

TRACTION

A CELEBRATION OF CLASSIC DIESELS & ELECTRICS

ISSUE 253
SEPT/OCT 2019

EASTLEIGH WORKS CELEBRATING 100 YEARS

- EXPLORING TOTON DEPOT IN 1979
- REMEMBERING WOLVERTON ARC
STONE TRAINS
- PRE TOPS CLASS 37S



TRACTION
MODELLING



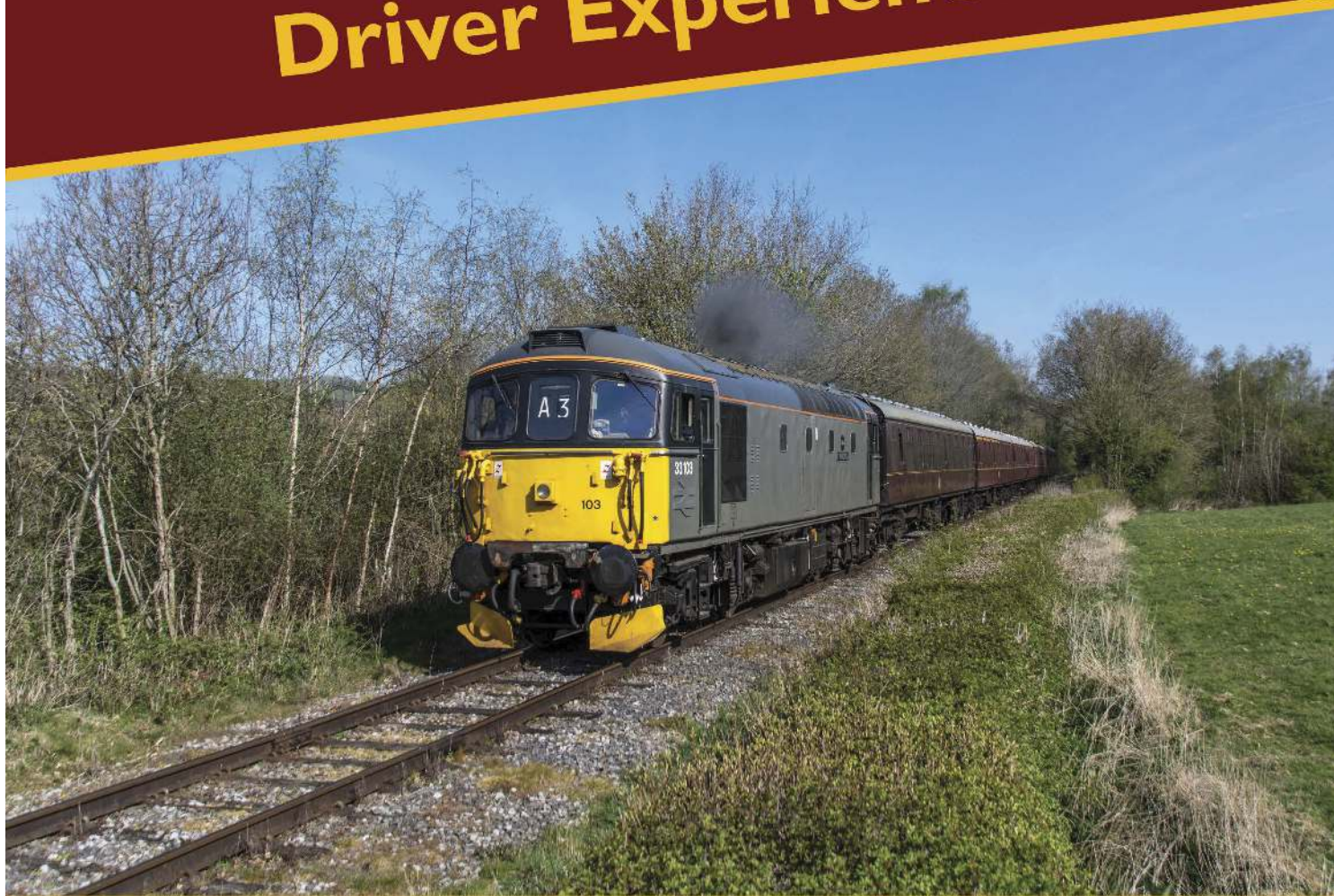
- LAYOUT: RECREATING WATFORD JUNCTION IN N GAUGE
- REVIEWED: BACHMANN'S CLASS 90 & DAPOL'S BOGIE BOLSTER

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TRACTION
issue 254 will
be on sale
Friday 4th
October



Welcome

Welcome to the September/ October issue of TRACTION. When you think of coal trains, probably the last place you would expect for there to be significant activity would be in the 'Garden of England', Kent. However, as David Hayes shows in his article about Kent coal traffic in the 1970s, there were significant numbers of such trains to be seen south of the Thames.

Moving to the opposite end of Britain, in his feature 'Highland Flings', Glen Batten recalls many journeys in Scotland, especially on the lines in the Highlands. For a short time in the late 'sixties and early 'seventies, British Rail dispensed with the D prefix on its locomotive numbers. Colour-Rail's photo feature shows the English Electric Type 3s in those final years before TOPS renumbering changed the type's identity to Class 37.

In this issue we also feature coal traffic of a very different type to that seen in Kent. On the south bank of the River Tyne, the National Coal Board operated a most unusual electrified line from the mines near South Shields down to the staithes by the river. Colin Boocock was fortunate enough to be given a guided tour of the line and describe the fascinating system that he found.

Open days have always been a favourite among railway enthusiasts and one of the most successful was that at Eastleigh Works in May 2009 to celebrate 100 years of the works. Tom Braund was blessed with excellent lighting conditions for photography and recorded the event on film.

One of the Trans-Pennine routes that is often overlooked by enthusiasts is Calder Valley line between Mirfield and Todmorden. However, it has experienced a wide variety of traffic over the years and Gavin Morrison, living close by, has recorded much of this and has selected a few of his images for TRACTION.

In his article 'Dad, where's Toton?', Steve Randall confesses that his first attempt to see some of the large locomotive allocation of this depot ended in failure as he travelled to Totton near Southampton, instead of Toton on the outskirts of Nottingham! Nevertheless a short time afterwards he was able to visit the East Midland's depot and was rewarded with rich pickings for his notebook.

The days of the ARC stone trains to Wolverton for the new town building work at Milton Keynes are remembered by Nick Ross together with details of the changes in motive power and wagons recorded over a twenty year period.

Turning now to TRACTION MODELLING much of this section is given over to the superb West Coast Main Line (Southern Section) layout that Andy Armitage has built in N Scale. It is a truly impressive achievement and, to do the layout justice, we have split the article into two parts with the second half appearing in the next issue. Regular readers will be familiar with Andy's articles about working at Euston signal box in recent issues of TRACTION, so perhaps it should come as no surprise that the line near Watford Junction and Harrow & Wealdstone is the subject of the layout.

In our review section we look at the superb new Bachmann Class 90 which would, of course, be very much at home on a 4mm scale version of the west Coast Main Line. Dapol's new Bogie Bolster E is another example of the superb quality of freight wagons that are now being released.

Stephen



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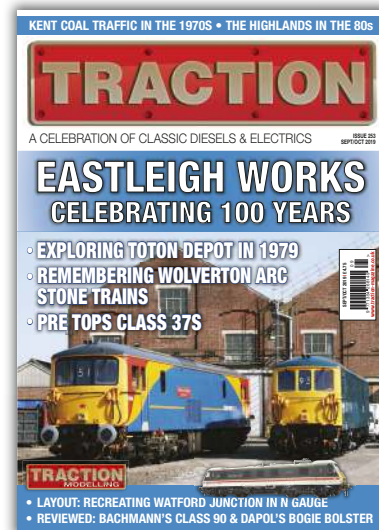


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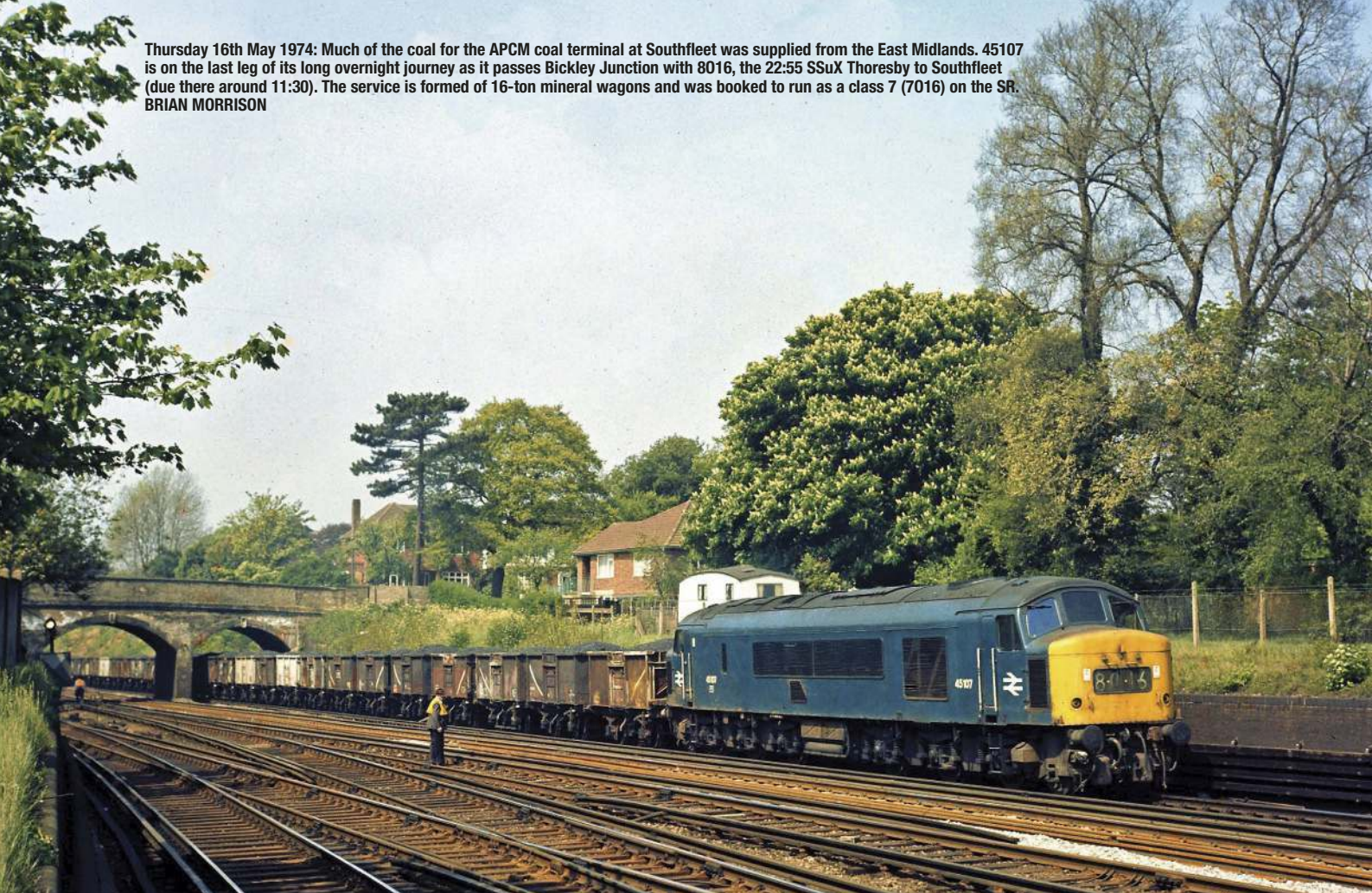


Electro-diesels 73109 and 73006 are seen at the 'Eastleigh Works 100' open weekend in May 2009



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Thursday 16th May 1974: Much of the coal for the APCM coal terminal at Southfleet was supplied from the East Midlands. 45107 is on the last leg of its long overnight journey as it passes Bickley Junction with 8016, the 22:55 SSuX Thoresby to Southfleet (due there around 11:30). The service is formed of 16-ton mineral wagons and was booked to run as a class 7 (7016) on the SR.
BRIAN MORRISON



Kent Coal **Part 1**

Images as credited.
Captions by David J. Hayes

Often overlooked as once being an important coal-producing region, David J. Hayes documents Kent coal rail operations with particular emphasis on the 1970s and inter-regional bulk workings supplying North Kent cement and paper manufacturers, and the backloading of wagons with coking coal for the steel industry.

When one thinks back to the days of when coal was king and when such movements by rail were a common everyday sight on many parts of the UK rail network in England, Scotland and Wales, many of us tend to forget that Kent – aka 'The Garden Of England' – was just as important a destination and outgoing source for this commodity as anywhere else. Indeed, up until around the mid-1990s, this South East corner of the country consumed vast quantities of coal, but not for power station use. Much of the rail-borne coal tonnage was destined for the cement and paper-making industries of North Kent, and railed into the region in bulk volumes, either in traditional block train formations or using the modern and efficient air-braked Merry-Go-Round (MGR) concept usually associated with some of the larger coal-fired power stations.

Motive power assigned to Kent coal turns during the 1970s included diesel Classes 25, 33, 45 and 47, and electro-diesel Classes 73 and 74. Some coal turns in Kent were powered by Class 71 third-rail electrics, which were equipped with a pantograph so as to be able to work safely within the

confines of colliery sidings and at yards elsewhere on the South Eastern Division of the Southern Region (SR). These included Hither Green and Hoo Junction, where overhead wires had been installed rather than 'live' third-rails so as to eliminate the risk of lethal electrocution to ground staff working at these locations.

Pairings of Classes 33, 47 and 73 were to be seen engaged on heavy MGR coal-hauls to and from Cricklewood Brent Sidings, crossing London via Acton Wells Junction. Such MGR turns to and from the SR also produced pairing combinations of Classes 47+45 working in tandem (crew in each loco) and, later, single Class 56 and Class 58 traction during the 1980s, followed by the then new Class 60 freight workhorses in the early 1990s.

The splendid colour picture album 'Diesels In The Midlands' by Derek Huntriss' (published 2004 by Ian Allan) contains a superb April 1975-dated picture, taken by Hugh Ballantyne (page 72), of an interesting Class 31+25 combination (31422+25254) coming off the Corby line and re-joining the Midland Main Line at Glendon South



Saturday 16th June 1973: Much of the inter-regional coal traffic to and from Kent traversed the Midland Main Line to and from London and crossed the capital via Acton Wells Junction. 'Peak' 119 (later 45007) is about to enter Elstree Tunnel with the 7015 service from Wellingborough to Snodland, which is laden with coal for Halling cement works.
BRIAN MORRISON

Junction with a Northfleet-bound MGR working. Although not stated in the caption, the train is 6O85, the 10:36 SSuX service from Welbeck Colliery Junction (the service also ran on a Saturday, but as the 08:32 from Boughton Junction). Just how far the Type 2 combination got with this train is not known, but I think it's safe to assume that they didn't work it through to its SR destination! Or did they?

Train 6O85 wasn't booked to reach Northfleet until around 21:15 (19:36 SO), therefore avoiding the busy weekday evening commuter rush-hour period around London, especially on the SR. Interestingly, based on its weekday 10:36 departure time from Welbeck Colliery Junction, 6O85 had previously ran as 6O62 during the early 1970s and had crossed London via the West London Line with a Class 47 pairing (see accompanying image and that in TRACTION 252, page 51).

Table 1 provides a 'taster' of the loaded inter-regional coal services to be seen operating in Kent as of May 1974 and the routes taken by these trains across London (e.g. AWJ: via Acton Wells Junction or WLL: via the West London Line). These services include traditional class 7 and class 8 workings to Southfleet and from the diminutive Kent coalfield, and class 6 air-braked MGR turns to Northfleet. Further details regarding these locations are given in the article. It will also be seen that certain class 8 workings were designated as class 7 services when travelling on the SR.

It is worth mentioning that loaded coal workings and empties to and from Kent, and indeed various other locations on the SR, were often held or staged for lengthy periods at strategic locations in the South East (e.g.

TABLE 1: Loaded Inter-Regional Coal Services To/From Kent Via London May 1974			
Train	Service Details	Route	Weekly Total
6O33	17:18 SSuX MGR Welbeck to Northfleet	AWJ	5
6O59	23:50 SSuX MGR Welbeck to Northfleet	AWJ	5
6O85	08:32 SO MGR Boughton Junction to Northfleet	AWJ	1
6O85	10:36 SSuX MGR Welbeck to Northfleet	AWJ	5
6O98	14:36 TThFO MGR Boughton Junction to Northfleet	AWJ	3
7O15	09:50 SuX Wellingborough to Snodland	AWJ	6
7V46	08:00 SSuX Betteshanger to Acton	WLL	5
7V48	12:00 SSuX Snowdown to Acton (Note 1)	WLL	5
8M00	00:30 MSSuX Betteshanger to Cricklewood (Brent)	AWJ	4
8M00	01:40 SO Betteshanger to Cricklewood (Brent)	AWJ	1
8M01	03:30 MSuX Betteshanger to Cricklewood (Brent)	AWJ	5
8M40	00:30 MSuX Shepherd's Well to Cricklewood (Brent)	AWJ	5
8O05	21:50 SSuX Toton to Southfleet (Note 2)	AWJ	5
8O16	22:55 SSuX Thoresby to Southfleet (Note 3)	AWJ	5
8O21	03:40 MSuX Thoresby to Southfleet (Note 4)	AWJ	5
8V51	15:54 SSuX Betteshanger to Acton	WLL	5
Abbreviations & Additional Notes			
AWJ: Via Acton Wells Junction		Total	55
WLL: Via West London Line		Total	15
Note 1. May start from Shepherd's Well at 11:55 SSuX			
Note 2. Runs as 7O05 on the SR; shown as 'Suspended' in the WTT, but may have been reinstated			
Note 3. Runs as 7O16 on the SR			
Note 4. Runs as 7O21 on the SR			

(BELOW) Saturday 4th July 1970: A grey summer evening at Kensington Olympia sees the Brush Type 4 pairing of 1813 + D1826 (later 47332 and 47345 respectively) working hard and heading for North Kent with 6O62, the heavy 10:36 MGR coal-haul from Welbeck to Northfleet (APCM). The locos are working in tandem (crew in each loco) and are clearly leaving their 'carbon footprint' over Kensington! Such workings via the West London Line (WLL) were relatively short-lived and soon amended to cross the capital by way of Acton Wells Junction on the Cricklewood to Kew axis. Further images of these long-distance MGR workings traversing the WLL can be found on the splendid Rail-Online website (see also WLL article in TRACTION 252). RAIL-ONLINE



Ashford, Cricklewood and Hither Green) so as to avoid the busy morning and evening rush hour commutes around London, and to also enable such workings be re-manned, re-engined and to undergo a wagon examination before continuing on their way.

Power station coal

The only rail-served coal-fired power station active in Kent during the timeframe covered by this article was Richborough, which was commissioned during the late 1950s/early 1960s and operational until the mid-1990s when it closed. It had a rail connection with the Dover to Ramsgate line and consumed more than 3 million tons of coal between 1962 and 1971, much of it sourced from the Kent coalfield (Betteshanger colliery was about five miles distant as the crow flies). The power station was converted to an oil-burning plant in 1971 resulting in block oil train deliveries from Thames Haven and possibly from elsewhere, such as the refineries around Cliffe on the Hoo peninsular. However, its conversion to oil had made it costly to run, especially when the oil crisis hit in 1973. Following another unsuccessful (and non-environmentally friendly) fuel conversion to orimulsion (composed of bitumen and water) imported from Venezuela in the late 1980s, which resulted in a local lawsuit

for damages (caused by emissions) being settled out of court, the power station was decommissioned in 1996 and demolished some years later; demolition work was underway in 2008 and its three cooling towers were brought down in March 2012.

Coal for the cement industry

The North Kent area once boasted a number of rail-connected cement works. Several of these, however, were later closed following the full commissioning of the new Associated Portland Cement Manufacturers (APCM, later known as Blue Circle Cement) works at Northfleet in December 1970. Amongst those destinations served from Northfleet during the 1970s was Uddingston, near Glasgow. The cement service to Uddingston had previously run from Cliffe during the 1960s and was famous during that period for bringing pairs of Class 33s to the East Coast Main Line at least as far north as York (Uddingston was also supplied from Holborough as well for a while).

Gypsum from Mountfield, in Sussex, was railed to Northfleet as were significant tonnages of coal from the East Midlands, the latter consisting of regular MGR deliveries from Welbeck, several of which ran daily Monday to Saturday. Such workings were known to be worked by pairs of Class 37s as far as Toton where the trains were

re-engined, re-crewed and given a wagon examination. They were routed to London via the Midland Main Line (MML), but in most instances avoided Leicester by way of Corby, as did the return empties.

It is interesting to note that for a short while during the early 1970s, the Welbeck to Northfleet MGR turns were booked for a pair of Class 47s working in tandem and that they crossed London by way of the West London Line (WLL). The Rail-Online website has a number of pictures in its archive of these workings traversing the WLL, in particular of 6O62, as seen illustrated in this article. It is thought that they reached London by traversing the southern section of the West Coast Main Line, which they may have joined at Northampton having left the MML at Market Harborough.

The WLL routing, however, appears to have been a short-lived arrangement and the MGR services between Welbeck and Northfleet were soon to be seen crossing the capital on the Cricklewood to Kew axis via Acton Wells Junction. Table 2 details the Northfleet MGR train plan for October 1971 when such inter-regional workings were all booked via Acton Wells Junction and equated to 16 loaded MGRs per week. The timetabled trailing tonnage for each of these workings at this time was 1,806 tons.

Thursday 16th May 1974: Coal empties returning to the London Midland Region (LMR) approach Bickley Junction behind 25057 + 25065. The 7005 headcode displayed in the rear headcode panel of 25065 would imply that the Type 2s had reached SR territory with the overnight 21:50 SSuX coal-haul from Toton to Southfleet (due there at 6:10am). 7005 was booked to run as a class 8 (8005) on the LMR as far as Cricklewood (Brent South Sidings). Therefore, the working seen here could well be 7M44, the balancing 09:00 MSSuX from Southfleet to Toton, which will run as 8M44 northwards from London. BRIAN MORRISON



TABLE 2: Northfleet (APCM) MGR Train Plan October 1971

Train	Service Details	Northfleet (APCM)
6O60	17:18 SSuX ex-Welbeck Colliery	Arr. 02:22 MSuX
6E43	03:40 MSuX Empties to Welbeck Colliery	Dep. 03:40 MSuX
6O61	23:50 FO ex-Welbeck Colliery	Arr. 09:25 SO
6E37	10:44 SO Empties to Welbeck Colliery Junction	Dep. 10:44 SO
6O61	23:50 FSSuX ex-Welbeck Colliery	Arr. 11:10 MSSuX
6E37	12:26 MSSuX Empties to Welbeck Colliery	Dep. 12:26 MSSuX
6O62	10:36 SO ex-Welbeck Colliery	Arr. 19:36 SO
6O62	10:36 SSuX ex-Welbeck Colliery	Arr. 20:11 SSuX
6E41	21:05 SO Empties to Welbeck Colliery	Dep. 21:05 SO
6E41	21:28 SSuX Empties to Welbeck Colliery	Dep. 21:28 SSuX

TABLE STATISTICS

Number of trains (loads and empties) 32

Number of loaded trains 16

Based on further tabulated information accompanying this article (see Table 1), Northfleet, as of May 1974, was scheduled to receive 19 loaded MGR trains per week from the Nottinghamshire coalfield, each of which, according to official working time table (WTT) information, were formed of 43 hopper wagons (the aforementioned 6O85 was such a service). However, the number of arrivals each week would have, no doubt, varied as dictated by ever changing factors, such as customer demand, cement production output and holiday periods.

In most instances, the empties from Northfleet returned direct to the East Midland. However, by the mid-1970s, one of the Welbeck to Northfleet MGR turns was booked to run with a reduced loading formation of 30 wagons. Following its unloading at Northfleet, this wagon set then ran to Betteshanger Colliery where it was reloaded with a backload of coking coal for South Bank on Teesside.

Double-heading across London was quite a common feature of Northfleet MGR duties during the 1970s due to the need to sometimes attach a slow speed control (SSC) Class 47 to a non-SSC equipped member of the class in the Cricklewood area to facilitate the discharge of the MGR train upon arrival at Northfleet. There were often Class 47+45 combinations to be seen hauling these inter-regional MGR coal-hauls as well. The SSC Class 47 would be detached in the Cricklewood area on the

Thursday 26th July 1979: Much of the inter-regional coal traffic to and from Kent was routed across London by way of the Cricklewood to Kew axis via Acton Wells Junction. 73115 + 73110 work hard as they head northwards towards Acton Wells Junction with what is believed to be 6E97, the 08:45 TWThO Betteshanger to Scunthorpe MGR, which they will work as far as Cricklewood. The train, which is about to pass over the Great Western main line, ran empty on Mondays and Fridays from Hither Green and Ashford respectively to Tyne Yard. The power station in the background is Acton Lane, which closed in October 1983. It featured as the 'alien lair' in James Cameron's 1986 movie blockbuster 'Aliens'. KEVIN LANE



Wednesday 28th August 1974: A raft of 16-ton mineral wagons is hauled through the busy and complex track layout around Bickley and St. Mary Cray junctions, near Chislehurst, by 45130. The train is 8016, the 22:55 SSuX from Thoresby (shown in the WTT running as 7016 on the SR) and is destined for Southfleet from where the coal will be distributed by road to various cement works in the region. Southfleet at this time was served by two or three trains each weekday from the East Midlands; two from Thoresby and one from Toton. BRIAN MORRISON



(BELOW) Tuesday 17th September 1974: Quality pictures of the Class 71 electrics at work with their pantographs raised are extremely rare, so I make no apologies for including two splendid views of 71008 taken on the same day at Snowdown Colliery. To eliminate the risk of electrocution to ground staff, certain SR locations were equipped with overhead wires to enable these third-rail electric locomotives to operate safely in the environs of sidings and yards without the need for live rails. With its pantograph raised, 71008 prepares to depart from Snowdown Colliery with a raft of vacuum-braked 16-ton wagons laden with coking coal for Workington steelworks. The service will probably be diesel-hauled from Hither Green. TOM HEAVYSIDE.



return run to the Midlands.

In addition to what has already been mentioned, Table 1 shows a class 7 working from Wellingborough to Snodland (7015), which conveyed coal destined for the cement works at Halling. The yard at Wellingborough at this time was often used as a staging point for South East-bound class 7 and class 8 coal trains from the East Midlands, as were, likewise, the yard facilities at Cricklewood.

As well as forwarding trains to Kent, southbound services from Wellingborough during the 1970s also terminated in the London area at Acton, Cricklewood and Temple Mills yards. Northbound backloads of Kent coal formed of traditional wagons were often destined for the steel industry. Although I might be wrong, one such destination for Kent coal may well have been Corby Steelworks, which was the recipient of trains from Cricklewood and Wellingborough. The empties from Corby may have then been dispatched to Toton or elsewhere in the East Midlands for eventual re-loading with coal bound for destinations in Kent, such as Southfleet or Snodland, thus repeating the cycle.

By the late 1970s, Halling was being served by class 6 designated vacuum-braked coal trains from Toton, some of which may have then been backloaded north with Kent coal. Halling was later served by MGR trains from Thoresby with, again, possible backloading taking place from the Kent coalfield.

Mottingham derailment

Some readers may recall the reported derailment of two freight trains at Mottingham, South East London, in 1977. The accident took place during the early hours of Tuesday 11th October and involved a Welbeck to Northfleet MGR, hauled by 47323+47359, and 6M48, the 03:24 Northfleet to Dunstable cement service, which was powered by 33036+33043.

It appears a derailed wagon or wagons in the MGR formation were struck by the cement train, which resulted in both Class 33s becoming derailed and one of them (33036) rolling down an embankment and coming to rest in the back garden of a nearby house, demolishing the garden shed in the process (also stated as being an aviary). Fortunately, there were no casualties (although it's believed several caged birds perished when the said aviary/shed was destroyed), but both 33s were badly damaged in the incident, resulting in 33036 being withdrawn from service.

Southfleet coal terminal

This coal handling facility was situated at the end of a branch from Fawkham Junction, near Longfield, situated on the line from Strood to London via St. Mary Cray. The Southfleet branch itself was once a through route to Gravesend West, but closed in March 1968. APCM wasted no time in establishing a railhead at Southfleet, which

was operational by the September of that same year.

Facilities included a wagon tippler and conveyor belt system feeding a 1,000-ton coal storage hopper, beneath which lorries were loaded. Although I stand to be corrected, I believe the wagon tippler was designed for handling just 16-ton type mineral wagons. Southfleet later acquired a Sentinel 0-4-0 to shunt and position wagons in the absence of a British Rail (BR) loco being present, although, apparently, the APCM engine was not permitted to work at the same time when a BR loco was active at the terminal and, therefore, had to be stabilised out of the way.

Road deliveries from Southfleet were made to the various cement works in the region, including Holborough, Northfleet and Swanscombe, although those to Northfleet probably ceased when MGR operation was introduced at that works circa 1970.

Rail deliveries to Southfleet during the late 1960s and into the 1970s included inbound arrivals from the East Midlands from Bilsthorpe, Thoresby, Toton and Welbeck Colliery Junction, most of which recessed (including over the weekend) at Cricklewood Brent South Sidings. As can be seen from Table 1, class 8 coal-hauls from the East Midlands to Southfleet at that time ran as class 7s on the SR, the change in headcode designation taking place upon departure from Cricklewood to destination. Likewise, the empties would revert back to class 8 classification northwards from Cricklewood.

Southfleet was also supplied from the Kent coalfield, with rail deliveries from Betteshanger and possibly from Snowdown and Tilmanstone as well. The unloading process at Southfleet would have been both time consuming and labour intensive, requiring each wagon in the loaded formation to be uncoupled in order for it to be tipped. Based on the turn-round times shown in Table 3, it is assumed that slip working would have been implemented at Southfleet, where the empty wagons from a previous loaded arrival would form the return working.

There may have also been an element of backloading from time to time, with the empties being dispatched from Southfleet to the Kent coalfield to be reloaded with coking coal for the steel industry. It is reported that a Class 33 visited daily to work empties to Shepherd's Well, most likely for loading at Tilmanstone.

An interesting movement shown in the WTT shows the locomotive(s) off an inbound overnight Class 8 coal-haul from Thoresby running light engine (LE) from Southfleet to St. Mary Cray to work an afternoon loaded class 8 coal-haul to Scunthorpe, which had, no doubt, originated from the Kent coalfield. A similar LE move from Southfleet to St. Mary Cray shows the locomotive(s) working forward from there with a class 7 coal turn from Shepherd's Well (coal ex-Tilmanstone) to Cricklewood (Brent). Again, the coal may well have been destined for the

steel industry, such as at Corby or perhaps a North East steel plant. It is understood that some of Kent's coal output was also consumed by steelworks in Cumbria (see Class 71 images).

The coal operation at Southfleet was to last less than a decade, the terminal there closing in January 1976. Based on WTT information pre-dating its closure, the facility was probably handling about one or two inter-regional coal trains from the East Midlands each weekday at the time leading up to closure, with the possibility of additional traffic railed-in from the Kent coalfield. The accompanying table for Southfleet tabulates the inter-regional train plan at the terminal as of May 1970 (see also Table 1).

Coal for the paper industry

As with the cement industry, paper-making plants in the South East were also reliant on rail-borne deliveries of coal. One such location in particular was the Bowater mill near Sittingbourne. The Bowater site is probably best known for the 'Clayfreighter' service, which was inaugurated in February 1967 and ran between Cornwall and North Kent. This was a weekly air-braked block tanker train dedicated to the conveyance of clay slurry from Burngullow to Sittingbourne for use at the Bowater works.

Coal for the Bowater plant had previously been delivered from the Kent coalfield using vacuum-braked wagons, but in 1977 such deliveries commenced using the air-braked MGR concept with unloading taking place at

TABLE 3: Southfleet (APCM) Weekly Inter-Regional Train Plan May 1970.

Train	Service Details	Southfleet (APCM)
8O22	18:00 FO from Welbeck Colliery Junction	Arr. 09:32 SO
8E66	10:32 SO Empties to Welbeck Colliery Junction	Dep. 10:32 SO
8O22	02:14 SO from Welbeck Colliery Junction; recesses over the weekend at Cricklewood (Brent) from 13:12 Saturday to 09:20 Monday	Arr. 11:32 MO
8O22	18:00 FSSuX from Welbeck Colliery Junction	Arr. 11:32 MSSuX
8E65	12:32 SSuX Empties to Welbeck Colliery Junction	Dep. 12:32 SSuX
8O04	01:45 MSSuX from Welbeck Colliery Junction	Arr. 15:34 MSSuX
8O04	09:40 SO from Welbeck Colliery Junction; recesses over the weekend, possibly at Toton or Wellingborough	Arr. 15:34 MO
8E64	16:35 SSuX Empties to Welbeck Colliery Junction; held at Fawkham Junction from 16:35-18:38 (presumably to avoid commuter rush hour)	Dep. 16:35 SSuX
8O12	09:40 SSuX from Welbeck Colliery Junction	Arr. 20:08 SSuX
8E66	21:35 SSuX Empties to Welbeck Colliery Junction	Dep. 21:35 SSuX

TABLE STATISTICS

Number of trains (loads and empties) - 32

Number of loaded trains - 16



Thursday 13th May 1976: The unmistakable signal box at Clapham Junction adds a sense of scale to this image of 45126 powering what is thought to be 8M01, the 01:00 MSuX Shepherd's Well (coal ex-Tilmanstone) to Cricklewood (Brent), where it was due to arrive at around 11:20. The service was booked a lengthy recess at Hither Green Sidings (dep. 09:49 SSuX) from where the 'Peak' would have worked the train forward; it was due through Clapham Junction at around 10:30, thus clearly avoiding the morning commuter rush hour. KEVIN LANE

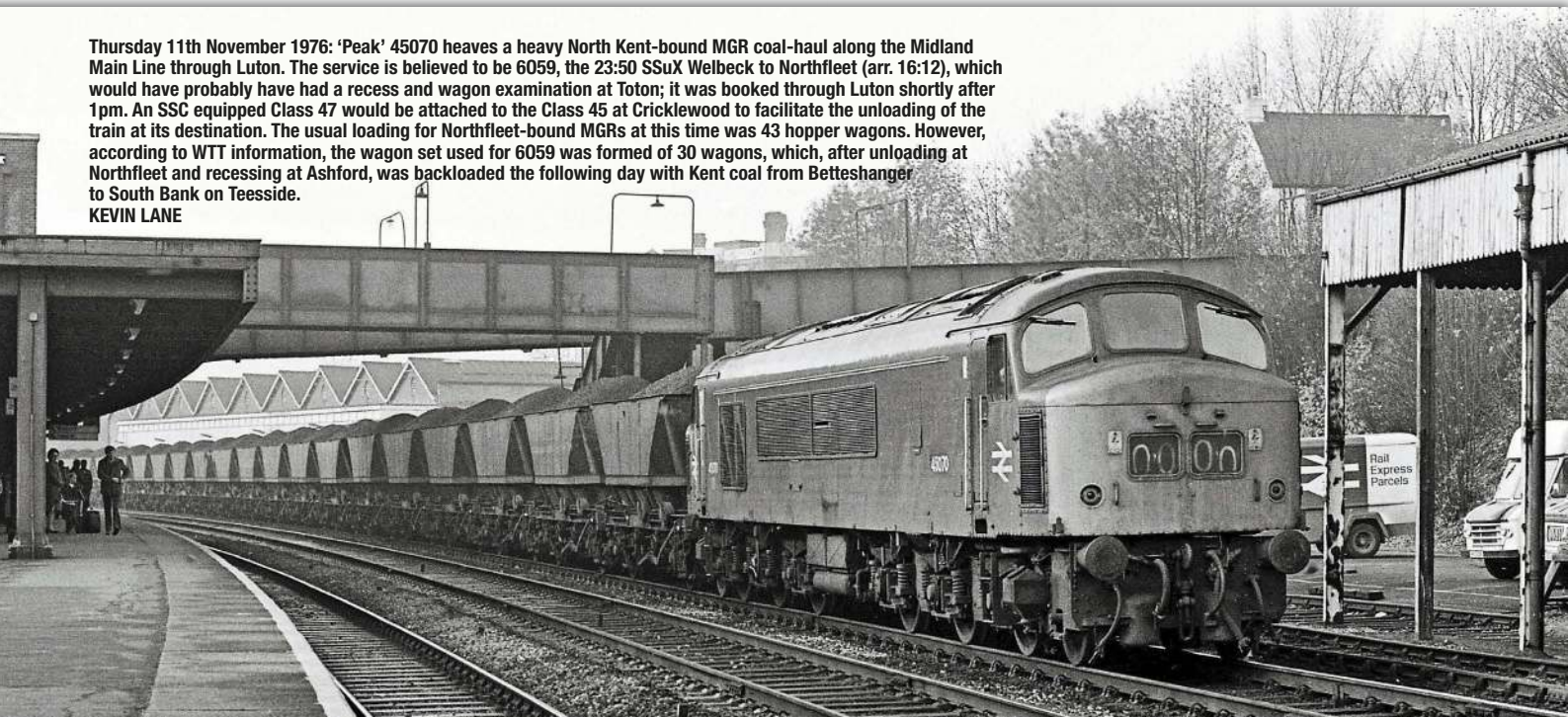


nearby Ridham Dock. Some of this coal came from much further afield compared to that supplying the Medway cement industries, such as from Northumberland, thus resulting in long-distance MGR-hauls from Tyne Yard rumbling across London via Acton Wells Junction and into North Kent laden with coal from Butterwell and Widdrington. After unloading at Ridham Dock, the MGR wagon sets sometimes worked a backload of coking coal from Betteshanger to Redcar or Scunthorpe, or would recess at Ashford or Hither Green before returning 'home' empty to the North East.

Part Two of this two-part feature will appear in **TRACTION 254** and will look at Kent coal operations during the 1980s and 1990s.

(LEFT) Thursday 4th March 1976: Electro-diesel 73115 heads eastwards through Gravesend with what appears to be a uniform raft of around 20 empty vacuum-braked MCV 16-ton wagons. They could well be heading for Hoo Junction Yard, but may eventually end up at one of the three surviving Kent collieries (Betteshanger, Snowdown or Tilmanstone) for reloading. BRIAN MORRISON

Thursday 11th November 1976: 'Peak' 45070 heaves a heavy North Kent-bound MGR coal-haul along the Midland Main Line through Luton. The service is believed to be 6059, the 23:50 SSuX Welbeck to Northfleet (arr. 16:12), which would have probably had a recess and wagon examination at Toton; it was booked through Luton shortly after 1pm. An SSC equipped Class 47 would be attached to the Class 45 at Cricklewood to facilitate the unloading of the train at its destination. The usual loading for Northfleet-bound MGRs at this time was 43 hopper wagons. However, according to WTT information, the wagon set used for 6059 was formed of 30 wagons, which, after unloading at Northfleet and recessing at Ashford, was backloaded the following day with Kent coal from Betteshanger to South Bank on Teesside. KEVIN LANE





Thursday 3rd November 1977: A Brush Type 4 + 'Peak' Class 45 combination, formed of 47295 + 45050 working in tandem (crew in each loco), pass through Swanscombe as they head back to 'home' territory with an empty MGR turn from Northfleet cement works to the East Midlands (the loaded train would have most likely originated from Welbeck). The Class 47 would be detached at Cricklewood.
KEVIN LANE

Thursday 2nd August 1979: The Class 47 pairing of 47284 + 47327 make for a fine sight working in tandem along the Dartford Loop, between Bexley and Crayford, on the last leg of their long trek from Nottinghamshire with a well laden MGR coal-haul forming 6059, the overnight 23:05 SSuX from Welbeck to Northfleet cement works. The journey from the East Midlands to North Kent at this time was booked to take around 12 hours to complete, but this included lengthy recesses en route, such as at Toton and Cricklewood. BRIAN MORRISON





Highland Flings

Glen Batten recalls four memorable trips to the Scottish Highlands in the early 1980s.

The Scottish Highlands can exert a strange and powerful attraction. Those susceptible to the soul-stirring thought of single-track railways dwarfed by majestic mountains, sparkling lochs and rushing moorland streams must take great care to resist what can become a powerful addiction. To me it was already too late because a childhood holiday in Fort William in the 1970s, including an unforgettable ride on the West Highland Extension to Mallaig, had become deeply imprinted on my brain. Books such as Bradford Barton's 'Diesels in the Highlands' fuelled the condition until, at the turn of the decade, the need for a railway-focused visit 'one day' suddenly took on a degree of urgency.

Change was in the air, and the omens were not good for the railway network. By the spring of 1980, a year into a government with a, let us say, 'unsentimental' agenda, loss-making rural lines seemed unlikely to escape a newly-sharpened axe. On one level, it made a horrible kind of sense. Ugly rumours hinted that even some 'main' lines, such as the Settle and Carlisle, were under threat. What hope, then, for the iconic but hopelessly uneconomic far-flung Scottish rural routes?

There was also the threat to motive power. New trains (more HSTs and the promised Advanced Passenger Train) were coming on-stream to revolutionise the core inter-city routes. Combined with service cuts elsewhere, time was surely running out for a whole generation of classic 'Scottish'

machines such as the 'grand old lady' Class 40s and the heroic little Sulzer Type 2s that were such an essential part of the Highland rail scene. The pressing need to see, photograph and travel behind some of these endangered species before it was all too late nagged at the consciousness. But how to afford the fare on a junior civil servant's pay? Complimentary return tickets to 'anywhere', thanks to a certain detergent brand, provided the means. The destination? It had to be Thurso, as far north as the rails could take us. Well, why not?

It was May 1980, Blondie's rollicking 'Call Me' was topping the singles chart and the weather was gloriously springlike. And there we were, two like-minded lads heading north from Euston in air-conditioned 'luxury' with an adventure ahead. I'm not sure if we knew in advance, but the journey was to include an extra treat: a diversion over the fabled Settle and Carlisle! Standing by an open window in the vestibule of a Mark 2d coach, with sun on the fells and the exhaust-laden hot breath of a hard-working Class 47 warming our faces; this was 'the business'! Only the sad state of the line, with iconic wayside stations closed and in decay, tempered our joy. Time really was running out: so much to do, so little time, so little cash... Indeed, but we were making a start.

After an overnight stay in Carlisle, we were off via Carstairs to Edinburgh. A short break at Waverley netted sunny photos of 55009 'Alycidon', running light to Haymarket after being relieved from the early morning King's

Cross to Aberdeen. A Class 27 powered us to Perth to intercept the 13:10 Glasgow to Inverness, headed by 40159. Dunkeld, where we waited to cross 40184 with a southbound service, marked a change to more rugged scenery and alighting for a quick photo we detected the first hint of sharp, fresh, mountain air. The sun held and the journey over the scenic Highland Main Line in a Mark 1 coach immediately behind a splendidly vocal EE Type 4, with the windows wide open, was pure delight. Now, nearly four decades on, that memory still floods back whenever I hear the distinctive whistle of an English Electric 16SVT power unit. What a debt we owe the preservation movement!

Far North

The next day dawned cloudy in Inverness but, after a hearty guest house breakfast, the sun burned through and we were ready to complete our journey north. Before boarding the 11:10 Class 26-hauled train from Inverness, there was time for a few photos at the station, with its unusual triangular configuration, semaphore signals and adjacent depot, the former Highland Railway Lochgorm Works. A pleasant surprise was finding that Class 27s were now in charge of services down to Aberdeen, replacing ageing so-called Inter-City DMUs. Now that at least was a positive development!

We had of course read about the Far North route, the distances involved and the remoteness of the terrain, but experiencing

it, even from the comfort of our train, was another matter: mile after mile with little or no sign of human activity beyond the railway fence. No wonder the few agricultural workers we passed exchanged waves with the train crew, perhaps the only human contact of the day. Overall speeds were painfully slow but with the line twisting through constricted rock cuttings and past moss-covered trees, and the little loco barking sharply on the gradients, the pace seemed brisk. At Brora, after a stretch by tantalisingly deserted beaches, we crossed the southbound service, but being in the buffet car with our scalding 'Maxpac' coffee, the photo opportunity was missed. Next time I would know better! At Helmsdale, before turning sharply inland on an eccentric deviation, the train halted while the loco replenished its boiler water from a lineside facility. After dividing at Georgemas Junction, 26045 took our portion of the train to Thurso.

Thurso! BR's northernmost outpost, and what a secret gem it was in those days. Here was Caithness's Ashburton, the archetypal rural branch terminus, complete with train shed, operational freight sidings and goods shed, but with modestly-proportioned Type 2 diesels rather than GWR tank engines. Fears of finding the place savagely 'rationalised' like so many small termini elsewhere were unfounded, at that time anyway. The problem with lazily opting for the late-morning train from Inverness was the late return, with the train leaving Thurso at 17:48

and inevitably completing its long journey way after dark. The buffet car provided much needed refreshment (canned beer and very good ham sandwiches) but its battery held no charge and the carriage lights faded, and then flickered off completely, at each stop, only coming back on as the train again picked up speed!

Out West

Serious perusal of the timetables made it obvious that to take advantage of the photographic potential of the area we would need to hire a car. Although very much 'against the grain', this allowed us to explore the Kyle Line while taking in the magnificent scenery and hunting out some of the locations memorably captured in 'Diesels in the Highlands'. The weather remained unbelievably sunny and had become distinctly warm, making climbing hills and rocky outcrops to find viewpoints hot work. The unexpected sun also made us regret packing 'fast' film, although it did extend the shooting day. After the Kyle Line, we headed south to check out the West Highland route to Fort William, just missing the chance to get into a decent position for a Class 27 heading south towards Rannoch Moor. As we pulled into Tulloch Station car park, we were met by a totally unexpected sight. There in the loop, at the head of a timber train for Corpach Paper Mill, sat 37148. What was a Class 37 doing way up there? We were not particularly amused. We had travelled over 500 miles expecting to see 'something

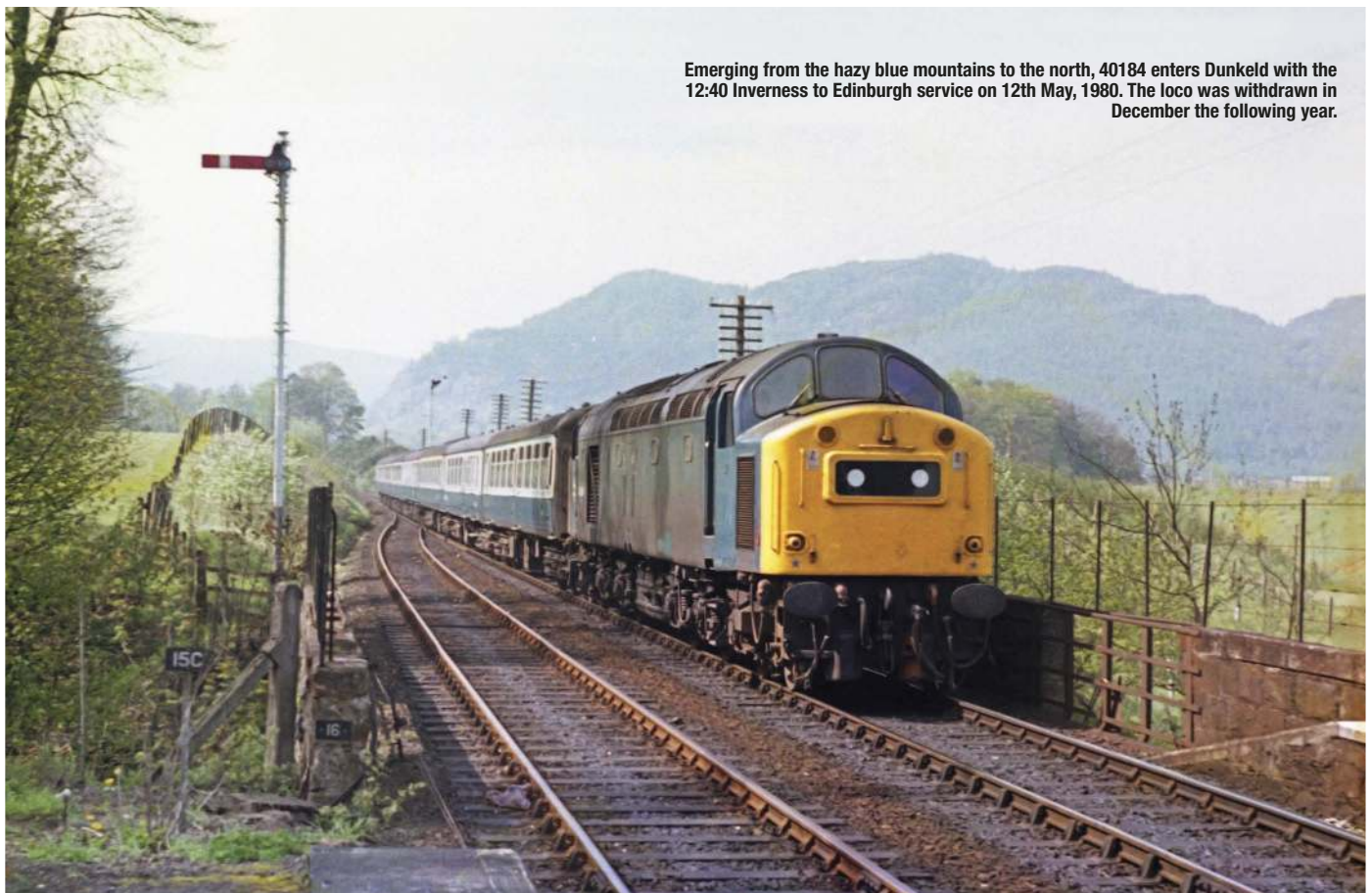
different', and here we were, looking at a type that was an everyday sight on my local Great Eastern commute! This was not the first '37 to venture that way, but such news travelled more ponderously in those days. Was this bad news for the characterful little Type 2s that truly 'belonged' on the route?

We pressed on, glad to be moving with the car windows wound down, such was the sun's heat. Back to the Highland Main Line where we were able to photograph our friend 40159 at Aviemore before returning to Inverness for a few beers. The next day was, if anything, warmer still, so after a visit to the splendid Findhorn Viaduct, photographing the southbound 'Clansman' high above the valley, we succumbed to an afternoon on the beach at Nairn.

Our homeward journey aboard the Class 47 hauled 'Clansman' with its air-conditioned Mark 2 coaches felt like a return to modern times after a visit to the 1960s. The sun continued to shine throughout the day, allowing a few photos from the vestibule to use up the last few frames of film, subjects including 20207 parked in the yard at Stirling ('Gateway to the Highlands'), and a former 'Blue Train' (Class 303) EMU at Motherwell.

The Missing Link - Off the Rails!

It was 1981, and the draw of the Highlands was in no way diminished by the previous year's 'taster'. Accordingly two further trips were arranged, for March and June. Both included the West Highland lines as part of the clockwise 'grand circular' tour, with a



Emerging from the hazy blue mountains to the north, 40184 enters Dunkeld with the 12:40 Inverness to Edinburgh service on 12th May, 1980. The loco was withdrawn in December the following year.

non-rail 'hop' necessary between the ports of Mallaig and Kyle of Lochalsh. By March 1981, interloper Class 37s had pretty much taken over West Highland services and the BRCW Class 27s, which had dominated the route for so long, were now seemingly confined to a few freight duties. Time was spent at Crianlarich after an overnight stay in a very wet Oban. I could 'tick off' another Highland route but the dull, damp weather unfortunately ruled out photography. Our time at Crianlarich awaiting connections to Fort William involved long spells in the steamy refreshment room with mugs of hot tea to keep out the damp. But, lacking working timetables, it was vital to stay alert to the sound of bells or clattering semaphores that might herald the arrival of a freight. We made inquiries, of course, but I confess to struggling with the thickly-accented replies! The weather on both trips was quite unlike the previous year's holiday and might best be described as mixed, or perhaps 'authentic'. A ray of sunshine would lure us out to some attractive lineside viewpoint, only for a heavy shower to sweep in from the surrounding mountains, summoned, I swear, by the home signal coming 'off'! Oddly, I have no recollection of the dreaded midge. Are they a recent phenomenon or were we just lucky in the '80s?

The June visit brought something of a culture shock. This was the period when BR management's rock-solid insistence on the 'corporate image' livery seemed to slacken here and there. The genie had perhaps escaped the bottle with Stratford's Silver Jubilee '47s', and other depots seemed determined to 'have a go' and introduce a bit of individuality. Here on the West Highland, the new 'livery anarchy' took a radical form, with several '37s' (37027, 111, 112) appearing with their entire nose and cab areas painted in yellow. The locos had received their unorthodox liveries earlier that year, each slightly different in the extent of yellow paint applied. 37112 retained the yellow for several years, I think, while the others reverted to 'normal' more quickly. Eastfield Depot did not give up, however, and the next outbreak of individuality saw the West Highland locos adorned for a while with a white stripe at solebar level. To me, the excessive use of yellow was gaudy although the later version, with grey roofs and large numbers and logos, seemed to work far better and its popularity has certainly stood the test of time.

Enough controversial digression! Pressing on, Fort William's new station seemed sterile and lacking in appeal, particularly when compared to the hugely atmospheric waterside terminus I recalled from the early 1970s. The journey on the 'West Highland Extension' to Mallaig, deservedly rated among the world's most scenic rail journeys, was just as stunning as I recalled from my childhood trip behind a Class 27. Mallaig had now lost its much-needed canopy, with just a stone wall on the seaward side left to keep

the savage westerlies at bay. But in other respects, the compact seaside terminus still presented a pleasing sight, with its attractive signal box and semaphores.

Luckily, the weather and schedule allowed a bit of photography, because just the following year the signal box was to be closed and all the semaphores felled. Being a bit of a real ale fan, the opportunity was taken for a quick visit to the nearest pub. No beers were on display at the bar, because there was no bar. A gruff landlord appeared at a serving hatch with an inquiring grunt. On inquiring as to the available range of beers, the answer was a guttural 'Heavy'! As those in the know will realise, that meant 'bitter' and a gassy pint of tasteless keg ale was duly consumed. Perhaps I should have asked for a single malt instead!

Over the Sea

From Mallaig our March 1981 trip involved taking the ferry up the wonderfully named Sound of Sleat to Kyle for the train to Inverness. The sea on that early spring day was what hardened sailors probably describe as 'choppy', which added something to the experience, as did the interesting 'build your own sandwich from a box of bits' style of on-board catering! Reflecting now on the sea state, we were lucky the sailing was made at all, as otherwise we might never have reached our Inverness guest house that night. When we made the trip in June, however, we arrived on a Wednesday, a day when the ferry to Kyle did not run. Instead, it crossed to Armadale on the Isle of Skye, from where we were assured a bus would take us to Kyleakin, and a short ferry connection to Kyle and the Inverness train. And so it was, but I suspect the unmarked bus that pulled up rather sharply at Armadale, crunching over an Australian tourist's back-pack in the process, was 'unofficial' and timed to steal trade from the regular service which we passed just after setting off, in haste, with a shower of flying gravel! The suspicion deepened when the driver pulled into a roadside bar, announcing that he was going for a drink and that we were all free to do likewise! None did, perhaps imagining some foul kidnapping plot, or worse, the prospect of being left behind and missing the vital ferry connection to the mainland...

Kyle of Lochalsh's famous pier station remained much as it had the previous year, and Class 26s still ruled, as indeed they would for several more years. Fading light on the early evening journey to Inverness necessitated a return trip the following day to appreciate more fully the scenery, which rivalled in splendour the Mallaig Line further south.

Return to the Far North

Both 1981 trips included journeys on the Far North Line to Wick, where again the long serving Class 26s still held sway. There was something utterly magical about arriving at a chilly Inverness platform and finding a

Hiring a car allowed access to some of the Kyle Line's scenic locations such as this delectable spot beside the tidal Loch Carron, graced by 26037 heading the 10:55 from Inverness to Kyle of Lochalsh on 14th May, 1980.



welcoming set of steam heated Mark 1s. I pondered whether a traveller in one of the rear coaches, on spotting a wisp of escaping steam, might have assumed BR's 1968 cull of steam traction had been ignored by some fiercely independent motive power chief at Lochgorm Depot, far from prying Scottish Region head office. Perhaps, but the voluble chatter of a hard-working Sulzer Type 2 plodding determinedly on the stiff climbs to Raven's Rock or County March Summit would have left no doubt as to the form of traction involved!

At Wick, after quickly inspecting the town and its windswept harbour (this was March),



we were treated to the sight of our loco, 26030, doing some shunting in the station yard, positioning an air-braked van into the goods shed and attaching an additional BG to our southbound train. It was like watching a very good model railway layout. Such sights were already becoming rare on the BR network and the entertainment was much appreciated.

On the return journey we paused at Brora to pass the evening train from Inverness, both trains 'waiting time' at the dark platforms for what seemed an age. During the stop, an obviously inebriated gentleman joined our coach and made himself

comfortable with his cans of refreshment, before thinking better of it and joining the northbound train instead. I still wonder if he made it home that night! The wait was long enough to strike up a conversation with a young lady on the platform who had called by to see the trains pass, obviously something of an event. On mentioning that we were from 'near London', she confessed to never having travelled that far south, although she had 'been to Glasgow once'!

This kind of rammed home to us the distances involved, and what that meant in the absence of fast rail or road links. The earliest one could reach Glasgow was

14:50, by leaving Brora on the first train at 07:27. Such a visit would require an overnight stay, because there was no way to get back to Brora the same day. (Things are much better today: one can now spend fifty minutes in Glasgow and get back the same night, providing the trains run on time and connections are met!)

Homeward

The homeward journey involved a degree of choice, this being before the railway's insistence on booking specific services to avoid eye-watering fares. In March 1981 my companion was forced by work issues to take

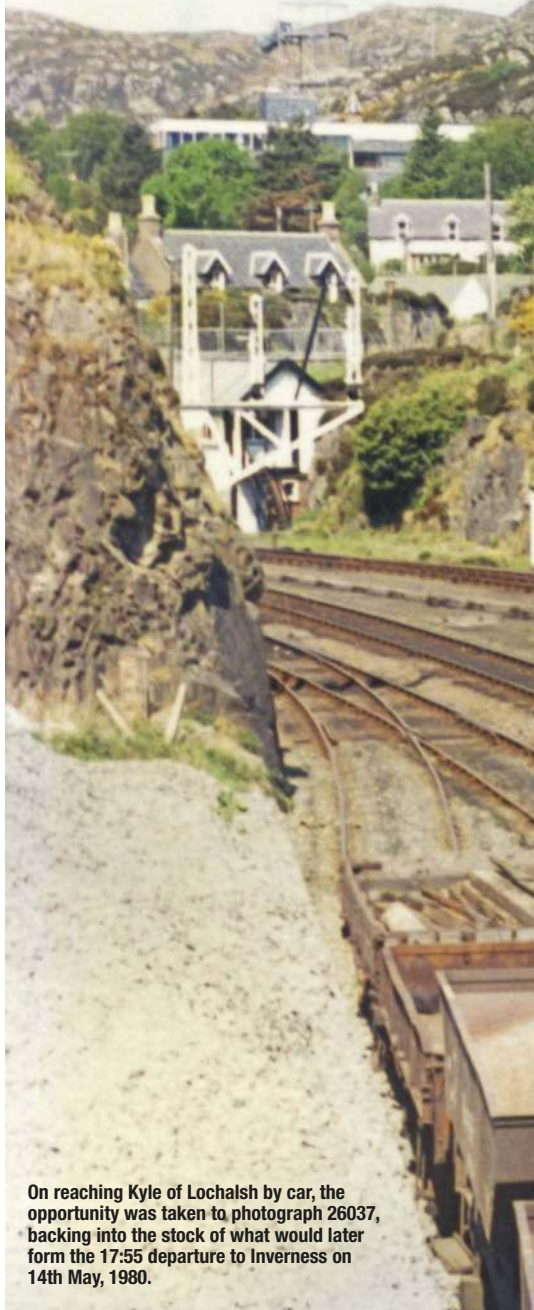
With no down train to cross, the 16:42 Inverness to Edinburgh service was scheduled to call at the more convenient (for passengers) northbound platform at Aviemore. 40159 provided the traction on 15th May, 1980.



Haymarket-based 25076 waits at Inverness with a southbound train on Saturday 17th May, 1980. The vehicle coupled behind the locomotive appears to be a fish van.



On reaching Kyle of Lochalsh by car, the opportunity was taken to photograph 26037, backing into the stock of what would later form the 17:55 departure to Inverness on 14th May, 1980.



27007 arrives at Inverness with a service from Aberdeen in March, 1981. The rubber seal holding the cab centre window appears to be coming adrift. If spare windscreens were in short supply, this might explain why the locomotive was later seen with the window plated over, completely altering its appearance.





1981 was a change-over year for the West Highland lines, with Class 37s officially taking over all passenger workings from the May timetable change. Class 27s could still be seen on freight however, as evidenced by 27010 captured at Crianlarich with the Mossend to Oban fuel tanks in June, 1981. On the right, coal is being unloaded into sacks from a 16-ton mineral wagon.



37114 leaves Mallaig on 3rd June 1981 with the 16:03 to Glasgow Queen St. The leading coach is observation saloon SC1999, dating from 1945. The A830 road now runs between the railway and the shore. Locomotive haulage returned to the 'West Highland Extension' in 1984 with the commencement of a seasonal steam service.



the overnight sleeper, but I stayed another night, allowing an hour on Inverness station with the camera before boarding next day's 'Clansman' to Euston. On our June trip, however, our return journey was staggered to allow a break at Stirling, enabling photos of southbound 27038 and the ill-fated 47464. This locomotive was written-off in 1987 after failing near Elgin and being struck by 37416 on the rescue mission.

The journey was completed on a Sunday with the 'grand finale' of haulage from York behind 55009 'Alycidon' on 1A26, the 15:50 'sweeper' service to King's Cross. It is odd how the same locos seem to keep turning up, ensuring their status as firm personal favourites!

Reprise

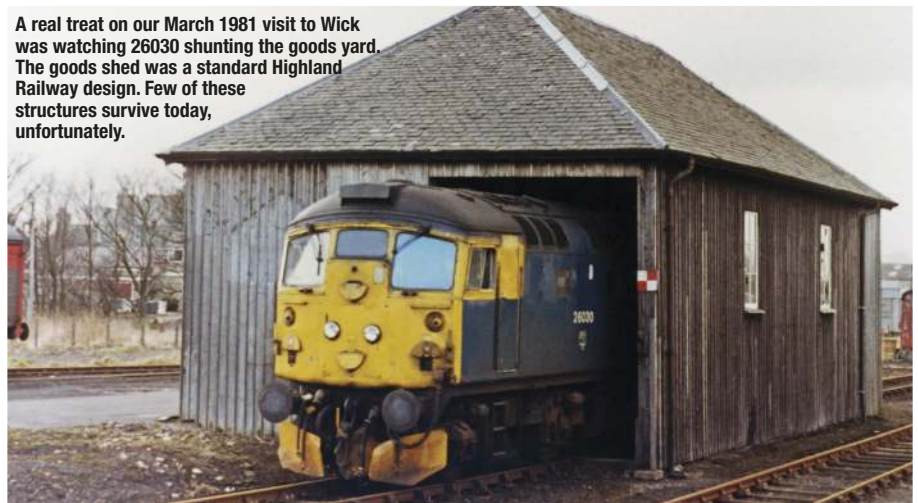
The following year was occupied with romantic pursuits, which helped in resisting the Highlands' tug on the soul. All that was to change in 1983, with a further visit to Mallaig, this time as part of a BR 'Golden Rail' package holiday that included first class rail travel, a stay at the splendid West Highland Hotel in Mallaig and a rather more 'official' bus tour of Skye. How could I justify such lavish expenditure? Well, it was our honeymoon, and failing to share with Mrs B the magic of the Scottish Highlands and their magnificent railways would surely have amounted to abuse!

Meanwhile, the government's publication of the Serpel Report (with options that would have realised all my worst fears for the UK railway network) had aroused a pleasing level of public outrage. Would the tide now turn and lead to a rail revival after all? Time would tell!

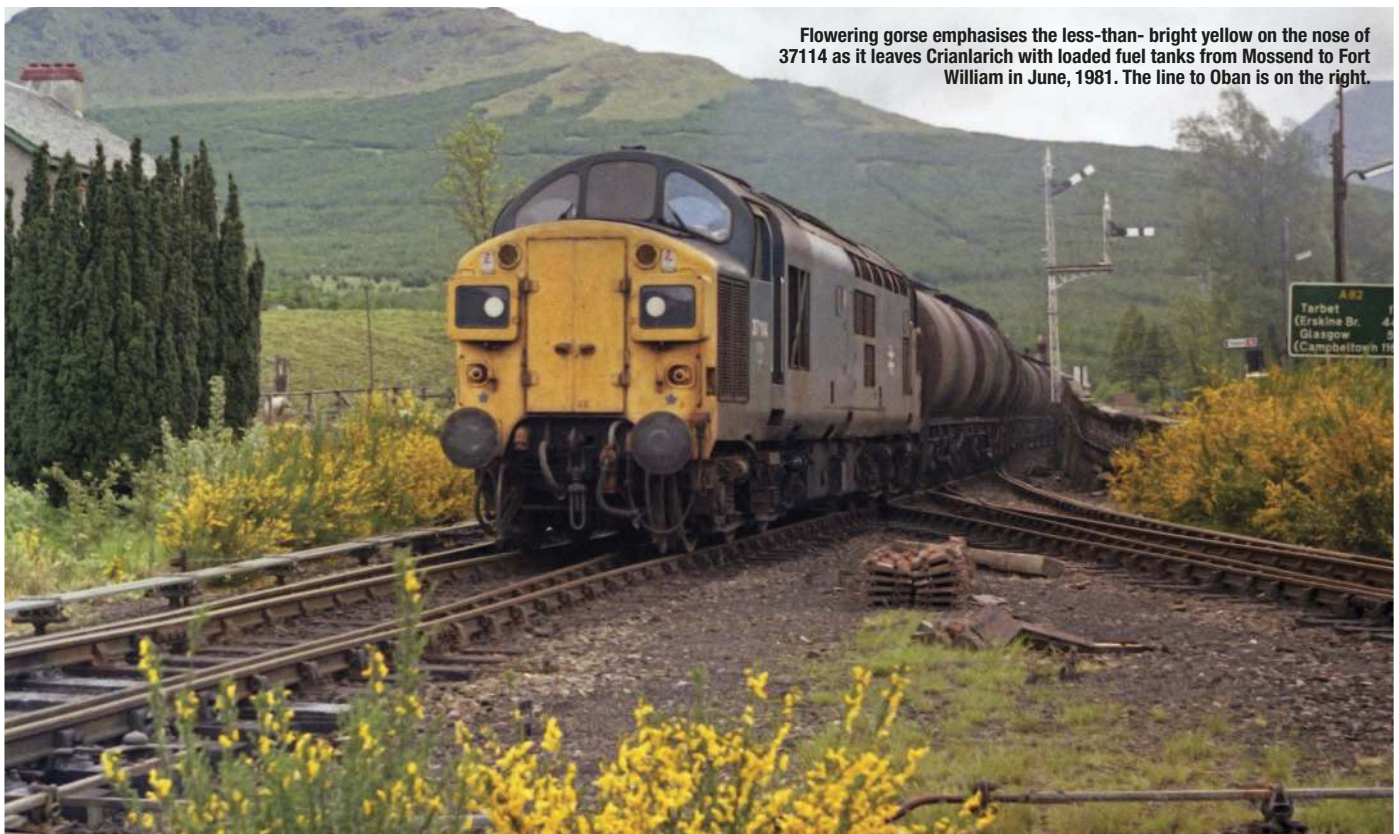
27038 makes a smokey departure from Stirling working a Dundee to Glasgow service on 6th June, 1981. Metro-Cammell DMU set 101332 (cars 51458, 59692 and 51538) is in the bay and adjacent to it is a rake of Mark 1 coaches including some sleeping cars. These would almost certainly be the stock for one of the Motorail services that ran from Stirling to destinations in England.



A real treat on our March 1981 visit to Wick was watching 26030 shunting the goods yard. The goods shed was a standard Highland Railway design. Few of these structures survive today, unfortunately.



Flowering gorse emphasises the less-than-bright yellow on the nose of 37114 as it leaves Crianlarich with loaded fuel tanks from Mossend to Fort William in June, 1981. The line to Oban is on the right.



Can You Help Keep A Deltic Main Line Certificated?

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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All donations would be gratefully received.

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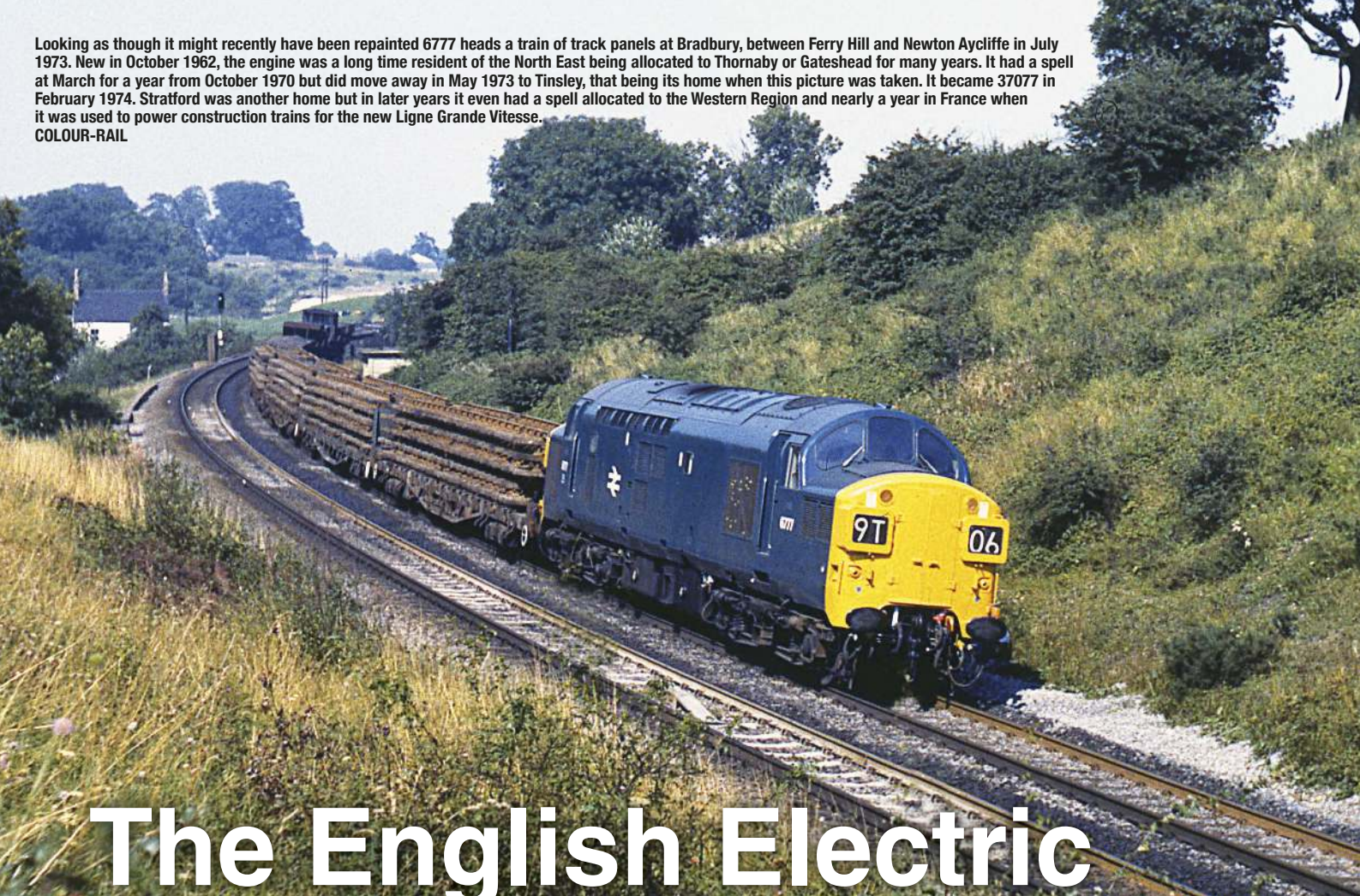
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Looking as though it might recently have been repainted 6777 heads a train of track panels at Bradbury, between Ferry Hill and Newton Aycliffe in July 1973. New in October 1962, the engine was a long time resident of the North East being allocated to Thornaby or Gateshead for many years. It had a spell at March for a year from October 1970 but did move away in May 1973 to Tinsley, that being its home when this picture was taken. It became 37077 in February 1974. Stratford was another home but in later years it even had a spell allocated to the Western Region and nearly a year in France when it was used to power construction trains for the new Ligne Grande Vitesse.

COLOUR-RAIL



The English Electric Type 3s before TOPS

Diesel traction under the wires is nothing new and in the 1960s English Electric Type 3s used to work the through Harwich to Manchester boat train services over the electrified Woodhead Line. 6961 is seen so employed at Thurgoland in 1969 at the head of the eastbound service. It was new to Sheffield Darnall in January 1965 but migrated to Stratford soon after this picture was taken. It became 37261 in November 1973 and eventually moved to Scotland where it was much photographed working around the Highlands and later enjoyed a spell working in France. P HUGHES/COLOUR-RAIL



Clinging on to its small yellow warning panel rather than succumbing to a full yellow end, D6736 is seen departing from Hull in April 1967 on a service to Kings Cross. Readers may spot the headcode is 1E87. At this time Hull was in the North Eastern Region so a train bound for King's Cross would carry the Eastern Region letter code. Interestingly one of the other photos in this feature carries the same headcode. D6736 was a Hull Dairycoates locomotive at this time. The loco became 37036 in March 1974 and then had two further identities, these being 37507 in April 1986, and 37605 in October 1995. Until its final life as 37605 it had been allocated to Eastern or North Eastern sheds almost throughout its working life, escaping briefly to both Cardiff Canton and Eastfield in the mid 1980s. COLOUR-RAIL



6829 is seen with a brake tender as it works the Whitby to Tees Yard freight through the Esk Valley. It was pictured at Grosmont on 29th September 1969. New in 1963 to Cardiff Canton, it only had three years on the Western Region before moving to York. Thereafter it led a peripatetic existence and over the years worked from depots as far apart as Inverness and Plymouth Laira. It was renumbered to 37129 in March 1974 and then to 37667 in August 1987. COLOUR-RAIL



(LEFT) The green paint on 6973 looks tired as it heads yet another rake of hopper wagons through Cardiff on 17th August 1971. New in April 1965 at Cardiff Canton, the loco moved to Scotland just before its 20th birthday carrying 37273 but was renumbered 37410 eight months later. It saw out the 20th century north of the border and carrying the name 'Aluminium 100' which had been bestowed in September 1986. Care has to be taken when talking about 37273 as the engine pictured was not the only one to carry the number as in February 1989 37306 was renumbered to 37273. JOHN E HENDERSON/COLOUR-RAIL.COM

The Colour-Rail website (www.colour-rail.com) has over 100,000 images on line to buy as downloads or prints. Hundreds of new images are added on 15th of each month with those shown here having gone live in May.



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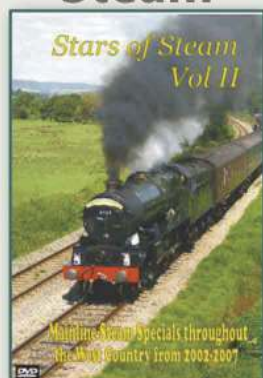
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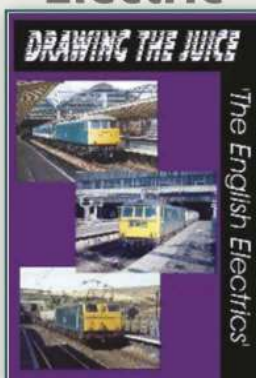
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Overall view of the Harrow station looking south. A pair of Class 310s are calling on a Bletchley to Euston service. The poster boards show some now infamous faces, but they were part of the advertisements of the time. For me, it is a timeless scene bringing back memories of travelling from here in the mid 1970s.

The West Coast Main Line (Southern Section) **Part 1**

Andy Armitage follows his series of articles about working at Euston Power Signal Box with a two part feature about his enormous N Gauge layout replicating the line around Harrow & Wealdstone and Watford Junction.

This is an edited version of an article that appeared in the magazine of the N Gauge Society

Why have I chosen to model the West Coast Main Line in the 1970s? It's perhaps a strange choice for someone who had started work on the Midland just down the Euston Road at St. Pancras. Conversion to the old Nor' West neighbour shouldn't have happened but I think it all came about because it was a route I travelled on a lot at the time. Then I worked at Euston Power Signal Box at the southern end of the West Coast Main Line in British Rail days as electrification finally reached Glasgow.

To try and recreate the West Coast Main Line in N Gauge I would have to wait another twenty five years or so to be able to do the concept justice. I was one of the founders of the exhibition layout 'King's Park' back in 1998, and built nearly all the electric locos and EMUs that ran on it in the early years

of the layout's existence. At one point, when my energy levels were still sufficiently high, locomotives for the layout were coming off the production line at the rate of one a week. When 'King's Park' moved on in period, with a younger team, it coincided with my departure from the exhibition scene. Advancing age and work had made inroads into my available time for touring with 'King's Park'.

The Concept

During my 'King's Park' years I no longer had my own layout and, in fact, a lot of the buildings I had owned had been donated to get 'King's Park' finished back in 1998. I have modelled N Gauge since 1967 and have never contemplated changing scales since. I still had a lot of equipment from my previous layouts, including a ten year stint with N Gauge in the garden. With a house move in 2008 there was an opportunity to have a layout area in the loft. I had started planning for the new layout long before its new home was ready. It wasn't hard to decide just where and when I would base my next scheme.

As 'King's Park' had been based on the Queen's Park area at the southern end of the WCML, I wanted to keep to the same general area. With a fleet of AC locos, EMUs and London Underground stock the locations were narrowed down somewhat. When I had worked at Euston, I often walked the four miles to Harrow & Wealdstone to catch the Bletchley local into work. The station had good modelling possibilities and I wanted to revive the Stanmore branch to add to the main line and DC/Underground services. I also wanted to keep the old goods yard and shed rather than the road scheme that now claims the area.

I decided that Watford Junction would be my next target. It was another location that I was very familiar with and travelled to a lot. Taking a few liberties I wanted to model the station with the premise that the Croxley link to the Metropolitan and Great Central lines had gone ahead much earlier, and the projected Northern Line extension from Edgware had made it to Watford Junction rather than the proposed terminal at Bushey Heath.



Harrow looking north. The clock on the tower is set at 08:18 as a permanent memorial to the terrible 1952 accident. The station footbridge girders have now changed colour, and the old south end of the building has now gone, but hopefully it is still recognisable. In the background are some DC Watford Line and London Underground multiple units.

I also wanted to keep the old St. Albans branch platforms, rather than the current arrangement of banishing the branch trains to their own isolated site behind the car park. This also opened up the possibility of keeping the old Watford Depot and developing it into a more prominent feature. I had first come across the depot when it was in the final period of run down to complete closure. Some of the track had already been lifted, the few Class 20s and 24s left were soon relocated and the rest of the track soon disappeared. I now had an opportunity to turn back the clock and keep it open. It was then that the 'back to front' concept of building the layout started and I took the unusual step of making some of the buildings before the layout construction had even begun.

Harrow Station

With early symptoms of arthritis appearing, I thought that it might be a good idea to get started as soon as possible. The first project attempted was the distinctive upside station building and clock tower at Harrow. This building was designed by Gerald Horsley and was built in 1912 when the running lines through the station were increased from four to six with the advent of the 'New Lines' for traffic between Euston and Watford.

It has some very distinct features, including the striped clock tower and carved stonework. I had no detailed drawings to work from, so the whole thing was completed using only photographs in books, memories, and guesswork. The building is slightly different today as part of the structure on the south side of the footbridge was demolished

in 1986. I decided that this building would keep the old BR London Midland Region signs as I always liked the combined London Underground and British Railways illuminated sign. Some of these had survived into the 1990s, such as at West Ruislip, so it wouldn't be much of an anachronism.

The construction was started with a base shell of 2mm plasticard covered with embossed brick afterwards. The decorative frontage with the carved LNWR stonework was a bit tricky, being achieved using a small drill and lots of careful needle filing. I even put in the chequered tiling of the booking hall floor and the internal staircase. The building was finished off with small plasticard strips round the clock tower to create the striped look. Today the brickwork is very clean with an orange hue, but I toned it down a bit with some weathering powders, but not as far as the begrimed soot blackened look of the 1950s. As a memorial to the accident of 1952, the clock faces are all set to 08:18. A black corrugated shed used to adjoin the southern end, which I believe was populated by the Civil Engineers Department at one time, so this was added as well, made from plasticard corrugated sheet on a balsa wood frame.

The second building on the list was the downside complex, again constructed using only photographic references and some guesswork. The buildings on the Down side of the station date from 1875 when the line was quadrupled, although some alterations were made over the years. They had originally been on the then Down Fast Line, but subsequently became the Down 'New Line' from 1913. The building retained

its gables in the canopy when the footbridge was moved further north during the 1912 to 1913 rebuilding, a feature I kept. The other platform buildings followed, all made from the plasticard and brick method along with the corrugated roofing.

Harrow Footbridge

The footbridge is also distinctive, and its length called for it to be sufficiently strong so it could be picked up without sagging. The girder work was all from plasticard, with thin strips added to reproduce the necessary webbing and edges. The windows were created by sticking commercially available white lining tape to the Perspex, a very time consuming process. If you look at the number of windows involved, you will see that this took a long time to complete. The footbridge also included the platform lift towers, completed with embossed planking plasticard. The pitched roof of the footbridge and the lift towers were finished off by adding thin strips of plasticard to produce the ridges and ribbing. The station buildings and bridge could all be slotted together on the dining room table and was all done without the actual layout to put it on! At this time white LED lighting strips were attached to the underside of the station canopies and the footbridge interior (before fixing the roof) for later illumination.

The other distinctive buildings consisted of Harrow No.2 signal box on the DC Lines which was an adapted Kestrel kit with the windows being made in a similar fashion to the footbridge. Opposite this was the small ground frame made completely from plasticard.

Watford Station and Power Signal Box

With Harrow's main station buildings complete, it was time to move on to Watford. Pictures of the 1970s buildings were in short supply, having been largely swept away in the major re-building of the late 1980s.

The main building has much of the forecourt at ground level with the access to the platforms at a higher position. This is where 'back to front' takes on a whole new dimension, as when the layout was eventually built the levels on the baseboards had to be engineered to fit the building!

The platform buildings at Watford were slightly simpler to construct than at Harrow as they had flat roofing. The only difficulty was platform 11, which has a curve to it, as the line heads off along the St. Albans branch. I had to approximate the amount of curvature to add as there was no layout to actually align it with yet.

The last main building was the power signal box at the south end of the station. I had visited this many times and had a few photographs, but again had no actual dimensions, so it took a bit of guesswork

to finish it. It was mainly constructed as a plasticard rectangular box with the operating floor added afterwards. Again the windows were made using white lining tape. The interior of the operating floor was faithfully reproduced. I even made an illuminated track diagram from painted perspex with the lines scratched out with a pin head and a couple of LEDs to light it! The trouble is that it can't be seen from normal viewing angles very well, but at least I know it's there. The interior has also been 'peopled' with one figure permanently looking out of the north end window.

Non Railway Buildings

With all the main buildings complete, I then turned my attention to replacing miscellaneous other 'fill-in' buildings which had 'migrated' to King's Park many years ago. For the next year or so, I spent a lot of time assembling a combination of Metcalfe, Kestrel or Faller kits to 'pad out' the non-railway areas. I knew that trying to make an exact model of the complete surrounding areas was not an option, so I would have to use a touch of modeller's licence to complete everything.

Building the Layout

The time eventually came when the new layout room was finished. It was well insulated, had a radiator for winter, two Velux windows for ventilation, and plenty of electric power sockets and good lighting. Even so, I later installed two rows of spotlights to light areas that were in shadow. The total area available worked out to be thirty feet by thirteen feet, the largest space I had ever had to build a layout in. The first job was to paint the walls and ceiling, this was done in sky blue colour matt emulsion.

The layout's main timber framing consisted of 4 inch by 2 inch timber screwed to the walls at about waist height and then extended outwards. Perhaps foolishly, I chose to ignore the long held premise of not making the boards too wide to avoid stretching over too far. I had worked out a method of reaching over with a few chairs and some strategically placed areas for hands to rest! I wanted to maximise the amount of space available, and it eventually extended out five feet from the walls in places. Even so I found that I had to scale back some of my initial plans.

Originally, I had intended that each of the



Harrow is seen looking from north to south. This brings back memories of catching the Bletchley local into work at Euston. The windows were created by using 'Trimline' white tape laid on Perspex in thin strips, a long and tedious task. White LED strips were fitted inside before the roof was finished off.

four main lines would have twelve storage sidings each, but this was downsized to ten. The storage yards were placed on the outer edges and, as access was going to be slightly awkward, great care was taken in the track laying, using new points, and ensuring multiple feeds to the track sections in case of any failing in the future. The point motors can be accessed from the underneath in case any needed replacement.

Storage Sidings

The storage sidings were laid on separate 2 inch by 1 inch framing with a 5mm plywood baseboard top. Everything was wired before the boards were finally attached to the main frames. Testing was carried out to ensure all lines and points worked before the front boards were added. Conventional DC technology was used as opposed to DCC. I had a lot of track-circuiting units I wanted to use again, and these weren't DCC compatible. They had last seen action when I had them in use on my garden railway mentioned earlier. I also have a lot of scratch built locomotives with no space for decoders, and the fact that the layout was mainly 'watching the trains go by' meant changing to DCC wasn't considered worthwhile. The storage yards were also fitted with Heathcote auto-yard units so the trains could be selected to run in sequence from one through to ten and then repeat the programme again.

The main scenic boards were also made in ten sections of about six feet in length, five along each side of the thirty feet available. Two of the boards were narrower at the access hatch end to maximise the room available for lifting items in and out of the layout room. The next two boards were tapered before joining the other four each side of a standard width. The actual width of the scenic boards ended up being about 30 inches. All these were again made of 2 inch by 1 inch framing with a 5mm plywood tops. These boards were then worked on as individual units.

The track was laid mostly on Woodlands Scenics black foam trackbed stuck to the plywood with PVA adhesive. As the boards could be stood on edge, or rotated, wiring was easier. The wires were taken to labelled connector blocks for completion when the boards were finally fixed in place. At this time much of the main scenery was done, as the boards could be moved around and worked on from all sides. A small gap in the scenery at each end of the boards was left for completion when finally fixed in position.

Compromises

I had to make compromises about what could be fitted in. On the Harrow section it meant that about six inches of the planned shops and houses at the front of the layout had to go, with the edge of the main road now running along the front of the baseboards, and some truncated back gardens further on. Fortunately, there was ample room to accommodate the buildings and bridge of Harrow & Wealdstone station itself, with a

small forecourt area on the Down side.

The platforms were made of Peco edging with plasticard forming the top, then fine grade sandpaper stuck on that as the platform surface. The same sandpaper, of various grades, has been used for all the road surfaces, painted in varying shades. To the south of the station alongside the Down Fast line is a representation of a trackside TPO pick up point, where one was actually located. However, this had actually disappeared in the early 1970s, after being disused for sometime, so has been included mostly as an historic oddity.

The goods shed at Harrow was made from two Metcalfe kits joined together. The yard had fallen into disuse from about 1965, although not finally closing until April 1967. I have retained it as a parcels depot, together with a few odd sidings for general merchandise traffic. The goods yard has a small control panel with a hand held controller, so I can do a bit of shunting while the main lines work themselves.

The surroundings of the station and adjacent buildings are not strictly correct as finding photos of how things were forty years ago is difficult. This means that most of the adjoining area is fictitious. The Railway Hotel at the south end of the station had gone long ago, but I decided to bring it back by merging various Metcalfe kits that I had already made.

The Stanmore branch platform was straightened out to economise on space. The line itself had closed to Stanmore Village in September 1952 to passenger traffic, and to goods traffic in July 1964. The passenger shuttle to Belmont carried on until October 1964. I only have one memory of the line when it was open, a Class 24 propelling a motley mix of about seven wagons towards Stanmore as it passed Belmont. The last recorded freight working to Stanmore in August 1964 was hauled by 2-6-4T 42616, nominally still allocated to Willesden 1A.

However, in my timeline, the line has made a comeback and freight traffic is still dealt with and adds a bit of operational interest. The way the branch is laid out, a freight train heading from Harrow to Stanmore will actually later arrive at Watford Junction, as if arriving from St. Albans Abbey. Freight traffic from Watford to St. Albans ends up

at Harrow from the Stanmore branch. It is worth looking at the track diagram to see how this concept works in practice. I had wanted to model the station at Belmont, but even with the space available, I had to drop the idea eventually. The branch drops away from the main line as it had to dive below them to reach its own storage yard, which it shares with the St. Albans branch.

Included on the Stanmore branch is a disused ground frame for a siding that originally served a coffin and cabinet making factory before it closed. A bit of heavily overgrown track leading to the edge of the baseboard is all that remains. To ensure no accidents occur, the point to the disused siding is 'clipped and padlocked', actually a couple of track pins through the holes in the tie-bar.

North of Harrow, a small block of flats was constructed to cover a post belonging to the access hatch railings. This consisted of nothing more than a cardboard box with printed photos of a block of flats stuck to the outside and slipped over the post. The edge of the sports ground was also included, although it is on the wrong side of the tracks, and the wrong side of Headstone Lane station.

Backscenes

Detachable backscene boards were arranged along the boundary between the storage yards and the front of the layout. These are secured in place with plastic block type brackets found in DIY furniture packs. Although not screwed together they just slot in place as the weight of the board is not heavy enough to topple over. Painted the same sky blue as the walls and ceiling of the room, the boards blend in nicely together. The height of these boards was set at ten inches, so normally you do not see the storage lines behind them.

The backscenes themselves are what I call 'cut and paste'. House and shop images from the internet and other photographs have been resized, printed and then joined together to try and recreate the necessary urban and country scenes. One tip is you can make two semi detached houses from one image by doing a copy and then reversing one image before joining the two



Watford Junction main buildings after completion but before building the layout. This view of the model is now impossible as it faces away from the normal viewpoint on the layout. Most of this modelling had to be done from memory and a few photographs. The real thing looks totally different today.

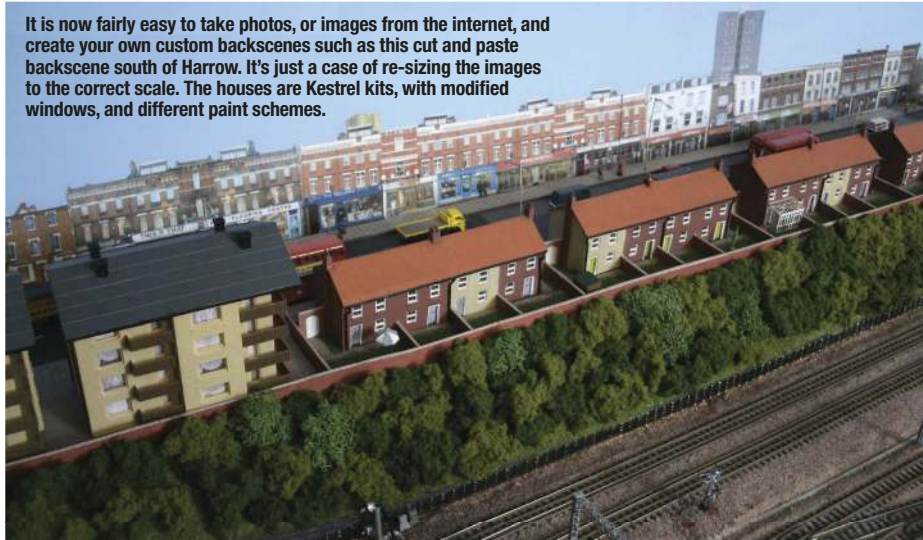
The goods shed at Harrow is viewed from across the road and was made from two Metcalfe Kits joined together to make a longer shed. Although the actual goods depot closed in 1967, I decided to keep it going. The advertising hoarding was made up of bits of balsa wood and plasticard. The adverts were made from re-sizing screenshots found on the internet.



(BELOW) What might have been had Watford Depot not become a car park. Space limitations meant that the shed ended up with just four roads instead of six. The 'Manchester Pullman' set in the background was made from early Farish Mark 2 coaches with the removable window strips replaced with thin plasticard and repainted.



It is now fairly easy to take photos, or images from the internet, and create your own custom backscenes such as this cut and paste backscene south of Harrow. It's just a case of re-sizing the images to the correct scale. The houses are Kestrel kits, with modified windows, and different paint schemes.



together. This also works for countryside backgrounds, using several images which will line up evenly. When I did a string of shops for the High Road I had to change some of the shop names after my wife pointed out that there were several with the same name. Fortunately it's quite easy these days to create your own shops signs with a computer and printer.

Most of the road vehicles are from Oxford Diecast, plus some earlier white metal designs. However there are still a few gaps in the popular ranges of the era. I'm still waiting for an 1100 or Triumph Herald! The large bus fleet helps to give the busy feel to the urban areas, with many of them having Model Master advertisements. The gloss finish on the models has been toned down by painting with matt varnish.

Part 2 of this article will appear in the next issue of TRACTION MODELLING

The Railway Hotel was made from a selection of Metcalfe Kits to fit the area available. The spare brickwork they include in their kits was put to good use. Signage was produced on the computer.

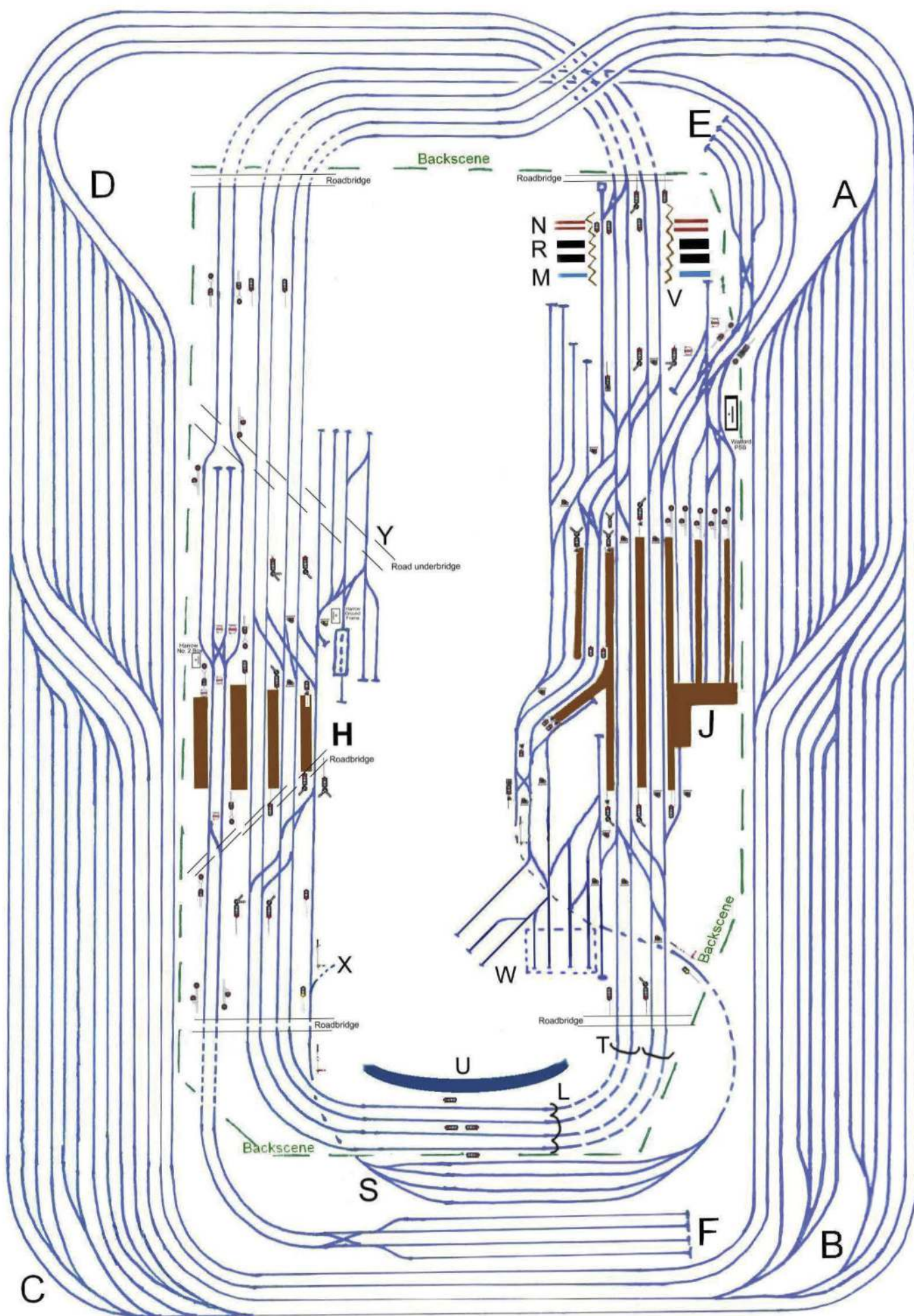


The signal box at Watford, the dimensions of which were estimated mostly from photos and a little guesswork.



LAYOUT PLAN (RIGHT)

A - Up Slow Yard. **B** - Up Fast Yard.
C - Down Fast Yard. **D** - Down Slow Yard. **E** - Aylesbury/Metropolitan Yard. **F** - London New Line Yard.
H - Harrow & Wealdstone.
J - Watford Junction. **L** - Linslade Tunnel. **M** - River Colne. **N** - Northern Line extension Edgware-Watford.
R - A4125. **S** - Stanmore/St. Albans Yard. **T** - Watford Tunnels. **U** - Grand Union Canal. **V** - Colne Viaduct.
W - Watford TMD. **X** - Disused Factory Siding. **Y** - Harrow Yard.





Bachmann Class 90

Reviewed by Howard Smith
Photography by Tony Wright

AC electrics have always been the poorer cousin of diesels on layouts, whilst a lack of AC electric models to current RTR standards has resulted in layouts based on the East or West Coast Main Lines being few and far between. This new Bo-Bo from Bachmann could be a game changer. Sent to us for review is 90005 Financial Times (32-610) in BR Intercity 'Swallow' livery. Also available are two other popular liveries, 90042 (32-612) in Freightliner Powerhaul livery and 90037 (32-611) in BR Railfreight Distribution livery.

Although updated over the years, the bodyshell tooling of Hornby's Class 90 is now more than 30 years old. This new version from Bachmann shows the changes that have occurred in the last three decades in terms of operational smoothness, scale accuracy, detail and other features. The Class 90s are arguably the most attractive of the AC electric locomotives, as is this model. It features, for the first time on a British model, a pantograph which can be raised and lowered.

Working Pantograph

To test the pantograph, the locomotive's roof access panel is released by removing four screws on the underside of the model, access to which requires rotating the bogies in turn. The entire centre section of the roof can then be raised, the blanking plug removed and a 21-pin Bachmann (36-569) decoder installed, pre-configured for use with this model.

Functions provided include directional and cab lights, day/night mode, and control of the pantograph. This is operated by a servo motor inside the model. It has received a little criticism on the RMweb forum for its noise, though surely it's a small price to pay on this first for an RTR locomotive. Bachmann's default decoder





Manufacturer: Bachmann Europe Plc
Catalogue Refs: 90005 Financial Times (32-610) BR Intercity 'Swallow'
 90042 (32-612) Freightliner Powerhaul livery
 90037 (32-611) BR Railfreight Distribution livery.
Gauge/scale: 16.5mm gauge, 1:76 scale OO
 Era: 8 to 9
Company/Operator: BR/Freightliner
Weight: 488g
Body: Plastic
Chassis: Die-cast metal
Wheel Profile: RP25
Couplings: NEM-mounted tension lock
Accessories: Etched metal nameplates, valances, air pipes and dummy buckeye couplings

boasts the ability to control the speed at which the pantograph is raised or lowered, its default height and position at rest.

This decoder could easily be replaced by a Loksound V5 DCC sound decoder, a number of which are now entering the market pre-installed with Class 90 sounds. Access to the circuit board is behind the roof access hatch, which is unobtrusive with no visible gaps around its edges.

Details

Supplied with the model are etched name and manufacturers' plates which can be fitted over printed plates, perhaps using Deluxe Materials 'glue and glaze' which when dry can be rubbed from the surrounding paint should it stray too far.

Also in the accessory bag are a dummy buckeye coupling and air hoses. Through the front grille there is an impression of the three horns, and the Wipac light cluster enclosed behind the lenses with rivetted detail look very good. TDM jumper cables and their associated injection-moulded cables are already installed. Removal of the NEM coupling socket to install the buffer beam cowling was straightforward, requiring just two screws to be removed.

The buffers are sprung and, in another first, can be placed in their extended or retracted positions, simply by rotating each through 90 degrees. Looking through the cab windows the cab partitioning, painted seats and control cubicle can be seen. The roof shape is exquisite, with the complex compound curvature ending with the sharp recessed cut to the roofline, separated by line of rivets.

The primary flexicoil springs have been moulded onto the bogie sideframes, unlike Hornby with its Class 87, where these are integral with the body; a comparison shows there's little difference between the two methods. The bogies are excellent, from sanding pipes to the dampers painted blue whilst the drive mechanism is discreetly hidden.

The same high standard continues around the sides of the model where the flat-sided minimalist shape is accented with side grille and door handle details. The latter are moulded into the recess and painted an accurate stainless steel colour, whilst the panel lines of the lifting points adjacent to the doors and the lifting point symbol are well observed. Even the warning sign carried on the bodyside is visible, highlighting what to do in case of a fire.

Sandwiched between the bogies are the air compressors and reservoirs. The cooling fins on each of the cylinders fitted to the miniaturised 'motors' are clearly visible whilst the high voltage warning signs haven't been overlooked.

A small stable of the bread and butter AC traction types could be formed if used in conjunction with Hornby's Class 87. With new Over Head Line Electric (OHLE) masts from ScaleModelScenery.com, new Mark 3 coaches from Hornby and Oxford Rail, plus intermodal wagons from Bachmann and Dapol, a new era of OHLE layouts are now accessible to layout builders without resorting to significant upgrades on ageing RTR models.



Dapol Bogie Bolster E



Between 1961 and 1962, British Railways built two large batches of Bogie Bolster Es at Ashford, totalling 1200 wagons. Fitted with the modern David and Lloyd cast bogies equipped with roller bearing axleboxes, and Oleo hydraulic buffers, the wagons measured just 32ft over headstocks. The principle advantage was their ability to carry higher payloads.

Originally constructed as part of BR's regular 'pool' of commercial wagons, they quickly found favour with the engineers department, though many found other uses such as for carrying steel coil, where a wooden cradle would be fitted. Fitted with vacuum brakes and instanter links to enable closer coupling, typical use saw them on traffic flows from Immingham, Boston or Goole docks in block trains. Some were used to carry lengths of solid welded rail, hence several TOPS codes were used and it's worth paying close attention to photographs if modelling the 1970s and 1980s period. At least one wagon was fitted with a canvas hood. From 1982, many hundreds were rebuilt as Turbot wagons for carrying ballast or spoil as larger wagons largely took over their duties on steel traffic.

Outstanding effort

Dapol have sent a review sample of its latest item of OO gauge rolling stock depicting these versatile wagons. Carrying the TOPS code BEV, with BR number 924327, the wagon would have had a 32.5T tare and weighed 15.4T, unladen. Built to Lot 3343 at Ashford in 1961, even the builder's plate on this model is raised! Other livery variations from Dapol on this wagon cover the YNV, YRV and YNV TOPS codes.

The wagon's pristine ex-works condition makes it an ideal candidate for weathering.

Painted upon construction, subsequent repaints on these wagons were rare and the majority of the fleet carried a stained rust appearance for most of their life.

The BEV TOPS code (as with the other TOPS codes they carried) was a later addition, merely being a red bauxite patch onto which the white letters were stencilled. Its location on the model is correct, but looking closely at photographs, their positioning wasn't an exact science.

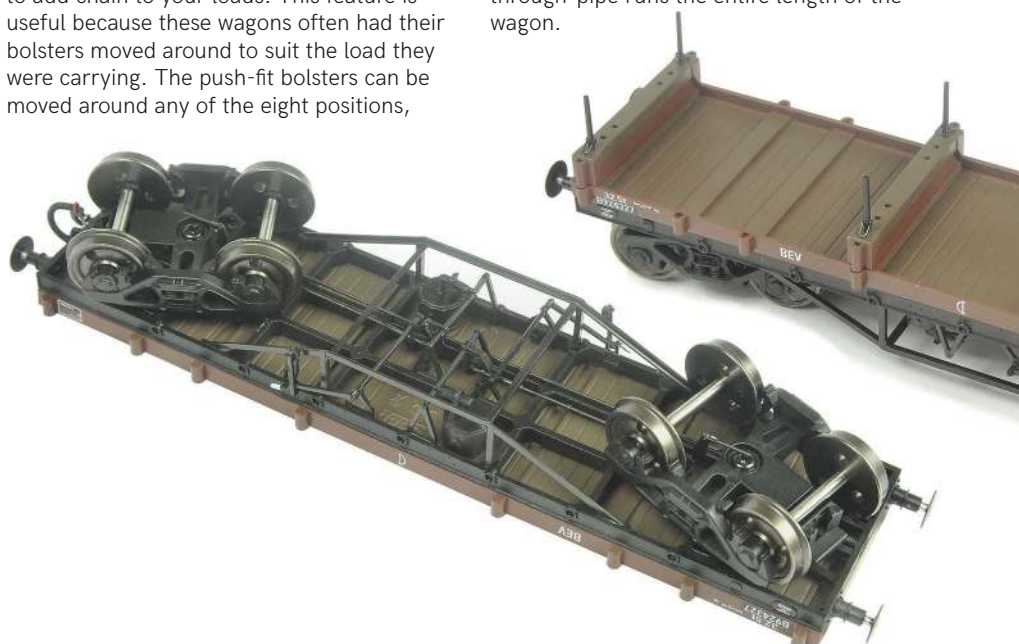
Accessories galore

An accessory packet contains silver painted injection moulded instanter couplings with wire links, drawhooks, vacuum pipes with red painted tips and two close coupling bars ensure that the already impressive detail of the wagon can be taken a step further should you desire. Also included are four bolsters and eight injection moulded stanchions, each fitted with an eye should you want to add chain to your loads. This feature is useful because these wagons often had their bolsters moved around to suit the load they were carrying. The push-fit bolsters can be moved around any of the eight positions,

whilst each bolster offers six semi-circular holes into which stanchions can be placed, ensuring the fixing 'eyes' always face outwards. It makes adapting the wagon easier should you wish to equip the deck with a coil cradle and re-number the wagons with a new TOPS code.

Underframe discoveries

Flipping the wagon to inspect the underside highlights where this wagon excels. Not only is the 'L' angle iron framework represented in full, with visible joins – just like the real thing – but the plank detail on the underside of the decking is also clearly visible. The twin vacuum cylinders which lead to brake rigging in the direction of each bogie are a very good effort. The effort isn't hidden either, because the detail is quite visible from track level. The connections to each bogie are cut short of their respective pivot points, meaning that no matter the angle, it looks right. A vacuum through-pipe runs the entire length of the wagon.



Detailed coupling

The distinctive Oleo buffers with correctly profiled heads are sprung, their shanks painted a stainless steel sheen. The coupling drawbars when fitted appear a touch overscale, though not by much, but it prevents the instanter links from raising correctly. Modellers who want to use this system as their primary method of coupling might need to fit the links over both hooks on adjoining wagons, rather than place one link over the drawbar eye on the relevant wagon. If you prefer a more rugged style of coupling the NEM socket close-coupling drawbar provided can be used.

Manufacturer: Dapol Ltd

Catalogue Refs:

(4F-061-001) Bogie Bolster Wagon

E BR 923358 Bauxite (TOPS BEV)

(4F-061-002) Bogie Bolster Wagon

E BR 923444 Bauxite (TOPS YNV)

Diag1/479

(4F-061-003) Bogie Bolster Wagon

E BR 923528 Bauxite (TOPS YRV)

(S&T)

(4F-061-004) Bogie Bolster Wagon

E BR 923791 Bauxite (TOPS YNV)

(4F-061-005) Bogie Bolster Wagon

E BR 923962 Bauxite (TOPS YRV)

(S&T)

(4F-061-006) Bogie Bolster Wagon

E BR 924327 Bauxite (TOPS BEV)

Gauge/scale: 16.5mm gauge,

1:76 scale OO

Era: 5 to 8

Company/Operator: BR

Weight: 49g

Body: Plastic

Chassis: Die-cast metal

Wheel Profile: RP25

Couplings: NEM-mounted tension lock

Accessories: Bolsters, stanchions, vacuum pipes, drawhooks, instanter couplings and coupling bar

RRP: £29.95



Silver Fox Models to re-introduce Class 74



Silver Fox Models are to re-release models of its OO gauge Class 74 Bo-Bo Electro-Diesel locomotive in RTR and kit form. The RTR models feature cast resin bodyshell with flush glazing, cast resin bogie sideframes and ancillary parts. Its kit version is supplied with transfers, detailed instructions and is designed to be used on a Hornby Class 90 chassis.

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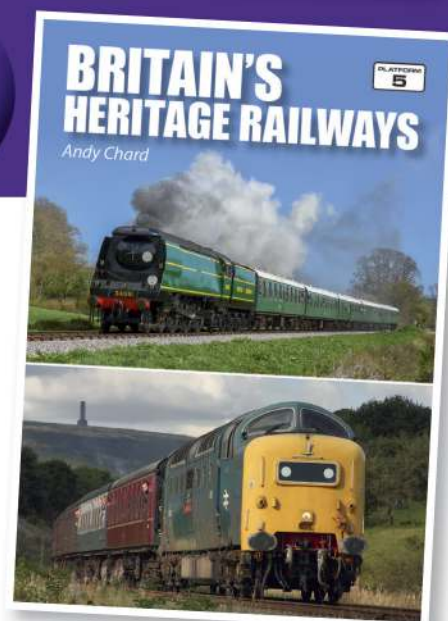
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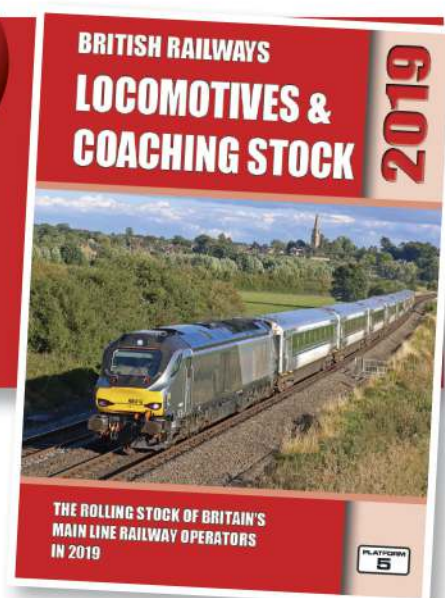


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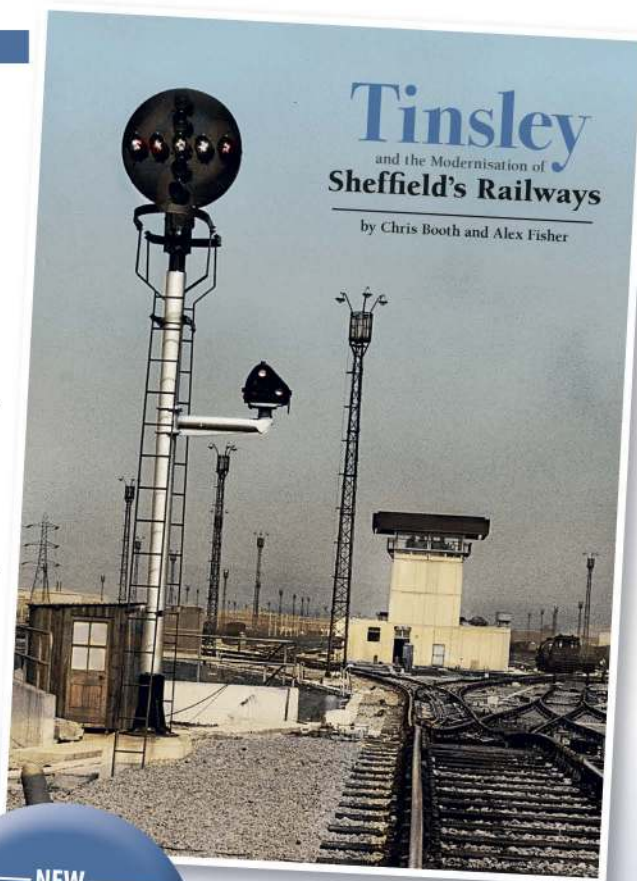
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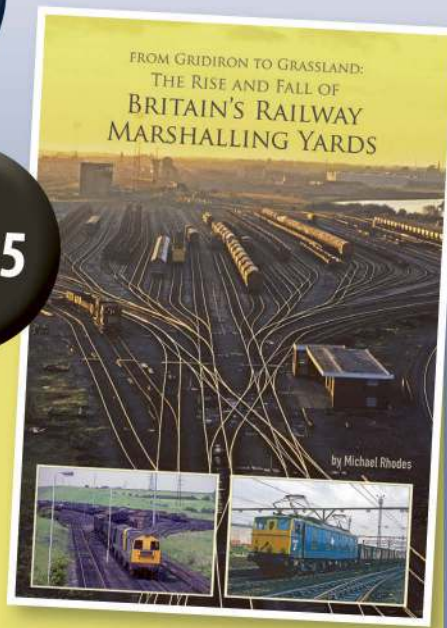


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No. 12 was reduced in height to enable it to pass through the tunnel to the Harton staithes. Here it is approaching the Ballast Sidings with yet another load of coal on 21st February 1986. JOHN FORD

Coal by electric train

Colin Boocock was lucky to be able to visit the Westoe electrified coal railway on Tyneside before it closed in 1989.

As a visitor to the area of north Tyneside, aiming at sampling the relatively new Tyne-Wear Metro system, I didn't expect to come across another electrified railway about which I knew nothing! Shortly after leaving Chichester station on the South Shields line, I noticed a track alongside our train that was running parallel on the right hand (south) side and which was electrified with a tramway-style single overhead wire. The track soon threw off a branch line that veered eastwards towards a colliery in the near distance, while the other track then dived down and passed under the Metro line to join a wide fan of electrified sidings, full of coal wagons, most of which were labelled NCB. These sidings were facing west, towards the River Tyne. This looked like a railway of the National Coal Board, and I was most intrigued. I had to find out about it and visit in the very near future.

This all happened back in 1987. There was at that time no internet to help me search for information. I had to ask around among industrial railway enthusiasts I knew. They talked wisely about the Harton system, Westoe colliery, Harton Staithes, but obviously knew little else. I decided to write to the NCB and ask for permission to

visit the railway. Happily permission came through quickly. The engineering manager at Westoe colliery greeted me warmly when I arrived after my walk from South Shields station. He had gathered together maps and documents which he had spread across a table for me to study before we headed off into the Westoe colliery yard to see the railway itself. As a fellow railway engineer, he was pleased to be able to share with me his deep knowledge of the history, purpose and operations of this unique railway.

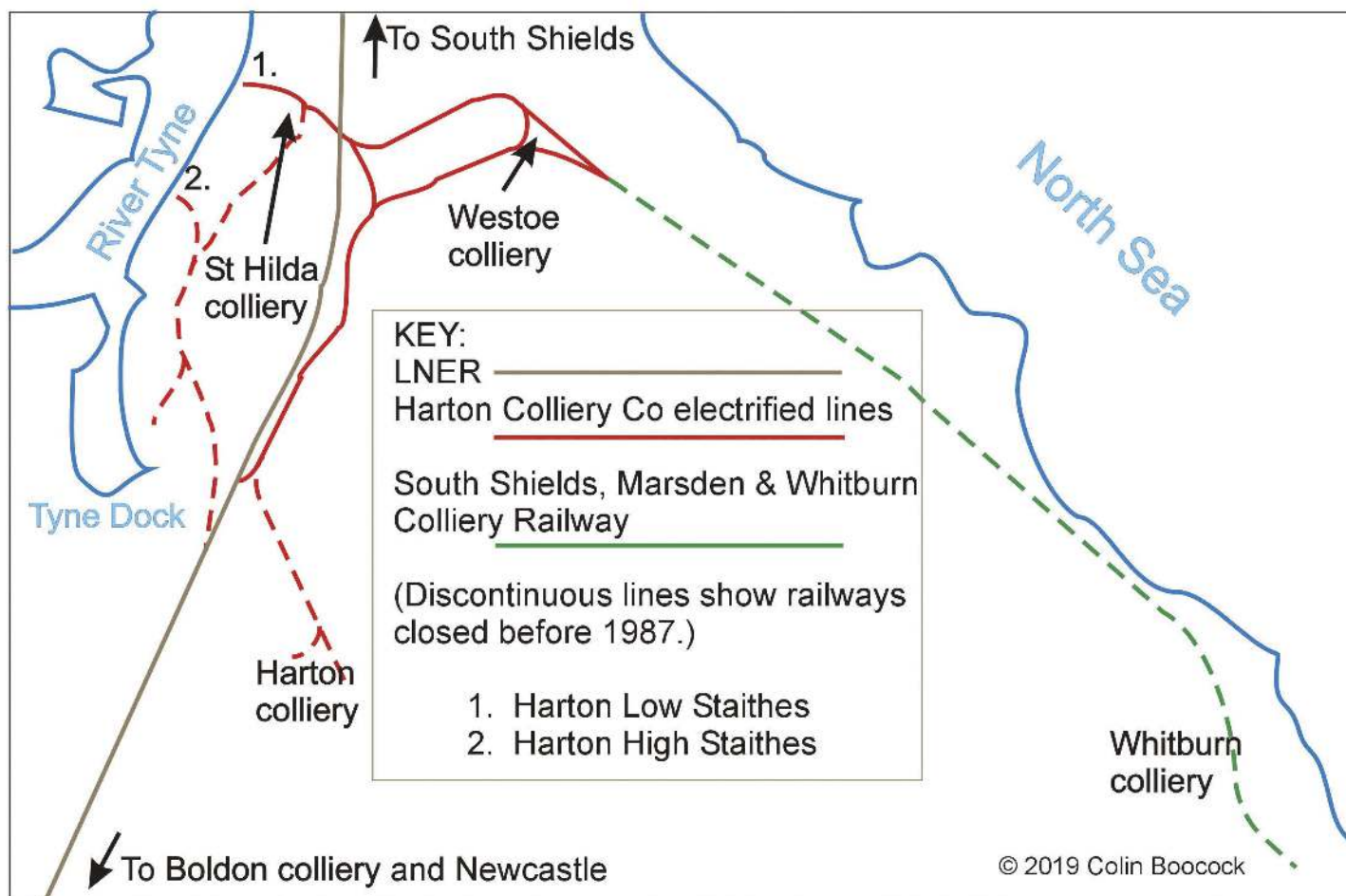
The network of private railways for moving coal and spoil grew as collieries opened in the South Tyneside region. Those delivering coal to the Harton staithes for transshipment onto ships on the Tyne formed a compact group linking the collieries at Boldon, Harton, Whitburn, Westoe and St. Hilda to the staithes in two locations. The oldest colliery was the St Hilda colliery which opened in 1810. Westoe colliery was the most recent, opening in 1909; Table 1 gives the key dates.

Of the railways, all of which are summarised in the map that shows the scene at its peak around 1933, the longest was the three miles of the double-track South Shields, Marsden, and Whitburn Colliery Railway. The south-eastern end of this

line closed as a result of Whitburn colliery closing in 1968. The northern part formed a section of the line linking Westoe colliery with Harton and so remained open. The Harton Coal Company's lines linked Boldon, St Hilda, Harton and Westoe with the staithes. These railways also ran passenger services for the miners, though by the 1950s these were being withdrawn as other forms of transport became favoured. The core railway linking Westoe, St Hilda and Harton was electrified in 1908, the rest continuing with steam traction.

The railways marked with discontinuous lines on the map had all disappeared by 1987. The remaining lines were mostly still electrified at 550Volts dc with overhead wire. The busiest section of this railway brought the coal and spoil from mining operations at Westoe colliery down to the staithes. This entailed a steep drop at 1 in 36 down the Erskine Road Bank, to the St Hilda sidings. Here the trains were marshalled into consists suitable for the siding lengths on the staithes at Harton before being taken forward and onto another steep downhill section which ran through a low-roofed tunnel. The low roof of this tunnel dictated that electric locomotives passing through it had to be of reduced height.

Railways to Harton as at 1933



It was the sight of countless NCB wagons lined up in electrified sidings near South Shields that inspired the author to request permission to visit the railway at Westoe Colliery. This view shows the St Hilda sidings, otherwise known as the Ballast Sidings, where consists were split for the steep descent to Harton staithes. COLIN BOOCOOCK



In 1987, output from Westoe colliery was about 40,000 tons of coal and spoil a week, all of which was transported away from the colliery by rail. The coal was dropped from the staithes into coastal ships of 12,000 tons displacement for onward distribution. Spoil was segregated from coal at Westoe and taken down to Harton staithes to be dropped into 900 ton barges for dumping out at sea. On occasions, sea conditions were so rough as to prevent this dumping; in this case British Rail would supply HAA wagons and take the stone down the coast to Seaham harbour. The loaded HAA wagons reached BR via the NCB's electrified single track to the Victoria sidings near Chichester Metro station.

When the railway was electrified in 1908, Siemens supplied nine electric locomotives, the last arriving in 1913. Some of these were of Bo-Bo configuration. Others were four-wheelers such as the currently-extant Nos. 2 and 10. The locomotives had low cabs with the pantograph on the cab roof, making the cabs cramped. I have not been able to find a listing of the Siemens locomotives, so, apart from the preserved No. 4, I cannot identify which were bogie locomotives. In 1913 another locomotive came from AEG, also in Germany, and this became No. 9 of the fleet. The cab floor on this locomotive was set low between the bogies.

Between 1951 and 1959 the railway replaced its Siemens locomotives with five from English Electric (EE). At the time of my visit the AEG locomotive No. 9 was still available for traffic, but was regarded as ready for preservation and was stored in good external condition in the depot at Westoe. Four of the EE locomotives, Nos. 12 to 15, had low-roofed cabs to work through

to Harton staithes. EE No. 11 was built to a larger loading gauge and so had to remain shunting at Westoe colliery, being barred from the tunnel section, but it was available to work the line towards Victoria sidings when required. No. 12 originally also had a higher cab but was cut down locally. These new locomotives produced 400bhp and weighed 48½ to 50 tons each.

On my visit I was given the opportunity to experience the operations between Westoe and Harton with a footplate ride on No. 13. The direct route from Westoe to the staithes descended from the colliery at a gradient of 1 in 36 through a stone-walled cutting that passed through part of South Shields town. Electric locomotives were allowed to take up to 500 tons down this bank, equivalent to 24 four-wheeled hopper wagons of coal or 18 wagons of stone spoil. On arrival at the fan of St Hilda sidings, the trains were split. Each locomotive could only take eight coal wagons or six stone wagons down to the staithes. I was soon to discover why.

I joined the crew of No. 13 which was to proceed light engine from the colliery to St Hilda sidings. We passed the larger locomotive No. 11 sitting near the top of the bank. Our driver called over his radio for clearance to proceed down the Erskine bank, and we waited until the colour light signal changed from red to green. Dropping down the 1 in 36, I was impressed by the smooth ride of this locomotive. We passed under a bridge near South Shields town hall and soon entered the Ballast Sidings. No. 12 was waiting here to take a train of eight coal wagons down to the staithes. We backed on to another train of eight wagons, and awaited our turn. We had to wait for No. 15 to come up out of the tunnel before we could

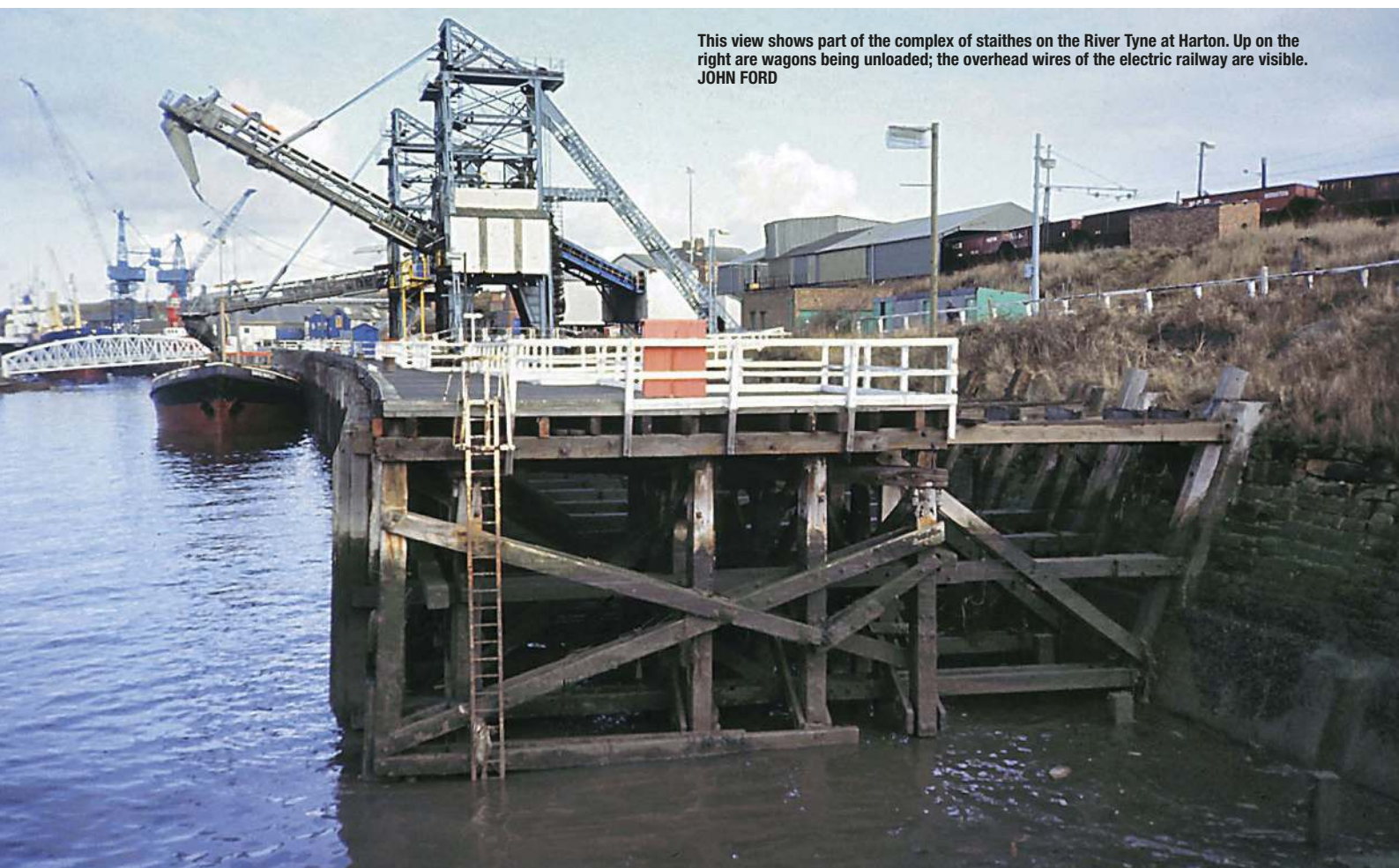
proceed.

On entering the tunnel our locomotive dipped noticeably as we descended very steeply. Our driver controlled the train as best he could with his locomotive brake, but despite his efforts speed rose steadily until we were moving quite fast as we came out of the tunnel and lurched suddenly as the locomotive took the points set for the right-hand track. The driver was now working the locomotive at full power to lift our train up towards the level of the staithes. We had then to reverse the eight wagons round a sharp right-hand curve, crossing a bridge over the track out of the tunnel from which we had just emerged, and propelling our wagons round to join those already standing over the staithes having their loads dropped, one by one, into the ship below.

We uncoupled, ran forward and then waited for the signal to clear so that we could reverse back up through the tunnel and return to St Hilda's yard (the so-called Ballast Sidings) to take another load down to the staithes.

Up at Westoe colliery there were also some diesel mechanical shunting locomotives, five 0-6-0s of 311bhp built by Barclay and powered with Rolls-Royce engines. These were used for wagon movements around the Westoe site. This work included propelling wagon rakes into the coal preparation plant, and making up trains for the electric locomotives to take down to the St Hilda sidings and Harton staithes.

While the staff at Westoe were very confident of the future of their colliery, stating that it still had sufficient reserves of coal to go on producing for another 70 years, in fact its end came rapidly as the UK's future use of locally mined coal gave way



This view shows part of the complex of staithes on the River Tyne at Harton. Up on the right are wagons being unloaded; the overhead wires of the electric railway are visible.
JOHN FORD



Other Siemens locomotives, delivered for the longer hauls, were Bo-Bos like No. 4, seen here at its present location, the Stephenson Railway Museum on Tyneside.
STEPHEN THORNTON



The first electric locomotives for the Harton railway system were delivered between 1908 and 1913 from Siemens, Germany. They were of at least two types, some being small four-wheeled locomotives like No. 2. This locomotive is now on display at Beamish Museum. The similar No. 10 is at the Tanfield Railway.
R.L. KITTERMAN



Locomotive No. 11, seen at Westoe late in 1987, retained its higher cab which prevented it from reaching the Ballast Sidings and staithes via the tunnel. The yellow inverted 'V' on the cabside acts as a reminder. COLIN BOOCOCK

(LEFT) Electric locomotive No. 14 takes a loaded train down the Erskine Road Bank towards the Ballast sidings on 21st February 1986. JOHN FORD

(BELOW) No. 12 buffers up to a rake of loaded coal wagons for transit to the St Hilda sidings, where the rake will be split into three eight-wagon sections for the steep drop through the tunnel to Harton. COLIN BOOCOCK

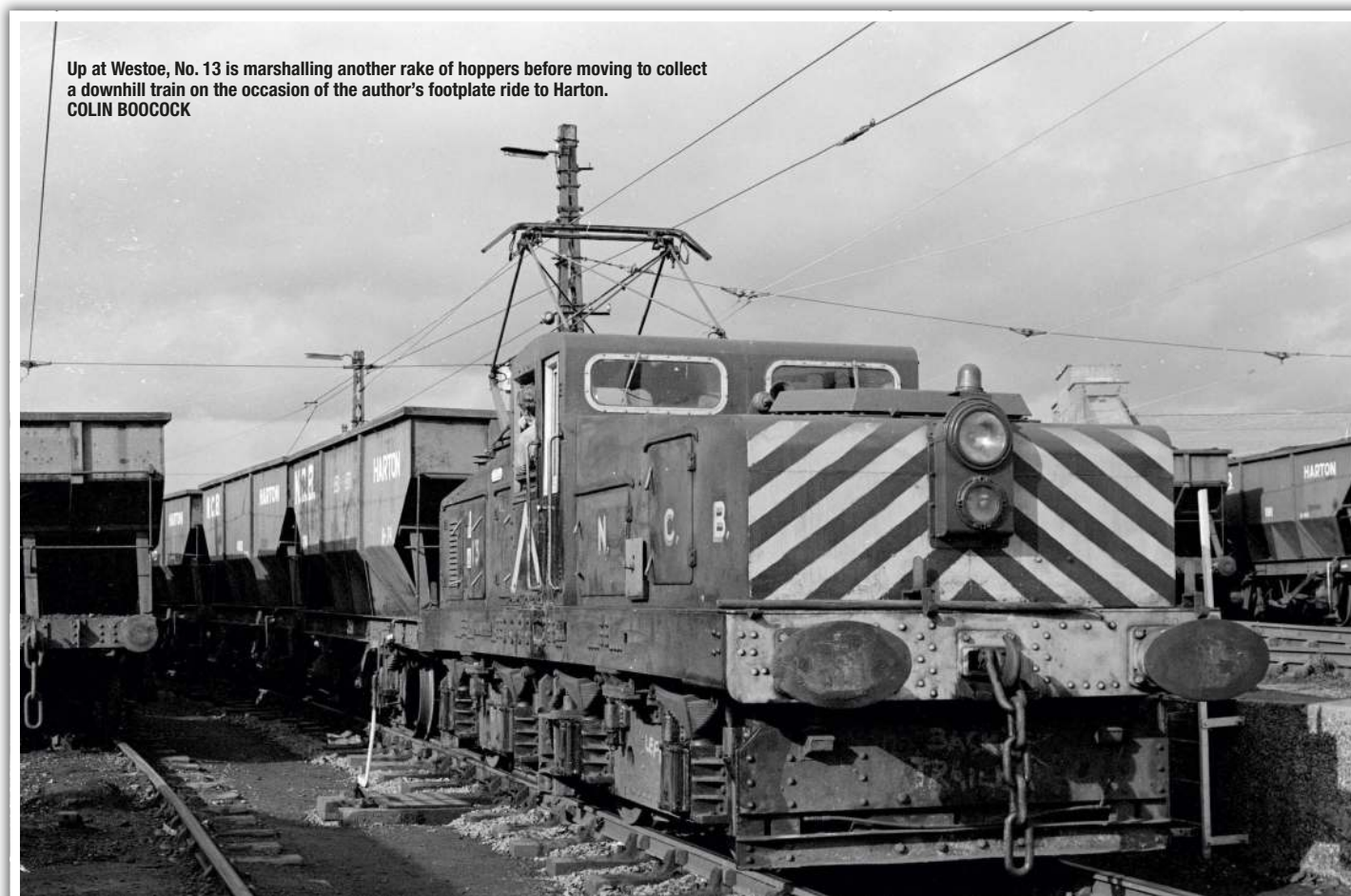


to cheaper imports for power stations. The colliery and its railway system lasted no more than six years after my visit. That was indeed a pity, from a railway point of view at least, as its unique railway was probably the last electrified industrial railway in operation in the UK at the time (unless any reader knows differently).

The North Tyneside Steam Railway, with its two miles of railway leading towards Percy Main, has Siemens Bo-Bo electric locomotive No. 4 in its care. It has restored the locomotive to working order and operates it from time to time using batteries. AEG electric locomotive No. 9 was taken over by the Tanfield Railway where it is stored in that line's Marley Hill yard. Of the old Siemens locomotives, No. 2 is on outside display at Beamish, and the similarly-small No. 10 is on the Tanfield Railway in its museum. I am not aware whether any of the English Electric Bo-Bos Nos. 11 to 15 has survived into the preservation era. Perhaps someone from the north-east can enlighten us about this?

Table 1: Key colliery dates

Colliery	Open	Close
St Hilda	1810	1940
Harton	1841	1969
Boldon	1869	1982
Whitburn	1877	1968
Westoe	1909	1993



Up at Westoe, No. 13 is marshalling another rake of hoppers before moving to collect a downhill train on the occasion of the author's footplate ride to Harton.
COLIN BOOCCOCK

At Harton, Bo-Bo No. 15 backs its loaded wagons round the sharp curve to join those being unloaded. Below right we can just see empty wagons on a train entering the tunnel en route to Westoe.
COLIN BOOCOCK



(ABOVE) In the St Hilda sidings, No. 12 has arrived back up from Harton to take another section of eight wagons down to the staithes. JOHN FORD

(BELOW) Before proceeding to Harton staithes with its coal load, No. 13 had to wait for No. 15 to emerge light engine from the tunnel. Electric locomotives could haul quite long trains of empties up the hill through the tunnel, so there were many light engine movements like this one to collect sections of eight wagons for the staithes.
COLIN BOOCOCK





AEG, also of Germany, delivered a single Bo-Bo electric locomotive in 1913, No. 9. This served the railway for longer than the Siemens machines; it was still operational at the time of the author's visit in late 1987 and was sitting in Westoe depot. The locomotive is now stored in the open at the Tanfield Railway. COLIN BOOCOCK



After splitting the train into sections, Nos. 13 (left) and 12 are ready to proceed through the tunnel to Harton. COLIN BOOCOCK

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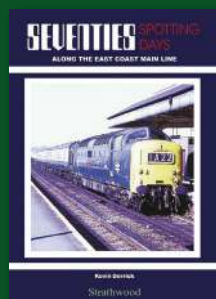
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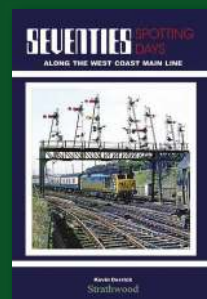
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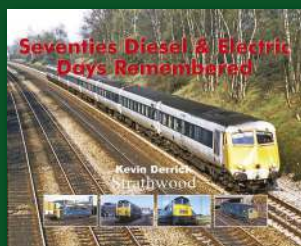
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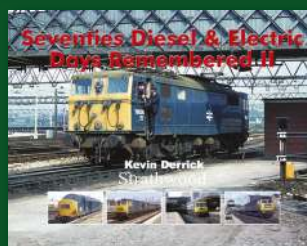
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Class 73 electro-diesels were also in attendance at the open weekend, with preserved 'JA', 73006 returning to its birthplace. The six 'JA' Class 73/0 electro-diesels were built at Eastleigh Works in 1962, whereas the 'JB' Class 73/1s were built at Vulcan Foundry. South West Trains sent along 'JA', 73109 'Battle of Britain 50th Anniversary', and both locos are seen side by side on display. If you had said then that 73006 would be re-engineered and sent to work in Scotland, nobody would have believed you, but this loco became 73967 and is used on the Caledonian Sleepers in the Highlands. This was probably its last visit to Eastleigh Works.

Eastleigh Works 100

Tom Braund recalls the Eastleigh Works 100 Years Open Weekend, which took place on the 23rd and 24th May 2009, and was part of a series of celebrations in connection with the opening of the LSWR locomotive works in the town in 1909.

Eastleigh is a railway town, being developed by the London and South Western Railway. Its first railway works, which would be the LSWR's carriage and wagon works, was built in 1891. In 1903, a large motive power depot was built in the town, overseen by the Chief Mechanical Engineer of the LSWR, Dugald Drummond.

It wasn't until 1909 that the LSWR built the locomotive works in Eastleigh. This would take over the work of building locomotives from the railway's works at Nine Elms in London. The building of steam locomotives would cease in 1950, with the works moving to repairs and overhauls to keep it busy, including the rebuilding of Bullied Pacifics in the late 1950s.

In 1962, the works did build 6 new locomotives, the new 'JA' E6000 electro-diesels, later classed as 73/0s. The rest of the Class 73 fleet, the 73/1s classed as 'JB' by the Southern Region, would be built by English Electric at Vulcan Foundry.



Freshly repainted into BR blue and re-named 'Broadlands' at the open weekend, GBRf's 73201 is seen on display in ex-works condition. This repaint also included a white roof, which was originally carried when the locomotive, as 73142, was the Southern Region's Royal Train loco,.

In 1965, the London Midland Region sent various D5000 Type 2s (the later Class 24s) for overhaul at Eastleigh, in order to keep on top of the class overhaul program. The works then concentrated on repairs and overhauls for diesel and electrics for the Southern Region, including its fleet of Class 33 and the various DEMUs and EMUs.

After the privatisation of BREL, Eastleigh Works became Wessex Traincare. This was sold to Alstom in 1998, which ran the site until it closed its doors in March 2006. The huge 42-acre site faced being demolished and housing earmarked to be built on it. This looked like the end of the famous works, with equipment within the works auctioned off to various buyers, including heritage railways, and plans for a housing development submitted.

However, as many rail enthusiasts know from trips to Eastleigh, the location of the works is under the flight path into Southampton Airport, which meant that planning permission was refused by the council. This would lead the way for Bruce Knights, of Knights Rail Services to take over part of the site for the maintenance of railway vehicles, and would allow the works to celebrate its 100th birthday in 2009. In conjunction with Knights Rail Services and various railway publications, an open weekend was planned, with a wide range of exhibits, including some with Eastleigh connections, on display for visitors.

Many parts of the works, which were normally out of the public view, opened up for visitors to have a look around. The event proved very popular with enthusiasts; 19,000 visitors attended the event in superb weather, and over £50,000 was raised for charity. This open weekend was just like the old days, with plenty of locos, units, and other pieces of rolling stock on display, together with plenty of sales stands to browse through.

(RIGHT) The A1A Loco Group sent their Railfreight large logo liveried 31108 to the event. It is seen towards the front of the works, with the Eastleigh depot crane ADRC96710, coupled to the loco in this scene, which could almost be from the 1980s.



The Fifty Fund's 50035 'Ark Royal' is seen towards the rear of the works, and had also been recently repainted, and carrying a 'what might have been' Load Haul livery. It was renumbered to 50135 (to match 50149's Railfreight days) and carried orange nameplates. This repaint did divide opinion amongst rail enthusiasts, but it certainly looks smart in ex-works condition. This loco was also re-dedicated at the event.



Class 20s also made an appearance at the open weekend, with South Devon Diesel Traction sending 20110 from the South Devon Railway. Direct Rail Services also provided 20314 and 20305 for the event so the opportunity was taken to have a Class 20 line up.





South Devon Diesel Traction's 33002 'Sea King' is seen on display outside the Heavy Vehicle Repair shed, and had returned 'home' to Eastleigh. It looks resplendent in its BR Civil Engineers 'Dutch' livery, complete with its Eastleigh depot 'Spitfire' depot plaques. This loco was based at Eastleigh for the majority of its working life, having been based 'over the road' at Eastleigh TMD when it was transferred from Hither Green in October 1965 as D6501. It gained its TOPS number in 1974, and remained at Eastleigh until May 1993. It was then re-allocated to Stewarts Lane. Its last main visit to the works would have been in 1990 for a light overhaul.

Direct Rail Services sent along 37059, and DB Schenker's BR green livered 37411 'Caerphilly Castle' also appeared; both are seen in the works yard. Preserved 37308 could be also be found inside the works, whilst undergoing restoration work, together with DB Schenker's 37422 'Cardiff Canton'.



(RIGHT) A very Southern scene can be seen with 33103 'Swordfish' on display, alongside South West Trains 3-CIG, 1497. 33103 had also 'returned home' to Eastleigh, having been based at the TMD for Bournemouth to Weymouth 'push pull' workings. It was fitted with its push pull equipment at the works in October 1967, and was then based at Eastleigh until 1994. The 3-CIG was still in use with South West Trains on the Lymington branch.



(LEFT) 07007 is seen on display to visitors at the works. The Class 07s were well known in the Eastleigh area, as they were used within the nearby Southampton Docks on the extensive dock railway system. The 07s were based at Eastleigh TMD for this work. 07007 escaped the scrap man as it was used within Eastleigh Works as a static generator and was latterly returned to service to be used as the works pilot.

South West Trains provided a selection of slam door stock and 3-CIG 1497 is seen alongside preserved 4-VEP 3417 'Gordon Pettitt'. The works at Eastleigh undertook overhauls and heavy maintenance on Southern Region units from the 1960s until its closure in 2006.



(RIGHT) 50026 'Indomitable' is seen on display outside the works buildings, and was towards the end of its long and thorough overhaul, having left CF Booths Scrapyard in 1993. This loco would be based at the works to complete its overhaul before becoming a fully operable locomotive. This view certainly evokes memories of Doncaster Works in the 1980s.



(LEFT) As the works was also being used for storage at the time, Class 442 'Wessex Electrics' and a Class 508 from Silverlink were stored on site at the time of the open weekend. The opportunity was taken to line up various BR Southern Region EMUs for visitors to see. Stored Class 442 2415 is seen alongside preserved 4-VEP 3417, South West Trains 3-CIG 1497, and stored Silverlink Class 508, 508301. This 508 unit had only just been stored, with 508302 and 508303 still in service in London at the time. This unit was originally 508002 and was based at Wimbledon before its transfer north to Merseyside; it returned to London for Silverlink in 2003.

Preserved by Knights Rail Services, former SWT 4-CIG, 1881 was stored at Eastleigh Works after it was withdrawn by South West Trains. It is seen on display to visitors, and had some work undertaken on the unit. The plan was for this unit to be returned back to the mainline for charter work and based at Eastleigh. However, a change of circumstances meant that it was sold and its electrical equipment was stripped and removed for use in the 'Brighton Belle' rebuilding project.



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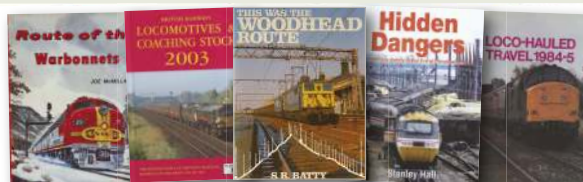
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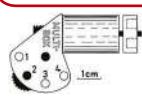
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On the 14th April 1978 the well known 'Red Bank' empty newspaper van train from Heaton depot in Newcastle to Manchester Red Bank carriage sidings has just left Horsfall Tunnel and is seen from above the east end of Castle Hill Tunnel with a Class 40 in charge. There are three short tunnels just to the east of Todmorden: Millwood Tunnel: Castle Hill Tunnel and Horsfall Tunnel. In steam days this train regularly loaded to around 24 vans and was double headed by a wide variety of motive power. Horsfall Tunnel had to be extensively rebuilt and partly opened up due to its condition in 1998.



Diesels in the Calder Valley

The former Lancashire and Yorkshire main line through the Calder Valley between Mirfield and Todmorden has lost much of its former importance as a route for long distance passenger services. Express passenger trains are now routed over the former London and North Western Railway line through Huddersfield. However, the Calder Valley line remains busy with local and regional trains and still has a reasonable amount of freight traffic. Gavin Morrison's photographs show a typical selection of services from past years.

(RIGHT) Class 40 No. 40030 is passing the Charlestown curve between Hebden Bridge and Eastwood with a special from Burnley to Scarborough on Saturday 15th April 1978. This location is probably the narrowest part of the Calder Valley and is where the river, canal, two roads and the railway have to squeeze through. It also the location of a serious accident that occurred on the 20th January 1927 when an express train derailed killing four people.



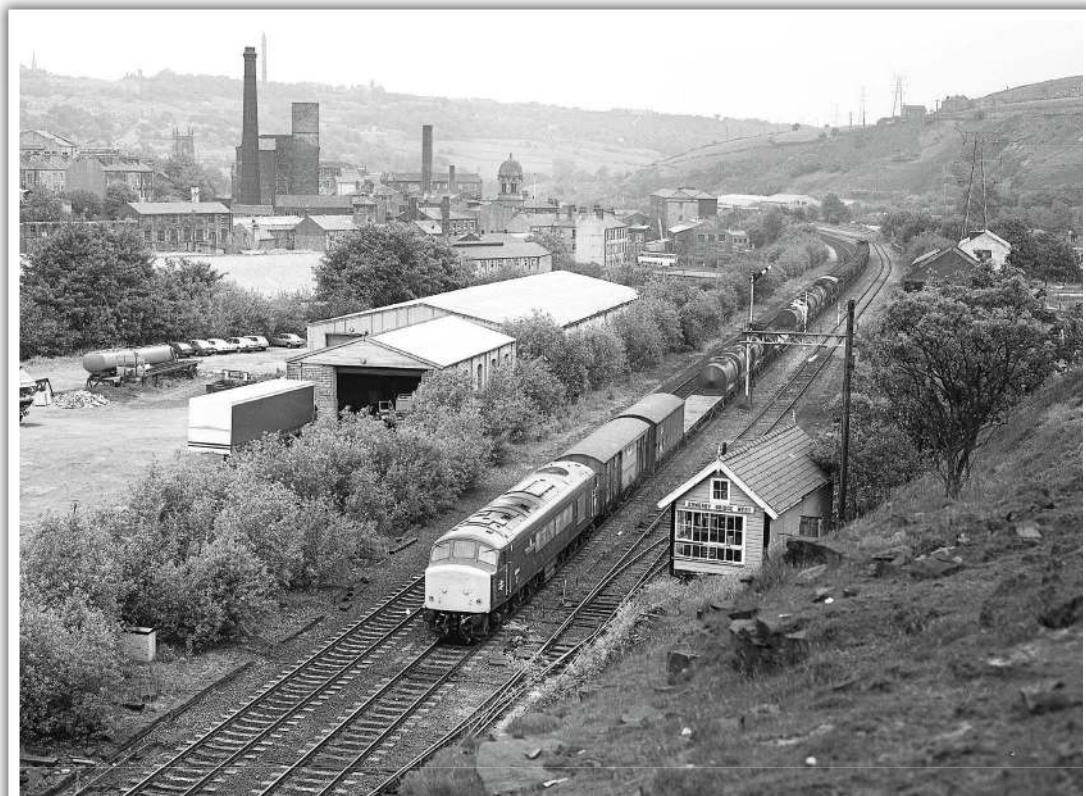
On Sunday 24th May 1981 an unidentified special passenger train headed by two class 25/0s Nos. 25071 and 25064 are crossing Horsfall Viaduct before entering Horsfall Tunnel. The train is likely to be a special from the Midlands to Blackpool and will be routed over the Copy Pit line from Todmorden to Burnley and then on to Preston.







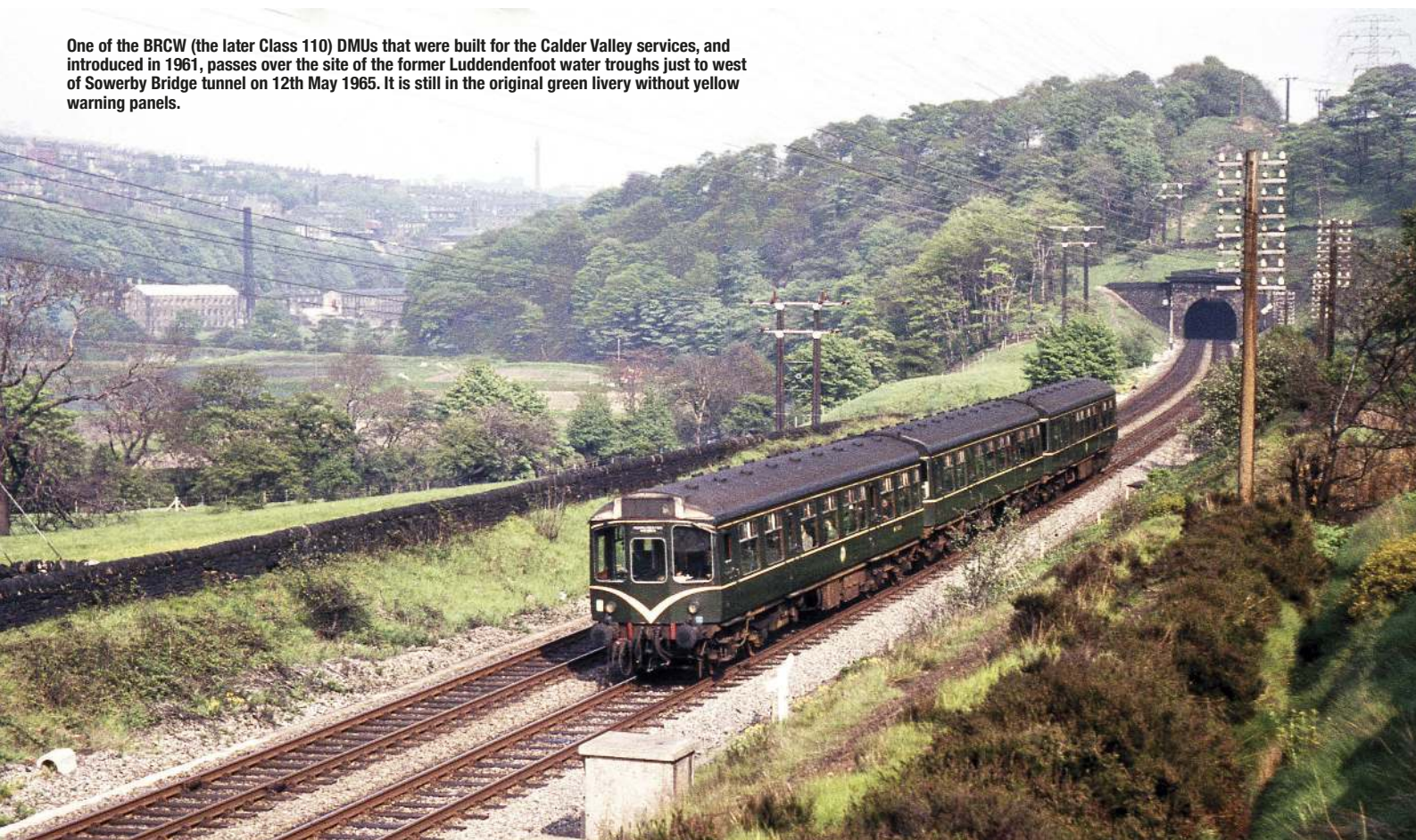
(LEFT) The Preston Docks to Lindsey tanker train, headed by Class 37/0s Nos. 37252 and 37160, emerges from Elland Tunnel on 14th May 1984 and passes the site of the former station, which closed on 11th September 1962. Talks about reopening the station have been going on for many years, but at least this train still runs and, at the time of writing, is usually hauled by double headed Colas Class 56s.



(ABOVE) This fine view of Sowerby Bridge was obtained from above the tunnel to the west of the station and shows Class 45/0 No. 45049 heading the 10:15 Healey Mills to Warrington freight on 19th June 1983. The old steam engine shed (56E) used to be located at the bottom left hand side of the picture.

(BOTTOM LEFT) Looking west from the top of the deep cutting just east of Sowerby Bridge station, Class 40 No. 40197 is seen heading the summer Saturday 13:00 Blackpool to Bradford on 21st August 1976.

One of the BRCW (the later Class 110) DMUs that were built for the Calder Valley services, and introduced in 1961, passes over the site of the former Luddendenfoot water troughs just to west of Sowerby Bridge tunnel on 12th May 1965. It is still in the original green livery without yellow warning panels.





As I was walking down Castle Hill in Duffield to get the train to Derby, I heard the unmistakable 'whistling' of a Class 40. A dash to the A6 road bridge enabled this grab shot of 40069 on an up train of empty ballast hoppers; the day was off to a flier!

“Dad, where’s Toton?”

In 1977 Steve Randall and his family went on a holiday to Majorca. Being relatively new to train spotting, he took his books with him in an effort to plan future trips in order to cop as many locomotives as he could.

On close inspection of the fabled Locoshed book I identified a huge number of engines that were allocated to a place called Toton. I also noticed that the locomotives allocated to Toton were rare and exotic types such as Class 20s, the new Class 56s and the ultra rare Class 44, none of which I ever saw down where I lived in the West Country at places like Bristol or Westbury. I asked my dad where Toton was and his response was that it was near Southampton. Hmm....I thought, that’s not too far from home so a plan was hatched on our return from holiday.

A few weeks later, I found myself taking a train from Bradford-on-Avon to Southampton. A change there and an electric for the short leg to Toton. I alighted at the small station and wandered about for a bit looking for what I expected to be a large depot and yard. There was nothing nearby so I asked a spotter where the depot was. His response that there was no depot

hereabouts. I was confused but then, when looking at the station running-in board, I spotted my error. I noticed the extra letter t in the middle of the name of the station. I had, off course, gone to Totton in Hampshire rather than Toton in, what I found out later, to be Nottinghamshire!

I returned to Southampton and consoled myself with copping a stack of Southern electrics. I then headed back to Bradford-on-Avon. My dad laughed his head off when I explained what had happened. I must admit that I did not see the funny side, but nearly forty years on I allow myself a wry smile reflecting on my naivety.

Fast forward two years and a second attempt to get to Toton (with one middle t!) was on the cards. My family had relations in Duffield just north of Derby. Their house was a very short distance from the line through the town and just five minutes from the station. During the October half term in 1979 we visited them and stayed for a few days. On Tuesday 26th October my parents

and relations went off for a walk in the Peak District, leaving me with a day free to go to Toton.

I took a class 104 DMU to Derby and then a Barton bus service to Toton. On arrival I was amazed at the enormity of the place. It stretched off into the distance with hundreds of wagons and miles of sidings in view. I took a walk up to the depot and found the superintendent’s office. He gave me permission to explore the depot after issuing me with an orange tabard. His only advice was to take care on the running lines and stay within the immediate depot area!

The photographs with this article give a good idea of what I found as I explored the enormous depot and its environs. Just near the entrance was a small hut with a flat roof. It afforded an ideal view of the main running lines and the depot access roads but I must admit that I did get some strange looks from passers by! I set my kit up and spent some time enjoying the activity on show. I also took a not inconsiderable

As 40069 headed round the corner, 56026 appeared from the south with a train of empty MGR wagons, no doubt heading off to collect another load.



(RIGHT) On arrival at Toton depot, and wearing my 'official' orange tabard, I went straight to the fuelling point. Here, 56051 is being attended to prior to its next turn. 56051 was one of the BREL Doncaster built engines and was still relatively new at this time.



(BELOW) Back at the entrance, 20141 and 20143 arrive light engine from the south. After a brief pause, they reversed along the line in the immediate foreground in order to get access into the depot. They went straight to the fuelling point. It's not obvious in this photo but these two Class 20s were still in their BR green livery.



walk up to the famous bank. As the weather was particularly dull the views afforded were a little disappointing.

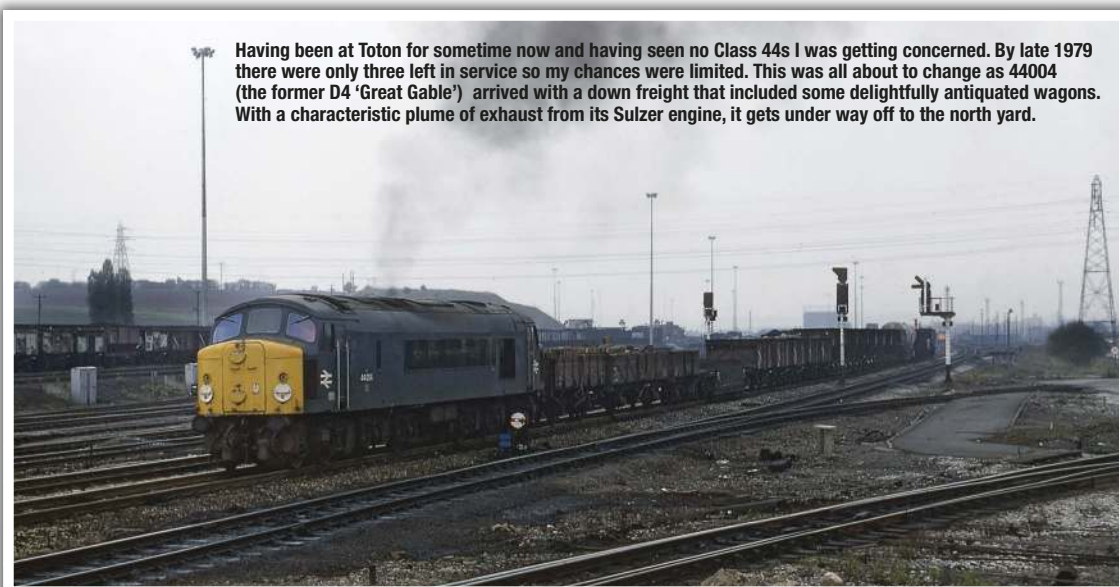
During the journey back to Duffield, I was able to reflect on the excellent day. I was delighted to have seen the entire remaining fleet of '44s', even if there were only three left in service. This was a particular relief, as, at one point earlier in the day, I feared I was not going to see one. In addition, Toton was a very impressive place and enabled me, as a young spotter, to see some rare motive power (for a West Country lad that is) and I was able to do a lot of underlining in the book that evening. It was another thirty years before I returned again. This time, viewing from the bank, I was staggered by the lines of stored Class 60s; this was prior to the Super Sixty programme. There was also the loss of a massive number of sidings with lots of overgrown land. It is unlikely I will visit again in the near future, at least not before HS2 barges its way through the entire site as it morphs into the East Midlands Hub.

Taken from my vantage point on top of a small hut next to the access road into the depot, 56058 is seen coming off the depot ready for its next job.



40003 arrives into the yard from the south. It is seen heading a permanent way train. It paused briefly and then continued off north up the Erwash Valley route.





Having been at Toton for sometime now and having seen no Class 44s I was getting concerned. By late 1979 there were only three left in service so my chances were limited. This was all about to change as 44004 (the former D4 'Great Gable') arrived with a down freight that included some delightfully antiquated wagons. With a characteristic plume of exhaust from its Sulzer engine, it gets under way off to the north yard.



(RIGHT) Having deposited its train, 44004 returns to go to the fuelling point. It awaits access into the depot under the A52 road bridge. Notice the impressive dent on its nose cone, I wonder what caused that?

(BELOW) Having been refuelled, 44004 heads back out to rejoin its freight from earlier. 45068 waits patiently behind it behind to perform a similar move.



As I was disappointed that there appeared to be only one of the remaining class 44s about on this day, I took a walk up to the famous bank to take in the vista of the yard. Then, of course, the two remaining ones appeared at once! First, 44007 (the former D7 'Ingleborough') arrived from the south on a PW working. Then, horror of horrors, celebrity 44008 (the former D8 'Penyghent') arrived light engine from the north. They both stopped side by side right next to my previous location, the hut near the entrance, and there I was high up on the bank 15 minutes walk away..... the joys of our hobby!
I dashed as quickly as I could back to the A52 bridge and got there just as 44007 was pulling away with its PW train. I grabbed a shot in the gathering gloom.



I was not at all sure where 44008 had gone but I gambled on it being refuelled. I donned my orange tabard again and went in search of the locomotive. Low and behold, I found it at the fuelling point in the company of 47335. 44008 received its smart white roof, stripes and tyres earlier in 1979. Note the additional details such as the red buffer beam and the home depot's name carefully written in white to match its other non-standard features. These adornments were applied by the staff at Toton and 44008 became a firm favourite with enthusiasts and organisers of open days alike.



20 192	✓	-	31 302	✓	-	20 184	X	-	47 347	X	-	44 008	X	P*
25 304	✓	-	31 276	X	-	20 025	X	-	56 032		-	25 194	X	-
56 055	✓	-	37 123	✓	g	20103	✓	-	Toton East Yard G.R. 441343			Derby (S)		
20 156	✓	-	37 134	✓	g	20 077	✓	-	20061	✓	-	45 134	X	-
25 320	X	-	20 152	✓	g	25 323	X	-	20 162	X	-	150 652	✓	T
08 610	✓	-	20 196	✓	g	37 124	X	-	08 320	✓	-	159 255	✓	T
45 060	X	-	56 058	✓	-	45 068	X	P	08 605	X	-	150 737	✓	T
20 088	✓	-	08 354	✓	-	20 041	✓	-	Toton G.R. 484341			Derby G.R. 362341		
08 027	✓	-	20 073	✓	-	20 167	X	-	44 007	✓	P.*	20 069	✓	-
25 101	✓	-	20 067	✓	-	20 158	✓	-	44 008	X	P.*	20 180	✓	-
45 068	X	-	20 159	X	ReO	08 757	✓	-	20 216	✓	-	Duffield (S)		
08 29		-	20 171	✓	ReO	Toton G.R. 484341			20 026	✓	-	46 019	X	-
47 321	✓	-	40 003	✓	P	20 077	✓	-	Toton Yard G.R. 484384			45 036	X	Re.P.
20 044	X	-	25 248	✓	-	20 070	✓	-	20 061	✓	-	Duffield (B)		
Toton (Y) G.R. 484334			44 004	✓	*P. ReO	47 329	X	-	20 162	✓	-	31 322	X	-
20 181	✓		20 070	✓	ReO	20 169	✓	-	20 187	✓	-	Millford (T)		
20 071	✓		46 022	?	ReO	20 183	✓	-	20 090	✓	-	45 052	X	-
08 292	✓		20 004	X	-	20 090	✓	-	44 007	✓	P.*	47 331	X	-
20 143	✓	g p	20 132	✓	-	20 187	✓	-	47 335	X	-	31 163	X	-
20 141	✓	g p	20 187	✓	-	31 181	X	-	20 082	✓	-			
47 324	X		20 071	✓	-	20 087	✓	-	20 087	✓	-			
20 185	X		20 158	✓	-	20 082	✓	-	47 335	X	-			

A scan of my notebook from the day at Toton. A quick look down shows the sheer number and variety of locomotives seen. I went home a very happy young man and spent the evening at my uncle's dining room table eagerly underlining many cops. Note that I used to record the Ordnance Survey Grid Reference (GR) for the locations I visited.

BOOK REVIEW

CHASING TRAINS 1973-1988 A PERSONAL JOURNEY BY MARTIN BUCK.

Published by Freightmaster Publishing

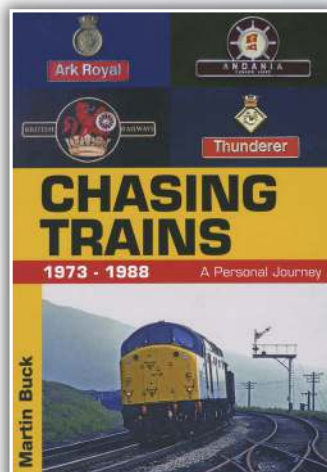
Every so often a book is published that encapsulates many of the aspects of being a railway enthusiasts that TRACTION's readers will identify with; Martin Buck's latest book is one of those. Martin is well known for his involvement in the Freightmaster guides to current day freight operations in Britain, but this book concentrates on his earlier experiences in the 1970s and 1980s. In this 240 page soft cover book the text and countless good quality colour photos transport us back to those heady days of BR blue diesels and our younger selves!

Martin grew up in Swindon and, although he experienced the last days of steam as a trainspotter, it wasn't until 1972 that he set about the task of seeing all the BR diesel and electric locomotive that were listed in the 'Ian Allan Locoshed Book', a task that he completed within the amazingly short time of four years. The first 79 pages of the book, in the chapter entitled 'Going for the one' outline how he accomplished this. Having completed this task Martin turned his attention to photographing trains and, to illustrate this period in the book, the author concentrates on his visits to the Settle and Carlisle line recording freight and passenger trains in the final years before the line was run down by BR.

However, he needed a new challenge and that came in the form of trying to travel behind as many Class 40s as possible before they were withdrawn. In the end this came to 146 of the type, although his regret at not starting the task earlier comes is obvious in the text of the chapter 'The 40 Years'.

After the end of the Class 40 operations Martin turned his attention on the Class 50s which, being found on his own doorstep, was an easier task to achieve. 'English Electric Encore' recalls the time spent clocking up '50' mileage on both the Western and Southern region routes. To conclude the book a selection of photos around author's home area give an idea of what could be seen in Wiltshire and Somerset.

Highly recommended for a good read and wallow in nostalgia or, for those who are too young to remember those years, a chance to experience at second hand the joys of ticking off numbers and chasing 'haulage'. **S.R.a**



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The early morning peace of Swanbourne is shattered by two growling, stone dust covered Class 37s, with 37130 and 37135 seen not far from Bletchley flyover with loaded ARC stone for Wolverton on June 16th 1982. IAN WINDMILL

The Wolverton ARC stone trains remembered

Nick Ross recalls the days of stone trains to Wolverton.

The Wolverton ARC stone train was introduced in the early 1970s to convey stone to the then new city of Milton Keynes. The bright yellow ARC hoppers were a familiar sight rumbling through Swindon, Oxford, Bicester and over Bletchley flyover en route to Wolverton with two Class 37s or a single Class 56 at the helm. This was to be a long lived familiar freight traffic flow lasting almost 30 years.

The ARC depot on the site of Wolverton's former coal concentration depot was fitted with state of the art rapid discharge equipment giving a capacity of over one million tons per annum on opening by 1975.

A wagon control system, using horizontal stanchions fitted with hydraulically powered rubber tyred horizontal guides, was used to move the ARC wagons forward into the hopper for bottom discharge in the unloading shed. This was located alongside the West Coast Main Line close to Wolverton station. Conveyors then distributed the stone to stockpiles in the vast holding area.

The stone originated from Tytherington Quarry with the trains timetabled to start

from Bristol Parkway/ Stoke Gifford yard. The May 1975 timetable lists two Wolverton bound stone trains, with the first being:

6M30 02:35 SX Bristol Parkway - Wolverton CCD (ARC Company train/ D1830 timings) arriving Wolverton 06:40 and returning as: 6V20 09:18 SX Wolverton CCD - Bristol Parkway (ARC Company train/ D1830 timings)

6M30/6V20 consisted of the yellow liveried ARC four wheel wagons built by Procor of Wakefield. Each PGA wagon could carry a 37 ton payload, or 50 tons laden, giving a gross train weight of 1800 tons. These trains were timed to travel at 60 mph on faster main line sections, although speeds were lower on the Bletchley to Oxford freight only line. Motive power was initially two Class 37s although this changed in the intervening years ending with Class 59 haulage

The second train was:

6M44 05:45 SX Bristol Parkway - Wolverton CCD arriving Wolverton at 12:50 (D1069



timings) and returning as:
 6V40 09:18 SX Wolverton CCD - Bristol
 Parkway (D1069 timings)

6M44/6V40 initially was composed of 36 MSV hopper wagons with a 21 ton payload with conventional bottom door discharge. 'Westerns' and Class 47s initially featured on this train which began operating in the early 1970s. Within a few years this second ARC train had gone over to the yellow ARC hoppers with two '37s' or a '47' for power.

Wolverton ARC derailments, diversions, failures and more!

The Wolverton ARC attracted a lot of enthusiast interest particularly in the Bletchley and Milton Keynes area as the visiting power could normally be relied on early each morning and school/ paper round/ work commutes were often tailored to see the Wolverton ARC pass. This local enthusiasm also helped to record some unusual Wolverton ARC events as listed below.

Class 25s on the ARC

25206 and 25117 rescued 56031 which had failed at Verney Junction (near Bicester) with the first Wolverton ARC on July 19th 1983. The Class 25s took this heavy working through to Wolverton and then the '56' to Bletchley for examination. The second Wolverton ARC of the day was stopped on Bletchley flyover and the train loco ran forward to pick up 56031. The '25s' then went forward to Wolverton to return the ARC empties and the failed 56 back to the Western Region. 25256 was then provided to take the loaded second ARC off Bletchley

A large logo Class 56, No. 56036, passes the site of the former Swanbourne sidings near Bletchley with loaded ARC stone on September 2nd 1983. IAN WINDMILL



flyover onto Wolverton; a big load for a single '25'!

ARC derailment

The 'lively' Bletchley to Oxford trackbed saw a few reported derailments over the years but 37277 managed to derail whilst running round at the Wolverton ARC terminal, blocking the WCML Up Slow for some hours on August 14th 1984.

ARC power to the rescue

56033 had worked the early morning Wolverton ARC on July 28th 1983. Its return run was enlivened by the loco being

borrowed to assist a failed 50050 on the 07:40 Penzance to Liverpool from the Bristol area to Birmingham New Street.

December 20th and 21st 1983 will long be remembered for a 36 hour plus continual 'drag' in the Bletchley and Watford area after the wires came down at Bourne End. Whilst Class 25s, 31s and 47s did the majority of the 'drags' it was reported that Wolverton ARC motive power 56037 and 56041 both featured on a few class one Bletchley to Watford drags on December 21st.

ARC diversions

Temporary closures of the Oxford to Bletchley line may well have seen diversion

Snow plough fitted 37187 and 37293 head east past Winslow towards Bletchley flyover with a loaded ARC stone on July 29th 1982. IAN WINDMILL



The Wolverton ARC sample motive power 1973-1992

These are sample recorded Wolverton ARC locos, and is obviously not a comprehensive list.

Note the strong Western Region power dominance in the power list as the trains were normally worked by Westbury or Swindon train crews.

1019, 1066
31259, 31286
37117, 37127, 37130, 37135, 37142, 37158, 37176, 37180, 37182,
37185, 37187, 37200,
37203, 37204, 37208, 37224, 37232, 37233, 37234, 37236, 37249,
37270, 37277, 37291,
37293, 37294, 37295, 37296, 37299, 37300, 37305
45001, 45013, 45040, 45074, 45076, 45145
46002, 46010
47030, 47031, 47054, 47056, 47063, 47079, 47085, 47089, 47091,
47098, 47120, 47145, 47147, 47156, 47159, 47249, 47250, 47359,
47535, 47901 (47901 was a real regular)
50014, 50030, 50041
56001, 56027, 56031, 56032, 56033, 56036, 56037, 56038, 56039,
56040, 56041, 56042, 56043, 56045, 56046, 56047, 56048, 56049,
56050, 56053, 56055, 56057, 56056, 56064
59101, 59103, 59104.

of the Wolverton ARC via London or Birmingham. A regular Fridays only ARC hoppers positioning and maintenance move in 1991 saw the return empties routed from Wolverton to Mountsorrel. Because of the need for running round, the train was routed up the WCML to Tring station where the '56' ran round before returning North to Bletchley and towards Leicester via the Bletchley to Bedford branch.

The final workings...

The last known workings were in autumn 1992 with ARC liveried Class 59s featuring on the Wolverton ARC trains. The stone by this time was sourced from Whatley Quarry near Frome, with the train being timetabled as an occasional special from Westbury. Bogie hopper wagons also featured in the last runs. It is believed that 59103 may have worked the last turn on September 28th 1992.

After closure, the stone terminal part of the stockpile area remained undeveloped for a few years before the site was built on.

The track bed of the ARC siding remains visible in 2015 but without 2 class 37's and a rake of yellow ARC hoppers it isn't quite the same as in earlier years...

Thanks to Mark Beal, Ian Windmill and David Hills for much of the information used in this article.



By 1992 ARC liveried Class 59s were working ARC stone trains on an occasional basis from Whatley Quarry via Westbury. 59101 is about to reverse the loaded train from the slow line to the siding at Wolverton station on July 17th 1992. MARK BEAL



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D8568 appears courtesy of Diesel Traction Group and D7535 appears courtesy of South Devon Diesel Traction.
All locomotives and attractions appear subject to availability and are subject to change without prior notice.