty winch and wire rope sat at the end of the siding well into the new millennium. The TOPS coded 63 ton JGAs were essentially an updated 'Jolly Green Giant'. They were built by W. H. Davis in 1990 and numbered CPL171450 to 171456.





A very presentable 56004 is captured awaiting its load on Thursday 9th October 1997. At this time it was allocated to Immingham, along with all the other surviving Class 56s. Likewise all 60s and 66s belonged to Toton. Thus I stopped recording shed allocations except for the odd visitor from further afield, usually Class 37s. This Romanian built example was, I believe, the last of the class to carry British Rail blue livery.

Another of the Romanian batch, Immingham's 56010, is seen at Boulby. The wagons for its train are in the background, some of which have already been loaded. Transrail livery, was in my opinion, a clever means of re-branding without going to the expense of a repaint. However, on another locomotive I saw at Boulby, one wag saw fit to alter the second letter R to an N thus resulting in Transnail! The date was Monday 23rd March 1998.



Mainline Blue liveried 60044, 'Ailsa Craig' of Toton depot, halts at the end of the one train working section from Crag Hall. To the right of the lamp post is the token hut housing a Tyers No. 6 token machine, one of very few still in use. Many railway publications state that the train control terminal is in the rail loading building but, in all my time there, this hut was the sole means of controlling traffic. Once when it broke down spares to repair it were sourced from a similar machine in York Railway Museum!

Pristine 60077, formerly 'Canisp', is in Mainline livery when seen at Boulby on Sunday 5th July 1998. Few locos visiting Boulby were this clean. As train loads increased after 2000, the need for Saturday and Sunday working reduced so they became a very rare event.



56114, in EWS Livery, accelerates across bridge 4a near Skelton with ten 'Jolly Green Giants' on the evening of Thursday 25th June 1998. Later the same evening I saw it coasting down with sixteen loaded PAAs. This bridge, and a similar one at Brotton, were needed because of the construction of the new Skelton and Brotton bypass road. They were assembled to the side of the railway, the embankments were then removed and the bridges pushed into position.



A TOPS train listing with 66004 in charge of its Boulby to Tees Dock train on Tuesday 24th November.

24/11/98

WTT NO 6F15C

TIME 1142

DATE 24/11/98

6F15C 13.39 BOULBYMIN TO TEESDOCK

FROM BOULBYMIN TO TEES DOCK

SQ WGN NUMBER CL TPB LH WEIGHT BF SPL HD DESTN R C HAZARD TAG

09 SETOUT 15635 TEES DOCK

66004 A 127.000 68

01 NACO 19262 JGA 57 217.100 107 H 15635 914

02 NACO 19269 JGA 114 307.260 146 H 15635 914

03 NACO 19264 JGA 171 397.460 185 H 15635 914

04 NACO 19259 JGA 228 487.520 224 H 15635 914

05 NACO 19253 JGA 285 576.420 263 H 15635 914

06 9382-035-1 JIA 338 639.300 303 H 15635 914

07 NACO 19273 JGA 395 729.240 342 H 15635 914

08 NACO 19265 JGA 452 819.400 381 H 15635 914

09 NACO 19251 JGA 509 908.200 420 H 15635 914

908.200 TONNES 509FT 420 POT AIR B/F

TRAIN LIST ACCEPTED SEE WM P6 C2/3,C3/7.

THE PROVISIONS OF THE RULE BOOK SECTION H HAVE BEEN CARRIED OUT. THE TRAIN IS IN GOOD ORDER TO PROCEED.

PREPARED BY SIGNED DEPOT GRADE

ISSUED AT TEES YARD SUPVR VALIDATION

AUTHORISED ACTUAL

MAX LOAD 1150 TNNs 909 TNNs ACTUAL LOAD

OR :-

NUMBER OF WAGONS 0 9 NUMBER OF WAGONS

BRAKE FORCE TYPE E1

FOR ACTUAL LOAD- 268 TNNs 420 TNNs BRAKE FORCE AVAILABLE (AIR)

RA 8 8 HIGHEST R/A IN TRAIN

LENGTH LIMIT 0060 SLU 509] FEET ACT LENGTH 25 SLU

LOCO CLASS 66 60 MPH MAX TRAIN SPEED

0 PIPED VEHs IN POTENTIAL

BRAKED PORTION OF TRAIN

TRAIN SINGLE PIPED FROM ENG

] = EXCL . POWER LOCO (S)

DRIVERS SLIP

TO BE HANDED TO DRIVER BEFORE COMMENCEMENT OF JOURNEY

6F15C 13.39 BOULBYMIN TO TEESDOCK

AUTHORISED ACTUAL

MAX LOAD 1150 TNNs 909 TNNs ACTUAL LOAD

OR :-

NUMBER OF WAGONS 0 9 NUMBER OF WAGONS

BRAKE FORCE TYPE E1

FOR ACTUAL LOAD- 268 TNNs 420 TNNs BRAKE FORCE AVAILABLE (AIR)

RA 8 8 HIGHEST R/A IN TRAIN

LENGTH LIMIT 0060 SLU 509] FEET ACT LENGTH 25 SLU

LOCO CLASS 66 60 MPH MAX TRAIN SPEED

0 PIPED VEHs IN POTENTIAL

BRAKED PORTION OF TRAIN

TRAIN SINGLE PIPED FROM ENG

] = EXCL . POWER LOCO (S)

(BELOW) Tuesday 17th November 1998 was a momentous day in the history of the branch. For the first time since I had started photographing the branch a locomotive that had not been made in Europe appeared. A brand new 66004 stands awaiting its load; the crew look a bit bemused as if they do not know what to make of it. In time these foreign invaders would see off the Class 37s, 56s and almost all of the Class 60s on Boulby branch traffic, leading to the situation in 2019 where in they have a virtual monopoly. The builder's plate on the cab gave the following information: Model JT42 CWR, Serial 968702-04, Date 08-98



The TOPS consist for a loaded oil train from Lindsey to Boulby which ran on Thursday 14th May 1998.

14/05/98									
DETAIL. CONSIST FOR 216N851 14. BOOKED ID 6N851									
2344 WO LINDSEYOR - BOULBYMIN									
BUSINESS SECTOR 7 TRAIN CATEGORY B									
DEPARTED TEESYARD AT 0415 14									
ETA BOULBYMIN AT 0522 14									
TRAIN FILE ADDRESS IS CMF STATION COUNT IS 39									
09	SETOUT	15684	BOULBYMIN						
06	60026	ENAN	A	3100	129	74	8	060	0 B M TO F00 2013 0000A 0410B 00
09	SETOUT	15684	BOULBYMIN						
FINA	85636	L	TEA	60	60	0	102.000	17	91F15684 PPFUEL NDA M 21204 0000PF
FINA	85621	L	TEA	60	60	0	102.000	54	91F15684 PPFUEL NDA M 21204 0000PF
FINA	85622	L	TEA	60	60	0	102.000	54	91F15684 PPFUEL NDA M 21204 0000PF
FINA	85623	L	TEA	60	60	0	101.950	54	91F15684 PPFUEL NDA M 21204 0000PF
FINA	85620	L	TEA	60	60	0	102.000	54	91F15684 PPFUEL NDA M 21204 0000PF
FINA	85640	L	TEA	60	60	0	102.000	52	91F15684 PPFUEL NDA M 21204
FINA	85649	L	TEA	60	60	0	101.950	55	91F15684 PPFUEL NDA M 21204
7	LDS	0	MTYS	714	TONNES	420	FT	340	POTENTIAL AIR BRAKE FORCE
7	LDS	0	MTYS	714	TONNES	420	FT	340	POTENTIAL AIR BRAKE FORCE
1	UNITS	3100	HORSEPOWER	129	TONS	70	FT	74	BRAKE FORCE
490	FT-TOTAL TRAIN LENGTH							414	TOTAL TRAIN BRAKE FORCE

Mainline freight Class 60 No. 60075, formerly 'Liathach', crosses Shepherds House crossing to the north of Brotton on Wednesday 21st July 1999 with the returning empties to Lindsey oil refinery. At this time the Boulby train comprised seven 72 ton TEAs. In the early 1990s the Boulby train ran from Stanlow in conjunction with a portion bound for Scarborough and split at York into separate trains. When the Scarborough terminal closed the Boulby train continued running from Stanlow before eventually transferring to Lindsey. The TOPS code 72 Ton TEAs used on Lindsey services were Charles Roberts' built FINA85616 to FINA85644 excluding the following FINA85633, FINA85637 and FINA85642. A second batch came from Procor namely FINA85645, FINA85646, FINA85649 and FINA85650 to FINA85652.



66035 sits at Boulby on 16th June 1999 alongside a hired in shunting locomotive. When photographed, this loco was being used in the filming of a promotional video by EWS.



66126 is seen at Shepherds House crossing near Brotton on the climb towards the summit at Huntcliff on a cold and frosty Thursday 23rd December 1999. Its load on this occasion was 5 PBA 'Jolly Green Giants', one JGA and 16 PAAs. As each PAA was roughly equivalent to one PBA the load was equivalent to fourteen PBAs or about 420 tons.



This series of articles will continue with a look at traffic to and from Skinningrove Steel Works for the same period, from 1981 to 1999.

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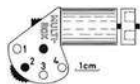
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LOOKING BACK

In 'Looking Back' page 19 TRACTION 249 Neville Fickling asked about the reliability of the 'Blue Pullmans' compared to the D63xx type. The simple answer is that the Pullmans had MAN engines built in Germany and the D63XX and the D833-D865 'Warships' had North British built engines which, unfortunately, were of an inferior build. I used to be a fitter at Old Oak Common (81A) and one of the biggest problems was the head and exhaust gaskets which we were always replacing. The Maybach engines in the Swindon built Warship were much more reliable. This was one of the reasons that the Southern Region only wanted Swindon built 'Warships' for the Waterloo to Exeter trains. We used to do engine changes on the 'Warships' and D63XXs in the 'Factory' at Old Oak Common, but the Pullmans always went back to Swindon for engine changes. One other reason that Old Oak Common had the North British 'Warships' was because the London Midland Region requested them when working on the Birmingham services. The exhaust on the NB locos vented at an angle missing the overhead electric wires, whilst the Maybach exhaust vented vertically straight on to the electric wires and the LMR though this might dislodge the wires.

DEREK EVERSON BY EMAIL

TRACTION 249

I just wanted to say how much I've enjoyed TRACTION 249. Two things really stood out. The first was the wonderful photo, by Trevor Ermel, of D1036 at Exeter on pages 20/21. It is so full of period detail: the chatting crew, the van behind the loco, the superior (in my view!) Mark 2 coaches, the platform trolleys and 'Brutes', the semaphore signals and the Laira DMU set, all bathed in that lovely early-summer light that just reminds me of school holiday days spent on a platform somewhere, full of eager expectation. The image works so well across the double page that I honestly have struggled to turn over. I hope large-scale images like this will be a regular feature of the new 'super-size' Traction! I like the Liverpool Street shot on pages 56/57 too. Sadly, I only managed to see two 'Westerns' in BR service (D1040/66) but have always admired the class and pictures like this one really make you wish you could have been there.

The 'Afternoon at Waterloo' article by Andy Sparks was a very enjoyable read, made all the more so because I remember doing exactly the same thing. When visiting London, I tried to fit in a quick detour to Waterloo to see which locos were stabled in the bays at the end of the roadway between platforms 11 and 12. I did this many times in the 1980s, both as an undergraduate and later, when working as a freelance illustrator, though seldom with a camera. Being a northerner, like Andy, I rarely saw '33s' and '73s' and so it became a relatively easy way to get another couple of under-linings in the book. On one memorable occasion, I diverted to Waterloo before taking my illustration portfolio for a potential client to view. I was heading along between the platforms, not looking where I was going, when I went flying on a patch of spilt oil. My trousers, fortunately dark, ended up covered in oil and my portfolio case still has the scratches from its sudden impact with the ground. Not an ideal state in which to present yourself to anyone but the subsequent meeting went well.

CHRIS LENTON BY EMAIL



D6707 and D6959

I enjoyed the article by Neville Fickling in TRACTION 249. I worked for BR as a secondman at Wath Depot in the 1960s and 1970s. D6959 to D6968, were at Wath and were fitted with air brakes and indeed were transferred away. In 1967 and 1968 Wath got some vacuum brake fitted replacements: D6701- D6710. In answer to Neville's query about D6959. I was on it again in March 1968 working 8T63 trips between Wath Yard and Silverwood Colliery and again on a ballast train 9G13 between Wath and Barnsley in June 1973.

Now to the question about D6707 which Neville said was nearly named. I think it was actually named 'The East Anglian Regiment', but only for a short time, and the name plates were soon removed. D6707 came to Wath as part of the exchange and the first time I was secondman on this engine was in July 1968 whilst working 8T65 Wath to Tinsley and back.

I ended my service for BR in 1974 just as the TOPS re-numbering scheme came into operation. In all I was secondman on 104 different Class 37s.

JOHN WILLOUGHBY, ROTHERHAM

Stranraer

Based on information from my own notes and from that contained in books by Paul Shannon and Michael Rhodes, Speedlink flows to Stranraer, in addition to those mentioned in the article, also included cars from Longbridge, Ellesmere Port, Immingham and Morris Cowley, chemicals from Teesside, cider from Hereford and Taunton, fertiliser from Immingham, preserves from Kings Lynn and resin from Duxford. Most, if not all, of these would have been for onward shipment to Ireland, with some traffics managing to survive up until the demise of Speedlink in July 1991. There was also agricultural lime from Shap for local distribution to farmers. The Stockton Haulage terminal at Stranraer was established in 1979, mainly for steel traffic from Scunthorpe and Teesside, but with additional business from other steel plants including Shelton.

A couple of trunk Speedlink services (6S66 and 6S75) were mentioned in the article. 6S66, as of August 1988, was a working from Tyne Yard (it used to start from Tees Yard and later from Scunthorpe). The only reference I could find of 6S75 was that it used to be a Severn Tunnel Junction to Mossend Speedlink, so I believe the train the author may have meant was 6S45 from Carlisle. Any Speedlink business destined for Stranraer, but remaining at Falkland Yard due to the weight restrictions on 6S45 or 6S66, was sometimes accommodated for by extending the 6S59 Speedlink from Tees to Falkland through to Stranraer (6S59 later became a Tees to Stranraer Metal sector service).

JOHN WILLOUGHBY, ROTHERHAM



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