

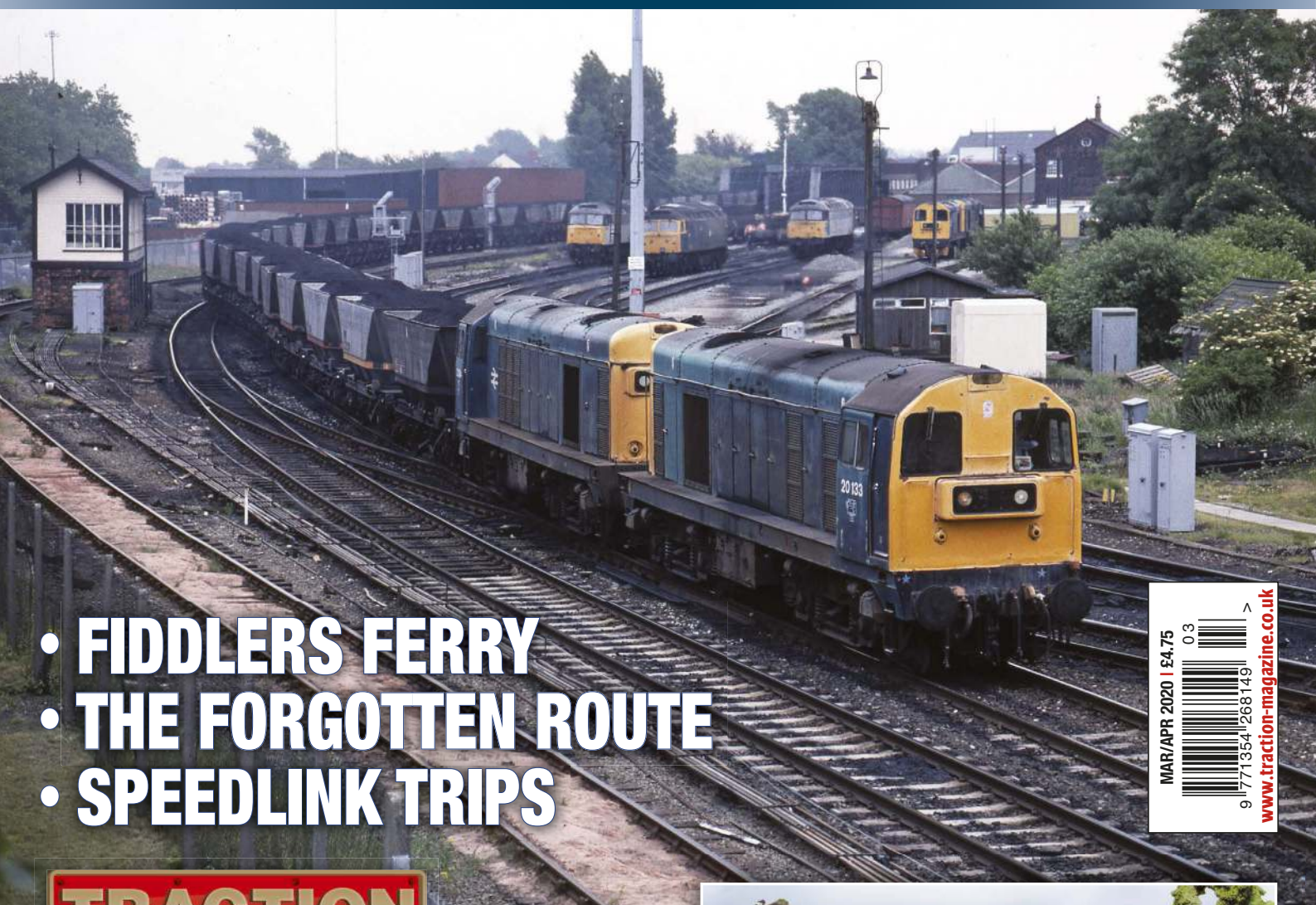
PICCADILLY CLASS 40s • SETTLE AND CARLISLE IN THE SNOW

TRACTION

A CELEBRATION OF CLASSIC DIESELS & ELECTRICS

ISSUE 256
MAR/APR 2020

FOCUS ON WARRINGTON



- FIDDLERS FERRY
- THE FORGOTTEN ROUTE
- SPEEDLINK TRIPS



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Welcome

This issue of TRACTION is a little unusual as we have three articles about one railway centre. Focusing on Warrington, the changes in freight train operation at this once busy junction start with an article by Jeff Nicholls about coal traffic to the large power station at Fiddlers Ferry, which has recently closed. David Clough examines what he considers to be the forgotten route between Manchester and Liverpool which was once busy with a variety of freight flows. David Ratcliffe reminds us of the years when Warrington was a major Speedlink yard with trip freights from across the North West arriving throughout the day.

The days of long distance coach tours to locomotive depots are recalled in an article by J. Crosse who led a tour from the North East to depots in the London area in the 1970s. Elliot Hopewell returns with another tale of his train spotting days when he spent holidays in Cornwall in the days of the Class 50s and how he eventually managed to see the last one he hadn't seen before.

It's easy to forget just how much the physical railway scene has changed over the years but Chris Cole's photo study of changes at Sandy documents one such changed location. Mick Humphrys returns with the second part of his article in which he recalls some of experiences driving the first generation of AC electric locomotives on the West Coast Main Line out of Euston.

Colin Boocock is intrigued by the introduction of the new Stadler bi-mode Class 755s in East Anglia with their small

diesel power unit vehicle located in the centre of the train. He points out that having such a separate power unit is not a totally new idea.

Steve Woodhouse has long been a fan of the Class 40s and visited the Manchester area many times to see them in action on passenger trains out of Piccadilly station in their final years in service.

Gavin Morrison's contribution this issue is a series of images taken on the Settle and Carlisle in winter conditions, when he required considerable determination to reach the locations where he wanted to photograph the trains.

In TRACTION MODELLING this issue we feature two superb diesel era layouts in different scales. The first is Oldham King Street in Gauge O with its emphasis on parcels traffic and DMUs. The second is that marvellous 4mm scale layout Charwelton. The members of the CBM Diesel Group re-worked an existing layout based on the now closed Great Central Main Line station and brought it into the BR blue period imagining that the line had stayed open.

Stephen



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20133 and 20194 pass Warrington Arpley stabling point on June 14th 1990. JOHN DEDMAN



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The closure of the Liverpool to Manchester freight line as a through route, and the Woodhead line a year later, brought diversion of coal movements between South Yorkshire and Fiddlers Ferry Power Station and a change of traction to Class 56. 56009 passes the site of Warrington Bank Quay Low Level station with an empty rake for Healey Mills. DAVID CLOUGH



Focus on Warrington: *Coal to Fiddlers Ferry*

With the impending closure of Fiddlers Ferry Power Station, Jeff Nicholls looks back at the often complex history of rail operations serving the power station.

Opened in the early 1970s, Fiddlers Ferry Power Station is situated between the towns of Warrington and Widnes, on the north bank of the River Mersey, from which it draws its cooling water. From the outset it was designed to use the Merry-Go-Round (MGR) system, employing HAA hoppers built at Shildon. In recent years the power station has only operated during the winter and early spring months. At the time of writing, Fiddlers Ferry is scheduled to shut down for the last time in March 2020.

Coal to Fiddlers Ferry - the Early Years

At first, the power station used coal from the local Lancashire coalfields, although the majority of the coal came from Yorkshire with trains originating at Wath or Rotherwood yards. Some coal also arrived from Point of Ayr colliery on the North Wales coast, whilst another supply during the early 1980s was the Cumbrian coalfield. For a time, in the early 1990s, coal came from Silverdale colliery in Staffordshire. From the 1990s, imported coal for Fiddlers Ferry came through either Birkenhead or Liverpool Gladstone Docks.

Lancashire coal was supplied from local

mines at Parkside (Newton-le-Willows), and Bickershaw, with the mines at Golborne and Parsonage being linked underground to Bickershaw in the mid 1970s. Bold colliery at St. Helens also supplied coal until the 1984 miners' strike, during which its coal faces were lost and the pit closed. Cronton, at Widnes, also shipped coal until its closure in 1984.

Yorkshire coal was supplied by rail from the Skelton Junction to Arpley Junction and Ditton Junction line. (For those not familiar with the area, Skelton Junction is near Altrincham, Arpley Junction is in Warrington and Ditton Junction is in Widnes.) Trains from Yorkshire could travel directly into the power station, whereas Cumbrian and Lancashire coal trains had to undertake two run-rounds in the Warrington area; one in Walton MSC (Manchester Ship Canal) sidings and one at Latchford Sidings. Trains from North Wales and Staffordshire would need only to run round at Latchford.

From Latchford Sidings trains for Fiddlers Ferry traverse the freight-only line to Ditton Junction, leaving this line close to the power station and traversing the site via a loop line. For much of its length, the double track line parallels the disused Sankey to St Helens Canal. The line from Skelton Junction to

Arpley Junction closed in 1985 because of the condition of some of its infrastructure, notably Latchford Viaduct. From then on, Yorkshire coal travelled via the Chat Moss route, undertaking the two reversals in the Warrington area.

For a while, a pilot loco was employed to drag trains from Walton MSC Sidings to Latchford Sidings, thereby saving time. This could be a Class 08 or any other loco available, such as a Coal Sector Class 31. For a time in the 1980s, a brake van was used instead of a locomotive to assist with the propelling move.

With the closure of Point of Ayr colliery and the last local mine in the early 1990s, followed not long afterwards by the majority of the mines in Yorkshire, it became necessary to source coal from abroad, although even into the 21st Century some did come from opencast pits in Scotland. Countries as diverse as Australia, Russia, Poland, Colombia and even Peru have all contributed to this traffic flow.

The line to Fiddlers Ferry is notable for its profusion of signal boxes and, until fairly recently, of semaphore signals. Two of the boxes control level crossings into industrial and/or housing areas and a handful of semaphores remain in use. One signal box at



An unidentified Class 50 heads the 10:13 Bickershaw Colliery to Fiddler's Ferry Power Station MGR past Winwick Quay sometime in 1974 or 1975.
TOM SUTCH: TRIANGLE PUBLISHING



For a short time in the 1980s, coal was brought from the Cumbrian coalfield to Fiddlers Ferry. Here 47198 heads a Maryport to Fiddlers Ferry MGR south through Golbourne on August 25th 1983. RICHARD CLAYTON

(RIGHT) On June 14th 1990 20127 is heading a loaded train past the yards at Arpley and into the reversing sidings at Latchford. For many years a locomotive was attached to the rear of trains that reversed at Latchford to assist in the draw-back operation. The two train engines can be seen in the distance at the other end of the train. After reversing the train will head to Fiddlers Ferry.

JOHN DEDMAN



Crosfields has been automated, and controls road traffic within the PQ chemicals complex, once part of the Lever Brothers empire.

Coal to Fiddlers Ferry - the Later Years

Imported coal for Fiddlers Ferry has been shipped via numerous ports, the most frequently used being Liverpool Bulk Terminal, Manisty Wharf at Ellesmere Port, Portbury or Avonmouth in the Bristol area, and Hunterston in Scotland.

After privatisation, traffic from Liverpool was handled by EWS (later to become DB Schenker and then DB Cargo). Following a fire in Bootle Branch Junction signal box in 1987, the Olive Mount Junction to Bootle Branch Junction line, which was used to access the docks, closed. This meant that Fiddlers Ferry trains had to run via Edge Hill and Ditton Junction to Latchford before running round and going back to the power station. In March 2009 the chord to Olive Mount reopened to reduce congestion in the Edge Hill area. Trains bound for Fiddlers Ferry from the docks could then revert to running via Earlestown, Warrington Bank Quay and the double reversal of direction before heading for the power station. All other flows were handled by Freightliner Heavy Haul, except from summer 2017 when GB Railfreight began to supply one train a day from Redcar Bulk Terminal. GB Railfreight involvement was short lived as this service reverted to Freightliner in 2018.

A new but short-lived Freightliner flow began in late 2016 and continued into early 2017, coal being taken from the stockpile at the closed Ferrybridge Power Station, rather than freshly imported fuel. The flows from Avonmouth or Portbury resumed in the autumn of 2017. Today, rakes of disused, rusting and graffitied HTA bogie coal hoppers in EWS colours fill Warrington's Walton Old Yard, parts of Walton MSC Sidings and parts of Arpley Yard. Freightliner's stored Polish-built HHAs can be seen at various locations around the country, notably York and Guide Bridge. Some are being recycled into other types of wagon, especially for stone traffic.

With Government policy being to end the use of fossil fuels in the generation of electricity, on environmental grounds, there has been a very rapid rundown in the use of coal. Traffic to Fiddlers Ferry from Liverpool ceased in spring 2015, and with it the involvement of DB Schenker, and from both Scotland and Ellesmere Port with Freightliner later the same year. At the time of writing - November 2019 - it is not known whether any more trains will run to Fiddlers Ferry or whether the power station will simply run down its stockpile of coal.

Motive Power - Early Years

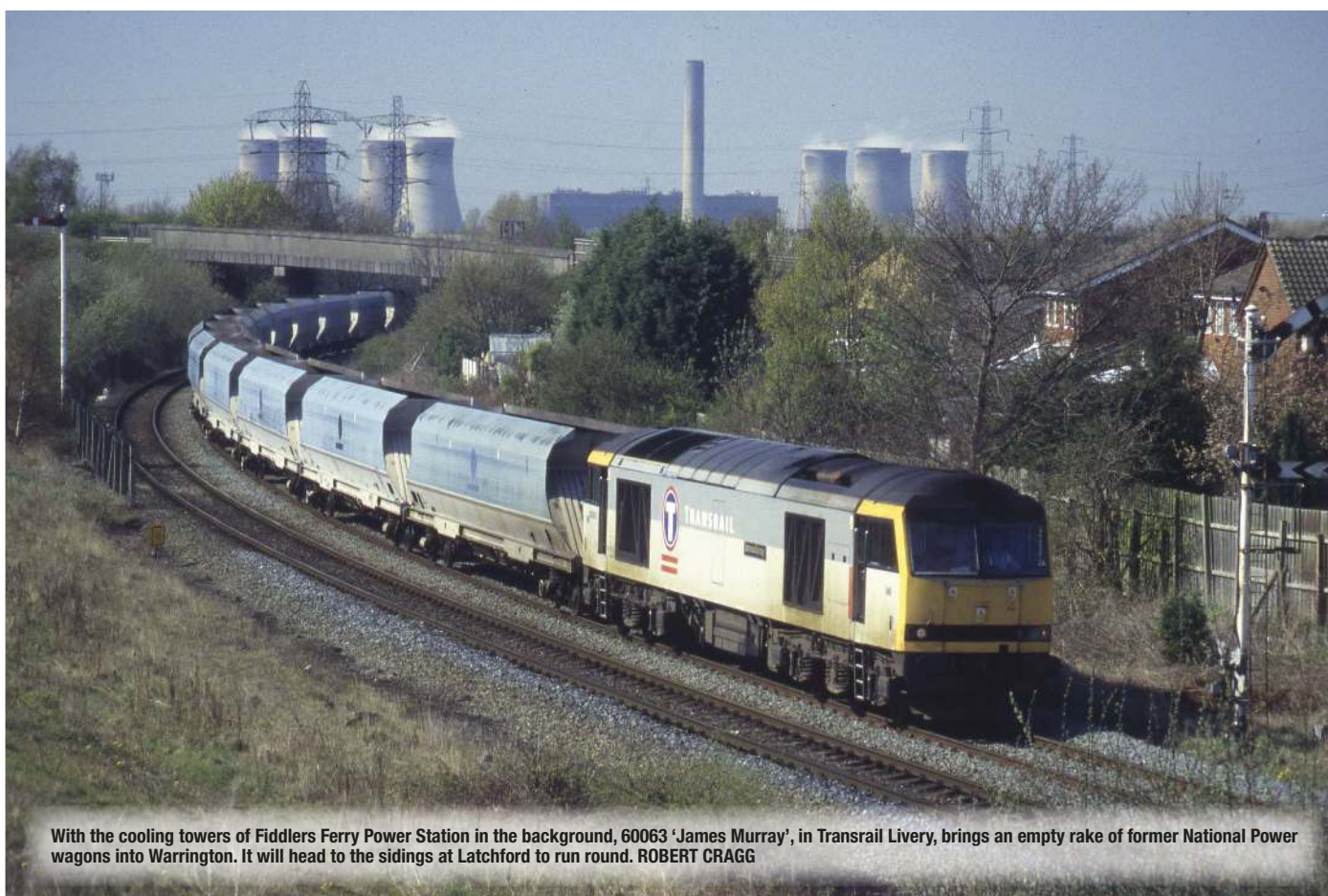
Over the years, coal trains to Fiddlers Ferry have seen a variety of motive power: Classes 20, 37, 47, 50, 56, 59/2, 60, 66 and 70 have all been recorded on so-called MGR workings. Fiddlers Ferry was designed from the outset to use the MGR principle so any locos used had



20133 and 20194 pull away from the reversing sidings at Latchford and pass Warrington Arpley stabling point on June 14th 1990. JOHN DEDMAN



On August 8 2012 60065 'Spirit of Jaguar', still wearing clean EWS livery, climbs from Walton Yard and crosses over the West Coast Main Line at Warrington Bank Quay and joins the Down Slow line behind the station. It is hauling 6F38 Fiddlers Ferry Power Station to Liverpool Bulk Terminal. JEFF NICHOLLS



to be fitted with Slow Speed Control (ssc).

In the early years traffic was dominated by Crewe-based 47/3s fitted with the necessary slow-speed controls. For a time in the 1970s, between May 1974, when WCML electrification was complete, and May 1976, when all the class had been transferred to the WR, it was not unusual though to see a Class 50 on this traffic, as can be seen in one of the accompanying photographs. Coal from Yorkshire was initially routed via the Woodhead route with Class 76 traction into the Manchester area where a ssc-fitted '47' would take over. Closure of this route resulted in Class 56 haulage via the Diggle and Chat Moss lines.

In the mid 1980s Toton based pairs of Class 20s arrived in number to take over the local workings from the '47/3s'. Their use allowed the increase in length of the HAA trains to 45 wagons from the previous 30. Thus two trains could carry the same load as the three trains needed previously. The '20s' had a low traction motor gear ratio

which permitted continuous full power at low speed. Class 47 was a mixed traffic design which had suffered main generator burnouts in the early days of MGR operation because it could not apply full power continuously at low speed. Moreover, Class 20 has sanding gear, whilst the Class 47 does not, and two '20s' have eight axles and offer better adhesion than the six under a '47'.

Pairs of '56s' were used out of Liverpool docks during the early 1990s when the Olive Mount Junction chord was closed. Class 60 arrived in early 1991 with 60015 and 60016 out-stationed at Springs Branch depot, Wigan, for crew training. Work in earnest for the class did not begin until June of that year and from then on the Class 20s were partially ousted from the local circuit. Trains in and out of the colliery were top-and-tailed, quite often with a 60 and two Class 20s in charge. Ironically, Bickershaw Colliery closed in March 1992, so the reign of Class 60 was short. They would be back... but hauling imported coal.

Motive Power - Later Years

Inevitably, the ubiquitous Class 66 took over most of the workings to Fiddlers Ferry from all around the country. However, they did not have things all their own way as they were found inadequate on trains out of Liverpool Docks unless rail conditions were perfect. For a short while, Class 59/2 took over some trains - all five of the sub-class being seen in the area - but in autumn 2011 Class 60 took over the Liverpool Bulk Terminal to Fiddlers Ferry trains, lasting until the very end.

Freightliner workings to and from Scotland had a spell of Class 70 haulage before settling down to a solid diet of Class 66 until the end of such traffic. The same company also had charge of the traffic from Ellesmere Port to Fiddlers Ferry; these were solid Class 70 workings right up to the end.

These three flows of coal all came to an end during 2015, the Liverpool trains being the first to succumb, followed by the Ellesmere Port workings and ending with the Scottish ones.

Since 2015, a limited flow of coal has come either from Avonmouth Docks or Portbury Docks, both in the Bristol area. Running only in the autumn and winter and worked by Freightliner, Class 70 was initially to be seen on these trains but Class 66 soon gained a monopoly. Annoyingly for the enthusiast, the loaded trains ran mainly in the small hours and were difficult, if not impossible, to photograph. Return workings of empties were more camera-friendly.

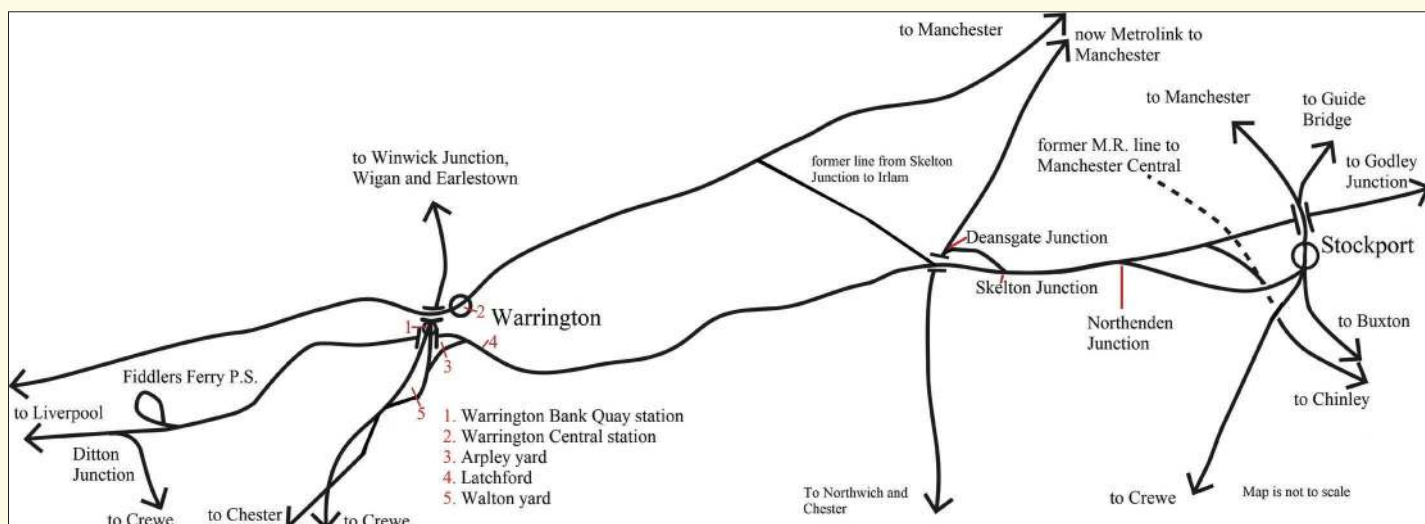
Finally, a slightly erratic flow was from Redcar Bulk Terminal to Fiddlers Ferry, again only during autumn and winter. For the first year only, as noted earlier, GBRf had charge of these trains but Freightliner then took over.

The railway freight scene, both locally and nationwide, has certainly been the poorer for the virtual ending of coal traffic. Given the environmental issues with which we are all faced, their loss is probably a necessity and represents the end of a fascinating era of railway history.



47231 enters Chester station with a MGR train from Point of Ayr to Fiddlers Ferry Power station on the 19th November 1985. PETER COOLE

Note: additional information has been supplied by David Clough.



From 1866, three routes converged at Skelton Junction, the one from Deansgate Junction on the Manchester to Altrincham railway being visible in the background and today the only survivor. On 22nd April 1980, 40161, with empty mineral wagons from Garston, heads for Godley Junction. DAVID CLOUGH



Focus on Warrington: *The forgotten route between Liverpool and Manchester*

David Clough looks at freight traffic over a once busy line in the North West.

Mention railway connections between Liverpool and Manchester and the original 1830 route across Chat Moss will inevitably be the first brought to mind. Pushed to identify an alternative, the Cheshire Lines Committee Railway (CLC), built in the 1870s via Warrington, would come to mind. There was, of course, a third connection. Unlike the other two, this was built piecemeal by different companies.

The route can be considered to have linked the port of Garston on the River Mersey to the south of Liverpool with Godley Junction on the Woodhead route near Hyde, Greater Manchester, a distance of some 35 miles. It passed through Widnes, Warrington, rural north Cheshire, Manchester's southern suburbs and the north side of Stockport before climbing into the Pennine foothills.

Construction was piecemeal, effectively by three companies and was open throughout by 1866. The route's significance can be judged from it having junctions with nine other railways and this facilitated the potential for train movements north and south as well as along all or part of its own west to east general alignment. In the Manchester area,

many traffic flows traversed the line for short distances and inevitably waxed and waned during the modern traction era. Charting the history of all these movements, and Manchester Division trip workings to several depots and private sidings, goes beyond the scope of this feature, which concentrates on the traffic that traversed all or the majority of its length.

Dealing first with passenger traffic, this was never significant and was, essentially, local in nature. The service pattern was mixed, some trains running through between Liverpool Lime Street and Manchester London Road (now Piccadilly), whilst others served only part of the route, starting or finishing at Warrington Bank Quay's low level platforms. All were withdrawn on 10th September 1962. Summer Saturday trains bound for North Wales from east of the Pennines, however, passed this way as far as Warrington, where they turned south towards Chester.

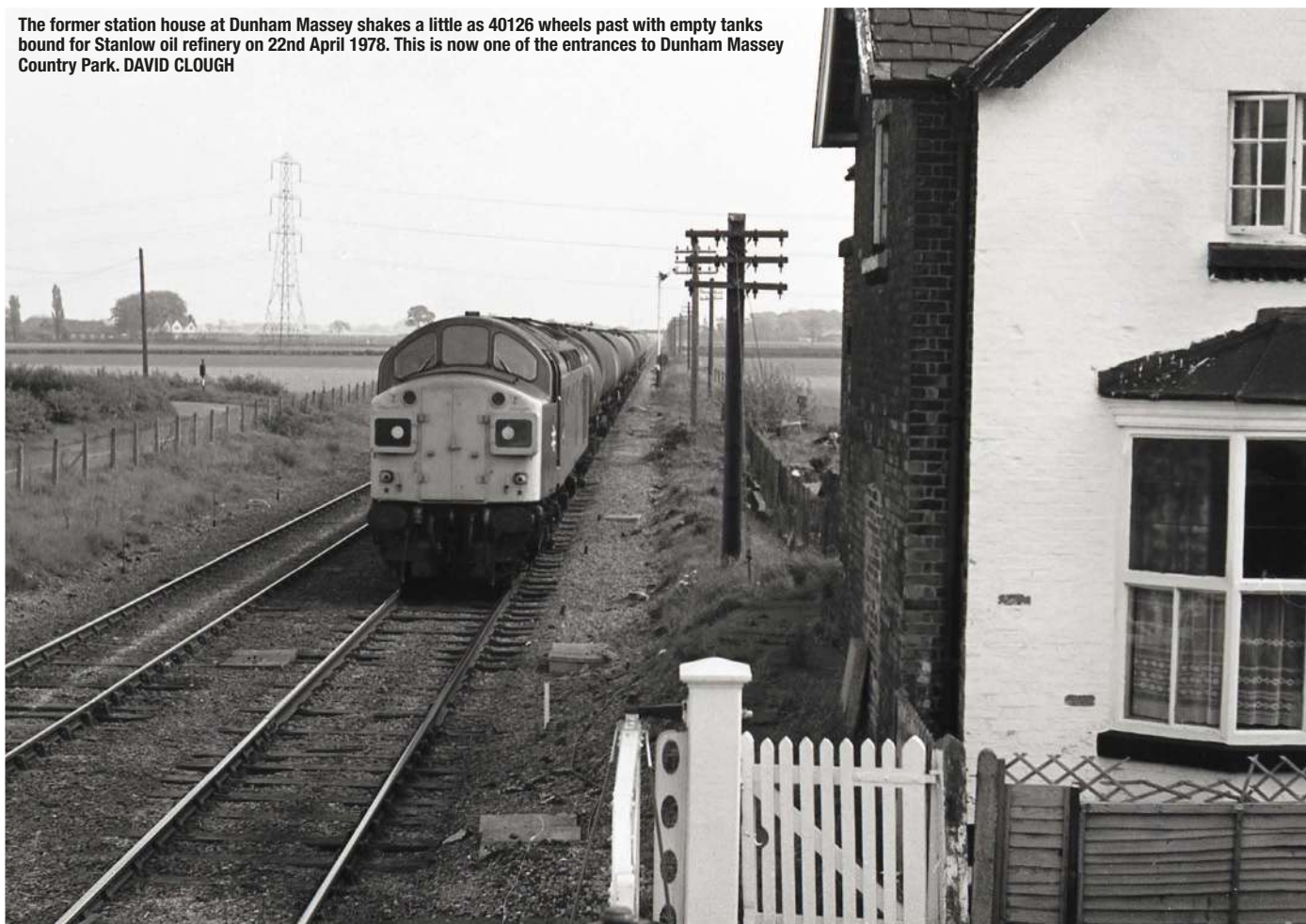
Freight traffic

There were several key junctions for freight movements. Ditton Junction, between

Garston and Widnes, was an interface with the Liverpool section of the West Coast Main Line (WCML) and grew in consequence. Widnes developed into a significant town on the north bank of the Mersey. A trailing junction at Warrington Arpley gave access from the West Coast Main Line (WCML), Chester as well as from Birkenhead docks which was reached via Ellesmere Port. Skelton Junction in South Manchester was a confluence of three lines, notably one heading for Northwich and Chester. From Northenden Junction, trains could curve round to join the Manchester branch of the WCML just south of Stockport Edgeley. Traffic from the Midland Railway routes from Derby and the Hope Valley came in at Cheadle Junction. Finally, at Apethorne Junction, Woodley, trains could head for Guide Bridge in East Manchester.

Coal was always the principal cargo moved and almost all came over the Woodhead route to Godley Junction. By the 1970s, coal for export through Garston came this way from Nottinghamshire pits and was marshalled at Toton or sometimes Mansfield. The bizarre decision made as part of the

The former station house at Dunham Massey shakes a little as 40126 wheels past with empty tanks bound for Stanlow oil refinery on 22nd April 1978. This is now one of the entrances to Dunham Massey Country Park. DAVID CLOUGH



40168's headcode denotes that this Widnes to Earles Sidings cement empties was a special on 8th June 1974, rather than being timetabled. Note the spelling of Fiddlers with a single 'd'. DAVID CLOUGH

1955 Modernisation Plan to continue to build unbraked mineral wagons meant these trains had to pin down, and then pick up hand-operated brakes when descending from Godley Junction to Stockport. In the BR diesel era the working timetable timed trains for Class 47 haulage, though Derby Type 2s and Class 40 were booked for some duties.

Fiddlers Ferry Power Station was built between Warrington and Widnes in 1971 and 16 paths were provided for coal shipments from either Wath or Rotherwood in South Yorkshire. Unlike the Garston services, which changed from electric to diesel at Godley Junction, those bound for Fiddlers Ferry were formed of air braked HAA merry-go-round hoppers and were staged in Mottram Yard. Here, the pair of Class 76 electrics would give way to a Crewe-based Class 47 fitted for slow speed operation.

Coal was not the only cargo that came from east of the Pennines. Steel traffic plied between Scunthorpe and Monks Hall steelworks, which was between Arpley and Fiddlers Ferry. Scrap steel from Tinsley Yard was worked to Edge Hill for onward transfer to Liverpool docks and a service linked Hull to Widnes. In later years, tank traffic from the Sheffield area for BOC at Ditton also came through Arpley.

Earles Sidings in the Hope Valley sent block cement to Widnes that had Class 40 haulage. Wagonload traffic from yards, such as Dewsnap near Guide Bridge, went to Warrington Arpley, Birkenhead and Edge Hill, Liverpool.

The end as a through route

In 1980, the section of the line from Cheadle Junction to Stockport Portwood closed because of the state of Lancashire Hill tunnel and the line ceased to be a through route. Woodhead's closure the following year brought a further rerouting of the trans-Pennine workings. In 1985, the bridge across the Manchester ship Canal at Latchford in east Warrington needed repairs that were deemed too costly in relation to the traffic using the line and this now became the eastern extent.

Latchford had been the run round point for trains, notably those bound for Fiddlers Ferry, from the WCML and the Chester direction for nearly two decades before it became the end of the line. Declining traffic and diversion of what did survive to other lines meant that Fiddlers Ferry Power Station was to become the only significant user between Warrington and Ditton. Coal export through Garston and railborne freight in the once busy Widnes area ended. Monks Hall steelworks closed in 1986 and the site is now a housing development.

Today, the most frequent use of the surviving Ditton Junction to Latchford railway is for light engine movements between the DB Cargo UK depot at Warrington and Ditton Foundry Lane or the Jaguar plant at Halewood. Ditton Foundry Lane comprises the AHC sidings used by

With its load of coal discharged, 47368 departs Fiddlers Ferry Power Station for Wath on 8th June 1974. DAVID CLOUGH



On 10th May 1978, 40011 heads an Earles Sidings to Widnes service through the closed Heatley and Warburton station in rural Cheshire. DAVID CLOUGH



The route passed through rural countryside in north Cheshire, as seen here between Lymm and Heatley villages on 10th May 1978. 47367 makes a fine sight at the head of empty HAAs from Fiddlers Ferry Power Station returning to South Yorkshire. DAVID CLOUGH



Eddie Stobart and until recently generated a daily service to Dollands Moor. After reversal at Latchford, the train stabled at Arpley but now runs direct via Runcorn to join the WCML at Weaver Junction. This leaves the occasional Halewood Jaguar to Arpley as the only train to operate eastbound along the whole of the surviving part of the Liverpool to Manchester freight route.

The owners of Fiddlers Ferry Power Station cut generation to a seasonal, standby basis several years ago. Deliveries from Avonmouth and Portbury in the Bristol area and Hunterston on the Clyde have yet to restart in 2019. The only cargo going in has been a not-quite weekly delivery of limestone from Tunstead, whilst the outbound has also been not quite weekly and, whatever it is, has been taken to New Biggin on the S&C. In any event, complete closure of the power station is scheduled for March 2020.

The only positive development concerns the 3½ miles between Skelton and Northenden Junctions, which now carries the Manchester to Northwich and Chester passenger service, as well as freights that cannot pass through Manchester Victoria because they are unable to climb Miles Platting bank. Workings such as the biomass from Liverpool Bulk Terminal to Drax and refuse from Knowsley to Wilton have to take a very circuitous journey via Northwich to reach the east side of Manchester in consequence.

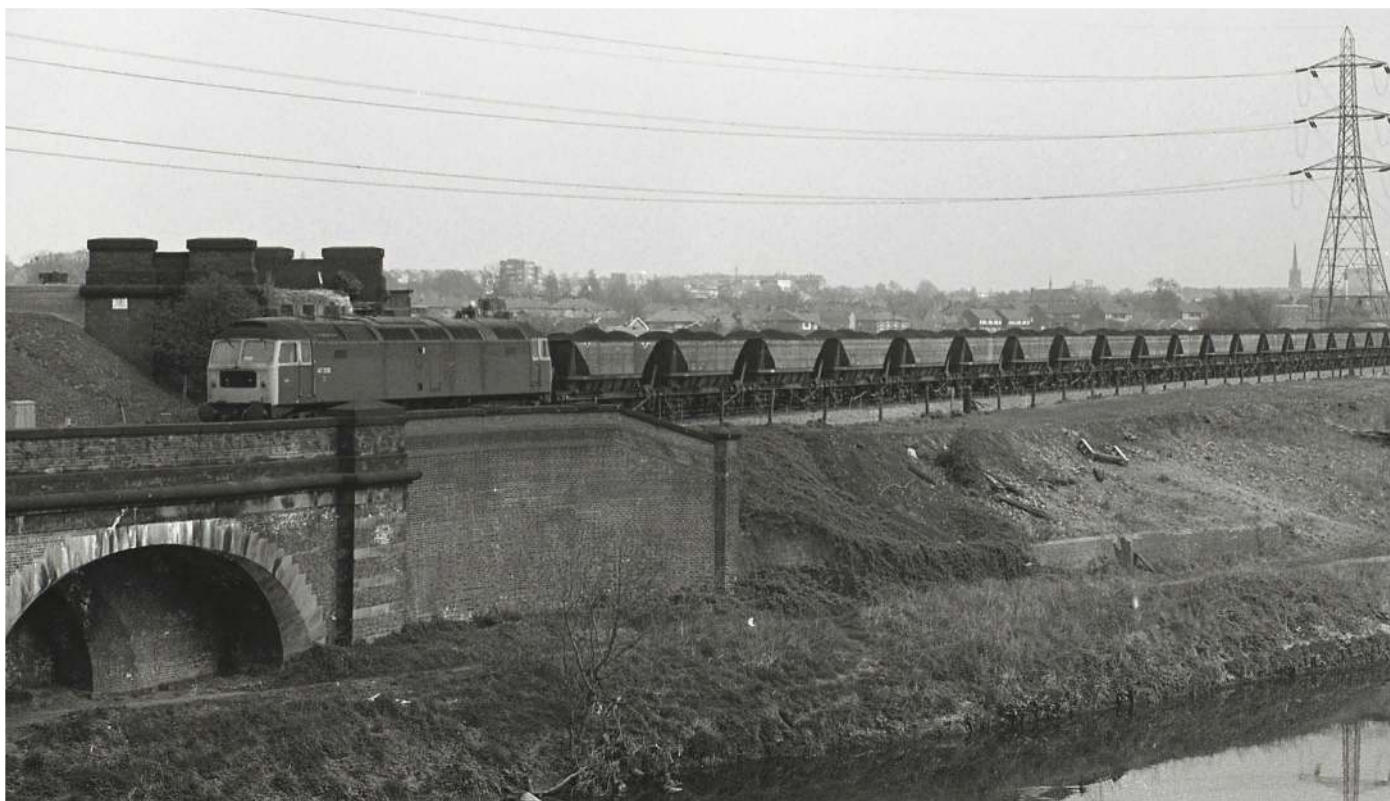
According to Network Rail, semaphore signalling has gone but the signalboxes at Litton Mill and Monks Crossings and at the junction into the power station survive.

(RIGHT) 40015 trundles its unfitted coal train from Toton to Garston through the site of Northenden station, Cheshire on 22nd April 1980. A cement plant occupied the former goods yard, whilst Northenden Junction signal box is in the background. DAVID CLOUGH



Sinderland Crossing, north of Altrincham, Greater Manchester, lay at the western limit of the urban area and the trackbed has become part of the Mersey Path. On 18th May 1978, 47447 hauls a Dewsnap Yard to Warrington Arpley mixed freight, which was typical of workings between yards at the time. DAVID CLOUGH





This view at Heaton Mersey in north Stockport includes the River Mersey and the abutments of the former Midland Railway viaduct that carried the Manchester Central to New Mills South Junction route across the valley. 47228 and its load of coal for Fiddlers Ferry Power Station from South Yorkshire approach Cheadle Junction on 24th April 1980. Heaton Mersey shed was on land out of shot to the rear of the train. DAVID CLOUGH



In the early hours of 10th August 1974, several wagons in the Earles Sidings to Widnes cement train, hauled by 24085, derailed after Warrington Bank Quay near Crosfields crossing signal box and caused damage to the track. The signalman, train crew and some permanent way staff watch intently as 25149 and 25048 bring the Tunstead to Widnes loaded limestone hoppers wrong line past the scene. Meanwhile, others pose for the camera. DAVID CLOUGH

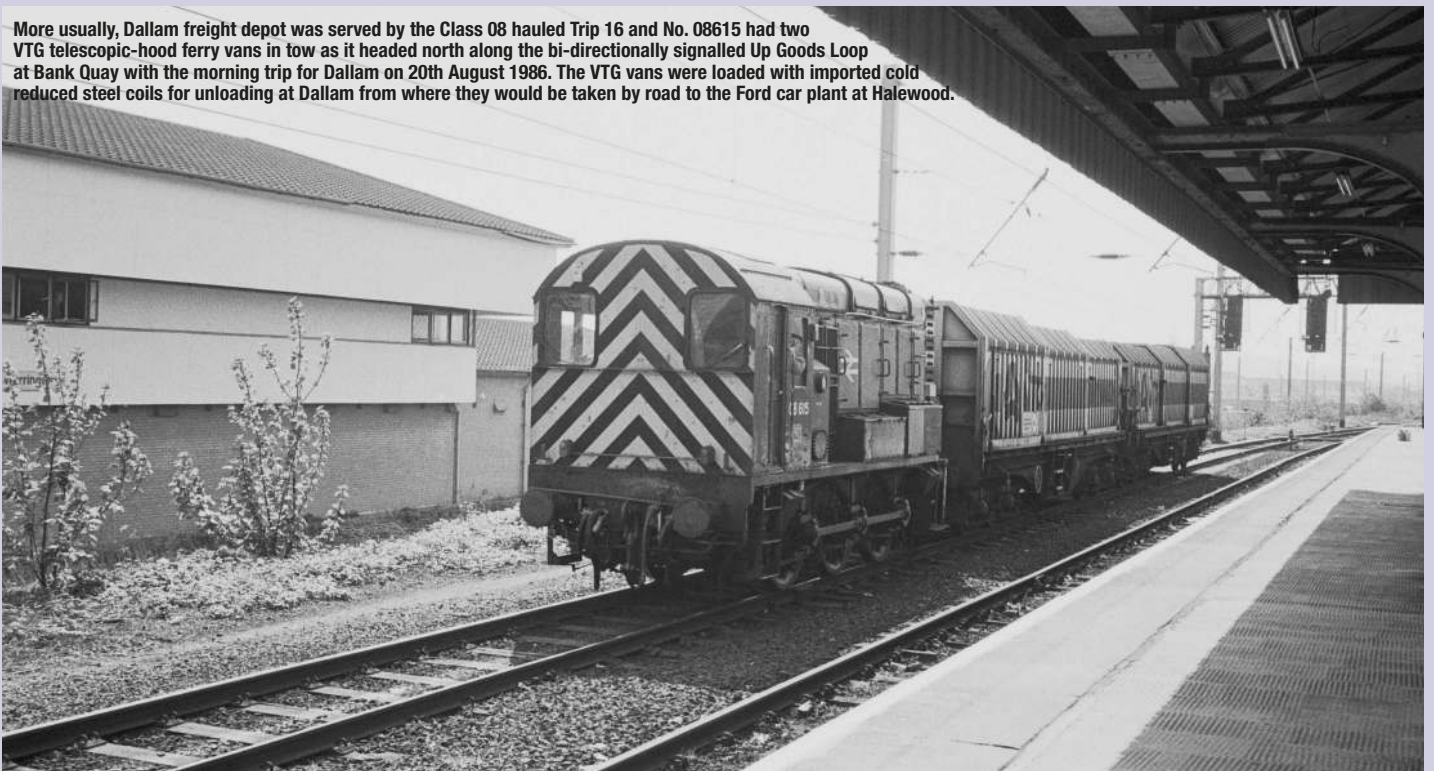
Until 1985, Class 25s were still to be seen working local trips and, on 11th September 1985, No. 25266 arrives back at Warrington with Trip 74 from Edge Hill, which could be one of the more erratic timekeepers, especially on days when Trip 71 was cancelled and it was given the additional task of serving customers in the St. Helens area. This was one such occasion and the consist comprises an empty three-door VTG bogie ferry van, returning empty to the Continent after delivering copper ingots to the BICC works at Prescott; a loaded bogie sulphuric acid tank en route from Hays Chemicals at St. Helens to the Roche pharmaceutical plant at Dalry; and three more empty bogie ferry vans from Spekeland Road freight depot at Edge Hill.



Focus on Warrington: *Warrington Trips*

David Ratcliffe remembers that, for the railfreight enthusiast, Warrington was something of a mecca during the 1980s.

More usually, Dallam freight depot was served by the Class 08 hauled Trip 16 and No. 08615 had two VTG telescopic-hood ferry vans in tow as it headed north along the bi-directionally signalled Up Goods Loop at Bank Quay with the morning trip for Dallam on 20th August 1986. The VTG vans were loaded with imported cold reduced steel coils for unloading at Dallam from where they would be taken by road to the Ford car plant at Halewood.



Not only was the activity in Arpley and Walton Old Junction yards easily visible from Slutchers Lane, but an hour or two spent on Bank Quay station would usually be repaid with an interesting selection of local and long-distance freight workings.

The two yards at Warrington were classed as a Speedlink Network Hub and as such acted as the originating and terminating points for up to 20 daily trip workings, or 'feeder services' in Speedlink parlance. These connected with the air-braked trunk services that ran from Warrington to other hub yards at Bescot, Mossend, Severn Tunnel Junction, Tinsley, Whitemoor and Willesden, making Warrington a hive of freight activity for much of the day.

With wagonload marshalling for much of the north west and North Wales concentrated at Warrington, some of the feeder services ran to outlying locations, such as Buxton and Llandudno Junction, whereas others served customers in and around Manchester, Merseyside and the Wirral. By their nature, many trips would only 'run as required' and back in the 1980s they might often appear hours early or late, although traffic patterns were fairly consistent and, even without recourse to TOPS, a knowledge of wagon types and their traffics helped identify the different workings.

Unfortunately the demise of Speedlink in July 1991 brought an end to Warrington's heyday as a marshalling centre, although, to this day, it remains an important freight location with Arpley Yard still home to DB's operations in the area and the location of a locomotive fuelling point and wagon repair depot.

(BELOW) In 1982 the freight depot at Warrington Central was closed and replaced by a smaller facility at Warrington Dallam, situated a mile north of Bank Quay station alongside the WCML. Dallam was also sometimes served by Trip 71, as on 28th August 1986 when Class 20 No. 20187 was photographed heading back from Dallam to Arpley with two empty three-door VTG ferry vans which had arrived at Dallam the previous day loaded with cases of wine.



A Class 47 would often also be seen working 6F84, the 15:42 feeder service from Blackburn to Arpley, seen here arriving at Warrington behind No. 47317 on 29 August 1986. Immediately behind the locomotive were two Railease PCAs carry sulphate-resistant cement from the Ribblesdale Cement Co. at Clitheroe, while the rest of the train comprised a raft of bogie ferry vans on their way back to the Continent after delivering chipboard to the PG Fogarty distribution depot at Blackburn.



(ABOVE) In addition to serving Dallam, Trip 16 also worked as required between Arpley Yard and various locations. These included NCL, Crosfields, and Lever Bros. private sidings at Bank Quay, the British Steel Works at Monks Hall, Arpley C&W Sidings, and Ferrous Castings and Lion Emulsions who were both located on the Latchford Old Line. Home of the famous 'Persil' washing powder the Lever Brothers works, situated immediately next to Bank Quay station, would receive an almost daily delivery of sodium tripolyphosphate (STPP) which arrived from the Albright & Wilson chemical plant at Corkickle in PCA wagons painted in Lever Bros. distinctive purple livery. Class 08 No. 08939 propels four loaded PCA into the Lever Bros. private siding at Bank Quay on 5th September 1984.

In 1986 Class 20s took over many of the local trips at Warrington and, on 29th August, No. 20151 heads north with Trip 71 which, in addition to covering the St. Helens area, also handled traffic for the US Army storage depot at Burtonwood. Although less than five miles from Warrington, the rail access to the storage depot was from the Warrington Central to Liverpool line and consequently this trip involved a somewhat circuitous journey, running via Earlestown West Junction, Huyton, Edge Hill, where it would reverse, Hunt's Cross and Widnes.



Trip 62 which served Gathurst, Newton-le-Willows, Ashton-in-Makerfield and Wigan Springs Branch is seen arriving back at Warrington behind Class 20s Nos. 20142 and 20077 on 11th September 1985. The train comprised two BR air-braked vans, TOPS code VAA, carrying commercial explosives from the ICI siding at Gathurst, situated on the Wigan to Southport line, with one VAA destined for Callerton (Tyneside) and the other for Wednesbury (West Midlands). Two former BR ferry vans acting as barrier wagons flanked the pair of VAAs.

Trip workings arriving at Warrington from the south could not normally be observed from Bank Quay but, on 15th April 1987, engineering work closed the direct access into the yards from Acton Grange Junction and consequently Class 47 No. 47197, working Trip 66 from Northwich, had continued north to the station. After running round its train, which comprised a pair of Tiger Rail PCA's loaded with soda ash en route from ICI Winnington Works at Northwich to the Rockware Glass factory at Barnby Dun, it is pictured waiting for a path to cross the main line in order to enter Arpley Yard via the Up Helsby line.



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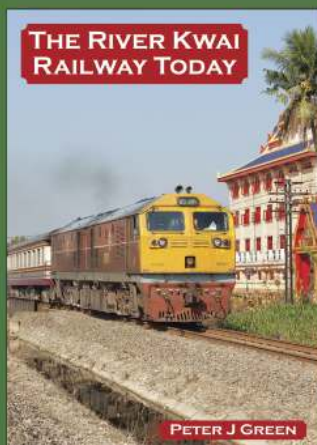
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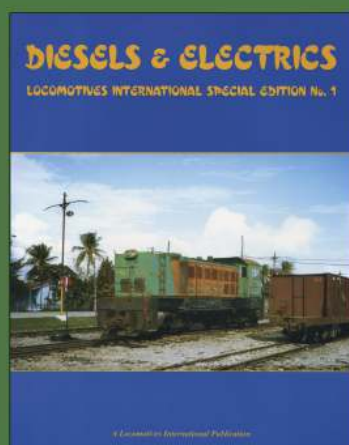
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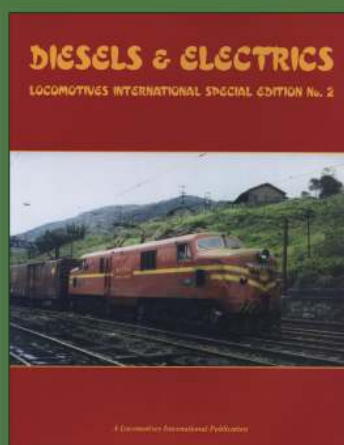
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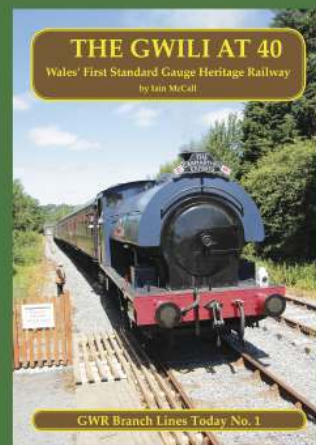
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Stratford was home to many immaculately kept Class 47s. No. 47003, seen on shed on our visit, was captured powering through Stratford station in September 1975. COLOUR-RAIL.COM

Roaming around London

J. Crosse remembers the days of shed bashes in the 1970s with a visit to London depots from the North East.

The mid nineteen seventies probably saw the heyday of the long distance diesel shed bashing trips by coach. The apathy of spotters following the end of steam had faded, the 'blue' era was at its height and health and safety restrictions on visits had not started to rear their heads. As long as you had the money to pay for the necessary permits then all was well.

On 2nd June 1975 a coach thus set off around a series of pickup points in the North East of England to collect some forty number crunchers for a full day in London. Being June, most of the pickups could be made in daylight as this was an overnight bash with a 10 p.m. start at Newcastle. A meander took us via Sunderland, Hartlepool and Stockton to Darlington for the final call before setting off for an almost non-stop run down the A1 giving the Bedford coach a sound thrashing en-route.

Most slept or dosed fitfully as the night wore on but with an early dawn only those who had been on the beer prior to boarding the coach, where alcohol was banned, stayed asleep until the first call.

Even then it was a rude awakening with a 5 a.m. start at Paddington. Quite what the few members of the public who were around at this hour made of a troop of number takers suddenly descending on the station has not

been recorded. The call did not take long with just four locos to be seen: 'Western' No. 1070 plus Nos. 31412, 47230 and 50012.

The plan was to do a circuit of the main London terminals followed by another circuit of the sheds selected for the day's bashing. For a change Marylebone had been chosen instead of King's Cross and St. Pancras; no doubt the thinking being that King's Cross would only produce what was seen in Newcastle anyway, whereas Marylebone DMUs were highly unlikely to reach the North East. We must have visited the depot at Marylebone as no fewer than thirty-six unit numbers were noted. Such was the advanced state of the author's collection that only two were cops. A Class 08 also resided at the depot.

At the soulless concrete edifice of Euston, twelve representatives of Classes 85, 86 and 87 were to be seen along with three Class 310s (as they have since become known) and a Watford unit. Liverpool Street was next on the agenda. Classes 31 and 37 lurked in the train sheds here: Nos. 31010, 31151, 31212, 31213, 37044 and 37263 along with nine units from various classes were seen and I had another cop in the book.

And now for all those northern lads it was time for Southern Electrics; it was not to be a day for large numbers of locos. Waterloo

was, as they say today, our final station stop. The clock had ticked on to 7 a.m. and the station was alive with units, twenty-two being noted in our allocated fifteen minutes. Also concealed within were Nos. 09017, 33010, 73107 and 74007 so for those on a first visit to SR territory they had one of each of the 'local' classes.

Southern Region shunters were noted for their difficulty in finding them; visiting the home depot would rarely produce more than 20% of the allocation, so visits to stabling points were necessary. Whilst the majority of the party were busy checking numbers, raiding the bait box (Ed. North of England word for lunch box) or trying to catch up on the missed sleep, there was frantic activity in the front seat. This was because yours truly was struggling with the London A-Z Atlas whilst taking bus numbers (a secondary hobby) and trying to keep the coach heading in the right direction, which in London is no easy task. What often escaped the passengers' appreciation was the fact that we were on a coach, and what looked like a good way on the map was no use for a coach. In fact the only safe way was to use the roads marked as bus routes as far as possible. Whilst routes to depots were well documented, finding the right bridge or road to view a stabling point from was another matter.

Nevertheless, Bricklayers Arms stabling point was duly found with its three residents, Nos. 08378, 08653, 08756 followed by, at New Cross Gate, No. 08837.

For a place with depot status, Hither Green was quite disappointing with just twelve occupants: two each of Classes 08 and 09, five of Class 33 (with no Hastings line 'Slim Jims') and three Class 73s. It was definitely 'bash the Southern' day as next up was Tennyson Road. Three more '08s' were present along with one '09', five Class 33s including 33206 and two Class 73s. In fact there were almost as many locos as at the main depot. Also present were a number of EMUs but even in those days spotters in EMU sheds were a definite, "No, no".

The final SR call of the day was to Stewarts Lane. No fewer than nine Class 73s were on shed including one of only two loco cops for me: No. 73101. Other residents were Nos. 09005, 33025 and 74009 whilst visible amongst the EMUs were two of the parcels units Nos. 68002 and 68003.

'Navigator's nightmare time' then set in with a vengeance as a cross central London course had to be set as we were off to Willesden. We nearly got a full house of electric classes with just Class 84 missing. Nos. 81011, 82008, 83005, 85022 and 85036 were complemented by nine Class 86s and no fewer than seven Class 87s. Willesden's shunters were as elusive as those on the Southern with just Nos. 08010, 08234 and 08943 at home, with No. 25222 completing the residents.

There was deep joy for North East fans at Old Oak Common with some real engines at last, but of course the hydraulic era was nearly over. 'Westerns' were represented by Nos. 1021, 1048 and 1059 whilst 'Hymeks' present were Nos. 7011, 7017, 7018, 7028, 7029 and 7093. 'Hymek' replacements, in the shape of nine Class 31s, were to be seen along with ten Class 47s, all of Western Region origin. Old Oak was more shunter friendly, with no fewer than nine of its allocation at home. The real head turners were what, ten years later, would be seen as commonplace; No. 50037 and the first HST set formed of Nos. 43001, 41000, 41001, 40500, 41002, 42000, 42001, 42002, 40000 and 43000.

DMU fans then came in for a lot of walking as Cricklewood depot followed as our next visit. The only sightings of Class 45s were made here, with five members present. Nine Class 25s and Nos. 31420, 31421 and 31422 made up the mainline complement along with six Class 08s. The sixty DMUs brought a smile to some (yes, I got one cop) and sore feet to others.

Quite why Finsbury Park was on the agenda is lost in the mists of time but I guess it was for the '08s' again. Four of these were amongst the other residents of Classes 31, 40, 47 and 55 types. (The '40s' were No. 40085 and former Scottish example No. 40165).

Time rolled on relentlessly; trying to take a short cut to avoid the North Circular Road

No. 31230 stands at Old Oak Common. The class had been drafted in to oust first the D63XX and then the 'Hymeks' COLOUR-RAIL.COM



Hymek No. 7028 had already been withdrawn at Old Oak by the time this picture was taken in 1975 and the few remaining members of this class did not have long to live. COLOUR-RAIL.COM



In the murky depths of Waterloo station, Class 74 No. 74008 was to be found on the night train to Weymouth. The '74' seen on our visit had arrived with a balancing working from the south. COLOUR-RAIL.COM

saved nothing, with the coach getting stuck down a side road with cars parked on both sides!

However, Stratford was reached eventually for a feast of traction. No. 03164 turned out to be the only representative of its type recorded. The '08' men had a field day with thirteen at home. A stranger was No. 46044, presumably in the works, with the balance of the motive power being made up of Class 31s, 37s and 47s. The latter were, in the main, immaculate as Stratford was noted for the turn out of those used

on the Norwich service. Amongst the '31s' were a number of the 31/0 variety which were all allocated to the depot, but not the one I required to complete the class. Also on the depot were a few of the unique diesel hydraulic DMUs which were only ever allocated to Stratford. In total 85 numbers were taken here.

Our final port of call was a depot that was frequently omitted from London itineraries, Ripple Lane. Nos. 08409, 08482, 08554, 31001, 31017 (deep joy as this was the elusive one), 31135, 37039, 37043, 37132,

37259, 37266, 37268, 47114, 47115, 47117, 47121, 47144 and 47334 were out stabled here. This was quite a sizeable chunk of Stratford's allocation and was well worth the visit.

For most of the passengers that was it and it was off to sleep, to dream of those cops. But at the front end the navigator, who had by this time been awake for nearly 36 hours, still had a job to do; get the coach back to the A1. Only then could he join the land of nod and, in his case, dream of an itinerary for the next trip.

A sign of things to come at Old Oak was the experimental HST set No. 252001, seen here on 9th February 1975. COLOUR-RAIL.COM



Despite the early hour of the trip's station visits, each terminal station was hosting a number of locomotives, with Liverpool Street having three Class 37s present. On a day in May 1975 two such occupants were Nos. 37261 and 37035. COLOUR-RAIL.COM



For those from the North East, every electric loco cop was vital and Willesden in those days would provide a good number on a Sunday. Tucked away inside in October 1974 were Nos. 86209, 86211 and 87035. COLOUR-RAIL.COM



Class 73s were hard to come by on shed visits. No doubt on Sundays a fair number of them were employed on PW duties. Here No. 73120 rumbles through Clapham Junction. COLOUR-RAIL.COM



London home of the Deltics was, of course, Finsbury Park. No. 55003 'Meld' is ready to go down to 'The Cross' to work the 'Flying Scotsman' on 30th July 1977. COLOUR-RAIL.COM



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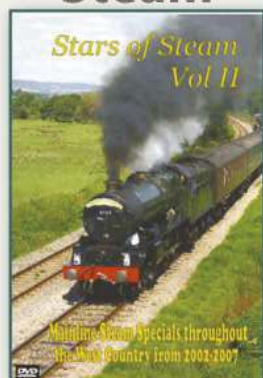
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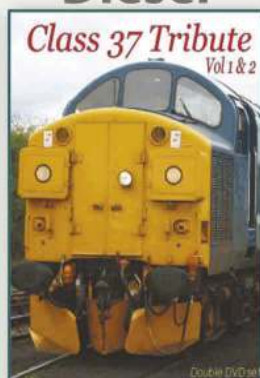
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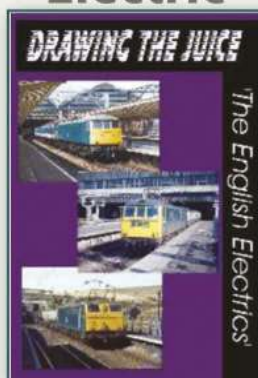
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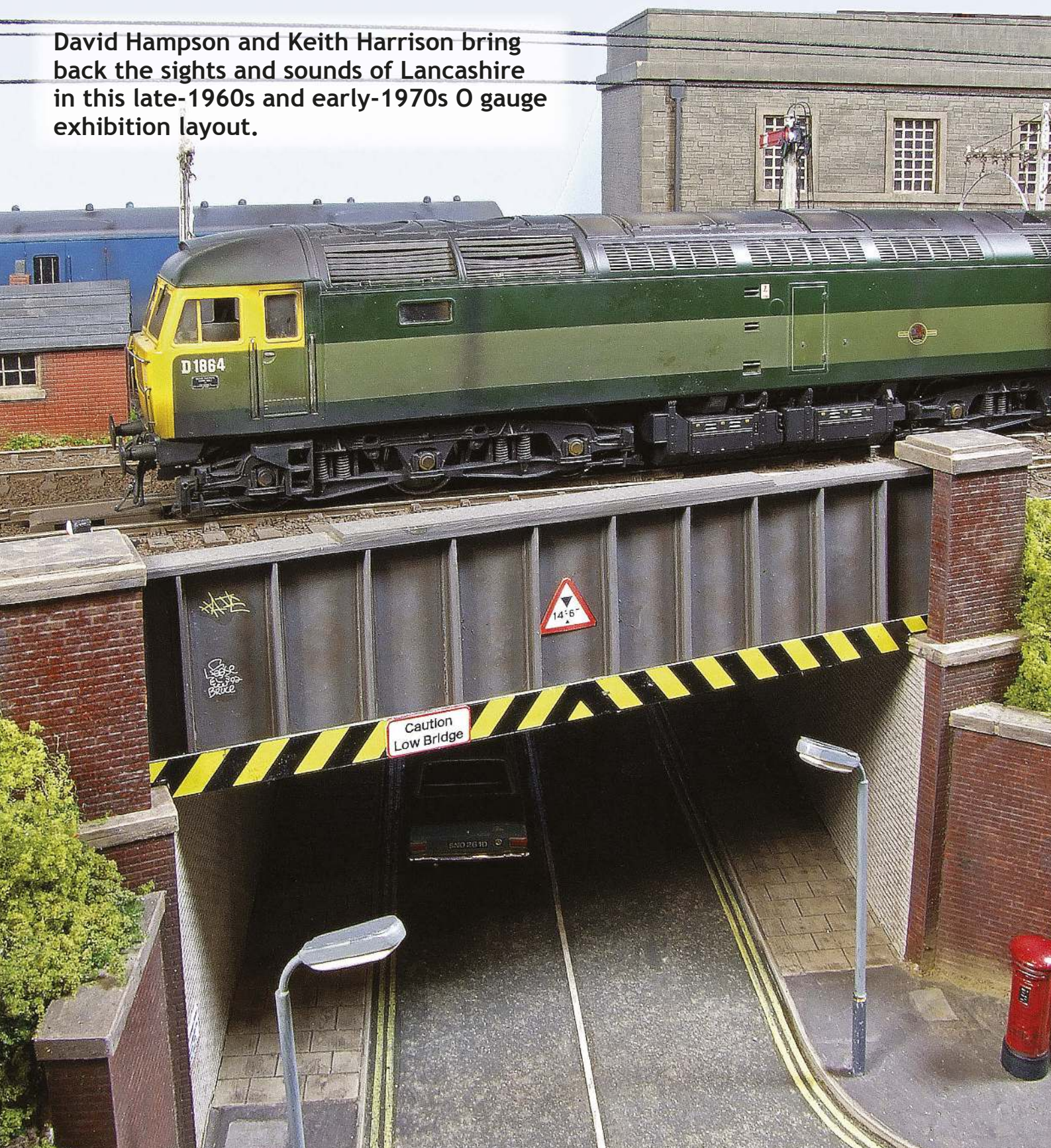
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OLDHAM KING STREET PARCELS

David Hampson and Keith Harrison bring back the sights and sounds of Lancashire in this late-1960s and early-1970s O gauge exhibition layout.



To many people, 7mm scale has a physical presence that gives layouts a great feeling of authenticity. O gauge can capture the bulk and 'heaviness' of the real thing in a way that is difficult to achieve in smaller scales. It is also possible in O gauge to add small details more easily to increase realism. Sharp eyed readers will have spotted the pigeons on the overbridges, but what about the mess they made on the road below?

Of course, one of the down sides of modelling in O gauge is that everything takes up much more space, so expectations as to what can fit on a layout have to be scaled down.

'Oldham King Street Parcels' depicts a small, fictitious parcels operation with the end of a small station handling local passenger traffic. However, viewers are often surprised at how much will fit in to a layout of 22' by 3'.

Although the layout is fictitious, it contains many elements from the Oldham area. Oldham King Street station does now exist, though it looks nothing like the model - the first real King Street station opened much more recently - in 2014 as part of the Manchester Metrolink extension to Oldham town centre.

The parcels shed, or more correctly 'Parcels Concentration Depot', was scratch-built along with all the other buildings on the layout. It is representative of typical buildings of the Oldham area, but does not represent an actual location. The station building is closely based on the long-gone Clegg Street station, with its booking office above track level.

Parcels were an important local traffic in the late-1960s and early-1970s because a number of mail order catalogue companies operated in the Oldham area, having taken over redundant cotton mills to establish warehouses. The parcels trains are short (a maximum of eight vans) compared to their length in reality, but the intensive nature of the operation means that the layout often looks full and the shed is rarely empty.

The platforms contain a number of BRUTE trolleys ready to load or unload the vans. As is typical of the time, the parcels stock is heavily weathered, with dirty or faded paintwork being the norm. A wide and sometimes eclectic range of stock can be seen, from standard BR types to ex-LMS or LNER designs.

Passenger traffic does not amount to 12-coach main line trains, but then these were the exception on the Oldham Loop, often only seen during holiday weeks or for football specials. Instead, the passengers are conveyed in two-car multiple units, which were





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typical of the area until the 1980s.

The Class 100 Gloucester RCW unit was built using parts supplied by Dick Taylor at Westdale Coaches. It has the unusual bodyside profile and front end that were characteristic of these units, and contains a smoke unit for the exhausts.

The space inside an O gauge locomotive also allows larger speakers to be used for DCC sound, giving a more realistic sound reproduction. The quality of DCC sound decoders has increased remarkably in recent years, not only from the quality of the sound they produce, but also in terms of the driving experience.



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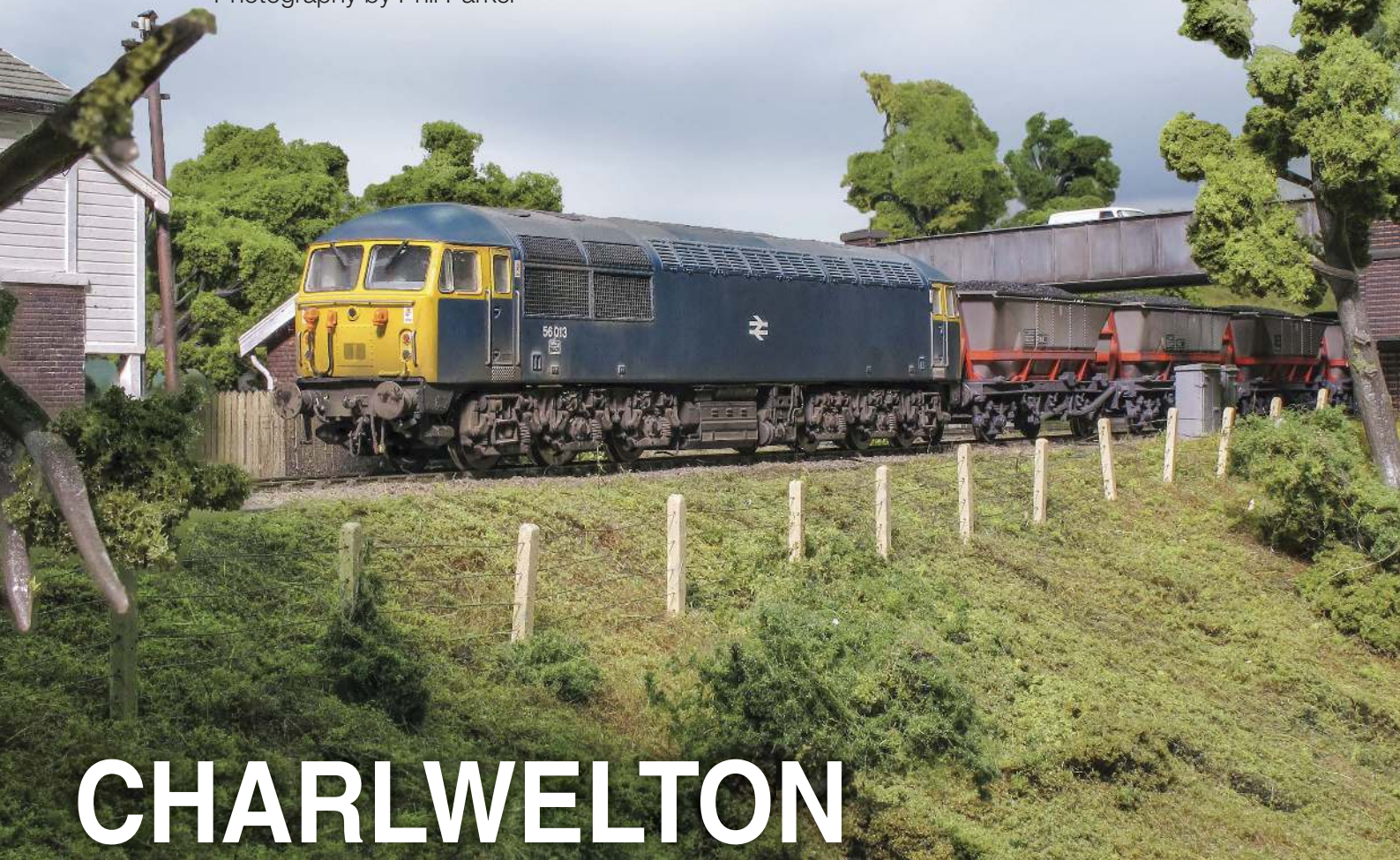
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CHARLWELTON

The reinvention of this OO layout saw the CBM Diesel Group say farewell to steam and hello to diesel

Charwelton was originally built by the Wolverhampton Model Railway Club and was exhibited as '50/60s steam. During construction, club members made several site visits to take photos and measurements of the remaining structures and anything else that they thought might be useful. The layout was exhibited by the club for several years before being put up for sale.

After being purchased by the CBM Diesel Group, a group of like-minded friends who all model BR Blue in the 1980s, it was decided that keeping the layout as a steam-era layout wasn't really possible. Work began on refurbishing the scenery, converting to digital control, making new control panels to enable the layout to be operated at both ends, researching and running prototypical length trains, plus solving any other problems that might appear as the other work progressed.

As an 18-road fiddle yard, rolling stock was always a worry for the group. A mixture of working timetables from the '50s and other possible traffic flows are used and now there is a variety of flows that range from steels, cement, grain, Freightliners to rail tours, DMU stoppers and even DMU replacements, with more being added as and when new items roll off the bench.

Locos are all detailed, weathered and DCC sound-fitted. Most have been renumbered and some are re-sprayed, using reference photos to create a realistic-looking loco.

Charwelton Station in Northamptonshire sadly closed in the '60s after the decision was taken to abolish the line. After closure and with the lines lifted, the station buildings were demolished and the island platform remained overgrown till the main road was lowered and realigned, resulting in the station overbridge being demolished to improve the access into the village itself.

There isn't really anything left today to say that the railway ever ran through this point. Some of the other railway infrastructure has managed to survive. Part of the loading dock, which is now covered in trees, along with some signal post bases and a couple of the back road over bridges. The old station and yard area is currently being developed into the Catesby Aero Research Facility and Science Park. The track bed leading up to Catesby Tunnel has been cleared and converted into an access road with the tunnel itself being converted into a state-of-the-art road vehicle wind testing tunnel to enable two miles of controlled atmosphere. A novel use I'm sure you will agree!





Words: Howard Smith & Photography: Tony Wright



Hornby Ruston & Hornsby 48DS

Kindly sent on-loan from Hornby HQ were samples of its new 48DS in John Dewar & Sons white and red (R3705) and Army green as No. 802 (R3706). Between 1936 and 1969, 189 standard gauge locomotives were constructed at Ruston & Hornsby's Boultham Works to evolving diagrams, until sales dwindled.

On test, the duo performed admirably around the first radius curves of our office layout. The slow-speed capability of the locomotive was exceptional, no-doubt assisted by the small diameter of the wheels. A compact three-pole motor powers both axles via miniature gears, and its torque, combined with the weight of the locomotive, is sufficient to haul 15 wagons with ease - more than enough for the typical one or two wagons that the prototypes would handle.

Being one of the final ten 48DS locomotives constructed, entering service in 1961, No. 458957 has a strengthened buffer beam with extra side supports. Hornby has factored in this variation on this version only, changing the chassis detail accordingly. The prototype worked at John Dewar & Sons' Inveralmond distillery from new until its closure in 1994 and is currently preserved on the Caledonian Railway. One of two closed-cab variants to be offered in this first batch from Hornby, the model measures just 54mm in length - for reference, that's 27mm less than the 'Conflat' wagon supplied. It's a small locomotive indeed and its 21mm wheelbase makes it more than capable of negotiating the tight radius curves of whatever trackplan it might encounter.

The wheels accurately have four drilled

holes, yet the flanges appear overscale. The wheels are to RP25 standards, the smaller wheel diameter merely playing tricks on the eye. The cosmetic axleboxes are well captured, while side steps are integral with the die-cast chassis. Four separately-fitted lifting eyes further elevate the detail. I appreciate the bar protruding through the chassis sides for hand cranking - detail that shows the design engineers have closely studied prototype information.

Bonnet louvre, hinge, grille and radiator filler cap detail is admirable and a similar effort has been made on the cab, which includes interior lever detail. The 7.5T locomotives had three forward and three reverse gears. Gear change was operated by a lever with no foot action necessary - each gear had its own clutch. Directional change





was operated by another lever in the cab, operating sliding dog clutches in the gearbox, with power to the axles via chains. Three levers are represented inside the cab, though these are mostly obscured with the roof in place. Should you wish to install a driver, simply pull the cab roof away and secure into place.

A representation of the electric lights at the front and rear of the locomotive is good to see, the silver-painted lenses of these items being simple to upgrade for more discerning modellers, perhaps with a clear lens, or an LED for more ambitious modellers. A six-pin decoder socket is installed, access to which is by removing four screws to the underside of the chassis. A small light modification would be an ideal weekend project for DCC modellers.

Decoration on both samples is to a high

overall standard, the location of the wasp stripes on the John Dewar & Sons sample matches photographs of the prototype, though the mask used to spray the steps and axle boxes black has resulted in a little overspray to the sides and guard irons. It still doesn't detract from what is my favourite livery from this batch and can be hidden with a little weathering, if deemed necessary.

It's the perfect candidate for industrial modellers who are seeking a new locomotive addition to handle the odd wagon around a site. From private permanent-way contractors to civil engineers, brewers, steel works, collieries, wood importers, creosote works, docks and today a regular site on heritage railways, there's ample opportunity to justify a 48DS on your layout. And if not, make an excuse – it's an excellent model rendition of these wonderful little locomotives. Full marks to Hornby!

Manufacturer: Hornby Plc

CATALOGUE REFS:

Ruston & Hornsby 48DS and flatbed wagon

No. 269595 (R3704)

John Dewar & Sons (R3705)

Army No. 802 (R3706)

Longmorn Distillery *Queen Anne* (R3707)

RRP: £79.99

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

Era: 4 to 8

Company/Operator: Various Private Owners / BR

Weight: 76g + 21g wagon

Body: Plastic **Chassis:** Die-cast metal

Wheel Profile: RP25

Couplings: NEM bar and clip, with spare replacement NEM tension-locks



Review: Sonic Models VEA Vanwide



The upgrade of British Rail's revenue-earning fleet of wagons throughout the 1970s was progressive and many newer long-wheelbase designs were introduced with improved suspension for faster, more reliable freight flows. The majority of customers could accommodate these wagons. Ministry of Defence (MoD) sites, however, were often confined with internal railways, which had always been shunted by compact locomotives of 0-4-0 and 0-6-0 designs. The previous 12T vans were ideally suited to the tight radii. However, their aging design, restrictive speed limit and aging vacuum-braking wasn't suited to the modernisation of freight flows. The solution was found in the renovation of 550 of these wagons, which received an upgraded suspension, roller bearing axle boxes, Oleo hydraulic buffers, air-braking and screw couplings. The refurbishment took place between 1977 and 1983, with the revitalised fleet lasting in regular traffic flows until the early-1990s. A number were retained by civil engineers after MoD use.

A new Chinese manufacturer, Sonic Models, has entered the British market with the release of its first model of the VEA munitions van in N gauge. Distributed and assisted by Revolution Trains, the manufacturer is leading with the premise that

this is to be the first of numerous models in N and OO gauge. Promising times ahead for modellers, perhaps?

We've seen a sample from each of its three liveries, these being BR maroon, BR Railfreight red/grey and Railfreight Distribution grey/yellow. Each of the liveries are offered with a choice of running numbers, bringing the total number of wagon variants to 13 – an impressive figure for this initial release. Some wagons have specific data and hazard diamonds, in some cases depicting those that had torn off – information provided using archive photography by Paul Bartlett.

Tooling-wise, all wagons are identical, but detail abounds. Under-frame detail is exceptional with particular attention given to the brake gear.

The finesse of the 'V' hangers is worthy of note – incredible and yet everything feels solid, and components aren't falling off the moment the box is opened. Extended Oleo buffers are accurately modelled and when combined with the couplings included, the ensemble offers visual qualities to rival efforts in OO gauge.

Authenticity of the liveries is very effective and a clear effort has been made to place warning labels, TOPS and data panels in their correct position. The liveries scale well, the

yellow ends on the Railfreight example being a prime example of good colour coverage as it meets with the grey on the sides of the wagon.

Picked out in white across all three samples is a moulded impression of the lamp irons.

Words: Howard Smith
Photography: Tony Wright

Manufacturer: Sonic Models
CATALOGUE REFS:
(NVEA-005B) VEA Vanwide RFD Grey/Yellow 230498
(NVEA-001E) VEA Vanwide BR Railfreight Maroon 230049
(NVEA-002B) VEA Vanwide Railfreight Red/Grey 230063
RRP: £19.95 each
Gauge/scale: 9mm gauge, 1:148 scale N
Era: 7/8
Company/Operator: British Rail
Weight: 9g
Body and chassis: Plastic
Wheel Profile: RP25
Couplings: NEM-mounted Rapido



Heljan releases Class 47 update

The Danish manufacturer has released first images of its long-awaited O gauge Class 47, which replaces the first version launched more than a decade ago. This first sample is far from being the finished article, with a number of improvements set to be made before production starts.

Pictured is Version 3b, a later locomotive with high intensity headlight, ETH equipment and with the boiler tanks removed. Version 2 will cover the 1960s/70s locomotive with glazed headcode panels and steam heating boilers, meanwhile Version 3a is a later no-heat variant with headlights.

Heljan expects to release these models in late-2020.



Hornby launches app for model railway control



Hornby is reviving this brand name and bringing 'Hammand & Morgan' well into the 21st century, though surprisingly not with a DCC control system. Its HM 6000 is a clever piece of circuitry, which allows you to control up to eight circuits, points and accessories via your IOS or Android 'phone or tablet using its free-to-download app. Connection is via Bluetooth, and the app has separate inertia and deceleration controls, too.

This is an entry-level solution that Hornby has devised for those that are new to model railways, or don't want the expense of buying a DCC control unit and an expensive decoder for every locomotive. The system is being offered at an unbeatable value-for-money price point (under £30) that's likely to leave many questioning if DCC control is still worth the cost of conversion.

The advantage of control from your smartphone means that sounds can be played through the speakers of your device. You can also control your layout accessories using the layout trackplan design tool, if desired.

Hornby to produce APT in OO for 2020

Owing to the collapse of DJModels, who was to produce models of an APT in OO gauge, Hornby has filled a market gap with train packs of the prototype in 5- (R3873) and 7-car (R3874) guises. Models of the Non-Driving Motor (NDM) vehicle 49004 (R3948) are to be made available separately, too, priced at £39.99. The manufacturer was keen to stress that these models are being designed in-house by Margate's design team (now its largest for many years) and have no connection with previous possible iterations.

Prices start at £394.99 for the 5-car pack to £484.99 for the 7-car pack. Additional two-car packs of TS, TRBS, TU and TF coaches are to be made available for the end of the year with an RRP of £89.99.



O
Gauge

©Carl Looker

Class 50

Features

- LED directional headlights
- Dual 5-pole motor
- Detailed cab interior
- Screwlink couplings
- Heavy diecast chassis
- Designed for sound installation

Produced by: **HELJAN**

IN STOCK NOW
Order yours online:

www.hattons.co.uk/hel50

4020	BR blue - unnumbered
4021	BR large logo blue - unnumbered
4022	Original Network Southeast livery - unnumbered
4023	Revised Network Southeast livery - unnumbered
4024	50007 "Sir Edward Elgar" in GWR green
4025	50149 "Defiance" in BR Railfreight general sector triple grey
4028	50049 "Defiance" in GB Railfreight livery - Ltd Edition

Exclusive to Hattons:

4026	50008 "Thunderer" in BR Laira blue
4027	50015 "Valiant" in BR civil engineers 'Dutch' grey and yellow (Both models are in 1990s Railtour Condition)



Grey to be corrected

Class 50: £594.15

O
Gauge

©Stephen Dance

Class 37/4

Features

- Rotating roof fans
- LED directional headlights
- Dual 5-pole motor
- Detailed cab interior
- Screwlink couplings
- Heavy diecast chassis
- Designed for sound

Produced by:

HELJAN

IN STOCK NOW
Order yours online:

www.hattons.co.uk/hel374

General Release (£509.15 each):

3740	BR green - unnumbered
3741	BR large logo blue - unnumbered
3742	Intercity Mainline livery - unnumbered
3743	EWS maroon and gold - unnumbered
3744	Regional Railways livery - unnumbered
3745	Railfreight triple grey - unnumbered

Exclusive to Hattons (£549 each):

3750	37401 "Mary Queen of Scots" in BR large logo blue with yellow headcode boxes
3751	37408 "Loch Rannoch" in BR large logo blue with black headcode boxes



Class 37/4: from £509.15

An evening scene with 50021 'Rodney' at the head of a passenger train at Bristol Temple Meads on November 13th 1980. 50021 'Rodney' hauled its last train in December 1989 and was withdrawn in April 1990 after its power unit had been damaged. DAVE HIGSON



Finding 'Rodney'

Elliot Hopewell continues his series of articles looking back at his days as a railway enthusiast.

I've mentioned in a previous article how my father embraced the Family Railcard in the late 1970s, and early 1980s. This enthusiasm for train travel blossomed for me as well, and built a warm and happy period for me during my late junior and senior school days.

Let me take you back to July 1981. We have broken up for the school summer holidays, the first Friday of a lengthy seven weeks of freedom from school. This was the pattern we followed for the next four years.

It's seven p.m., and we are assembled on the old platform 7 at Lincoln Central Station. We have waved goodbye to Auntie Ann who kindly gave us all a lift to Lincoln and, with suitcases full to bursting, we board the local DMU to Sheffield. At Sheffield, Dad arranges for the suitcases to be kept at the left luggage office; indeed he has already sent one on to our destination. We have two to three hours to kill before we board the overnight service to despatch us to Par, then Truro, and finally Falmouth the next morning, so we walk the short distance to Berni's restaurant.

Coming back to the station in the dark

we patiently await the arrival of our train, and suddenly it arrives and pulls into the far platform against the stone wall, creating a chaotic sound. The loco is a big Class 46 and has come from Leeds or Newcastle. We get on, stow our luggage and collapse into our pre booked seats.

The chatter of the track drifts me off into a dreamy, happy sleep. I awake at three a.m. Looking around me everyone in the carriage seems asleep, arms at unnatural angles, heads lolling as if they have all been shot. We are at Temple Meads, Dad is outside sneaking a Bensons, and after a lengthy stop we continue. Sleep overcomes me again until we reach Exeter. The rabbits are busy along the lineside here, jumping and playing with each other. A little drizzle comes down onto the window as we head further west and finally we arrive at Truro, ready for breakfast at the local Wimpy.

The local Falmouth branch train drops us all at a station called The Dell, and we walk the remaining mile, suitcases cutting into our hands to Maen Valley caravan site, our home for the next two weeks.

Dad talks to me about the locos and the

attractive Class 50s. Indeed, while waiting at Truro, we see my first one as 'Furious' roars in with another westbound express. I'm hooked and, from this moment onwards, they are associated with my holidays and therefore give me the true feel good factor for my hobby.

Fortnights in Cornwall

The fortnight in Cornwall is broken up with trips along the other branches and along the main line to Plymouth, with a trip around the dockyard to see the warships, as well as to Looe, Newquay and St Ives. On each trip I see a selection of '50s' on this first experience of Cornwall: 'Dauntless', 'Dreadnought', 'Exeter', 'Ajax', 'Lion', 'Invincible', 'Ramilles' and 'Howe'. I saw about twelve on this holiday which is a decent start.

Fast forward another year, and the year after that, and then the fourth year. The only change is the departure point for the overnighter, Nottingham not Sheffield, and we now have suitcases with wheels to make things easier. The routine is the



same, although the final destination differs: Newquay, Porthleven (Penzance) and Lamorna Cove (Penzance again). Another big Class 45 pulls into Nottingham station, and I watch some older boys take a rubbing of the nameplate. The 'Peak' runs around its train, and we settle in. This time we have a six seater compartment and a corridor carriage. My sister and I lounge out and sleep. The loco runs around at Derby and off we go again. The destination is Newquay this time, and I get off with Dad at Bristol, for the hour the train stands. The loco changes here and we get 'Valiant'. This year I stay awake longer, eager to see more '50s', and they come rapidly all holiday, so I can add another fourteen or fifteen to my exercise book.

Back in Lincoln, in about 1983, I learn from a friend that sometimes a '50' comes through with a test train, after overhaul at Doncaster Works. He claimed he'd seen this once, but couldn't identify the loco. Unfortunately I never saw this happen, but would like to know if they did come through Lincoln and ask readers if this ever occurred.

The following two years are similar, with us heading off on the first Friday after the school holiday break up. On one morning in Penzance there are four of the class in the bay awaiting duties.... 'Eagle', 'Achilles', 'Barham', 'Warspite', and a few days later, four more different locos in the bay platforms at the furthest west station. This time they are 'Collingwood', 'Swiftsure', 'Repulse' and 'Glorious' whilst 'Thunderer' is

also in the station ready to leave with a train.

The last year we only manage a week away but Penzance is again the destination, and by now I've seen about thirty of the class. This holiday I whittle down a few more while enjoying the beach at Marazion. On our last day in Cornwall, 'Monarch' is in the station, but our loco and train back home this year is 45006 'Honourable Artillery Company', resplendent in the sun at the head of our train in Penzance. She comes off at Gloucester. Stopping in Bristol on the way home I see 'Hood', coupled up in the middle roads with 33027 'Earl Mountbatten of Burma'. Both locos looking shiny and bright, paused between duties. 'Hood' was the one '50' I wanted to see, my Grandfather having served on this warship during the Second World War. Thankfully he contracted measles on shore leave and didn't return to the ship before her fateful voyage.

The next year we went on holiday to Scotland and, for a while, I thought I'd get stuck and not see the remaining eight or nine I needed to 'class' them. Some were now being withdrawn, although thankfully I had seen those. A pure chance encounter at Clapham Junction got me another whilst our stopping train to Brighton was standing in the station. 'Courageous' pootled through on a Waterloo bound train. Watching Lincoln City F.C. away at Bristol got me a couple more one Saturday afternoon, and 'Fearless', my penultimate loco, was caught on a day trip to Oxford on a school trip. (Lads being lads,

we went straight to the station instead of admiring the city architecture).

'Rodney' at last

A couple of years pass, and trains become a mothballed experience. Schooling and knuckling down are prevalent in my mind and I have to work hard to get some decent results. Dad's mate Nigel gives him a ring and they arrange a day away at Birmingham. Dad has to cancel but asks me if I want a break from the school work, and go with Nige. I felt like a day out and went along.

Nige was a newish railway enthusiast and was looking to me for advice and knowledge. After a couple of hours standing on the end of the platform, a Class 50 pulls in, but we can't see the number. "How do you know that's a Class 50?" Nige asks.

"Just from the front styling," I reply. "They are all named after warships, which is why I like them, and this will be your first one, so let's take a closer look at her...I've probably seen her before, I only need the one to see all the class."

Walking back down the platform, the name and number details come into view, and standing back I smile broadly. "The first one for you Nige, is also the last one for me."





47115 passes through Sandy with a southbound express during rebuilding of the station. At this time all southbound trains were using the Up Slow line as the Up Fast was occupied by maintenance wagons, seen on the right. The picture was taken from the new southbound platform, which was built on the site of the former LNWR station.

Bottleneck removed at Sandy

British Railway's nationalisation was just a few months old when Chris Cole was born in 1948. His father was a life-long railwayman so, inevitably, they travelled virtually everywhere by train. At that time he was based in Peterborough, so Chris grew up to the sights and sounds of the East Coast Main Line (ECML).

We had relatives in Biggleswade, so it was not unusual for us to travel there by the local stopping service. From my aunt's house it was just a short walk to the line, and it was here that I took my first railway photograph. I must have been about ten at the time. My old Box Brownie cost almost £2 of my pocket money, but its basic functions were hardly adequate for action shots. Consequently those blurred, poorly composed pictures of Gresley Pacifics speeding past failed to survive for very long.

The area is now built up, but in the 1950s it was still open countryside, with views towards Sandy Warren. Ironically, I was to return here a few years later. My work brought me to Bedfordshire and I lived in Sandy during the early 1970s. By now the main line expresses were being hauled by Deltics and '47s', and it was locomotives from each of these classes that had already been involved in separate derailments at Sandy.

A week before Christmas 1964, D1521 became the first Class 47 to be involved in a serious accident when it ran off the Up Slow line and completely blocked all four tracks just outside Sandy station. Debris from the crash was temporarily dumped onto the



47428 passes slowly through Sandy with a down express. At this stage only part of the track re-alignment had been completed. Maintenance wagons occupied the Up Fast line. The picture was taken from the new southbound platform, which stands on the site of the former LNWR station. The new single span A603 road bridge was already in place.

All photographs showing the rebuilding of the station were taken on the 26th November 1977



Heading north on the Down Fast line, 47207 passes the site of the former Bedford line flyover. This view is looking south towards Sandy station. The stationary wagons shown in the above pictures can just be seen in the distance.



(ABOVE) 47024 passes through the new southbound platform at Sandy with an express. Maintenance wagons occupied the Up Fast at this time.

adjacent track bed of the Bedford branch. D1521 was subsequently repaired and continued in service as 47001 until 1986. Attempts to preserve it failed and it was finally cut up in 1994.

Five years later, the high summer temperatures of 1969 were having a detrimental effect on continuous welded track. One of several incidents that summer occurred just south of Sandy station on the 23rd of July, when buckled track derailed the down 'Tees-Tyne Pullman', travelling at over 90 mph behind D9015 'Tulyar'. The 'Deltic' remained upright, but ten coaches left the track; fortunately casualties were relatively light.

Today the modern ECML dominates the local landscape, but Sandy's early railway history was more complex than now appears on the surface. At about the same time that the Great Northern Railway was surveying its north-south route, a potential cross-country line from Bedford to Cambridge was also being examined, as an extension to the Bedford Railway's line from Bletchley. These early proposals were rejected, so the Great

Northern was the first to arrive at Sandy in 1850. Seven years later William Peel, son of Sir Robert, built a four-mile long branch line across his own land from Sandy to Potton. Its existence was short-lived, however, as the Bedford & Cambridge Railway finally obtained approval for its own route, and immediately absorbed the Potton branch into its scheme, relaying most of it and opening in 1862. Initially four intermediate stations were built between Sandy and Cambridge, plus one more on the Bedford side while another was added later.

From the outset the line was operated by the London and North Western Railway, which absorbed it completely within three years, running five trains each way on weekdays. From Cambridge the line skirted around the south side of Sandy Warren before running parallel to the GNR and entering the station as double track. This part of the station was built and run by the LNWR, adjacent to the earlier GNR station, with which it shared an island platform.

Continuing to Bedford as single track, the line was raised on an embankment, before crossing the ECML diagonally on a lattice girder bridge. A short distance further north, a spur was later built to provide wartime traffic with a direct connection off the ECML onto the Bedford branch, effectively creating a triangular layout. It continued in use until 1961, after which I remember seeing it used as storage sidings for a while. No trace of it remains today, as the whole area has been redeveloped.

In 1938 an LMS articulated diesel-electric unit, comprising 3 cars numbered 80000-80002, was tested on the Oxford-Bedford-Cambridge route. Although curtailed by the war, it was clearly an indication of future developments. The set was later converted to a 2-car formation and used for maintenance purposes on the Manchester to Altrincham 1500V DC line. In 1959 diesel railcars were introduced on most Bedford to Cambridge services.

47423 passes the site of the former Bedford line flyover, with a southbound express on the Up Slow line.



All photographs taken after the rebuilding of the station were taken on 15th February 1980



55006 'The Fife and Forfar Yeomanry' passes a northbound HST as it speeds through Sandy station, with the 08:05 York to Kings Cross. It is seen from the new southbound platform.



No longer restricted by the bottleneck at Sandy, two HSTs are about to pass at speed on the fast lines. This view is looking south from the new platform.

For many years the widening of the ECML to a continuous four-track layout had been restricted at several locations. Sandy became one of those bottlenecks due to the presence of the Bedford to Cambridge line. Attempts to close that line in 1959 were defeated by strong local opposition, and this seemed to gain unexpected support when it was not listed in the Beeching Report. A year after its publication, however, closure proposals were

approved and the service was withdrawn at the end of 1967.

Most of the track was lifted the following summer, but it remained in place at Sandy until the mid-1970s when the flyover was dismantled and work began to rebuild the station. When I returned in 1977 everything had changed. Although the new track layout was not quite complete, both the LNWR station and the southbound main line

platform had disappeared without trace. In their place was a new southbound platform, leaving space for the two fast lines to pass through unhindered. In contrast to the modern building opposite, the original down platform and buildings remain as the only part of the station I remembered stopping at when I travelled this way half a century ago.

HST set 254 025 speeds south on the Up Fast, at the site of the former Bedford line flyover. The supporting walls of the flyover remain in place, but the old railway embankment beyond has given way to new housing developments and industrial units. The brick built minor road bridge seen in one of the 1977 photographs has been replaced by a single girder span, and new fencing has been erected beside the house, where there was once a level crossing on the Bedford line.



Following completion of the new station and track re-alignment, 47543 is reflected in the waiting room on the new southbound platform as it speeds through Sandy station, bound for King's Cross.



Buck and Boost on the 'Old Bangers' **Part 2**

Mick Humphrys continues his account about working on the first generation of 25kv electric locomotives.

'Pocket Rocket' on the 03:50

Another interesting job I worked as a secondman at Euston occurred on the 6th March 1984 and proved to be one of my last high speed workings on the Class 82s and 83s. The train in question was the 03:50 papers, the 2A23 Euston to Bletchley. This working would often be allocated one of the early AC locomotives. The consist would be two or three Mark 1s made up of one or two NBV paper vans plus a BSK compartment vehicle which provided passenger accommodation as it also run as a staff train, calling at most principal town stations along the route.

The service additionally stopped at Queens Park, Wembley Central and Harrow in the North London suburbs. Heavy eyed with a 02:35 booking on time, and after a late night watching the Thompson Twins at Hammersmith Odeon, I joined Euston relief driver Steve Chandler on the footplate of 83015. Although Steve handled the train in a conservative manner, and myself likewise when returning light engine after disposing of the coaching stock in Bletchley yard, with a powerful 3300 hp locomotive on tap and a very light load of only around 90 tons some quite spectacular 'get aways' could be achieved. Additionally if one was brave enough with the vacuum brake, braking



The final first generation AC electric that the author drove was 85101 (formerly 85006) which is seen here at Warrington at the head of a southbound freight train on 14th June 1990. JOHN DEDMAN

could be last minute with some quite rapid deceleration. Ian Moore, then a relief driver at Euston, recently told me of when working 2A23 he had reached 80mph at Linslade Tunnel after a standing start at Leighton Buzzard. I should, however, add that his power for the day was the pocket rocket 86102 'Robert A Riddles', one of the three 5000hp '86s' which formed the prototype for the '87s'.

MP12 course

On November the 5th 1985, along with 10 other secondmen, I reported to the British Railway training centre based in an Art Deco building in Carlow Street in North London to commence my driver training course coded MP12. With a six months' duration, the course was divided into three parts: Part 1 Rules and Regulations; Part 2 Traction Theory; Part 3 Practical Train Handling. I will hopefully expand further in a later article detailing the driver training programme from the TRACTION era but for now just expand a little on Part 2 Traction. The basic traction for the course was to be for the Class 81-87 locomotives and, together with my colleagues, we set about learning the basic systems, the common features, the differences and the unique features of each class of loco. Over the next six weeks we looked at the locomotive from the ground up, being taught by our instructor Mick Jones who tried his best to impart some knowledge to us about the internal workings of the locomotive. I did and have always had a very keen interest in the traction so this part of the course was by far the most interesting.

The ethos of instruction was, correctly, that if you had an understanding and knowledge of how something worked you were more able to put it right should something go wrong! In those days of limited mobile communications the driver was very much on his own when it came to real time fault diagnostics and rectification. Many of the locomotive's electrical systems and pieces of equipment were protected by fuses; indeed the Class 82 had 52 driver changeable fuses! The rupture of each fuse, and more importantly its effect on the locomotive, had to be learnt; this was especially important when the fuse caused the loco to fail in service. Fortunately (told to me by his son Colin, now a driver instructor at Bletchley) a senior instructor driver, Joe Kempster, had some years previously, when the locomotives were brand new, introduced the anagram CAMFAFF as an aid to remembering the more serious 'failure' fuses; details of which are as below:

C = Camshaft
A = Auxiliary Control
M = Main Control
F = Fans & Pump
A = A.P.C
F = F.Z.R
F = F.I.P Class 85 only

Passout

With the theory learnt, the next ten weeks was spent train handling with the majority on the mainline and on the more modern Class 86s and 87s. I did retain most of what I had learnt on the older classes which was just as well as on my examination or 'pass out' traction theory day the footplate inspector conducting the exam, Jim Wolfe, decided to make use of a Class 85 sitting on the stops of platform 15 at Euston. Walking around the locomotive and through the interior Jim asked me to identify, it seemed, every last nut 'n' bolt, I must have proved OK as his smile definitely grew as he pointed ever faster to different parts of the locomotive.

First job

By the August of 1985 I was a fully qualified driver and I undertook my first driving turn on the 17th of that month, I have written in the pages of TRACTION before that the first locomotive that I stepped on as a driver that day was 50046 'Ajax'. The following day was a Sunday and the first notch of power I took on my own, and was totally responsible for, was on 87017 'Iron Duke', working an empty coaching stock (ECS) service from Willesden to Euston. For my ECS return working I took control of 85004, which I was pleased performed without a hitch. Another working in my first weeks as a driver involved an unusual ECS move. After preparing 85036, I ran it light engine from Willesden Carriage Sidings to Euston and attached onto a set of vacuum brake Pullman stock, which had worked up to the capital on a charter. This was returning to Bounds Green and my leg in charge of its journey involved a quick five mile blast on the down fast line to West London Junction. Here I was routed onto the Acton Lane reception lines which run parallel with the main lines alongside the former 1A steam shed (after being a Freightliner terminal it is now being used for ballast operations). Once clear of the mainline, I was pleased to be joined by a shunter from south west sidings who explained that I was to propel the consist back towards Mitre Bridge Junction and stop once clear of a ground position shunting signal controlled by Willesden Power Signal Box (PSB). With my nerve holding, as this was a completely new move to me, and for which my prior route learning and training had only just about prepared me for, I very cautiously set back under the hand signal guidance of the shunter. I was more than relieved upon stopping at the correct location and then, with the shunter hooking off the 85, I was able to run LE to Sudbury holding sidings.

Filming

Another unusual job I was involved in of an entirely different nature occurred during November 1986 when 82008 was the first locomotive to be fitted with a prototype National Radio Network (NRN) handset. The bosses at BR headquarters had deemed it necessary that a training video was required

to be made and after a couple of drivers a lot senior to me had 'politely' declined to be involved, I was asked. The filming was to be over two days and I was pre-warned that it could be a long couple of days; never one to shy away from overtime I was unperturbed. I was less than happy when given the format and script (compiled by an unknown manager) for the planned scenario. This was to simulate a train failure situation caused by a burst brake pipe, whilst on the Down Fast at Tring Cutting. The filming actually took place at the not very convincing substitute of the South Box holding sidings at Willesden Carriage Sidings (visible from Stonebridge Park station). The initial script contained many procedural and factual errors which I spent some time correcting and putting into a more 'common' realistic language which was more likely to be used. An oversight on my part to this was the term "many thanks" used instead of "thanks, cheers, TA" etc and for some months, and indeed years after, I was greeted by some as 'many thanks Humphrys'.

The scenario involved me, as the driver, contacting the PSB at Watford and advising them of the situation, using the NRN of course. After discussion the unlikely solution of a fitter attending to replace the brake pipe was acted out. This involved numerous usages of the NRN between me and the fitter with him at one point informing me, whilst in his van, that he was five minutes away. How he was going to park his van and reach me in Tring cutting in five minutes was anyone's guess, although he could have abseiled in true James Bond style!

The job did indeed drag on, with the first day taking twelve hours and the second thirteen and a half. On both days the full filming crew, which included an actor playing the fitter's role, bought out most of the stock of the local bakers, I have never seen a group eat so much. The completed video was a success and used nationwide in the training of drivers on the NRN network. The NRN was a new initiative to the railway at the time and, although it had limitations to its use in terms of operation and reliability, did prove its worth. Indeed it remained in use right up to 2012 when it was finally made obsolete by the introduction of present day GSMR (Global Satellite Mobile Communication).

Failed at Leighton Buzzard

NRN would have been useful on Monday June 2nd 1986 when on my very first mainline passenger working, I failed at Ledburn Junction on the Up Fast with 85030 on 1A55. This day started alright with me preparing the '85' in the holding sidings at Sudbury and then running light engine to Euston Down Carriage Shed (Note: This has recently been demolished to make way for HS2). Here I attached to six Mark 1 vacuum braked coaching stock which was to form 5A55 to Bletchley. Departing ten minutes early at 06:13, I had three unofficial stops to make, the first outside the booking on point at Stonebridge Park. This was to pick



82008 was the first locomotive to be fitted with a prototype National Radio Network (NRN) handset, with the aerial being clearly visible above the cab in this view at Euston on April 21st 1987. The author was involved with the production of a training film about the NRN. JOHN DEDMAN

up drivers who had finished their night shifts and were looking for a fast ride home. The next stop was at Watford and then again at Tring so I certainly got a bit of extra braking practice in. The last remaining colleague accompanying me on the footplate was one of my old regular drivers, the late Ron Aldridge.

Ron was a local work only driver and had a slightly nervous disposition, especially when on the mainline, and I vividly remember him becoming increasingly agitated as he waited for me to apply the brake. This I purposely left just a little later than normal. Arriving at Bletchley on time at 07:15, a relieved Ron exited the locomotive before I came to a complete stand so I quickly applied power to draw into Bletchley yard. Here a shunter was waiting ready to hook the locomotive off enabling the run round move prior to the departure, a few minutes before 08:00, into Bletchley platform 7.

Departure was right time at 08:01 and, feeling quite important on my first mainline passenger working, I ran into a crowded Leighton Buzzard platform again right time at 08:09. With my happy band of commuters boarding and, although unknown to them at the time, their glum expressions were soon to be justified. Departing with the signal showing a two yellow cautionary aspect, I drew steadily forward past the single yellow and came to a stand at the junction signal number BY 4. This was indeed all as booked as my working timetable, open on the desk, showed my timings from here were booked on the fast line. A short wait ensued, whilst

a speeding class 1 (probably a late running 1A05) passed and sure enough BY4 cleared with a single yellow and the No. 4 route indicator illuminated, routing me onto the up fast.

Looking across the desk at the working timetable to check the timings, I started to notch up power. One characteristic of a Class 85 was that when notching up to apply power from a standstill, one had to be careful to avoid overloading as with each notch power increased in quite large amounts. Without such care the small needles on the four ammeters could very quickly move up through the green and yellow sections into the red. Unfortunately trying to multi task was not a good idea and with my concentration temporarily focussed on time instead of power regulation, the locomotive lurched forward and then stalled with a large bang as I overloaded the locomotive. It took me a couple of seconds to register that all the systems on the loco had stopped and silence now filled the air. I then noted that the white line and electric train heat (ETH) light on the locomotive's desk had both extinguished and were replaced by the centre yellow fault light shining brightly. Not yet too perturbed, as a reset would hopefully cure the fault, my feeling of confidence was soon eroded as, after at least the regulation number of two resets, the locomotive remained 'dead'.

I quickly realised that I was blocking three lines of the West Coast Main Line and made my way off the locomotive to contact the signalman via the signal post

telephone. A helpful though rather fed up signalman responded to my explanation of my predicament with the suggestion that he had a manned Class 31 at Bletchley that he would despatch via the Up Fast to me now. With assistance summoned I once more boarded my silent locomotive, observed by the ever increasing numbers of passengers whose heads appeared 'tortoise like' out of each available window.

My first course of action was to make my way into the engine room and inspect the fault indication panel (FIP); here the culprit identified itself with number 2 traction motor fault light brightly lit. Remembering that unpteen resets, or at least the regulation 2 had failed to rectify the fault, I inserted my driver's key which unlocked the switch enabling me to isolate the troublesome motor. With fingers crossed I returned to the cab and pressed the pan up/button, only to be met with further silence! Suppressing the rising panic and thoughts of 'why me' etc, I had one more light bulb moment and remembered the often quoted mantra from my not so recent drivers' course, "try a fresh start".

Quickly lowering the pantograph and turning the internal battery switch to off, waiting half a minute or so, then reversing the process, I was rewarded with the 85030 bursting into life. Selecting forward and trying for one notch of power, I was relieved to see the three remaining traction motor indicator needles rise into the green section of the ammeters. This, although it didn't seem like it at the time, had taken nearly 20

minutes or so, the minute hand seems to gather a pace when at a stand! As I made my way back to the signal post telephone to give the signalman the good news I heard the sound of an English Electric diesel engine as a Class 31, my assisting locomotive, drew alongside me on the up fast. I shouted across to the driver, "I've got it going", and then went to tell the signalman that I was good to go.

The signalman was at first slightly reluctant to let me loose on the mainline especially after going to the trouble of arranging assistance, but after some assurances on my part, I was given the signal and routed onto the Up Fast. With the remaining three motors working hard after a thankfully uneventful further journey, I arrived into Euston platform 7 at 09:05 some 25 minute late. The resident maintenance crew formed a greeting party and, after listening to my tale of woe, went to investigate. Having a bit of time until my next working, I waited for the results of their investigation and was somewhat disappointed to be informed that, after re-instating number 2 motor, no fault was found. Muttering that it did not reset earlier I hastily hurried away. My next working, an ECS to Wembley, was with 83015 which I'm pleased to say behaved perfectly.

ECS

My experience with 85030 proved to be both my first and last mainline class 1 passenger job with a Class 81-85 locomotive. Soon after, in March 1987, I was 'promoted' into link 5 at Stonebridge. I then spent the next three years, before my transfer in February 1990 back to Euston, working on the DC

North London lines (Ed. Mick will be relating his experiences here in a future issue of TRACTION). However, on a few occasions I did work ECS between Euston and Wembley with the remaining Class 82s and 83s, namely 82005, 82008, 83009, 83012 and 83015. These locomotives were now restricted to a maximum speed of 40mph and, due to their frequent visits through the carriage wash plants, had acquired a most weathered faded appearance. By early 1989 the Class 82s and 83s had all been withdrawn; my last working was in fact with 83015 on 8th January 1988. With the introduction of the Driving Van Trailer (DVT) enabling push pull operations, work on the ever decreasing members of the pioneer AC locomotives became rare with just a few Class 81s and 85s remaining. These locomotives were of course not fitted with the necessary Time Divisional Multiplex (TDM) equipment to enable them to work in 'push pull' mode and this, combined with a restriction in speed of 40mph, saw their use very much restricted to local movements only. Locos fitted with TDM equipment could 'speak' to the computer in the DVT.

An exception to this was in times of severe locomotive shortage combined with the initial quite profound problems with Push/Pull workings (such as when the computer on the loco refused to speak to computer on DVT or vice versa) they could once more be pressed into service on the mainline, usually a Birmingham or Wolverhampton working being the shortest distance possible. Although I never did have the opportunity of once again roaring down the mainline, friends and colleagues Pat Baxter and Brian Fielder did. They both tell of a note being

taped onto the desk, signed and dated by the maintenance staff, authorising 'One trip only'. Upon arrival at the North bound destination the sign would be removed only to be replaced with another stating again 'One Trip Only'!

On 31st July 1991, whilst on a ferry turn at Euston, I was given the job of moving the very weathered 85006 (by then numbered 85101) from the buffer stops on platform 3 to the other side of the station. Here I was to stable the locomotive in the holding sidings which was located between the north end of platform 15 and the parcel and motorail sidings (now platforms 16-18). This movement involved departing via the down departure line which, as line X does now, went under the four main lines to cross from right to left. A change of ends was required just to the north of Park Street (the first short tunnel or over-bridge around 3/4 of a mile north of the station), before mainly coasting back south towards to the station. Once the locomotive was secured, with hand brakes on etc, I made my way back to the ferry cabin mess room for another cup of tea. Unknown to me at the time, that short simple move proved to be the last time I stepped onto one of the early generation AC locomotives and, as so often has been the case, another chapter of my railway career finished without any note or ceremony! 85101 was withdrawn in November of the same year, but made it into preservation along with cousins 81002, 82008, 83012 and 84001.

Thanks to Patrick Baxter, Brian Fielder, Ian Moore, Mal Service, Brian Shelly, Gavin Wrigley and Darren McNicol for assistance with these articles.



On April 21st 1987 85030 is seen at Euston between duties. JOHN DEDMAN



83012 has brought in another ECS working from Willesden and stands at the buffer stops at Euston on April 21st 1987. JOHN DEDMAN



(BELOW) 81018 passes Bushey with a short parcels train on April 7th 1983. JOHN DEDMAN

Book review

For enthusiasts whose interest in railways developed in the 1970s, like your editor, it was a period of intense interest with feelings of excitement for the progress being made modernising the network, being counter-balanced by the serious problems that appeared from all directions.

Richard Harper's book captures the events of those years and tells the story in a highly readable way. As you would expect the book recounts the main themes of the changes that took place in the 1970s. It starts with a look back to the decline that occurred in the 1960s before the growth of Inter-City, which turned around the fortunes of long distance rail travel in Britain even before the introduction of the HSTs. Away from the main lines passenger services, both regional and suburban, varied considerably in quality and this issue is also discussed and how some of the problems were resolved. The changes in the freight side of BR's operation are covered, including the effect of industrial disputes, but above all the writer talks about the success of the modern concepts of block train workings in its various forms. Politics, of course, are never far away when it comes to the railway and the writer highlights the efforts of staff and the various chairmen of the BR board to overcome difficulties, especially around the issue of the "crumbling edge of quality" of service and how this was resolved. One of the books strengths is that it includes contributions from serving and former railwaymen who give a different perspective on the events as seen from the position of staff and management. The text is backed up with an excellent selection of photos, posters and facsimiles of documents.

This book is highly recommended reading for anyone with an interest in modern railway history as it could be argued that the 1970s laid the foundations for the generally successful railway that we have today.

S.Ra

Title: Any colour you like

Author: Richard Harper

Price: £25.00

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Publisher:

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Currently arriving in East Anglia is a fleet of Stadler bi-mode units (BMUs), of which No 755414 is seen on 2nd October 2019. The unit was working in diesel mode with its pantograph lowered, and had been to Great Yarmouth and back. Greater Anglia is owned by Abellio with backing from Nederlandse Spoorwegen, which probably explains why they chose Stadler units.

All photographs are by the author, Colin Boocock, unless credited otherwise

A brief history of pods:

***“..... there is nothing new under the sun.”
(Ecclesiastes Chapter 1, part of verse 9)***

Colin Boocock muses over the arrival in Britain of Stadler multiple units with power pods inserted between the passenger carriages, and wonders where he has seen this before!

The biblical quotation at the head of this article (“...there is nothing new under the sun”) is a reminder that what we believe to be new is not always so. There are in fact many inventions that have popped up in different places, claimed by different people as their own, and sometimes appeared many years apart. The invention of the jet engine is a case in point that is claimed variously by the UK, Germany and Russia.

My thoughts on this matter are prompted by the arrival in this country of new bi-mode Class 755 multiple units for Anglia that come from the Swiss firm Stadler and feature their traction equipment grouped neatly together in what I call ‘pods’. Stadler have been producing units with central power pods for a couple of decades at least. I first came across one of their products running as a demonstrator and being used to shuttle visitors to and from a major railway event on the continent. This was a two-car articulated

unit with a central power pod articulated to the neighbouring ends of the passenger carriages. There was no passenger access through the pod.

The Anglia units are all bigger than this demonstrator. Their power pods are each on two bogies, still with the adjacent cars articulated off them. The modern units have full passenger access through the pods using a central corridor. The pods contain on each side of the central corridor the diesel engines and traction alternators as well as the associated cooling radiators, fans and equipment. The traction motors are at the outer ends of the train. Modern power pods have public access through a partially-sound-proofed central corridor. Similar multiple units operate in many countries on the continent as Stadler has been very successful in selling them.

So what are the advantages of this arrangement? One, from the passengers’ viewpoint, is the relative quietness inside

the passenger vehicles. Conventional DMUs and bi-modes usually have their engines under the floors of the passenger carriages, and this gives rise to inevitable noise, and often some vibration or rattling of fixtures. So grouping the train’s noisiest equipment in a separate power vehicle reduces the noise heard by passengers. Aficionados of the UK’s HSTs understand this well. It’s one feature that makes the HSTs popular (not the only one by far!). Having the power vehicle within the train is an interesting variation. Putting the engines in separate vehicles enables the Stadler units to have lower floors, closer to the levels of the platforms. Articulations between pods and carriages reduces the number of bogies, reduces drag and cuts down the overall weight, all of which are properties of articulation anyway. In addition Stadler’s use of relatively small power pods together with highly-rated traction equipment is also a weight-saving measure. I have written in magazines many times

In a siding at Norwich station stands unit 755417 which is also operated by Greater Anglia. Its central power pod rides on two bogies, which it shares with the passenger cars fore and aft of it. Inside are four diesel alternator sets and their associated cooling groups, two on each side of a central corridor; two radiator grilles are visible on the sides.



Arriva in the Netherlands operates a fleet of Stadler units. Some are DMUs and others EMUs. This is one of the two-car-plus-pod DMUs, of Stadler's class GTW2/6, that work out of Nijmegen. The central power pod rides on a four-wheeled bogie in articulated formation with the adjacent coaches. This one is arriving at Nijmegen on 31st May 2019.



This is an EMU version of the Stadler system, classified GTW2/8, seen arriving at Zwolle on an Arriva Netherlands service from Emmen. The power pod is between the two coaches farthest from the camera. In this type, the pantograph is on the pod unit, whereas on the UK versions the pantographs are on the outer carriage roofs.



There is a prototype for everything! Arriving at Dublin Amiens Street station (now called Connolly) in July 1957 on a suburban service from Howth is Great Northern Railway railcar G, a two-car set with central power pod. The power unit rides on two axles, with the passenger cars articulated off it. This set, together with its twin railcar F, was built in 1938.

before about the advantages of articulation, which also include reduced maintenance costs because of the use of fewer bogies.

Is this really nothing new?

Well, yes, this has been actually done before! Introduced in 1936, a pair of articulated two-car diesel railcar sets was built in Ireland by that country's Great Northern Railway and put to work on suburban and branch line services. Another pair followed two years later in 1938. It was the latter that reminded me where I had seen the principle used on Stadler's Flirt units before. GNR(I) railcars F and G were still running when I first went to Ireland in the mid-1950s. They were based in Dublin and used on the Howth suburban branch line, while the slightly earlier units D and E found work in the north around Newry and Belfast.

The design of railcars F and G had a central power pod carrying two vertical Gardner diesel engines and their associated gearboxes and cooling equipment. The power vehicle had four wheels, each of the two axles being driven by one of the two diesel engines and gearboxes by means of cardan shafts to the final drives on the axles. The passenger saloons were lightweight, roomy vehicles, each with one outer bogie, the inner end riding on the frame of the power vehicle. There was no passenger access through the central power pod. In principle, this was just like the Stadler demonstrator I rode on in the 1990s, though the Irish units did have staff access. Actually, the history goes back even further

than 1938. The earlier railcars D and E were very similar, but each central pod rode on three axles, and the wheels were coupled on the outsides by coupling rods, just like a steam tank engine. So the two Gardner diesel engines drove the outer axles, the coupling rods transferring the drive to the inner axles as well as helping to avoid any wheelslip. In retrospect, this can be seen as overkill, over-provision of drive wheels, and the subsequent move to two driven axles on railcars F and G makes economic sense. But where did this idea originally come from? It actually goes back to 1932. The firm of Walker Bros. of Wigan sold a bogie articulated diesel railcar to the Clougher Valley Railway in Ireland; this the railway duly numbered 1. The railcar was unusual at that time because it had a power bogie at the front with the driving cab, Gardner diesel engine and gearbox all in situ on it. The drive was to one axle, and side coupling rods shared the drive with the other wheelset, just like on a steam locomotive. The passenger saloon vehicle had its own trailing bogie supporting the back of its frame, but the front of the frame was carried on the rear of the power bogie. The whole ensemble was unidirectional. Thus the railcar had to be turned at the end of each journey. No. 1 was short enough to fit on a steam locomotive turntable, so that's what happened at journeys' ends.

The three-foot-gauge Country Donegal Railways further north in Ireland liked what they saw, and purchased a fleet of similar, but larger, railcars from Walkers to

enable them to sustain passenger services in the sometimes remote terrain that the CDR served. These were copied when CIÉ dieselised the West Clare Railway in 1953 and bought four of these narrow gauge vehicles for its passenger services.

The Great Northern Railway (Ireland) also bought three such vehicles for 5ft 3in gauge lines, designed on the same principles, for local and suburban passenger services. No. C1 was unidirectional, too, but C2 and C3 were coupled back-to-back with the leading car pulling the rear car dead as a means of two-way working. This is, of course, exactly how the Isle of Man Railway used the two railcars 19 and 20 that it purchased when the County Donegal Railways closed. 19 and 20 ran together as a half-powered pair, usually between Douglas and Peel.

Another 5ft 3in gauge articulated diesel railcar was used on the Sligo, Leitrim & Northern Counties Railway, its railcar B, introduced in 1947. This also had an end power bogie with cab and traction equipment on board, but there was a driving desk at the other end in the passenger saloon; thus SL&NCR railcar B was the only duodirectional Walker railcar with an end power bogie. Railcar B was bought by the national company Córas Iompair Éireann after the SL&NCR closed in 1957. Numbered 2509 (shades of Gresley's Silver Link!), this vehicle saw over a decade of further use. It was the last of the Walker railcars to operate. It has been retained for eventual preservation. The GNR(I) was most perceptive when it developed this idea in 1936 with two trailing



GNR(I) railcar D was photographed on the Warrenpoint line in Northern Ireland after being taken over by the Ulster Transport Authority and renumbered 101. This unit was withdrawn in 1963 after 27 years use. The power pod rides on three axles that are coupled by side rods, which can be seen clearly in this picture. Colour-Rail



This is the vehicle that started it all! Railcar 10 of the County Donegal Railways, formerly No. 1 of the Clougher Valley Railway, took the author across the border to Stranorlar, where it is seen resting briefly in summer 1956. The power bogie at the front carries the engine, gearbox, driving cab and controls; the passenger saloon is articulated off it.

vehicles articulated off a central power car; this proved to be the genesis of the central power pod system, which Stadler re-invented six decades later when launching the first of its many 'Flirt' units!

That original railcar of the Clougher Valley Railway has a number of claims to fame. Firstly, it was the earliest articulated diesel railcar to run in the British Isles.

Secondly, when the CVR went bust, the County Donegal Railways bought it in 1940 and numbered it 10 in their fleet; so, apart from a few demonstrators, it was the first diesel railcar to be sold second-hand in the British Isles. And thirdly, it was the first vehicle of any kind to carry the author of this article out of the United Kingdom of Great Britain and Northern Ireland and into

another country; this was when he crossed the border in CDR railcar No. 10 in 1956 to reach Stranorlar in the Irish Republic! So it's absolutely right that No. 10 is now publicly preserved and sits in the railway hall of the Ulster Folk and Transport Museum, which is located alongside the small station of Cultra on the Bangor line out of Belfast. I do so hope that readers agree.



This side view of the power bogie of preserved Walkers CDR railcar No 18, standing at Fintown on the Finn Valley Railway heritage line on 8th May 2011, shows the way the carriage body rests on the rear section of the bogie. It also shows the side coupling rods that transfer the drive from the front axle to the rear one. The rest of the assemblage is a bit like a road bus!

When the two most modern CDR railcars, Nos. 19 and 20, were sold to the Isle of Man Railways, that body operated them in tandem with the leading car towing the rear one dead in either direction. On 31st August 1962, No. 19 faces Douglas while awaiting departure from the western terminus at Peel. These cars still exist, but restoration is very slow, if indeed it is progressing at all; officially they are in store.



Probably the most advanced of the Gardner-Walker railcars is former Sligo, Leitrim & Northern Counties Railway railcar B, seen waiting at Belcoo in July 1957 for passport and customs formalities to be completed during a border crossing. This car had a second driving position in the rear of the passenger saloon, so did not need turning at journeys' ends. From its introduction in 1947 it shuttled twice daily between Enniskillen and Sligo until the railway closed at the end of September 1957. Since sold to CIÉ and used until 1971, it is now kept as an historical relic and was moved to the Downpatrick Steam Railway in 2005. That group see its restoration as a daunting project in view of serious corrosion, so it is likely to be a long time before we can see this running again.

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40012 is leaving Manchester Piccadilly with the Saturdays only 08:15 to Skegness on 25th August 1984. There were only three more weeks to go for this service with 40086 on September 8th and 40181 on the 15th. 40012 was withdrawn at Crewe Diesel Depot on 8th February 1985 after derailment damage received at Northwich two days earlier. It was moved to Crewe where it was eventually reinstated to become 97407 for use during the Crewe station remodelling scheme. Final withdrawal came on 4th April 1986 at Crewe Diesel Depot with a 9 inch crack in a bogie frame. It was bought by The Class 40 Appeal in June 1988 and now operates on the Midland Railway at Butterley.



Class 40s at Piccadilly

Steve Woodhouse remembers the heady days of summer 1984 watching Class 40s at Manchester Piccadilly.

What better place was there to photograph and make sound recordings of Class 40s than Manchester Piccadilly station? That's what I thought anyway. I wanted that classic engine start up and long periods of idling as they waited to leave the station, either on trains or thrashing out light engine. It was as though the station had been built with the visual and aural delights of '40s' in mind.

During the 1980s I made several visits to record the various workings on summer Saturdays and on Sundays, which were particularly good as the overhead power was always turned off so all trains were diesel hauled, several by Class 40s from nearby Longsight depot. Empty coaching stock workings were the best bet but the 08:35 to Bristol and 11:40 to Gatwick could also produce '40s'. Occasionally, engineering work would take place in the environs of the station which could also require a PW train or two, adding to the interest.

On Saturdays the Skegness and Yarmouth trains were good possibilities for '40' action. I struck lucky every time I went, although Class 47s would also often work the trains. During the afternoon the return workings



On August 26th 1984, 40143 worked 1V79, the 08:35 to Bristol as far as Birmingham New Street. It was withdrawn at Crewe Diesel Depot on 22nd January 1985 and moved to Crewe works where it was cut up almost immediately.

of these trains would arrive, as would trains from Hull and Sheffield which, fingers crossed, could also bring results.

Class 40 engine start ups were eagerly awaited and recorded, several drivers being agreeable to give their locos a good thrash off the blocks once the train was clear of the station. It was breathtaking stuff, to be followed by the apparent silence after the wall of sound had ended. I wanted to make the most of what was left. I was not disappointed, as they went out in style, shouting their presence to the rafters and overall roof of Piccadilly station.

These were the last few months of service for the Class 40s and I had no idea at the time that several would be reinstated for the Crewe station remodelling and modernisation scheme. I vividly remember standing on Crewe station and hearing what I thought must be a Class 20 whistling away behind a line of locos only for it to appear as 40060. What a surprise that was as, although they had all been withdrawn by that time, 40060 had been reinstated unbeknown to me, as there was no internet in those days to spread the news.

The only time I have been back since those heady days is on rail tours passing through and then fond memories flood back. Alas that's all they are now.



On September 8th 1984, 40086 is seen waiting to depart with 1E67, the Saturdays only 08:15 to Skegness, complete with commemorative headboard. The boiler is working well as it was a cold wet Manchester day! This was the penultimate working of 1E67. 40086 was withdrawn on January 23rd 1985 and moved to Doncaster Works for cutting up which was completed by the end of February.



It's late evening on September 7th 1984 and 40086 is surrounded by piles of mail bags as it sits after arrival with an inbound mail train. This was bread and butter work for Class 40s. The next day it would work 1E67 to Skegness.



40086 is seen arriving back at Piccadilly with 1M54 Saturdays only 13:24 from Skegness. Obviously the loco had performed faultlessly.



40181 stands in platform one on September 8th 1984 with the four coach 1M39, the 15:48 from Sheffield. I wish I had been on this train as it was passing through Totley tunnel to hear the loco's exhaust. 40181 later went down in history as the last Class 40, and indeed any loco, to work 1E67 on September 15th. 40181 was withdrawn on January 21st 1985 at Carlisle Kingmoor and cut up at Crewe Works.



On September 23rd 1984, 40135 has brought in the empty coaching stock from Longsight for a train to Euston. As it was Sunday, a Class 47/4 with electric train heating would take this as far as Crewe where electric traction would take over. 40135 was withdrawn on January 22nd 1985 from Newton Heath and moved to Healey Mills Yard and then to Doncaster Works where it was taken into departmental stock, renumbered 97406 and reinstated in May 1985. Its final withdrawal came on 16th December 1986. It was then moved via Bescot, Gloucester and Tyseley to Vic Berry's yard Leicester in September 1988 for asbestos removal. It returned to Crewe Diesel Depot by way of Toton and Bescot and was then handed over to the CFPS and renumbered back to 40135 at the East Lancs Railway in Bury.



40044 has brought in empty coaching stock from Longsight on September 23rd 1984. It was withdrawn at Crewe Diesel Depot on 22nd January 1985 and cut up at Crewe Works by March 1988.

Snow on the Settle and Carlisle

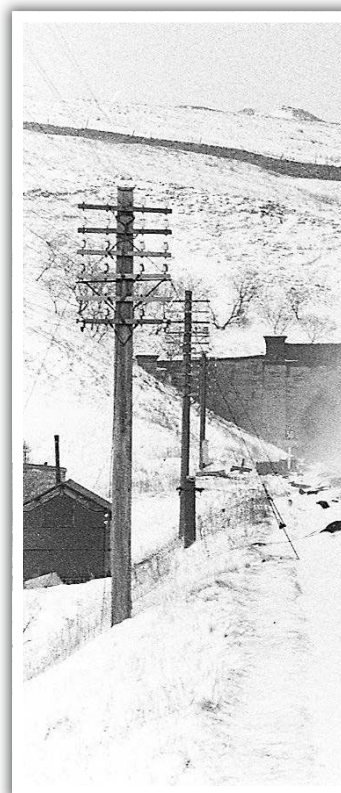


It's late morning on a bleak February day as Nos. D5293 and D7545 climb past Helwith Bridge with 5M31, the 07:55 Hunslet to Carlisle. On this occasion it is conveying a typical mixture of wagons including Prestwin cement hoppers and container flats loaded with small cement containers. February 15th 1969

The Settle and Carlisle line in winter can be a magical place to take railway photographs and Gavin Morrison was drawn to it on many occasions.



After a challenging drive across the moors from Ribblesdale, the photographer has arrived in time to see No. D25 at the head of the down 'Thames-Clyde Express' stir up the snow as it approaches Dent station. Dent signal box is still in use although the down refuge siding has been disconnected. Up on the hillside the snow fences, whilst not in the best of condition, are still doing their job of protecting the line from drifting snow. February 15th 1969





(ABOVE) Having left his car near the station, the photographer has walked along the lineside in time to see No. D5186 passing through Dent cutting with a northbound local freight, in this case 7L81, the Skipton to Carlisle pick up, which is conveying a variety of wagons to and from the various quarries along the line. February 15th 1969



(ABOVE) Shortly before it became dark another northbound freight appeared behind No. D336 which is seen passing through Dent cutting with 7P31, a Preston North Union yard to Carlisle working. Based on working timetable details this train is running very late, perhaps because of weather conditions, as it was scheduled to leave Preston at 22:15. Just visible in the background is a very short freight train headed by D415. This is probably the afternoon Carlisle to Skipton pick up freight which left Carlisle about 13:10. February 15th 1969

The next train to appear, with No. D434 at the head, was the heavily loaded 5P45, the 08:50 Crewe to Carlisle, which is seen on the straight section of line between Dent and Rise Hill Tunnel. At this time these English Electric Type 4s were frequent visitors to the Settle and Carlisle on freight trains and diverted passenger trains. February 15th 1969



Moving a little further north, the next train to appear is headed by No. D236 which is seen leaving the 1,213 yards long Rise Hill Tunnel with 5M27, the 08:25 Larbert to Wallerscote (Northwich) soda ash train. Note the position of the loco head code discs compared to the photo of the same train taken in 1970, seen later in this feature. From late 1969 the class 5 freight code was abolished. Note the 254 milepost on the right showing that the location is 254 miles from London St. Pancras. February 15th 1969





A visit in November 1969 found just a dusting of snow at Settle Junction but more significant amounts have fallen on the hills, with the slopes of Pen-y-ghent visible in the distance. West Coast Main Line diversions were in operation on this weekend and 1M26, a Glasgow to Birmingham express, comes south behind No. D437 whilst the down 'Royal Scot' heads north behind another member of the D400 class. No. D5175 is waiting to come off the Morecambe line with a Heysham Harbour to Hunslet container train with traffic from Ireland. 29th November 1969



D268 runs gently downhill just past Blea Moor signal box with 7M27, the 08:25 Larbert to Wallerscote (Northwich) soda ash train. Note the change in headcode disc position from 1969 photo of the same train as it is now running as a class 7 rather than a class 5 service. 14th February 1970



It's snowing in this view as No. 47540 begins the descent from Ais Gill summit with the 10:45 Euston to Glasgow, which has been diverted off the West Coast Main Line. April 2nd 1983.



Green liveried No. D1545 had recently been reallocated from the Crewe Division of the London Midland Region to Tinsley. The Eastern Region depot has already painted its trade mark steam era shed code '41A' on the cab side. The Brush Type 4 is seen climbing past Horton-in-Ribblesdale with a freight that includes sheeted mineral wagons and is believed to be the Skipton to Carlisle pick up freight. 29th November 1969

Making very slow progress up the gradient past Selside is D5097 on a heavy coal train, possibly 8M14 from Tinsley to Carlisle. Pen-y-ghent, one of the Yorkshire 'Three Peaks' dominates the scene. 29th November 1969





In the days before the track was singled, the down 'Thames-Clyde Express' behind No. 148 roars north over the embankment at the north end of Ribblehead viaduct. 14th February 1970



TEESSIDE CHEMICAL TRAFFIC



Since TRACTION 255 appeared I've been on the hunt for an interesting photo that I knew I had taken back in 2001 but, as it had been misfiled, it has taken me a while to find. However, I have now tracked it down. It shows a detailed view of the Hazchem warning panel carried on the side of the HCN tanks in the final years of that traffic.

By 2001 the hydrocyanic tank wagons (TRACTION 256 pages 14 and 16) that worked from Seal Sands sported an unusually large hazard warning panel on their sides displaying both the symbols for a poison substance and for a flammable liquid. As far as I'm aware, this was the only instance of such a panel containing those two warning symbols side by side. Further emphasising the lethal nature of the cargo that they carried was the small red-painted box, fitted to each tank wagon on top of the side-protection plate, which contained an emergency medical kit in addition to similar kits that were issued to the train driver and guard. According to the 'Pink Pages' these kits were for the use of medical officers attending an incident.

I've also now had time to have a proper read of David Hayes's look at Teesside chemicals traffic and it contains one rather odd sentence which I feel needs some clarification. On the first page of his article, third column, David says "..... not all chemicals conveyed in tank wagons were transported in a liquid state. Some products were conveyed as gases under pressure....."

In fact all chemicals conveyed in tanks wagons were carried in their liquid state, including such chemicals as chlorine and anhydrous ammonia. The tank wagons used to carry them were built with stronger and thicker barrels than those in use, for example, to carry petrol or diesel. They were known as pressurised gas tank wagons but their contents were not being carried in their gaseous state. Chemicals such as chlorine are manufactured under sufficient pressure, and at a sufficiently very low temperature, to be in their liquid state and so can be pumped into the tanks wagons where they remain under pressure and in their liquid form during transit. Otherwise such movements would be both uneconomic and impractical.

DAVID RATCLIFFE

David J. Hayes would like to express his thanks to David Ratcliffe for pointing out this misunderstanding and for clarifying matters

CLASS 25/9

The latest TRACTION arrived last Saturday and my attention was drawn to the article on the Class 25/9 locomotives. Who would have thought that an item on a class of twelve (presumably) virtually identical locomotives, illustrated in twelve very similar photographs, could be so interesting?!

I remembered seeing 25901 (25262/D7612) at Buckfastleigh, South Devon Railway, on our family holiday in September 2003. Sadly, the weather was not kind and my three year old daughter Eleanor was not much interested in the steam loco on our train, never mind a Class 25/9. She is now nineteen and her views on such things have not greatly changed!

ADRIAN WILLATS, BY EMAIL

THE SENTINELS

Although I am not a big fan of industrial locos, David Ratcliffe's article in TRACTION 254 about the Sentinels got me digging out an old spotting notebook from 1965. On 9th June that year I was at Birmingham Snow Hill when a goods train appeared from the north and passed through on the middle road hauled by standard Class 5 steam loco No. 73013. Included in the train were two brand new 0-4-0 Sentinel diesels, one was named 'Alex' and the other 'John'. I think they were painted red but am not certain of that. There was no lettering of any sort to indicate who the owners of these locos would be. The question is, does David or anyone else know where they went when new and do either of them still exist, if so where?

On the letters page of TRACTION 255 there is a photograph of a Portuguese Sentinel at Contumil depot. However, Contumil is in Porto and not Lisbon as stated. In January 1990 I had a seven-day Portuguese rail rover ticket and saw 18 of the class out of a total of 36. They were listed as Class 1151 not 1150 as stated, the numbers running from 1151-1186. At the time all Portuguese locos had 4 digit class numbers, the last digit always being a number 1 and never a zero, e.g. 1151, 1401, 1931, 2551, 9001 etc.

STEVE HORNER, DROITWICH SPA

BLETCHLEY DMUs

Unfortunately a large number of the photos in the article about Bletchley DMUs after Privatisation (TRA156 pages 45-48) were printed as mirror images. This was caused by a problem with the computer software that we use for producing TRACTION. Unfortunately this was not noticed before that magazine went to press. The digital version of the magazine has been corrected. We'd like to offer our apologies especially to the author Ian Buck.





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