

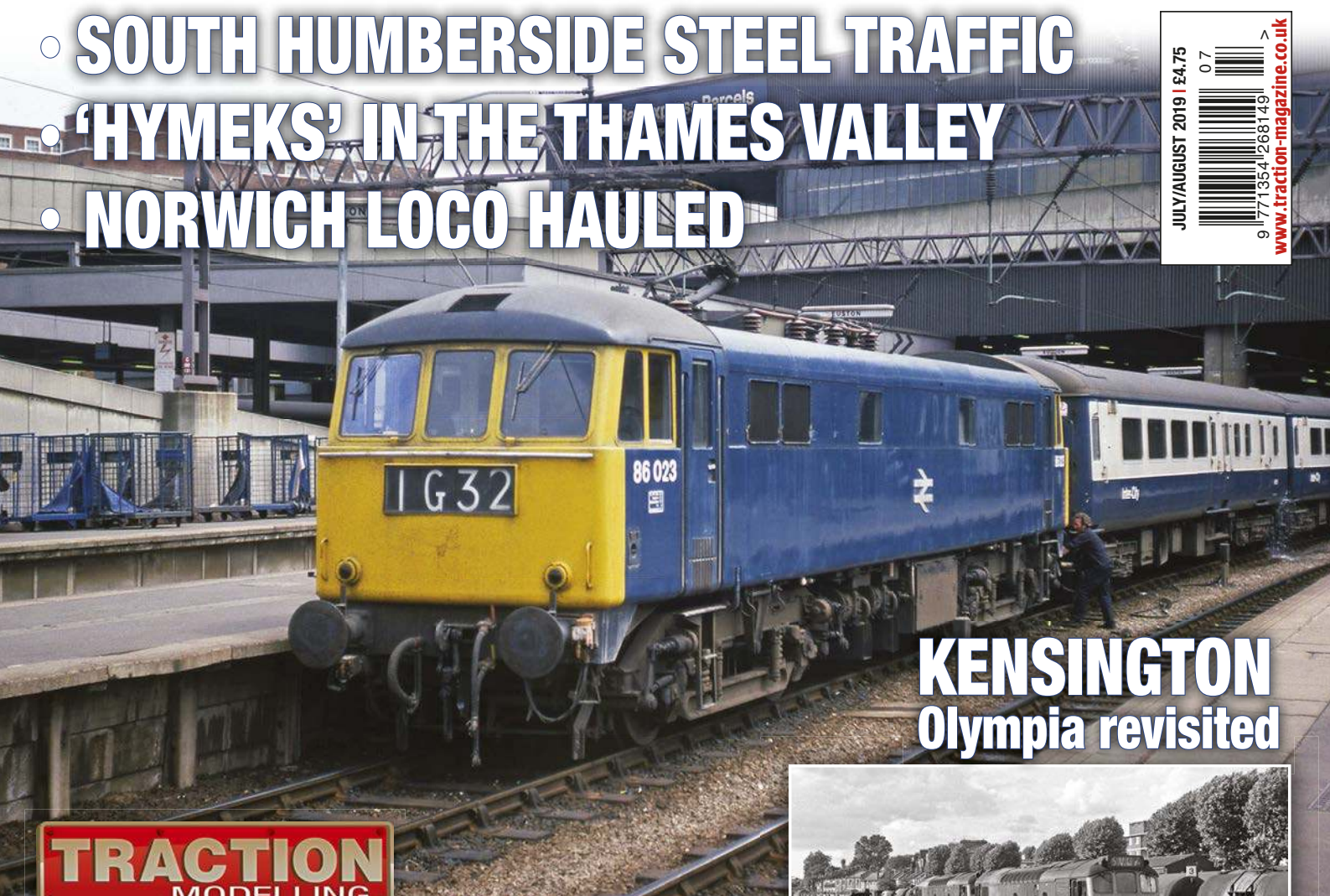
TRACTION

A CELEBRATION OF CLASSIC DIESELS & ELECTRICS

ISSUE 252
JULY/AUGUST 2019

EUSTON 1975 THE DAYTIME SHIFTS

- SOUTH HUMBERSIDE STEEL TRAFFIC
- 'HYMEKS' IN THE THAMES VALLEY
- NORWICH LOCO HAULED



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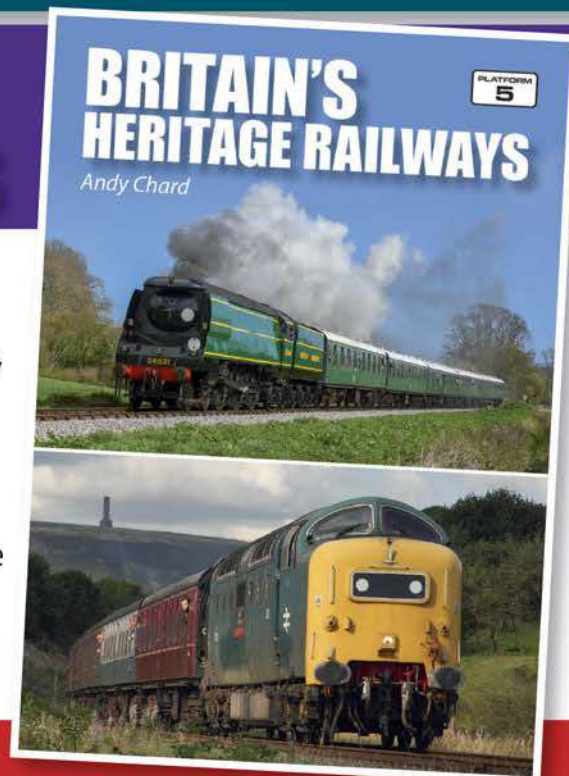
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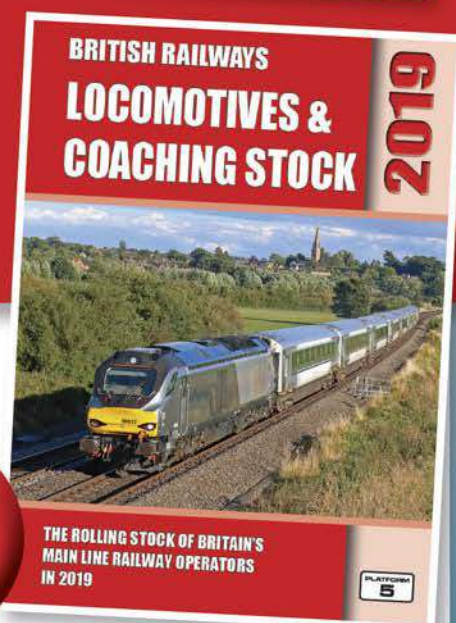
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TRACTION
issue 253 will
be on sale
Friday 2nd
August



Welcome

Welcome to the July and August edition of TRACTION.

In this issue we start with a look at the freight scene on South Humberside in the 1990s. David Ratcliffe photographed and recorded details of the steel traffic being exported through the docks at Grimsby and Immingham.

The 'Hymek' hydraulic locomotives were one of the shortest lived classes of British main line diesels and, whilst successful and reliable, they fell foul of the decision to concentrate on diesel electric propulsion. Andrew James looks at their work on express trains in the Thames Valley to see how they performed.

2019 marks a significant change in rail operations in East Anglia with the ending of locomotive hauled trains to Norwich and Great Yarmouth. We have two features to record the changes that have taken place over the years. Steven Goodrum looks back to the days of Class 47 hauled summer Saturday trains to Great Yarmouth in 1993, whilst Gavin Morrison's photos of the Norwich area between 1979 and 2001 show the variety of power that could be seen in the city.

Andy Armitage concludes his account of working at Euston Power Signal Box in the 1970s with a detailed look at day time operations and the problems that occurred from time to time.

Rail tours are notorious for delays but nobody could have predicted the problems of the 'County Durham Crusader' one Saturday in March 1979. Not only was there heavy snowfall but, earlier that day, the disastrous collapse of the roof of Penmanshiel Tunnel had thrown the East Coast Main Line into chaos. Lewis Bevan describes the events of the day and the later successful re-running of the train in May of the same year.

Kensington Olympia and the West London Line have featured several times in TRACTION over the years but, with more information now available, David Hayes returns with a detailed look at everyday freight operations in the 1970s, when the line was busy with an incredible variety of traffic.

Colin Boocock concludes his article considering the parallel development of German electric locomotives on both sides of the Iron Curtain. In a perhaps surprising development, many of the former East German locomotives migrated west, where many of them continue to work long after most of their West German equivalents had gone to the scrapyard.

Finally, we have two short photo features; the single unit Class 128 parcels DMUs and timber trains in the Republic of Ireland.

In TRACTION MODELLING, we take a look at Allan Cromarty's Oulton TMD layout, which was expanded far beyond the original plan to build a diesel depot. Will Thompson returns with some more ideas of improving and modifying Hornby Class 60s. The next issue of TRACTION will be on sale on Friday 2nd August.

Stephen



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86023 is seen ready to leave Euston with the 13:40 Euston to Wolverhampton on 3rd July 1975.
GRAHAM SMITH/ RAIL PHOTOPRINTS



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While the north Lincolnshire line is well known for the frequent iron trains that run between Immingham and Scunthorpe, the area has also seen a considerable volume of semi-finished steel transported by rail. The Appleby-Frodingham steelworks at Scunthorpe was first opened in 1890 and over the next hundred years grew considerably, so that by 1990 it was producing over 4 million tonnes of steel a year. Most of this output, in the form of steel plate, section, and rod, was despatched by road but around 30% was forwarded by rail, with some of the rod and section being destined for export through the ports of Goole or Immingham.

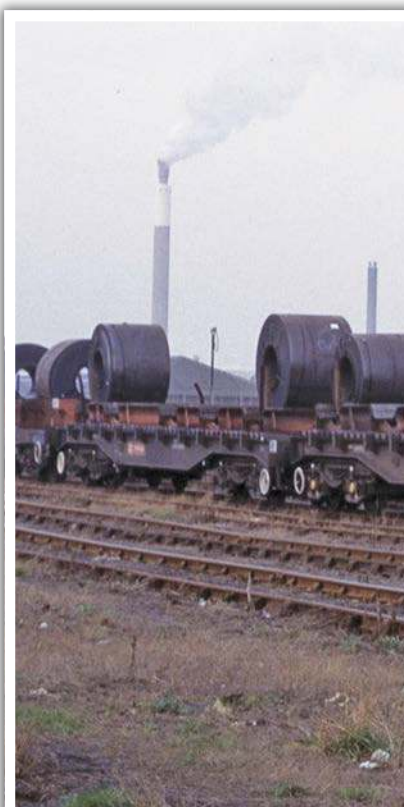
In 1990, dependent upon the level of export traffic, up to eight daily trip workings might run between Scunthorpe West Yard and Immingham, and, on 13th October 1990, Class 47 No. 47287 was recorded arriving at Immingham Reception Sidings with 6T48, the 10:50 from Scunthorpe, which was formed of BDA and BMA wagons all loaded with steel section.

South Humberside Steel

David Ratcliffe looks in detail at the wagons used on steel traffic operations on South Humberside during the 1990s.



Until the next ship arrived at Immingham Dock some of the steel section would be stockpiled at Immingham Railfreight Terminals (IRT), a storage company located at the eastern end of the dock estate. IRT had its own private siding, connected to the Grimsby Light Railway near Immingham East Junction, and on 28th August 1990 the Immingham trip pilot, Class 08 No. 08743, is seen shunting a train of sheeted steel section outside the terminal.



In the 1990s a Class 08 could also be found handling steel traffic at Grimsby Docks where the local stevedore company, Humberside Sea & Land, had purchased No. 08871 from BR to shunt wagons between the quayside and Grimsby Brickpit Sidings. Repainted in HS&L's light blue livery No. 08871 is pictured hauling a rake of loaded coil wagons from the dock alongside Westside Road on 28th July 1992. The '08' would remain at Grimsby until 1996 when the steel traffic ceased, subsequently being sold to Cotswold Rail.



A mixed bag of BIA, BNX, BSA, BVW, BWA, BXA, BYA, and BZA wagons were allocated to the coil traffic from Grimsby and this could occasionally cause problems when the larger coils were inadvertently loaded onto the wrong wagon type. On 31st October 1995 Class 37 No. 37519 shunts out pair of BWAs, which had mistakenly been loaded with 30 tonne coils, so that they could be returned to the quayside to be unloaded again.



For several years in the 1980s and 1990s Grimsby Docks played host to a lucrative two-way movement of stainless steel. Stainless slabs, produced at BSC's SMACC (Stainless Melting and Continuous Casting) Works at Tinsley Park in Sheffield were railed to Grimsby Dock, from where they were exported to Germany, Holland and Sweden for rolling into coils. These stainless coils were then being shipped back to Grimsby from where they would be forwarded for finishing to BSC's SPACE (Stainless Plate and Coil Expansion) Works which was located to the east of Tinsley marshalling yard at Shepcote Lane. Class 20s Nos. 20092 and 20169 prepare to leave Grimsby Brickpit Sidings with a load of imported coils for Tinsley on 28th July 1992.



(LEFT) As well as Class 20s and 37s, Class 60s could also be seen working some of the steel trains from Grimsby with recently repainted No. 60008 'Gypsum Queen II' seen waiting to leave Brickpit Sidings for Tinsley on 9th October 1995. Coupled to the locomotive is a BNX, which together with the BVW and BSA, were the only wagon types fitted with cradles suitable for the carriage of the massive 30 tonne coils.

(BELOW) Like the BNXs, the BVWs had originally been fitted with hoods but these were not required for the stainless steel traffic with BVW No. B949083 being recorded at Grimsby in July 1992.



The stainless steel slabs for export were carried from Tinsley Park Works to Grimsby by a mixed pool of BBA and BDA wagons and Class 37 No. 37512 'Thornaby Demon' is seen at Brickpit Siding with a rake of empty BDAs for return to Sheffield in July 1992.



(LEFT) Two tier slab loading was the norm on the BDA wagons. Here two rakes of BDAs, including No. 950426, await transfer to the quayside at Brickpit Sidings in July 1992.

(BELOW) The 75t capacity BBAs could carry three tiers of slabs as can be seen on No. 910561 which was recorded at Brickpit Sidings in October 1995.



In 1996 the steel traffic through Grimsby was transferred to Immingham and in August of that year Class 37 No. 37 694 was recorded at Immingham Mineral Quay as its rake of BSA wagons were loaded with imported coils.



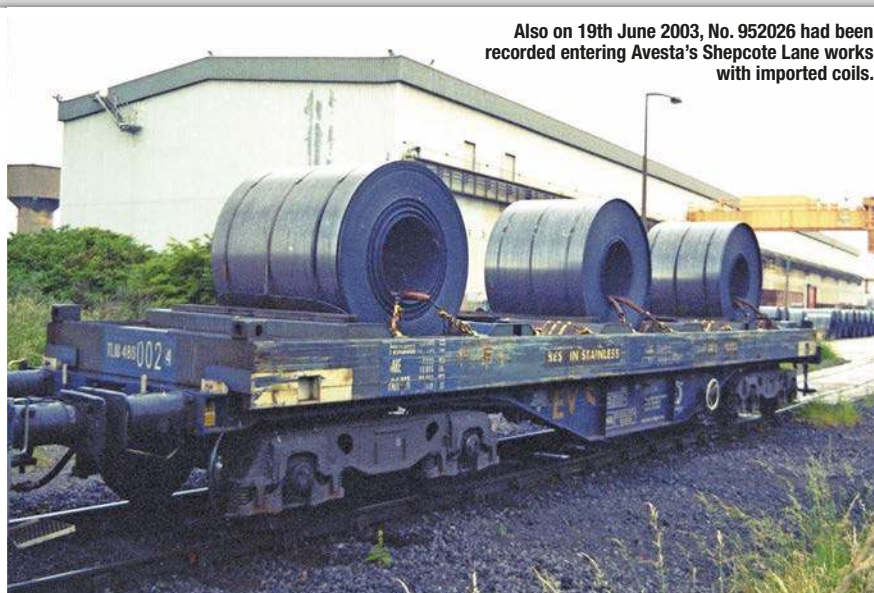
The BVAs could carry both the stainless slabs and coils. No. 952021 waits to leave Tinsley Yard for Immingham on 19th June 2003.





BSA No. 900023 is loaded with imported steel coil at Immingham Mineral Quay on 23rd August 1996. By this date the wagon fleet had been rationalised with only BIAs, BSAs, and BZAs being used for this traffic, although they would all be replaced in 2001 by new BVA wagons which were designed to carry a removable 'cassette' which could be loaded with either coil or slab.

Following privatisation of the steel industry, the ownership of the stainless steel works in Sheffield passed to the Swedish company Avesta. Class 60 No. 60038, seen shunting empty BVAs at Tinsley on a very wet June day in 2003, had been named 'AvestaPolaris' at the DFDS's Immingham terminal in March 2002.



Also on 19th June 2003, No. 952026 had been recorded entering Avesta's Shepcote Lane works with imported coils.

'Hymeks' in the Thames Valley



Although the headcode suggests this is a train for the Bristol area it is in actual fact an empty stock working from Paddington to Old Oak Common. It is seen passing Royal Oak station on 25th April 1973, headed by Hymek No. 7009 with its D prefix painted over. BRIAN MORRISON

Andrew James looks at the performance of the short-lived diesel hydraulic 'Hymek' locomotives on passenger duties out of Paddington, and suggests that they were 'sheep in wolves' clothing'.

The name 'Hymek' is derived from the Mekydro transmission system; this utilizes a single torque converter in unison with an automatic gearbox. This system was also employed in the Swindon production batch of 'Warships'. Gear changes on the 'Hymek' occurred at 26, 42.5 and 70 mph, providing full power to at least 90 mph which was their maximum design speed. This ability was something that was absent in contemporary diesel-electrics, leading to a dip in power at maximum speed levels.

If ever there was a surprisingly powerful locomotive, it has to be the 'Hymeks'. Visually their diminutive size and effete appearance make them seem more at home trundling along with a few milk wagons on some backwater in Devon. They certainly did this, but there was always a decent amount of express work allocated to them. The first indication you get that all is not what it seems is an acoustic one. A visit to YouTube reveals the business-like chatter of the Maybach MD870 engine which, in the author's opinion, when 'opened out' from a rest, sounds quite menacing.

Timing them out of Paddington from the late Sixties to their premature demise in 1975 often revealed that they had a 'kick like a donkey' at high speed, as the logs in the tables will testify. Like their other hydraulic contemporaries they weren't emasculated by the generator 'unloading point' which afflicted the performance of the competing

diesel electrics at the highest speeds. The other factor in their favour, somewhat perversely, was their erratic power settings which often seemed to be in excess of the quoted 1,700-1,740 bhp.

Colin J. Marsden wrote in *Modern Railways Pictorial Profile 8*: 'The opportunity to use the Maybach 16-cylinder power unit undoubtedly made the design a practical proposition as a twin engine Type 3 would have been uneconomic to construct and operate. In application the Maybach MD870 was rated at 1,750 BHP but the engine was capable of developing 2,000 BHP which would have taken a locomotive so rated into

the Type 4 group. The actual power output of the 'Hymeks' has always been a matter of debate; the laid-down output on official technical documents indicates 1,700 hp, but Swindon Works usually set the engines to operate at 1,750 HP. On some occasions, particularly in the latter years, various upratings were made by BREL Swindon Works and Old Oak Common to produce a power output of probably nearer 1,850 bhp'.

How Good were the 'Hymeks'?

Michael Oakley in his absorbing article 'How Good were the 'Hymeks'?' echoed similar sentiments. 'Funny lot the Hymeks; you

Table 1

Predicted speeds on level track	load	mph	dbhp/rhp
Hymek 1740 BHP	7/245/260	89.7	771/1293
Hymek 1850 BHP	7/245/260	91.8	816/1371
Warship (2200 BHP) D833-D865	7/245/260	98.4	963/1626
Class 31	7/245/260	83.7	656/1068
Castle DC	7/245/260	92.3	826/NA
Castle SC	7/245/260	86.7	713/NA
Hall	7/245/260	82.8	639/NA

load: 7/245/260 = number of coaches/ unloaded weight/ loaded weight in tons

never knew what quite to expect next. The more so in that so few people even now seem to know precisely what ought to be expected...'

In the same account there are eight power estimates behind the locomotives on the 1 in 100 Chipping Campden bank between Mp 101½ and 97¼ which reveal an erratic picture. D7000 was undoubtedly the star performer in 1973 it would seem, capable of around 1,950-2,000 BHP if my estimates on an Excel spreadsheet are accurate. At the other end of the scale D7028 could only manage around 1,480 BHP, highlighting a large difference in power where theoretically it should have been limited to +/- 2 percent. This reflects the tolerance in the governor band; or 35 HP either way in real terms assuming a nominal rating of 1,740 bhp. To give a basis for comparison in table 1: two power ratings are given for the class and relate to level track. Other comparisons with their predecessors, successors and one contemporary are also given. They are based on welded track which marginally reduces the rolling resistance and hence less power is needed to attain the same level of speed in comparison with the traditional jointed rail. However, like all these processes there



Table 2		run 1		run 2		
	Date	24/06/1960		8/7/1972		
	Train	11:30 Paddington-Plymouth		20:30 Paddington-Worcester		
	Motive Power	6025		D7044		
	Load	9/312/330		7/249/270		
	Recorder	D.Maidment		A.Varley		
Miles		m s	mph	m s	mph	[sch]
0.00	Paddington	0 00		0 00		
1.10	Westbourne Park	3 04		2 40	46/55	
					sigs	
5.73	Ealing Broadway	7 24	55/signals	7 57	64	
7.23	Hanwell	9 02	signals	9 24	70	
9.08	Southall			10 52	74	
10.90	Hayes	25 12		12 20	76.5	
13.09	West Drayton	28 04	60	14 04	82.5	
14.56	Iver		70	15 08	84.5	
16.10	Langley			16 13	85.5	
18.29	Slough	32 48	80	17 43	88.9	
20.78	Burnham			19 26	89	
22.30	Taplow	36 03	80	20 28	88/87	
24.11	Maidenhead	37 28	81/83	21 42	88/87	
30.89	Twyford	42 50	77	26 21	86/87	
35.83	Reading	47 53		30 48		[32]
Maidenhead-Twyford 1 in 1320						
run 1 edhp/rhp/mpH NA						
run 2 edhp/rhp/mpH 876/1408/87.5						

D7057 approaches Paddington with an up service from South Wales on 30th July 1964.
CHRIS DAVIES/ RAILPHOTOPRINTS

are a number of caveats. Firstly at the speeds quoted, infinitesimal acceleration and deceleration on actual runs can produce vacillations in power as it goes up exponentially at high speeds. Secondly the estimates are only as strong as the weakest data, analogous to a weak link in a chain. This is not meant to be a criticism of the recorders of these runs who were bereft of GPS, calculators and electronic stop watches. GPS only came on stream more than two decades after the demise of the 'Hymeks'.

Paddington to Reading

The route from Paddington to Reading is as straight as a dye and has been referred to in the past by performance commentators as 'Brunel's billiard table'. Superficially, when one looks at the gradient profile, they seem trifling in comparison with other exits from the Capital, but a slight upgrade in terms of power can be easily underestimated. Take our 'Hymek' run with a 7 coach consist on run 2 in Table 2 by way of an example.

On level track at a constant 90 mph this would require 790 DBHP=EDHP (constant speed on level track) where if the same load is going up a 1 in 1,320 gradient this would require 930 EDHP, a marked difference. Put another way, this is the equivalent of adding at least an extra coach on the drawbar to achieve the same speed as on the flat. Perhaps the best place to appreciate this is on the same inclination from Maidenhead to Twyford, where the speed of D7044 fell from 88mph to 86 at the latter.

Table 2 represents a Hymek comparison

with the old order in the form of a double chimney 'King': the ultimate in GWR locomotive development. The steam locomotive was heavily checked as far as West Drayton and, ironically, this was the catalyst for the good running that ensued; anything over 75 mph with this load was thought to be exceptional. Scheduling in the steam era, with few exceptions, was not below 40 minutes for the 36 miles to Reading even for the lightest loads and so there was no need for crews to exert their steeds.

The best section for comparison was undoubtedly from Slough to Maidenhead and, even allowing the fact that D7044 was pulling two coaches less on the drawbar than the steam loco, the 'Hymek' takes the honours here. It should be pointed out that, in terms of power classification, the steam loco was an 8P, the same classification as a Duchess or an A4, whereas the 'Hymek' was only regarded as a 5MT and was intended to replace the 'Hall' class which was in the latter power bracket.

'Hymek' versus 'Warship'

Table 3 makes a comparison with one of the North British production batch of 'Warships' which shared the Hereford duties with the 'Hymeks'. These locomotives were rated at 2,200 BHP and were barely heavier than a 'Hymek'. Unfortunately their MAN engines suffered from overheating and as a result full power bursts were either limited or non-existent. This is just about the best run I have discovered for a member of the class and only a little below par if my elementary

(BELOW) Having brought in an express, D7022 tails the empty stock as it leaves Paddington for Old Oak Common Carriage Sidings on July 27th 1963.
RAILPHOTOPRINTS

Table 3		run 3		run 4		
	Date	17/10/1970		11/8/1970		
	Train	18.15 Paddington-Hereford		20.15 Paddington-Worcester		
	Motive Power	D839		D7036		
	Load	9/315/335		7/245/260		
	Recorder	D.Adams		A.Varley		
Miles		m s	mph	m s	mph	[sch]
0.00	Paddington	0 00		0 00		
	Westbourne					
1.10	Park	2 50	41	2 22	45	
	Ealing					
5.73	Broadway	7 11	73	6 53	73	
7.23	Hanwell	8 31	77.5	8 12	77	
9.08	Southall			9 34	78.5	
10.90	Hayes	11 11	83.5	11 02	81.5	
13.09	West Drayton	12 48	87.5	12 36	86	
14.56	Iver			13 36	87	
16.10	Langley	14 49	90	14 39	87.5	
18.29	Slough	16 17	90.5	16 09	88	
20.78	Burnham	17 59	87	17 51	86.5/87.5	
22.30	Taplow			18 54	88.5	
			88.5/			
24.11	Maidenhead	20 16	eased	20 09	88/89	
30.89	Twyford	24 51	85	22 43	89/sigs	
35.83	Reading	29 13		30 01		[32]
Maidenhead-Twyford 1 in 1320						
run 3 edhp/rhp/mpH NA						
run 4 edhp/rhp/mpH 894/1408/89.1						

Maidenhead-Twyford 1 in 1320

run 3 edhp/rhp/mpH NA

run 4 edhp/rhp/mpH 894/1408/89.1



calculations are correct, producing around 2,100 BHP on the section from Ealing Broadway to West Drayton as opposed to the rated 2,200. D839 was eased at Burnham it would seem, where full power was subsequently reapplied to Maidenhead which saw the speed rise from 87 mph to 88.5 mph. Another easing occurred between Maidenhead and Twyford which may have been due to the problem referred to above. Run 4 was another effort timed by Alan

Varley behind D7036 and was a shade better than run 2 on the 1 in 1,320 between Maidenhead and Twyford, as can be seen from the log with the speed rising from 88 mph to 89 mph rather than falling in the opposite direction which occurred in run 2.

Heavy trains

In table 4 we move up the loading scale and, interestingly, feature the work of D7033 on two consecutive days between Paddington

and Maidenhead. Not surprisingly, the work on both occasions was very similar and again features power above the nominal rating. Estimates of around 1,870 BHP have been calculated between Iver and Slough. Certainly the level of work is beyond what one would expect behind similarly loaded Class 40s which were rated at 2,000 BHP, although the large weight differential between the two classes should be taken into account; underlining the initial benefits of hydraulic transmission on BR of a higher installed power: weight ratio.

Heading towards Paddington

We turn now to the up direction. The late Mark Warburton was on hand to record another startling exploit behind D7018 in table 5. The whopping acceleration down the shallow 1 in 1320 between Twyford and Maidenhead is evident and here again performance is above specification with around 1,950 BHP estimated. To those who are dismissive of such figures: David. N. Clough, in his book British Rail Standard Diesels of the 1960s, points out that the German manufacturers Maybach offered BR a rating of 1,920 bhp at 1,500 rpm which they down rated to 1,740 BHP. The latter option no doubt prolonged engine life and decreased maintenance but it does underline that a 'de facto' uprating was feasible and on the evidence of these logs it did occur. Run 8 was timed by the same recorder and again D7022 was another potent member of the class although not quite as powerful as sister D7018; it was still producing around 1,880 BHP on the aforementioned section.

Table 4

		run 5		run 6		
Date		20/04/1971		21/04/1971		
Train		Not known		Not known		
Motive Power		D7033		D7033		
Load		10/336/355		10/336/355		
Recorder		D.Wilson		D.Wilson		
Miles		m s	mph	m s	mph	[sch]
0.00	Paddington	0 00		0 00		
1.10	Westbourne Park	2 51	39	2 38	41	
5.73	Ealing Broadway	7 54	62	7 29	64	
9.08	Southall	10 54	78	10 28	71	
14.56	Iver	15 27	82	14 58	84	
18.29	Slough	18 10	83	17 38	84	
24.11	Maidenhead	23 22		22 39		[24]

Iver-Slough 1in 5498 average gradient

run 5 edhp/rhp/mpH 969/1391-82.4

run 6 edhp/rhp/mpH 944/1386/83.9

Table 5

run		run 7		run 8		
Date		21/03/1973		21/03/1973		
Train		11.00 Worcester Shrub Hill-Paddington		08.08 Hereford-Paddington		
Motive Power		D7018		D7022		
Load		7/249/255		8/275/290		
Recorder		M. Warburton		M.Warburton		
Miles		m s	mph	m s	mph	[sch]
0.00	Reading	0 00		0 00		
4.94	Twyford	5 48	74	6 14	72	
11.72	Maidenhead	10 37	89.5	11 14	87	
13.53	Taplow	11 49	93	12 38	89	
17.54	Slough	14 25	93	15 09	90	
22.74	West Drayton	17 47	92	18 40	89	
26.90	Southall	20 29	92	21 33	80	
28.63	Hanwell	21 38	91	22 52	80	
	Ealing		92/		71/	
30.29	Broadway	22 43	signals	24 05	signals	
	Westbourne				signal	
34.73	Park	27 14	signals	28 57	stop	
35.73	Paddington	30 57		33 03		[37]

Twyford-Maidenhead 1 in1320

run 7 edhp/rhp/mpH 1011/1464-84.8 mph

run 8 edhp/rhp/mpH 932/1341-81.4 mph

Acknowledgements:

Once again I'm indebted to the Railway Performance Society for allowing me to access their online database/archive. I'm also grateful to the various recorders who gave me permission to use their logs and to David Lloyd-Roberts for his comments and suggestions regarding this article and to Douglas Landau who provided the loading resistance formulas for the 'Hymeks' and 'Warships'.

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47365 'Diamond Jubilee' sits at Great Yarmouth on July 17th 1993 with 1M85, the 16:55 Great Yarmouth to Nottingham.



Summer Saturdays to Great Yarmouth in 1993



47375 'Tinsley Traction Depot' is seen running round its five coach train at Norwich on June 12th 1993 while forming 1L99, the 09:30 Birmingham New St. to Great Yarmouth.



The last Railfreight Class 47 loco-hauled train to Great Yarmouth was worked by 47377. It is pictured with suitable headboard waiting to haul the 1M93, the 10:14 Great Yarmouth to Birmingham New St. away from Norwich on October 2nd 1993.

The 1993 Summer Saturday timetable included just two loco-hauled cross-country diagrams to Great Yarmouth. The first was the 05:26 Nottingham to Great Yarmouth and the return 10:19 Great Yarmouth to Birmingham New Street (1M93). The second working was the 09:30 Birmingham New St. to Great Yarmouth (1L99) which returned as the 16:55 Great Yarmouth to Nottingham (1M85). Unlike in previous years the train engine would run

round in Norwich Thorpe station rather than attach a different one to or from Great Yarmouth. The booked motive power for these services were Tinsley based RfD Class 47s from the MDDT extended range pool, although several single tank MDAT pool and Saltley out based MDCT pool engines appeared on them as well. Table 1 shows the complete list of Class 47s used on the 1993 services and the livery they appeared in. The use of 47357 on the May 22nd was unusual

as, at the time, it was based at Crewe in the CEJC Infrastructure pool. On June 19th, 31519 was used instead of the allocated 47222, because the '47' wasn't suitable to work with the vacuum braked stock, as it was air braked only. 47578 was unusually used on August 14th on 1L99, instead of the usual RfD '47'. It is not known if the '47' worked this service throughout or not, but it was late arriving at Great Yarmouth so there may have been a loco change at Norwich.

Table 1 May 22nd	47357 'The Permanent Way Institution' 1M93: 'Dutch' livery 47375 'Tinsley Traction Depot' 1L99: Railfreight Speedlink.
May 29th	(Not loco-hauled) DMU set T402 worked 1M93 47316 1L99: Railfreight Speedlink
June 5th	47033 1M93: Railfreight Speedlink 47310 'Henry Ford' 1L99: Railfreight Speedlink.
June 12th	47304 1M93: Railfreight Speedlink 47375 'Tinsley Traction Depot' 1L99: Railfreight Speedlink.
June 19th	47234 1M93: Railfreight Speedlink. 31519 1L99: 'Dutch' livery
June 26th	(Not loco-hauled) 1M93 worked by DMU 117310 47150 1L99: Railfreight Speedlink
July 3rd	47379 1M93: Railfreight Petroleum 47224 1L99: Railfreight Petroleum.
July 10th	47335 1M93: Railfreight Speedlink 47361 'Wilton Endeavour' 1L99: Railfreight Speedlink.
July 17th	47338 'Warrington Yard' 1M93: Railfreight Speedlink 47365 'Diamond Jubilee' 1L99: Railfreight Speedlink.
July 24th	47218 'United Transport Europe' 1M93: Railfreight Speedlink 47299 1L99: Railfreight Speedlink.
July 31st	47237 1M93: Railfreight Speedlink. 47236 1L99: Railfreight Speedlink.
August 7th	47219 'Arnold Kunzler' 1M93: Railfreight Speedlink. 47314 'Transmark' 1M85: Railfreight Speedlink.
August 14th	47223 1M93: Railfreight Speedlink. 47578 1L99: RES
August 21st	47302 1M93: Railfreight Red Stripe. 47296 1L99: Railfreight Speedlink.
August 28th	47236 1M93: Railfreight Speedlink. 47303 1L99: Railfreight unspecified.
September 4th	47219 'Arnold Kunzler' 1M93: Railfreight Speedlink. 47222 1L99: Railfreight Speedlink.
September 11th	47295 1M93: Railfreight Petroleum. 47278 1L99: Railfreight Petroleum.
September 18th	47201 1M93: Railfreight Speedlink. (Not loco-hauled) 1L99 worked by DMU 156422.
September 25th	47369 1M93: Railfreight Petroleum. 47051 (Last loco-hauled 1L99): Railfreight Speedlink.
October 2nd	47377 (Last loco-hauled 1M93): Railfreight Speedlink.

The Liverpool St. to Great Yarmouth through services were limited to just two return trips with these leaving Norwich at 09:40 and 12:55 returning from Great Yarmouth at 10:39 and 16:12. Motive power was PXLB and PXL C Rail Express Systems Class 47s. Table 2 shows the complete list of Class 47s used on the 1993 services and the livery they appeared in.

Table 2 July 10th	47582 'County Of Norfolk': Parcels red
July 17th	47642 'Resolute': RES
July 24th	47626 'Atlas': Mainline
July 31st	47482: Large logo
August 7th	47605: RES
August 14th	47582 'County Of Norfolk': Parcels red
August 21st	47582 'County Of Norfolk': Parcels red
August 28th	47543: Parcels red
Sept 4th	47574 'Benjamin Gimbert G.C.': Parcels red
Sept 11th	47642 'Resolute': RES
Sept 18th	47583: RES
Sept 25th	47584 'County Of Suffolk': Mainline

On August 28th the through Liverpool St. to Great Yarmouth services were diverted via Cambridge and were hauled by 47519 and 47634 'Holbeck' to Norwich. The normal Norwich to Liverpool St. services were replaced by buses for part of their journey.

For several weeks first generation DMUs from Tyseley were sent to Crown Point depot on Fridays, to work on the branch lines to Great Yarmouth, Lowestoft and Sheringham due to a shortage of stock. Also Class 101 sets L223 and L225 were brought back into traffic. On June 12th the Tyseley units used included set T305 in GWR livery, 117313 in Regional Railways and set T318 in blue and grey. The following Saturday, 117313 was used again and as well as the mixed 4 car set T404 in blue and grey and Network SouthEast liveries. On July 17th two blue and grey DMUs, 117313 and T353 were used.

Photos and text by Steven Goodrum



(LEFT) During high season, Tyseley three-car units were used on the branch lines to Great Yarmouth, Lowestoft and Sheringham to strengthen the services. T353 was a hybrid set, being made up of Class 115 and 116 power cars, with a Class 127 centre coach and is pictured at Lowestoft on July 17th 1993.

The background of the entire advertisement is a dense, overlapping collage of numerous tablet devices. Each tablet screen displays a different issue of the 'Traction' magazine. The covers feature various railway-related images, including steam locomotives, diesel engines, and scenic views of railway tracks and bridges. The text on the covers includes titles like 'SPEEDLINK TO ENTERPRISE', 'WORKING THE TPOs', 'WEST HIGHLAND CLASS 37s', and 'VICTORIA'S CLASS 40s'.

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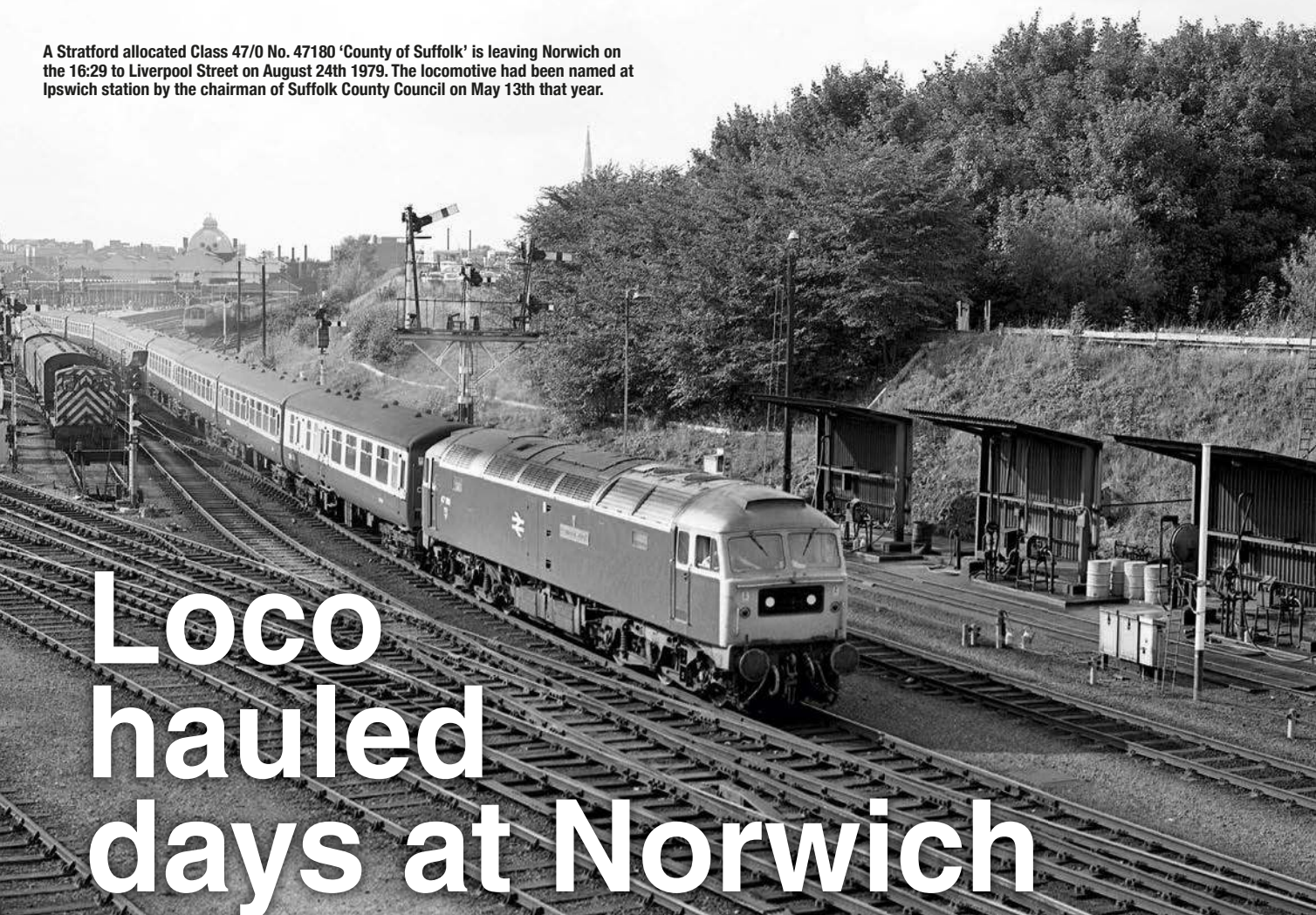
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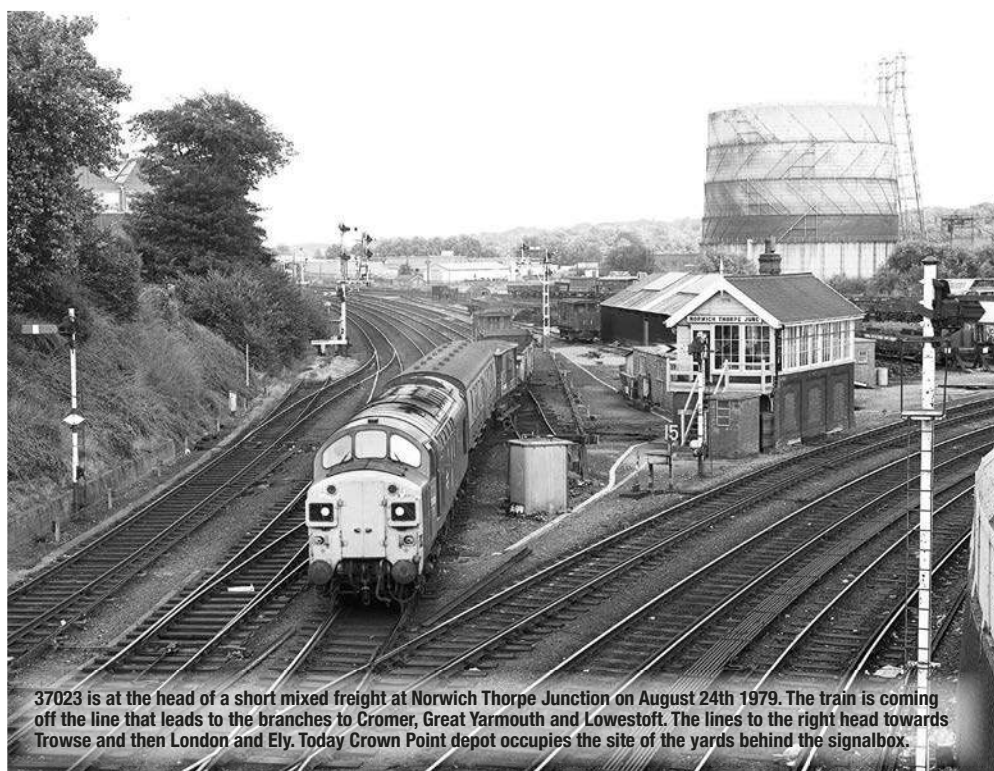
All prices and offers are subject to change without notice

A Stratford allocated Class 47/0 No. 47180 'County of Suffolk' is leaving Norwich on the 16:29 to Liverpool Street on August 24th 1979. The locomotive had been named at Ipswich station by the chairman of Suffolk County Council on May 13th that year.



Loco hauled days at Norwich

As the remaining locomotive hauled passenger trains on the Great Eastern lines are soon to be replaced by electric and bi-mode units, it seems appropriate to look back over the last forty years at the diesel and electric locomotives that have powered trains to and from Norwich. Gavin Morrison has paid many visits to the city to capture on film the changing face of the railway around Norwich.



37023 is at the head of a short mixed freight at Norwich Thorpe Junction on August 24th 1979. The train is coming off the line that leads to the branches to Cromer, Great Yarmouth and Lowestoft. The lines to the right head towards Trowse and then London and Ely. Today Crown Point depot occupies the site of the yards behind the signalbox.

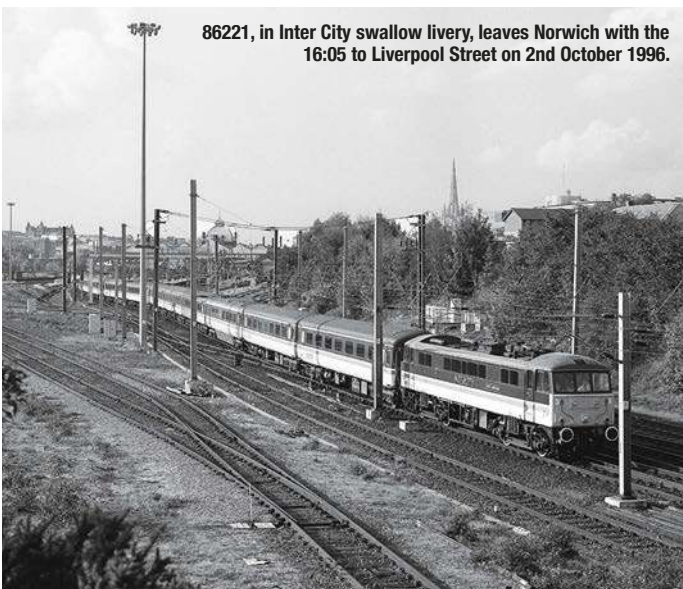


86218 'NHS 50' is seen in Anglia livery and is ready to depart from Norwich with an express to Liverpool Street on June 13th 2001.

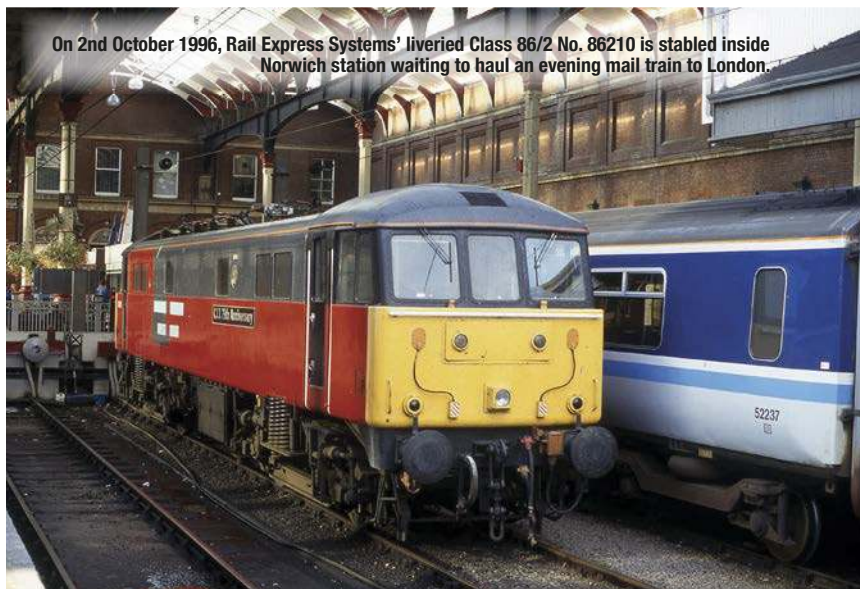
On August 25th 1979 Stratford's No. 47009, complete with silver roof, is crossing the Lakenham viaduct just to the south of Norwich, heading the 13:42 from Norwich to Liverpool Street. The line to Ely passes under the Great Eastern Main Line at this point before joining it at Trowse on the approach to Norwich.



86221, in Inter City swallow livery, leaves Norwich with the 16:05 to Liverpool Street on 2nd October 1996.



On 2nd October 1996, Rail Express Systems' liveried Class 86/2 No. 86210 is stabled inside Norwich station waiting to haul an evening mail train to London.



On August 25th 1979 Nos. 25158 and 25101 leave Norwich with a summer Saturday train from the Midlands bound for Great Yarmouth. Pairs of these locomotives were a common sight at Norwich on summer trains to the Norfolk coast resort.





90001 and its train of Mark 3 coaches is seen in the revised 'one' livery heading a Liverpool Street service. The photograph was taken from the Norwich ring road near Trowse on the 25th August 2006.

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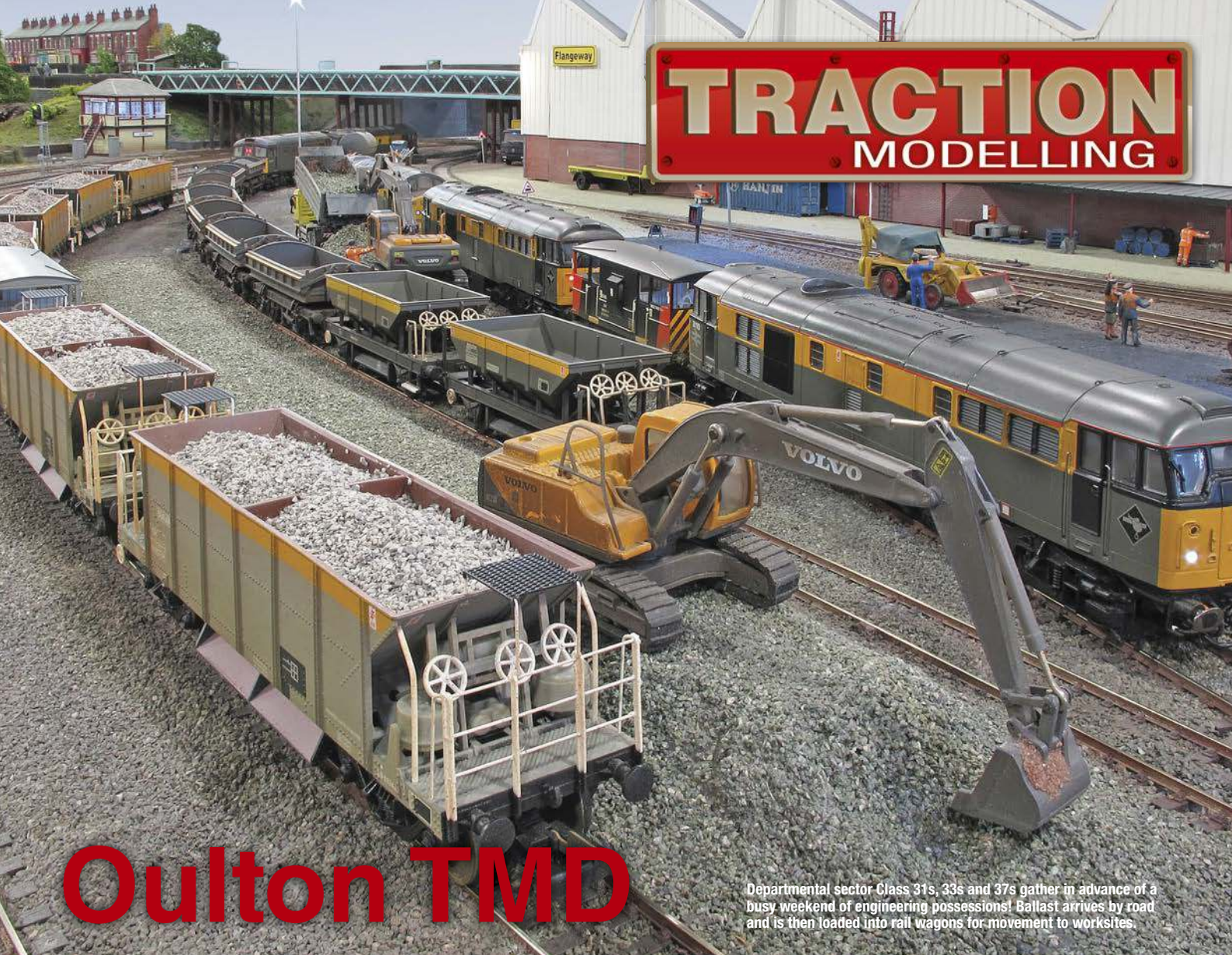


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Departmental sector Class 31s, 33s and 37s gather in advance of a busy weekend of engineering possessions! Ballast arrives by road and is then loaded into rail wagons for movement to worksites.

Allan Cromarty's 4mm scale layout Oulton TMD has a traction maintenance depot, a station, industrial private sidings and a factory complex and, as a result, is a real crowd puller at exhibitions.

Allan was 14 when he built his first model railway but, after about two years, he sold it all but restarted ten years later when time, money and a spare room meant he could build another layout. He continued to collect model railways over the years, eventually building a 30' x 10' layout at home.

He originally modelled BR steam but then, one summer in the late-1980s, the job he was involved with meant he was situated alongside the railway line at Cliffe Vale near Stoke-on-Trent. He had plenty of time to watch the various trains passing by and began to take an interest in the contemporary railway scene. He decided to change to modern image, modelling in the colourful sectorisation period.

The availability of items and cost of models were the main factor in deciding to model in OO gauge rather than in N Gauge. Allan also had a large garage that he could use as a

hobby room so lack of space was not an issue either.

After many years of having a large permanent layout, he decided to build a layout to exhibit. Allan started work on Oulton TMD in 2005. The layout was quite basic and, in his words, was "not very well detailed", but invitations to exhibit at various shows encouraged him to upgrade the scenery and detail locomotives and rolling stock. Originally Oulton TMD was only 12' long and 2' wide when it was first exhibited but, after being extended, it is now 28' by 10'. The layout uses a mixture of track with Peco Code 100 in the original depot area and fiddle yard but Code 75 on the front section of the extended layout.

The layout is set somewhere in the Midlands around the Crewe, Stoke-on-Trent and Stafford areas and is an end to end layout with two fiddle yards. Viewed from the front, from left to right, the layout starts with

the cement works in the left hand corner, with a disused railway behind on a viaduct. Then there's a large oil terminal. Now we see no fewer than six tracks disappear under a bridge to one of the fiddle yards. The centre section of the layout features the TMD and a large engineering department yard. On the right hand part of the layout, lines disappear to a second fiddle yard and at the end is a two track passenger station and freight transfer yard.

DCC

One of the biggest influences on how the layout developed was 'Dyserth Road', with its sound-fitted Class 37s. Originally the layout had been wired for DC with conventional isolating sections. The changeover to DCC from analogue meant that the layout was re-wired with a new control panel.

Before changing to DCC, Allan used a hand-held feedback controller and a twin track controller, both from Gaugemaster, but for DCC he chose to use the Lenz system which has proved to be very reliable. The layout also uses NCE EB1 circuit breakers to create power districts on the layout, so that, if there is a fault in one section, power to the whole layout doesn't go down.

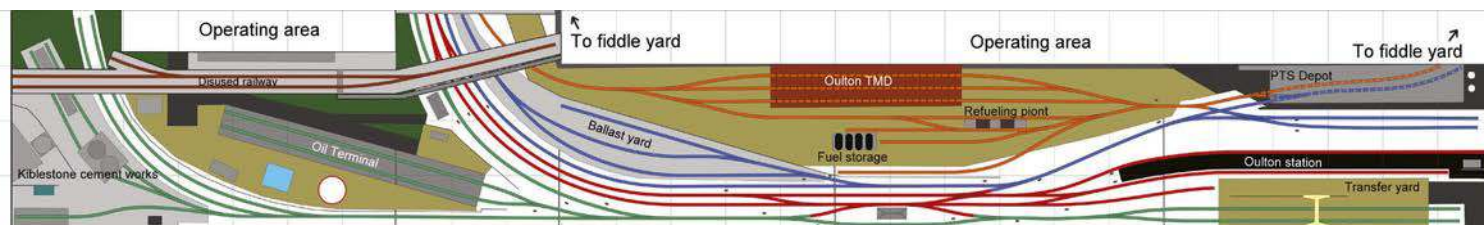
The points and signals are operated using



(ABOVE) Extensive use has been made of lighting, which can give dramatic results in photographs. Here a BP bogie oil tanker train is unloading during the hours of darkness.



(RIGHT) A glance into the traction maintenance depot reveals that the lights are on as locos of several different classes are being attended to.





(ABOVE) Dominating one end of the layout is a large railserved cement works with scratchbuilt silos, loading hoppers and associated buildings. An '08' in Railfreight two tone grey is at the head of a trip working of Blue Circle cement wagons, whilst in the works the resident heavy duty shunter, a 'Clayton' in work stained Ribble Cement livery, rests between duties. In the background a disused double track line is used as a scenic break at the rear of the layout.



(LEFT) One of the layout's main features is the oil terminal, served by regular trains of TTA and TEA tank wagons. Railfreight liveried 60009 'Carnedd Dafydd' stands under the scratchbuilt unloading gantry, which is based on one at Westerleigh, near Bristol.

A 'Dutch' liveried Class 47 passes the ballast depot with an overhead line electrification train - a rarely modelled feature of the 1980s and 1990s railway. In the background is the scratchbuilt footbridge spanning the yard which draws attention away from the line disappearing under the road bridge into the fiddle yard.



toggle switches and a capacitor discharge unit with the layout having five panels, the largest of which is 1m long, operates 23 points and 28 colour light signals! As finances have allowed, sound decoders have been fitted to the locomotives.

Scenic development

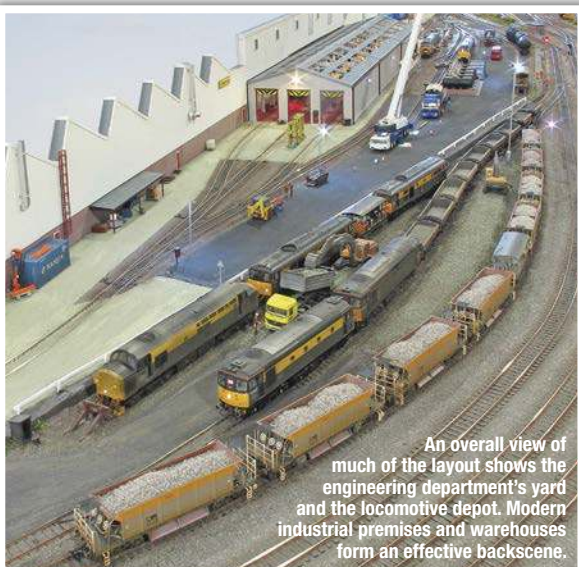
The layout has developed over the years with, for instance, a large extension being added which consists of an oil terminal and cement works. The oil terminal was based on the one at Westerleigh near Bristol. Using photographs, this was scratch built with the girder and angle iron framework made from plastic and brass wire for the handrails that run over the tanks. Wills chequer plate was used to create a walkway and details and pipework from the Knightwing range were used for added features. The oil storage tank was built from a piece of 4 inch diameter soil pipe with extra details. A road tanker filling point was scratch built, again scaled purely from an image seen on the internet

Locomotives and rolling stock

As most modern locomotives and items of rolling stock are very good, very few modifications, other than weathering, have needed to be made, although some locomotives have needed additional pick-ups to help them run better. Working lights were also fitted to the older Bachmann Class 08s, 20s and 37s. Some of the old Lima PCA cement tanks and Hornby ferry wagons needed better wheels and the couplings were altered to the smaller NEM type. One problem that needed solving was that the couplings were not always the same height, so these have been altered by fitting different versions to the originals; fitting different straight or cranked couplings sorted most problems out. Occasionally, the whole coupling unit was replaced using Parkside Dundas NEM mounting blocks to reposition the coupling at the correct height.

Much work remains to be done on weathering, both rolling stock and locomotives as well as buildings and general surroundings of the layout.

At the opposite end of the layout to the cement depot lies the small two track passenger station, seen here with a RES (Rail Express Systems) Class 47 on a short Travelling Post Office (TPO) train. Also obvious is the extensive use of low-relief industrial units as a backscene. On the left are the transfer sidings with gantry crane for transhipment of loads between road and rail transport.

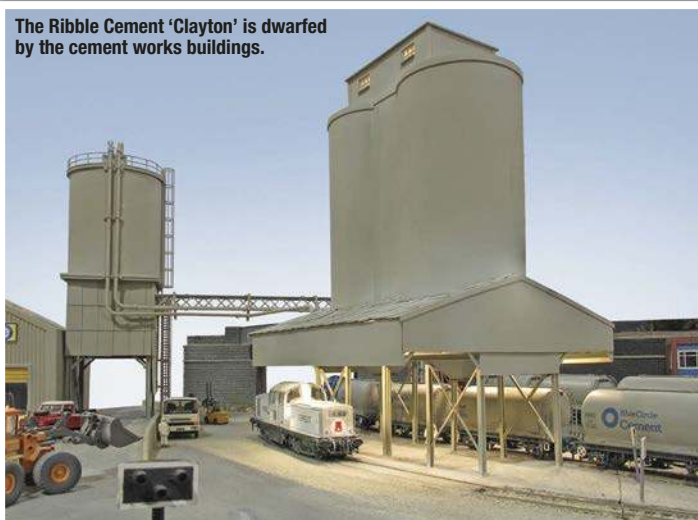


An overall view of much of the layout shows the engineering department's yard and the locomotive depot. Modern industrial premises and warehouses form an effective backscene.

Giving the layout its name is the traction maintenance depot, complete with its large scratchbuilt shed building and extensive facilities for servicing and stabling locomotives. On shed here are Tinsley depot's 47145 'Merddin Emrys' in blue with Railfreight Distribution logos and Stratford's 47581 'Great Eastern' in Network SouthEast livery.



The Ribble Cement 'Clayton' is dwarfed by the cement works buildings.



Looking along the layout from the station towards the TMD with the warehouse of the PTS depot hiding the fiddle yard.



Inside the TMD with Class 40, 56 and 60 in for attention.

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60018 'Moel Siabod' Construction Triple Grey 'Moel Siabod' is a very clean southern based locomotive for use on stone traffic. The decals are by Fox. This loco would later have Mainline branding during shadow privatisation.

Take one Hornby 'Canisp'...

Will Thompson returns with some more ideas about personalising Hornby Class 60s.

There is always an interesting debate as to whether a manufacturer has applied the right colours to a livery and variations can even vary within the same firm's products. And, in reality, each loco weathers differently too! I decided to using the same base model for my sectorisation or shadow privatisation '60s' so that each loco looks alright when together. As it happens, Hornby's R2577 No. 60077 'Canisp' is one of the easiest to re-badge.

So, armed with Edward Gleed's book "British Rail Class 60 Locomotives" and his excellent notes on liveries (and how exactly the liveries were applied), I set about creating a few.

Removal of Decals

A small amount of T-Cut and a cotton bud was used to gently rub and remove numbers, nameplates and (if required) the Mainline logos. As all of the '60s' being modelled are pre-1997, I also removed the overhead warning flashes to be replaced with the older style flashes. The Mainline logo must be carefully removed as it's easy to rub the grey off underneath, which did happen to me on one loco; this is now repainted as a Loadhaul example! By using T-cut the surface is nicely polished to accept waterslide transfers.

Application of Decals

All loco numerals are dry rub transfers produced by DRD Transfers. As each loco set is custom-made, the problem of re-numbering is removed; I can't praise the transfers highly enough as it makes re-numbering a simple one minute job and they go on superbly. Also, being dry rub transfers,

there is no carrier film to hide. The sector decals for the construction and unbranded livery elements are by Fox Transfers, as are the overhead flashes. Once applied, a coat of satin or matt varnish is airbrushed on, sealing everything in nicely and leaving the model ready for weathering.

Detailing

All locos have been detailed in the same way as my EWS class 60 featured in TRACTION 248. In addition, so as to backdate 'Canisp', the GPS bracket on the air horns has been removed whilst, on a few of the locos, I've added sun blinds cut from a thin plasticated filing divider. All Laserglaze, nameplates,

depot plaques and railfreight arrows are from Shawplan. (Shawplan have recently redrawn all of Class 60 nameplates which have even more finesse).

As my '60s' are all second hand, a few have had some minor repairs. For instance, replacement front handrails were made using LED legs that are filed a little thinner on one side, and new lamp brackets are from scrap brass from frets.

Website details

DRD Transfers: www.drdtransfers.com
Fox Transfers: www.fox-transfers.co.uk
Shawplan: www.shawplan.com



60050 'Roseberry Topping' Unbranded Triple Grey



60078 Mainline Blue

To add a splash of colour, I've included 60078, an example in the Mainline blue livery. The standard Hornby model has been simply backdated to 1996 by changing the overhead flashes and GPS bracket. The clean air intake compartments on my '60s' have been toned down a little but on this one I've picked out a few details to suggest a recent overhaul.



60042 'Dunkery Beacon' Mainline Triple Grey
This was the easiest re-numbering exercise of all! Only the overhead flashes and numerals have been changed from the original 'Canisp' model.





Graham Farish Western Pullman'

The 'Blue Pullman' in both OO and N from Bachmann and Graham Farish still carries an air of prestige six years after the model's introduction, so there is still a degree of excitement when opening the packaging and looking at the ensemble on the workbench. It's a very good product indeed. In an era with more detailed features and functions on models, perhaps you could wish for more, but there'd be a price to pay for such extravagances.

Tooling changes

Previous incarnations of the six-car unit have been in 'Midland Pullman' form, but the two Midland sets were cascaded onto the Western Region in 1967 after the removal of St. Pancras to Manchester services via the Midland Main Line and Peak District following the completion of the West Coast route's electrification. The two units were modified to run in multiple with each other as a 12-car train, which meant removing the lower part of the nose fairing to expose the coupling hook as well as having multiple working cables fitted. Bachmann has replicated these changes by altering the tooling of the original model which means there won't be further production runs of the original 'Midland Pullmans' for the foreseeable future.

Flip colours

Whether you like this livery or not, it's exquisitely rendered in 2mm scale. I regard Bachmann's decoration as the best in the RTR market and the clarity of the white BR arrows, Pullman branding and car numbering against the pale grey background is spot on. The definition between different coloured areas is perfect. A point to note is that the underframe detail and bogies aren't black, but a deep chocolate tone, something I have failed to notice on contemporary photographs of the 'Western Pullmans' before.

I unclipped the visually intrusive couplings for the review photographs because I think most modellers would remove these for use. Their only purpose would be if you chose to run two of the units together on a large Western Region layout; wouldn't that be a sight to see? Graham Farish supplies a detailing pack containing the horns, cosmetic coupling hook and brake hoses for the bufferbeams, something made easier if you detach the 'Rapido' couplings.

The train includes two powered cars, the foremost bogie being the driven one where the motor and gears are hidden in the engine room. The trailing bogie of the power cars also have pick-ups. This setup means it's unlikely layout owners will have problems

with hesitancy in use.

The white tables with cosmetic table lamps and white headrest liners are clearly discernible through the clear windows, whilst frosted glazing is featured in the appropriate kitchen cars. The original 'Midland Pullman' trains featured alternate coloured seating from one car to the next in red and blue guises. The seats in this model are all blue following refurbishment.

Track testing

From the box, their operation on analogue DC was smooth, the only noise coming from the contact between the wheels and track. The model features directional lighting on the front and rear of the train, with no discernible flickering.

Each car is lettered A to F, so it's straightforward to get the right arrangement of vehicles, but I started to ponder whether I was putting each car the right way around within the train, until I realised that the manufacturer has engineered alternating long and short couplings on the vehicle ends. You could place two long couplings adjacent to each other, but you'd find it difficult to connect two short ones together, so it's evident that you've incorrectly orientated the cars.

If you choose to go the DCC route you'll need two decoders, one for each power unit, as there is no electrical connectivity between cars. The six-pin decoder can be accessed by unclipping the body from the chassis, easy enough with a couple of plastic shims. The decoder will then sit beneath the roof level over the passenger compartment area. If your decoder has a wiring harness rather than a direct fit, I'd suggest running the wiring at roof level and fitting the chip in the vestibule end of the car.

The new release is enough to tempt me to turn to N gauge modelling. Imagine long trains behind hydraulics passing a Bristol-bound Pullman!



With two sets there's the opportunity to replicate this scene with two six car units coupled together.

Words and Photography:
Andy York



The multiple working cables are neatly reproduced. Photographic evidence shows that the actual cables should be picked out in black; an easy task for the modeller

Manufacturer: Bachmann Europe PLC
Catalogue Refs: 371-742 Western Pullman
 6-car DEMU in BR blue/grey livery
RRP: £379.95
Gauge/scale: 9mm gauge, 1:148 scale N
Era/Region: BR Western Region 1967 to 1973
Weight: 60g power cars / 33g passenger cars
Body: Plastic **Chassis:** Die-cast metal and plastic
Minimum Curve Radius: 263.5mm (R2)
Couplings: NEM mounted Rapido-type
Accessories: Rigid coupling bars, buffer beam horns, hooks and pipes
Motor: 3-pole motor
DCC Provision: 6-pin
Pick-ups: Contacts to all axles on each power car
Lighting: Directional headcode and tail lamps



(ABOVE) The interior is clearly visible through the windows and the superb execution of the livery and lettering is evident in this view.



(RIGHT) A cut away view of the power car showing how the powered end of the vehicle is in exactly the same place as on the real thing.

Accurascale 24.5T Hopper in 7mm Scale



Accurascale's first UK wagon arrived in 2018 in the form of the 24.5T hopper wagon in 4mm scale. As soon as the wagons came to market, Accurascale announced that it was to produce the same wagon in 7mm scale.

Improved design

The model isn't just a scaled-up reproduction of the OO gauge version, but has an increased level of detail on the model. This is most evident inside the wagon, with raised bracing and seam strips. Deep down into the hopper chambers there are joint lines between the main body and lower body parts which give a representation of the opening hopper flaps. Turn the model upside-down and it's clear that the 'senior scale' gives the opportunity to include a more accurate depiction of the outer hopper discharge chutes and operating linkage that wouldn't have been possible in 4mm scale because of the need for coupling mounts.

The coupling hooks are sprung with an 'instanter' coupling mounted onto the hook. The axleboxes within the W-irons are also sprung, and although the 145g weight of the wagon fully compresses the spring when placed on the track, it will give a degree of compensation over pointwork. The models feature 13 inch BR self-contained buffers which are also sprung. Packs of additional sprung buffers are available in sets of four too for use on other models or kits at a price of £3.95.



Accurascale has captured a variety of markings, numbering and lettering, all from image research. There is visual variety within the range, including representations of hand-painted black backing panels beneath markings. The decoration is to the same high standards as previous models from the firm.

Economy in numbers

Four models have pre-TOPS style numbering (models A-D) and four feature TOPS markings (models E-H). Individually priced at £49.95, there is also a financial incentive to the modeller to order multiples with a set of four pre-TOPS or TOPS numbered models costing £180 or all eight wagons at a price of £350 with free shipping from Ireland on orders over £100. I can't fault any aspect of the model whatsoever and I feel the price is great value for what you get; it's not just a bigger model, it's better.

Prototype details

The 24.5T hopper was numerous and widespread with 5,263 produced over twelve batches from 1954 to 1965. They lasted well into the 1980s. There were minor variations in batches and the models represent diagrams 1/148 and 1/154 which covered 3,426 of the wagons. Distinctive from many other hopper wagons with the vertical steel section from solebar to the wagon tops, they could be found working as block trains of coal or coke, or mixed with other unfitted hoppers and larger mineral wagons. Wherever there was traffic from collieries and ports to power stations there was a chance these could be found. They were also used on limestone workings around the East Midlands. Designated as HUO under TOPS from 1973, the wagons saw use through to final withdrawals in 1987, with some retained later in industrial use.

CATALOGUE REFS:

ACC1040-HUO-O-A	B333635
ACC1040-HUO-O-B	B334438
ACC1040-HUO-O-C	B335703
ACC1040-HUO-O-D	B337128N
ACC1040-HUO-O-E	B333722
ACC1040-HUO-O-F	B333800
ACC1040-HUO-O-G	B334435
ACC1040-HUO-O-H	B335906

RRP: £49.95

Gauge/scale: 32mm, 1:43.5 scale O

Era: BR 1954 - Preservation

Company/Operator: BR

Weight: 145g

Body and chassis: Plastic

Couplings: Sprung hook with instanter couplings

'Western Fusilier' Class 52 Model

Locomotion Models have commissioned a model of Class 52 Diesel Hydraulic locomotive No. 1023 'Western Fusilier' from Dapol. 'Western Fusilier' is part of the National Collection and is currently on display at The Railway Museum in York.

Finished in BR blue livery, the livery it currently carries, the model will be available in June for £152. The model is OO Scale and is DCC READY and is being produced by Dapol as an Exclusive Edition model as part of 'The National Collection in Miniature' series. The finished model will be supplied with etched name and number plates for the customer to fit.

Models can be pre-ordered for a £30 deposit from www.locomotionmodels.com and will also be available over the counter at both Locomotion, Shildon and at The Railway Museum, York later this year.



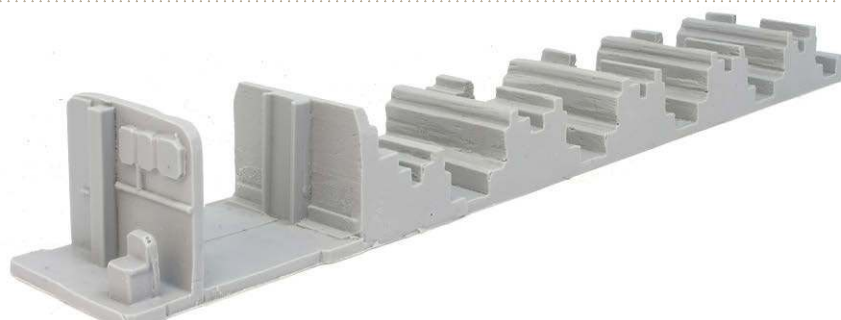
SR Double-deck EMU kits from Ajay Models

Ajay Models have announced that they will be producing a kit of the Bulleid 4DD EMU sets that were built in 1949 and used on the Charing Cross to Dartford route. This was an attempt to increase capacity by having upper and lower level compartments alternated between high and low positions. The design was not a success as the upper level was cramped, and thanks to the limited clearances of Britain's railways, the windows couldn't be opened. Dwell times at stations had to be increased to allow for the length of time it took for passengers to get on and off. Despite these problems, the sets ran until 1971 when they were scrapped.

For modellers, they represented an interesting development, but a significant

challenge for scratch building. This task has been made a lot easier thanks to Ajay Models who, at The London Festival of Railway Modelling, showed the first shots of their forthcoming resin kit. Comprising a one-piece bodyshell, into which the interior clips, and with its own bogie sets, construction should be within the abilities of many modellers, especially as the liveries were either plain green or rail blue.

The kit will include flush glazing for the upper deck windows and cabs, T door handles, white metal front and internal buffers, guards' and drivers' grab-handles, front jumper cables, bogie nuts and bolts, lower cab glazing, and full instructions. The prices for the 4-car set in kit form will be £345. Note that wheels and power unit are not included and Replica powered chassis unit are recommended.





©Jeff McKeever

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



©Martyn Read

FEA-E & S Intermodal Wagons

FEA-E Intermodal wagons

H4-FEAE-001 641001 in Freightliner green - **£32**

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

H4-FEAS-001 640683 in GBRf blue - **£32**

H4-FEAS-002 640688 in GBRf blue - **£32**

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**

H4-FEAS-006 640911 in GBRf/Metronet yellow with track panel carrier - **£59**

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

©Peter Groom



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



Due in stock: Jan 2020

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



On 3rd July 1975, 86023 has been coupled to the its train ready to form 1G32, the 13:40 Euston to Wolverhampton.
GRAHAM SMITH/ RAILPHOTOPRINTS

Working at Euston Power Signal Box in the 1970s

Andy Armitage concludes his description of operations at Euston in the 1970s by looking at some typical days during the daytime shifts.

Wednesday 01.10.75

After a double rest day, it was time to start on early shift train recorder. Although the rostered time was 07:00 to 15:00 I was usually there at 06:30 to let the night turn get away a bit early. This was a quiet introduction to the week, although towards the weekend things would not stay quiet for long.

Today, there was not much out of the ordinary,

1M15, the 19:30 off Inverness, due in at 07:13, was 70 minutes late after the loco failed at Stirling.

1A18, the 06:45 off Heysham, due in at 10:29, was also 20 minutes late. It had been held for a school party to join at Preston, but they didn't bother to turn up in the end!

Thursday 02.10.75

It was not a good week to travel on 1M15 as, for the second day running, it suffered a loco failure on the Scottish Region, this time at

Dalwhinnie, and rolled in exactly 70 minutes late again.

1S38, the 08:45 to Glasgow departed 10 minutes late after a train heating fault had to be rectified.

It was another quiet shift, but the final part of the week wasn't so.

Friday 03.10.75

Walking across the concourse I could see from the Solari arrival indicator that many of the overnight services were running very late. The overhead wires had been brought down in the Wigan area overnight. After clearing the damaged 'knitting', diesel haulage had been resorted to, causing a lot of problems.

1M11, the 23:10 off Glasgow, due in at 05:34, was 107 minutes late.

1M10, the 22:30 off Glasgow, due in at 05:57, was 143 minutes late.

1M12, the 21:40 off Perth, due in at 06:24, was 153 minutes late.

1M15, the 19:30 off Inverness, due in at 07:13, was 87 minutes late.

1M14, the 22:30 off Stranraer Harbour, due in at 07:43, was 77 late.

1M13, 22:10 off Glasgow, due in at 05:24, had also suffered a loco failure at Lugton, and rolled in 260 minutes late.

At times like these it was something of a problem to slot these trains into a vacant platform, as they would have normally departed for Willesden carriage sidings long before they actually arrived this morning!

Things didn't improve for services travelling through Wigan.

1A18, the 06:45 off Heysham, didn't run at all.

1A23, the 06:42 off Carlisle, due in at 11:09, was terminated at Rugby.

4M26, the 23:30 parcels from Glasgow, was terminated at Crewe.

1A31, the 08:01 off Carlisle, due in at 12:19, arrived 49 minutes late.

1M18, the 07:10 off Glasgow, due in at

12:29, arrived 51 minutes late.
1A36, the 09:20 off Blackpool North, didn't run.
1P62, the 12:00 to Carlisle, was started from Rugby (using the stock off 1A23) with connections being made at Rugby off 1H10, the 11:55 to Manchester which left at 12:00.
1P63, the 14:00 to Blackpool, was cancelled (it was the return working of 1A36) with connections made at Crewe off 1F29, the 13:50 to Liverpool which left Euston at 14:00.

Despite trying to deal with the disrupted arrivals, the morning peak service ran well and, in time honoured tradition, the local services had priority over late running overnight services. The other services from Wolverhampton, Birmingham, Manchester, and Liverpool also ran normally. However, Saturday was going to be worse.

Saturday 04.10.75

This was last day of the week on early turn train recorder duty. Things were not too good. Last night there had been a collision between two freight trains between Wembley and Willesden, bringing the overhead wires down. Fortunately the Up and Down Fast Lines had not been badly damaged and power had just been switched back on at 06:10 for the fast lines. The estimate for re-opening the slow lines was sometime around midnight.

Some of the incoming overnight services had been diesel hauled over the Low Level Goods Lines and had arrived before I got there. The decision had been taken to 'thin out' the AC local service. Normally there were three an hour, for Birmingham via Northampton, Bletchley, and Hemel Hempstead. Therefore the 25 minutes past the hour trains to Hemel Hempstead were cancelled, as were the incoming 04 minutes past the hour from Hemel Hempstead.

The last of the overnight services drifted in on electric power.

1M12, the 21:40 off Perth, due in at 06:24, was 31 minutes late.

1A04, the 01:10 off Holyhead, due in at 06:13, arrived 44 minutes late.

1M15, the 19:30 off Inverness, due in at 07:13, 38 late.

1M14, 22:30 off Stranraer Harbour, due in at 07:43, was 11 minutes late.

2A08, the 05:42 from Bletchley, due in at 06:36, was 21 minutes late.

Unfortunately, there was quite a bit of rolling stock out of position from the previous day, resulting in a number of revisions to services.

1A38, the 11:04 from Liverpool, 1A50, the 12:22 from Blackpool, and 1A51, the 14:29 from Wolverhampton were all cancelled.

1S47, the 07:45 to Glasgow, was starting from Rugby, with connections off 1G20, the 07:40 to Wolverhampton, which departed at 07:45.

1P15, the 07:55 Blackpool, did not run.

1P18, the 09:00 to Carlisle, was starting from Crewe, with connections off 1S38, the 08:45 to Glasgow, retimed to leave at 09:00.

1S57, the 10:45 to Glasgow, started from Crewe, with connections out of 1F19, the

10:50 to Liverpool.

Last night's 3A63, the 22:00 Wolverhampton parcels, due in at 01:07, rolled up almost 12 hours late!

Also last night's 6B27, the 23:53 parcels to Rugby, departed just under 11 hours late.

All things considered, with most of the traffic using only the fast lines between Harrow and Euston, timekeeping for the rest of the service was good. This was the end of my early turn week, and now I had a shift change to the late turn.

Sunday 05.10.75

Today I was rostered for late turn 'broadcast' from 15:30 to 23:30. Being on broadcast meant sitting up the back of the box on the raised podium. It did mean that you probably had a better overall view of the panel than anyone else. Trains would appear in the train describers on the Up Fast and Up Slow when passing West London Junction at Willesden. Normal running time was 7 minutes from appearing in the train describer to arriving in the station. The DC Lines would normally appear in the train describer on leaving Queens Park.

On this duty you would operate the 10 main Solari departure boards, ticket barriers 1 to 9, and 11 to 15, plus the three repeater boards on the platforms 8 to 11 concourse which had its own entrance direct from the Underground. Doing the train announcing over the station PA usually consisted of doing announcements for the outgoing trains 30, 15, and 5 minutes before departure time. Arrivals would be announced as they approached at Camden, plus extra announcements if a scheduled arrival was running late, with the estimated arrival times. Other announcements were made as required, normally messages from the station manager's office, usually for people who were waiting for others. On top of this you also had to use the royal 'we' to apologise for late arrivals, these being recorded in a book.

Being a Sunday afternoon it usually meant there were a lot of engineering works, and punctuality wasn't all that brilliant. Today was fairly routine for a Sunday afternoon, not too much going wrong.

1M42, the 11:30 off Glasgow, due in at 18:19, was 75 minutes late due to engineering works on the Scottish Region.

1M19, the 13:30 off Glasgow, due in at 19:26, was 140 minutes late, not only delayed by the engineering works but having suffered two loco failures, one at Lancaster and one at Crewe.

1A37, the 15:48 from Carlisle, due in at 20:20, was 60 minutes late after waiting connections off 1M19 at Carlisle.

1H41, the 19:25 to Manchester, departed 26 minutes late, as the driver normally worked in on 1M19, and they had to wait for another to book on and take his place.

1F56, the 20:30 to Liverpool, was cancelled as the stock came off 1M19, which hadn't arrived. The 20:25 to Manchester departed at 20:30 to connect at Crewe with a Crewe to Liverpool local service.

Everything else was reasonably quiet, so I was able to get away a bit early when the night shift arrived.

Monday 06.10.75

This was another late shift turn on 'broadcast' duty. Today was a reasonably quiet day, although not entirely problem free.

1M25, the 07:15 off Glasgow (via Kilmarnock and the GSWR route), due in at 14:03, arrived 25 minutes late after the booked diesel loco failed before departure time and had to be replaced.

1M35, the 14:10 off Glasgow, due in at 19:17, was 30 minutes late after the guard had a reported a fire at Preston.

1A73, the 15:52 off Carlisle, due in at 20:20, was 18 minutes late, having been delayed behind 1M35 at Preston.

3A65, the 16:58 parcels from Carlisle, failed just north of Shap, and had to be pushed into the loop there by 1M46, the 16:10 off Glasgow, due in at 21:26, making 1M46 a 30 minute late arrival at Euston.

Being on 'broadcast' usually meant you had the company of 'Minnie' the signal box cat. She knew if people liked cats, and would come over and sit on the broadcast scripts or the special announcements record book. This was all right but she had a loud 'purr', which could be picked up on the station public address system if you happened to be announcing at the time. There were a few phone calls from people wondering what the 'interference' was on the public address! A reasonably simple way to resolve this was by spreading out some of the special traffic notices on top of the raised telephone console as Minnie would usually shift onto them. From there she would be another set of eyes observing what was going on with the trains.

Another thing we used to do was to play the 'piped' music on the concourse. This was done from a machine very much like an old video cassette recording machine, with equally large music cassettes like the old Betamax style. I can still see it in my mind; it was covered in imitation dark wood with chrome fittings. The public relations department arranged to have them changed every so often when it was deemed that people were getting sick of the same tunes, the new set arriving in a large box, with the old ones going back. The music did go 'off the air' for a while when there was a dispute over payment of royalties and licensing with what was then the Performing Rights Society. Although the music did resume for a while, it gradually fell out of favour, until one day someone from the public relations department turned up and took the equipment away; it didn't return.

Tuesday 07.10.75

Today there was the booked 'weave' taking place. These were daytime engineering possessions (usually between 10:00 and 16:00) on a pair of tracks south of Hanslope. Today the fast lines were closed between Bletchley and Ledburn. While there was some 'recovery time' in the schedules for this work it wasn't always enough, especially when

The track layout at Euston can be seen in the diagram (a larger image can be seen in TRACTION 251). When Euston Power Signal Box closed in August 2000, the original panel diagram was preserved in the new Wembley Signalling Control Centre. The only difference from my time there was that the former yard and parcels area containing roads 16-22 had been modified for passenger working with track circuiting and signals. During my time, the whole area was under the yard supervisor's control, the PSB only 'picking up' from the outlet signal of road 16. Movements into this area were controlled by a 'slot'. The yard supervisor had a switch, which illuminated a white light on the signal panel when operated, to accept incoming moves. The signals wouldn't clear for moves into this area until the 'slot' had been given. It was only available for 'one move per release', and further moves would require another release before the signal could be cleared again.

Access to the Downside Shed, and Camden Yards operated in the same way, so a lot of telephone messages were needed, passing traffic in and out of these locations.

The signalling was classified as an 'NX' set up, from the method of push buttons on the panel, namely 'entrance/exit'. Basically you would push the button at the entrance to the next section, the button would flash white, you then selected the button at the other end and pushed it. If there were points involved these would be switched accordingly, and if the route was clear, a row of white lights would illuminate on the track diagram and the entrance signal would clear. The exit button could then be pushed

again, turning it into the entrance button for the next section, and so on. The white lights would change to red when a train occupied the section.

Euston PSB only had about half a dozen automatic signals on the Up Line approaches, everything else had to be set up route wise for every train. Over the course of a shift, the two signalmen (station and country end) would normally be on their feet for the vast majority of their time on the early and late shift. They would normally work their own areas with the changeover point being around the Camden area. Some would change ends through a shift, while others alternated ends on a daily basis.

One of the disadvantages of this particular 'NX' set up was that the person working the panel had the worst overall view, having to take a step back to read the train describers. When setting up for incoming trains, the country end man would set up the routes to the boundary and inform the station end man with phrases such as '1A58 up the Fast' or '2A60 up the Slow'.

The station end man would then have a glance at the 'station simplifier' sheets to see where the train was booked to go. These sheets would contain all the other information such as what the incoming train did next, and what the incoming loco was programmed to do. A daily station orders sheet would summarise any changes to the scheduled workings, plus the extra traffic. The box supervisor would pass on any alterations to the loco workings from the 'engine arranger'. This, of course, was before push/pull working became the norm

for main line sets.

Problems could arise when one signalman 'crossed the boundary' between the two sections of the panel. For example, the station end signalman would start to set a route into the station from 64/65 signals, causing the button to flash, and then selecting two to three 'route' buttons before pushing the exit button at the far end of the platforms. Meanwhile if the country end man was setting a route up for another incoming train, and inadvertently crossed the boundary, pushing the exit button before the station end man completed his route, it would 'kill' the route at the station end with the flashing signal and route buttons being extinguished. The station end man would then have to start to 'call' the route again. Many a time I had seen this happen, with the country end man nonchalantly walking back to his own end as the station end man wondered what had happened to his route. Sometimes it would set up a chorus from the back (supervisor, train recorder, and broadcast) of "You can only get one flasher in the same geographical area at the same time!" It was all normally taken in good humour.

Around this time a third signalman was added as 'meal break relief' as it was recognised at last that the job needed a third person. This 'third' man now occupied the spare desk to the right of the box supervisor. When the box finally received one of the station 'walkie-talkies', the third man normally had charge of it, and made sure the spare battery was on charge.

the trains 'bunched up' when a freight was dropped in, or there was a local AC service calling all stations. Some trains came through almost unscathed, while others didn't; it was just luck what was in front of them when they got to the bottle neck.

Today things were not running as smoothly as they might have.

1M25, the 07:15 off Glasgow, due in at 14:03, was late for the second day running, having suffered another loco failure on the Scottish Region, arriving 25 minutes late.

Before I arrived there had been a cancellation of a local AC service from Bletchley, and they had issued Stop Orders on 1A40 (the 12:18 off Birmingham due in at 13:54) to cover the local, making 1A40 36 minutes late.

1A41, the 09:05 off Holyhead, due in at 13:59, was 20 minutes late.

1A44, the 13:18 off Birmingham, due in at 14:54, arrived 20 late.

2A10, the 12:21 off Birmingham via Northampton, due in at 14:55, was 36 minutes late and had also been affected by points failure in the Birmingham area as well.

1A45, the 12:12 off Manchester, due in at 15:00, came in 18 minutes late.

1M20, the 10:10 off Glasgow, due in at 15:10, was 18 minutes late.

1A46, the 13:29 off Wolverhampton, due in at 15:24, arrived 13 late.

1A54, the 15:18 off Birmingham, due in at 16:54, turned up 20 minutes late.

That finished off the arrival 'weave' delays but some outgoing services were also affected.

1G34, the 14:40 to Wolverhampton was 7 minutes late leaving, being formed from the incoming 1A40.

2G13, the 15:05 to Birmingham via Northampton, was 29 minutes late leaving, formed off 2A10. Normally we had a 'spare' Class 310 in Platform 9 from 09:48 until 15:28, which could be stepped up in case of late running, but today the unit had been 'pinched' to form the 13:35 Bletchley, which had been cancelled on the inward journey.

The evening 'peak' service ran well with no problems, but it wasn't the end of the delays coming in.

1A63, the 16:04 off Liverpool, due in at 18:44, was 36 minutes late, having been seriously delayed going north earlier in the day.

1M35, the 14:10 off Glasgow and 1A66, the 15:22 off Blackpool, both arrived 15 minutes late, both being delayed behind 1A63.

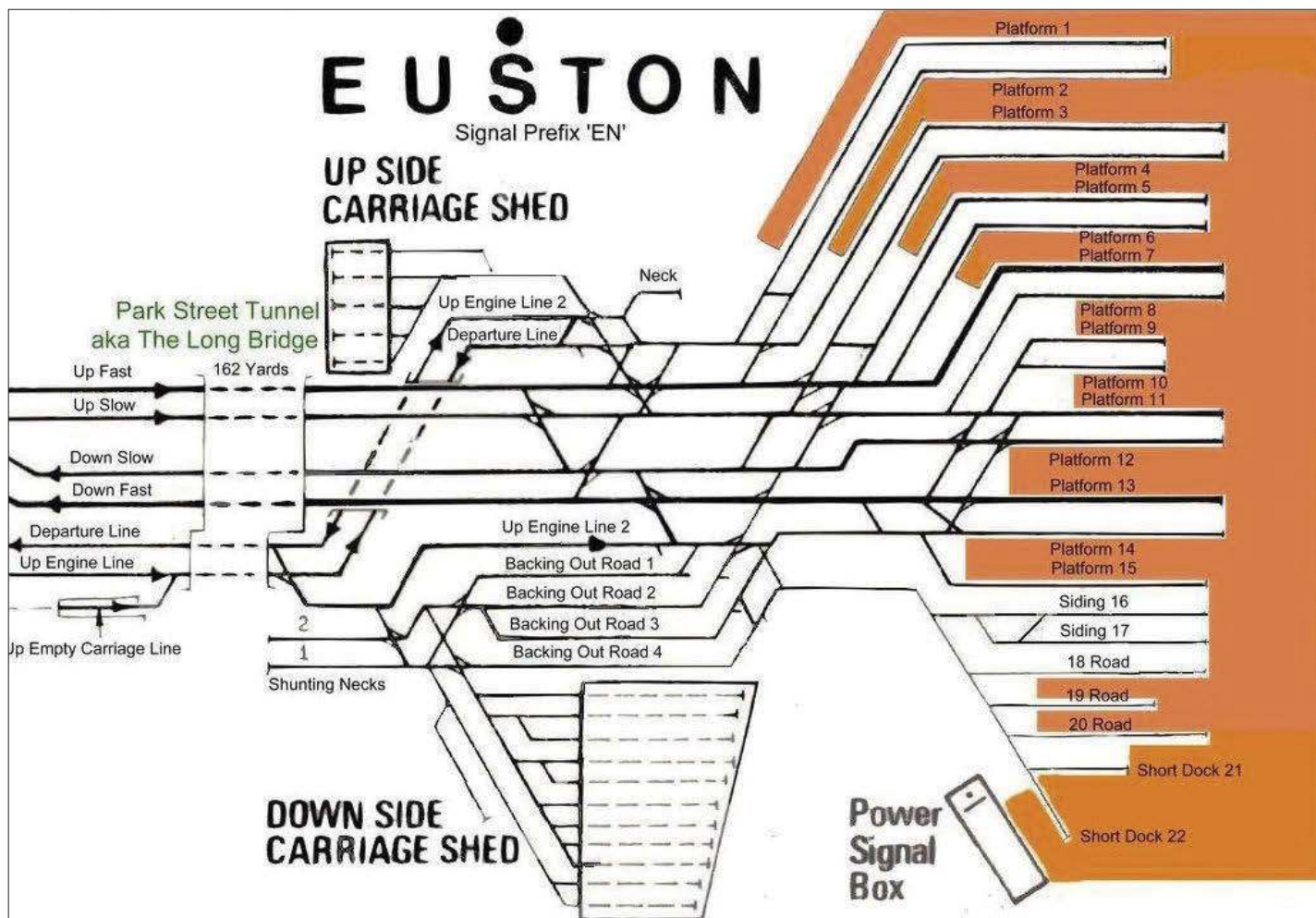
1A72, the 15:40 off Bangor, due in at 20:01, was 18 minutes late, as it required carriage &

wagon staff attention to the train at Rugby.

As 1D84, the 21:30 to Holyhead, was pulling out of Platform 12 someone pulled the communication cord, the train coming to a stand with the rear coach still in the platform. It resumed its journey after a delay of about 15 minutes. In the meantime, nothing else could leave until it was confirmed what the problem with 1D84. Was it a problem with the train or had someone jumped out of it? This then delayed the departure of 2A75, the 21:35 to Bletchley and 1G47, the 21:40 to Wolverhampton.

That brought the day to an end and things had quietened down enough for me to depart when the night turn arrived. Fortunately, this week was broken up by having a 'Rest Day' on the Wednesday. This was very useful if you were having a particularly awful week when everything went wrong, and gave you a breather before tackling the second half from Thursday onward.

I will finish my account of working at Euston Power Signal Box here. My personal preference for the two jobs I was doing at this time, working on the train recorder's desk or 'broadcast', was for the former. Being on the public address system continually, especially during times of disruption, could be very tiring to say the least.



(BELOW) A Watford DC unit passes 86226 as it leaves Euston on April 7th 1978. RAILPHOTOPRINTS - JOHN CHALCRAFT





87035 arrives at Euston with a train from Wolverhampton on April 12th 1975. RICHARD CLAYTON

86259 stands at the head of a northbound express at platform 15. Over to the right, in siding 17, 25314 is station pilot with a rake of parcels vans. On the far right, coach M99201 can be seen standing at the platform on 18 road. This was one of 5 brake second coaches that were converted in 1965 and 1966 to SLB bullion vans for the conveyance of notes, coins and other high value items. They were numbered M99200, M99201, M99202, W99203 and E99204. RAIL PHOTOPRINTS



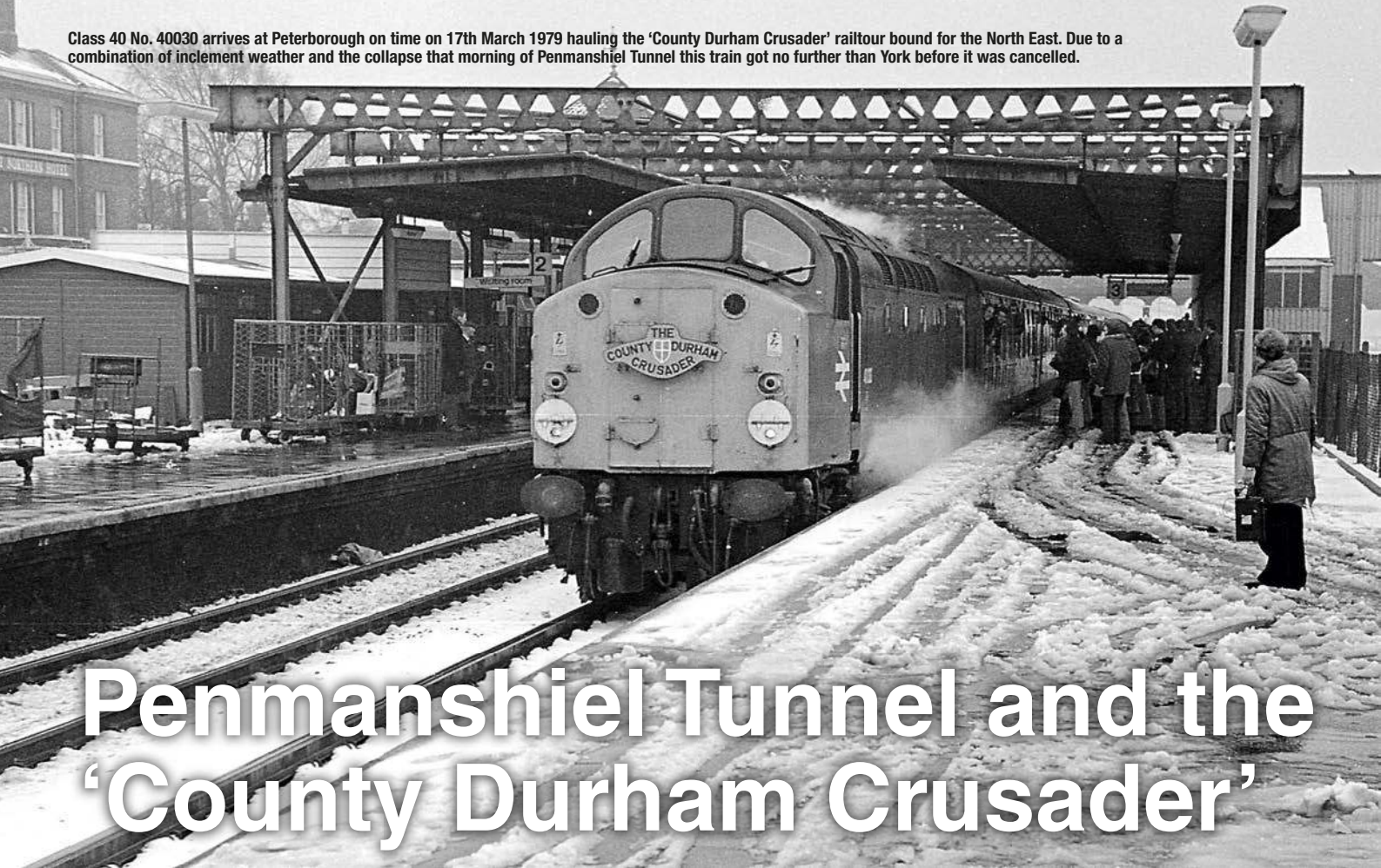


Shortly after the period described in this series of articles, the Mark 3 coaches started to arrive around 1976, mostly on the Glasgows to start with, followed by the Manchester and then Liverpool services. Their introduction meant there was an additional operational problem as four Mark 3s were almost equivalent to five Mark 1s or Mark 2s in length. So, when asking how many vehicles were on a train (on the occasion when incoming main line trains used the shorter platforms 8 and 11), you would have to ask how many Mark 3s were in the formation as well as the actual number of vehicles in the train. In this view 86009 has arrived with a train of Mark 3s on 7th April 1978. RAILPHOTOPRINTS.CO.UK - JOHN CHALCRAFT



87028 is ready to leave Euston with the 13:00 to Liverpool on April 12th 1975. RICHARD CLAYTON

Class 40 No. 40030 arrives at Peterborough on time on 17th March 1979 hauling the 'County Durham Crusader' railtour bound for the North East. Due to a combination of inclement weather and the collapse that morning of Penmanshiel Tunnel this train got no further than York before it was cancelled.



Penmanshiel Tunnel and the 'County Durham Crusader'

Lewis Bevan remembers the events of 17th March 1979 and how he and many other enthusiasts were caught up in the disruption that occurred on that day...



Class 40 No 40030 after arrival at York with the 'County Durham Crusader' railtour on 17th March 1979. Due to later running, inclement weather and the collapse of Penmanshiel Tunnel, the decision was taken to terminate this railtour at York, with passengers being advised to return to their starting stations by service trains. Note the 'Adidas' bag (essential equipment for any self-respecting railway enthusiast in 1979) being carried by one railtour participant.

The 17th March 1979 will go down in railway history for the most tragic of reasons because of the collapse of Penmanshiel Tunnel in the early hours of that day. The tunnel was about 18 miles north-west of Berwick-upon-Tweed on the East Coast Main Line, and was opened in 1846. Work was being carried out in the tunnel in March 1979 to lower the track as part of a scheme to allow international freight containers to be carried over the ECML. In mid-March 1979 work had been completed on the up line and operations were continuing on the down line to install paved concrete track.

Early on the morning of 17th March there were 15 men at work in the tunnel and five items of plant. At 03:45 that morning the railway works inspector on site saw small pieces of rock apparently bursting from the tunnel lining and decided that the wall needed to be shored as a precaution, and started to walk to the site office to make the necessary arrangements. A few seconds later he heard a loud noise and turned round to see the tunnel had collapsed and was filled with rock, so he took immediate precautions to ensure the line was blocked to traffic (the up line having been re-opened to traffic by this time). Thirteen of the men working in the tunnel at the time managed to escape safely but two young workmen, Gordon Turnbull and Peter Fowler, were killed when the tunnel collapsed. Their bodies were never recovered and a memorial, in the shape of an obelisk, was later placed over the point where the collapse happened.

The original intention was to re-open Penmanshiel Tunnel by removing the fallen rock and rebuilding the tunnel lining. But, after a full examination of the tunnel, it was decided that this course of action would be too difficult and dangerous, and, instead, the decision was taken to build a diverted railway over a new alignment. Work commenced on this alignment by contractors on 7th May 1979 and the new line was opened for traffic on 20th August 1979.

County Durham Crusader

In those far-off days before mobile phones and the internet, many rail enthusiasts boarded the 'County Durham Crusader' railtour on the Saturday morning, unaware of the tragedy. The tour, hauled by Class 40 No. 40030 (which had worked south on the previous night's 22.55 from Leeds), set off from King's Cross at 08:30 for a tour of diversionary and freight lines in the North East with the highlight being a trip over the line to Consett steelworks. But, as well as the tunnel collapse, railway operations in the North were being hit by inclement weather conditions. Heavy snow had fallen and blizzard conditions were still being encountered. Although the 'County Durham Crusader' had reached Peterborough more or less on time, it was heavily delayed in the Doncaster area and the decision was taken when it arrived at York, 35 minutes late, to terminate the railtour. Participants were advised to use service trains to return to their starting stations, but service disruptions on

the day made this difficult for some.

'Deltic' 55017, seen at Peterborough in the morning with the 23:15 Edinburgh to King's Cross, must have been one of the last trains through the tunnel, but 55010, on the 07:05 Edinburgh to King's Cross, arrived at Doncaster later running 319 minutes late, having been sent south from Edinburgh via Carlisle. Passengers for the South West were catered for by the very swiftly arranged organisation of a relief train from York to Plymouth (to run in the times of 1V93 Edinburgh to Plymouth) formed of a scratch set of Mark I coaches hauled by 37108. The York to King's Cross semi-fast trains were mostly in the hands of Class 40s at this time, with 40069 leaving York on time on the 14:13 to King's Cross, followed by 40078 on the 16:13 from York. Many local trains in the Doncaster and York area, mostly formed by DMUs, were very heavily delayed or cancelled.

The 'Six Bells Junction' website shows that the 'County Durham Crusader' was not the only railtour casualty of the weather on this day, as 47525 had set off from York with a 'Merrymaker' trip bound for Cardiff and Barry Island. This train got no further than Sheffield before being terminated, apparently because of the adverse weather conditions in South Wales. Similarly 'The Fellsman', from Cardiff Central, (organised by Severnside Railtours, hauled by 37189 and 37203 and bound for a trip over the Settle and Carlisle), got no further than Gloucester.

(BELOW) After the 'County Durham Crusader' railtour had been cancelled at York on 17th March 1979, its loco, Class 40 No 40030, retired to York depot where it is seen in the company of sister loco 40078 (later to work the 16:13 York to King's Cross) and unidentified members of Classes 45 and 47.



Trains from Scotland via the ECML were subject to massive delays on 17th March 1979 due to the collapse of Penmanshiel Tunnel. To cater for passengers heading to the South West a York to Plymouth relief train was hastily organised formed of a set of Mark I coaches hauled by Class 37 No. 37108. It is seen here awaiting departure from York - it is not known how far the Class 37 worked on this train. (Ed. The class37.co.uk website states that the locomotive worked the train as far as Bristol)



Class 40 No. 40069 departs from Doncaster hauling the 14:13 York to King's Cross on 17th March 1979.



'Deltic' No. 55010 arrives at Doncaster on the 07:05 Edinburgh to King's Cross on the afternoon of 17th March 1979. This train was running over five hours late at this point, having been sent from Edinburgh via Carlisle and the Tyne Valley line following the collapse of Penmanshiel Tunnel that morning.



Following the cancellation of the 'County Durham Crusader' railtour on 17th March 1979 a re-run was arranged for 12th May 1979, and this time the full tour itinerary was completed successfully. Here Class 40 No. 40032 has arrived at York, where Class 37 No 37242 (on the left) will take over for a run to Newcastle via Stockton.



To Consett and back in May

The 'County Durham Crusader' was successfully re-run on 12th May 1979, when weather conditions were a lot milder! Despite fears that no Class 40 would be available on the day, 40032 worked the train from King's Cross to York, where 37242 took over. The timing sheet, handed out to passengers on the day, contained the warning that "as of Friday lunchtime there was no Class 40 available for our trip." The statement went on to say that "we have asked, firstly, for a 'Deltic' and, secondly, for anything but a Class 47 from King's Cross." In 2019 railtour passengers

would, no doubt, welcome a Class 47 for haulage out of the Cross, but the statement just goes to show that such a loco was not considered suitable haulage for a specialist railtour in 1979.

37242 hauled the train to Newcastle, via Stockton and the Norton Junction to Ferryhill line. From Newcastle it was the turn of 37062 to run via South Pelaw Junction to Consett steelworks, where Class 08 No. 08274 carried out a shunt release of the stock to enable 37062 to run round. Passenger services had been withdrawn from Consett station in May 1955, and the branch had owed its continued

existence to Consett steelworks. The steelworks were originally built in the 1840s, and older enthusiasts may remember the steady stream of iron ore trains making their way up the branch in steam days from Tyne Dock hauled by 9Fs, O1s and Q7s. A deep water quay had been built at Tyne Dock in 1953 to unload imported iron ore, which then needed transportation up to Consett. Consett is 23 miles from Tyne Dock and is 270 metres (900 feet) above sea level. Hence gradients on the branch were severe, rising to a maximum of 1 in 35, and steam trains needed to be banked from South Pelaw Junction.

Consett steelworks closed in September 1980 and there was a well-publicised campaign to retain the line with a restored passenger service. This was to no avail, however, and a final special train was run from Newcastle to Consett and back on 17th March 1984. Power for this was provided by Class 46 No. 46026 'Lancashire and Derbyshire Yeomanry'. Ironically, sister loco D171 (which became 46034) had been tested on the iron ore trains to Consett on 28th September 1962, but haulage by this class of diesel was not pursued at the time. Lifting of the track to Consett began in September 1984 and now, nearly 35 years later, it is difficult to imagine that the railway in this town ever existed. 37062 returned the 'County Durham Crusader' from Consett to Washington where 37061 was on hand to perform the necessary shunt manoeuvre. 37062 then returned the train to York, where 40032 was re-attached for the final leg to King's Cross.

A photo showing the weather conditions in the north of England on 17th March 1979 which led to the cancellations or delays to many trains throughout the UK that day. Class 40 No. 40013 passes Doncaster on an empty coaching stock train made up of air conditioned Mark 2 coaches.



This is a scene that would be greeted with horror by any health and safety representatives today. Passengers on the re-run 'County Durham Crusader' railtour on 12th May 1979 have been permitted to de-train while Class 37 No. 37062 prepares to run round the stock for the return to Newcastle.



Class 37 No. 37062 returns the 'County Durham Crusader' railtour from Consett to Newcastle at a location that has been identified as Brooms curve, near Leadgate on the Consett branch.



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The Society currently has the only Deltic capable of hauling railtours on the main line, this being D9009 *Alycidon*. At the moment the loco is being operated on temporary bogies due to a fault being identified with one of its own bogies. The overall cost is expected to be in six figures but for us to authorise work to start we need to raise £10k. Please can you help?



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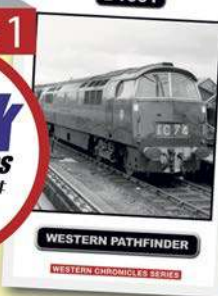
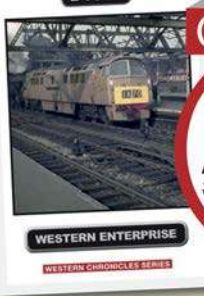
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Sunday 1st August 1968: Although falling outside the time frame of this article, this image depicts a WLL activity very much synonymous with Kensington Olympia during the 1970s period: Motorail operations (the Motorail Terminal can be seen on the left). D7662 and D7665 (later 25312 and 25315 respectively) arrive with 3V07, which is believed to have been the 16:33 from Willesden (due at Kensington Olympia around 17:00) formed of empty 'auto-flats' and 'carts', and empty coaching stock (ECS), which will form the evening 1S15 Motorail departure to Perth. The pair of Type 2s will no doubt work 1S15 to Willesden where an electric will take over. At this time, Kensington Olympia was part of the Western Region, hence the use of the inter-regional letter 'V' for the incoming ECS move from Willesden. Note the abundance of six-wheeled milk tanks, which are probably empty having arrived from various discharge points around London ready for dispatch to South Wales, the West Country and possibly Shropshire as well. RAIL-ONLINE.



Kensington Olympia and the West London Line Revisited

In the first of three articles compiled with the railway modeller in mind, David J. Hayes provides a further nugget of nostalgia with another look back at this busy cross-city axis during the 1970s.

Although not a railway modeller myself, I do enjoy attending model railway exhibitions as and when the opportunity arises. The skills, ingenuity and attention to detail of the modelling fraternity never fail to impress, and I have been fortunate to have seen many excellent layouts over the years, such as Black Country Blues, which, as the name implies, is a layout based on my native Black Country region of the West Midlands during the British Rail Blue era of the 1970s.

There are, of course, many others I could mention, but the one thing they all have in common is that it's not just the trains themselves that are of importance, it's also the environment in which they are placed, whether it be a rural backwater or a bustling metropolis.

With the railway modeller in mind, this article is the first of a short series of three features that I feel will be of particular interest to modellers, as they will focus on locations with excellent modelling potential. This may be due to the nature of the rail traffic on offer (this will obviously vary depending on the era being depicted) and/or the actual location setting itself, which could be an inner city or town environment or an industrialized setting.

Although freight traffic will be the dominant factor for each of these articles, passenger operations will also play a key part as well. However, as with my short series of features on closed freight lines in the West Midlands, their appearance in TRACTION will be rather sporadic, so please be patient and watch this space!

The West London Line revisited

Regular readers may have read my West London Line (WLL) article in TRACTION 224 (Nov/Dec 2014), which gave a fairly detailed account of the variety of trains, traffics and traction traversing this important cross-city axis during the 1970s, accompanied by a splendid selection of images taken at Kensington Olympia station by respected author and photographer legend Mr. Brian Morrison. Now, some five years after that article first appeared, I thought the readership might like a return visit to the WLL and I am, therefore, delighted once more to be able to include some of Brian's work with this follow-up feature, along with an equally splendid selection of images very kindly made available by Kevin Lane, Stephen Burdett and Rail-Online, to all of whom I am extremely grateful.

The accompanying table for this offering, covering an eight-hour period from 09:00 to 17:00 during summer 1974, provides a useful insight into what could be seen at Kensington Olympia station throughout a typical week back in the mid-1970s. This

(LEFT) October 1969: Again, although slightly outside the time frame of this feature, I thought readers and modellers would enjoy this image of D6328 trundling through Kensington Olympia with a handful of fruit vans and a brake van. Could the working be 9V22 from somewhere like South Lambeth Goods returning to Acton Yard? Note the attractive buildings and period cars on the left. RAIL-ONLINE.



Images as credited.
Captions by David J. Hayes

tabulation of movements, along with the accompanying pictures (together with those featured in TRACTION 224), will hopefully be of use and inspiration to modellers wishing to replicate the WLL through this affluent district of London. An overview of the traffic tabulated is given below.

This was an interesting period of railway operations and a time when freight traffic in particular was both plentiful and varied. It had to be fitted in with busy passenger and Motorail operations, especially during the summer months, as well as the 'Kenny Belle' post office staff shuttles to and from Clapham Junction. Excluded from the table are workings to and from Chelsea Basin Goods, which are believed to have operated under local tripping arrangements based on Willesden Yard and, therefore, not contained in the official working time tables from which much of the information was extracted.

It is also worth noting that steam-hauled London Transport (LT) permanent way (PW) trains, based on the nearby LT Lille Bridge Depot, could also be seen using this section of the WLL up until the early 1970s. The PW trains were worked by former Great Western Railway pannier tank locomotives acquired by LT in the 1950s and 1960s. We mustn't forget the LT District Line tube stock services arriving at their own dedicated platform at Kensington Olympia in connection with events being held at the adjacent Olympia Exhibition Hall, thus adding a further element of modelling interest to an already vibrant railway scene.

Table overview

The accompanying table shows more than 240 movements per week at Kensington Olympia between 09:00 and 17:00, equating to some 42-45 movements most weekdays during this eight-hour period. The majority of these are freights of various description, ranging from traditional mixed wagonload goods plying to and from London's principal marshalling yard facilities at Acton, Hither Green, Norwood, Temple Mills, Willesden and various other locations (e.g. Bricklayers Arms, Crawley, Queenborough, Severn Tunnel Junction etc.), and block company trains consisting of automotive, cement, oil and sand.

As many as eight freights an hour are shown passing through Kensington Olympia on some weekdays, such was the volume back then, and Saturdays could also have their busy moments, too. However, it should be said that many of the freights tabulated were designated as 'conditional' services and could, therefore, be cancelled at short-notice to suit customer demand and/or fluctuations in traffic. However, there were also a large number of mandatory workings to be seen as well, which were regular and reliable runners.

Dominating block train operations were tanker trains from refineries and tank storage farms situated both north and south of the industrialized Thames estuary at Thames



Saturday 5th September 1970: What appears to have been a short-lived WLL routing was that of loaded MGR coal-hauls from Welbeck to Northfleet cement works, as such workings were soon amended to traverse the Cricklewood to Kew axis via Acton Wells Junction. With a crew in each locomotive, D1804 and 1829 darken the skies with an eruption of exhaust as they heave past Kensington North Main signalbox with 6062, which is believed to have been the 10:36 departure from Welbeck to Northfleet. These long distance MGR turns usually had a wagon examination at Toton Yard and this particular train would have crossed the capital during the evening, well after the peak-period passenger rush-hour on the Southern Region. In addition to the railway infrastructure, note also the mixture of buildings and those wonderful rows of chimneys resembling the film set of *Mary Poppins*! RAIL-ONLINE.



Saturday 4th July 1970: A splendid overall view of Kensington Olympia (by now part of the London Midland Region), as seen looking northwards from the station footbridge. D7666 (later 25316) arrives with 1M69, the 09:40 Motorail from Perth (due Kensington Olympia 19:00), which would, no doubt, have been electric-hauled to Mitre Bridge Junction. The Motorail facility is clearly visible on the left. It opened in 1966 and closed in 1982, and is now a car park. Note, again, the abundance of milk tankers, while just visible on the right is further modelling detail in the form of a ramp used for loading double-deck Motorail 'cartics'. The twin high-rise tower blocks in the distance are almost brand-new, having been completed in the late 1960s. Such structures would feature nicely as a modelling backdrop scene. RAIL-Online.



Saturday 15th August 1970: With a Class 25 nudging into the picture, aptly named 828 'Magnificent' makes for a magnificent sight as she prepares to depart Kensington Olympia with 1V46, the 08:30 Motorail departure to Newton Abbot. However, the 'Warship' will first perform a shunt in order to attach loaded Motorail vehicles laden with passengers' cars (the Motorail Terminal can be seen behind the loco). Kensington Olympia by this date was now part of the London Midland Region, hence the use of the inter-regional letter 'V' in the train headcode. Note the two arched rooflines of the Olympia Exhibition Hall in the background (the building dates from 1886), which would make for an attractive feature of a modelling backdrop scene. RAIL-ONLINE.

Haven and Grain respectively. Loadings from these locations were usually staged at Ripple Lane and Hoo Junction yards before being forwarded to numerous distribution depots and industrial locations, which also included power stations (Didcot and Richborough were included amongst these). The busiest flows traversing the WLL, however, were those between Ripple Lane and Salfords, conveying aviation fuel for Gatwick airport.

Coal also produced some considerable freight tonnage over the WLL, which included traditional block workings from Acton to Plumstead and Wimbledon, the latter acting as a staging point for the coal concentration depots at Chessington and Tolworth. There were also traditional block train movements from the diminutive Kent coalfield to Acton as well, which included the output from Betteshanger. Similar workings also reached Acton from Snowdown and Shepherds Well (coal from Tilmanstone).

A busy destination for coal in London was Chelsea Basin Goods (CBG), which was connected directly to the WLL. For reasons explained earlier, the CBG workings are not shown in the table. Coal traffic to CBG during the early 1970s averaged six loaded trips each weekday from Willesden, with around three on a Saturday; I believe

they were usually Class 25-hauled. They sometimes included brake tenders for added brakeforce, as did some of those operating between Acton and the Southern Region, which produced Classes 33, 73 and 74. Some of the coal empties from CBG ran to Northampton and were booked to stop at Kensington Olympia to undergo a wagon examination.

It is worth mentioning at this point that, in addition to Kensington Olympia, CBG itself would also make for an interesting WLL modelling project, too. Unlike the plush surroundings of today (Chelsea Harbour), the immediate area was quite industrial back in the 1970s. This included a large gasworks and Lots Road Power Station, the latter of which, although now disused, is still a feature of the now modern landscape. The power station was commissioned in 1905 and generated electricity for the London Underground system until its closure in 2002. CBG and its surrounds featured in episodes of *The Sweeney* and *The New Avengers* TV series back in the 1970s. The WLL also crosses the River Thames at this point on the Grade 2 listed Cremorne Bridge dating from 1863, so there's plenty of modelling potential, which could be topped off with a wonderful cityscape backdrop with

the Thames meandering into the distance.

The WLL appears to have been a short-lived routing for merry-go-round (MGR) coal traffic between Welbeck, in Nottinghamshire, and the then recently opened Northfleet cement works, in North Kent, during the early 1970s. These long-distance MGR coal-hauls produced pairs of Brush Type 4s working in tandem (i.e. a crew in each loco). I believe they reached London via the southern section of the West Coast Main Line, which they may well have joined at Northampton, having traversed the line from Market Harborough. However, such workings were soon diverted away from WLL metals and amended to reach Southern Region territory by way of the Cricklewood to Kew axis via Acton Wells Junction.

MGR workings to Northfleet continued to produce Class 47 pairings, and even Class 47 plus Class 45 combinations at times, on the Southern Region well into the 1970s. However, by this time, this usually entailed attaching a slow speed control fitted Class 47 atop a non equipped locomotive at Cricklewood in order to facilitate the unloading of the train at the cement works.

The WLL was also an important axis for Continental cargoes making their way to and from mainland Europe via the Dover train-



Saturday 22nd August 1970: A wonderful period shot of 'Hymek' D7045 passing through Kensington Olympia whilst heading back to the Western Region with a classic mixed wagonload goods from the Southern Region, which includes containerised loads carried in open wagons. Despite displaying what appears to be an 8V35 headcode, this could well be incorrect. Working time table information for this period suggests that the train is possibly one of two Saturday morning workings to Acton Yard: 8V11, the 08:30 from Norwood, or 8V24, the 08:45 from Hither Green, which were booked through Kensington Olympia at 09:04 and 09:49 respectively. The 'Hymek' may well have reached Southern Region territory atop an inter-regional freight from Acton or possibly Severn Tunnel Junction. Again, the background buildings add further interest, which could be incorporated into a modelling backdrop. RAIL-ONLINE.



Tuesday 24th February 1976: Nicely framed by the signal gantry, 33057 passes Kensington Olympia with 8010, the 12:59 Acton to Plumstead coal turn, which was due through Kensington Olympia at 13:20 and booked to reach Plumsted around 14:15. Note the two RTV brake tenders positioned behind the loco, quite a common feature of traditional block coal trains traversing the WLL during the 1970s, which could also see their inclusion on such workings to Chelsea Basin Goods and Wimbledon. BRIAN MORRISON.



Tuesday 24th February 1976: Working on diesel power, electro-diesel 73136 heads northwards with a lengthy raft of empty coal hoppers forming what is believed to be 8V20, the 12:27 Wimbledon to Acton (empties ex-Chessington and/or Tolworth), which was due through Kensington Olympia at 13:11. The Class 73 would probably return later in the afternoon atop 8090, the 14:23 Acton to Wimbledon, which was due through Kensington Olympia at 14:52. The substantial station footbridge is clearly evident in this view and featured in an episode of The Sweeney TV series back in the 1970s. Perhaps modellers could incorporate a 'Sweeney' location shoot on their WLL layout, with an area cordoned off for filming and watched by a large gathering of spectators! Food for thought, perhaps? BRIAN MORRISON.

June 1970: A locomotive type not normally associated with the WLL were the 'Peaks' Classes 45 and 46 although they did appear, as witnessed here, thus adding further to the rich variety of motive power to be seen traversing this cross-city axis. D106 (later, by coincidence, 45106) stands atop a 1Z36 inter-regional special, which may have been a return holiday extra from the coast. The angle of the light would suggest this was an evening shot. Note the Motorail terminal on the right and the then familiar sight of six-wheeled milk tankers on the left. RAIL-ONLINE.



Thursday 19th July 1979: This is a classic WLL viewpoint with the Earls Court Exhibition Centre in the background and LT's Lillie Bridge Depot on the right, overlooked by the towering Empress State Building, itself an impressive structure opened in 1961. Two WLL freights are seen passing through the scene: 33048 heads for 'home' territory with a loaded coal train for the Southern Region that has probably originated from Acton Yard. Meanwhile, 'Split-Box' 37023 heads northwards towards Kensington with what is possibly a Norwood to Temple Mill service, which appears to be mainly formed of hopper wagons laden with sand, possibly from Holmethorpe, near Redhill (the sand may have been destined for Mile End). KEVIN LANE.





(ABOVE) Monday 7th May 1979: Having crossed the River Thames by means of Cremorne Bridge (a Grade 2 listed structure dating from 1863), 'Slim Jim' 33212 passes Chelsea & Fulham signalbox and the connection leading to Chelsea Basin Goods (closed in 1981) with a long raft of Continental vans (including refrigerated types), which have most likely originated from Dover. Indeed, the service could well be 6S73, the 11:00 Anglo-Scottish Speedlink service from Dover to Dundee, which called at the major West Coast Main Line yards at Willesden, Bescot, Warrington, Carlisle and Mossend. The traffic stop at Willesden may entail detaching vanloads of perishables (imported fruits and vegetables) for onward movement to Stratford LIFT and/or perhaps for working back over the WLL to South Lambeth Goods. STEPHEN BURDETT.

ferry. Such workings produced an interesting mixture of air-braked international freight rolling stock, which included chemical tankers of all shapes and sizes, and various high-capacity vans, including Inter-Frigo refrigerated types. These were used for all manner of wagonload goods including perishables, such as imported fruits and vegetables. One of the main destinations in London for this type of traffic was Stratford LIFT (London International Freight Terminal). It's quite possible that such traffic may have also been dealt with at South Lambeth Goods as well.

Continental services to and from Dover would later be incorporated into the Speedlink wagonload network launched in September 1977, and would become a regular feature of WLL freight operations for many years to come, even during the post-Speedlink era when such traffic began using the Channel Tunnel in the mid-1990s under the Connectrail and, later, Enterprise International marketing brand names.

As can be imagined, Kensington Olympia itself was a hive of activity throughout the day. In addition to the numerous freights passing through, it was also busy at certain times with Motorail activity, especially during the summer season. This entailed movements of empty coaching stock (ECS)

and associated 'auto-flats' and double-deck 'cartics' for loading with passengers' cars, and dealing with the arrival and departure of Motorail services. (Ed. See TRACTION 236 for more information about Motorail workings.)

There was also the 'Kenny Belle' post office staff shuttles to and from Clapham Junction, and their associated ECS moves.

Milk operations at Kensington Olympia had somewhat declined by 1974 compared to the early 1970s when Kensington Olympia was then an important gathering and distribution hub for milk traffic in and around the London area. Such workings back then radiated outwards to various receiving terminals dotted around the capital, which included Channelsea, Clapham Junction (traffic for Vauxhall), Cricklewood, Ilford, Morden South, Stewarts Lane, West Ealing and nearby Wood Lane. There was a fair amount of milk traffic activity to be seen at Kensington Olympia on Sundays, too. However, by the mid-1970s, the majority of the locations mentioned above, along with several others, were being served direct from Acton Yard.

And finally...

This concludes our revisit to the WLL, which further showcases what it had to offer

during the 1970s. Although the WLL is still an important and busy cross-city axis, the trains, traffics and traction using it today lack the appeal of what could be seen day-in and day-out some 40-50 years ago. I, therefore, hope that this feature brings back some fond memories to those who remember the WLL during the heady decade of the 1970s, and that it provides some modelling inspiration to those wishing to replicate sections of this six-mile route during this interesting period of railway operations. Suggested areas for modelling: Chelsea Basin Goods, Kensington Olympia and Lillie Bridge.

Book recommendations:

Lightmoor Press publication 'British Railways - The First 25 Years - Volume 7: London, Western Region (Including The West London Line)', by J. Allan & A. Murray

Andy Gibbs has been building a layout in N Gauge based on Kensington Olympia. His articles can be found in TRACTION issues 236, 237, 239, 242, 246 and 249.

Train	Movement/Service Detail	K. O	Train	Movement/Service Details	K. O.
0V06	09:00 SuO LE Kensington Olympia to Old Oak Common; off 1V34, 06:45 SuO Dover Marine to Newton Abbot Motorail	09:00 SuO	4O48	09:20 TThO AB COY Bell Green to Newhaven;	13:15 TThO
5S55	08:40 SuX ECS Willesden Carriage Sidings to Kensington Olympia; stock for 1S55	09:05 SuX	8E29	12:42 SSuX Norwood to Temple Mills	13:20 SSuX
5O83	09:15 WO ECS Kensington Olympia to Clapham Junction; off 2M00, the 08:45 SSuX Clapham Junct to Kensington Olympia	09:15 WO	6O66	12:38 SSuX Empty AB COY Slough to Hoo Junction; note XXX	13:36 SSuX
8V18	09:00 SSuX Wimbledon to Acton	09:33 SSuX	6O69	11:43 SSuX Empty AB COY Didcot to Hoo Junction; note XXX	13:36 SSuX
8O42	09:25 SSuX Acton to Crawley; to either Bricklayers Arms or Purley if so required	09:50 SSuX	6O70	11:45 SSuX Empty AB COY Staines to Hoo Junction; note XXX	13:36 SSuX
7O10	09:50 SSuX Willesden Sudbury Sidings to Norwood	10:06 SSuX	6O71	12:55 SSuX Empty AB COY Southall to Hoo Junction; note XXX	13:36 SSuX
6O61	08:53 SSuX AB COY Ripple Lane to Salfords	10:11 SSuX	6O76	11:35 SSuX Empty AB COY Thatcham to Hoo Junction; note XXX	13:36 SSuX
7O43	09:11 SSuX Temple Mills to Norwood	10:16 SSuX	8O10	13:27 SSuX Acton to Plumstead	13:51 SSuX
6E48	09:05 SSuX Empty AB COY Salfords to Ripple Lane	10:33 SSuX	8V31	13:12 SSuX Norwood to Acton	13:51 SSuX
6E48	09:12 SO Empty AB COY Salfords to Ripple Lane	10:33 SO	6O74	12:40 SO AB COY Ripple Lane to Salfords	13:52 SO
6O77	09:45 SO AB COY Ripple Lane to Salfords	10:44 SO	6O74	12:40 SSuX AB COY Ripple Lane to Salfords	13:57 SSuX
1S55	10:50 SuX Motorail Kensington Olympia to Perth;	10:50 SuX	7E14	13:25 SSuX Wandsworth Road to Temple Mills	14:00 SSuX
8O84	10:35 SSuX Acton to Tolworth; balance of 8V18	10:53 SSuX	6O75	13:24 FO Ferme Park to Selhurst	14:04 FO
7O14	10:00 SSuX Temple Mills to Queenborough	11:00 SSuX	7O20	13:30 SSuX Temple Mills to Norwood	14:23 SSuX
7V91	10:12 SO Norwood to Severn Tunnel Junction	11:04 SO	6O77	13:28 SSuX AB COY Ripple Lane to Salfords	14:36 SSuX
0O48	10:46 ThO LE Victoria to Willesden Sudbury Sidings; for 4O48	11:13-11:20 ThO	7E35	09:32 SSuX Queenborough to Temple Mills	14:40 SSuX
0O75	10:46 FO LE Victoria to Ferme Park; for 6O75	11:13-20 FO	6O80	07:00 SO Empty AB COY Burn Naze to Hoo Junction	14:47 SO
8O17	10:55 SSuX Acton to Norwood	11:16 SSuX	8O90	14:20 SSuX Acton to Wimbledon	14:50 SSuX
0O48	11:04 TO LE Stewarts Lane to Willesden Sudbury Sidings; for 4O48	11:22 TO	7E39	11:00 SSuX Queenborough to Temple Mills	15:01 SSuX
6V17	09:20 SO COY Allington to Westbury	11:22 SO	6O83	10:00 WSuX Empty AB COY Royston to Hoo Junction	15:16 WSuX
8M17	10:33 SSuX COY Redhill to Ravenhead Junction	11:35 SSuX	6V05	15:09 DLY Empty MILK Clapham Junction to Acton	15:22 DLY
7O20	10:50 SO Temple Mills to Norwood	11:37 SO	6E45	14:32 SSuX Empty AB COY Salfords to Ripple Lane	15:34 SSuX
7O46	10:45 SSuX Temple Mills to Wandsworth Road; may start from either Poplar at 09:53 SSuX or Bow Creek at 09:58 SSuX	11:40 SSuX	6M37	13:08 SO Empty COY Halling to Rugby; electric-hauled from Willesden Brent Sidings.	15:38 SO
6V17	09:20 MSSuX COY Allington to Westbury	11:45 MSSuX	6M10	11:20 SSuX AB Dover Town to Willesden Brent Sidings	15:44 SSuX
8E16	11:12 SSuX Norwood to Temple Mills	11:50 SSuX	0O81	15:38 WSSuX LE Clapham Junction to Kensington Olympia; for 2O81	15:50 WSSuX
7E16	11:12 SO Norwood to Temple Mills	11:50 SO	5M12	15:38 WO ECS Clapham Junction to Kensington Olympia for 2O81	15:50 WO
0O39	11:42 SO LE Old Oak Common to Norwood; locomotive off 7V91	11:50 SO	7E65	15:13 SSuX Hither Green to Temple Mills	16:00 SSuX
4E01	11:00 SO Parcels Bricklayers Arms to Channelsea Sidings	11:59 SO	7E63	15:06 SSuX Bricklayers Arms to Temple Mills	16:15 SSuX
7V46	08:00 SSuX Betteshanger to Acton	12:01 SSuX	6E58	15:12 SO Empty AB COY Salfords to Ripple Lane	16:20 SO
7O13	11:17 SSuX Temple Mills to Queenborough	12:10 SSuX	7V23	14:15 SSuX Hove to Acton	16:25 SSuX
6O68	10:35 SSuX Empty AB COY Thame to Hoo Junction	12:15 SSuX	0O62	16:15 SO LE Acton to Clapham Junction; locomotive off 6V05	16:29 SO
6O68	10:35 SO Empty AB COY Thame to Hoo Junction	12:20 SO	0O62	16:15 SuO LE Acton to Clapham Junction; locomotive off 6V05	16:30 SuO
0O83	11:44 SO LE Hither Green to Temple Mills; for 6O83	12:20 SO	2O81	16:36 SSuX Kensington Olympia to Clapham Junction	16:36 SSuX
8M26	12:10 SSuX Norwood to Willesden Brent Sidings	12:50 SSuX	7M02	15:50 SSuX Bricklayers Arms to Willesden Brent Sidings	16:44 SSuX
7O48	12:50 SSuX Willesden Sudbury Sidings to Norwood	13:07 SSuX	6O30	14:15 SO COY Rugby to Halling;. Worked by locomotive (Class 33) off 6M37	16:49 SO
0O90	13:00 SSuX LE Clapham Junction to Acton; for 8O90	13:14 SSuX	5O82	16:52 SSuX ECS Clapham Junction to Kensington Olympia; stock for 2O82, the 17:08 SSuX departure to Clapham Junction	17:00 SSuX

Notes: XXX will not run if either 6O66, 6O69, 6O70 or 6O76 runs AB= air braked COY= company train ECS empty coaches LE=light engine
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issue 253 ON SALE 2nd August:

- West Coast Main Line in N Gauge
- Dad where is Toton?
- Scotland in the 1980s
- Eastleigh Works 100
- Harton Colliery electrics

Class 128 Parcels DMUs



(ABOVE) M55990 is seen on April 25th 1962 in the original green livery with cat's whiskers lining. It is working a service with two 12 ton vans in tow. M55990 was one of a batch of four that were allocated to Newton Heath depot in Manchester. The location is not known but the headcode, 3C01, would suggest that it is working a train heading for the northern side of Manchester. COLOUR-RAIL



(RIGHT) 55993 was the second member of the class that was initially sent to Tyseley depot. It is seen here, having had its corridor connection and split headcode panels removed, heading east out of Manchester Victoria on the 4th December 1982 after it had been reallocated to Newton Heath. It is possibly working a service to Oldham Mumps. J.D. JONES/ COLOUR-RAIL



(LEFT) W55992 is seen at West Ealing on 3rd April 1985. F. HORNBY / COLOUR-RAIL

In 1959 British Railways placed into service ten single car diesel multiple units which were built by the Gloucester Railway Carriage and Wagon Company. They were powered by two 230 hp British United Traction - Albion engines. They were intended to operate parcels services, being fitted with parcels racks and also storage for bicycles. The first four, M55987 to 55990, were non-gangwayed and were destined for the London Midland Region, whilst the remaining six, W55991 to 55996, had end gangways and were for the Western Region. They became Class 128 under the TOPS renumbering scheme. The last members of the class were withdrawn in 1990.

55995 was one of the Western Region examples and was allocated to Chester. It is seen arriving there coupled to 55994, which was one of the two that were sent to Tyseley when new. By the time this photo was taken in 1978 the Western Region's Chester and Tyseley allocations had, of course, passed to the London Midland Region. It seems likely that this is a service off the Shrewsbury line. G. PARRY COLLECTION/ COLOUR-RAIL



One of the two Western Region examples that were initially allocated to the London area, W55992 is seen at Sonning on the 5th September 1987 coupled to a Class 117 3 car DMU. Parcels DMUs were often attached to passenger services. 55992 has lost the split 4-character headcode boxes from under the cab windows, but still retains the corridor connections. C.WILKINSON/ COLOUR-RAIL



The Class 111 development of the 110 was also a Bo-Bo but with state-of-the-art traction equipment. They had a higher maximum speed of 160km/h (100mph), with most of the class being painted in the then standard cream and blue livery; some of the class were painted in a grey and orange livery to match the 'City Bahn' suburban coaching stock. On 29th July 1980, 111 110 was seen passing Hamburg Sternchance with an Inter-City train of 26m-long vehicles.
COLIN BOOCCOCK



German electric locomotives – parallel developments **Part 2**

Colin Boocock continues the story of the electric locomotive developments on the railways of West and East Germany in the years before the fall of the Berlin Wall. He was fascinated by the significant differences between the two countries and in their railways. In this article he looks at the improvements made to the standard West German classes before turning his attention to the locomotives of the East German railways.

Before moving on to examine in detail what happened to locomotive development in East Germany (Deutsche Demokratische Republik or DDR), I need to look briefly at two follow-on West German classes that deserve mention. A total of 227 new Bo-Bos were built for Deutsche Bundesbahn between 1974 and 1984 that were said to be an improved E10 design and that used state-of-the-art traction electronics. No longer did we hear the 'clonk-clonk-clonk-....' of an electric locomotive notching up on departure when the 111s were starting away!

These locomotives were built by the same manufacturers as the E10s with the traction equipment coming from the same firms. They had the same power rating as the E10s, weighed 83 tonnes, and were all

equipped for push-pull and multiple working. Top speed was 160km/h. As successful locomotives, the 111s have survived and are now part of DB Regio working push-pull services and inter-urban trains around Germany.

A similarly modernised version of the E50 Co-Co emerged in 1973 from Krupp, being the new Class 151 freight locomotive. The 151 was considerably more powerful than the 150, being 6,000kW continuous (8,050bhp), weighing 126 tonnes and can reach 120km/h.

The other DB electric classes that were introduced during the 1960s and 1970s were not really standard types, even though the 200km/h Class 103s, of which there were 149, were undoubtedly very successful. They and the DB 120s Bo-Bos didn't have DR

equivalents, and so are not part of this story, though the editor may perhaps like an article about them in the future.

Deutsche Reichsbahn's new electric locomotives

As mentioned in Part 1, the overhead electrical supply infrastructure and locomotives in the DDR had been taken as reparations by the Soviet Union following the end of WW2 (although most of the locomotives were eventually returned). Not surprisingly, Deutsche Reichsbahn (DR) took some time to begin restoring and extending its electrification, relying on steam and diesel traction for many long-distance trains even into the 1980s. Its earliest post-war electric locomotives were Bo-Bos for passenger work, followed by similar freight locomotives



with different gearing; these appeared from the early 1960s. The heavy freight Co-Co type emerged in 1974. Each of these classes was seen as equivalent to the DB's early and similar types (E10, E40 and E50). There was no equivalent to the E41 in the east. These classes are summarised here:

- E11, an 82tonne Bo-Bo of 2,740kW (3,675bhp) with a top speed of 120km/h. At the time the author first saw one of these 42 locomotives they were painted in the standard DR overall red. These were DR's front line express passenger electric locomotives, their modest top speed and power output being no limitation on a railway that had been deliberately asset-stripped after the war and which was a poor relation to its richer, western neighbour. To the Soviets, 120km/h (75mph) was fast enough. DR computerised their numbers into the Class 211 range. On reunification, that classification clashed with a diesel hydraulic type, and the obvious renumbering to 111 overlapped the DB class of that number, so this group ended up with the class number 109. As reunification took hold and DB began to rationalise the eastern railways it had absorbed, the 109s were steadily withdrawn.

- E42, the freight class that DR introduced in 1962, and continued building until 1976, was a re-gearred version of the E11 with a 100km/h top speed. There were 180 of these and DR reclassified them as 242. Within the combined DB they became Class 142. Like the 109s, they were among the earlier locomotive sacrifices ending

their DB lives in 1999.

- Class 250 was the designation of a class of Co-Co heavy freight locomotives introduced in 1974. Weighing 123 tonnes, the 273 locomotives of this class incorporated modern electronics in their control systems and were powerful at 5,200kW (7,240bhp) and had a top speed of 125km/h (78mph). Thus they also appeared from time to time on express passenger trains as the author saw at Erfurt in 1978. DB reclassified these locomotives as 155, clearly liked them, and reallocated many of them to sheds on the former DB network, particularly for working heavy freights in the hilly southern areas. Fifty-five were recorded as being still in use in 2018.

- The year 1982 saw DR produce a thyristor-controlled prototype Bo-Bo version of the Class 250 for freight and general passenger use. The production batch became Class 243. Their output was 3,540kW (4,745bhp) and they had a maximum speed of 120km/h (78mph), so were ideal for push-pull passenger workings as well as longer-distance trains. The 143s were so successful that by 1990 a total of 646 were built. After reunification, DB clearly took a shine to them and moved a large number westwards. They took over local and urban push-pull trains all round Germany, enabling the withdrawal of many 110s, 140s and 141s. The RailfanEurope.net web site shows 69 of these more modern gems still in use.

- To supplement these standard classes, which totalled 1,141 locomotives, DR and DB introduced three other classes that

The modernised version of the DB Class 150 Co-Co was the 151. In this view 151.014 passes Günzburg with an intermodal train heading towards Ulm on the 18th July 1984. GORDON OGDEN





The East German standard freight Co-Co was the Class 250. Photographed from a train on an adjacent track, Co-Co No. 250 039 was approaching Dresden on the 5th July 1989 with a freight, doing what it was designed to do. This class had a maximum speed of 78mph which also enabled them to haul express trains on DR tracks as well as freight. The class became 155 at reunification as they could not adopt the 150 series of numbers because of the clash with the DB class. COLIN BOOCOCK



The DR Class E11 was the standard East German passenger class with forty-two being built between 1961 and 1963. Further batches followed in the 1970s, by which time they were classified in as 211s. After reunification they were re-classified as 109s to avoid the numbers conflicting with DB's Class 111 electric locomotives. 109 048 was built in 1970 and is seen here sitting at the buffer stops at Stralsund in 1992. The locomotive was scrapped in 1999. COLIN BOOCOCK

deserve mention for completeness. One was Class 251 (later DB class 171), a Co-Co version of the 242, that was built in 1964 for working heavy mineral trains on the steeply-graded 25kV ac Rübelandbahn in the Harz district. This line was the only line in Germany electrified at this voltage and is isolated from the rest of the DR electrified network. These locos are now redundant other than for heritage purposes.

- The other new DR class was an updated 250 with three-phase traction motors of which the four prototypes appeared in 1991 as Class 252, after reunification becoming DB Class 156. These are now in private ownership with Mitteldeutsche Eisenbahn Gesellschaft (MEG) which operates them on freight trains on the DB network.

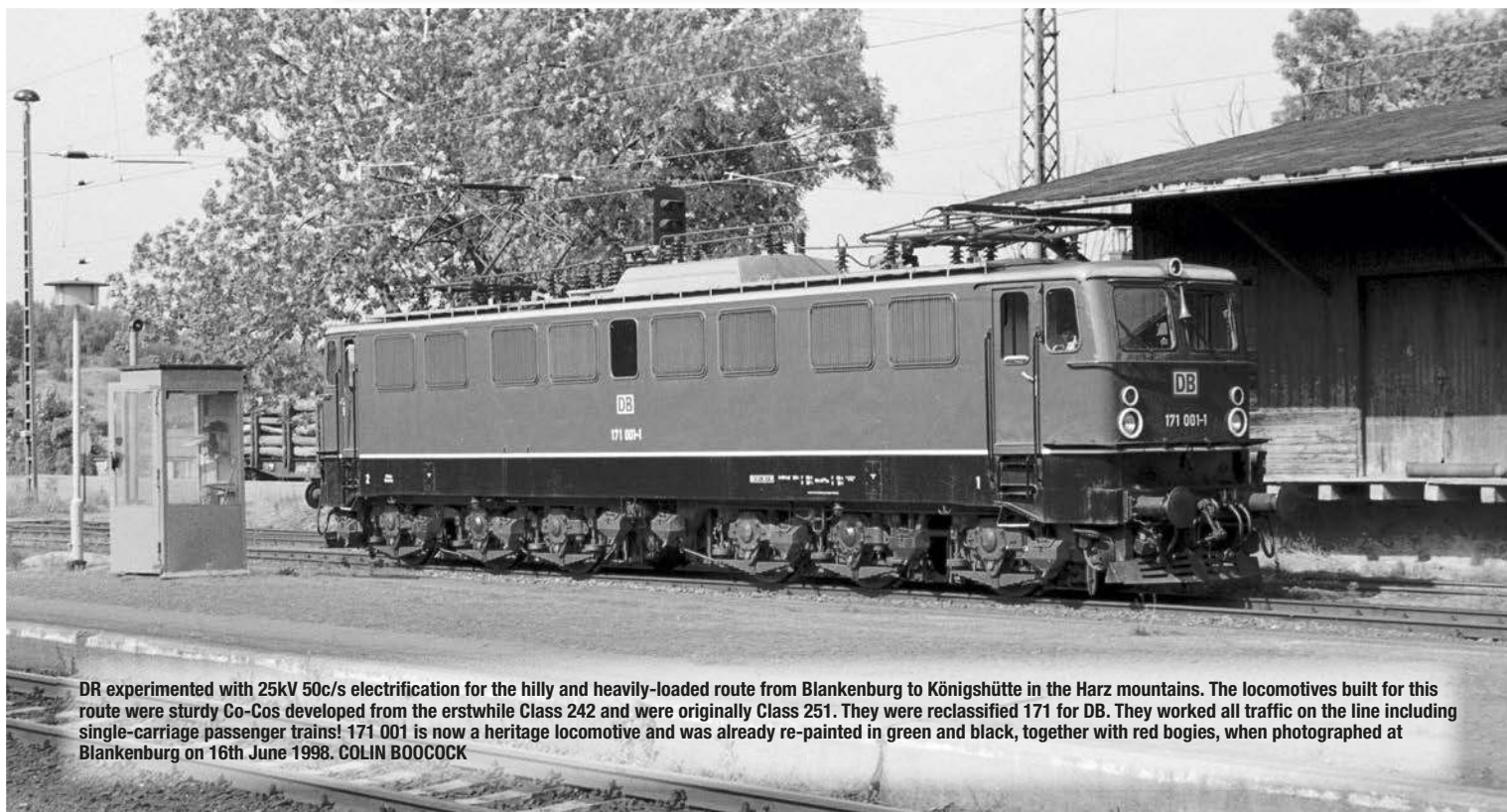
- Just before German reunification, DR had decided to build another fleet based on the 143 that was solely for passenger train use. This was introduced in 1990 and was basically a 143 with a faster top speed of 160km/h and a higher power rating, 4,020kW (5,390bhp). This is Class 112 and a total of 130 locomotives was ordered by DR and DB. These are mainly in DB Regio service. Some that are used in the Berlin area were reclassified in 2000 to Class 114, this not being the first time that number had been used. Confused? I'm not surprised, really!



Two Deutsche Reichsbahn Bo-Bo electrics are seen stabled outside Dresden Hbf in 1992. On the right is 242 001, the first member of the earliest post-war DR freight electric locomotive of Class E42 that later became 242 under DR and were reclassified as 142 by Deutsche Bahn. The locomotive was built in 1963 and is now preserved. The 142s could also be seen on passenger work since speeds were generally not high in the East Germany. On the left is the newer standard mixed-traffic Bo-Bo 243 846, of a type that, after the reunification of Germany, spread across almost all of the country, running then as Class 143. Both are in the standard DR red livery. COLIN BOOCCOCK



(RIGHT) This Class 250 was in charge of an express passenger service when seen arriving at Dresden Hbf. on 5th July 1989. No. 250 234 has typical DR main line stock in tow. The locomotive is in DR red and the carriages are cream over dark green. After reunification, the locomotives also spread into the former DB area, but on freight only. COLIN BOOCCOCK



DR experimented with 25kV 50c/s electrification for the hilly and heavily-loaded route from Blankenburg to Königshütte in the Harz mountains. The locomotives built for this route were sturdy Co-Cos developed from the erstwhile Class 242 and were originally Class 251. They were reclassified 171 for DB. They worked all traffic on the line including single-carriage passenger trains! 171 001 is now a heritage locomotive and was already re-painted in green and black, together with red bogies, when photographed at Blankenburg on 16th June 1998. COLIN BOOCCOCK



When DB realised how good the DR 143s were, they quickly reallocated many to former DB lines, enabling DB to reduce the numbers of the ageing 141s. On 30th April 1998, 143 949 propels a S-Bahn service out of Köln Hbf. The locomotive and train are in the DB standard bright red livery adopted soon after reunification. COLIN BOOCOCK



The Class 252 was an updated 250 with three-phase traction motors. Four prototypes appeared in 1991 and after reunification became DB Class 156. On 3rd August 1994, No. 156003 has just arrived at Reichenbach with a Dresden to Karlsruhe Inter City train and is being replaced by a diesel locomotive. The 156s are now in private ownership with Mitteldeutsche Eisenbahn Gesellschaft (MEG) which operates them on freight trains on the DB network. STEPHEN RABONE

(RIGHT) A 160km/h variant of the Class 143 was the 112 which was built from 1992 for both DR and DB both before and after the two railways merged. Some of the class were renumbered into the 114 series to differentiate them from modified later batches of the class. 114 019 is at Köln Hbf on 23rd March 2004 on a DB double-deck push-pull service. COLIN BOOCOCK



Looking very smart is No. 148, a member of the 36 strong 141 class. Built in 1962 by General Motors Electro Motive Division, the '141s' were an updated version of the 121 class and were fitted with two cabs. They could often be seen working in pairs and had a power output of 960 hp with a maximum speed of 76 mph. In this view, taken on 29th July 1998, the train is being unloaded at the yards in Waterford. W. PIZER



Timber to Waterford

Nowadays there is very little freight traffic on the railways in Ireland although one flow that still operates is timber from Ballina to Waterford. These views show the variety of motive power that could once be seen operating these heavy trains.

Timber traffic used to originate from a variety of locations in the Republic of Ireland; this train is being loaded at Millstreet on the Mallow to Tralee line. The locos are Nos. 129 and 135 and are members of the 121 class, fifteen of which were built by General Motors in 1960 and 1961. Being based on an American switcher design, they only had one cab, so were frequently coupled nose to nose, in much the same way as British Rail Class 20s. The 121s had a power output of 960 hp, although No. 129 was one of four members of the class which received 1,100 hp power units later in its life. The date is 10th June 2000. W. PIZER

No. 077, sadly in the rather uncared for appearance of many Irish locomotives at this time, stands at the head of an empty timber train in the yards at Waterford on 29th July 1998. The 18 members of the 071 class were delivered in 1976 and for many years were Ireland's most powerful diesel locomotive. These Co-Cos have a power output of 2,250 hp and a maximum speed of 90 mph. Until the delivery of the 201 class in the mid 1990s, they were used on the principal express services but were then relegated to freight operations. All are still in service. W. PIZER



Letters

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EUSTON PSB

The opening photograph in Andy Armitage's interesting feature about working at Euston PSB in the 1970s (TRACTION 250) shows a Class 86 powering 1G32, which the caption states as being a midday service from Euston to Wolverhampton in June 1975. Based on WTT information I have to hand, this service back then ran as the 13:40 SuX departure from Euston to Wolverhampton (arr. 15:31). The stock then ran empty as 5G32, the 15:36 SuX departure to nearby Oxley Carriage Sidings (arr. 15:41) for servicing. The Sunday equivalent of this train ran as 1J32, the 13:40 SuO Euston to Shrewsbury, which was diesel-hauled from Wolverhampton (dep. 16:17).

DAVID J. HAYES, WEDNESBURY BY EMAIL

BOULBY BRANCH

The three part (2 down 1 to go) article on the Boulby branch was fantastic for a man from Teesside to see our local freight in TRACTION. Having just started to read TRACTION again these are brilliant articles, not just to read, but for reference for a modeller like myself. The Teesside area in the 1980 and 1990s had numerous freight trains. An article on ICI trains into Billingham and Wilton would be great please.

Editor: If there are any readers who would like to contribute an article about ICI traffic to the various plants on Teesside please get in touch at the usual editorial email address.

MICHAEL GRANGE, BILLINGHAM BY EMAIL

TRACTION 250th ANNIVERSARY

Well done to Traction magazine for reaching issue 250! I have been with you since issue 1. I am currently reading through the latest issue, and am especially enjoying the article about Euston by Andy Armitage. I spent many hours of my youth at the bottom of my aunt's garden watching the trains go by on the Euston to Watford line. These naturally included many Class 310s and 501s as illustrated, not to mention the Class 81 to Class 87 electrics. Once in a while, a Class 25 would show up too. Happy memories! Once again, Happy Anniversary!

TIM CALONER, NEWTON, NJ, USA

CORRECTIONS

Unfortunately, there were a number of problems with crediting contributors in TRACTION 251.

- The three uncredited photographs taken at Euston (pages 6-12) were by Brian Morrison.
- David Ratcliffe wrote the article about the Yorkshire Engine Company.
- The letter about freight services to Stranraer was actually written by David J. Hayes.

Our apologies for these errors.

THE PORTUGUESE CLASS 50s

As some readers might be aware, this year is the 50th anniversary of the Portuguese '50s', Class 1800. These were discussed by EE and Portuguese Railways (CP) in 1967, after the successful introduction of Class 1400, a beefed-up Class 20. In truth, the design is more a straight development of DP2 than Class 50 and arguably more akin to what EE would have preferred to build for BR than the '50s'.

David Clough has contacts within the publishing side of the Portuguese enthusiast group, APAC, who produce a quality monthly online magazine, Trainspotter. He was asked if he would write a book about the '1800s' to tie in with the forthcoming anniversary; his depth of knowledge and photo collection covering the class is well known. Contributions have been divided between several writers, with João Cunha acting as editor and researching the contract negotiations and early years from surviving CP records.

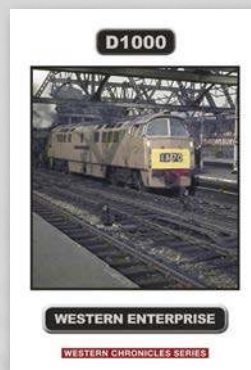
The 74 pages book has 107 illustrations, mainly in colour, plus line drawings of the original blue and orange liveries. Whilst early years' images are uncommon, post-1980 coverage of daytime workings is totally comprehensive. There is even a photo of No. 1803 carrying a replica Class 50 'Temeraire' nameplate! In 1989, someone took wooden replica nameplates mirroring those on the '50s' and fitted these without authority to the '1800s'.

It was uneconomic to produce a bilingual product so an English language supplement is included, which was translated in Portugal but proof read by David Clough for British terminological equivalence.

The book is available in the UK from the Fifty Fund website <https://www.fiftyfundstore.co.uk> or from Platform 5 Publishing. Profits from sales will go towards APAC's preservation of a 1948-built railcar.



'WESTERN' CLASS BOOK SERIES



An interesting new publishing project is about to be started by Andrew Curtis in which it is intended that a history of each individual member of the 'Westerns' will be published. It is expected that it will take about five years to complete the task. The first two books, looking at the lives of D1000 'Western Enterprise' and D1001 'Western Pathfinder', will be published on June 1st. The A5-sized hardback

books will be published in numerical order and will contain many previously unpublished colour and black and white photographs as well as hitherto unknown facts and material about the fleet.

The books can be obtained direct from the publishers, Track Record Press, by visiting the website www.westernlocomotiveresearchsociety.com

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