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TRACTION

A CELEBRATION OF CLASSIC DIESELS & ELECTRICS

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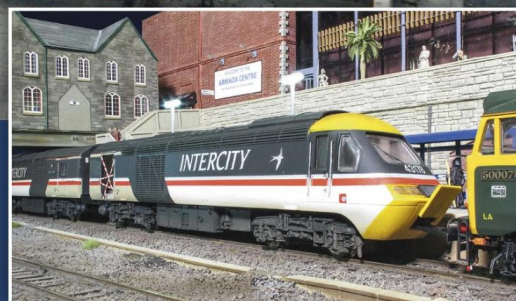
LINCOLN CENTRAL



- STAFFORD IN 1975
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TRACTION
MODELLING

- Model Railway: Devonport Road
- Review: Bachmann Class 117



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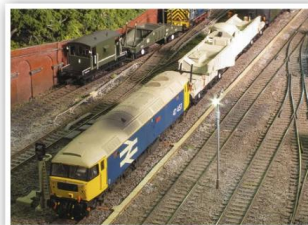
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TRACTION
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be on sale
Friday 2nd
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We start this issue of TRACTION with a detailed look at Lincoln Central which, in the 1980s, possessed a marvellous selection of semaphore signals and signal boxes. Michael Vanns used the signals as an integral part of the photographs he took there.

Back in his younger days the editor was more than happy to spend long periods of time overnight at major railway stations observing operations. In July 1975 he travelled to Stafford and spent fifteen hours watching an incredible number and variety of trains during the late evening and night hours.

In the first of a multi-part photo feature Gavin Morrison looks at the Trans Pennine line between Manchester and the western end of Standedge Tunnel at Diggle. It is a line that is now seeing regular Class 68 hauled services, although their introduction into service has been problematic.

Mick Humphrys concludes his article about driving electric multiple units on the North London Lines. It's good to learn more about the less glamorous side of passenger operations.

Until the decline of King Coal Milford Junction in Yorkshire was something of a Mecca with the frequent freight services attracting many enthusiasts. Chris Lenton recalls two visits he made in the late 1990s.

We start a three part series of images taken on the Midland Main Line by photographer Kevin Lane and backed up with detailed captions by David Hayes. The first part covers the line south from Kettering to just north of Luton.

In TRACTION MODELLING we feature a fascinating layout Devonport Road which is based in Plymouth and features a leisure centre, naval dockyard and parcels traffic as well as rolling atock maintenance and repair activities.

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Stephen



Publisher: Steve Cole

E: stevec@warnersgroup.co.uk

Editor: Stephen Rabone

E: steverabone@hotmail.com

ADVERTISING AND PRODUCTION

Advertising Account Manager:

Bev Machin T: 01778 392055

E: bevm@warnersgroup.co.uk

Advertising Account Manager:

Hollie Deboo T: 01778 395078

E: hollie.deboo@warnersgroup.co.uk

Ad Production:

Allison Mould T 01778 395002

E: allison.mould@warnersgroup.co.uk

Design: Amie Carter

Ad Design: Amie Carter

Printed by: Warners Midlands plc

MARKETING

Marketing Manager: Carly Dadge

T: 01778 392440

E: carlyd@warnersgroup.co.uk

DISTRIBUTION

News Trade, Warners Distribution:

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West Street, Bourne, Lincolnshire PE10 9PH

BACK ISSUES

Tel: 01778 391180

E: subsaccesxteam@warnersgroup.co.uk

West Street, Bourne, Lincolnshire PE10 9PH

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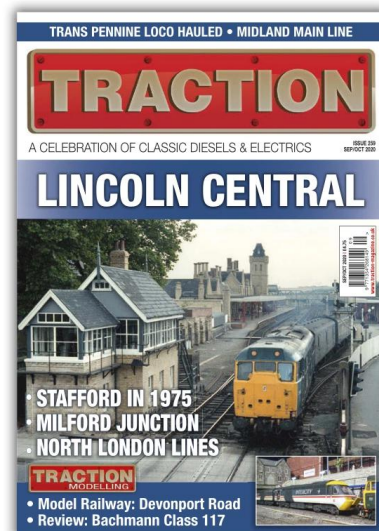


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A Class 31 leaves Lincoln Central with a Skegness to York train on Saturday 30th August 1986. MICHAEL A. VANNS



E-mail: steverabone@hotmail.com

Editorial postal address:

120 Churchill Road,
Middlesbrough TS6 9NS

On Saturday 28th December 1985, a Swindon-built Class 120 DMU rolls into platform 5 at Lincoln Central station just before one o'clock in the afternoon with a service from Derby. The first DMUs had been delivered to Lincoln in January 1955 and were initially employed on services to and from Grantham. By 1956 they were also working to and from Grimsby, Boston and Skegness. DMU services between Lincoln, St Mark's, Newark (Castle), Nottingham (Midland) and Derby, started in April 1958, only five years before Dr Beeching ear-marked the Nottingham to Lincoln line for closure. As noted in the main article, it was the new connection at Newark between the former Midland Railway and Great Northern Railway lines that saved that route and then, after the closure of St Mark's station in May 1985, all passenger services, like this one, were re-routed in and out of Lincoln Central.



Michael A. Vanns looks at Lincoln Central in the 1980s and its collection of semaphore signals.

Railways first arrived in Lincoln in the mid 1840s after years of speculation as to whether or not the city would be placed on a new main line between London and York. The first line that opened in August 1846 did provide a route for Lincoln travellers to reach the capital but it was via Newark and Nottingham, changes of train required both at the latter and at Derby before a direct London service could be boarded to take you to Euston station.

The Act of Parliament for the railway between Nottingham and Lincoln had been steered through Parliament by George Hudson, newly appointed chairman of the Midland Railway, as a blatant ploy to extract traffic from Newark and Lincoln before the planned Great Northern Railway could reach those two places. That company had emerged the victor in the battle to build a new London to York railway by deftly promising to connect both Newark and Lincoln directly with London, the former on its main line and the latter on a loop branching off the main line at Peterborough and reaching Lincoln via Boston. It secured its Act of Parliament for this huge enterprise in June 1846 barely

two months before the Midland Railway's Nottingham to Lincoln line was completed.

The financing of such an undertaking proved difficult for the Great Northern Railway and so the main line and loop were finished and opened in sections, the loop reaching Lincoln in the autumn of 1848 with Newark having to wait another four years before it was placed on the main line between King's Cross and Doncaster. By then the Manchester, Sheffield & Lincolnshire Railway had reached Lincoln, having completed its route between Grimsby and New Holland via Market Rasen and the city at the very end of 1848.

Such had been the rivalry between the Midland and the Great Northern railways that there had been no question of them sharing a station in Lincoln so the result was the building of two separate stations within a stone's throw of each other on the main road into the city from the south. The Manchester, Sheffield & Lincolnshire Railway could also have built its own station but it chose instead to make connections with the two rivals and have the choice of using either of their premises.

The Great Northern Railway opened

the section of its loop from Lincoln to Gainsborough via Torksey in the spring of 1849 from which junctions were made with other Manchester, Sheffield & Lincolnshire Railway lines. This company very soon concentrated on running its traffic through the Great Northern Railway station in Lincoln. In fact, until the Great Northern Railway completed its loop between Gainsborough and Doncaster (Black Carr Junction) in the summer of 1867, it was reliant on these Manchester, Sheffield & Lincolnshire Railway junctions to get its trains northwards from Lincoln to its main line at Retford. The 'town' or 'central' station in Lincoln soon became the busiest in the city, new lines opening in 1862 (the Great Northern Railway's Honington branch), 1882 (the Great Northern & Great Eastern Joint), and 1896 (the Lancashire, Derbyshire & East Coast Railway), all channelling more passenger and goods trains through the site. Such was the congestion and nuisance caused by trains having to cross the public roads on the level either side of the station on High Street and Pelham Street, that an 'avoiding' line to the south of the city had



Making a smoky exit from platform 7 at Lincoln Central station on Saturday 28th December 1985 is a west-bound service to either Gainsborough or Nottingham. Unfortunately, the photographer did not record the departure time of this DMU so cannot be certain of its destination. The train would have been signalled out of the platform before the gates across High Street were closed to road traffic, but once this was achieved the signalman in the signal box seen on the right, would quickly receive a 'line clear' from his colleague 246 yards (225 metres) away in East Holmes box allowing him to 'pull off' the starter no.9 (just visible above the carriage roof) and the DMU driver would respond accordingly and accelerate away which explains the reason for the generous exhaust.

been opened in 1882 as part of the Great Northern & Great Eastern Joint scheme.

After 1896 and up to the creation of British Railways in 1948, the railway map of Lincoln did not change although, obviously, the trains, their motive power and the traffic varied considerably over those years. After nationalisation, although routes outside the city limits closed and traffic levels dropped dramatically, the basic infrastructure at both the former Midland Railway and Great Northern Railway stations and the adjacent yards remained intact until the 1980s. The most visible changes at the two railway stations occurred in the 1950s. At the very start of that decade, the old Midland Railway station was renamed St Mark's and the former Great Northern Railway station officially became Lincoln Central. Then in 1956 the original 1848 station canopies at the latter were replaced and in April the following year, St Mark's overall roof of the same vintage was removed, making the site appear rather bleak. By then work was beginning on the erection of a long, sweeping viaduct to take Pelham Street and its southern extension, Canwick Road, over the lines to the east of the Central station. This was completed and opened in 1958 allowing the troublesome level crossing to be abolished.

The construction of this viaduct had come after many years and many plans

as to how best to eliminate the road level crossings at both Lincoln stations. Bridges were the obvious solution, but there had also been suggestions of concentrating all passenger services on just one station, either one of the existing sites or a completely new location. But, as both stations and the lines serving them remained in the hands of separate companies until British Railways was created, few plans had stood a realistic chance of succeeding.

Then in 1963 Dr Beeching appeared to have the solution. In his 'Reshaping of British Railways' report, the Lincoln to Nottingham line was listed to lose its passenger service and this would allow Lincoln St Mark's station to be closed. The line between Lincoln and Honington Junction was to be retained because that was the route Lincoln travellers took to and from Grantham to make connections with main line trains to and from London, King's Cross.

However, at the same time Beeching was making his recommendations, British Rail, Eastern Region, was planning a new connection between the former Midland and Great Northern railways at Newark. As well as benefiting freight operations, this would also allow travellers between Lincoln and London to make their main line connections at Newark instead of Grantham. The argument was won and the

Nottingham to Lincoln line was officially reprieved in November 1964 with the Lincoln to Honington Junction line closing exactly a year later.

With this change it then seemed logical to make St Mark's the principal station in Lincoln. But the Central station was in much better physical condition than St Mark's and already had better passenger facilities so obviously it would be much easier, and cost effective, to upgrade those premises. There continued to be debate but eventually, in 1982, Parliamentary approval was granted for the closure of Lincoln St Mark's. The 1882 avoiding line was closed and the embankment on which it ran removed so that the former Midland Railway line approaching from Newark could be diverted over part of it to connect up with the former Great Northern Railway line at West Holmes to the south-west of Lincoln. The work was completed ready for the introduction of the new timetables in May 1985 when St Mark's was abandoned and all trains whether passenger or freight, re-routed through Lincoln Central.

After that date Lincoln Central found itself once again dealing with services to and from London, King's Cross albeit only one through train daily between the cities. Through services between Lincoln and London via Newark had never managed to establish a long-term place in the timetables. The peak was reached with

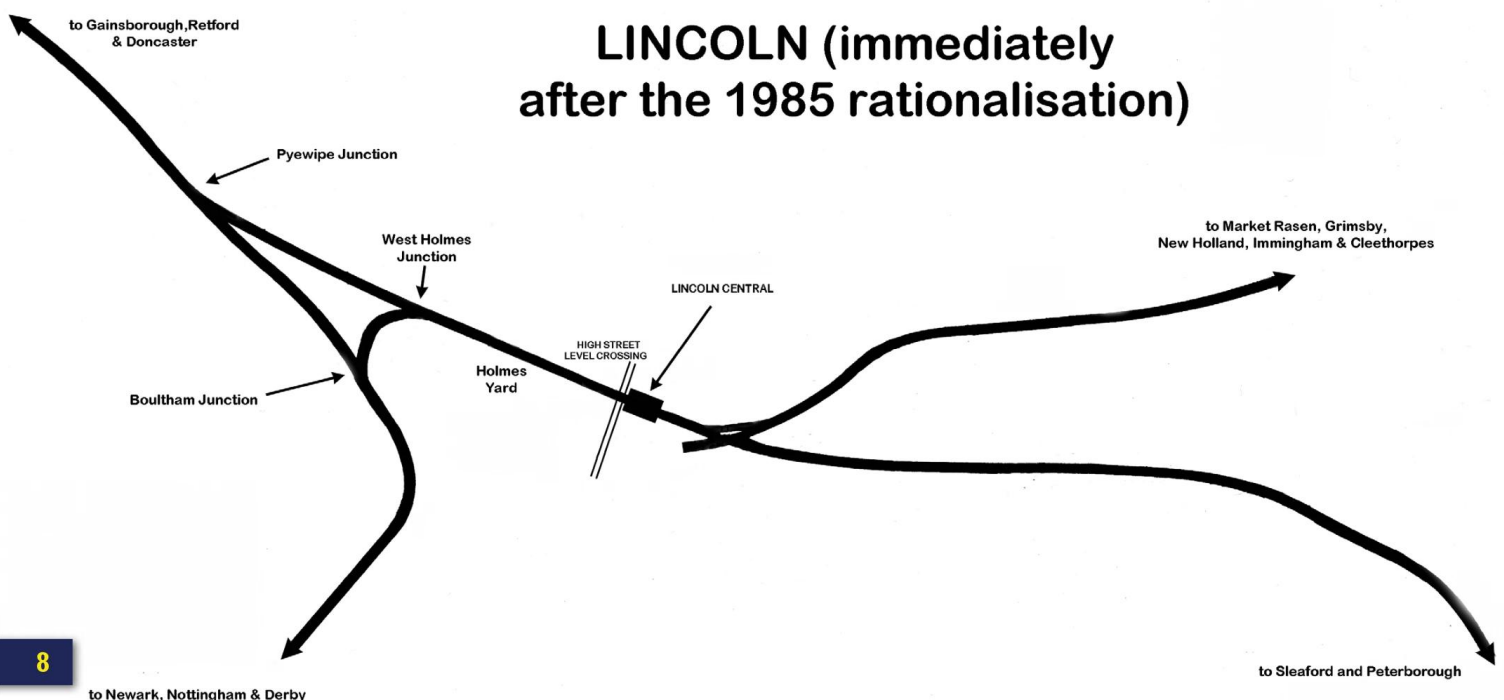


the introduction of the May 1972 timetable when four through services daily were put on during the week but exactly ten years later, having settled at just three daily services for some years, the new timetable in May 1982 showed only one daily return through working. As this HST service originated and terminated in Cleethorpes, in 1984 British Rail christened it 'The Humber-Lincs Executive'.

Most of the photographs accompanying this article were taken in the first months after the closure of St Mark's station in 1985 at a time when the Central station was still protected with semaphore signals worked from signal boxes operating the block system and there were still timber gates at the level crossing on High Street. The images also depict the local passenger services still being worked by the first generation of British Railway's 1950s DMUs interspersed with a few locomotive-hauled cross-country trains. How much has changed both physically and psychologically since then!

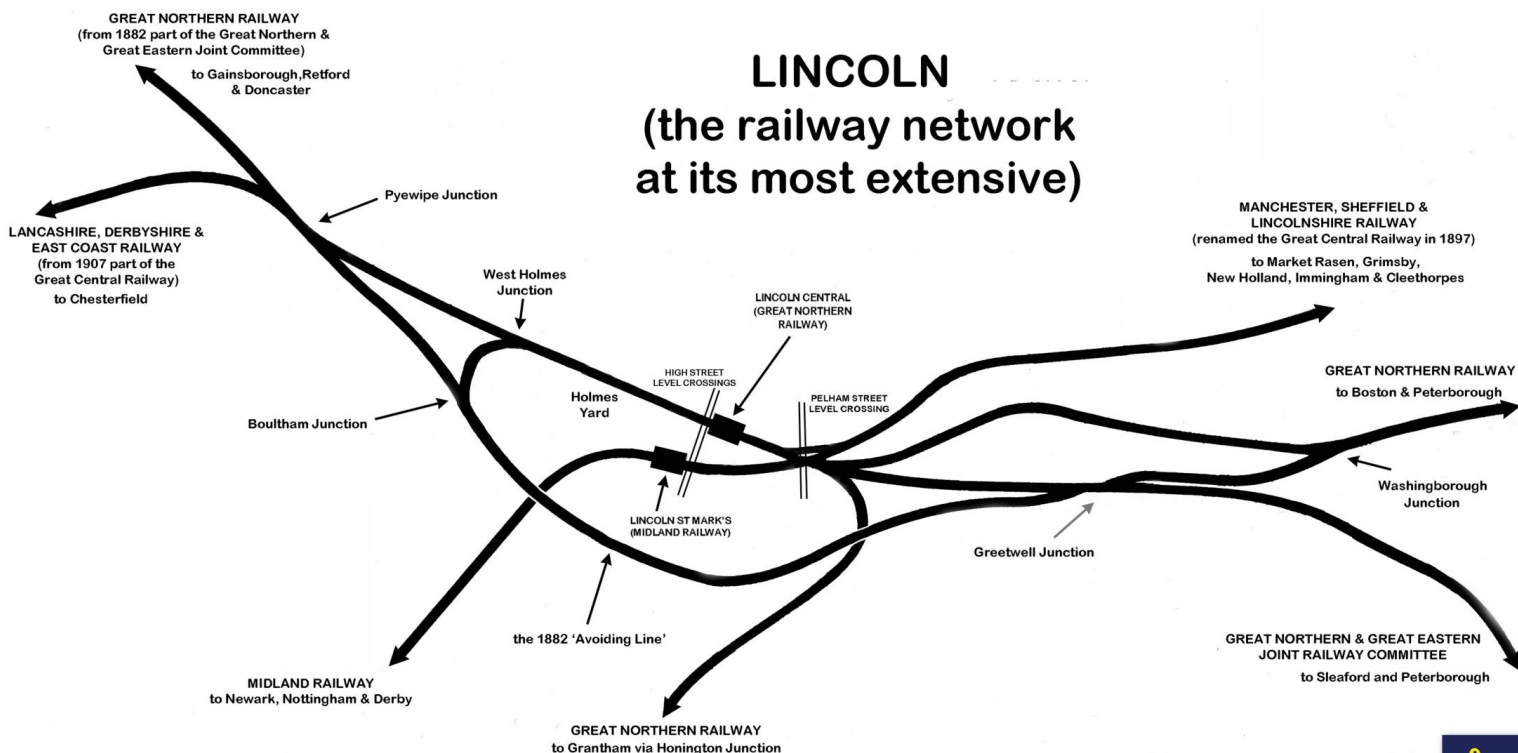
(LEFT) On 29th August 1986 another first generation DMU enters Lincoln Central station over High Street level crossing and into platform 5. Both this and platform 6 were worked under 'permissive' block regulations allowing more than one train at the same time to occupy those sections between High Street and Pelham Street Junction signal boxes. When there was another train or engine already in platform 5 and another was approaching, the 'calling on' signal with the horizontal red and white stripes (seen here) worked by lever no.34 in High Street signal box was used to signal the train into the section. If the standard 'stop' arm (worked by lever no.33) placed immediately above the 'calling on' arm had been raised instead, that would indicate the platform road was unobstructed. The other 'stop' arm at the top of the tallest post – worked by lever no.35 – signalled trains onto the up through line through the centre of the station. Beneath it is Pelham Street Junction's 'fixed' up distant signal, which was fixed in the caution position and not capable of being pulled to 'all clear'. Some years before the semaphore signalling at Lincoln was finally abolished in 2008, this metal lattice bracket with its timber posts was replaced by a welded, tubular steel fabrication to support the same arrangement of semaphores. The photographer can confirm from personal observation that it was not as stable as the structure it superseded.

LINCOLN (immediately after the 1985 rationalisation)





Saturday 28th December 1985 was a cold day with a light dusting of snow. Pulling into platform 5 at Lincoln Central station mid-afternoon is a Class 114 DMU from Doncaster. Although the track layout here had remained little altered since the 1880s, much of the railway infrastructure had changed dramatically over the past thirty years. In 1956 the original 1848 canopy that had covered both platform 5 and its adjacent track, along with the same arrangement of canopy over platform 6 and its track on the opposite side of the station, were taken down and replaced by just canopies over the platforms, (the one on platform 6 is just visible in this photograph). Then, in February 1982, the Victorian covered footbridge that had connected platforms 5, 6, 7 and 8 (the latter by then out of use) was dismantled. That bridge would have been a prominent feature if this photograph had been taken prior to 1982 and would have obscured the approaching DMU.



(RIGHT) With snow still clinging to its buffer beam after its inward journey, this DMU was heading back to Newark from platform 6 at Lincoln Central during the afternoon of Saturday 28th December 1985. It would be only a few seconds before the platform starter – worked by lever no.4 in High Street signal box – and signal no.9 were put back to danger so that the gates could be swung open for road traffic again. High Street signal box had been brought into use in 1874 and subsequently fitted with a new lever frame in 1892. In the foreground is the starter for platform 7, the standard upper quadrant arm with its enamel blade still supported on a Great Northern Railway vintage timber post. All this paraphernalia of the steam railway age contrasts starkly with Lincoln city's embrace of pebble-dashed, concrete, semi-brutalist architecture in the late 1960s and early 1970s, exemplified by the multi-storey car park and the office block in the background that was erected on the site of the Great Northern Railway's multi-storey brick warehouses. Since this photograph was taken, although the car park remains little changed, the office block has been given a twenty-first century face-lift.



A pair of unidentified Class 31s rumble over High Street with an oil train from Immingham on 29th August 1986. The wrought-iron footbridge in this view was erected by the Great Northern Railway in 1874 and remained in use until it was dismantled in December 1990 prior to the replacement of the timber level crossing gates with lifting barriers the following month. British Rail thought it unnecessary to replace the footbridge. After 2008 when High Street signal box was closed the barriers were then worked remotely from the new Lincoln signalling control centre at West Holmes. As more rail freight was channelled through the station, pedestrians became increasingly frustrated with the length of time the barriers were closed across the road, and there were increased incidents of people running over the crossing to 'beat the barriers' as they were being lowered. Eventually Network Rail agreed to erect a new footbridge which, with its wide staircases and lifts either side of the crossing leading to a huge deck over the lines, could almost be classed as a viewing gallery for railway enthusiasts. It opened in June 2016 and within a few months the section of High Street over the level crossing was pedestrianised.



(BELOW) A view looking east from the end of platform 3 at Lincoln Central station on 29th August 1986 with an unidentified Class 47 carefully taking the down through line with an Immingham oil train. It is passing under Pelham Street/ Canwick Road viaduct, officially opened on 27th June 1958 to replace the road level crossing at this location. Pelham Street to the north and its continuation southwards as Canwick Road, crossed the tracks at the precise spot where the Manchester, Sheffield & Lincolnshire Railway's line from New Holland and Grimsby via Market Rasen not only branched off to the Great Northern Railway and its Lincoln station (Central), but also crossed that company's line on the level as it formed its other link to the Midland Railway and its Lincoln station (St Mark's). Further connections to the east from Honington Junction (for Grantham) and Sleaford in 1867 and 1882 respectively, increased the number of trains passing over the level crossing and as the road began to develop as one of the main routes into the city from the south and traffic on it increased, there were continual demands to have a bridge built. Despite numerous ideas and costed plans, it was a long time before those aspirations were fulfilled.



(ABOVE) No railway location in Lincoln has changed so drastically in the last 20 years as Holmes Yard, immediately to the west of Central station. Here it is on 29th August 1986 with a DMU making its way away from the camera towards West Holmes junction and then onwards to Newark and Nottingham via the new 1985 connection. Off to the right, out of shot, was the goods shed and cattle dock and to the left of the DMU was the site of the steam engine sheds and the west yard. Since this photograph was taken all this area has been transformed with the erection of numerous new buildings for the University of Lincoln as well as, in 1996, a new road bridge taking Brayford Way over the railway, Brayford Pool and The Foss Dyke (out of sight to the right). Twenty-first century trains at this location now snake their way through a corridor of high-rise buildings, strategically planted shrubs and trees and parked cars rather than a landscape of post-industrial dereliction.



(ABOVE) A view over High Street, Lincoln photographed on 30th August 1990 from the 1874 footbridge four months before it was taken down. The arrangement of the four crossing gates (only two of which are visible in this shot) dated from March 1956. Before that time, the pair on the city side of the crossing (to the left), were pivoted from posts set nearer the tracks, the post next to the signal box having been positioned where the two gates in this photograph meet. That meant that the gates overlapped when closed across the tracks. In 1925 an extra room – prominent to the left of this scene – was added to the signal box to accommodate new mechanism for electrically operating the gates, and to give the signalman a clear view whilst working the two miniature control levers. The new 1956 gates were also electrically operated but the signalman was also provided with control over standard three-aspect traffic lights to warn road users when the gates were about to be closed against them. In the four years since the August 1986 photographs were taken, High Street signal box had been cosmetically tinkered with again; the two cylindrical chimney pots replaced by square examples, a row of new, decorative ridge tiles fitted to the main roof, a row of plain new ridges added to the 'control room' and a new name board attached to the front of the main structure to help Lincoln residents remember where they were. In the background is '08' shunter D3187 put on static display there in April 1989.



Two oil trains pass through Lincoln Central station simultaneously on 29th August 1986, conveniently timed to avoid too much delay to road traffic on High Street. The delicate lattice wrought-iron footbridge of Great Northern Railway vintage had recently been sympathetically repainted but unfortunately, as with the 1874 High Street footbridge, it was not deemed worthy of preservation and was replaced by a superficially similar steel lattice structure in May 2000. On the right is the eleventh century stone tower of St. Mary-le-Wigford church which must have had some influence on the architect's decision to build the adjacent station - with its own complementary tower - in a modest Gothic Tudor and Jacobean style. By comparison the architect of the late 1960s brick bunker of a building on High Street, seen in the background immediately above the cab of the Class 47, obviously thought such niceties 'old fashioned' when he designed the structure to be erected on the site of the recently demolished Great Northern Hotel. The 1960s building succumbed itself in 2015/6 with most of the site of its frontage taken up with the southern staircase and lift of the new footbridge over the railway.



At 13.27 on Friday 31st August 1990, having allowed 31568 'The Engineman's Fund' to advance slowly towards High Street level crossing, Lincoln, the signalman there is about to close the gates and when he's done that, 'pull off' his down starter (no.9) to signal the locomotive away westwards. The original necessity to have the semaphore that the locomotive is about to pass cantilevered out from the lattice metal post, was so that the arm was clear of the 1848 canopy over platform 6 (to the left) and the adjacent track. Once the canopy had been removed in 1956 and replaced by the one seen here, sighting the signal was no longer a problem but oddly, when the lattice post and bracket was taken down (a few years after this photograph was taken), it was replaced by a tubular steel post that was also fitted with a short bracket on which the semaphore was mounted. In the background is Class 08 shunter D3187 put on static display there in April 1989. The precarious positioning of the bench seen on the left was to prevent passengers walking to the west end of platform 6 that was out of use on the day this photograph was taken.



The morning of Saturday 30th August 1986 and, referring back to the timetables for that year (May-September), Table 29 notes an 11:23 S0 departure for York whereas Table 19 notes a Saturdays only service from Skegness leaving for York at 11:42. Which ever time is correct the train in this view was certainly one of the few remaining Class 31 hauled services of Mark 1 coaching stock that worked through Lincoln at this time. Since the photographer's December 1985 visit, the brickwork of High Street signal box had been cleaned, an additional pot had been fitted to the chimney stack, a pair of new finials had been added to the gable ends of the main roof and all the timber had been repainted.



Two examples of the first generation of their type stand side by side in Lincoln Central station on Friday 31st August 1990 as 47 054 runs through on the up main at 12:48. DMU Class 101 in platform 4 was an example of a type first introduced in 1956 at the same time new premises at Lincoln were being established to maintain the county's growing complement of DMUs and diesel shunters. By the end of 1956 there were 14 DMUs based at Lincoln. The first class of new 'Sprinters' of which 150143 seen here on the right in platform 3 was one, started working Crewe to Derby and Lincoln services in August 1985, barely two years before Lincoln's diesel depot closed. The semaphore on the left was platform 5's starter worked by lever no.23 in Pelham Street Junction signal box, the other one being platform 4's starter worked by lever no.20 in the same box. The structure at the top of the photograph is part of the footbridge that connected Oxford Street to the north of the station with Sandy Lane to the south. It was erected in the 1950s to replace an earlier wrought-iron lattice structure.



82006 is seen just south of Stafford near Whitehouse Junction on 18th May 1977. The afternoon Ford car train is heading north on the down fast line. The loco was scrapped in 1984. LES TINDALL. ANDREW NAYLOR COLLECTION

Fifteen hours at Stafford in 1975

by Stephen Rabone

Looking at the notes of my railway observations, I am sometimes amazed about my stamina in my younger days. In July 1975, during my school's summer holidays, I spent a week travelling around the north of England with a Rover ticket whilst my wife was involved with a week long Girl Guide camp.

The first day I went from Middlesbrough to Northallerton, knowing that I would see numerous Saturday extras, including a large number of relief trains to and from Scarborough from Glasgow and Edinburgh which ran in connection with the Scottish 'Fair' holiday periods. Sunday was taken up with a journey to Newcastle and back to experience the Leamside diversionary route.

After a bit of a 'lie in' on Monday, I left Middlesbrough in mid afternoon for my first overnight train watching session of the week. Arriving at Carlisle at about 17:00, I abandoned the station as it became dark and I could no longer see traffic on the goods avoiding lines. I spent the next five hours in a car park near the castle where both the freight and freight lines came together watching the steady stream of traffic on the railway. Unfortunately, an observant policeman spotted me from the nearby main road and suggested that I would be safer on the station as they had received reports of a man wandering around with a knife!

Arriving back home about ten o'clock on

Tuesday morning, I suspect I went straight to bed as I'd spent most of the night on my feet. Wednesday was a very easy day as all I did was take a trip to Bishop Auckland and back, although the journey was enlivened by my Metro Cammell unit failing with a brake problem and having to be propelled into Darlington station by 31153. Thursday saw me taking a return journey up to Berwick-upon-Tweed, the northern limit of my Rover ticket.

For the second overnight jaunt of the week, I'd decided on a location well outside my Rover ticket's area: Stafford. I particularly wanted to see how much freight traffic there was on the West Coast Main Line south of Crewe and I also wanted to see the overnight passenger services to locations in North Wales and the North West. At this time there were still sleeping car trains to Manchester, Liverpool, Holyhead and Barrow.

I started my journey at about 10:00 on Friday morning and didn't return home until about 17:00 on Saturday; this means that I was awake for 36 hours and, in retrospect, I'm amazed I managed to retain enough energy and enthusiasm to write down the numbers and details of the workings of what I saw right to the end!

Arrival at Stafford

I arrived at Stafford about 17:30 on 1G61, a Manchester Piccadilly to Coventry train, behind 85020 and immediately started

recording the traffic on what I remember was a pleasant summer's evening. It would be boring to mention every single train I saw, well over 200 of them, although all are included in the table accompanying this article. Instead I intend to pick out some of the more interesting workings that passed through Stafford in the next fifteen hours, especially those during the night hours.

As usual I noted the headcodes which, in 1975, were displayed by most locomotives, the main exceptions being some of the Class 24s and 40s, which displayed the steam age discs, and the Class 87s which had no four-character display headcode panels. In most cases I was also able to identify the train from the public passenger timetable and in a few cases my own limited knowledge enabled me to note some of the freight workings.

Fortunately, having recorded the headcodes and approximate times, it has also been possible to identify almost all the trains that passed Stafford that night. There were, of course, a few trains that I missed seeing; the intensity of operations meant that some trains passed each other in the station and I was unable to see what they were.

I have received considerable help in preparing this article from David Hayes who has used his extensive knowledge of West Midlands freight and passenger services to fill in many of the background details. Likewise Andy Armitage, who used



86218 is approaching Stafford with the afternoon northbound 'Manchester Pullman' in August 1977. The locomotive was exported to Hungary in 2011. LES TINDALL. ANDREW NAYLOR COLLECTION



The light is beginning to fade as 86020 runs into Stafford with 1G64, the 19:21 Liverpool to Birmingham in the summer of 1975. Royal Mail staff are ready to load the mailbags into the BG van at the rear of the train. JOHN LAW

to work at Euston Power Signal Box, has given me assistance with identifying the West Coast Main Line workings. David Clough has also contributed information about trains stopping during the night at Stafford. Whilst I took careful notes at the time there was the possibility of some errors creeping in; darkness and the speed of trains passing did not always making recording easy. Comparison of the head codes I noted and those in working timetables also reveals a few discrepancies. Those who remember the days of the four character head codes being displayed will remember that crews were not always totally careful when winding on the blinds! Any errors are, of course, mine and I would be delighted to hear of any corrections.

17:30 to 19:00

In the first hour and a half I recorded 32 trains passing through Stafford with the majority of them being expresses hauled by Class 86s and 87s. At this time Stafford

also had a station pilot, on this occasion 08469, which was used mainly for shunting parcels and mail vans. Local trains were in the hands of the AM4 and AM10 EMUs. Worth mentioning was the appearance of both northbound and southbound 'Manchester Pullmans' which were routed via Stafford and Crewe in order to serve Wilmslow.

The first of several Merry-go-round (MGR) coal trains appeared behind 47228. The headcode 6L60 identified it as a special running within the LMR. It was likely to be empties from Ironbridge power station, which was served via Stafford from Ford Green, Kidsgrove, Trentham and Silverdale collieries during summer 1975.

The first of the evening's parcels trains, 4K02, the 19:10 Stafford to Longport departed behind 25145 which had run light engine from Wolverhampton. As will be seen later in this article, parcels trains could run as either class 3 or 4, the difference being that the former must not convey four or six-wheeled vehicles whilst

17:30-18:00	
86032 1F36	16:55 Birmingham-Liverpool
87004 1V95	13:35 Glasgow/Edinburgh-Bristol
M61048 2K86	17:35 Stafford-Stoke
86013 1F35	15:50 Euston-Liverpool
86019 1M35	14:10 Glasgow-Euston
47228 6L60	Down MGR special
M62103 2G85	16:50 Macclesfield-Wolverhampton
86215 1D66	16:00 Euston-Holyhead
86018 1A68	17:00 Manchester-Euston 'Manchester Pullman'
18:00-19:00	
08469	station pilot
M62098 2H67	17:21 Birmingham-Manchester
86030 1A69	17:04 Liverpool-Euston
M61881 2G67	16:43 Manchester-Wolverhampton
86009 1H16	16:25 Euston-Manchester
86204 1A72	15:40 Bangor-Euston
86xxx 1S83	16:45 Euston-Glasgow
M61647 2K81	Rugby-Stafford
86240 1F40	16:50 Euston-Liverpool
25145 4K02	19:10 Stafford-Longport Parcels
87021 1A73	15:52 Carlisle-Euston
40134 6H50	15:20 Stanlow-Rowley Regis tankers
86038 1M71	15:40 Cardiff-Manchester
86213 1G62	17:21 Liverpool-Birmingham
25051 + 25054 4F53	14:30 Stewartby-Garston/ Longsight 'Fletliner'
86024 1A75	16:10 Holyhead-Euston
87035 1M42	10:30 Inverness-Euston 'The Clansman'
86210 1S87	18:08 Birmingham-Glasgow/ Edinburgh
24061 8G08	18:20 Cockshute-Witton stone
86230 1P36	17:05 Euston-Blackpool
81007 5T30	Sbd ecs
86247 1A77	18:04 Liverpool-Euston

the class 4 trains must not convey vehicles of 18ft or less in length.

Shortly afterwards 40134 came south pulling 6H50, the 15:20 Stanlow to Rowley Regis oil tankers. The '40' returned later with the 01:40 Bescot to Edge Hill freight. An easily identifiable freight came north behind a pair of Class 25s: the 14:30 Stewartby (Forders Sidings) to Garston and Longsight Freightliner, this was a London Brick Company train and conveyed a portion for detachment at Longsight.

One of the trains which travelled the longest distance in Britain appeared behind 87035. This was the 10:30 Inverness to Euston, the 'Clansman' which took the Birmingham line on its way to the capital. 24061 brought the 18:20 Cockshute to Witton stone through Stafford with its load having started at the quarries at Caldon Low. The '24' appeared later with the return empties. Being a Friday evening there were several positioning moves of empty coaching stock (ECS) in preparation

19:00-20:00		
87031 1H19	17:25 Euston-Manchester	
M61047 2K60	18:19 Birmingham-Stafford	
86248 1A76	16:25 Holyhead-Euston	
86246 1A78	18:12 Manchester-Euston	
87005 1F47	17:36 Euston-Liverpool	
87025 1S89	17:45 Euston-Glasgow	
86206 1H20	17:50 Euston-Manchester 'Manchester Pullman'	
47369 6L57	Down MGR special	
86253 1G53	18:28 Manchester-Birmingham	
84007 1F43	18:55 Birmingham-Liverpool	
86216 1F49	18:00 Euston-Liverpool	
50012 6K38	Up loaded MGR possibly to Ironbridge (headcode display should read 6G38)	
85008 4E65	18:25 Garston-Stratford Freightliner	
86241 1P79	18:05 Euston-Carlisle/ Barrow-in- Furness	
83010 5G21	18:37 ECS from Manchester- Duddeston	
85017 4E35	13:36 Elderslie-Ripple Lane empty Cartics	
20:00-21:00		
86244 1H22	18:25 Euston-Manchester	
86232 1M46	16:10 Glasgow-Euston	
M61640 2K67	19:43 Manchester-Stafford	
86036 1A80	19:04 Liverpool-Euston	
84009 6O48	16:30 Ince & Elton-Horsham Shellstar fertiliser vans	
86250 1F57	18:30 Euston-Liverpool	
87013 1A82	18:23 Blackpool-Euston	
M61636 2K82	19:34 Nuneaton-Stafford	
86013 1G64	19:21 Liverpool-Birmingham	
83008 4B15	20:00 Longport-Rugby parcels	
86028 1D71	18:55 Euston-Llandudno	
86239 1M60	17:35 Cardiff-Manchester	
86223 5F02	19:52 ECS from Birmingham- Edge Hill	
85028 1P49	19:00 Euston-Heysham	
86219 1D73	19:15 Euston-Holyhead	
87007 1M52	17:30 Glasgow-Euston	
21:00-22:00		
87004 4S50	19:30 Dudley-Glasgow Gushetfaulds Freightliner	
M61882 2K67	19:43 Manchester-Stafford	
86260 1F62	19:30 Euston-Liverpool	
47351 6K38	20:20 Ironbridge-Madeley Chord empty MGR	
86009 1A84	20:12 Manchester-Euston	
25070 4K06	19:35 Northampton-Crewe Parcels	
81015 4E79	20:00 Garston-Parkeston Freightliner	
86211 + 81020 4S52	18:17 Willesden-Glasgow Freightliner	
86217 1M47	17:45 Glasgow/ Edinburgh- Birmingham	
86237 4A52	20:13 Longsight-Willesden Freightliner	
86028 0S23	Up light engine to Birmingham N. St. to work 1S23 Bristol- Edinburgh	
86039 1S01	19:25 Kensington-Inverness Motorail	
85020 1M09	16:39 Poole-Liverpool	
45109 4S53	19:11 Kentish Town-Glasgow Bridgeton 'Tartan Arrow' Freightliner	



50017 is seen on the 11th June 1975 heading north through Stafford along the freight loop next to platform 6 with an empty MGR train from Ironbridge power station as identifiable by the head code 6K38. By this time most Class 50 locomotives had been sent to the Western Region but some were retained by the London Midland. STEPHEN DOWLE



24146 brings an empty stone train through Stafford on October 29th 1975. The headcode 8L91 identifies it as a special working within the London Midland Region and is almost certainly an additional Wotton to Stoke-on-Trent working and bound eventually for loading at Caldor Low. RICHARD CLAYTON

for summer Saturday workings. 81007 headed south towards the West Midlands area with 5T30, a rake of Mark 1s. The loco returned north later with the 20:25 Bristol to Glasgow parcels.

19:00 to 20:00

In the next hour sixteen trains passed through Stafford with a steady stream of both northbound and southbound Class 86 and 87 hauled expresses, including 86241 with the 18:05 Euston to Carlisle and Barrow-in-Furness which split into two portions at Preston. Whilst I saw several Class 84s on freight, I was slightly surprised to find 84007 powering the 18:55 Birmingham to Liverpool as I believe they weren't a popular choice for passenger work. Another northbound MGR working

appeared behind 47369 whilst a Class 50, 50012, came south with a loaded MGR bound for Ironbridge power station, although the head code it displayed was actually for an empty northbound working. Also heading south was 85008 on the 18:25 Garston to Stratford Freightliner and shortly afterwards 83010 appeared with the 18:37 ECS from Manchester to Duddeston which was stock off the 15:35 Euston to Manchester. The loco later worked 1D82, the 22:05 Birmingham to Holyhead, possibly with the same coaches. Immediately behind was the 13:36 Elderslie to Ripple Lane empty 'Cartics' behind 85017.

20:00 to 21:00

The number of trains remained remarkably consistent with seventeen services



On 18th May 1977 the Stewartby to Garston and Longsight 'Fletliner' is seen near Whitehouse Junction behind 25236 and 25265. LES TINDALL: ANDREW NAYLOR COLLECTION

passing in the next hour although there was a reduction in the number of 'daytime' passenger services. Another Class 84, 84009, was on the 16:30 Ince & Elton to Horsham Shellstar fertiliser bogie vans, which also conveyed a portion for Akeman Street that was detached at Bletchley. A second parcels train came off the Stoke line behind 83008, leading the 20:00 from Longport to Rugby. 86223 brought another empty stock train through, this time heading north; the 19:52 from Birmingham to Edge Hill had originated as the 18:18 Euston to Birmingham. The first of the trains for passengers on overnight journeys began to appear, these being the 19:00 Euston to Heysham (behind 85028) and the 19:15 Euston to Holyhead (behind 86219). Both trains were run in conjunction with the overnight sailings to Belfast from Heysham or Dun Laoghaire from Holyhead.

21:00 to 22:00

In the run up to ten o'clock there were, once again, seventeen trains but there was a noticeable shift to freight services with no fewer than ten in that hour. The 19:30 Dudley to Glasgow Gushetfaulds Freightliner, although booked for a pair of electrics from Bescot, only had 87004 on this occasion. 47351 appeared on the 20:20 Ironbridge power station to Madeley Chord empty MGR which would later move to Silverdale colliery for loading. 25070 came north with the 19:35 Northampton to Crewe parcels followed by 86211 and 81020 with the 18:17 Willesden to Glasgow Freightliner. Another Class 81, 81015 brought the 20:00 Garston to Parkeston Freightliner south followed closely by the 20:13 Longsight to Willesden Freightliner with 86237 at the helm.

The first Motorail train of the night was next with 86039 heading the 19:25 Kensington to Inverness train, which it would head as far as Mossend yard. Adding a bit of diesel variety was 45109, with the

19:11 Kentish Town to Glasgow Bridgeton 'Tartan Arrow' Freightliner which included some of the CCT and GUV vans painted in Tratan Arrow's distinctive cream and red colours. The '45' would return south just after 02:00 with the corresponding southbound service, the 21:00 Glasgow Bridgeton to Kentish Town. Another train which was clearly identifiable, the 15:23 Johnstone to Gosford Green with its blue containers conveying car parts for the Rootes Group, came south behind 87007. The electric loco would take it as far as Nuneaton where a diesel would take over. A less impressive freight, the 19:17 Ellesmere Port to Bescot yard, followed shortly after behind 25189. Finally, 47346 appeared on yet another special empty MGR service (6L58) heading north; it later reappeared loaded about 07:00.

22:00 to 23:00

With 18 train movements in this hour the pace remained relentless. First to appear was 1X76, an unidentified northbound passenger train, behind 85037 which I imagine was Friday evening relief service. There then followed the last of the northbound evening trains from Euston; the 20:25 Euston to Manchester, the 20:30 Euston to Liverpool and the 20:35 Euston-Blackpool all behind 86s or 87s.

83010 put in another appearance with 22:05 Birmingham to Holyhead; it had taken an empty stock train south earlier and was presumably returning with the same coaches. The next two northbound workings were to the Scottish Highlands: the 20:50 'Royal Highlander' with sleepers and its Friday evening seated accommodation only relief at 21:00 from Euston. Another Fridays only long distance overnight service, the 21:37 Manchester to Newquay took the Birmingham line behind 86101.

Turning to the freight and parcels scene, this hour witnessed nine very varied

87xxx 4M34	15:23 Johnstone-Gosford Green containers
47346 6L58	Down empty MGR special
25189 8G60	19:17 Ellesmere Port-Bescot freight
22:00-23:00	
85037 1Z76	Nbd Relief
86018 1H24	20:25 Euston-Manchester
25145 4V13	20:55 Longport-Cardiff parcels (calls 22:05-22:27)
87016 1F63	20:30 Euston-Liverpool
87019 4O60	20:40 Garston-Southampton Millbrook Freightliner
86249 3A65	16:58 Carlisle-Euston parcels (calls 22:16-22:31)
87xxx 4S83	19:27 Stratford-Glasgow Freightliner
86236 1P51	20:35 Euston-Blackpool
86245 3K42	21:10 Birmingham-Stafford Parcels (22:22 arr.)
83010 1D82	22:05 Birmingham-Holyhead
84004	Nbd fitted freight
86101 1V43	21:37 Manchester-Newquay
M61632 2K60	22:00 Birmingham-Crewe
86208 1S05	20:50 Euston-Inverness 'Royal Highlander'
87006 4S32	21:20 Gosford Green-Johnstone Freightliner
86xxx 1S07	21:00 Euston-Inverness (FO)
86240 3A64	2141 Liverpool-Euston Parcels
24061 8K87	21:26 stone empties from Witton-Pratts Sidings

movements. 25145 returned from Longport with the 20:55 Longport to Cardiff parcels followed by an '87' on 4O60, a Garston to Southampton Millbrook Freightliner which would be handed over to diesel power at Bescot. A southbound parcels, 3A65, the 16:58 Carlisle to Euston parcels was either running late or had a very slack schedule. Another '87' appeared with the 19:27 Stratford to Glasgow Freightliner, showing once again the use made of these principal express locomotives during the night. The Class 87s were not fitted with vacuum brakes so they were unable to work the overnight passenger, parcels and mail trains. As a result much use was made of the class on the air-braked Freightliner services during the night.

There were considerable quantities of parcels and mail dealt with at Stafford and 86245 appeared with 21:10 Birmingham to Stafford parcels. The '86' remained at Stafford until it took over the Liverpool portion of the 23:15 from Euston.

An unidentified northbound fitted freight behind 84004 was followed shortly afterwards by an '87' on the 21:20 Gosford Green to Johnstone Rootes Group Freightliner. This was the corresponding working of the southbound train seen earlier in the evening, although my notes show a different locomotive working the train so it doesn't appear to have been an out and back locomotive working. Just before eleven another southbound class 3 parcel train, the 21:41 Liverpool to Euston, stopped whilst 24061 reappeared with the

23:00-00:00	
81014 1S06	20:55 Euston-Stranraer
86032 6A77	21:20 Edge Hill-Willesden freight
85031 4M56	18:20 Glasgow-Willesden Freightliner
87021 1D81	21:15 Euston-Holyhead
87030 4S42	19:25 Dagenham Dock-Elderslie Freightliner
86215 4G02	20:25 Manchester Mayfield-Birmingham Curzon St. (calls 23:01-23:48)
86026 1S09	20:45 TPO Euston-Glasgow/Aberdeen (calls 23:12-23:17)
86001 1S22	20:55 Kensington-Perth Motorail
47190 6M54	17:11 empty fertiliser Gillingham-Ince & Elton
87031 4A31	21:05 ABS Manchester Oldham Rd-Camden
86024 1D84	21:30 Euston-Holyhead 'Irish Mail'
86017 3S11	21:35 Euston-Glasgow Parcels (calls 23:31-23:51)
45142 7M67	16:20 Swindon-Warrington (Walton Old Junction)
86248 1S13	21:50 Euston-Glasgow
84002 6G23	15:45 Barrow-Bescot freight
86253 4P06	22:30 Curzon Street-Lancaster Parcels (23:49-00:26)
87011 4S54	21:40 Willesden-Glasgow Freightliner
85005 4S38	10:10 St.Blazey-Glasgow Sighthill ABS
47246 1V08	22:41 Manchester-Penzance
00:00-01:00	
86228 1Z75	Birmingham-Glasgow relief
83001	Up light engine
86028 1S23	21:22 Bristol-Edinburgh
86xxx 1A00	20:46 Barrow-Euston
24140 8G82	23:06 Stoke (Cockshute)-Bescot freight
86251 4V19	00:16 Crewe-Didcot parcels (calls 00:42-00:47)
85019 1S19	21:00 Bristol-Glasgow
81007 3S15	20:25 Bristol-Glasgow Parcels
86019 1S18	2215 Euston-Glasgow
85012 1S25	22:30 Euston-Perth
83011 4G05	22:53 Bolton-Birmingham Curzon Street parcels (calls 00:59-01:30)
86101 1D85	00:15 Birmingham-Holyhead relief
82007 1S29	23:00 Euston-Glasgow
86033 1H26	23:15 Euston-Manchester/Liverpool (train splits 01:06-01:11)
86245 1F02	(Euston)-Stafford-Liverpool (dep 01:22)
87010 4E38	23:03 Garston-Ripple Lane Freightliner

21:26 stone empties from Witton to Pratts Sidings in Stoke-on-Trent.

23:00 to 00:00

In the next hour no fewer than 19 trains passed through Stafford. Yet another northbound boat train appeared in the shape of the 20:55 Euston to Stranraer. 81014 would take the train as far as Carlisle where a diesel would take it on to Stranraer for the boat connection to Larne in Northern Ireland. The locomotive would return later with the 23:30 Glasgow to Euston parcels. Close behind was 87021 with the 21:15 Euston to Holyhead relief train and 86024 on the 21:30 Euston to Holyhead, the 'Irish Mail' with its sleeping cars. The next northbound train was the 'Down Special' 20:45 Euston to Glasgow and Aberdeen TPO, which was routed via Birmingham and Wolverhampton, with 86026 in charge. Next to appear was the first of the Class 86s, 86001 with the 20:55 Kensington to Perth Motorail. A few minutes later 3S11, the 21:35 Euston to Glasgow parcels came north behind 86017 followed by the first of the overnight passenger trains to Glasgow, the 21:50 from Euston. The only southbound passenger working was the 22:41 Manchester to Penzance behind 47246, with the passengers no doubt settling in for a very long night on the way to the West Country.

Eleven freight trains or class 4 parcels trains made an appearance. Of note was an '87' hauled air-braked freight, the 21:05 Manchester Oldham Road to Camden, which ran via Birmingham where it called at Exchange Sidings. 47190 came north with the 17:11 Gillingham to Ince & Elton empty bogie fertiliser vans. Behind this was 45142 at the head of 16:20 Swindon to Warrington (Walton Old Junction) which had called at Bescot yard. Another of the

new air-braked services, 4S38, the 10:10 St. Blazey to Glasgow Sighthill, had 85005 at its head. Both this train and the corresponding southbound working 4V10 were permitted to convey a portion of container wagons.

Two class 4 parcels trains hauled by Class 86s appeared: the 22:30 Curzon Street to Lancaster and the 20:25 Manchester Mayfield to Birmingham Curzon Street. The remnants of Mayfield station can still be seen on the west side of the line outside Manchester Piccadilly. The station was used by Royal Mail for its parcels traffic with a direct conveyor link to the main sorting office. Three more Freightliner services completed this hour's tally of class 4 trains.

The '86' hauled class 6 21:20 Edge Hill to Willesden freight was shown as a Registered Wagon Service so was a main service for conveying vacuum braked wagons, whilst 84002 at the head of the 15:45 Barrow to Bescot was another trunk freight, the electric presumably taking over at Preston or Carnforth from a diesel. The '84' was later seen heading north with the 22:20 Millbrook to Trafford Park Freightliner, which it would power north from Bescot.

00:00 to 01:00

Into a new day the pace of operations continued at much the same level with 16 movements being recorded. The first northbound service to appear was 1Z75, a Birmingham to Glasgow relief which was running ahead of the two regular Friday overnight trains from Bristol to Scotland. The first of these was the 21:22 Bristol to Edinburgh with the 21:00 Bristol to Glasgow following behind. In the wake of these trains which conveyed sleeping cars was 3S15, the 20:25 Bristol to Glasgow parcels behind 81007. This was making its second appearance of the night having earlier



(RIGHT) A typical northbound West Coast Main Line express heads through Norton Bridge a few miles north of Stafford behind 87018 in May 1976. The '87s' were delivered new without four character headcode panels, which made identifying trains much more difficult. During the night hours the Class 87s were used almost exclusively on Freightliner trains as they were only fitted with air brakes. JOHN FORD

worked a southbound empty stock train to the Birmingham area.

The first of the southbound overnight trains with sleeping car accommodation now put in an appearance: 1A00, the 20:46 Barrow-Euston, passed behind an unidentified Class 86. This train usually had two sleeping cars from Barrow with a third from Preston. With the express clear, 24140 came off the Stoke line with a Cockshute to Bescot class 8 freight followed by 4V19, the 00:16 Crewe to Didcot parcels behind 86251. This train was booked for diesel haulage but presumably on this occasion it was worked as far as Nuneaton with the electric loco.

Attention now focused on the succession of northbound passenger services: the 22:15 Euston to Glasgow, the 22:30 Euston to Perth and the 23:00 Euston to Glasgow 'Night Limited' all of which passed through a few minutes apart. 86101 heading the 00:15 Birmingham to Holyhead relief was squeezed into the middle of this group of trains. Interestingly, the 1975 working timetable shows that this service was 'suspended' but presumably demand was expected to be high on this weekend. 86101 would appear again later with the 01:25 Holyhead to Birmingham mail train.

Just before one o'clock one of the more interesting events of the night was scheduled to take place. The 23:15 Euston to Manchester and Liverpool was divided at Stafford with portions for both cities being worked forward separately. 86033 brought the combined train in from London and carried on with the Manchester portion whilst 86245, which had earlier arrived with a parcels train from Birmingham, backed down onto the Liverpool coaches.

Two more southbound workings rounded off this stretch of the night. The first was the 22:53 Bolton to Birmingham Curzon Street parcels behind 83011. It would be interesting to know where the electric locomotive took over from diesel power; my suspicion is that Stockport could have been the changeover point. The '83' reappeared later with the 04:38 Birmingham Curzon Street to Stoke-on-Trent parcels. Finally the 23:03 Garston Speke Sidings to Ripple Lane Freightliner came south behind another Class 87.

01:00 to 02:00

With just 15 trains in this hour what was noticeable was the dominance of class 1, 3 and 4 services. Going north behind 86005 was the 23:20 Euston to Manchester newspaper train which was followed by the 22:50 Euston to Carlisle TPO which, as it ran via Birmingham, reached Stafford after the newspapers. Next going north was 83009 at the head of the 00:30 Rugby to Liverpool parcels followed by a 'flight' of expresses that left London one after the other.

The first of these was the 'Night Caledonian', the 23:30 Euston to Glasgow which ran via Dumfries so 85025 would

only take the train as far as Carlisle. This train usually conveyed the 'Nightcap Bar' a converted Pullman vehicle. Straight behind was 81002 with 23:35 Euston to Holyhead, a service that only ran on selected days. The '81' later returned south with 00:35 Holyhead to Euston. The last of this batch of trains was 23:45 Euston to Barrow-in-Furness behind 86006 and conveyed sleeping cars for Barrow.

Coming south were two overnight Fridays only trains, the first being 23:50 Manchester to Poole behind 81019 and the second, with 47225, was the 23:55 Liverpool to Penzance. Two well loaded Motorail trains also passed through Stafford shortly before two o'clock; the 23:30 Kensington to Stirling behind an '85' and the 20:30 Stirling to Dover and Brockenhurst with an '86' in charge.

About one o'clock the first of the southbound overnight Scottish services began to appear with the 'Up Special' 19:30 Glasgow and Aberdeen to Euston TPO passing with 86212 in charge. Close behind was another '87' hauled Freightliner, the 20:50 Glasgow to Stratford and then the principal overnight 19:35 Glasgow to Euston parcels with 86256. A few minutes later the first overnight passenger train from Scotland appeared. 1M48, the 21:50 Glasgow to Euston (a seating only service) was behind 85021. Going north about the same time was 82008 with 4S81 the 19:45 Parkeston Quay to Coatbridge Freightliner conveying containers that had come from mainland Europe.

02:00 to 03:00

The remarkable consistency of frequency of train movements continued with fifteen trains passing in this hour. First through was 47365 with the 17:45 Fridays only Penzance to Manchester; this must have deposited its passengers at a rather ungodly hour in Manchester! There was now a succession of freight and parcels services. First was an '87' on the 00:40 Willesden to Trafford Park Freightliner followed by 45109 returning from Crewe with the southbound 'Tartan Arrow', the 21:00 Glasgow Bridgeton to Kentish Town. Two more trains, also all starting in the Glasgow area at the exactly the same time, appeared one after the other; 82001 was on the 21:00 Coatbridge to Parkeston Quay Freightliner with 86011 at the head of 3V05, the 21:00 Glasgow to Bristol parcels. 3V05, as well as calling at Birmingham New Street, also called at Birmingham Exchange Sidings, which is possibly where the electric loco was replaced by a diesel. 86011 returned later with the 03:50 Birmingham Exchange Sidings to Crewe parcels.

Coming north were two Registered Wagon Service freights, the first with an '86' being 7F60, the 23:23 Willesden to Edge Hill. My notes comment that the train contained a substantial block of ICI chemical tankers. 40134 returned with

7F70, the 01:40 Bescot to Edge Hill freight. The Class 40 should have returned north with the Rowley Regis to Stanlow empty tankers (6F52) around 22:30, although it would appear that this was 'caped' and the loco commandeered to work 7F70 instead, which was actually booked for electric haulage. Another parcels train followed, it being the 19:12 Hayes & Harlington to Manchester Mayfield service. It had reached the West Midlands via Worcester and Kidderminster and was electric-hauled from Wolverhampton reaching Stafford at 02:20. Yet another parcels train, the 02:11 from Crewe to Northampton, came south behind 85034.

Earlier in the night, Stafford had seen the splitting of a Euston to Manchester and Liverpool train and this movement

01:00-02:00	
86005 1H01	23:20 Euston-Manchester newspapers
81019 1O11	23:50 Manchester-Poole
86212 1M44	19:30 Glasgow/ Aberdeen-Euston TPO
86015 1P46	22:50 Euston-Carlisle TPO
47225 1V53	23:55 Liverpool-Penzance
83009 3F53	00:30 Rugby-Liverpool parcels (calls 01:17-01:50)
85025 1S26	23:30 Euston-Glasgow 'Night Caledonian'
87034 4E71	20:50 Glasgow-Stratford Freightliner
81002 1D86	23:35 Euston-Holyhead
86006 1P54	23:45 Euston-Barrow
86256 3M19	19:35 Glasgow-Euston parcels
82008 4S81	4S81 19:45 Parkeston Quay-Coatbridge Freightliner
85014 1S15	23:30 Kensington-Stirling motorail
85021 1M48	21:50 Glasgow-Euston
86025 1O92	20:30 Stirling-Dover/ Brockenhurst motorail
02:00-03:00	
47365 1M77	17:45 Penzance-Manchester
86038 0???	Up light engine; had earlier worked 1M71 Cardiff-Manchester
87019 4H37	00:40 Willesden-Trafford Park Freightliner
45109 4M50	21:00 Glasgow Bridgeton-Kentish Town Freightliner
82001 4E97	21:00 Coatbridge-Parkeston Freightliner
86011 3V05	21:00 Glasgow-Bristol parcels
86031 7F60	23:23 Willesden-Edge Hill freight
40134 7F70	01:40 Bescot-Edge Hill freight
86030 4M00	19:12 Hayes & Harlington-Mayfield Parcels (called 02:20)
85034 4B16	02:11 Crewe-Northampton Parcels (calls 02:35-03:05)
86247 1F01	00:50 Euston-Liverpool/ Manchester (train splits: calls 02:43-02:48)
86251 1H02	(Euston)-Stafford-Manchester (dep 03:00)
86260 + 86223 1A02	00:30 Liverpool-Euston (86223 failed) (calls 01:47-02:01)
86103 6G72	01:14 Warrington-Bescot freight
84006 4V10	20:15 Glasgow Sighthill-Bristol Freightliner/ cars

03:00-04:00	
87003 4A53	01:33 Garston-Willesden Freightliner
87xxx 4M51	22:35 Glasgow Gushetfaulds-Dudley Freightliner
86237 4M70	00:18 Stratford-Garston
81002 1A87	00:35 Holyhead-Euston
86230 1M13	22:10 Glasgow-Euston 'Night Caledonian'
87008 1A03	00:55 Holyhead-Euston
84002 4M68	22:20 Millbrook-Trafford Park Freightliner
87001 4E67	0158 Longsight-Stratford Freightliner
81016 1M11	23:10 Glasgow-Euston 'Night Limited'
84009 4D62	01:30 Willesden-Holyhead Freightliner
25054 + 25051 4A54	02:39 Garston-Stewartby (Forders Sidings) 'Fletliner' empty bricks
24081 7F89	03:00 Bescot-Ellesmere Port
04:00-05:00	
86241 1M10	22:30 Glasgow-Euston
47128 5F03	03:15 Duddeston-Edge Hill empty stock
47351 6G38	04:06 Stafford-Ironbridge loaded MGR (ex-Silverdale)
83004 4M38	21:35 Glasgow Sighthill-Willesden air-braked freight
85038 1M64	21:25 Perth-Kensington motorail
85022 1M12	21:40 Perth-Euston
86101 1G00	01:25 Holyhead-Birmingham mails
86009 1K20	01:30 Euston-Crewe newspapers
86004 6V53	04:27 Empties Stoke Yard-St. Blazey China Clay
86xxx 7F67	03:00 Northampton-Warrington Walton Old Jct.
86008 7P08	04:24 Bescot-Carlisle freight
05:00-06:00	
47503 1V57	23:45 Edinburgh-Bristol
86011 4K18	03:50 Birmingham Exchange Sidings-Crewe Parcels.
86210 1V56	00:05 Glasgow-Bristol
87031 4M66	02:30 Stratford-Longsight Freightliner
86249 4P15	03:00 Euston-Carlisle parcels (06:27-07:10)
83011 4K09	04:38 Birmingham Curzon St-Stoke-on-Trent parcels
86214 1M14	22:30 Stranraer-Euston
87017 4E91	03:28 Trafford Park-Tilbury Freightliner
86206 6Z52	Down tanker special
06:00-07:00	
25140	Up track panels
86011 07??	Up light engine after working 4K18 Parcels to Crewe
84006 5D54	06:45 ECS from Duddeston-Stoke (Cockshute).
85039 5A51	Up empty stock
81017 1M15	19:30 Inverness-Euston 'Royal Highlander'
81014 4M26	23:30 Glasgow-Euston parcels (calls 06:59-07:19)
47346 6L56	Up loaded MGR special

was repeated, although this time both portions conveyed sleeping cars as well as seating coaches. 86247 arrived and took the Liverpool portion out with the Manchester coaches departing behind 86251. This locomotive had already been seen taking a southbound parcels as far as Nuneaton so presumably it returned north light engine to Stafford to take up the Manchester duty.

It was just after this train had left that my plans to record the traffic throughout the night nearly came unstuck. I'd been deliberately keeping a low profile on one of the island platforms but a member of staff noticed me. He enquired what I was doing as there were now no more passenger services for several hours and the station was going to be closed. With visions of being turned out onto the dark streets of Stafford I explained that I thought the station would stay open all night and that I really wanted to see freight trains. He obviously thought I should really have stayed at Crewe which of course was open continuously. Many readers will, of course, know that many freight services don't run through the station at Crewe but use the freight only 'Independent' lines. Fortunately, he agreed to leave the lights on and the waiting room open on the platform where I was.

Shortly after this, a pair of '86s' came south at the head of the late running 00:30 Liverpool to Euston, which conveyed sleeping cars; it appears that 86260 had rescued 86223 which had failed. To round off the hour two southbound freights passed through, the first being the 01:14 Warrington to Bescot Registered Wagon Service behind 86103 whilst following it was 84006 with 4V10, the 20:15 Glasgow Sighthill to Bristol Kingsland Road air-braked services which had portions of Freightliner wagons and car carrying wagons.

03:00 to 04:00

Between three and four o'clock there was a slight slackening of the tempo of trains passing with 'just' twelve trains being

recorded. This was definitely 'the hour of the Freightliners' with no fewer than seven appearing. The domestic nature of most of the trains in 1975 was in contrast to later years when traffic became more heavily focussed on services to ports. Terminals such as those at Willesden, Dudley, Stratford, Holyhead are no longer in use. The 22:20 Millbrook to Trafford Park had 84002 at its head having taken the train over at Bescot. The '84' had a busy night having already worked the 15:45 Barrow to Bescot and would later appear on 07:45 Garston to Maidenhead car train so I suspect will only have worked the northbound Freightliner to Crewe. Another Class 84 also brought the 01:30 Willesden to Holyhead Freightliner north shortly afterwards.

The 'Night Caledonian', a service that was diesel hauled from Glasgow to Carlisle via Dumfries, came south behind an '86'. Two Class 81 hauled expresses put in appearances; 81016 was on the 23:10 Glasgow to Euston 'Night Limited' whilst 81002 returned south with the 00:35 Holyhead to Euston seating only service. This was followed by 87008 with a seating only service of air-braked coaches from Holyhead, which left the port at 00:55. It appears that I missed seeing 1A04, the 01:10 from Holyhead to Euston which conveyed sleeping cars; perhaps it passed through the station at the same time as a northbound train which blocked the view.

By now it would have been getting light as 25054 and 25051 returned south with the 02:39 Garston to Stewartby (Forders Sidings) Freightliner with its empty brick containers. To round off the hour 7F89, the 03:00 Bescot to Ellesmere Port, passed behind 24081.

04:00 to 05:00

Things continued to be a bit quieter as there were only eleven trains that I noted in the next hour although there was a good mixture to keep me interested. Coming south the first train to appear after four o'clock was the 22:30 Glasgow to Euston



(RIGHT) On 16th April 1978 81022 brings a well loaded southbound Freightliner train past Norton Bridge on the approach to Stafford. IAN HARRISON

(RIGHT) As can be imagined photographs taken at night at Stafford are in short supply so instead we are using some taken at Crewe. On 15th July 1975, 86240 awaits departure with 1A00, 20:46 Barrow to Euston. At the head of the train are some TPO vehicles whilst the train also conveyed sleeping and seating accommodation. ROB HIGGINS



(LEFT) Having brought 1D84 21:30 Euston to Holyhead, the 'Irish Mail' from London 84003 is about to be removed from the train to be replaced by a diesel locomotive. By this time it was quite unusual to find '84s' in charge of passenger trains. The date is 15th July 1975. ROB HIGGINS

(RIGHT) One of the principal mail trains through Stafford was 1P46, the 22:50 Euston to Carlisle TPO service which is seen at Crewe on 11th January 1975. DAVID CLOUGH



which had been diesel hauled via Dumfries as far as Carlisle, where 86241 took over.

Behind this was the 21:35 Glasgow Sighthill to Willesden Sudbury Sidings air-braked freight with 83004 in charge. Two overnight trains that started at Perth followed, the first being 21:25 Perth to Kensington Olympia Motorail behind 85038, which would take the train as far as Mitre Bridge Junction where it would hand over to a pair of Class 25s. On the tail of the Motorail was the regular 21:40 Perth to Euston sleeping car service behind another '85'. 86101 returned from Crewe with the 01:25 Holyhead to Birmingham mail train, this being the third time I'd seen the locomotive.

Going north with the 03:15 Duddleston to Edge Hill empty stock train was 47128; the stock would later work the 08:45 Liverpool to Penzance. The rest of the hour's workings were freight services. An MGR behind 47351 came out of the sidings north of the station with the 04:06 Stafford to Ironbridge Power Station; this had probably originated from Silverdale as such trains were often recessed near Stafford. Coming off the Birmingham line was the 01:30 Euston to Crewe newspapers behind an '86' which would already have dropped off most of its load of papers in the West Midlands. The 04:27 china clay empties from

Stoke Yard to St. Blazey had an '86' for the first section of its journey as far as Bescot. Two northbound class 7 freight ended the hour's workings; the first being the 03:00 Northampton to Walton Old Sidings and following it the 04:24 Bescot to Carlisle Registered Wagon Service.

05:00 to 06:00

In the hour after five o'clock the number of trains dropped off considerably with only 9 movements being recorded. The first of these was the Fridays only 23:45 Edinburgh to Bristol which had 47503 at its head. During the week this train was a portion of the Glasgow to Bristol but at the weekends loading justified two separate trains with both the Edinburgh and Glasgow trains having sleeping cars. It seems likely that electric power had been replaced at Crewe to reduce the number of locomotive changes at Birmingham. A few minutes behind came the main 00:05 Glasgow to Bristol service behind an '86'. Another train with sleeping car accommodation, the 22:30 Stranraer to Euston, appeared shortly afterwards.

A series of class 4 parcels trains followed each other northwards. The first was the 03:50 Birmingham Exchange Sidings to Crewe which was booked to call at Stafford between 04:41 and 04:51, so was running a

little late. Then the 03:00 Euston to Carlisle parcels passed through, with both trains being behind Class 86s. 83011 reappeared with the 04:38 Birmingham Curzon Street to Stoke-on-Trent parcels having previously worked the 22:53 Bolton to Birmingham Curzon Street parcels.

Two Class 87 hauled Freightliners passed through during this hour with the 02:30 Stratford to Longsight and the 03:28 Trafford Park to Tilbury trains. Finally, just before six o'clock 6Z52, a northbound train of 4-wheel tankers, passed behind another '86'.

06:00 to 07:00

By this time I am sure I must have been feeling rather weary having been on my feet for most of the night. It was too chilly to sit down so I could probably have wished for more than the seven movements in the hour after six o'clock. After a Class 25 went south on a train of track panels there were two empty stock movements, the first being behind 84006 with 5D54 from Duddleston to Stoke (Cockshute). The coaches would later form the 08:35 Stoke-on-Trent to Holyhead service. An '85' came south with coaches bound for the London area. For some time I'd been wondering where the southbound 'Royal Highlander' from Inverness was and it finally turned



82003 heads a northbound car train through platform 4 at Stafford on October 29th 1975. The footbridge and its extension on the left to the Royal Mail sorting office are clearly visible. RICHARD CLAYTON

up over 90 minutes late behind 81017, no doubt having experienced problems on the Highland Main Line. Right behind it was the 23:30 Glasgow to Euston parcels behind 81014; this had earlier taken 20:55 Euston to Stranraer north to Carlisle so there must have been a locomotive change at Carlisle for the parcels. The final working before seven o'clock was 6L46, a southbound loaded MGR almost certainly bound for Ironbridge, behind 47346.

07:00 to 09:00

The 'daytime' railway was now back in operation with electric multiple units on local workings and the first of the normal West Coast expresses appearing so I will mention only items of particular interest. 86004, which had earlier been seen on the southbound 'Clayliner' empties reappeared with the 18:05 St. Blazey to Longport loaded china clay fitted freight. Another northbound block train was the 22:50 Herbrandston to Longport LPG tankers behind 47094 which was booked a crew change at Birmingham Exchange Sidings and was unusually routed through New Street station. Shortly after eight o'clock, another Class 50, 50041, brought a southbound loaded MGR through the

station on its way to Ironbridge. The appearance of a second '50' would suggest that at this time there was a shortage of Crewe based slow speed control-fitted '47s'.

I'd decided by now that it was time to begin the trek back to the North East. As my train, the 07:57 Birmingham to Liverpool was leaving, 84002 passed southbound with the 07:45 Garston to Maidenhead car train. Looking at my notes I realise that I must have been a glutton for punishment as I then spent several more hours watching trains at Crewe before heading home.

Looking back 45 years what inevitably strikes me is the sheer volume of overnight passenger, parcels and mail traffic. Even today, Stafford remains a busy location at night with, on a typical night between 40 and 50 freight or mail trains passing through. Parcels and newspaper traffic has disappeared whilst overnight passenger services are now largely a thing of the past with just the four 'Caledonian Sleeper' workings.

In the next issue of TRACTION we will be looking in some detail at operations at Crewe station during the night hours.

07:00-08:00	
M61882 2G86	06:50 Stoke-Birmingham
85003 5Z73	Up empty stock special
83011 0???	Up light engine after working 4K09 Parcels to Stoke
86247 1A08	06:25 Liverpool-Euston
M61847 2B82	07:40 Stafford-Rugby
86004 6M55	18:05 St. Blazey-Longport loaded china clay
84006 0???	Up light engine after working 5D54 ecs to Stoke
47094 6M52	2250 Herbrandston-Longport loaded LPG tankers
M61879 2G67	06:33 Manchester-Birmingham
M61881 2H67	07:15 Birmingham-Manchester
08:00-08.30	
86220 1A11	07:04 Liverpool-Euston
M62078 2K82	Birmingham-Stafford
86252 1A13	06:22 Blackpool-Euston
50041 6L64	Up loaded MGR special
85028 1O07	07:21 Liverpool-Poole
86215 1H03	07:28 Coventry-Manchester
M61628/M62099 5???	Up empty stock
M61051 1F08	07:57 Birmingham-Liverpool
84002 4V37	07:45 Garston-Maidenhead car train

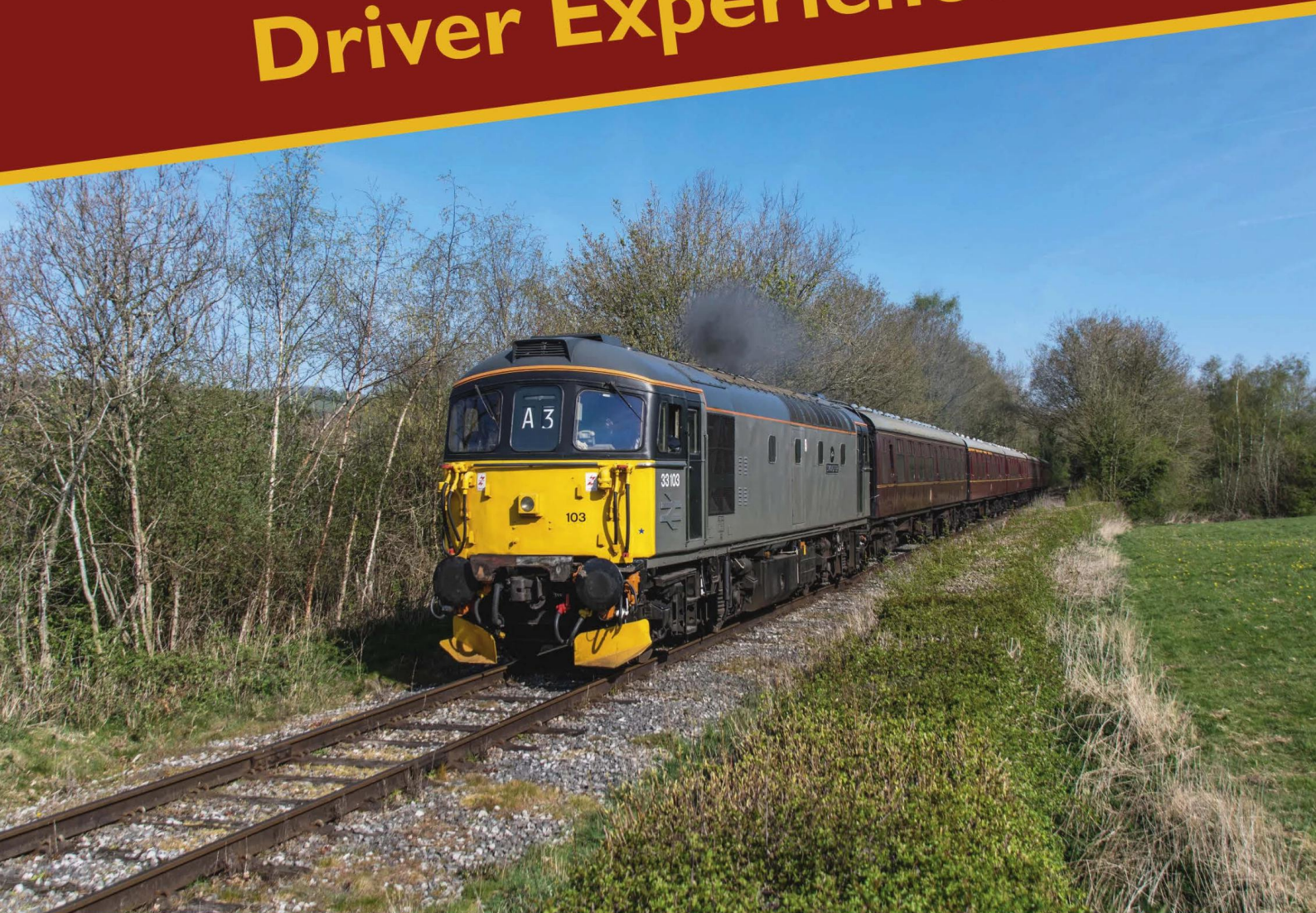


86003 brings a southbound parcels train through Norton Bridge, just north of Stafford, in May 1976. JOHN FORD



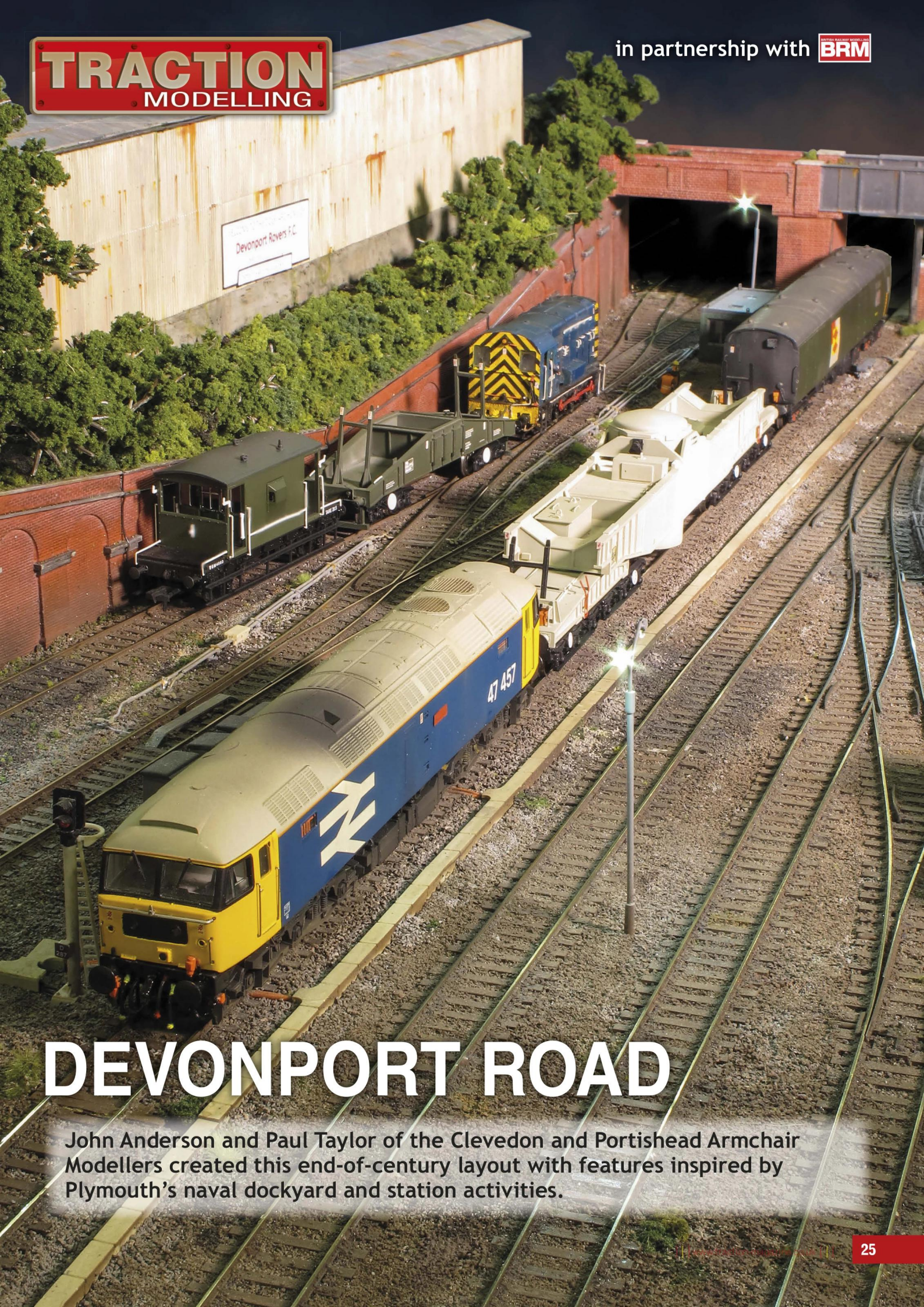
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DEVONPORT ROAD

John Anderson and Paul Taylor of the Clevedon and Portishead Armchair Modellers created this end-of-century layout with features inspired by Plymouth's naval dockyard and station activities.





Photography by Andy York

After showing 'Aberdaugleddaw' for ten years on the circuit, John felt it was time for a change. On the layout, a specialised nuclear flask wagon worked to a submarine refitting facility in The Haven, but in reality, this usually worked to Rosyth in Scotland or Devonport in Plymouth. The arrival of a second Navy flask wagon concentrated his thinking - a new layout but based in Plymouth. Paul had several Hornby Class 50s and a lot of the stock used on 'Aberdaugleddaw' was suitable for the new layout, plus plenty of other things he had thought of building.

But the dockyard connection at Keyham is off the mainline and he didn't have the space for this. By playing with the geography of Plymouth, if the GWR branch through Cattewater met the SR line from Gunnislake at a point where another junction to the dockyard was established (to avoid the need for dock traffic to reverse on the main line), this point would be 'Devonport Road'.

By 1990, the face of the railway in Plymouth had changed. The GWR platforms 1 and 2 had been converted for parcels use, 'Devonport Road' being better sited in the city than North Road station. Some short sidings were used for the parcels trains, just as was done at Pylle Hill in Bristol, where a series of short loops existed to assist with marshalling parcels stock.

This left the SR platforms, numbers 3 and 4, still open for passengers and served by the infrequent service to Gunnislake and the Airport. The original station building had closed but here, has been rejuvenated as a pub - named 'Platform 5'.

On the layout, a rock festival is taking place and all sorts of characters are trying to get past the man on the door and the bouncers! The once extensive goods yards have all gone, but the remaining lines were taken over by the civil engineers and used for a variety of departmental stock.

At this point, Paul gave the layout a withering look and said: "Where's the scenery?" Yes, the boards were optimised for as much stock as possible, so a series of four scenic boards were constructed that fitted onto the front of the layout when it is at an exhibition, but are removed when the layout is operated from home.

It was decided that the scenic boards should blend with the rest of the layout. One became more of the railway engineers yard with an abandoned siding. Another became an allotment built on part of the former yard, and a third, a locomotive works specialising in the repair of industrial shunters and kept separate from the main rail network, would form the front piece to one of the fiddle yards.

To assist in his architectural building, Paul is always looking out for kits that might be useful. He had a second-hand Kibri kit for a handball court. John casually suggested he build a leisure centre, and why not have it as a cut-through? The rest, as they say, is history!

John has too much rolling stock to run on 'Devonport Road', so things are always turning over. This means that anyone seeing the layout at one show should hopefully see new train formations at another.

Replica Railways and Bachmann BGs and GUVs are used as the basis to model most of the different types of 'N' coded vehicles running around 1990, as well as the typical vans that were seen. There are a number of oddities, including a high-security



BG (NBV) and a courier vehicle (NNX). In the pipeline are the unique BG, fitted with roller shutter doors and the airline container conversion of the BG (NRX). These are marshalled in the sidings at the front of 'Devonport Road' using one of Laira's Class 08s or, as occurred at Bolton, the train locomotive – typically a parcels sector Class 47.

John has always been fascinated by obscure stock and workings, and the movement of the MOD's Used Core Transport Platform (UCTP) wagon is one of them. As its name suggests, it moved 'used' reactor cores from the Navy dockyards, where the nuclear submarines are refitted, to Sellafield for reprocessing.

Both Devonport and Rosyth Dockyards have been involved in the repair, modification and repainting of rolling stock. For example, Devonport was involved with TDM fitting to HST stock and DBSO vehicles, while Rosyth was more involved in the repainting of many locomotives, the modifications of Class 158s to 159s and the alteration of a number of first-class Mk. 2D coaches. The most notable job was the work they did on London Underground stock, which necessitated movement of underground vehicles across the Forth Bridge!

A number of these modification and repair activities are modelled on 'Devonport Road'. A number of damaged HST power cars are



used, including one with a wrecked front end and one with a missing parcels area door. There is also a fleet of HST barrier coaches, created by modifying varying passenger coaching stock, to ensure a locomotive can couple to an HST power car. In reality, HST stock has fixed knuckle couplings, which means that a locomotive cannot couple directly to them.

The wagons used by the railway engineers are diverse, not only in type but also in age. The same is true on 'Devonport Road'. A number of internal user wagons of GWR and SR origins, showing their Western region internal number commencing with 06, are used alongside more modern ex-revenue air-braked opens and vans,

all displaying their mystifying fish-kind names.

These are supplemented by dedicated wagons and equipment, including both single and twin jib cranes with their attendant mess wagons; tampers and the diminutive Bachmann Wickham trolley.

Two dedicated CCE shunters are used to shunt these wagons. One is an ex-Class 06, made from a Hornby model with a Branchlines chassis and A1 detailing kit. The other is a 'PWM' shunter, an old Q kits product, numbered 97652, which spent many years languishing withdrawn at Laira but reinstated along with the Class 06 to work at 'Devonport Road'.

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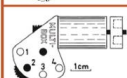
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Review: Bachmann Class 117

Comprising of three vehicles, a Driving Motor Brake Second (DMBS), Trailer Composite (TC) and Driving Motor Second (DMS), Bachmann's Class 117 is initially available in three liveries; green, blue/grey and revised Network SouthEast. The earliest livery, BR multiple-unit green, features four-character headcode panels on the roof, cab fronts without marker lights, no gangway corridor connections between vehicles and therefore the original exhaust arrangements to the inner end of the driving vehicles. The original-style cab handrails also act as downpipes from the cantrail gutters. Other features unique to the original livery are the cutaway buffers and original bogies.

The reviewed refurbished blue/grey livery depicting Southall-allocated set L426 W51364 (DMBS), W59516 (TC) and W51406 (DMS) dates the unit as post-1977 and sees changes for the era with the headcode panel plated over and marker lights on the cab front and round Oleo buffers. The full-height cab door handrail is now replaced with a shorter handrail and the bogies are of the modified style with additional dampers to improve ride quality. The addition of gangway connections between the vehicles in this era also necessitate the change to a later pattern of exhaust arrangement. A further change at this time that requires further tooling variations is the heater vent adjacent to the guard's door on the DMBS.

Moving on to the later version in revised Network SouthEast livery (which marks it as post-1998), there's a further revision, with a cab front that has the central high-intensity lamp, so Bachmann has

tooled three different cabs for these initial releases.

As with the Class 121, the underframe treatment is superb, with the complex arrangement of gearboxes, driveshafts, battery boxes, radiators, tanks, compressors and fire bottles with interconnecting pipes and cables accurately portrayed. The concealed drive system allows for daylight where there should be beneath the vehicles, while keeping a low floor to the interior of the unit.

We also see the introduction of different materials into the product, with a flexible speedometer cable on the driver's side of the leading bogies. While the roof arrangements of the driving vehicles are straightforward, there are roof conduits to the central lavatory compartment on the TC vehicle.

The decoration of the vehicle is up to Bachmann's usual excellent standard and our review sample features Oxford and Banbury destination blinds, which are illuminated.

While electrical pick-up is from all wheelsets, only one motor bogie is driven in each of the driving vehicles, with the small three-pole motor concealed within the underframe gearbox, and a cardan shaft and small gearbox unit to drive both axles of the driven bogie. The unit feels comparatively light at 195g for the driving vehicles and 178g for the TC, but there's certainly adequate power to trail an unpowered unit behind.

The detailing pack includes cosmetic screw-link couplings, multiple working pipes and sockets and vacuum piping to

be fitted if you remove the tension-lock couplings. This makes a huge difference to the appearance

Impressed? Immensely. Bachmann's attention to detail with the variations through the lifespan of the units is exceptional. It comes highly-recommended and has certainly been worth the wait.

Manufacturer: Bachmann
Branchline

CATALOGUE REFS:

(35-500) Class 117 3-Car DMU BR green with speed whiskers

(35-501) Class 117 3-Car DMU BR blue and grey

(35-502) Class 117 3-Car DMU BR Network SouthEast (Revised)

RRP: £314.95 (DC)

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

Era: 6 to 8

Company/Operator: BR

Weight: 468g

Body and chassis: Plastic
Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM-mounted tension-locks

Accessories: Cosmetic screw-link couplings, multiple working pipes and sockets, vacuum brake piping and uncoupling tool.

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TRACTION
MODELLING

NEWS

Heljan to produce new batch of O gauge Class 50s

With all versions long since sold out at the warehouse and the most sought-after liveries snapped up quickly by fans of the Class 50 'Hoovers', Heljan has unveiled a second batch of these cult classic English Electric Type 4s.

In response to feedback from customers, the company is producing further quantities of the refurbished BR blue and standard large logo blue locomotives (with grey roof), but also adding the much-requested large logo variation with a black roof, as applied to some of the most popular members of the class in the 1980s.

Completing a trio of large logo 'Hoovers' will be fully numbered, named and weathered 50036 *Victorious* in final condition with red bufferbeams and NSE flashes.

They will also fill a gap in the Network SouthEast story with a model in the early light blue variant of revised NSE livery. Heljan will also cater for the departmental scene with a numbered, named and heavily-weathered model of DCWA pool stalwart 50019 *Ramillies* in 'Laira blue' with grey roof and cabside numbers.

Finally, following the success of the GB Railfreight '50', KMS Railtech has commissioned a rerun of 50049 *Defiance* in its current livery and, for the first time, GBRf 50007 *Hercules* in its current split identity guise (numbered on one side as 50014 *Warspite*).

All models are to feature the same technical specification as the first batch of Class 50s and suggested retail price. Delivery is expected in mid-2021. All versions are being produced in limited quantities, so early ordering is recommended to avoid disappointment. For pricing and availability, contact your local Heljan stockist, or visit the KMS Railtech website for further information on its two exclusive editions.



Accurascale Class 92 EP 'on test'

Featuring a large five-pole skew-wound motor with twin flywheels, helical-cut gearing for smooth operation and all-wheel drive, Accurascale's forthcoming Class 92 locomotives for OO gauge are undergoing performance testing and assessment with the manufacturer.

Samples are being assessed by Accurascale and ESU, considering the fit, finish and accuracy of the locomotive, with ESU said to be working on the operational pantographs and electronics of the locomotives. Powerpack capacitors, lighting arrangements, including cab desk lighting, and DCC functionality are to be included.

The manufacturer has said that the complex collection of roof equipment has

been caught superbly, with a large array of separately-applied detail mirroring the prototypes, though it has identified areas in need of improvement such as the cabside windows and bogie detail. "This level of functionality will make the Accurascale Class 92 the most technically-advanced and impressive OO gauge locomotive on the market and a talking piece for any layout or collection", said Fran Burke of Accurascale.

Extensive testing of the pantographs is to be carried out on the models. The manufacturer has said that these areas will be rectified on production models for its customers. Etched grilles and

windscreen wipers are to add finesse.

Models are being produced DCC-ready and DCC sound-fitted with Legomanbiffo sounds. A delivery date is now expected to be in the first quarter of 2021, COVID19 permitting.



KMS Railtech exclusive N gauge Mk. 3 sleepers

KMS Railtech has commissioned Dapol to produce four exclusive twin-packs of Caledonian Sleeper Mk. 3 coaches in N gauge. The models are to be produced alongside Dapol's main run of Mk. 3 sleepers, due in September 2020.

The Caledonian Sleeper service runs the full length of the country, hence can be at home on many modern layouts. The service is noted as being the UK's longest passenger train, and now, along with Dapol's 'Swoosh'-liveried sleeper, modellers can form realistic sleeper rakes from the post-privatisation era.

The twin packs are being produced in limited numbers with only 200 sets of each being made. KMS Railtech is accepting pre-orders with a dynamic deposit system where customers can pay anything from 10% to the full price of the model. The balance will be due just before the model arrives.

For current pricing and availability of the twin-packs, visit the KMS Railtech website.



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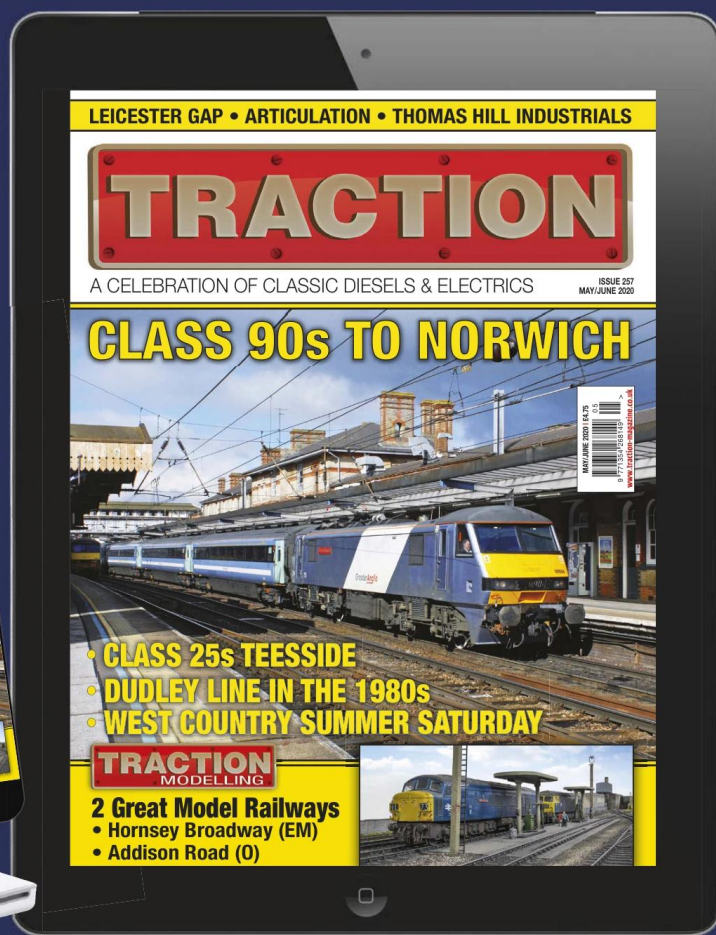
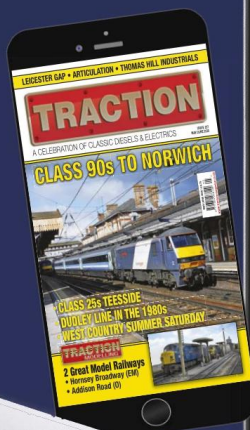
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On 7th June 1984, after climbing Miles Platting bank out of Manchester Victoria, with its gradients of 1 in 47 and 1 in 59, Class 45/1 No. 45143 was being eased to negotiate the sharp curve through Miles Platting station. In steam days the expresses were often banked up the hill. The station at Miles Platting was closed on 27th May 1995.



Trans Pennine Loco Hauled: Part 1 Manchester to Diggle

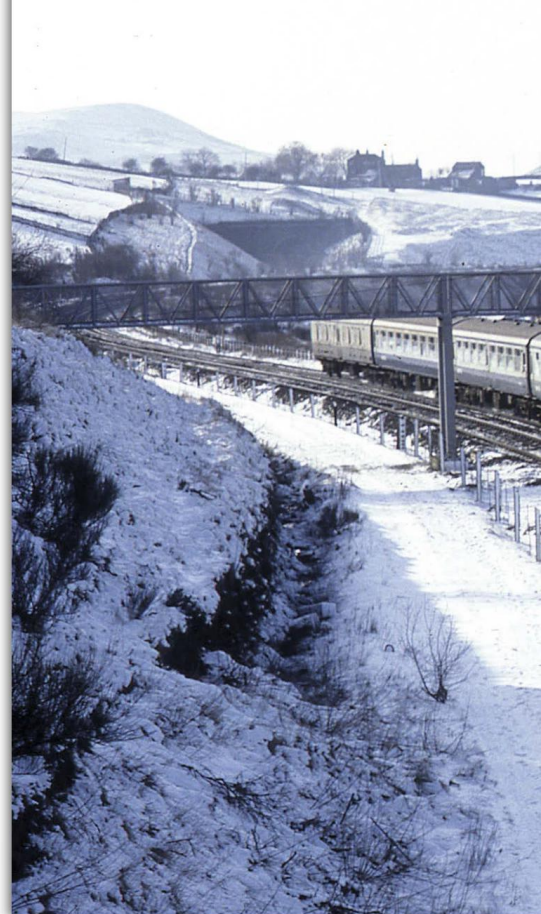
With the return of locomotive hauled trains on some Trans Pennine services it's an appropriate time to look at such workings on the Manchester to Leeds line in the past. In this issue we concentrate on the western section between Manchester and Standedge Tunnel at Diggle with a selection of Gavin Morrison's photographs.

Medlock Vale viaduct near Droylesden sees Gateshead's Class 47/7 No. 47557 crossing with the 11:05 Liverpool to Scarborough on 11th September 1982.





On 21st August 1982 40184 is working hard on the climb to Diggle and is seen from a footbridge just to the east of Mossley station with the 10:20 Manchester to Newcastle.



On June 16th 1983 No. 47079 'C. J. Churchward' is seen well away from its home depot of Cardiff Canton as it climbs through the cutting just after where Saddleworth station was situated. The station house is now a very pleasant residence with a well kept garden as can be seen to the right of the picture. The station closed on the 7th October 1968.



In wintry conditions on February 9th 1983 No. 47002 is shown approaching Diggle at the head of the 10:05 Liverpool to Newcastle. The railway has climbed over 500 feet since leaving Manchester.



A summer Saturday extra passes Ashton Moss North Junction signal box headed by Class 40 No. 40056 with the 10:20 Manchester to Newcastle. Note the catenary mast seen above the locomotive. The freight line from Guide Bridge to Ashton Moss was electrified as part of the Woodhead line electrification. The date is 11th September 1982.



On 7th May 1989 an immaculate Class 47/8 No. 47803 passes Midge Hill with the 17.44 Liverpool to Newcastle. This location is about half way between Mossley and Greenfield but the view is now more restricted by bushes.



Looking in the opposite direction from near Saddleworth station, 45135 drifts downhill heading the 14:25 Scarborough to Liverpool on 19th June 1983.



This spectacular view of Saddleworth viaduct sees Inter City liveried No. 47406 crossing on the 16:20 Newcastle to Liverpool on the 1st May 1989. The track bed of the former branch to Delph is out of sight just beyond the wall in the foreground.



The new order! 68027 emerges from Standedge Tunnel at Diggle with the 10:41 Scarborough to Liverpool on 24th August 2019.



Happy Days on the 'High Level' Part 2

Mick Humphrys continues his account of driving suburban trains in North London.

First 'Rounder'

My first turn of duty (T) saw me, on Monday 7th June 1987, booking on at Willesden High Level at 06:50 for T105. After checking for late notices, this involved relieving a colleague at Willesden High Level platform 5. He had prepared and brought Class 416 6322 up from Willesden Traction Maintenance Depot (TMD) at 07:10. I then took this unit down to Richmond as 5E18. Arriving at 07:25, with a 25 minute turn round, meant there was time to make a cup of tea as departure to North Woolwich as 2E20 was at 07:50.

Arriving some 68 minutes later after 27 stops, my maiden voyage was over but after 5 minutes I was due to depart at 09:03 with 2M19 back to Richmond. Arriving at Richmond at 10:20 and then departing at 10:42 with 2E36, I arrived back at Willesden at 10:36 and was quite pleased to be relieved by a Stratford colleague and took my PNB.

The next part of T105 was yet another maiden voyage as I made my way onto Willesden Low Level platform and relieved the driver of the 12:30 2C09, formed of the doyen of the class, unit 313001. I worked this to Watford Junction, arriving at 13:00 then departing with 13:25 2C26. Arriving at Euston at 14:08, and after changing

ends, departing at 14:17 with 2C21 I was finally finished at 14:30 back at Willesden Junction.

One complete journey (nicknamed a 'Rounder') on both the 'High Level' and 'Low Level' this was, as I would find out quite soon, an easy introduction to the DC link! Working this same job the rest of the week, by Friday I was settling in quite well. This feeling of comfort was not to last as on Friday, when working 2C09 to Watford Junction with 313017, I failed at Carpenters Park with a loss of power and had to be assisted by the train behind to Watford Junction. Thinking where's an instructor when you need one and racking my brains trying to rectify the fault, I was somewhat reassured that the fitters at Watford diagnosed a serious traction motor fault which would require attention at Bletchley depot.

Up on the Roof

There were, in my day, three fitters based at Watford, Gary, Philip, and Ian who were ready to assist and rectify any of the faults, which were usually of a minor nature. Being a pleasant approachable bunch they were also very helpful to me when I was an instructor in answering some of the questions that popped up

during traction courses I undertook and in giving me a more in depth knowledge.

Perhaps we may have gone a little too far when one sunny afternoon at Watford we gave the rail staff based in the nearby offices which overlooked the DC platforms cause for concern. On this particular day, with a bit of time at Watford, I was asking Ian, the fitter on duty, about the 313's pantograph system when Ian asked would I like to take a closer look at a pantograph. With a ladder in hand we made our way along platform 1 at Watford and proceeded to climb onto the roof of a Class 313 rectifier trailer vehicle to take a closer look.

With Ian explaining to me the various components, a rather flustered platform chargehand quickly approached us and said someone from the offices had telephoned him and told him that someone was in danger of being electrocuted. As we were approximately 100 yards, at least, from the nearest OHLE looking at a dead pantograph system, Ian assured him that all was ok and that they should return to their crossword!

The 'Low Level' line, on more than one occasion, came to the rescue for movements between Euston and Watford Junction when, for some reason or another, the mainline was blocked. One particular

occasion I was involved in was when a wagon mounted crane struck an overhead line suspension just outside Euston during engineering work and all mainline 25 KV overhead traction was suspended. This Sunday then saw me, along with fellow driver David Calfe, volunteer and work an additional shuttle service on the DC from Watford Junction to Euston. This involved ferrying passengers from Euston to connect with northbound mainline services which were terminating and then restarting from Watford Junction. There were also occasions when mainline traffic was diverted onto the 'Low Level' DC lines between Watford Junction and Euston, although this was very rare due to limited clearance at Bushey for Mark 3 coaching stock and, of course, the 25mph maximum speed limit for all non DC traction.

Our first book on time at Willesden was 04:00 to provide cover for any additional moves, late running and sickness. The first turn, T100, was a 04:22 book on and involved walking to either the 'Low Level' bay Platform 3 at Willesden Junction or the arrival road at Willesden TMD down after booking on at the 'High Level'. This involved 'cutting in' and then preparing a single Class 416 unit. 'Cutting in' was the term used to describe the operation of a main switch on the motor coach which switched on all the 416's auxiliaries and control systems. The unit was then shunted 'upstairs' onto the 'High Level' platform.

This train then formed 2B11. The 05:15 staff train to Richmond was run for the staff who worked turns 101,102,103 and 106 all with a book on time of 05:05. Together with the guards for each train, ten crew members in total made the trip to Richmond, so the air was full with the usual often 'near the bone' banter, or we were waking up with cups of coffee! On arrival, each crew prepared one of the stabled '416s' at Richmond with the crew on T101 working the 05:53 5E06 empty coaching stock (ECS) to Camden Road, whilst 2B11 formed the 06:12 5E08 ECS to the same destination where they then formed the first North Woolwich services, the 06:15 2E06 and the 06:35 2E08. These ECS workings on these jobs made a pleasing start to the day with quarter of a 'rounder' running non-stop at, or thereabouts, line speed.

Breakfast at the 'High Level'

At Stratford two '416s' were stabled overnight at Stratford Market Sidings with these forming 05:54 2H02 and 06:14 2H04, the first services to North Woolwich, then 06:15 2M03 and 06:35 2M05 respectively; the first services to Richmond. At the end of the day, the last down services from North Woolwich for us Stonebridge drivers was the 22:55 2M07, which terminated at Camden Road and then ran ECS to Richmond as 5M07. On arrival at Richmond at 23:50, this train then formed

De-icing and sandite unit 930501 is seen at Watford Junction on 2nd February 1991. DAVID WARBY



00:13 2B02 staff train, the staff being the crews from the units that had arrived earlier which were then stabled. It was then back to Willesden High Level then onto the TMD for stabling.

The units were actually booked to stable at Kensal Green sidings but this, for some reason, was not in use at the time. These early morning jobs usually consisted of two 'rounders' and, if the cover man was not used, he could usually be persuaded to do a Richmond and back for you thereby extending your break. I did on a number of occasions, when on a cover turn, only agree to do a Richmond for driver Giriah Jani (now my driver team manager at Avanti West Coast) on the condition that he made one of his famous and very tasty omelettes ready for when I got back!

A number of the later turns, which included 07:56 T107 and 15:42 T118, consisted of three 'rounders'; After 162 stations stops and 135 miles you knew when you had completed one of those jobs! This was on a very few occasions topped by one or two drivers who, helping keep things running in times of disruption or shortages, made a bit of overtime and completed five 'rounders'. The significance of five 'rounders' was at 225 miles it fell into the second band mileage payment which equated to an additional 2 hours and 20 minutes pay for the shift.

Mileage was a bonus payment in BR days where, once 200 miles had been covered, an additional payment was earned rising in 30 minutes pay increments the more miles were worked. This was often and usual on main line jobs but you had to go some to achieve this on local suburban work which the North London Line most definitely was. One driver to achieve this accolade/ test of endurance was Terry Fielder during June 1987.

Headcode '77'

Although the work could be a bit

monotonous, the close knit community of the drivers all around the same age made for an active social life when off duty, with Richmond being the scene for many a social function. Some of us also brought about an individual touch when working a Class 416 in utilising the Southern Region headcode indicators to run with our own numbers. The correct indicators were white blinds leading and red blinds to the rear but I always put up '77' with colleagues using other ones. I wonder if any photos exist with these numbers being displayed confusing trainspotters! To us it simply indicated who was on the train passing you in the opposite direction.

The Class 416 were fitted with only one brake van in the driving motor brake second (DMBS), indicated as you looked at the front of the train by an upside down black triangle. On the driving trailer second (DTS) there was simply a small access compartment with a sliding door providing access to the cab. This meant that, when driving from the DMBS, the guard was immediately behind you. At times, when running ECS or at the turnaround points you had some company, although technically the guard was not allowed to travel in the leading driving cab.

A large number of the guards at Willesden depot were first generation immigrants from the West Indies who had, in the late 1940s and 1950s, answered the motherland's call to come over to the UK to alleviate the chronic labour shortages after World War II. Many found work on British Railways, London Transport and within the newly formed National Health Service. These first class professional railwaymen taught me a lot both about the job and indeed a few life lessons.

I can recall on one occasion during the summer of 1987 when, as I was a bit of a sun worshipper in those days and having spent the 20min turn round at Richmond catching a few rays sitting on the platform,

at departure time, to the bemused look of my passengers, I put my shirt back on and got in the cab. Tommy Campbell was my guard on the journey to North Woolwich and, with the temperature in the high 20s, I remarked to Tommy why was he here and not sitting on a beach in the Caribbean. Tommy, with a broad smile and in his thick Jamaican accent, replied, "Mick, paradise ain't no paradise when you ain't got no money". Wise words! I do believe upon his retirement Tommy went back home to his island in the sun. It was and has been my pleasure to work alongside such men; back then and during my 36 year railway career.

The Distant was Off

Settling into a routine, this was somewhat shattered on 6th November 1987 when working 2M07 the 06:55 North Woolwich to Richmond. Departing Willesden Junction right time at 07:47 and approaching Acton Central, I noted and observed the distant signal was off and showing green. Absolute block signalling was still in operation at this time with Willesden High Level, Acton Wells, Acton Central and Bollo Lane the controlling signal boxes on this section from Willesden to Gunnersbury. With Acton Central's distant off this indicated to me that all associated stops signals (home and section signals) would also be off.

I was somewhat surprised to see Acton's first home signal was on (red). Applying the brake fully and releasing the deadman's handle for good measure, I managed to come to a stand about two train lengths past the signal. Securing the train and walking back to contact the signaller on the signal post telephone, I remember my first words were, "The distant was OFF". Luckily the signaller confirmed this and explained that a fault had occurred with the level road crossing resulting in him putting the signals back on (to red). Although the crossing was right next to Acton signal box, control of it had passed to the signaller at Bollo Lane a mile further down the line that operated it in conjunction with CCTV. I was just pleased I had been stopped at Acton's home signal as the section signal was very close to the crossing!

Prime example of pre-war efficiency

A less challenging and stressful incident occurred on Sunday 16th May 1988, when on my way to Richmond. I noticed an elderly gentleman sitting on South Acton platform, thinking that was strange as no trains stopped there on a Sunday. On my way back I saw that he was still there. Travelling slowly after traversing the junction I stopped at the normal stopping point and called him over. He explained that he wanted to get to Acton and no trains had stopped except me. Taking pity and liaising with the guard we got him on board and continued forward without too much of a delay. On arrival at Acton

	Arrival	Departure	Headcode
Willesden TMD		00:10	5E11
Richmond	00:25	00:40	5E14
North Woolwich <i>Via Camden Road</i>	01:34	01:40	5M60
Watford Junction	02:54		
Break			
Watford Junction <i>Via Primrose Hill</i>		04:37	5C63
Camden	05:23	05:27	5C64
Willesden Low Level	05:43	05:47	5C64
Willesden TMD	05:52		

Central, he came forward to my cab window reaching out as if to shake my hand which, as he did so, he pressed a pound coin into my hand with the words I will remember forever, "Thank you young man, you are a prime example of pre-war efficiency." I've been called a few things in my time but that was a first; come to think of it that's the only tip I have ever got apart from my paper round days!

Appointed as an Instructor

Early 1988 saw me apply for and, after an interview on 1st June with area manager Les Fields and chief traction inspector Jim Wolfe, successfully achieve the post of driver instructor. Despite the interview being based on assessing my knowledge of Class 31 diesels, the first instructor's course I attended was on Class 313s, Class 416s and the '501' de-icer. Along with Watford based newly appointed instructors Mal Service and Vic Patel, we were taught the basics of instructing and a bit more in depth detail of the DC traction. I seemed to recall that on a visit to Richmond, we demonstrated the technique of 'paddling up'. This involved isolating the Class 416 from the third rail by placing a wooden paddle alongside each of the unit's collector shoes, levering it up then placing another paddle between the shoe and the conductor rail. This was repeated at every shoe in contact with the conductor rail until the unit was isolated. This enabled shoe fuses to be changed without an isolation being obtained. I'm not sure such practices would be allowed today!

501 De-icer

I was soon involved in driver training as the instructor on driver conversion courses, teaching Classes 313, 416, and the '501' de-icer to young drivers at Stonebridge as they progressed into link 5, as well as a '501' refresher course for more senior drivers. The Class 501 de-icer unit was stabled at Willesden TMD and was booked to run from the 26th October to the 2nd April, depending on weather conditions.

This unit was a relative 'pocket rocket', having 740hp on tap and only weighing some 77 tons, especially when running non-stop on its diagrammed working as shown in the table.

Instruction for drivers learning the Class 501 for the first time was a two day course, the first day being static instruction and the second day train handling involving a trip to Watford Junction or Camden Road depending on what control allowed on the day. If they had prior knowledge the course was just one day static instruction. To make my life and that of my trainees easier, I marked up in chalk all the pieces of equipment both internal and external on the '501'. This caused a bit of consternation with the late Mick Jones, the traction inspector often charged with passing the drivers out, as a lot of the answers to his questions were in full view as he went round the unit with the drivers. I did a two week stint on the de-icing job during January 1989 and I remember keeping a close eye on the weather forecast, hoping for mild weather as the 'sandite' function was no longer necessary out of the leaf fall season so, if the temperature was above freezing, the de-icer was not required to run and an easy and early night was to be had!

Three Steps to Heaven

By November 1988 the grade of driver assistant or secondman ceased to exist with final stage of the easing of manning agreement and the introduction of the trainman concept. Being designated either a trainman 'D' with promotion route to driver or trainman 'G' with promotion route to guard, conductor or senior conductor this represented a major change to the line of footplate promotion but did allow many guards to progress to the grade of driver.

The basic traction for the new grade of trainman 'D' at Stonebridge Park progressing to drivers was initially Class 416s so along with my fellow instructors, Steve Johns (now a driver at Bletchley), Carlos Chase (now a driver at Eurostar) and, in the new grade of mentor driver, the

late Whirlwood Whitlock, we were kept very busy. One occasion saw me make life a little difficult for a new driver on his exam with traction inspector Peter Crawley as, at Richmond with two trainees, I had put quite a few faults on a '416' including a few blown fuses for my trainees to find and rectify. Explaining this to Peter before he took the driver on his exam he said, "Not to worry I am sure he (the trainee) will work it out" as I handed him the handful of good fuses. The driver being passed out wasn't too happy: if looks could kill!

Peter was on another occasion not too impressed with one of my drivers who, having completed their conversion course and on their passing out exam was asked, with reference to the Class 313 braking system, "What happens when you move the brake to step 3?"

He received the answer, "You kiss and hold her tightly?" I am sure a reference to the lyrics of "Three steps to Heaven" by Eddie Cochran was not the answer he wanted!

Docklands Special

An example of how things seemed to be a lot simpler back in BR days was demonstrated on 9th October 1988. Booking on that Sunday morning at 07:00 on the cover turn I was chatting to David Stride, the area operations controller on duty that morning, when he mentioned the severe overcrowding that had occurred the evening before between Stratford and Custom House due to the Jean Michel Jarre concert taking place in Docklands.

Anxious to avoid the overcrowding for that evening's performance, David and I suggested to control about running a shuttle service between Stratford and Custom House, commencing about 17:00. I was keen for this to happen for two reasons. Firstly, I'd get a bit of overtime and, secondly, I was going to the concert myself with my two brothers-in-law and

couldn't think of a better way to get there. So, at 16:00 I departed Willesden TMD with Class 416s 6319 and 6317 coupled as a 4 car running ECS to Stratford as 5T99. Arriving at Stratford I was relieved by a Stratford driver who was to commence the shuttle service. I asked him not to leave until I had changed my jacket and put my work bag in Charlie's office (Charlie was the platform chorman on Stratford 'Low Level' DC platforms. I don't know what shift pattern he worked but he always seemed to be there!). Then I re-boarded the shuttle, now loaded with other concert goers, with the bemused Stratford driver looking on.

I undertook further training of drivers during 1989 with both drivers on conversion courses learning Classes 416, 313 and 501 and the new schedule two trainees on the practical handling element of their course. The Class 416 element of training, however, ended in September with the 23rd being the last day of Class 416 use on the 'High Level'.

On this Saturday afternoon, after completing my morning shift booking on at 05:05 and working 2E10 06:22 Richmond to North Woolwich and back with 6312, I worked 313015 and 313006 ECS to Stratford ready to commence the service on the following day, Sunday the 24th. The Class 313 with its increased capacity and sliding door operation was deemed an improvement to the service over and above the Class 416s. Being dual voltage, they operated on the third rail system as well as also utilising the new 25kV AC overhead system fitted between Dalston and Hackney Wick.

This did require the driver to remember to raise the pantograph or, more importantly, lower it at each location. Although lineside signs provided a reminder to the driver, as '313s' were not fitted with an over-height automatic dropping device, the first bridge past either location would lower or remove

the pantograph for you as one or two of my colleagues found out to their cost!

Due to the higher power demand of a Class 313 compared to a '416', the driver was required to restrict power to a maximum of notch 2 if not running in AC mode to avoid possibly causing the main circuit breakers protecting the DC supply at the feeder station tripping.

From October 1989, the Class 313 became the basic traction for all new trainee drivers progressing under the schedule 2 training program and I was very much involved in this during the first four months of 1990. On the 2nd April 1990, I received a letter informing me that my '8b' promotional move, that I had registered 5 years previously, had come up and I was to report to Euston as a driver two weeks later. As was typical of the railway at the time, other people knew of this and told me before I received the official letter.

During this period I was approached by the depot manager at Stonebridge and, along with fellow instructor Des Kelly, asked if we could stay on loan to Stonebridge to finish the training programme we were undertaking. We both agreed to this and for the next 4 weeks I was a Euston driver on the North London Lines finally finishing on the 11th May, working turn 100 and booking on at 04:21.

I was not totally finished with the DC with another three week loan period during December of that year and then a four year spell as a deputy classroom based instructor (deputy meaning that I was still very much a driver but was released to undertake classroom based teaching duties) at the Euston Train Crew Training Centre (TCTC) teaching, amongst other topics, Class 313 units but that really is another story!

Thanks to drivers Pat Baxter, Dave Calfe, Jim Murphy, Malcolm Service, and Mick Forecast (Stratford Depot Facebook Group) for filling in the blanks in my memory!

On Saturday 12th August 1989 just a month before its withdrawal from the North London line Class 416 6303 stands at Richmond about to depart with 2E42 the 11:22 to North Woolwich. Watford driver instructor Malcolm Service took the opportunity to take this picture prior to departure with one of his last trips on a '416'. MALCOLM SERVICE





National Power liveried 59205 is passing Milford Junction with a matching rake of JHA coal hoppers at 09:39 on 26th August 1997.

To Milford Junction for freight trains

Back in the late 1990s Chris Lenton was trying to balance his newly reawakened railway interest with the demands of both a busy teaching job and a young and growing family. The early issues of 'TRACTION' magazine had a significant role in drawing him back to the lineside.

As we lived in Suffolk, trying to catch up on all I'd missed during my railway 'dark age' involved quite a bit of travelling around. As such, trips home to see my parents (who live at a point where South Yorkshire meets North Nottinghamshire) invariably involved an outing to some railway establishment or other, even if it was only a quick dash to see which locos were stabled in the sidings behind the Tesco supermarket at Worksop.

One of the more memorable of these outings resulted from my desire to see and photograph the 'National Power' Class 59/2s. The six Ferrybridge based locos in the sub-class were relatively new at the time and they wore a striking livery not dissimilar to that of the former Network SouthEast.

I'd seen a short video about Milford Junction which featured a few members of the class passing with impressive looking trains of coal hoppers in matching livery. It looked like a promising destination and it was within easy striking distance of my parents' home so, in the late summer of 1997, I planned to go.

The adventure began on the evening of Monday, August 25th, 1997, with an

on-impulse drive out to Tinsley depot, 'just to see . . .' The visit proved to be a fairly melancholic experience, despite the golden sun of the late summer evening. A few RfD liveried '47s' could be seen undergoing maintenance inside the depot and triple grey 08751 minded its own business outside but, other than them, the only residents were derelict Class 47s in a variety of liveries, parked in a row along the far side of the depot. Many of them had been present, and recorded in close up for posterity, at the excellent Open Day the previous April.

Recent additions to the long list of casualties included 47222, with a smashed cab at one end, and 47378, with obvious fire damage. These two, along with all the other hulks, were finally cut up at Booth's during the following year. As we watched from the top of the embankment, a smart-looking, Railfreight Distribution liveried 47218 provided the only sign of life. It mooched onto the depot at walking pace and, after a short manoeuvre, settled itself alongside the fuel pumps and shut down. All was quiet.

The atmosphere that evening was a far cry from the visits of my youth, when my

younger brother, my gricing schoolmates and I would step through the broken wire fence at the back and, trying not to worry too much about the guard dog notices, clamber to the top of the embankment to view the BR blue spectacle below. We did this a lot when the first Class 56s were being delivered from Romania. They were all allocated to Tinsley and many were to be found 'on shed' at weekends. We were all keen to be the first to be able to underline all 30 in our Locoshed books.

Back in the present, I travelled home via the aforementioned Worksop supermarket and, as the sun was setting, noted nine locos in the vicinity, including five Class 58s and 60048, shimmering in newly applied EWS livery.

My dad, a fellow enthusiast, and I set out for Milford Junction early the following morning. We aimed to find the location the video I'd seen had been filmed from and, eventually, a mixture of instinct and luck brought us to the village of Monk Fryston. Here, a track led down to the railway beside a road overbridge that was exactly the location we'd hoped to find. We parked beside the track and waited for the action to unfold.

Milford Junction is the meeting point of lines between Leeds and Selby and between York and Knottingley. Our vantage point was south of the junction itself, alongside the line from York. Collieries and power stations in the area meant lots of freight traffic. In a couple of hours, we witnessed eleven movements, only one of which, 144013, was a passenger train. My first photograph was of 58018, working hard with a loaded southbound MGR. More type 5s followed, with members of Class 56 predominating on a variety of workings. A welcome change was 37054, heading north light engine. We departed shortly after 60018 had headed south with another MGR train.

Driving away, I reflected happily on the sighting of my first two Class 59/2s, 59 202 and 59 205, both accompanied by rakes of rather faded JHA (later JMA) hoppers and hoped that my photographs would do them justice.

We called briefly at Knottingley station, where we noted 56033, 56101 and 09014, before heading in the direction of Barnetby. Here I hoped to see the second of the day's targets - a steel blue Class 60. To my delight 60006 'Scunthorpe Ironmaster' rounded the curve from the east with a train load of iron ore, its sparkling livery in marked contrast to the orange-red colour of the wagons.

Another visit to Milford

Home, domestic life and a new school term soon beckoned but before long I began plotting a return visit to the area. After all, there were four more 59/2s to find!

I travelled back to Milford Junction the following half term, arriving on the morning of October 27th. The day was exceptionally overcast, foggy and dark - agonisingly poor conditions for photography. Because of this, my stay in Monk Fryston was very brief, albeit interesting and, instead, I spent most of the morning at Knottingley. I persisted with the camera but by lunch time I'd given up. Still, I managed to add three more of the impressive National Power locos to my tally, with 59203 photographed earlier in the gloom at Milford Junction and 59201, with polished bell on the cab front, captured powering through Knottingley station. My last shot of the morning was of 59206, hard at work at the same location.

Being something of a completist, I was disappointed not to have seen the final member of the NP sextet, 59204. Over 20 years later, as I write this, I've still not managed to underline that particular number and in fact I've never been back to any of the locations mentioned here. The Class 59/2s and their matching trains, of course, eventually left the area under EWS ownership. I would not have believed, at the time, that I wouldn't return but, as it is for many of us I suspect, life gradually took me along a path away from the simple joys of line-siding and photographing trains.



(ABOVE) 60018 heads south with another loaded MGR train at 10:58 on 26th August 1997.



Having been held at the signal near the road bridge, 58022 gets its northbound MGR empties underway as it approaches Milford Junction at 09:01 on 27th October 1997.



With Milford Junction signal box in the background 58018 powers across the crossovers with a southbound loaded MGR at 09:00 on 26th August 1997.



56102 brings a southbound rake of empty bogie bolster wagons through Milford Junction at 10:14 on 26th August 1997.



At 10.23 on 27th October 1997 58023 rolls through Knottingley station with a British Gypsum train on 27th October 1997.

Having given up on photography at Milford Junction because of the poor lighting conditions, the author was rewarded with this view of 59201, complete with polished bell on the cab front, as it powered through Knottingley station with JHAs hoppers at 10:11 on 27th October 1997.



July 12th 1979: Our 72-mile journey southward along the Midland Main Line (MML) to London commences here at Kettering. Superbly framed by the ornate ironwork of the station awning, and with a nice hint of exhaust as power is applied, 'Peak' 45110 departs with the 13:12 service from Nottingham to St. Pancras. Note the wall-mounted Nestle Confectionery chocolate dispensing machine on the right.



Midland Main Line Miscellany

Part One: Kettering to Harlington

David J. Hayes presents a selection of monochrome memories from respected lensman Kevin Lane, of Dunstable, depicting the southern section of the Midland Main Line and featuring a variety of workings along this busy axis during the 1970s.



July 12th 1979: The view looking south from Kettering on the same day as the previous image nicely shows the signal box and some of the other infrastructure detail. An unidentified Class 45 is held on the main line with a 'Down' express, as 47265 appears with what is thought to be 6E50, the 08:58 empties from Langley to Lindsey. The loaded trains were laden with aviation fuel for Heathrow airport and were, back then, I believe, amongst some of the heaviest payloads conveyed on the railway network.



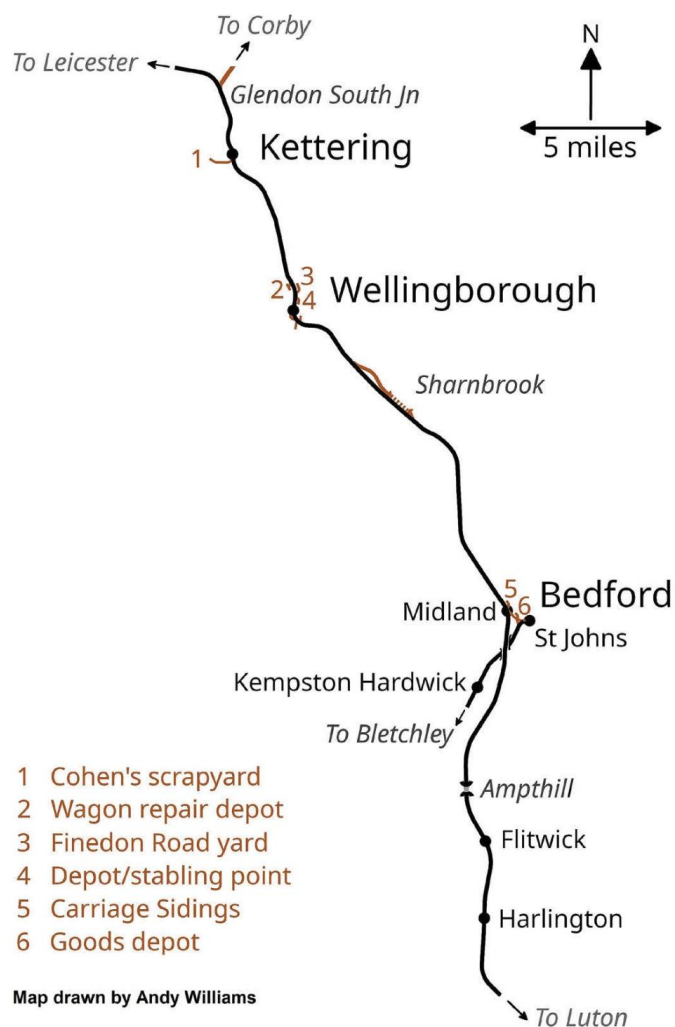
(ABOVE) July 17th 1979: Still at Kettering, but a few days later, we now see 25324 and 25314 approaching northbound with the 4F53 Stewartby (Forders Sidings) to Garston Freightliner Terminal (FLT) 'Brickliner', aka the 'Fletliner', which also conveyed a portion for the Manchester area (initially detached at Trafford Park FLT and later at Longsight FLT). These trains reportedly conveyed around 315,000 bricks per trip. This service and type of operation is thought to have ceased in the mid-1980s.



July 5th 1979: On the same day (a Thursday), 45136 makes for a fine sight departing from Wellingborough Yard with what is thought to be 8V27, the 05:30 Toton to Acton freight, formed mainly of a lengthy mixture of loaded coal wagons for various customers dotted in and around the London area. On Tuesdays, Thursdays and Fridays, the service was booked to call at Wellingborough Yard from 08:07 until 11:36, thus keeping it well clear of the morning commuter rush further south.



June 2nd 1977: With a long string of 42 empties in tow, 'split-box' 45005 eases through Wellingborough with what is thought to be 6M32, the 05:00 empty MGR from Northfleet to Toton, which was booked a two hour recess at Cricklewood Recess Sidings (06:50-08:53). Assuming the 'Peak' had also powered the overnight loaded train from Welbeck, this would have been piloted across London to its North Kent destination by a slow speed control equipped Class 47 (attached in the Cricklewood area) to facilitate the unloading of the train at the cement works. Just visible in the distance, above the rear of the train, are what appear to be iron ore hoppers. During the 1970s, Wellingborough had been a regular forwarding point for a movement of iron concentrate (an iron ore replacement) to British Steel's Spring Vale Steelworks at Bilston in the Black Country region of the West Midlands. The said steel plant closed in April 1979.

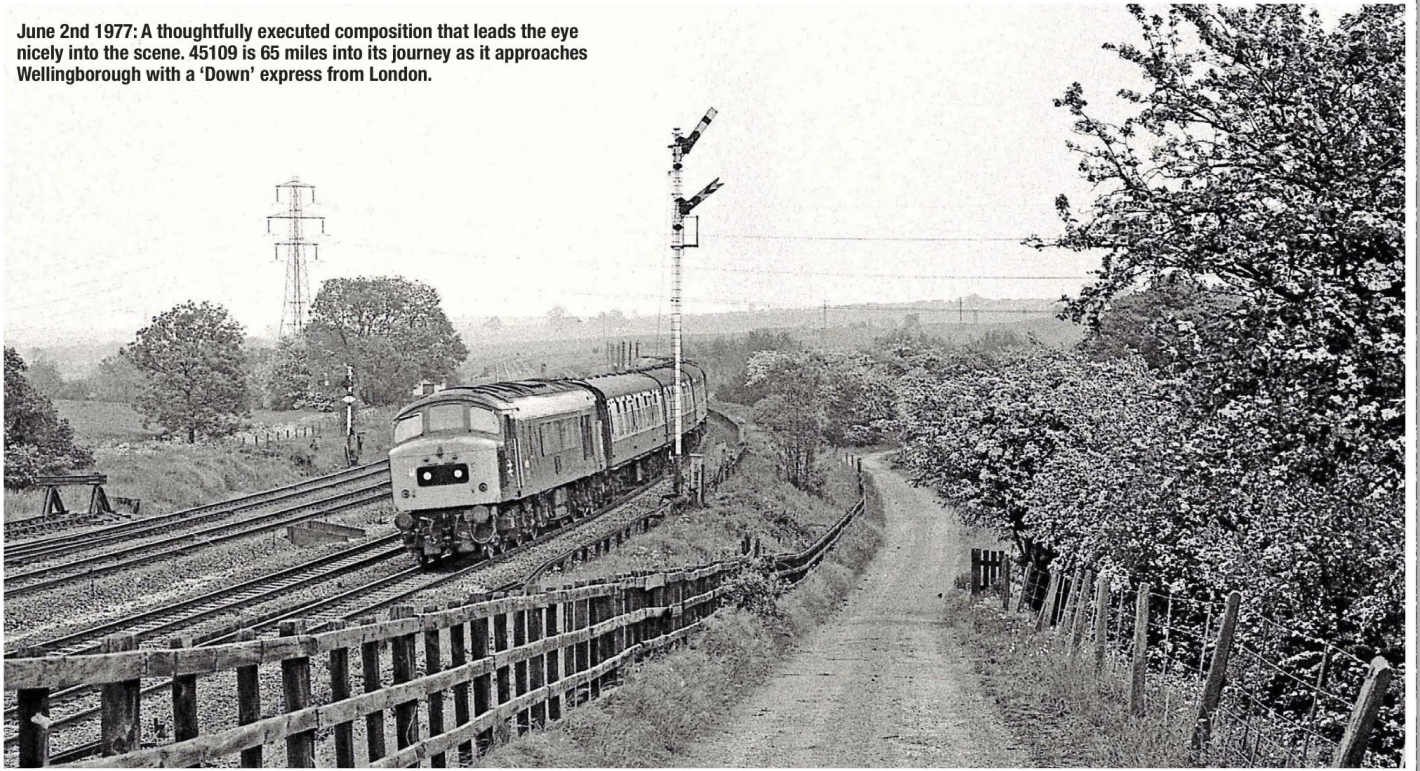


June 2nd 1977: Making a welcome appearance in the Kettering area on a MML freight turn is 31169, seen heading south with a raft of what appear to be loaded 16-tonners (but not laden with coal by the looks of it) plus a brake van. As can be seen to the left, the maximum permitted speed for Class 1 passenger services on the 'Up' main line at this point is 90mph. The official discontinuation of four character headcode displays in January 1976 saw many locomotive headcodes wound to display '0000', as clearly seen here.



July 5th 1979: 'Peak' power reigned supreme on the MML during the 1970s. 45114, with an 'Up' London bound express, overtakes a southbound parcels train (held at signals) at Finedon Road on the approach to Wellingborough. The yard on the right had fallen into decline by this time, but was still a calling point for traditional Toton to Acton freight turns. In previous years, Wellingborough Yard had been an important staging and wagon examination point for traditional coal traffic destined for the London area and Kent, with such workings departing from here to the likes of Acton, Cricklewood, Hayes & Harlington, Snodland and Southfleet. It is thought that coking coal from the Kent coalfield may have also been held here as well before going forward to Corby Steelworks, although confirmation would be welcome. In addition, Merry-Go-Round (MGR) coal hauls from Tyne Yard to Ridham Dock (for the Bowater paper mill) and from Welbeck to Northfleet Cement Works paused at Finedon for crew changing purposes, as did traditional coal hauls from Coalville to West Drayton amongst other numerous workings.

June 2nd 1977: A thoughtfully executed composition that leads the eye nicely into the scene. 45109 is 65 miles into its journey as it approaches Wellingborough with a 'Down' express from London.



April 21st 1977: The southern section of the MML saw a good variety of freight workings during the 1970s and was an important axis for coal traffic to both London and Kent, and from the Kent coalfield as well, the latter forwarding quality coking coal for use by the steel industry. Southbound coal consignments included domestic coal for the London area and industrial coal for the cement and paper manufacturing industries of North Kent. 45054 was heading south with a loaded raft of 16-tonners when caught by the camera north of Bedford. The service could be one of two originating from Wellingborough: 7015, the 07:50 to Snodland (arr. 16:41) or 8V27, the 10:40 to Acton Yard (arr. 13:41). Similar coal-hauls to this one, formed of 16-tonners and hauled by a 'Peak' Class 45, were also to be seen traversing MML metals laden with coal from the East Midlands to Southfleet, from where the coal was distributed by road to various cement works. However, the terminal at Southfleet had already closed by the date of this picture, having succumbed in 1976. A two part article describing Kent coal rail operations appeared in TRACTION 253 and 254.



November 25th 1976: Another shot of 45005 (seen earlier at Wellingborough atop an empty MGR), this time at Bedford with a southbound parcels, thought to be 3C01, the 10:05 from Nottingham to St. Pancras, and framed by some interesting railway infrastructure from that pre-electrification era. (With thanks to David J. Hayes of Frodsham for additional detail regarding this possible working.)



July 13th 1978: With the station clock showing an incorrect time of 11:57, the 12:07 express from Derby to St. Pancras arrives at Bedford behind 45118 'The Royal Artilleryman' (the train still has about another 50 miles to cover before reaching its London destination). Again, the photographer has used the station awnings to good effect to frame the subject matter. Work had just started on transforming the station in readiness for the 'Bed-Pan' electrification project.



November 17th 1977: An 'Up' London-bound express, hauled by 47147 and possibly from Sheffield, is nicely framed by the bridge as it approaches Harlington.

Letters

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THE LEICESTER GAP

One of the few positive things to come from the 'Lockdown' period many of us have found ourselves subjected to in recent times was being able to catch-up on some TRACTION reading. One of the features I enjoyed was 'The Leicester Gap' in issue 257. If I may, I might be able to add a little more detail to some of the images accompanying that article, which may also be of interest to the author.

The large logo Class 47 seen at the bottom of page 58 may have worked into the area earlier that morning from Bescot with 6F89, the 05:34 SSuX Speedlink to Humberstone Road (arr. 07:26). I believe the loco was then used for local tripping work, which included dealing with traffic to and from the likes of Coalville (Marcroft), Corby (British Steel), Melton Mowbray (Pedigree) and Syston (Blue Circle Cement). The return Speedlink feeder to Bescot was booked as 6G89, the 16:34 SSuX from Humberstone Road. Traffic on the return often included loaded scrap metal from Corby and the Leicester area loaded in POA wagons (as glimpsed in the picture) for onward trunk-haul Speedlink movement from Bescot to South Yorkshire (detached at Tinsley). Although I can't be certain, the freight being hauled by a pair of Class 20s at Wellingborough (page 59) looks very much like a block train of cement. The wagons look to be of a type associated with the Blue Circle Cement works at Northfleet; the '20s' may have worked the train forward from Cricklewood. I would imagine the sight of a pair of these Type 1 veterans on the southern section of the MML would have been quite novel back then. Unfortunately, I'm unable to determine the working, but possibly a special from Northfleet to Beeston or Syston, perhaps, or maybe empties from Dunstable returning to Earles Sidings? Perhaps someone can enlighten us?

Finally, although I stand to be corrected by the author, the long raft of 16-tonners being reversed into Wellingborough Yard (page 61) may not have been 'Condemned', as mentioned in the caption, although I'm sure wagons were indeed dumped here to await their fate. The reason I say that is because if you look carefully there are slots cut into the bodysides of the wagons (outlined in white paint) to prevent overfilling and overloading of the wagon. Such wagons at this time were used by the engineers' department for carrying spoil, which is heavier than coal (hence the 'slots' to prevent overfilling). Back in the day, uniform formations of 16-tonners would have been seen at Wellingborough laden with Nottinghamshire coal en-route to North Kent and the likes of such destinations as Southfleet and Snodland, as described in my Kent Coal article in TRACTION 253 & 254.

DAVID J. HAYES, WEDNESBURY.

BESCOT OPEN DAY SPECIALS

I am grateful to Paul Dorney for bringing to my attention the fact that, despite carrying 'The Pensnett Knocker' and 'The Bilston Knob' headboards, the Bescot Open Day specials of Sunday 30th August 1992 did not actually reach Pensnett, as stated in Part Two of my Dudley line article in TRACTION 258, this being due to the trackwork not being suitable for passenger use. I also incorrectly mentioned in the text that this event took place in October 1992, although the caption to Paul's picture on page 37 of that issue does give the correct date. My apologies for these oversights. The accompanying image seen here (also taken by Paul Dorney) shows one of the open day specials heading south past what was once Blowers Green Sidings, between Dudley and Round Oak, behind 31217+31128 and sporting 'The Bilston Knob' headboard (60083 was on the rear). David J. Hayes, Wednesbury.

DAVID RATCLIFFE by email

CORRECTION

Unfortunately, in TRACTION 258 the wrong caption was used for this photograph on page 37. The caption should have been:

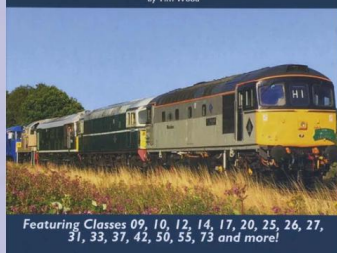


FEBRUARY 1991: With the elevated M6 Motorway visible in the distant gloom, 'Choppers' 20047 + 20133 approach Pleck Junction with 6E73, the 13:35 SSuX steel empties from Round Oak to Boston Docks. Following its closure in March 1993, this section of line from Bescot Curve Junction to Pleck Junction was re-laid and re-opened in 2014 as a short-lived run-round facility for Freightliner Heavy Haul coal trains, and designated as Up Dudley Siding. JOHN WHITEHOUSE.



OPERATING HERITAGE DIESELS

On the footplate with the Diesel Department on the Spa Valley Railway
by Tim Wood



REVIEW

This 80 page hard cover book is the work of Tim Wood, a volunteer second man on the Spa Valley Line. After a brief introduction about working on the footplate on the line, the rest of this book is a collection of photographs with extended captions looking at the wide variety of locomotives that are based on the line or have visited it. As well as images of the locomotives at the head of trains there are many photographs taken in the cabs or in locations not accessible to the public. The captions reveal a lot about what it is like to operate the locomotives. Most of the locomotive types that have operated on British Rail metals can be found described in this book: Classes 09, 10, 12, 14, 17, 20, 25, 26, 27, 31, 37, 42, 50, 55 and 73. Also cover are Classes 205, 207, 421 multiple units.

Book

Author: Tim Wood
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