

TRANS PENNINE DIESELS • DEVON LOCAL WORKINGS

TRACTION

A CELEBRATION OF CLASSIC DIESELS & ELECTRICS

ISSUE 260
NOV/DEC 2020

EWS INTERMODALS

- BARNETBY
- CREWE NIGHTS



- 1970s LUTON
- GERMAN SURPRISES

TRACTION
MODELLING

- Model Railway: Wormhill
- Review: Locomotion Class 33
- Modelling News



Mainline & Maritime
3 Broadleaze, Upper Seagry,
Chippenham, SN15 5EY
01275 845012
www.mainlineandmaritime.co.uk

MAINLINE &
MARITIME

ALL PRICES
INCLUDE UK P&P

PUBLISHED IN 2020!

OPERATING HERITAGE DIESELS

On the footplate with the Diesel Department on the Spa Valley Railway

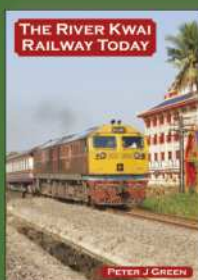
by Tim Wood

£16.95

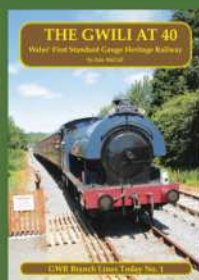


*Featuring Classes 09, 10, 12, 14, 17, 20, 25, 26, 27,
31, 33, 37, 42, 50, 55, 73 and more!*

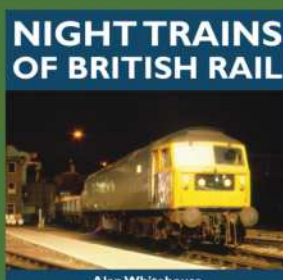
SPECIAL OFFERS!



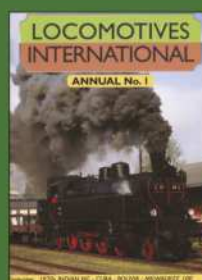
THE RIVER KWAI
RAILWAY TODAY
£12.95 NOW £10



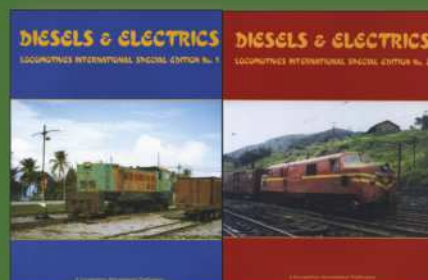
THE GWILI AT
40
£12.95 NOW £10



NIGHT TRAINS OF
BRITISH RAIL
£18.95 NOW £10



LOCOMOTIVES
INTERNATIONAL
ANNUAL
£9.95 NOW £5

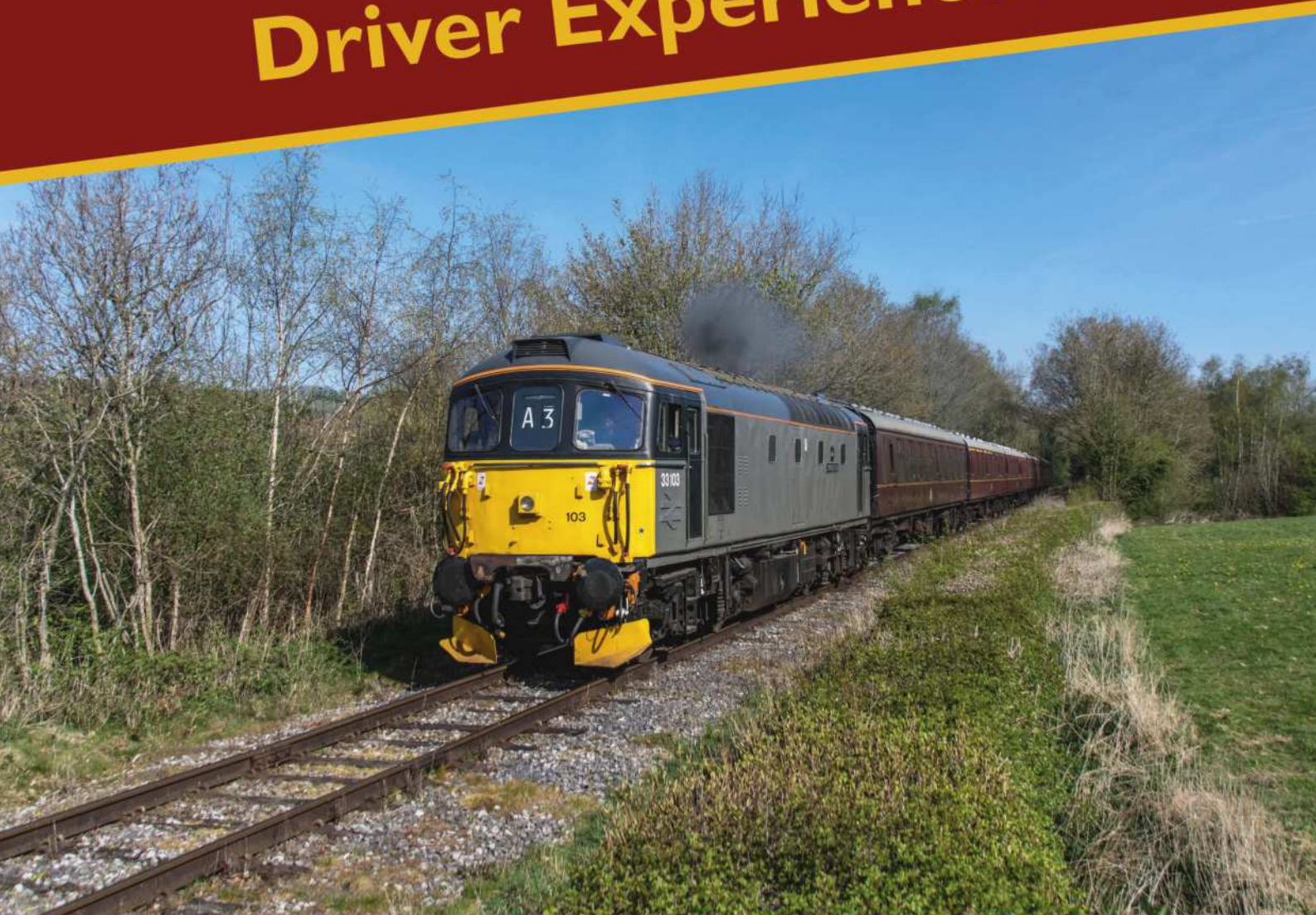


DIESELS & ELECTRICS
VOLUMES 1 & 2
£14.95 NOW £3 EACH, BOTH £5

Wirksworth Station, Coldwell Street, Wirksworth, Derbyshire, DE4 4FB - 01629 823076



Drive a Diesel Day Driver Experiences



Perfect gift or treat!
Gift cards and e-vouchers available.

www.e-v-r.com

Contents

6

**Barnetby and Wrawby –
1989 & 1990**
by Michael A. Vanns



14

**Crewe Nocturnal in
1975**
by David Clough



19

**Midland Main Line
by David J. Hayes and
Kevin Lane**



33

**Local workings in
Devon 1974 to 1980**
by Nick Edwards



38

**German surprises
by Colin Boocock**



40

**EWS Intermodals
by David Ratcliffe**



46

**Marsden to Huddersfield
Photos by Gavin Morrison**



50

Letters



TRACTION
issue 261 will
be on sale
Friday 27th
November

Even today one of the best locations to watch freight trains has to be Barnetby in north Lincolnshire. In 1989 and 1990 Michael Vanns paid several visits to photograph trains against the backdrop of the wide variety of semaphore signals that then controlled operations.

In the last issue of TRACTION the editor described the night he spent on Stafford station in July 1975 and referred to Crewe being an equally interesting location to pass the hours of darkness. Earlier in the same year David Clough paid several visits to record night-time operations on film at this major junction. I don't envy him on those cold January and February nights though!

David Hayes continues his study of the Midland Main Line using the photographs of Kevin Lane. In this issue he concentrates on the Luton area in the days before electrification.

Like many enthusiasts in the 1970s and 1980s Nick Edmunds was something of a loco haulage fan and spent much of his free time travelling behind 'Westerns' and 'Peaks' in the West Country. However he was also drawn to sample the many local trains that were powered by the smaller diesels such as Class 25 and 31. In his article about these local workings in Devon he relates his experiences.

Colin Boocock has written several articles about German locomotive types for TRACTION but it was on a visit to Dresden, in the former East Germany, in 2019 that he had several chance encounters with those same locomotive types now in their declining years.

History, as we know, begins yesterday and it doesn't feel that long ago that EWS were running most of Britain's freight services. David Ratcliffe recorded the variety of intermodal trains that EWS operated in the early years of the 21st century.

Gavin Morrison continues his series of feature about the Manchester to Leeds Trans Pennine route concentrating this time on the section east of Standedge Tunnel between Marsden and Huddersfield.

In TRACTION MODELLING we feature a superb N Gauge layout by Peter Latham called Wormhill which is based closely on the actual location of Peak Forest in the Peak District of Derbyshire. Heavy stone traffic is the main focus of this layout with close attention to the details found at this freight 'Hot Spot'.

And now some special news to look forward to. The next issue, TRACTION 261, will be a bumper special edition with the theme of 'Rail Blue'. It will be larger than our normal issues and will cover just those years when Rail Blue dominated the railway scene. So whether it is the early years of plain all over blue or the later 'Large Logo' livery this is an issue not to be missed.

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:
T: 01778 392417
Model Trade, Warners Trade Sales:
T: 01778 392404

SUBSCRIPTIONS
1 Year - £24.00
For all subscription enquiries:
T: 01778 392012
F: 01778 421706
E: subscriptions@warnersgroup.co.uk
West Street, Bourne, Lincolnshire PE10 9PH

BACK ISSUES
Tel: 01778 391180
E: subsacsexecteam@warnersgroup.co.uk
West Street, Bourne, Lincolnshire PE10 9PH

CONTRIBUTIONS TO TRACTION

TRACTION welcomes contributions from railway staff and enthusiasts about diesel and electric traction and railway operation. If possible articles should be sent in digital format either by email or on CD or memory stick. Photographs and slides should be scanned and also submitted in the same way. Please contact the Editor for further details and advice about scanning methods when submitting photographs.

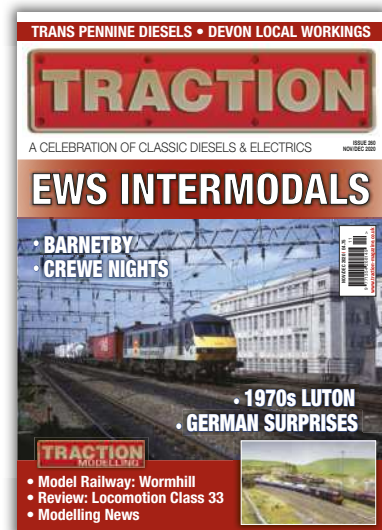
©Warners Group Publications plc 2016

All rights reserved. Material is only accepted on the understanding that there are no copyright restrictions. Although every care will be taken, all materials submitted are at the owner's risk and Warners Group Publications plc cannot be held responsible for loss or damage however caused. Copyright on all materials in the magazine remains vested in the Authors and Warners Group Publications plc. Reproduction of the whole or any part is forbidden without the relevant permissions. Warners Group Publications plc and the Editor cannot be held responsible for any error that might occur in the text or advertisements. Reliance placed upon the contents of the magazine is entirely at reader's own risk.



ISSN: 1354-2680

Scan this QR code with your smartphone to link through to TRACTION's website

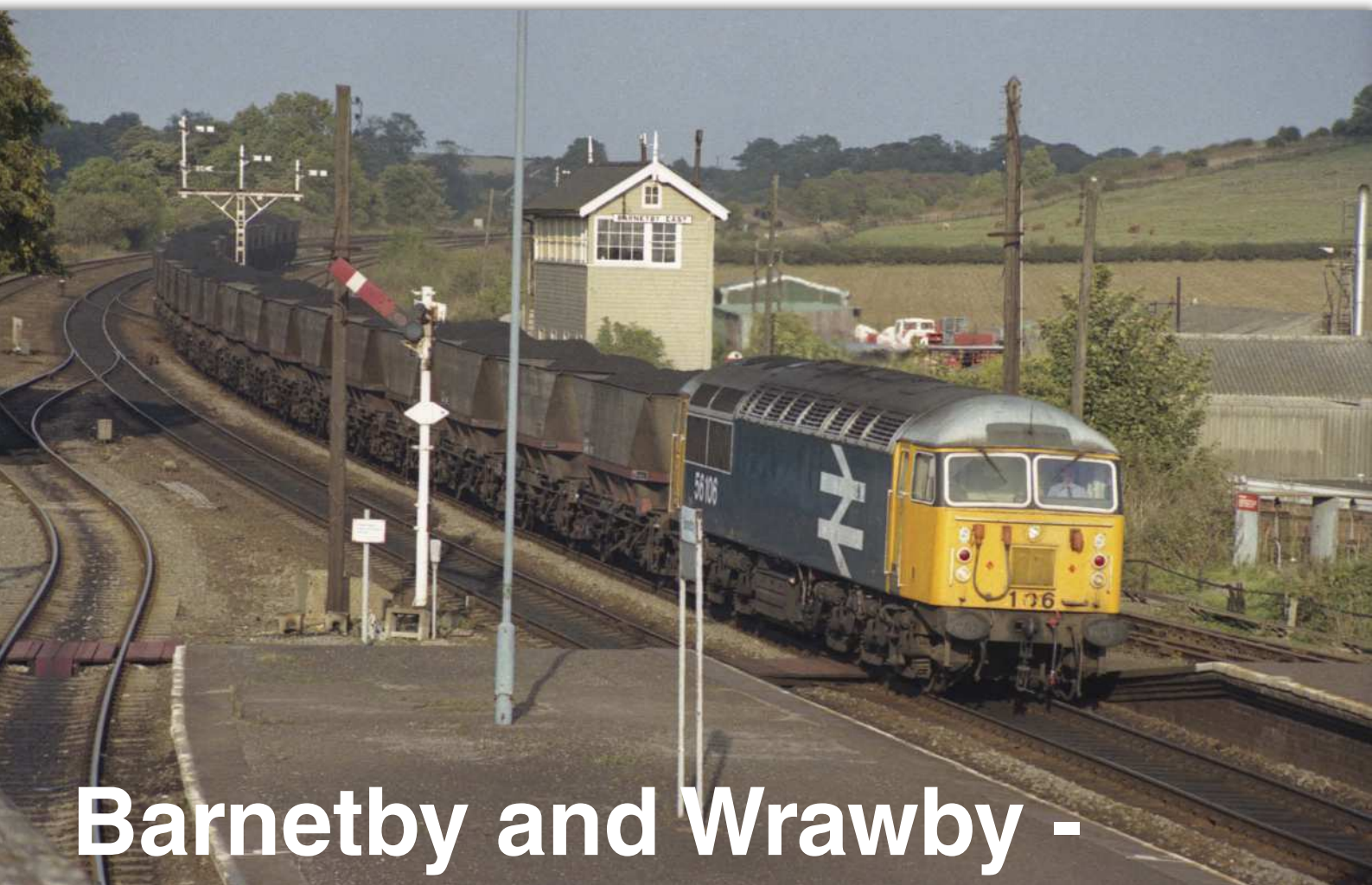


90021 is near Manchester
Oxford Road station with the
12:40 Trafford Park to Wembley.
DAVID RATCLIFFE



E-mail: steverabone@hotmail.com
Editorial postal address:
120 Churchill Road,
Middlesbrough TS6 9NS

At 16:57 on Saturday 23rd September 1989, 56106 swings passed Barnetby East signal box with 7640, a train of imported coal. After British Rail had been split into Sectors in 1982, the Railfreight Sector was further subdivided, and the movement of coal by rail became the sole responsibility of Trainload Coal. Whereas during the 1980s the other freight sub-sectors soldiered on with first generation diesels, Trainload Coal was able to take advantage of newer Class 56 and Class 58 locomotives. When this photograph was taken, 56106 was a little over seven years old, having entered traffic in 1982. It was running on the down fast line, the adjacent down slow line along with the up slow line between Barnetby East and Brocklesby Junction having been out of use for almost two years. Between 1915 and 1972, these additional lines had been worked under permissive block regulations, originally because of the amount of goods traffic travelling to and from Immingham and Grimsby docks and to and from Scunthorpe's steel works. But by the 1970s it had to be acknowledged that the number of trains using the lines no longer warranted the use of permissive block, so from February 1972 they were operated as slow lines under absolute block regulations.



Barnetby and Wrawby - 1989 & 1990

Michael A. Vanns looks at the Lincolnshire railway station of Barnetby, its traffic and signalling.

Since the first line opened at the end of the 1840s, the railways of North Lincolnshire have played a vital role in the development of two major British ports and the growth of the country's coal, steel and oil industries. Promoted by a number of companies that amalgamated in 1846 to become the Manchester, Sheffield & Lincolnshire Railway, the original impetus was to give the port of Grimsby a viable overland link to the growing industries in the Midlands, Yorkshire and Lancashire. After that connection had been established, the port's importance grew steadily for both exports and imports and its fishing industry also prospered because of the ability of the railways to transport fish quickly and in bulk to destinations all over the country.

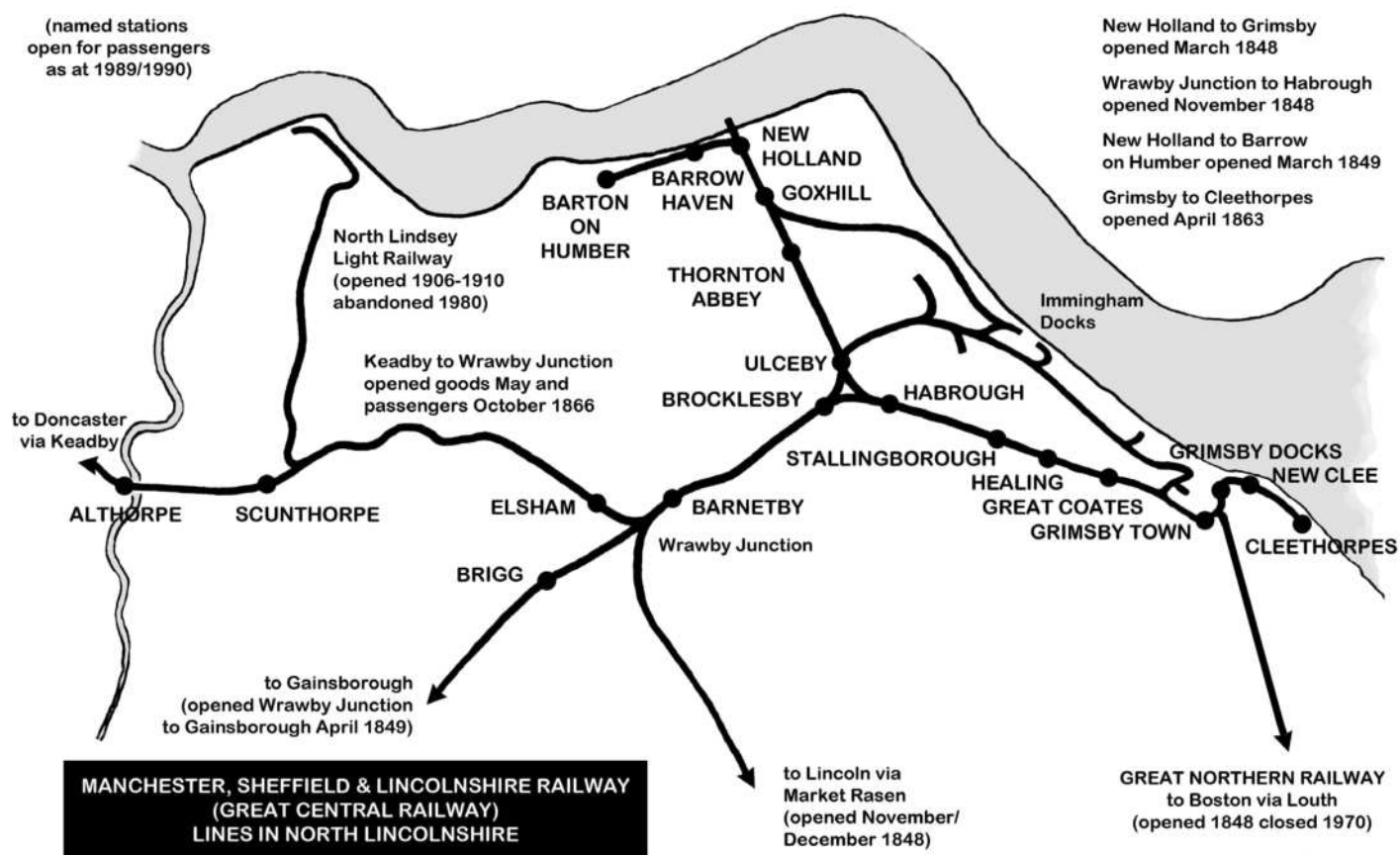
With the completion of a direct railway route to Doncaster via Wrawby Junction and Keadby in the 1860s, South Yorkshire coal was added to the list of major exports through the port and this soon became the most important material handled there. New docks were opened but by the end of the nineteenth century the facilities at Grimsby were no longer able to cope as the South Yorkshire field produced an increasing tonnage of coal for export. Consequently, the bold decision was taken to create a completely new port a few miles up the coast near the village of Immingham. The Act of Parliament for this was secured in 1904 and the site was officially opened in July 1912. The new docks covered 1,000 acres (405 hectares) with a river frontage 1.5 miles (2.4 km)

in length. There were 170 miles (274 km) of track and sidings capable of dealing with almost 17,000 wagons, (roughly the equivalent of 6,000 modern 40ft (12m) long containers).

As Immingham was nearing completion, the railway company turned its attention to upgrading the section of line between Wrawby Junction and Brocklesby to increase line capacity. By 1912 there were already additional lines between Wrawby Junction and Barnetby station, but the rest of the route from there to Brocklesby was double track. In 1912 work started on laying new up and down goods lines on this section as well as extra through lines and sidings between Barnetby and Wrawby Junction. Barnetby station was completely rebuilt and the level crossing on Victoria



Early morning autumn sunshine at Barnetby station on Saturday 23rd September 1989. 31469 heads away from the camera at 09:40 having been signalled forward by the raising of Barnetby East signal box's down fast starter no.49. In the background 31188 approaches from Wrawby Junction with a train of steel slabs from British Steel Corporation's Scunthorpe works and is given a clear road by the raising of Barnetby East's up fast first home no.19. At the time this photograph was taken, 31469 was still in BR overall blue livery and according to Platform 5's Motive Power Pocket Book for summer/autumn 1987, it had previously been numbered 31277. Too far away for the photographer to be able to note its number, a Class 20 rested in the down yard opposite Wrawby Junction signal box.



Road replaced by a bridge to take the highway under the new lines. A new bridge over the lines replaced the level crossing at Brocklesby station although the original buildings there were retained. New signal boxes were brought into use there, at Melton Ross, Barnetby East, Barnetby West and Wrawby Junction, the latter with a frame of 132 levers (later extended by the addition of five levers). The whole scheme was completed in 1915.

It had not just been the extra traffic generated from the Immingham project that had necessitated this widening scheme. Also putting more demands on the handling capacity of the railway was the iron and steel industry a little further west at Scunthorpe. By the beginning of the twentieth century the area around the villages of Frodingham, Crosby and Scunthorpe, had become one of the country's major iron and steel producing centres with Scunthorpe transformed into a large, industrial town. The opportunity to smelt local iron ore if sufficient quantities of coal and limestone could be brought into the area had been one of the main reasons for extending the Doncaster to Keadby railway line over the River Trent to Wrawby Junction in the 1860s. Initially the focus had been on the production of pig iron from local iron ore and then, at the end of the century, attention had turned to steel making and it was this material that eventually became the main output of the various firms.

That was a very brief outline of how and why the railways developed in North Lincolnshire and, as the accompanying



HST 43064 'City of York' is carefully negotiating Wrawby Junction on Sunday 22nd January 1989 with the 12:51 Cleethorpes to London King's Cross service via Newark, due into the capital at 16:23. The return working left London at 18:30 and was timetabled back into Cleethorpes at 21:49. This provision of just one through return working on a Sunday repeated that of the rest of the week, a pattern that had been established before the HSTs took over these services in the spring of 1983. British Rail, however, remained ambivalent about this through London-Lincolnshire connection and it was finally discontinued in May 1993.

Over those ten years, the pattern of weekday HST departures from Cleethorpes fluctuated between 05:52 and 06:20, with journeys taking between 2hrs 54mins and 3hrs 7mins. Probably of more significance to passengers, particularly those joining at Lincoln, were the arrival times in the capital that ranged from 08:46 to 09:16. The departure times of the return service from London King's Cross in the same period ranged from 17:13 to 18:18 with most journeys taking 3hrs 15mins back to Cleethorpes, although there was an impressive 2hrs 54min advertised in the summer 1991 timetables. Saturday services followed the same pattern of morning departures from Lincolnshire and late afternoon returns from London, but apart from one anomaly in the May 1985 to May 1986 timetable, all Sunday services were timed to leave Cleethorpes in the early afternoon. Some returns from King's Cross on Sundays between 1983 and 1993, could depart as early as 18:04 or as late as 20:05. The last timetable, before all through services were withdrawn in May 1993, showed (if it was not a misprint in the tables) a record run from Cleethorpes to King's Cross on Saturdays of just 2hrs 49mins, and an equally depressing Sunday journey in the same direction occupying 4hrs 8mins!



Congestion at Wrawby Junction on Wednesday 19th April 1989. 37255 and 37377 on 6T25 (an Immingham to Scunthorpe iron ore working) had been brought to a stand on the down fast line (the correct terminology at this location) at 11:45 waiting for a 'line clear' to Elsham (the next signal box from Wrawby Junction on the Doncaster line). Following this train a few minutes later, and diverted at Barnetby East onto the down goods line, 47319 'Norsk Hydro' had pulled up alongside with 6S32, an Immingham to Leith working. Running late, the 11:10 Cleethorpes to Birmingham 'Sprinter' service was then obliged to squeeze between the two freights on the down slow line and is seen here being signalled onto the Lincoln line by the raising of the semaphore worked by lever no.112 in Wrawby Junction signal box. Watching from the down yard was the 'Barnetby pilot', 20009 soon to be left in peace again once 6T25 and 6S32 had departed just after midday.

31154 and 31319 are heading towards Wrawby Junction, visible in the background, at 10:03 on Saturday 23rd September 1989 with 6Z57 from the Immingham refineries to the oil terminal at Kingsbury. By this date, there were 12 oil refineries operating in Britain, three alongside the docks at Immingham; Total's Lindsey Refinery, Petrofina's Lindsey Refinery and Conoco's Humber Refinery. If this train had been photographed two decades earlier, it would have been entering the section controlled from Barnetby West signal box that was situated almost half way between Barnetby East and Wrawby Junction signal boxes. The West box controlled the exits from the up reception and the up goods lines from Wrawby Junction; those lines had been taken out of use when the West box closed in June 1969.



photographs were taken in 1989 and 1990 at Barnetby and Wrawby Junction, only the evolution of the freight traffic depicted in those images will be examined next. There is, unfortunately, no room to look at the period between the end of the First World War and the 1980s. By then, of course, passenger and freight was no longer steam hauled and the transporting of fish by rail was a distant memory but significant quantities of minerals and semi-finished steel products continued to flow along the railways in this area.

In 1967 the British Steel Corporation had been created and the works at Scunthorpe underwent a major modernisation programme dubbed 'The Anchor Project'. In 1970 a new works was opened and vital for its success was the completion of a new terminal at Immingham for the reception of imported iron ore. At the start of 1968, Parliamentary approval had been granted for the building of a new coal export handling facility there and work

had started on this multi-million pound project that summer. The British Steel Corporation then joined this National Coal Board and British Transport Docks Board project so that the terminal could also deal with imported iron ore. British Rail Engineering was tasked with building the new 100 ton iron ore tippler wagons that would be made up into fixed rakes of twenty-one wagons running between the terminal and the steelworks as a service of thirteen 'Merry-go-round' trains a day. The motive power would be a pair of Class 37s. The new service started operating in 1973 and, a few years later, similar trains were run from the terminal to British Steel Corporation's plant at Llanwern in South Wales.

By then Immingham was also handling imported oil coming in through a new terminal opened in 1969 to supply two new refineries. Continental Oil (UK) Ltd's refinery at South Killingholme sent its products by rail to

Kingsbury (Warwickshire) and Langley (Buckinghamshire), and from the autumn of 1972, Total's Lindsey Refinery close by sent its products by rail to its new Colwick site, Nottingham. Much of the oil was transported in new 100 ton bogie tank wagons each designed to carry up to 21,000 gallons and approaching a thousand were in use all over the British Rail network by the end of the 1960s.

These flows of coal, iron ore and oil through Barnetby continued into the 1970s, but in a very different and difficult economic environment. A recession followed the 'Oil Crisis' of 1973, inflation soared, trade relations deteriorated, strikes became more common and unemployment rose steadily. When the Conservative Party came to power in 1979, the stage was set for painful battles between government, trade unions and the nationalised industries. In 1982 British Rail was split into what were in effect ten separate businesses of which the three

most relevant to this article were Intercity, Provincial and Railfreight. Two years later, the Government turned its attention to the National Coal Board, precipitating a long and divisive strike that, in the years following its conclusion in 1985, witnessed the closure of hundreds of collieries and an increasing tonnage of coal imported through the 1970 terminal at Immingham to British power stations. Between 1978 and 1982, the historic British steel making sites at Shotton, Consett, Corby and Clydeside all closed and investment was then concentrated on Scunthorpe, with two multi-million pound projects to rebuild the two blast furnaces completed there in 1985 ('Queen Mary') and 1988/89 ('Queen Victoria'). In 1988 the British Steel Corporation was privatised to become British Steel plc.

The previous year, the National Coal Board had been abolished and the British Coal Corporation created, a half-way house to full privatisation. The expectation then was that British Rail would be privatised but, very soon, the country entered another period of recession and the plans were delayed. The various sectors of British Rail, still finding their feet, were then put under greater pressure to make the most of what limited funds



At the time this photograph was taken, pairs of Class 37s had been in constant operation on Immingham to Scunthorpe iron ore trains since 1973 and single and pairs of Class 31s had also become the main motive power for oil trains in the same period. After more than 25 years in active service, both the metals and petroleum sub-sectors of British Rail were increasingly keen to replace these locomotives with newer, more powerful units to both eliminate double heading and also increase the tonnage in every train.

In August 1987, tenders had been invited from both British and international firms for the design and manufacture of a new class of locomotive and, having won the contract, Brush at Loughborough started work building the pioneer Class 60 at the very end of 1988. The first one of this new class this photographer saw on test at the end of March 1990 at Wrawby Junction was 60007 'Robert Adam' in Trainload Petroleum livery. By that summer, 60003 'Christopher Wren', also in the same livery, was being put through its paces and is seen here leaving the down yard at Wrawby Junction at 13:43 on Wednesday 25th July 1990 with a test train made up of HEA coal wagons. Compared with Class 37s and 31s in harness, the silence of this new machine as it pulled away was uncanny!



When this photograph was taken next to the Gainsborough line at Wrawby Junction on Wednesday 21st March 1990 British Rail was seeking Government permission to shut the line along with the passenger stations at Brigg, Kirton Lindsey and Gainsborough Central. The route had already been reduced to single track in various places and as a result of this and the uncertainty over its future, the passenger service was meagre and operated with life-expired DMUs. Here, a Class 114, photographed at 15:00, works the 14:29 Cleethorpes to Sheffield (arrive 16:40) service. It was one of only three trains daily each way during the week, there being no passenger service on Sundays. British Rail had been grappling for years on how best to run the passenger service over the route. In 1980 there had been a similar weekday service to that in 1990 plus one train each way on summer Sundays. Some of the latter, however, were advertised as only stopping at Brigg or Kirton Lindsey to 'set down' passengers. Ten years earlier the situation was even odder with the timetable showing a service of one return DMU during the week supplemented by three buses run between Gainsborough and Barnetby and four in the opposite direction. On Sundays there was only a bus service of three each way, Kirton Lindsey not being served and Brigg only between May and September! The route was saved from closure in 1990 but from October 1993 passenger trains were only run on Saturdays.

At 13:36 on Wednesday 25th July 1990, 37351 and 37777 approach Wrawby Junction with another load of imported iron ore bound for the blast furnaces at Scunthorpe's steel works. By the end of the 1980s, 92 trains ran every week between the port and the works. The combination of 37s on these workings did vary over time, 37777, for example, was paired with 37255 when photographed in April the previous year, then 37351 through July and August, and then 37275 'Stainless Pioneer' in October 1989. All trains negotiating the junctions at Wrawby were restricted to a speed of 15mph, but as soon as the driver of this pair of '37s' had his train clear of the pointwork and could see Wrawby Junction signal box's starter (no.125) 'pulled off' for him on the Doncaster line, he would accelerate away around the curve and through the cutting leading to the bridge under the A18 road and then up the short 1 in 220 gradient before easing up as the line levelled out a mile before Elsham station.



At 10:53 on Saturday 23rd September 1989, the 10:24 Cleethorpes to Sheffield service (due into its Yorkshire destination at 12:21) passes Barnetby East signal box. In the background on the bracket, the semaphores from left to right were Barnetby East's down fast home no.50 with Wrawby Junction's outer distant beneath (worked by lever no.132 in that box); Barnetby East's down fast to down slow home no.48; and Barnetby East's down fast to down goods home no.47. The 'Sprinter' was approaching from Brocklesby on a section that had seen recent and rapid rationalisation. In October 1982 the intermediate signal box at Melton Ross between Brocklesby and Barnetby East was abolished and then in November 1987 the up and down slow lines on this section were taken out of use. Fortunately, the tracks were not removed and the down slow, seen here curving away on the right next to the main lines, was brought back into use in March 1995 to deal more effectively with a welcomed increase in traffic. The up slow was not reinstated.





37004, smartly attired in its new Trainload Metals livery, is passing Wrawby Junction signal box at 13:02 on Wednesday 25th July 1990. At this date the signal box could boast just 70 working levers in a frame of 137. Twenty years earlier there had been only one 'spare' lever, all the others working points, point locks, signals, detonator placers, or ground frame releases.

Perversely, although the signalmen at the time this photograph was taken had less pulling and pushing of levers to do, he still had to regularly walk the full length of the frame to work levers A and B, respectively the distant and home off the Doncaster line, and all but 3 levers between nos.108 and 132 that controlled the exit out of the down sidings, and entry to the Lincoln, the Gainsborough and the Doncaster lines from the down goods, down slow and down fast lines. It was perhaps fortunate there was little traffic going to Gainsborough that might have necessitated the use of lever no.132 that operated the down fast outer distant signal, and no.124 that operated the down fast inner distant, both of which were wire-worked upper quadrant semaphores some distance from the box. In all the many days spent at Barnetby, this photographer never witnessed either distant being cleared ('pulled off') for a Gainsborough train.

the Government was prepared to give them. When these photographs were taken at Barnetby and Wrawby in 1989 and 1990, Intercity made only two daily incursions through the area with passenger trains between London King's Cross and Cleethorpes and local passenger services were run by British Rail's Provincial Sector, mostly with relatively new 'Sprinters' but with first generation DMUs operating services over the Wrawby Junction to Gainsborough (Central) route. The main activity was the movement of iron ore, coal and semi-finished steel products handled by the various subdivisions of the Railfreight Sector. What these images show is a busy railway location but in the uncertain times before the privatisation of British Rail and British Coal was eventually achieved in 1994.

Acknowledgements

The author and photographer wishes to acknowledge the input of Peter Muxlow, one time signalman at Barnetby East, who provided from the appropriate signal box registers all the reporting numbers of the freight trains that appear in these photographs.

Five minutes past midday on Monday 23rd October 1989 at Wrawby Junction. In the foreground is the LNER bracket supporting the semaphores that controlled the movement of trains approaching the junction on the Lincoln line. The left hand post once supported the up Lincoln to up goods line signal no.19. Then from left to right the upper quadrant semaphores are: no.18 up Lincoln to up slow with Barnetby East's distant beneath (until 1969 this was Barnetby West's distant); no.17 up Lincoln to up fast with Barnetby East's distant beneath (until 1969 this was Barnetby West's distant); and no.16 and no.15 up Lincoln to down sidings. The same arrangement of semaphores also controlled trains coming off both the Brigg line and the Doncaster line, but both these sets of signals had been replaced by colour-lights signals by the time this photograph was taken. In the background, 37275 'Stainless Pioneer' and 37377, hauling a loaded iron ore train, were about to turn off the down fast line and run onto the Doncaster line on their way to Scunthorpe steel works.

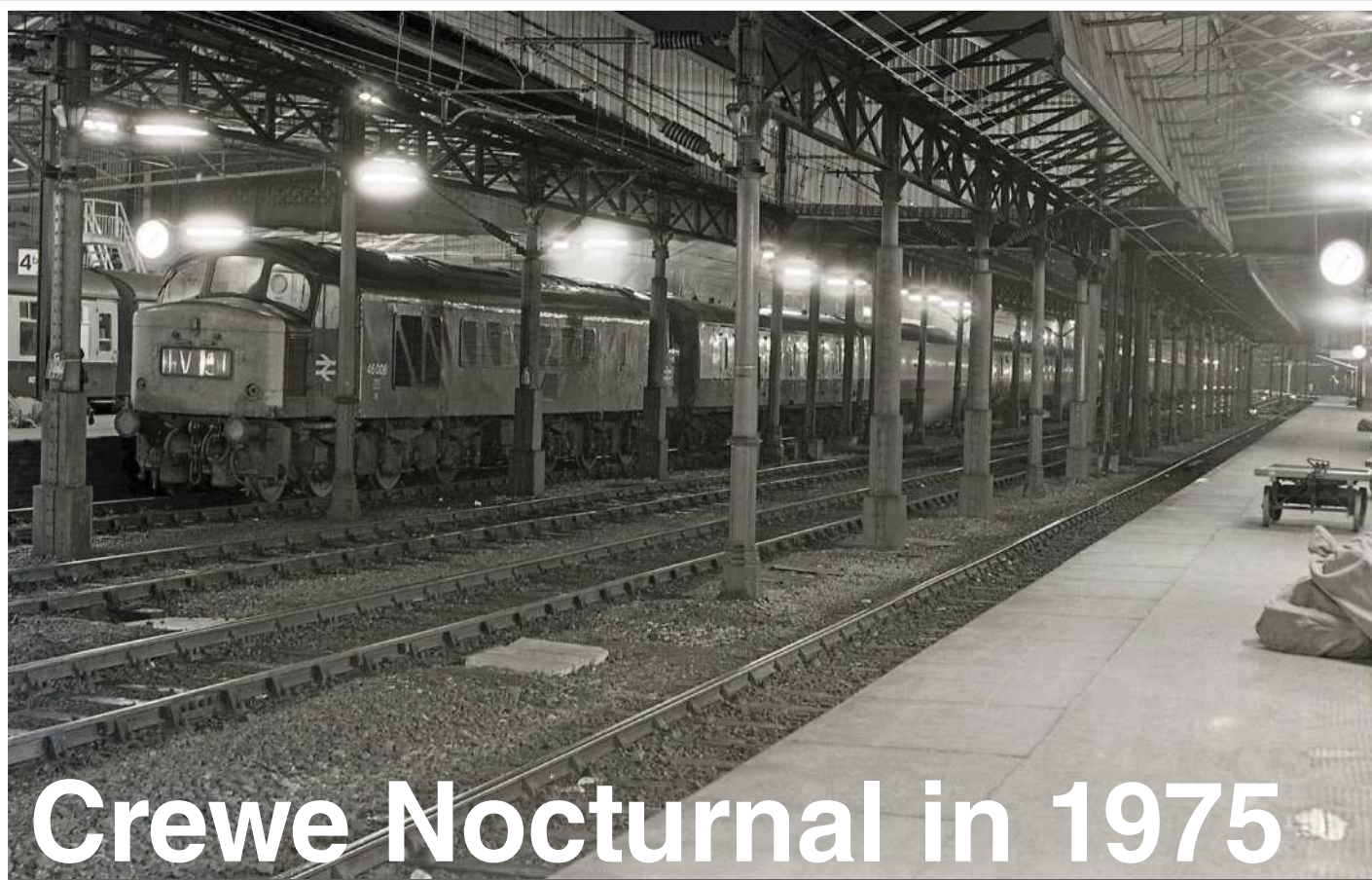




37275 and 37381 have the road to run from the down fast to the Doncaster line at Wrawby Junction at 08:45 on the morning of Friday 17th August 1990. In the signal box lever no.130 had been pulled over to raise the appropriate semaphore on the bracket the train was approaching. The arm on the tallest post, worked by lever no.123, was for trains going forward onto the Gainsborough line, and although little used, was still considered the 'main' route as the semaphore was mounted on the tallest post. Next to it was the signal, worked by lever no.113, for trains turning onto the Lincoln line. The same arrangement and hierarchy of arms can be seen on the bracket in front of the leading locomotive, those signals controlling the exit from the down slow line, and on the bracket in the foreground, those semaphores controlling the exit from the down goods line. From the time the route was opened by the Manchester, Sheffield & Lincolnshire Railway at the end of the 1840s, the line through Gainsborough and Barnetby to New Holland was considered to be an extension of its main line from Lancashire, through the Woodhead Tunnel and into Yorkshire. Despite the growing importance from the 1860s onwards of the line from Doncaster through Scunthorpe to Wrawby Junction, the hierarchy of lines remained unchanged, right through to the resignalling and closure of Wrawby Junction signal box at the very end of 2015.



Monday 23rd October 1989, and an atmospheric start to a day's photographing at Barnetby and Wrawby Junction. At 10:30 47373 appeared out of the mist and, having passed Barnetby East signal box's up fast first home signal (in the middle of this photograph), the driver then spotted the up fast second home no.20 clear and opened up the throttle accelerating away through the station towards Brocklesby. To the left is Barnetby East's down fast starter no.49, with Wrawby Junction signal box's down fast inner distant (no.124) beneath, only pulled from caution to all clear if the road was set and all stop signals 'pulled off' for the Gainsborough route.



Crewe Nocturnal in 1975

David Clough reviews the overnight activity at this important location, drawing on two overnight stints during January 1975.

Crewe became a place on a railway in 1837 but a decade later it was a railway town. This was because its location was fortuitously at a point where other lines came in to provide links to all points of the compass. Crewe's distance from London – 158 miles – made it an opportune place for locomotive changing and an ideal site for the locomotive workshops of the London & North Western Railway.

The station saw two expansions, the first in 1867 creating the footprint and buildings extant today. In 1902, an island platform with two bays at either end was added on the west side, though only the innermost face of the island platform remains in use. At the same time that these six platforms were added, independent lines were constructed in a cutting to the west to enable freights to bypass the station entirely.

In 1985, the station was remodelled in line with prevailing and anticipated needs. Up to that date, platform numbering started at the west side with the 1902 island and used letter suffixes for the bays. From remodelling, the number order was reversed and bay platforms were given their own numbers. Coincidentally, platform 5 retained the same number.

Whereas the former platforms 1 and 2 had been the main ones for Down services,

this changed in 1985 to the renumbered platforms 6 and 11 (previously 4 and 3), with the new platform 12 (formerly 2) seeing only limited use.

The railway in 1975 was a far cry to that appertaining today. May 1974 had seen the inauguration of the 'Electric Scots', the through running of electric services between Euston and Glasgow Central. This had seen elimination of traction changing in the station for trains from not only London but also Birmingham and beyond, which were heading for North West England and north of the Border. Only through workings to the North Wales coast and Holyhead still exchanged electric for diesel.

The purpose of the 1975 visits was to photograph, not record as such, the overnight activity and this feature draws on this material in conjunction with the prevailing working timetable (WTT) to describe the happenings at Crewe during the hours not normally observed by the public. One major advantage was the absence of interest by Authority in where some images were taken – tripod-mounted to boot – because these would not have been permitted during the day.

This review starts after the last daytime (not daylight) service had passed and ends just before daytime activity recommenced. It is startling to realise how virtually all

the comings and goings back then have gone. Today, there remains a sleeper service to Inverness, though only a part train, which is combined with through carriages to Aberdeen and Fort William as far as Edinburgh Waverley. A separate service conveys portions for Edinburgh and Glasgow, with the latter going forward from Waverley. Links for the night time ferries at Holyhead continue to be provided but, otherwise, all the activity tabulated here has ceased.

The reason for this is twofold. Royal Mail's decision to end the transport of its traffic by rail from 2004 cut activity at a stroke and this was the case to a lesser extent with the ending of newspaper conveyance around 1987. Secondly, railborne parcels business withered on the vine when faced with faster and cheaper 'white van' competition. The railways had yet to be affected by these factors in 1975.

1975 was during an intermediate phase for Anglo-Scottish passenger traffic. Prior to 1966 and the introduction of electric working between Euston and Crewe, the majority of through services between London and Glasgow operated overnight because of the length of the journey. Inauguration of the 'Electric Scots' in 1974 had speeded up the end-to-end time to around 5¼ hours and this brought a reduction in the number of overnight

runs. The 'Night Caledonian' continued to convey only sleeping cars and did not call at Crewe. Both Liverpool and Manchester retained sleeper services, whilst a sleeping car was conveyed on the Euston to Barrow-in-Furness train as far as Preston.

Tracking the movements, the Up and Down West Coast TPOs (Travelling Post Office) were considered to be the most important trains. Staff onboard sorted post en route and mailbags were picked up and dropped off at locations such as Crewe, though these no longer used lineside apparatus to exchange mailbags whilst the train was in motion. By virtue of its location, Crewe was a key transshipment point. Feeder services arrived from Peterborough, Cardiff, Mid and North Wales bringing mailbags for 1S09, the Down TPO. The process was reversed after 1M44 the Up TPO had called.

Except for the TPOs, the Class 1 mail trains invariably included a passenger coach in the formation.

Independent of this activity were parcel trains to and from locations that seem illogical today. Back then, however, Bolton, for example, had a large National Carriers depot in the former goods shed and was a sensible place to commence a train that would collect and drop off parcels during its journey. The meandering route of a train between London Liverpool Street and Liverpool Lime Street offers another example. Manchester Mayfield had been built in 1910 on the south side of Piccadilly station to provide extra capacity. It became purely a parcels depot in 1960, when the

railway to Crewe was electrified and continued to be used until 1986. At least one of the services tabulated terminated there but frequently the WTT only gave the location as Manchester.

There was only one passenger service that divided at Crewe, 1A03 00:55 Holyhead to Euston. This shed coaches to form 1G00, the 03:50 to Birmingham New Street and this conveyed mails.

Whereas trains conveying mails were invariably timed for 90mph or above and designated Class 1, note that parcels workings were either Class 3 or 4 and limited to 75mph. This was because some parcels rolling stock was old and, indeed, some were six- or even four-wheeled vehicles. Class 3 trains could only be composed of bogie vans, whilst the only restriction for those of Class 4 was that nothing shorter than 18 feet could be conveyed, irrespective of the number of wheels.

Very few freights came through the station, the purpose being purely for re-manning. 4M68 to Trafford Park was timed in the station so that 4M70, the Stratford to Garston liner, could overtake. The latter changed crews in Crewe Basford Hall yard and both were then pathed north along the West Coast Main Line. This was an odd routing for 4M68, which one would have expected to turn off onto the Manchester line. Moreover, both liners had the same timing load of 1,050 tons, so why 4M70 should be given priority is unclear also.

Turning now to motive power, the vast majority of electric services were in the

hands of Class 86. A few had Class 85s but Classes 82 to 84 were conspicuously absent. Another notable absent type was Class 87. Built with only train air braking equipment, these brand new locomotives in 1975 were unable to haul the old vacuum-braked Mark 1 stock that made up the overnight passenger, mails and parcels trains and were largely used on Freightliner trains during the night hours.

Diesel traction provided an unusual amount of variety at Crewe when compared to the daytime. Classes 25 and 47 were no surprise, whilst the Aberystwyth-York and its balancing working still managed the Cambrian line stalwart of a boiler-fitted Class 24. At this time, Crewe Diesel retained fifteen '50s' and so there was nothing out of the ordinary when examples put in appearances. The highlights were, however, finding a Class 31 on the Peterborough mails and a Canton-based Class 46 on the similar working from Cardiff. Neither of these designs graced Crewe station during the day. Of course, there was an '08' on hand to shunt, primarily, parcels vans around.

One can be maudlin for what has ended but that is the way of the world. Crewe's platforms are less cluttered today without the parcels and mailbag trolleys of yesteryear. Faster speed has cut the demand for a multiplicity of sleeper services and Royal Mail has largely taken its business to other forms of transport. Nevertheless, it is worth remembering how the railway used to be.



25273 was hauling one of the relatively few freight trains to pass through Crewe station. 8F63, the 02:18 Stoke Yard to Ellesmere Port is seen during the stop for a crew change on the morning of 1st February 1975. 25273 (formerly D7623) was one of the small batch of Class 25s that were built with the cab side recesses to house the token exchange mechanisms used on some Scottish Region lines.



In the early hours of 1st February 1975, 08132 is seen attached to some of the vehicles at the rear of the 00:02 parcels from Cardiff. Note the variety of vehicles in the train with GWR, LMSR and BR vehicles making up the formation.



24092 prepares to depart with the 21:50 York to Aberystwyth mail train on 1st February 1975.



The clock shows that it is 04:00 and 47209 has recently arrived with 4M09, the 00:02 parcels from Cardiff on 1st February 1975.

Arr	Dep	
22:39	22:53	4024 19:39 Bolton-Portsmouth parcels
23:06		1K87 22:25 postal from Manchester
23:07	23:17	1S05 20:40 Euston-Inverness
23:15	23:50	1J02 22:35 Liverpool-Shrewsbury
23:16		1M82 19:50 from Cardiff mail
23:17		1M58 20:00 from Peterborough North postal
23:21	23:30	1S06 20:55 Euston-Stranraer Harbour
23:27		1K89 20:15 from Holyhead
23:27	00:11	1L24 18:30 Aberystwyth-York
23:39	23:55	1A00 20:48 Barrow-in-Furness-Euston
23:39	00:02	1S09 20:45 Euston-Glasgow Central/Aberdeen TPO
23:47	00:02	1D84 21:30 Euston-Holyhead
23:56	00:25	1M44 19:30 Glasgow-Euston TPO
00:07	00:16	4V19 parcels to Didcot
00:11		4M05 12:50 Penzance-Crewe South Yard parcels
00:15	00:18	3S11 21:35 Euston-Glasgow Parcels Station
	00:26	3L01 parcels to Liverpool LS
0042	01:07	3M19 19:50 Glasgow Parcels Station-Euston
	00:44	1L74 postal to Peterborough N
	00:45	1L100 to Manchester
00:50	01:00	4D11 00:45 Crewe South Yard-Chester parcels
00:57	01:07	1S19 21:00 Bristol-Glasgow C
01:02	01:45	4M08 21:12 Cardiff-Bolton parcels
01:07	02:25	1M41 22:03 York-Aberystwyth
01:13	01:15	1S29 23:00 Euston-Glasgow C
01:04	01:20	1S25 22:30 Euston-Perth
01:09	01:24	1A02 00:30 Liverpool L.S-Euston
01:09	01:25	1S18 22:15 Euston-Glasgow C
01:13		3K04 00:35 parcels from Manchester
01:31	01:38	1H01 23:20 Euston-Manchester news
01:35	01:38	1M48 21:40 Glasgow-Euston
01:40	01:43	1S26 23:30 Euston-Glasgow C
01:45	02:07	1P46 22:50 Euston-Carlisle postal
	01:46	1V51 mail to Cardiff
	01:54	1L70 news to Liverpool
01:55	02:12	1P54 23:45 Euston-Barrow-in-



		Furness
01:58	02:01	3V05 21:00 Glasgow Parcels Station-Bristol
	02:00	4D02 parcels to Nottingham PCD
02:00	02:11	4B16 parcels to Northampton
02:17	02:45	3F53 00:30 Rugby-Liverpool parcels
	02:22	4V07 parcels to Gloucester
	02:23	1D92 to Holyhead mail
	02:34	4II05 parcels to Manchester
02:49	02:51	7F02 22:30 Willesden-Folly Lane
02:54	02:57	7F67 01:40 RWS Bescot-Edge Lane
02:57	03:07	1A03 00:55 Holyhead-Euston
03:03	03:05	1M13 22:10 Glasgow-Euston
03:08	03:15	1M11 23:10 Glasgow C-Euston
03:15	03:21	1F01 00:50 Euston-Liverpool I.S
03:18	03:20	1M10 22:30 Glasgow C-Euston
03:24	04:58	3M20 19:54 London Liverpool Street-Liverpool Lime Street
03:25	03:44	1A04 01:10 Holyhead-Euston
03:28		1K93 02:50 from Manchester
03:36		4M09 00:02 parcels from Cardiff
03:41	03:53	4M68 22:20 Millbrook FLT-Trafford Park FLT liner
03:43	03:53	1M12 21:40 Perth-Euston
	03:50	1G00 to Birmingham NS (portion ex 1M12)
03:50		4M01 22:20 parcels from Reading
	03:55	1K00 news to Stoke-on-Trent
04:09	04:46	4M13 18:00 Penzance-Manchester parcels
04:18	04:28	1V56 23:50 Glasgow C-Bristol
04:30	04:40	1M15 19:30 Inverness-Euston
04:39	05:50	4J02 03:44 Guide Bridge-Shrewsbury parcels
04:56	05:35	4M00 00:35 Gloucester Eastgate-Manchester Mayfield parcels
04:57	05:09	1M14 22:35 Stranraer Harbour-Euston

It is just before 03:00 on 1st February 1975 and 50029 has just arrived with 1A03, the 00:55 Holyhead to Euston boat train and is being uncoupled ready for an electric locomotive to take the train south.



3M20, the 19:54 London Liverpool Street to Liverpool Lime Street parcels was scheduled to stand at Crewe from 03:24 to 04:58 and is seen on the 11th January 1975 behind 86232.



1M44, the 19:30 Glasgow to Euston TPO stopped at Crewe for half an hour between 23:56 and 00:25 and is seen on 11th January 1975 headed by 86211.



The clock shows that it is 02:10 and 86250 has just arrived with 1P54, the 23:45 Euston to Barrow-in-Furness. On the adjacent platform is the stock for the 01:54 news and mail train to Liverpool Lime Street which has clearly been delayed. The date is 11th January 1975.



On 31st January 1975, 31242 has arrived with 1M58, the 20:00 mail train from Peterborough and has drawn forward after uncoupling. The driver has already set the headcode for the return working 1E74, the 00:44 postal to Peterborough North.



It is 23:25 on 31st January 1975. There is obviously a problem as the staff are checking something between the locomotive, 86226, and the first coach of the 20:50 'Royal Highlander' from Euston to Inverness.

June 1973: Luton station and its surrounds provided plenty of photographic potential, which Kevin used to good effect. An unidentified 'split-box' Class 45 is just 30 miles into its lengthy journey from the capital to South Yorkshire atop 1E26, the 14:05 SuX departure from St. Pancras to Sheffield. The male hairstyles and fashions of the day are 'modelled' by the gentleman sitting in the BRUTE trolley! Look carefully and you'll glimpse a solitary Class 33 lurking nearby having worked in from the Southern Region with a cement train to Dunstable. In addition, 'Westerns' were no strangers to the area on stone trains from the Mendips to the stone terminal near Leagrave.



Midland Main Line Miscellany Part Two: Luton Interlude

David J. Hayes continues his selection of photographs taken by Kevin Lane and showing the Midland Main Line railway infrastructure around Luton in this study from the pre-electrification era.

May 16th 1974: Once an everyday sight on the southern section of the MML through Luton were inter-regional coal trains destined for the London area and into Kent, serving such destinations as Acton Yard, Northfleet, Ridham Dock, Snodland and Southfleet (see 'Kent Coal' feature in TRACTION 253 & 254). 'Peak' No. 97 is seen with a southbound coal haul, as an unidentified Class 25 lurks nearby.



WHAT IS AVAXHOME?

AVAXHOME-

the biggest Internet portal,
providing you various content:
brand new books, trending movies,
fresh magazines, hot games,
recent software, latest music releases.

Unlimited satisfaction one low price
Cheap constant access to piping hot media
Protect your downloadings from Big brother
Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages
Brand new content
One site



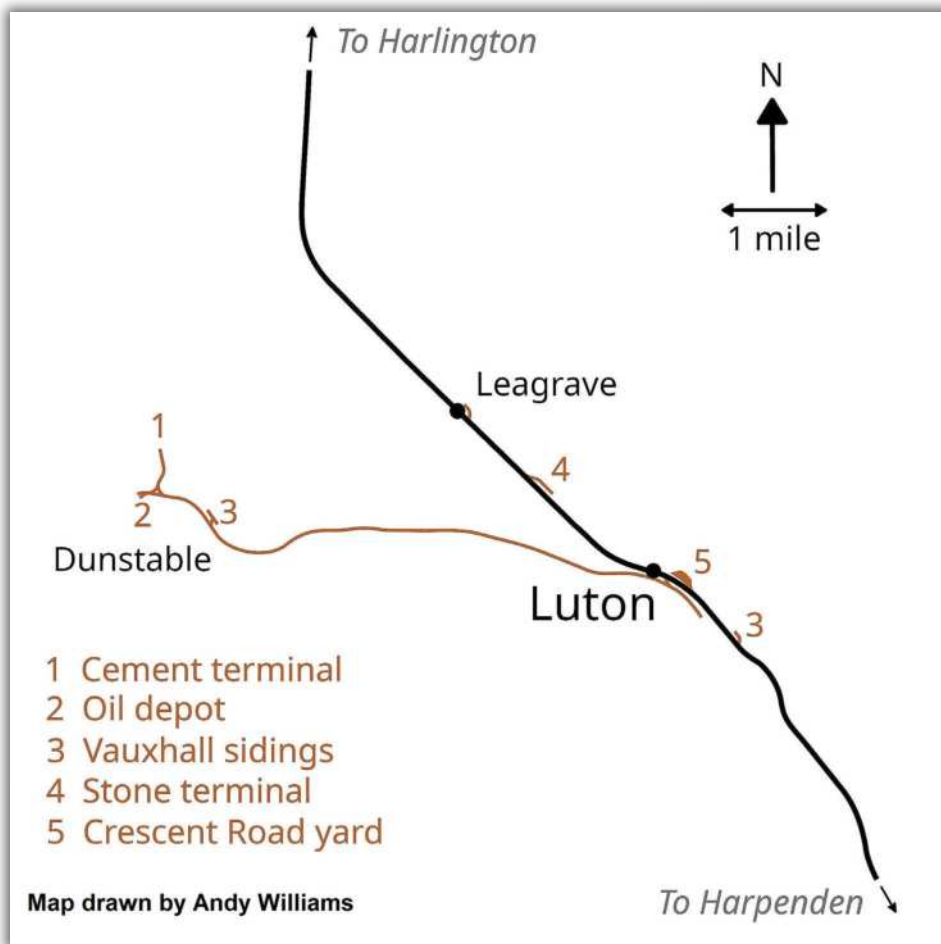
AVXLIVE . ICU

AvaxHome - Your End Place

We have everything for all of your needs. Just open <https://avxlive.icu>



April 7th 1977: With Crescent Road Goods Yard visible to the left of the 'Peak', 45122 approaches Luton station with a 'Down' express from London. Note the wonderful array of pre-electrification railway infrastructure.



(LEFT) August 1975: A major source of rail freight traffic generated in the Luton area was provided by the automotive industry. A raft of 'auto-flats' laden with a mixture of Bedford TK trucks and Vauxhall cars are shunted by an unidentified Class 08, although the white truck is actually a Ford 'D'. Further Ford 'D' types can also be seen in the background standing in Crescent Road Goods Yard (a colour version of this image can be found on Kevin's 'Lost-Albion' Flickr site).



October 5th 1978: 'Peak' 45148 prepares to depart Luton with an express for London while 25183 has charge of a short raft of 'Pres-flo' cement wagons and a brake van for Dunstable. The cement terminal at Dunstable was regularly supplied from Northfleet. However, the cement wagons seen in this view would imply that this was a service from elsewhere and was most likely running as an additional special.

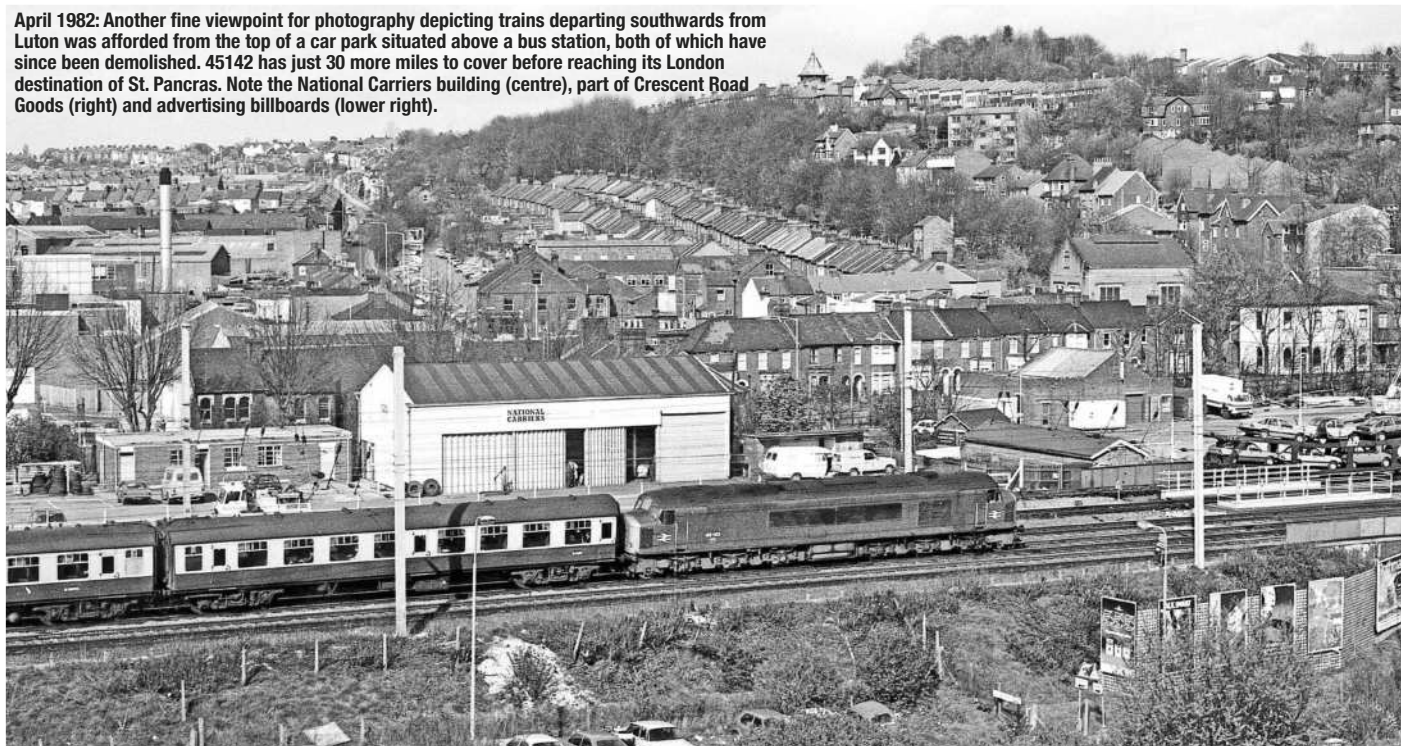


July 5th 1979: We now see a Class 127 four-car unit departing from Luton with a service from Bedford to St. Pancras, as viewed from Crawley Green road bridge. The headcode 1G13 would appear to be incorrect for such a working and perhaps should read 2C13? Interestingly, four-character headcode displays were officially abolished by British Rail in January 1976, but appear to have continued being used on MML secondary passenger service for some years after. The Crescent Road goods facility is clearly visible in this view and contains an assortment of rolling stock along with a Class 25. The short raft of tanker wagons stabled between the fast and slow lines is believed to be a portion from a Ripple Lane to Dunstable service.



Circa 1981: Crawley Green road bridge, to the south of Luton station, afforded good photogenic views of southbound trains, but all this was about to change with the then forthcoming 'Bed-Pan' electrification (note the electrification masts). A 'split-box' Class 45 'Peak' (believed to be 45120) heads for the capital with an 'Up' express. A couple of Class 25s are also visible and Crescent Road Goods looks to contain a healthy volume of traffic, which includes Bedford truck chassis and international ferry vans, the latter including refrigerated types (far right) used for perishables such as fruits, meats and vegetables. Believed to be one of the last flows using refrigerated wagons in the UK these were for the import movement of offal to Melton Mowbray for Pedigree Petfoods, which ceased circa 1990 (a colour version of this image can be found on Kevin's 'Lost-Albion' Flickr site).

April 1982: Another fine viewpoint for photography depicting trains departing southwards from Luton was afforded from the top of a car park situated above a bus station, both of which have since been demolished. 45142 has just 30 more miles to cover before reaching its London destination of St. Pancras. Note the National Carriers building (centre), part of Crescent Road Goods (right) and advertising billboards (lower right).



May 1979: The next couple of views are believed to have been taken at or near the site of what is now Luton Airport Parkway station. A Class 127 four-car unit forming a St. Pancras to Bedford service heads for Luton. The spur visible in the background, leading from the 'Up' slow line, served the Vauxhall Motors plant (see next image).



April 1981: Class 25 No. 25190 delivers a couple of 16-ton mineral wagons to Vauxhall Motors' Luton plant, which was sited just to the south of the town. The wagons were apparently used for out-going scrap metal/off-cuts rather than for the delivery of coal. Note that the 'Bed-Pan' electrification catenary is already in place on the main lines.

SELL yours today at www.hattons.co.uk/preowned

Get cash for your items in just four easy steps...



*Same day payments apply for collections received Monday to Friday before 2pm. Any collections received after 2pm will be paid on the next working day. Please note: In the unlikely event that we revise our offer price for your collection, you will be paid after responding to our offer. For full Terms and Conditions, visit hattons.co.uk/preownedterms

ALL brands purchased including:



FOR CASH



BUY pre-owned items online at hattons.co.uk/latestpreowned



WE PAY*
STRAIGHT AWAY!

So why choose Hattons?

- More than 70 years of experience
- Offering you the best prices in the industry
- Valuations made by experts
- Free quotes with no obligation to trade
- We can arrange delivery – no collection too big or too small
- Fast, secure payment • Store credit available

“An excellent service everytime without fault. I honestly cannot think of anything which could be improved.”

Mr A Manning, Ipswich

“Excellent service, fair offer. I will not hesitate to use their service again and recommend it. Thank you.”

Mr P Shaddock, Portsmouth

“Very simple to trade-in. Beforehand I had thoughts of problems with couriers and the like, but all very easy.”

Mr D Spottiswoode, Kilmarnock

Call us on 0151 305 1755
or email preowned@hattons.co.uk

**17 Montague Road,
Widnes WA8 8FZ**

Phone opening times:
Mon to Sun 9am-5pm.



Photography by Andy York

WORMHILL

On a quest to create a more accurate model of the Peak Forest, Pete Latham visited the iconic beauty spot to discover how to compress his latest layout project.

The through-lines at Peak Forest are on a slope and Pete's first challenge was to replicate this. The difficult part was making the board drop one inch across the front and climb back up to the fiddleyard. Four tracks had to be turned into one, as the layout is basically a loop. The new Peco Code 80 curved points helped and have been used on both corners. The hidden curves use Peco Code 80 set-track. The rest of the track and points are Peco Code 55 which Pete has used since they appeared over 30 years ago.

Once the track and electrics were completed it was time to check it all worked. Pete decided it needed four switches to isolate or power four locomotive-length sections on the stabling point. There are only seven power feeds on the layout because the point blades are used for electrical continuity.

Next came the scenic work. Magazines were scoured for articles and photographs, and a friend, Andy Small, supplied Pete with a series of photographs he had taken.

The basic landform was constructed from the polystyrene packing from his new kitchen, although he prefers polyurethane insulation material. The backscene is rigid foam advertising material disposed of by a local fashion store. Only then did the ballasting begin, mainly with a mix of mainly Woodland Scenics products. The track was given a light spray of Humbrol 29 from a can. The hillsides and embankments were covered in papier-mâché made from newspaper, dilute PVA and a little dull green paint. Scatter was added, mostly Woodland Scenics Blended Turf Earth Blend.

Pete didn't want the backscene to dominate, so cut out rough hillside shapes and sprayed them with Vauxhall Reed Green from Halfords. Some pieces had one spray, others two to vary the tone. The few trees on the layout mostly came from the Model Tree Shop and many were given an early-autumn appearance.

There are few buildings at Peak Forest. The two small Portacabins were cut from one Knightwing kit, and the relay cabinets came from the same source and Peco. Cable trunking is from Ratio, and the signal box is from Hornby's Lyddle End range, although not 100% correct. Lights are made from a brush bristle topped with a lamp from craft shop, Adhesive Sparkly Gems. The refuelling point uses scrap box bits and a Farish Container.

Locomotives are predominantly Class 60s plus Classes 66, 37, 56, 31 and the odd Class 47. Many of these have been renumbered, re-liveried and lightly weathered. In total there are 18 trains and room for five or six locomotives on the stabling point or refuelling point. Stock on this layout is obviously focussed on stone traffic. There are usually five unloaded trains and four loaded. Other trains include engineers' stock which is largely kit-built, with a token railtour passenger train and fuel tanks.

Wagons used on the layout include JGAs, MEAs and PGAs from Bachmann/Farish and Cargowagons from Dapol. Kits from the N Gauge Society include PNAs, ZUAs and YQA. Taylor Precision Models provided MKAs, VDA and VCA as well as the MOD PDAs. CSA wagons used BH Enterprises tanks as a basis and the INAs are converted continental bogie opens, mainly from Roco.







Review: Locomotion Models Class 33 exclusive

Complementing Heljan's recent release of main range Class 33 locomotives, Locomotion Models has commissioned an exclusive edition of 'Crompton' D6535, part of the National Collection. This is the first exclusive edition model produced for Locomotion Models by the Danish manufacturer.

Built by the Birmingham Railway Carriage & Wagon Company, it was delivered on December 10, 1960, entering service on British Railways Southern Region as D6535.

It was renumbered 33116 on December 31, 1973, and was named *Hertfordshire Rail Tours* on December 11, 1993, at Weymouth station by John Farrow and Ian Kapur of Hertfordshire Rail Tours. The name was carried until April 1998.

It was withdrawn from traffic in August 1998 and stored out of use at Old Oak Common until June 2003, when it was acquired for the National Collection. D6535 was push/pull fitted and was usually found operating with non-powered 4TC units on non-electrified lines on the Southern Region. These were designated as Class 33/1 locomotives for push/pull working, which was commonplace between Bournemouth and Weymouth prior to completion of the Weymouth electrification scheme in 1988.

The National Railway Museum loaned D6535 to the Great Central Railway in April 2005, where it has been located ever

since and where it is available for traffic, although it looks in need of some cosmetic restoration to bring it up to the standard of Heljan's delightful decoration.

This recent reworking of Heljan's Class 33 features the re-tooled bogie sideframes with the springing correctly inset, which, to me, makes a big difference to the appearance. The body retains the moulded style of bodyside grilles, which I find preferable to the etched type of grille fitted to the re-tooled early variant Class 33/0 of a few years ago. Where this model particularly shines is the quality of decoration with the white-walled tyres and painted axle roller bearings, even before getting to the body decoration.

The model is delivered with printed Hertfordshire Rail Tours nameplates and Eastleigh 'Spitfire' depot plaques but is further improved by the inclusion of etched plates from Shawplan's Extreme Etchings range. These are as good as one can get and sit perfectly over the printed renditions.

The detailing pack supplied includes bufferbeam detailing – although much of this is already attached – cosmetic buckeye couplings and snowploughs. There are sufficient parts for both ends, but full detailing would preclude the use of the included tension-lock couplings. The pack also includes blue-painted cab-to-shore radio cover pods for each cab roof. Care should be taken to ensure you are happy with the placement compared with

prototype photographs before fitting these into position.

The performance of the model is as good as it always has been, with ample mass and a strong motor giving stronger model performances than the prototype ever did.

Overall, it's a useful and capable model enhanced by top-quality decoration and provision of extras for the modeller to get the best out of it.

Manufacturer: Heljan for Locomotion Models

Catalogue Refs:

(475150) 33116 *Hertfordshire Rail Tours*

RRP: £139

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

Era: 7 to 9

Company/Operator: BR

Chassis and Body: Die-cast chassis and plastic body

Weight: 658g

Minimum curve radius: 438mm (R2)

Wheel Profile: RP25

Couplings: tension-locks and cosmetic buckeyes

Accessories: Snowploughs, etched plates, radio pods

Heljan reveals decorated samples of Class 86

Heljan's OO gauge BR 'AL6' (Class 86/0) models are almost ready for production. The manufacturer admits that, despite a lengthy delay to its Class 86s, it is confident that these will be released this autumn, alongside its new OO gauge Class 25s. As this factory decorated sample shows, they take the story of the '86s' back to the beginning, covering original BR 1960s blue and Rail Blue livery variations across the 1965-80 period. The pre-production versions are subject to improvements and corrections.

Seven versions will be offered, ranging from 'as delivered' BR blue with red bufferbeams and white upper cab areas through to late-1970s Rail Blue with TOPS numbers.

Improvements over its previous Class 86s include LED lighting, a 21-pin DCC decoder interface, retooled bodies with improved shape and finer detail, and a new finer scale Faiveley pantograph.



Kernow to produce GBRf Class 50s for 'N'

Model retailer, Kernow Model Rail Centre has commissioned Dapol to produce two N gauge Class 50 models in GBRf colours. Kernow Model Rail Centre's models will reflect the small but important differences between the livery of the two locomotives. 50007 *Hercules* and 50049 *Defiance* were unveiled on March 20, 2019, at Eastleigh following their repainting into GBRf colours. 50007 was revealed to have the identity of 50014 *Warspite* on one side.

Expected mid-2021, models in the twin-pack are to be made available in DCC-ready, DCC-fitted and DCC sound-fitted guises.

GBRf worked closely with the Class 50 Alliance, owners of 50007 and 50049,

enabling a return to the main line for its locomotives in 2017 and subsequently through a programme of railtours during 2018 as part of the 50th-anniversary celebrations of the Class 50s. The decision to repaint the locomotives into the new livery was a recognition of the developing relationship between the two organisations and marked a new chapter in the story of the Class 50s. Over the past few years, GBRf has invested in a programme of driver training to enable Class 50 operation over most of the UK rail network.

The repaints were carried out by Arlington Fleet Services at Eastleigh. The first outing for the GBRf-liveried Class 50s was on Saturday, March 23, when they worked Pathfinder Tours' Terminator-

Phoenixed railtour from London Paddington to Penzance and return to Waterloo. This marked 25 years since the final BR-operated Class 50 railtour over the same route, The Terminator, which was also promoted by Pathfinder.



Accurascale unveils HYA/IIA coal/aggregate hopper

Accurascale is to produce models of the HYA/IIA bogie hopper wagon in OO gauge. The manufacturer has said it has worked on the project between its Class 37, Mk. 5 coaches, Class 92, and "other projects yet to be announced." The wagons are to be made available via the network of Accurascale approved stockists.

The manufacturer has been dealing with tooling backlogs on its Mk. 5 coach and 'Deltic' changes but started cutting metal on the tooling for the wagons before the pandemic closed down its factories. Samples have been in its possession for a few months.

Photographs of a pre-production sample of the bulky wagons have emerged and Accurascale has been assessing the model with tooling improvements due to be completed in September. The changes include better securing of the cabling along the body side, better fit and finish at the top of the ends of the wagons, and finer renditions of the operating handles.

Accurascale will be offering these wagons in unpainted GBRf with coal branding, unpainted Fastline Freight, unpainted Fastline Freight with GE logos, and unpainted Fastline with Touax logos.

A wagon in GBRf guise and one in Fastline livery are to feature a working tail lamp for additional realism to model operations.

Decorated samples of the wagons are due in September and will move into production if they meet approval, with delivery scheduled for Q2, 2021.



**For all the latest modelling news head
to www.world-of-railways.co.uk**

LOCOMOTION MODELS

OUR LATEST OO SCALE MODEL IS RELEASED FROM LOCKDOWN!



Image: Andy York

33116/D6535 'Hertfordshire Rail Tours' is part of the National Collection and is currently on loan to the Great Central Railway in Leicestershire.

NOW AVAILABLE
FOR IMMEDIATE DELIVERY

EXCLUSIVE MODELS

BUY NOW!
£139.00
(+£7.50 courier)

Produced
exclusively for
Locomotion Models



Some accessory parts
including nameplates
require fitting by
customer.

Visit **locomotionmodels.com** our online store for details and more
Locomotion, Shildon DL4 2RE **Tel: 01904 685785**

MODELS FEATURED
OO GAUGE

FIND US ON:   

The National Collection in Miniature

Visit the Locomotion Museum Shop for:



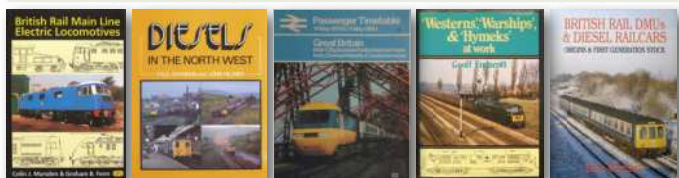
All prices and offers
are subject to change
without notice.



TRANSPORT STORE

4 Nasmyth Court,
Livingston, EH54 5EG
Tel: 01506 441023
sales@transportstore.com

Railway books from the UK and world-wide
The world's largest transport literature website



www.transportstore.com

3CP - Track Curve Plotting Tool



Unique, precise, easy to use,
great way to plot and form
realistic track routes



01606 889610

07743 426393

www.3cp-tools.co.uk

info@3cp-tools.co.uk

NICK TOZER
RAILWAY BOOKS

**RAILWAY BOOKS
BOUGHT & SOLD**

*Free Railway
Booksearch Service*

155 Church Street, Paddock,
Huddersfield, HD1 4UJ

Shop now open: Tue/Wed/Sat
(non-show dates) 11:00-17:00
+ Thu 14:00-20:00

Tel: 01484 518159 (answer machine)

www.railwaybook.com

email: nick@railwaybook.com

BRANCHLINES
KITS AND ACCESSORIES



Please phone, write (SSAE + £1 in stamps) or e-mail for catalogues covering our range of loco, chassis, coach kits in 4mm scale standard gauge, 4 and 7mm scale narrow gauge, and part coach kits in 7mm scale standard gauge.



**MOTORS AND
GEARBOXES**

Also our catalogue covering the motors we stock (Mashima, Hanazono and Canon), Tenshodo motor bogies, our extensive range of one and two stage gearboxes, flywheels, bearings, drive shafts, wheels, etc.

P.O. BOX 4293, WESTBURY, BA13 9AA
Tel/Fax: 01373 822231 sales@branchlines.com

CAMBRIAN
4mm Wagon Kits

Cambrian Models is now Cambrian Model Rail Limited. There is a new website with fully integrated online shop.

www.cambrianmodelrail.co.uk



Over 100 kits available spanning pre grouping to the 1990's.

No VAT for orders delivered outside the EU (except for 1:150 Narrow Gauge Components are also available. Send C5 SAE or email for either list.

cmr@cambrianmodelrail.co.uk

01322 515672 2pm-4pm
PO Box 85, Greenhithe, Kent.
DA10 9DN

**Crafty
Hobbies**

South Cumbria's
number one
shop for model
railways, crafts, and
doll's houses.



www.craftyhobbies.co.uk
54 Cavendish Street,
Barrow-in-Furness,
T: 01229 820759

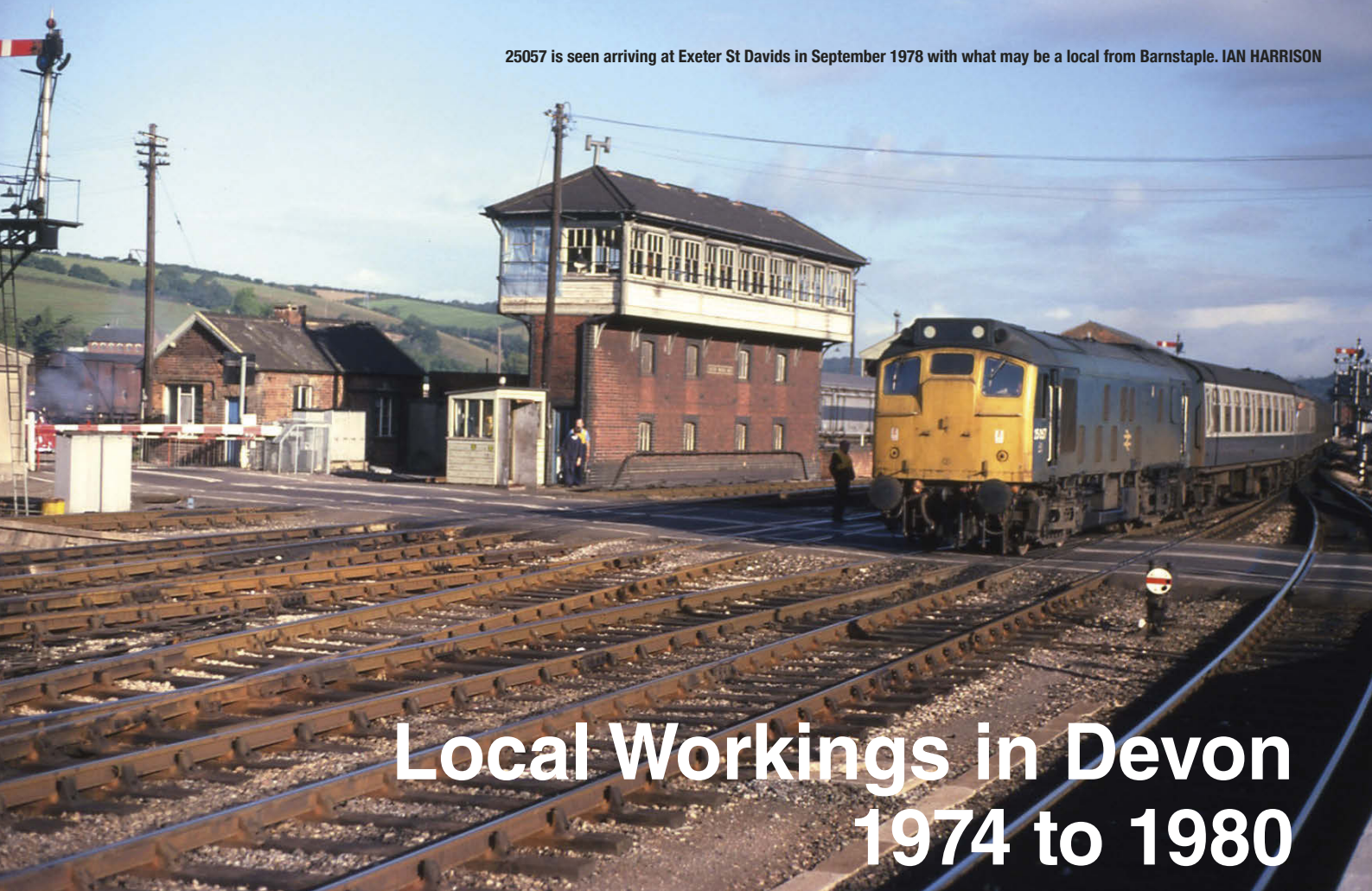
**High Lane
Model Railways**

Stockport Indoor Market,
Market Place, Stockport SK1 1ES
Email: info@highlanemodellrailways.co.uk
Tel: 07955 362105

Stockists of
JAVIS • HORNBLY • GAUGEMASTER
BACHMANN • GRAHAM FARISH
New and Pre-owned Model Railways
in gauges OO/HO • N • O

Also stock
Diecast cars • Buses • Track
Scenic Accessories, paints & adhesives

Open 9.00am - 4.30pm
Tuesday, Thursday, Friday & Saturday



Local Workings in Devon 1974 to 1980

Nick Edwards looks back at Devon in the mid and late 1970s with the emphasis on the workings of the less glamorous small diesel classes rather than the more popular 'Western' hydraulics and Class 46s.

26.03.74

Whilst waiting for 1A65 15:55 ex Paignton to arrive on Platform 3 at Newton Abbot 1E73 15:10 Plymouth to Leeds would arrive on Platform 4. Rarely of interest to 'Western' bashers it was normally formed off the 1V62 07:04 ex Derby. On this day it crept into Newton hauled by 25065 and 25081. This was pretty rare even though '25s' in the West of England weren't. Of course it was rejected because 1A65 was a 'Western' but this is the first small loco working I can recall,

10.09.74

The 16:10 Exeter to Barnstaple was hauled by either a Class 25 or a 31. On this date the '31' went pop and unusually there was nothing else that could go to Barnstaple so the 3 car Class 119 which was waiting to work the 17:03 to Axminster was substituted. Without a unit for the Axminster the movements office at St Davids plonked 46007 on the four coaches that should have gone to Barnstaple. Even though we were hardcore 'Western' bashers this was recognised as a rare working so a privilege quarter return to Axminster was purchased (probably just a few pennies) and we waited for the off. At this time this was a one way working so

it would be out at Axminster to await the 15:00 ex Waterloo home. The unit would go empty coaching stock (ECS) to Chard Junction and then ECS back to Exeter. 46007 would also have to do this to run round but the guard allowed us to stay on board back to Exeter so we had a round trip with 46007!

05.09.75

Amazing as it may seem the railway used to acknowledge that there were seasonal loading patterns and would run specials to cater for this. This was particularly true down west with the holiday trade. There were numerous long standing specials but one that only ran for one season (well at least in my experience) was 1Z37 09:10 Exeter to Newquay. This ran about ten minutes in front of 1B81 08:00 Bristol to Penzance so bashers in theory had a choice. However on the previous three days 1Z37 had a Class 50 and then 47089 'Amazon' (or Amazin' Raisins as it used to be known down here!) for two days. However, on this date D1059 'Western Empire' was up the front of four coaches. Calling at the same stops as 1B81 this was quite a thrash and on this date, as I was armed with a West of England rail rover, sampled it all the way to the Atlantic coast.

16.08.76

In the summer of '76 we all seemed preoccupied with a certain class of motive power and I can only find one move that featured a small loco on a Devon local. Sure there were lots of locals formed of London sets either before or after working from Paignton with 'Thousands' but these are a bit out of the scope and already well documented. On the above date there wasn't a lot of 'Western' action so some fill in moves were necessary, one being 25200 working 2B20 09:55 Exeter to Paignton.

15.04.77

The end of the 'Westerns' in February 1977 saw people go many different ways. I chose to bash 'Peaks', in particular Laira Class 46s, so the NE/SW route and many of the Western Region internal trains were meat and drink for us. Moves usually started either with 1S27 (Plymouth to Edinburgh) going north or 1B78 (06:30 Bristol to Plymouth) going west. On this day Laira had chucked out a steam heating Class 47 for 1S27 so we waited on Platform 1 for the Bristol as this was a bit late. It eventually arrived with 31254 on load 9: 3 coaches and 6 vans. For the novelty factor it was taken to Newton Abbot for 1E30. However, as it was running late, we saw 1E30 arrive

31112 pulls away from Dawlish Warren on May 15th 1976 with what is probably an Exeter to Paignton train. IAN HARRISON



with yet another '47' up the front. So the move was now 1B78 to Plymouth for 1M85. Obviously control thought load 9 was too much for a single Class 31 so stuck 50007 on the front. Both drivers decided to have a go and a lively run over the Devon banks ensued.

18.04.77

A few days later there was the first of a flurry of small engines from unusual depots that were seen in the spring and summer of 1977. This was 31207 (a Finsbury Park steam heating loco) which worked 2B43 19:35 Exeter to Paignton. This was the stock off the 15:00 ex Waterloo and was dual heated. I remember the 'Waterloo' stock was actually branded on the coach end 'Electric heat to work between Exeter and Waterloo only'. Not sure why this was..... Anyway 31207 was taken from Newton Abbot to Paignton as a fill in move for 1E61 home.

07.06.77

With summer well and truly on the way 2B44 produced 31323 from Immingham depot and another rare one down west.

11.08.77

Normally the 18:15 ex Paignton to Newton Abbot was formed of the stock off the 'Devonian'. However, in the high summer of '77 BR decided to run it through to Taunton formed of a local set of vacuum

braked stock. On this date it was Old Oak Common's 31304 on load 5 doing the honours. This wasn't that rare as '31s' did occasionally work trains north of Exeter.

16.08.77

The 18:15 Paignton to Taunton was hauled by 25216, one of Laira's no boiler locos that normally worked freight trains off St Blazey. As the Plymouth to Cardiff was a Class 47 the '25' was taken to Taunton for 1V94 and it gave a good account of itself on load 5.

29.08.77

2B41 09:55 Exeter to Paignton was often a good bet for a 'chuck out' and on this occasion it was 50017 on load 5 plus a GUV. At the time 50017 was still carrying double BR arrows on the cab ends. Indeed it still had them when it was named 'Royal Oak' the following year and became the only '50' to carry a nameplate and double arrows. Although the use of a '50' wouldn't be seen as rare in later years to get one on a local in 1977 meant it was restricted to local work at 75mph only by Laira.

07.06.78

Fast forward nearly a year and we find ourselves doing a minimal move to Exeter Central. The Waterloo line was still firmly in the clutches of the Class 33s and it was rare to get anything else such was their

reliability. However, on this date whatever came down on 1V09 was not able to go back so 31107 (Tinsley depot) and 31137 (Thornaby depot) were plonked on the front. I took the train for a three quarter of a mile trip up to Exeter Central followed by a quick march back down the hill through the town! I don't know how far they went but at least as far as Salisbury. I'm also not sure where they came from but it was likely to have been off the Ripple Lane to City Basin tar tanks which was a solid '31' turn, although usually from Stratford depot.

10.06.78

On Saturdays there was a 21:00 Exeter to Newton Abbot formed I think with the stock off the 17:00 ex Waterloo which arrived about 20:40. Whilst Laira '25s' were common pairs of them were less so. On this date 25058 and 25080 were sampled to Newton Abbot.

14.06.78

Evening moves were always problematic as being bowled on one move meant the rest of the evening was a wash out so one often took whatever was on offer. Normally the 18:44 Exeter to Paignton was formed with the stock off the 12:30 Paddington to Paignton and 16:40 Paignton to Exeter. However, in the summer the train was formed of a set of local vacuum braked coaches and a Type 2. However, on this dreary wet June evening, this and the 20:40

Newton Abbot to Paignton and 21:15 return were formed hauled by 45016. Although clearly not a 46 it 'had a nose' and with little else on offer I stuck with it. At Newton after putting the stock in the carriage sidings it even re-engined 1E61 so it was a one engine evening! I was a little peeved at the time but what wouldn't we give to be able to do that again?

15.06.78

The next day saw 2B20 14:20 Exeter to Paignton hauled by 50020. This was another rare liveried loco as in this case it was named but still carried its double arrow on the bodyside rather than under the secondman's window as with other named locos. It's likely that 'Revenge' was also restricted to local workings by Laira.

19.06.78

A few days later and its back to small stuff. The 19:30 Exeter to Paignton was a regular for small and rare locos as it was basically a 'kick out' on a one leg journey. On this date it was 25184 (Wigan Springs Branch) that did the honours and was sampled down 'the branch'.

14.07.78

Into the high summer now and more 'no boiler' locos were making it west. As usual it was the 19:30 from Exeter that dropped with 31144 (Immingham) up front. Also on this date 31401 (Bristol Bath Road but transferred there from Finsbury Park in February 1978) was out on 2B17 17:30 Paignton to Exeter and 2B44 18:44 Exeter to Paignton. Although ETH Class 31s wouldn't turn a head in a few years, at the time they were quite rare away from the Cardiff to Portsmouth service that they were allocated to Bristol for.

16.07.78

Cricklewood's small allocation of steam heat Class 45s were always a bit rare so when 45033 was turned out for 2B09 09:50 Exeter to Paignton with load 5 it had to be sampled.

18.07.78

It seems incredible now but back then you could still do a move to Paignton at 21:00 in the evening with a Class 25 in and a different one out. On this date with not much else about 25166 (Toton) was taken on 19:30 ex Exeter for a mooch around the amusement arcades and some chips before returning with 25058 on 21:15 Paignton to Newton Abbot for the standard finishing move of 1E61 home.

23.07.78

With reduced options on a Sunday (although by today's standards astonishingly busy!) strange workings were

often taken without sacrificing too much Class 46 mileage. On this date the word was that the normal 2B99 18:00 Exeter to Barnstaple would be formed of air braked stock and two Class 25s. This would return on the normal 19:06 from Barnstaple but extended to Penzance as an excursion. A couple of rare '25s' and air braked coaches to Barnstaple was tempting so 25155 and 25207 were had for 78 miles with 8 air braked coaches and a BG; these were off the 1V76/1M85 circuit. I can't remember the nature of the excursion but vaguely recall it may have been a religious outing. On arrival back at Exeter at 20:10 you could still do a move to get two more 'Peaks' in. Oh! How times have changed!

14.08.78

Further west BR grudgingly acknowledged that the British weather may not always be clement. So they ran a couple of extras to Plymouth from Paignton and Newquay. The latter is outside the scope of this review but the former was always a good bet for a 'chuck out' from Laira, particularly stuff that was local working only. Paignton was served by a 10:00 departure and 16:40 return from North Road. The stock was a motley selection of vacuum braked coaches hanging around between summer Saturdays. On this date Laira was using 46002 which at the time was full domino headcode and the standard 'Laira blue' livery. This wasn't everyone's cup of tea but to me and the rest of the 'Real Peak Army' an absolute monster.

26.07.78

Just to confirm Laira's nonchalant approach to local workings 2B33 16:40 Plymouth to Paignton load 8 was entrusted to 25206, one of the rarer no boiler china clay locos.

28.07.78

Another no boiler loco 25248 worked 2B46 11:10 Paignton to Exeter. This was the return of the 09:55 ex Exeter.

07.09.78

Fast forward to the shortening evenings and what was possibly the biggest working in the time frame of this review. 4B10 16:10 Bristol to Plymouth parcels was a long standing service that had seen numerous 'Westerns' often using only one engine and some on their final working. However, on the this date a few of us idling at Taunton noticed a Class 25 round the corner. A more detailed look and we saw the lower cowlings and then as it pulled along side we saw 25011, which at that time was allocated to Haymarket. We headed west and arrived at Exeter to see '011 on the 19:30 to Paignton. Well it would have been rude not to join the train.

14.09.78

A week later and with the evenings getting shorter and the holidaymakers getting fewer the reliable 19:30 from Exeter produced 25107 (Toton and no boiler) which was taken to Paignton for 25057 back on 21:15 to Newton Abbot.

11.06.79 and 12.06.79

Fast forward to the balmy early summer of 1979 and there was another rare bird down west in the former of Toton's no boiler 25115. On the first day it had obviously been on circuit as we had it on 21:15 ex Paignton and the next day it worked the 09:50 Exeter to Paignton.

08.07.79

Another Sunday and another odd 'Barny' line working that had to be had. For some reason (troop train springs to mind but I can't be sure) the 18:00 Exeter to Barnstaple was reclassified 1Z75 and formed of 6 coaches plus a GUV. The return was the booked 19:06 ex Barnstaple and the loco was Toton's no boiler 25249.

13.07.79

Diagrams had changed by now and the 19:30 ex Exeter had become the 19:37 and on a Friday at least was booked for the loco off the 15:00 ex Waterloo which of course meant a Class 33 along the seawall. Later years would see them working regularly but even this late they only really worked ECS to and from Newton Abbot and the very occasional advertised excursion. Again with not much else about and getting ready for an overnight 33117 was sampled down to Paignton. Whilst not that rare, the 'Bagpipes' were just one step down in rarity from a 'Slim Jim'.

17.07.79

The opportunity to have 33052 (Hither Green) rather than the usual Eastleigh locos on the 19:37 ex Exeter was a bit tempting. Also I had a 'fill in' move this day with 31405 (Finsbury Park with a white stripe) on 2B73 17:30 Paignton to Exeter.

07.08.79

A few weeks later and an urge to 'get outta town' saw 25048 sampled on 2B33 16:40 Plymouth to Paignton from the start. With load 8 the '25' did well to clear Hemerdon in 10 minutes and 14 seconds; not bad compared to a Type 4 on the same load which would do the same in about eight and half minutes.

18.07.79

For a 'Peak' basher the Devon locals were not that productive a seam but when there were 16 wheels for some reason it was rateable. As it was a warm summer's day it didn't matter that Exeter chucked out

Toton's no boiler 45072 on the circuit that started with 2B09 09:50 Exeter to Paignton. For me it was the day of the no boiler '45s' having on various workings which 45004, 45045, 45068, 45072 and 45077.

28.07.79

There were few locals on summer Saturdays because under absolute block working there was little capacity other than for the Saturday extras. One little known working was formed of just two spare air braked coaches and left Newton Abbot at 06:13 as 2B02. On this date it was 46033 making its way to Paignton to work a Saturday only service north.

10.08.79

Another old faithful 2B20 14:20 Exeter to Paignton produced on this day with 25121 (Toton no boiler) doing the honours.

16.05.80

A very sad year for me as I said 'goodbye' to bashing in any meaningful sense. As I had now been a driver's assistant for sometime and discovered beer and girls, trains were taking a back seat. And fate would play a huge part in my decision. Anyway on this day with withdrawals already on the cards it

was good to have 45005 (a Toton 'rocket' as the Midland lads knew them) on 2B44 18:58 Exeter to Paignton.

25.05.80

Coming off an early turn ballast job I had a look at the loco sheets in the foreman's office. If nothing was out I'd head home for a kip, if there was I'd make a move. I scanned down and saw '46009 2B45 14:45 Exeter to Paignton' so my mind was made up. This was my last Laira '46' for haulage and also one of the first I drove as a driver's assistant and so held a special place in my mind. It was a sad day to see it end its days as it did in a field in near Old Dalby when the nuclear flask accident test was carried out.

15.06.80

This wasn't quite the last little engine I had but it was the last I had on the Devon circuit that had been such a part of my life for a long time. Not surprisingly it was on the Sundays only 14:45 to Paignton as it got you to Newton Abbot for trains with big engines going north. On this day 25152 (Toton no boiler) was at the helm.

11.07.80

This was the end of an era in many ways.

Ever since the 'Thousands' had gone 46012 (probably because it was Laira blue and looked pretty rough) had been 'my machine'. Even though more '46s' went through Derby after this date for some reason 46012 was deemed to be the first of the cull that was to take place later in 1980. Right up to this date it had been active and reliable. However, for reasons known only to a few people this was to be its last day. As I was on a rest day I had it on 1V67 and ended up with it on 2B31 16:40 Paignton to Exeter. On arrival at Exeter it was hooked off and later ran light to Laira and withdrawal. For me that was all I needed to call it a day even though I still did a few All Lines Rovers and other bashes on 'privilege boxes'.

And so...

Its easy for 'lay people' to knock railway enthusiasts but even though they are quite a few who do manage to give rise to the stereotypes many of us had a great time with great people and gained a knowledge of this country like few others. That we could understand other people's preferences just shows how 'normal' we were. Would I do it again? Too right! In fact if anyone ever invents a time machine I think bashers will be first in the queue.



Dawlish Warren with a westbound local service on 9th September 1979. IAN HARRISON

TRACTION

**SUBSCRIBE
FOR JUST
£19.99
A YEAR!**

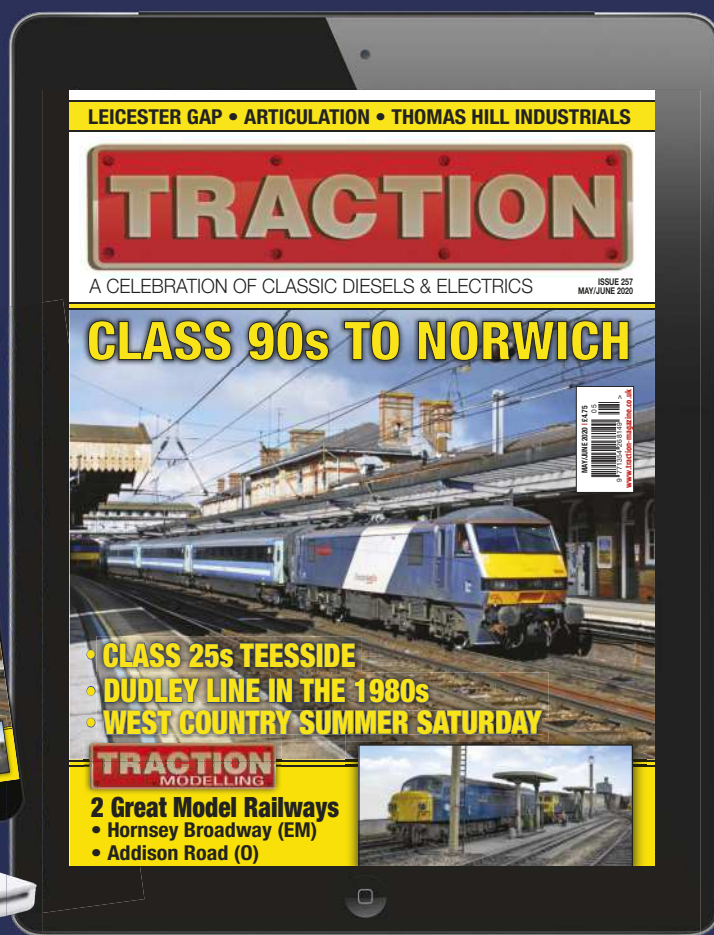
A CELEBRATION OF CLASSIC
DIESELS & ELECTRICS

Download and Subscribe today!

**Download
today at
[warners.gr/
tradigital](http://warners.gr/tradigital)**

**Your favourite bi-monthly magazine
is available as a digital edition,
bringing with it a mass of benefits!**

- Save money on the cover price
- Your magazine delivered to your device each month
- On-sale a week before the print edition
- You'll never miss an issue!





German Surprises

This orange-and-black apparition surprised the author on his holiday with his wife Mary. On 24th April 2019 he walked to the outer end of the terminal part of Dresden Hauptbahnhof's available platform and took this photograph of former DB (West Germany) B-B No 221 135, which is now owned by Bocholter Eisenbahngesellschaft, shunting infrastructure wagons. But what do the words 'Schwatte Liebe' on the side of the locomotive really mean? (Ed. A literal translation is 'weak love' but these words are also the motto of the football club 1. FC Bocholt and the owner of the railway company has used this locomotive to publicise his local team!)

Colin Boocock and his wife went on a short holiday to Germany enjoy the classical architecture and histories of Berlin and Dresden. But other classics turned up, too!

I was looking out of our bedroom window in Dresden. The hotel overlooked one side of the Hauptbahnhof (the main station). Behind one of the platform awnings I could see the top of a locomotive that I was certain did not belong there. It had two sharply-angled front cab windscreens, a black top and orange sides, at least as far down as I could see. Then it moved sufficiently to reveal a bit more of its shape – it was undoubtedly a former West German V200.1, later Class 221. What on earth was it doing so far east as Dresden, an area in which that type never worked when in Deutsche Bundesbahn service?

It was there again the next morning and I could no longer resist going into the station and traipsing to the outer end of one of the accessible platforms. There in front of me was No. 221.135, painted in orange-and-black, lettered up 'Schwatte Liebe' and coupled to a set of three low-sided bogie infrastructure wagons. A small team was working on demolishing the old low platforms in the central part of the terminus area and putting in place modern, higher platforms. 221.135 was helping them by shifting the spoil they dug up and supplying new materials.

The Class 221 was DB's 2,700bhp B-B uprated diesel hydraulic based on the 1950s V200 design. (One wonders why the British

Railways version, the 'Westerns', had to be a C C design rather than a lightweight B-B like this.) The 221s were used all over the DB system on express passenger trains.

221.135 is owned by a small company called Bocholter Eisenbahngesellschaft. It owns four diesel locomotives plus a small shunting engine and claims to run freight trains all over Germany. The company states its community aim as being to support local sports teams. 221.135 for example supports the FC Bocholt football team. The logo 'Schwatte Liebe' is the motto of the football club.

At the other end of the Hauptbahnhof a couple of days later I came across two more former DB locomotives that again would not have been there before reunification. This was a pair of Class 140s, Nos. 140.046 (ex DB 140.837) and 140.050 (ex DB 140.833), in the light blue livery of the company that owns the narrow gauge Pressnitzalbahn on the Isle of Rügen. The 140s were DB mixed traffic Bo-Bos dating from the 1950s.

A couple of days later, Mary and I were on the station platform at Saalfeld in Thuringia when we heard a lot of raucous singing and jollity. It wasn't quite nine o'clock in the morning, yet there was much noise afoot on the far side of the station. The source of the masculine singing was

the inhabitants of a football special that was due out very shortly.

I wandered over to see more, and was surprised to note that the locomotive at the head of the special was a former DB Class 110 express Bo-Bo, No 110.278. This was pleasing to me because I had never before seen an electric locomotive at Saalfeld (we had only been there once in 1978 to photograph the remaining main line steam workings), and this was a West German locomotive working in what had been the East. It belongs to the Centralbahn company based in Basel in Switzerland, though the stock is kept in southern Germany. The company rents out locomotives and stock for passenger specials, of which this was one.

I should not omit to mention three other surprises during our week-long holiday. At the east end of Dresden Hbf was parked one of the former DR Class 132 Co-Co Soviet-built diesel electrics. This carried the number 132.293. This was unusual in modern times because, post reunification, former DR class designations were altered to fit in with West German ones with the former Class 132 becoming Class 232. The owners of the locomotive, Erfurter Bahn Service (EBS), have have repainted and renumbered the locomotive with its former DR number.

We saw another 232 at Erfurt when we were on our way home. This was heading up an enthusiasts' special train that had been deposited there by a Class 41 2-8-2 steam locomotive. I nearly missed that. It was my wife Mary who spotted it and said to me: "Look, there's a steam locomotive!" I must be getting old!

All photographs are by the author, Colin Boocock.

Another pair of locomotives that, under private ownership, had strayed widely from their former working area was this pair of ex-DB Class 140 Bo-Bo electrics Nos. 140.046 (ex DB 140.837) and 140.050 (ex DB 140.833), also seen at Dresden Hbf, this time on 25th April 2019. They belong to the train hire business owned by the Pressnitzalbahn group, identified by the 'Press' logo on the bodysides and cab fronts.



This former DB Bo-Bo express electric, No 110.278, was at Saalfeld at the head of a football special on 27th April 2019. This class, in the old days, was never seen in East Germany. The locomotive belongs to Centralbahn, which is a Swiss company.

Once very familiar at Dresden and around East Germany was this class of Soviet-built Co-Co diesel electric. 132.293 was parked at the east end of Dresden Hbf on 25th April 2019; it is registered as 92 80 1232 293-1 so officially retains its DB number 232.293.



EWS's purchase of Railfreight Distribution saw them acquire the sector's Class 90 locomotives which continued to be used on the Channel Tunnel trains from Mossend and Trafford Park. No. 90021 heads 4A11, the 12:40 Trafford Park to Wembley, near Manchester Oxford Road station in July 1997 with most of the consist eventually destined for the Unilog hub at Muizen in Belgium.



David Ratcliffe looks at the development of intermodal traffic during the EWS years

Having purchased the three trainload freight companies (Loadhaul, Mainline, and Transrail) in 1996, the following year English Welsh & Scottish Railways were also the preferred bidder for Railfreight Distribution, resulting in them taking over responsibility for operating the Channel Tunnel intermodal services then running between Dollands Moor and the inland Euro-terminals situated at Daventry, Hams Hall, Mossend, Trafford Park, Wakefield and Willesden.

In addition to its Channel Tunnel business, EWS were also keen to attract other containerised traffic and consequently they increased the frequency of the weekly Doncaster International Railport to Harwich service, which had been introduced by Mainline in 1995, as well as trying to develop several other new flows. These would be conveyed either as less-than-trainload traffic by the 'Enterprise' wagonload network, which EWS had inherited from Transrail, or as dedicated point-to-point intermodal

services. However, whilst early growth was encouraging, not all of these new container trains would prove to be a success and some were withdrawn after only a few trial months of operation when loadings failed to meet expectations. At the same time much of the less-than-trainload container traffic which EWS managed to bring to rail in its first few years would also eventually be lost, falling victim to an economic downturn and corporate changes within EWS which would see its enthusiasm for wagonload freight gradually wither away. In contrast, and despite strong competition from Freightliner and later GBRf, the services which EWS introduced to and from the established container ports of Felixstowe and Southampton would prove to be more successful.

Unfortunately the effect of a strong pound, coupled with competition from Eastern European road hauliers and the illegal immigrant crisis, resulted in the suspension or withdrawal of most



In 1998 EWS agreed to hire a Class 90 to Great North Eastern Railway to cover a power shortage whilst GNER's Class 91 fleet were overhauled. No. 90024 was selected and, although repainted in GNER blue, the locomotive could still turn up on other duties such as 4A13, the 13:10 MSX Trafford Park to Wembley, which is pictured at Deansgate station on 27th April 2000.



Channel Tunnel intermodal workings during 2001 and although this traffic had begun to pick up by 2003 it still fell well short of initial expectations. Some customers were reluctant to return their traffic to rail, while many of those that did now preferred to despatch their containers to a British port such as Purfleet or Thamesport from where they would make the short sea journey to the Continent.

Consequently EWS quickly introduced a handful of additional services to handle this traffic and at the same time some of the Euro-terminals began to diversify their business and started to handle Anglo-Scottish traffic. As a result, a number of new workings were added to the timetable linking Daventry, Hams Hall, and Trafford Park to Grangemouth and Mossend and, while initially most of these Anglo-Scottish trains were operated by EWS, in subsequent years much of this business would be taken over by either Freightliner, DRS or GBRf.

A solution was finally found to the Class 92's track circuit immunisation problems during 2000 enabling them to work traffic along the entire West Coast Main Line. No. 92024 'JS Bach' heads south at Crewe Basford Hall with 4M72, the 10:20 SO Mossend to Wembley intermodal service, on 21st April 2001. This train included portions for Milan Rogoredo and the French intermodal hub at Metz.



One of only two Class 92s to be repainted in EWS livery, No. 92001 'Victor Hugo', is seen passing through Ruby with 4069, the 14:01 Trafford Park to Dollands Moor, on 18th May 2005. By this date the Mossend to Wembley intermodal had been withdrawn with 4069 and 4053, the 03:37 Trafford Park to Dollands Moor working, being the only regular Channel Tunnel trains running on the WCML north of Rugby.



Early in 1999 EWS had introduced a dedicated container train from Ditton to Immingham Dock with various chemical traffics, produced by Associated Octel at Ellesmere Port and ICI at Runcorn, anticipated as its base loads. Originating from the recently opened O'Connor terminal at Ditton, near Widnes, the eastbound service is seen heading through Manchester Victoria behind Class 56 No. 56110 on 31st March 1999. On this occasion the train consisted of three Megafret twin wagon, TOPS code IKA, loaded with a range of different tanktainers belonging to Eurovos, Octel, and Suttons.



Unfortunately loadings on 4Z55, the 09:07 Ditton to Immingham, proved disappointing and it would be withdrawn after less than six months. Typical of the sparse traffic the train handled during its final weeks, Class 66 No. 66074 had just one Megafret in tow when recorded heading past the remains of the old platforms at the long closed Manchester Exchange station on 23rd July 1999.



Another fairly short-lived working introduced in 1999 was an Ipswich to Liverpool service which originated at the small container terminal situated alongside Ipswich Griffen Wharf. After running to Harwich to recess and also collect additional traffic, it then continued later in the day, via Warrington Arpley and Ditton, to terminate at Liverpool's Seaforth Dock. Amongst the different traffics handled were John West tinned produce, refrigerated foodstuffs, and bottled wine and spirits, but evidently the train was expensive to operate and it had disappeared from the freight timetable by 2001. Class 37 No. 37669 waits to leave Ipswich Griffen Wharf with 6A79, the 15.04 Ipswich West Bank to Harwich Parkeston Quay on 6th July 2000.



When first introduced in 2005 4A10, the 12:15 Trafford Park to Southampton, was booked for Class 92 haulage as far as Wembley with No. 92013 'Puccini' recorded heading the train through Deansgate on 28th November 2006.



During the 1990s the Ministry of Defence began making increased use of containers to carry military traffic and Class 66 No. 66233 had a single loaded KFA bogie flat wagon in tow when seen passing Oxford Hinksey with the daily Didcot to Bicester trip on 6th May 2005.



In addition to Channel Tunnel traffic the purpose-built Euro-Twin container flats could often be seen on other workings and, on 4th May 1998, FIA No. 31 70 4938 178-1 was one of several awaiting loading at Tees Dock prior to forming a service to Mossend.



Although EWS's Ditton to Immingham train was soon withdrawn, their services linking Ditton with Grain (Thamesport) and Southampton were more successful. These trains regularly included several of the company's FAA low-deck container flats such as No. 609069 seen at Crewe in the consist of 4Z55, the 08:07 Ditton to Thamesport, on 6th December 2003.



During 1999/2000 Thrall's York workshop built a fleet of 150 low-deck FKA twin flats for EWS. These were capable of accommodating high-cube boxes within the standard British W6 loading gauge and could subsequently be seen on almost all EWS intermodal services. FKA No. 81 70 4908 056-4 was marshalled in the consist of 4Z59, the 11:35 Warrington Dallam to Glasgow Shieldhall (Deanside Transit) when photographed at Warrington Arpley on 3rd June 2001. Only running for a couple of years the 'Dream Box' train conveyed Safeway products.



A wide range of container wagons appeared in EWS intermodal services with the rarest being Unilog's fleet of Belgian registered IJA single flats. These included No. 33 88 4910 107-0, which was photographed on 18 August 1998 when being shunted by Class 09 No. 09021 shortly after it had arrived at Hams Hall from Muizen in the consist of the 08.35 from Wembley.

In 1998 a new rail flow of containerised purified terephthalic acid (PTA) commenced running from Tees Dock to Workington where the PTA, imported from Rotterdam, was converted into polyethylene terephthalate (PET) by Eastman Chemicals for use in the manufacture of plastic bottles. Class 60 No. 60068 is pictured shunting empty IKA container flats at Workington Dock on 9th March 2005. In subsequent years Tees Dock was gradually developed into an important intermodal location with services also running to Avonmouth, Ditton, Mossend and Trafford Park.



A much more successful EWS intermodal working was the daily train from Newport to Barry which began running regularly in January 1999. The service conveyed predominantly 20ft box containers loaded with silicon metal for the Dow Corning chemical plant at Barry Docks and Class 37 No. 37146 and Class 09 No. 09001 are seen heading the inbound service around the 180° curve from Cadoxton onto the docks at Barry on 11 June 1999. After the container wagons had been berthed for unloading alongside No. 2 Dock the Class 09, which had been attached at Cadoxton, would be used to collect empty Polybulk wagons from Dow Corning's private siding, access to which was prohibited for larger locomotives due to a weak bridge just outside the chemical plant.

Initially the Barry train had utilised a rake of Euro-Twin wagons with the containers usually arriving at Newport either from Southampton Docks or Purfleet, but from 2000 the Euro-Twins were replaced by EWS's newer FCA container flats. A Class 66 had also become the standard motive power with No. 66175 being recorded at the head of 6B06, the 06:43 Newport ADJ to Barry, as it passed the north side of Barry No. 2 Dock on 21st May 2008.

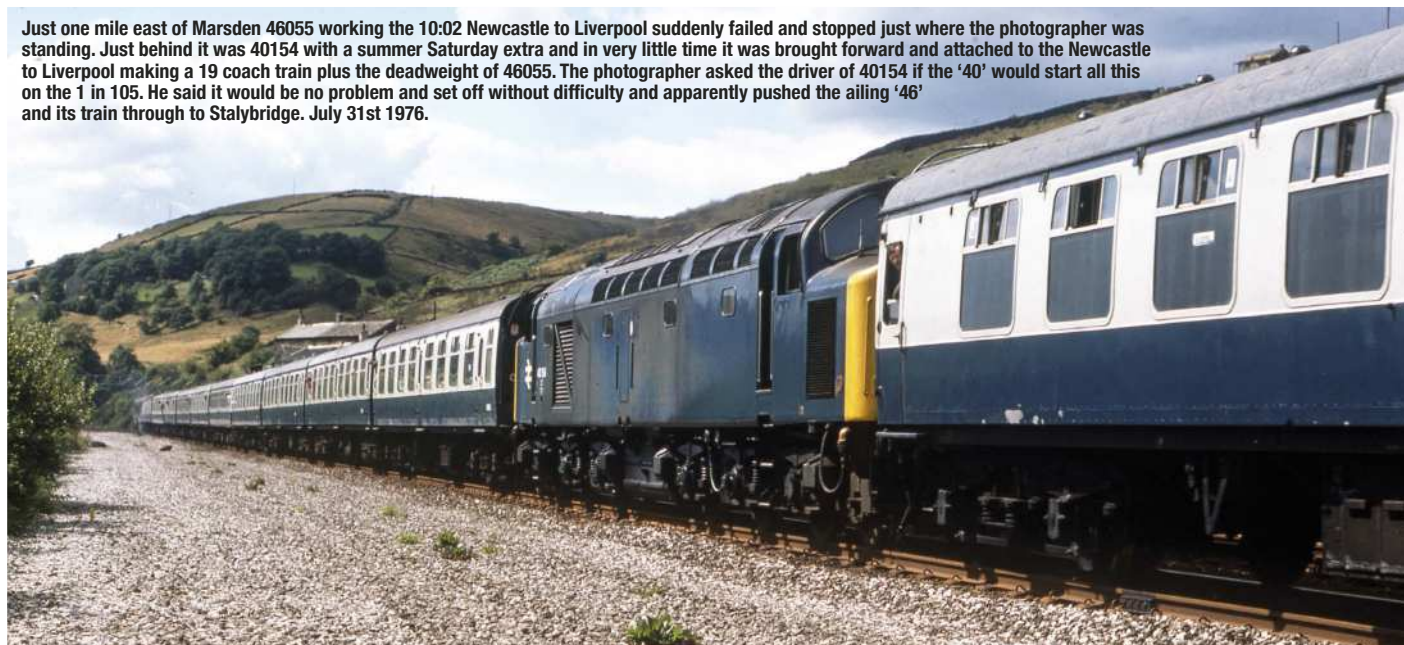




Trans Pennine Loco Hauled: Part 2 Marsden to Huddersfield

Gavin Morrison continues his journey eastwards along the Trans Pennine line between Manchester and Leeds. Having passed through Standedge Tunnel we are now in Yorkshire and begin the descent from Marsden along the Colne valley towards Huddersfield.

Just one mile east of Marsden 46055 working the 10:02 Newcastle to Liverpool suddenly failed and stopped just where the photographer was standing. Just behind it was 40154 with a summer Saturday extra and in very little time it was brought forward and attached to the Newcastle to Liverpool making a 19 coach train plus the deadweight of 46055. The photographer asked the driver of 40154 if the '40' would start all this on the 1 in 105. He said it would be no problem and set off without difficulty and apparently pushed the ailing '46' and its train through to Stalybridge. July 31st 1976.



(LEFT) The 10:02 Newcastle to Liverpool with a Class 45 or 46 in charge is about to enter the east end of Standedge Tunnel near Marsden and is seen from the A62 main road. There are four parallel tunnels here. To the right of the train is the empty trackbed which led to the two original single track bores. The first of these was built in 1848 and was joined by a second in 1871. Both of these are now out of use. The third, a double track tunnel, was opened in 1894. Predating the railway tunnel was the canal tunnel of the Huddersfield Narrow Canal. Construction started in 1794 but it wasn't until 1811 that it opened, being the longest canal tunnel (at 5,451 yards) in Britain. To the left of the railway is the canal basin at the beginning of the tunnel where barges would have to wait before being 'legged' through the tunnel. The bridge over the railway is an aqueduct carrying the River Colne. February 26th 1977.



A five car Trans Pennine Class 124 unit leaves Standedge Tunnel and approaches the station on the 12:10 Liverpool to York. By this time the sixth vehicle, a trailer first buffet coach, had been removed from the sets. Note the snow covered freight loop in the foreground. February 26th 1977.



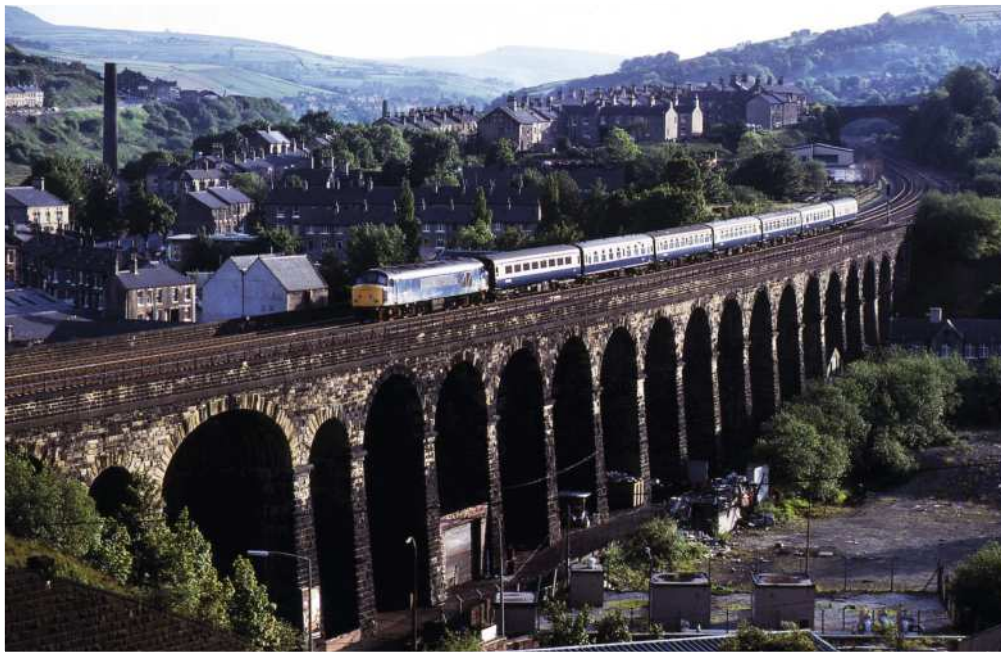
By this date the Class 25s were not common on the Standedge route on passenger workings but here 25196 makes a welcome appearance on a Saturdays only 09:00 Llandudno to Leeds seen heading down the bank towards Huddersfield passing Golcar. August 21st 1976.

At this time the 13:05 Liverpool to York was often worked by a 'Deltic', especially on Thursdays. The outward working was the 08:49 from York. On this occasion the train was headed by 55015 'Tulyar' which is just about to enter Gledholt Tunnel. December 2nd 1981.



47425, heading the 09:18 Newcastle to Liverpool, emerges from Huddersfield Tunnel and will immediately enter Gledholt Tunnel. This was the site of Springwood Junction where the Penistone line separated from the main line. There was once signal box in this short gap in the deep cutting but it has long since been removed. In steam days the signal box was nearly always enveloped in smoke. May 25th 1981.





45054 catches the last sun rays as it crosses Milnsbridge Viaduct heading for Huddersfield on the 18:05 Liverpool to Newcastle. June 14th 1984.



D200 (40122) is seen in its special green livery, but not as clean as usual, as it emerges from Gledholt Tunnel on the summer only 14:00 Scarborough to Liverpool. June 4th 1984.



Viewed from above the tunnel 47434 'Pride of Huddersfield' is in its namesake station and is about to leave with the 14:20 Newcastle to Liverpool. April 23rd 1990.

CREWE IN THE BR BLUE ERA

I read with great interest Mike Hitchen's article about Crewe in the halcyon days of BR blue. He mentions the crowds that could be attracted to the station when a work's open day was taking place. I enclose a photograph taken on 22.09.79 exactly as Michael described showing the platforms absolutely packed with spotters or 'enthusiasts' as many of us preferred to refer to ourselves! Just look at the precarious seating with legs over the platform edges and not a railway official or BTP officer in sight! The almost completely hidden train in the background is the returning leg of The 'Crewe Invader' railtour running as 1Z85 heading back for Plymouth led by 50008 'Thunderer'.

The second photograph also shows something that Michael describes, namely the passage of an APT test train. Taken in the half-light on 11.02.79 a prototype HST power car that was part of set 252002 is seen at the rear of a working passing through one of Crewe's centre roads with an APT power car just in view. Out of sight on the front was 47199. Interestingly, I had also been visiting the works again on this bitterly cold February day having travelled up from Oxford on the Crewe Campaigner Relief railtour.

Finally, I would like to add my personal thanks to you for keeping Traction going during the past few months. Whilst I could not get out and buy my copy, something that I actually enjoy doing, I have had two excellent editions delivered by post. Well done again!

STEVE RANDALL BY EMAIL



I read with interest the article in TRACTION 258 about Crewe during the BR Blue era, which reminded me of my own occasional visits to this famous railway town especially at times of Works open days, one of which, I think, may have been the September 1975 event mentioned in the article. As with many other enthusiasts visiting Crewe, although there was plenty of activity to keep one occupied in the station area, it was quite frustrating to know that much of the freight would avoid the station by way of the Crewe Independent Lines (CIL), which were largely out of sight on the west side and situated in a cutting running at the back of the Diesel Depot. Certain freights, however, were booked through the station, especially those to and from the Stoke-on-Trent line, which had no direct access to the CIL, although such workings did have access to and from Crewe Basford Hall Yard at one point.

Mention was also made of an evening Class 40-hauled British Oxygen Company (BOC) train to the BOC plant at Ditton. This was probably the return empties from the BOC terminal at Wolverhampton (Monmore Green). This was reached via a spur that also gave access to Wolverhampton Steel Terminal. Although the spur was electrified (now de-wired), the BOC trains were shown in the working time table for diesel haulage and often produced a Class 40. I can only recall seeing once an electric-hauled BOC train traversing the Wolverhampton to Birmingham main line. This was near Oldbury station (now Sandwell & Dudley) back in the late 1970s or early 1980s. These would have been the empties returning to Ditton, which were required to run via Soho Road and Bescot. Another regular BOC train that would have passed through Crewe during the period covered by the said article would have been that to and from Wembley, which would have been electric-hauled and possibly routed via the CIL.

Although long out of print, I can thoroughly recommend the booklet 'Diesels Under The Wires Around Crewe' by Barry J. Nicolle (published 1979 by Peter Watts Publishing), which contains a splendid selection of monochrome images taken by the author depicting a nice variety of freight and passenger turns, and some interesting viewpoints of such workings including those elusive freights traversing the CIL.

DAVID J. HAYES, WEDNESBURY.

STAFFORD OVERNIGHT IN 1975

I have now read your full story about Stafford overnight in 1975 in TRACTION 259. Several points emerge from my perspective. Firstly, there was clearly a high utilisation of, in particular, Class 86. In 1975, all the first generation electrics were back in traffic but Classes 82-84 were largely confined to non-passenger duties. The use of a Class 47 on the Edinburgh to Bristol suggests a shortage of electric traction somewhere in the north. Secondly, the comparison between freight traffic then and now is most marked. There was also no 'white van man' parcel delivery activity then. Thirdly, mindful that, northbound, the sleeper to Liverpool and Manchester split at Stafford, the up workings in 1974 ran as separate trains. Finally, the failure of 50012 to return with empties was curious because 12 hours should have been long enough to make the round trip. 50041's whereabouts before collecting the loaded MGR would be interesting to know, but we never will. You must, indeed, have been pretty shattered at the end of the night. It is a wonder you did not fall asleep and overshoot Crewe on the return.

DAVID CLOUGH BY EMAIL



RAILS OF SHEFFIELD

railsofsheffield.com



Corporate Partners of

RAILWAY
MUSEUM

WE VALUE YOUR
**PRE-OWNED &
SECOND HAND**
MODEL COLLECTION
VERY HIGHLY!!

ALL BRANDS

FOR CASH

CONTACT US

get in touch by email,
phone or post with
your list of items



STEP
01



STEP
02

WE MAKE AN OFFER

our friendly, experienced staff
review your list and make an
honest valuation and offer



STEP
03

BRING, SEND OR COLLECT

either visit the shop, send us your
items, or for larger collections we will
arrange collection for you



STEP
04

PAYMENT MADE!

we confirm the offer and make
a fast, secure payment via your
choice of payment method

**TOP
GUARANTEED
PRICES
PAID**

**FAMILY
BUSINESS
FRIENDLY
SERVICE**

FOR MORE DETAILS see our website: railsofsheffield.com/wanted

Ref: TRACTION20

FULL COLLECTIONS PURCHASED
UK & WORLDWIDE COLLECTION AVAILABLE

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

TELEPHONE OUR SECOND HAND TEAM ON: (0114) 255 1436
OR EMAIL: SECONDHAND@RAILSOFSHEFFIELD.COM

21-29 Chesterfield Road - Sheffield - South Yorkshire - S8 ORL - UK - Tel: (0114) 255 1436 - Fax: (0114) 255 5982

Email: info@railsofsheffield.com

Web: railsofsheffield.com

[railsofsheffield](https://www.youtube.com/railsofsheffield)

[railsofsheffield](https://www.facebook.com/railsofsheffield)

[railssheffield](https://twitter.com/railssheffield)

[railsofsheffield](https://www.instagram.com/railsofsheffield)

Olivia's Trains of Sheffield

O Gauge & OO Gauge
Sound Specialists



25a Mansfield Rd,
Intake, S12 2AE

Extensive UK sound library utilising the
Loksound V4 Sound Decoders

DCC/Sound Fitting Whilst You Wait

Open
Since 2008



Heljan 100 ton BOC Wagon



Heljan Class 76/77



Bachmann Class 57 Arriva



Bachmann Class 66/7



Hornby 5 Bel Brighton Belle



Bachmann Class 40



Heljan O Gauge Locos



Hornby Class 87



Dapol Class 73
in Network Livery



Hornby R3150



Heljan Locos



Bachmann Class 47/7

For more details on the above & all our stock visit:



www.oliviastrains.com



Tel: 0114 3216 160 or 0114 2647 449

Email: support@oliviastrains.com