

SPECIAL ISSUE

TRACTION

ISSUE 261
JAN/FEB 2021

A CELEBRATION OF BRITISH RAIL BLUE



BRITISH OXYGEN TANKS

- EASTLEIGH SPEEDLINKS • DELTICS IN SCOTLAND
• DOUBLE-HEADED 50s • CLASS 13s AT TINSLEY

- MODEL RAILWAY: EVERBURY IN OO
• HOW TO WEATHER A DIESEL LOCOMOTIVE
• REVIEW: BACHMANN CLASS 414 2-HAP

TRACTION
MODELLING

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!*

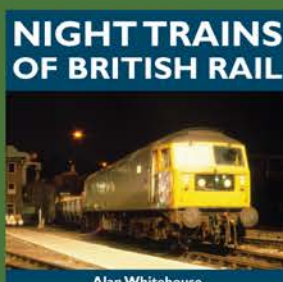
SPECIAL OFFERS!



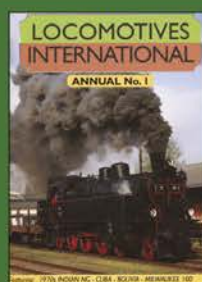
THE RIVER KWAI
RAILWAY TODAY
£12.95 NOW £10



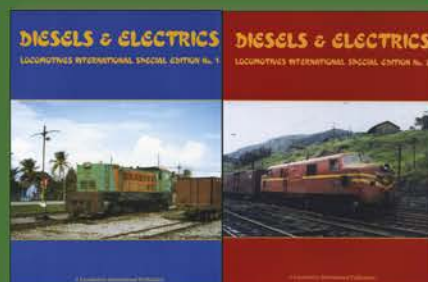
THE GWILI AT
40
£12.95 NOW £10



NIGHT TRAINS OF
BRITISH RAIL
£18.95 NOW £10



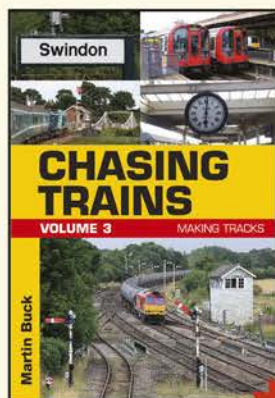
LOCOMOTIVES
INTERNATIONAL
ANNUAL
£9.95 NOW £5



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

The CHASING TRAINS Trilogy

Three books from the publisher of Freightmaster, recounting his time travelling over new routes and branch lines, photographing, riding behind Class 40s & Class 50s, and the early trainspotting exploits to track down all the locos working on British Rail.



VOLUME 3 : **Making Tracks**

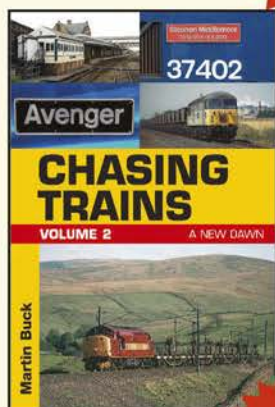
CLASS 37 'Diamond Jubilee' : Celebrating the Class 37's 60th anniversary, illustrating some of the liveries carried following privatisation.

'FAREWELL TO ARMS' : A nostalgic look at Barnetby before and after the semaphores were replaced by modern colour light signals.

NEW TRACK : Words and pictures describing travel on railway lines in: *Anglia / Merseyrail / North West England / Scotland / London*

SWINDON : A look at photographing locations and traction in and around the author's home town of Swindon before & after electrification of the GWML.

NEW



VOLUME 2 : **A New Dawn**

LOCO PROFILE : Lots of images depicting *Class 56s* and *Class 60s*.

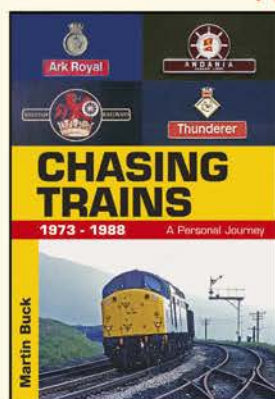
FAVOURITE HAUNTS : This section takes a look at traction at some favourite places to take photographs:

Newport / Peak Forest / Teesside / Westbury

CLASS 37 NOSTALGIA : "Highland Fling" riding behind Class 37s on the West Highland Line, the Far North line and Kyle of Lochalsh.

LOCO BASHING - 20 YEARS ON : Class 67s and 68s on the Chiltern Main Line, plus 37s and 68s on the Cumbrian Coast.

NEW



VOLUME 1 : **1973 - 1988 A Personal Journey**

THE SPOTTING YEARS : (1973 - 1976) Images and anecdotes of outings to track down the locos listed in the 'Ian Allan locoshed' book, including depot visits.

OUT WITH THE CAMERA : (1976 - 1988) Lineside photography, especially Class 40s on the famous 'Settle & Carlisle'.

CLASS 40 & 50 BASHING : (1980 - 1985) Anecdotes of riding behind 'Whistlers' and 'Hoovers'; highlights, mishaps and regrets.

MY LOCAL PATCH : (1973 - 1988) A pictorial record of locos and services in and around Swindon, plus the 'Berks & Hants' route.

£19.50 each

245 mm x 168 mm
200 + images

200 Pages
Full Colour

www.freightmasterpublishing.co.uk

Freightmaster Publishing, 158 Overbrook,
SWINDON, SN3 6AY

01793 - 644957

Contents

6

Twin Class 50s to Glasgow
by Jon Littlewood and
David Clough



14

Midland Main Line
by David J. Hayes and
Kevin Lane



21

**Those occasional
oddities by Barrie Rigg**



25

Traction Modelling



36

**Remembering the BOC
trains by David J. Hayes**



44

**Class 45s on STJ
Speedlinks By John
Dedman**



50

**Class 55s on unusual
routes in Scotland
by Richard MacLennan**



57

**'Trip 35' Train Spotting
Days
by Martin Axford**



62

**BR Blue photos by
Gavin Morrison**



TRACTION
issue 262 will
be on sale
Friday 29th
January



Welcome to this rather special issue of TRACTION in which we celebrate the Rail Blue years of British Rail. It was an era which many readers of TRACTION remember with great affection as, somehow, those years of the 1970s and 1980s managed to combine something of the old steam age railway with an increasingly modern one.

We start with the short period when pairs of Class 50s were introduced to speed up the principal services north of Crewe on the main line to Scotland. Jon Littlewood and David Clough take us back to those heady days when high speed diesel traction roared over the northern hills.

David Hayes concludes his look at the Midland Main Line using photos by Kevin Lane; in this issue it is the turn of the southern part of the line into London between Harpenden and St. Pancras.

I'm sure most enthusiasts have tales of unexpected events on their travels by train when something unusual happened to add interest. Barrie Rigg talks about 'Those occasional oddities' on his journeys around the north of England.

We start a two part feature by David Hayes about the distinctive tanker trains run for the British Oxygen Company. The first part looks at the 1970s and 1980s with the later years following in the next issue. Staying with freight traffic, John Dedman recalls the short period in 1985 when Class 45s were scheduled to power Severn Tunnel Junction to Eastleigh Speedlink freights.

The 'Deltics' were, of course, no strangers to Scotland although, as a rule, they were largely confined to the East Coast Main Line between Berwick and Edinburgh. Richard MacLennan has looked at how widely the Class 55s actually travelled on lines north of the Border with some surprising conclusions.

Martin Axford recounts his photographic experiences with different cameras in his younger days with particular emphasis on his favourites, the Class 33s. Finally Gavin Morrison presents a selection of Rail Blue images ranging across Britain from Penzance to Georgemas Junction.

In TRACTION MODELLING we feature a fascinating layout which imagines that the Somerset and Dorset Line did not close after all but was modernised and survived into the Rail Blue period. There's also a detailing feature about weathering a Class 40 as a review of the new Bachmann Class 414 2-HAP unit.

Stephen



Publisher: Steve Cole
E: stevec@warnersgroup.co.uk
Editor: Stephen Rabone
E: steveabone@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: subsaccecetteam@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



40061 passes Spring Vale Sidings on 31st May 1982 with BOC empties from Wolverhampton to Ditton.
DAVID ROSTANCE



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

410 and 415 roll into Carlisle on 28th April 1971 with a late afternoon service to Glasgow, 1S75 the 14:05 Euston to Glasgow. TRIANGLE PUBLISHING (IAN ISHERWOOD)



Twin Class 50s to Glasgow

In the second part of this feature, Jon Littlewood and David Clough look in detail at the performance of double headed Class 50s north of Crewe.

This is the follow up to our article in *TRACTION* 258 and its aim is to present the best of the double headed Class 50 work from the years 1970-1974 and to show how railtour recreations of those performances in more recent times have turned out. It will also look at the dramatic reduction in journey times for a critical 90 mile stretch of the WCML over the last 50 years, in which the double headed Class 50 episode was pivotal.

Only when the Class 50 was nearing the end of its BR service life, did it return to do battle with Shap and Beattock on some of the many railtours that saw the class out. Then, in the post BR preservation era, a few of the many preserved examples were certified for the mainline and a pair on tour duty over these hills would always sell well. As I write, another tour with a pair of 50s was to run and it could almost be marketed as a 50th anniversary run were it not for its even rarer primary mission to run through to Stranraer. This tour fell victim to the Covid 19 lockdown.

There was a long dry spell of mainline Class 50 action between 2006 and 2017 but a couple of Class 50 railtours have gone over Shap since then. A third attempt in as many years is not such a headline grabber, but some performance connoisseurs fancied that the now cancelled April 2020

tour might be the one to finally regain the high tide of performance that could be experienced 50 years ago. We shall see.

I was not there to witness the Class 50s at work on the WCML, but I know the route well and it is with much envy that I have to imagine what could be experienced as the norm back then whilst others like David Clough can recall it vividly. A pair of Class 50s at a combined 230 tons is a lot of hardware to attach to a 400 ton train and whilst they don't represent a particularly high BHP/ton ratio by today's standards, they still seem something of an engineering extravagance, not least for the senses when their scale, presence and stereo V16 overture shout for your attention. I can't not look at a pair of 50s in the same way that I can't not look at a big pacific like a Duchess; they are both LMR big league 'Top Trump' winners separated by a mere fraction of the 50 years that we now look back upon.

The use of a pair of '50s' means that double the load can be taken for the same speed, but does this mean double the listening pleasure for the enthusiast? Personally I find that the sound of two 50s at full engine rpm can be a pleasure as well as a listening challenge. '50s' rarely sound the same and, as touched upon here, their engine speeds might veer from

their 850 rpm nominal design at full load. However, it can be interesting to hear each loco vying for your attention which leads to the bigger question: which one is the stronger? Is the trailing engine doing more or less than the lead engine and are the forces between them harmonious? On the uphill sections, I suppose the lead engine would feel something approximating the drag force of a 6 coach formation behind it, whilst the trailing engine would feel the full weight of the load 12 on its drawbar but a significant pulling force at the other end.

Let's stand back a bit and consider the evolution of possible best case legal start to stop times for the 90.1 miles from Preston to Carlisle, based on a 12 vehicle load of about 430 tons and a clear road with no checks. Some of the times shown will be substantiated later.

The benchmark during the later part of the steam era for the Preston to Carlisle section was about 100 minutes. This came down to 90 minutes in the final years of the Coronation Scot with its reduced load of 8 coaches and the best time recorded was 83 minutes 40 seconds, although a time net of delays was about 82 minutes. In 1961, Class 40 D300 with the same load managed a time of 76:18, but this was exceptional and not entirely representative.

Table 1		
Class 40	88 mins	
Class 47 or 50 (1968)	76 mins	
2 x Class 42 (1970)	68 mins (theoretical)	Allowed to run above 90 mph.
2 x Class 50 or Class 68 (1970)	66 /64 mins	Pre / post 1974 line limits
86/87 (100mph) (1975)	61 mins	
86/87 (110mph) (1983)	60 mins	
Pendolino (125mph & tilt) (2007)	56 mins	Line limits relaxed for tilting.
APT (125mph & tilt) (1984)	54 mins	Line limits relaxed for tilting.

For my own amusement, I simulated a pair of 2270 BHP 'Warships' over this section. I anticipated that they would do well being lighter machines and also because they could theoretically perform well beyond 90 mph, but their saving in self-weight meant that they could run the '50s' quite close. With a trailing load of 400 tons, almost 100 mph could be attained just before Milnthorpe, then 73/4 at Grayrigg and 63/4 at Shap. They could certainly keep the schedules that were allotted to the '50s', but should one locomotive fail or if only one was rostered instead of a pair, that would be a more serious situation!

It was difficult to select a representative time for the Class 86/87 for these locomotives seem able to tap bewildering amounts of power from the overhead wires. For example, in 1987 a Class 87 with load 13 hit 114 mph between Preston and Lancaster (the Class 50s had to observe a 90 mph limit on this stretch), had to ease back for the 80 restriction at Grayrigg and may have eased slightly at Shap even though it went over the top at 86 mph. This was an unchecked 59 minute and 21 second rampage through the fells and was certainly not typical, but it did indicate what was possible.

Back to the Class 50 era: After the 60 mph speed restriction around the curves approaching Lancaster, a pair of 50s with load 12 can just about hit the ton passing Carnforth station, but the 2 miles of Yealand bank shortly after will rob the train of nearly 10 mph. The following 3.5 miles are near level and the 'ton' is possible again as the train crosses the River Beela just before Milnthorpe. The lower slopes up to Oxenholme would peg speeds back to the high 80s and the next 7 miles of Grayrigg bank proper would usually see speed brought down to the mid 70s. Power would be shut off in preparation for the curves at Lowgill after which the locomotives would be flogged to the summit where most drivers would ease to observe the archaic 60 mph limit that still prevailed there.

With a faster rate of speed decay on the final few miles up to Shap and with speed being forced below 70 mph on the approach to the summit, some '50s' might have struggled a little more at this location than on Grayrigg bank and during investigative testing in the summer of 1970, BR found some curious behaviour from their selected test pairs which suggested that a level of power inconsistency was perhaps common.

Unlike Class 47 and 52, which were put



Changing traction from electric to diesel at Crewe involved the Class 50s leaving the depot and running nearly to Crewe Coal Yard to await the removal of the electric locomotive before backing onto the train. On 4th May 1970, the inaugural down 'Royal Scot' of the twin-Class 50 era, with 447 and 437 in charge, carried a headboard. The pair are seen backing onto the train at Crewe. DAVID CLOUGH COLLECTION

through dynamometer car trials when new, Class 50 was not subjected to a similar exercise, though brand new D406 was sent to the Railway Technical Centre. Although it was instrumented with this intention in view, the trials were cancelled on cost grounds.

Meanwhile, at the turn of the decade, piston seizures in the Class 50 16CSVT engines prompted Ruston Diesels, part of the merged GEC/EE organisation, to carry out tests on D409 and D413 on 8th July and 13th August 1970 respectively between Crewe and Glasgow. The services were double headed as booked, D426 being paired with D409 and D415 with D413. The trailing load for all the trains was given as 455 tons.

Apart from the ascents of Shap and Beattock, the report found full power tended to be used only in bursts of two or three minutes. Even climbing these banks, out of course checks interrupted the running on three of the four ascents.

In relation to train running, as opposed to maintenance issues, the test report expressed surprise that D409's recorded engine power declined during the journey. Several possible causes were proposed but no conclusion was drawn, apart from possibility that all the engines fitted in Class 50 might be so affected.

Tabulated data for D409 (see Table 2) shows that it was producing full rated output at the start of each run but engine rpm then dipped and remained significantly

below rating thereafter. Discounting the northbound ascent of Shap as possibly a rogue reading, the data for Wishaw and Southwaite would have been during acceleration and the other three during deceleration and there is a difference of about 4% between these groups of figures.

A known quirk of the Class 50 control system is that full power tends not to be delivered if speed is falling, such as climbing Beattock. Even allowing for this, the 5% drop off in power south of Carlisle during acceleration is noteworthy. By contrast, D413 was producing 97% of its rating but this only declined by under 1% during the run.

Table 3 features two simulations that I

Table 2			
Location	Engine rpm	Engine output hp	% of rating
Shap northbound	783	2,350	87
Beattock northbound	810	2,450	91
Wishaw	862	2,700	100
Beattock southbound	822	2,460	91
South of Carlisle	828	2,580	95
Shap southbound	817	2,490	92
Nominal engine rating 2,700bhp at 850rpm			

have produced to show a theoretical legal best run and one that observes the speed limit of the traction, but not so much the speed limits of the route which were to be upgraded with electrification in 1974. Simulated Run 2 is therefore on the very edge of what was possible back then, but as we shall see, it was possible in reality.

Table 4 shows three runs on the first day of service on May 4th 1970, all of which were of a very high standard and would rarely be bettered during the few years that followed. The 10:05 ('Royal Scot'), 12:05, 14:05 and 16:05 from Euston were all discussed by C. J. Allen in his regular article in 'Modern Railways' for August 1970. The 10:05 was loaded to 13 coaches and had a clear run after passing Preston at the regulation 20 mph. Speed at Shap was 72 mph half a mile from the summit where some observance of the 60 mph limit took place. Checked badly through Preston, the 14:05 loaded to the more standard 12 vehicles, had a clear run as far as Penrith where signals intervened. Both runs reached Shap summit in exactly 42½ minutes which appears to be the fastest on record. Both were on course for the time recorded by the 10:05 which was 66 minutes and 33 seconds – the second fastest on record. However, the time net of delays for the 14:05 was 64 minutes which reflects the way it was driven as if it was trying to regain time, but it was not reported late and the schedule was only 75 minutes. The sectional time from Carnforth to

(BELOW) Prior to the start of electrification work in 1971, a pair of '50s', led by 406, accelerate an Up service past Acton Grange Junction, south of Warrington. Both sides of the railway here are now overgrown with trees. TRIANGLE PUBLISHING (ALF YATES)



TABLE 3 - Simulations					
	Run Date Weather Train Locomotive Load (tons) Recorder / position	Pre 1974 line limit	1 1970-74 calm summer day Simulation - legal D4xx + D4xx 12 mk2b: 398 / 425 n/a	2 1970-74 calm summer day Simulation - non-legal D4xx + D4xx 12 mk2b: 398 / 425 n/a	
M ch			m s speed	m s speed	
0 00	PRESTON (ctr / MP 0)		0: 00 -	0: 00 -	
4 60	Barton old station MP	90	5: 15 86.0	5: 15 86.0	
17 76	Oubeck box	90	14: 04 90.0	13: 19 100.0	
20 00	Lancaster Sth Junction MP	60	60.0	65.0	
20 78	LANCASTER (Up cen)	60	16: 30 60.0	15: 40 65.0	
3 11	Hest Bank LC	90	19: 00 89.0	18: 02 93.0	
6 20	CARNFORTH (MP)	90	21: 04 90.0 / 92	19: 57 96.0 / 100	
9 40	Yealand Summit (min)	90	23: 15 86.0	22: 00 92.5	
13 00	River Beela MP (max)	100	25: 27 100.0	24: 08 101.5	
15 40	Hincaster Junction	90	27: 00 90.0	25: 39 95.5	
19 11	OXENHOLME	85	29: 28 85.0	28: 00 89.5	
21 00	Peat Lane MP	85	30: 49 82.5	29: 16 87.0	
24 20	Lambrigg MP	80	33: 13 79.5	31: 33 83.5	
26 13	GRAYRIGG SUMMIT	75	34: 41 77.0	32: 58 80.5	
27 71	Low Gill	75	36: 04 75.0	34: 15 81.0	
31 40	MP 31½ / A685 OB (max)	90	38: 37 94.0	36: 38 97.5	
32 17	TEBAY	90	39: 04 93.0	37: 05 96.0	
35 12	Scout Green	90	41: 05 80.0	39: 03 82.0	
36 00	MP 36	90	41: 44 76.0	39: 42 78.0	
37 00	MP 37	90	42: 33 72.0	40: 30 74.0	
37 34	End of 1/75 / Signal / PSR	60	42: 56 60.0	40: 51 72.5	
37 49	SHAP SUMMIT	60	43: 07 60.0	41: 00 73.0	
41 24	Harrisons Sidings (max)	90	90.0	94.0	
43 00	Thrimby Grange MP (min)	75	75.0	80.0	
47 76	Eden Valley Junction (max)	90	90.0	95.0	
50 19	Penrith Sth Junction (min)	70	70.0	70.0	
51 21	PENRITH	60	53: 20 60.0	50: 35 65.0	
56 06	Plumpton UGL S	100	98.0	100.0	
61 60	Southwaite MP	100	100.0	100.0	
64 15	Wreay	80	61: 55 80.0	59: 55 85.0	
65 67	Brisco old station	90	90.0	95.0	
67 58	Upperby Bridge Junction	90	64: 15 75.0	61: 10 75.0	
69 08	CARLISLE		66: 35	63: 30	

TABLE 4 - inaugural services - May 4th 1970					
	3 Mon 4 May 1970 u/k 08:00 Euston - Glas D413 + D410 12 mk2b: 403 / 430 D. Adams / u/k	4 Mon 4 May 1970 u/k 14:05 Euston - Glas D409 + D430 12 mk2b: 403 / 425 C.Foss / front	5 Mon 4 May 1970 u/k 10:05 Euston - Glas D437 + D447 13 mk2b: 437 / 460 C.J.Allen / u/k		
	m s speed	m s speed	m s speed		
0: 00 -	0: 00 10.0 sigs	0: 00 20.0 pass			
5: 19 86.0	6: 17 84.0	4: 55 90.0			
93.0	102.0	95.0			
		62.0			
16: 54 62.0	16: 29 66.0	15: 53 68.0			
92.0	86.0	93.0			
21: 10 92.0 / 95	20: 55 95.0 / 99	20: 17 93.0 / 95			
23: 19 90.0	22: 56 92.0	88.0			
101.0	102.0	100.0			
84.0					
29: 41 83.0	28: 58 87.0	28: 42 82.0			
77.0	80.0	80.0			
35: 07 74.0 / 76.0	34: 06 75.0 / 77.0	34: 03 72.0			
73.0	76.0				
	95.5				
39: 35 90.0	38: 22 94.0	38: 18 92.0			
41: 42 77.0	40: 23 81.0	40: 23			
	76.0				
	72.0				
43: 49 65.0	42: 30 62.0	42: 31 63.0			
90.0	90.0	88.0			
65.0	79.0	75.0			
92.0	96.0	95.0			
	40.0 / 10				
54: 06 65.0	54: 28 50.0 sigs	52: 42 65.0			
100.0	86.0	100.0			
101.0	97.0	104.0			
62: 41 72.0	63: 49 90.0	61: 07 70.0			
92.0	98.0	85.0			
65: 17 50.0	66: 10	63: 50			
sigs stop					
69: 24	68: 45	66: 33			

Miles	Cost of delays	0: 00 mph	0: 00 mph
90.08	Preston-Carlisle (net time)	66: 35 81.2	63: 30 85.1
31.36	Camforth -Shap summit (net)	22: 07 85.1	21: 03 89.4
18.48	Oxenholme -Shap summit (net)	13: 39 81.2	13: 00 85.3
11.45	Grayrigg summit - Shap summit	8: 26 81.5	8: 02 85.5
30.11	Shap summit - Upperby	21: 08 85.5	20: 10 89.6
31.49	Shap summit - Carlisle	23: 28 80.5	22: 30 84.0

	2: 00 mph	4: 45 mph	0: 00 mph
67: 24 80.2	64: 00 84.5	66: 33 81.2	
22: 29 83.7	21: 35 87.2	22: 14 84.6	
14: 08 78.4	13: 32 81.9	13: 49 80.2	
8: 42 79.0	8: 24 81.8	8: 28 81.1	
21: 28 84.2	23: 40 76.3	21: 19 84.8	
25: 35 73.8	26: 15 72.0	24: 02 78.6	

Shap summit was 21:35 (87.6 mph) against the scheduled 24 minutes. The 08:00 from Euston (Run 3) was also recorded in detail and made very good time to the outskirts of Carlisle.

Table 5 starts with an average effort from the summer of 1971 on a day blessed with no delays or permanent way restrictions. As such, the schedule was adhered to with ease. Later that same day, the same recorder had what might well be the best run on record based on a measure of net time without delays or based on summit

speeds at Grayrigg and Shap. Perhaps the speedometer was reading low or perhaps the driver simply decided what was a safe speed to take some of the restricted curves on route, but there is an uncanny similarity with speeds that would later be witnessed after electrification in 1974 and have largely remained ever since (see last column of Table 5).

Run 8 is its equal in most respects after Lancaster and a very good sub-50 time from Lancaster (pass) to Carlisle was achieved. Getting a good Class 50 that was

up on its brochure 2700 BHP was a matter of luck, but in these two cases the average of the pair was probably slightly over 100% which was good fortune indeed. Of course it is quite possible that a fairly tame locomotive was coupled to what I would term a 'monster' 50, which is one that could perform at 110% of rating and as such the average was still high enough to impress.

On first viewing I was in awe at the way both Runs 7 and 8 managed 90 mph through Oxenholme after 6 miles of climbing and nothing less than 80 mph on

TABLE 5 - other best on record - BR and preservation era

	Run Date Weather Train Locomotive Load (tons) Recorder / position	Pre 1974 line limit	6 Sat 24 April 1971 u/k 08:00 Euston - Glas D401 + D442 12 mk2b: 399 / 410 I.Bliss / u/k	7 Sat 24 April 1971 u/k 14:05 Euston - Glas D417 + D412 12 mk2b: 397 / 410 I.Bliss / u/k	8 Mon 10 July 1972 u/k 14:05 Euston - Glas D413 + D404 12 mk2b: 398 / 420 H.Ellison / u/k	9 Sat 30 May 1970 u/k 14:05 Euston - Glasgow D417 + D427 13 mk2b: 430 / 455 B.Price / u/k	10 Sat 14 May 1988 Bright, warm, calm. The Hoover Dambuster 50036 + 50009 11 mk1: 401 / 442 J.L. / 7 of 11	11 Sat 17 Oct 2017 Bright, warm, calm. The Caledonian 50007 + 50049 13 mk2AC 444 / 488 J.L. / 2 of 11	Post 74 line limit
M ch			m s speed	m s speed	m s speed	m s speed	m s speed	m s speed	
0 00	PRESTON (ctr / MP 0)		0: 00 -	0: 00 25.0 pass	0: 00 20.0 pass	0: 00 20.0 pass	0: 00 -	0: 00 -	
4 60	Barton old station MP	90	6: 21 86.0 / 95	4: 57 87.0 / 100	5: 26 85.0	5: 16 83.0	5: 23 86.5	7: 04 81.0	110
17 76	Oubeck box	90	91.0 / 95	97.0	92.0	90.0	97.5	94.0	110
20 00	Lancaster Sth Junction MP	60	54.0						
20 78	LANCASTER (Up cen)	60	17: 31 58.0	17: 38 stop brief	20: 46 67.0	16: 25 56.0	15: 58 85.0	21: 03 12.0 sigs	90
3 11	Hest Bank LC	90	87.0	85.0	94.0	84.0	97.5	75.0	110
6 20	CARNFORTH (MP)	90	22: 12 90.0 / 93	23: 37 95.0 / 99	25: 02 98.0 / 100	21: 01 90.0 / 93	21: 09 74.0	28: 10 90.0	110
9 40	Yealand Summit (min)	90	24: 21 88.5	25: 39 92.5	27: 01 93.0	88.0	23: 35 81.0	30: 21 86.0	110
13 00	River Beela MP (max)	100	100.5	102.5		100.0	97.5	99.0	110
15 40	Hincaster Junction	90	91.5	96.0			82.0 TSR		100
19 11	OXENHOLME	85	30: 31 84.0	31: 37 90.5	33: 01 90.0	29: 16 84.0	30: 11 82.5	36: 44 72.0	90
21 00	Peat Lane MP	85	81.5	87.5			81.0		85
24 20	Lambrigg MP	80	78.0	84.0	84.0	80.0	77.5	41: 00 72.0	85
26 13	GRAYRIGG SUMMIT	75	35: 47 75.0	36: 33 82.0 / 84	37: 58 81.0 / 85.0	34: 22 78.0	35: 32 75.0 / 77.5	42: 36 70.0	85
27 71	Low Gill	75	72.0	82.0	78.0	75.0	74.0		80
31 40	MP 31½ / A685 OB (max)	90	92.0	99.0	95.0		94.0	91.0	105
32 17	TEBAY	90	40: 20 90.0	40: 40 97.0	42: 18	38: 46 91.0	39: 56 93.5	47: 05 90.0	105
35 12	Scout Green	90			78.0	40: 50 77.0	41: 56 80.0	49: 11 74.5	105
36 00	MP 36	90	72.5	78.0			42: 36 76.0	49: 53 70.0	105
37 00	MP 37	90			72.0		43: 25 72.0	50: 46 65.0	105
37 34	End of 1/75 / Signal / PSR	60	65.0	73.5			43: 46 71.0	51: 10 63.0	80
37 49	SHAP SUMMIT	60	44: 35 61.5	44: 36 74.5	46: 26 68.0	42: 58 65.0	43: 56 72.5	51: 21 64.0	80
41 24	Harrisons Sidings (max)	90	90.0	94.0		86.0	90.0		95
43 00	Thrimby Grange MP (min)	75	74.0	80.0	75.0	71.0	83.0		80
47 76	Eden Valley Junction (max)	90	92.0	98.0	92.0	90.0	101.0	101.0	100
50 19	Penrith Sth Junction (min)	70	54.0	66.0			71.0		75
51 21	PENRITH	60	55: 11 62.0	54: 05 74.0	56: 30 60.0	53: 15 57.0	53: 14 76.0	61: 18 71.0	75
56 06	Plumpton UGL S	100	98.0	103.0	97.0	98.0 / 96	99.0	97.0 / 102	110
61 60	Southwaite MP	100	99.0	100.0	106.0	98.0	99.5	98.0	110
64 15	Wreay	80	63: 49 77.5	62: 10 85.0	64: 59 82.0	61: 57 72.0	61: 30 84.0	69: 50 83.0	85
65 67	Brisco old station	90	90.0	96.0	88.0	91.0	96.0		90
67 58	Upperby Bridge Junction	90	66: 15	64: 42	67: 42	64: 26 75.0	63: 51 70.0	73: 00 53.0	75
			sigs	sigs stop	sigs		sigs slight	sigs slight	
69 08	CARLISLE		69: 35	73: 10	70: 20	66: 30	66: 19	76: 38	
Miles	Cost of delays		0: 35 mph	9: 40 mph	4: 50 mph	0: 00 mph	2: 04 mph	8: 00 mph	
90.08	Preston-Carlisle (net time)		69: 00 78.3	63: 30 85.1	65: 30 82.5	66: 30 81.3	64: 15 84.1	68: 38 78.7	
31.36	Carnforth-Shap summit (net)		22: 23 84.1	20: 59 89.7	21: 24 87.9	21: 57 85.7	21: 40 86.9	23: 11 81.2	
18.48	Oxenholme-Shap summit (net)		14: 04 78.8	12: 59 85.4	13: 25 82.6	13: 42 80.9	13: 30 82.1	14: 37 75.8	
11.45	Grayrigg summit - Shap summit		8: 48 78.1	8: 03 85.3	8: 28 81.1	8: 36 79.9	8: 27 81.3	8: 45 78.5	
30.11	Shap summit - Upperby		21: 40 83.4	20: 06 89.9	21: 16 85.0	21: 28 84.2	19: 55 90.7	21: 39 83.5	
31.49	Shap summit - Carlisle		25: 00 75.6	28: 34 66.1	23: 54 79.0	23: 32 80.3	22: 23 84.4	25: 17 74.7	

the steeper section to Grayrigg, but another load 12 run featured in R. A. Nelson's book on West Coast performance should be mentioned in this regard which was recorded in detail from the footplate. After a dead stand at Hincaster, Oxenholme was passed at 74 mph and speed held at 79 mph on the steepest part of the bank approaching Grayrigg itself. The pairing was D438 and D444.

Generally, the speed restriction around the curves at Lowgill meant that the full 'ton' could not be achieved through Tebay, but 95 mph is still an exciting way to start the climb to Shap. Run 7 crested the summit noticeably faster than Run 8, both well in excess of the 60 mph limit (by 22% and 13%), but despite the difference, my gut feeling is that they were both on full power going over the top.

Run 9 is another very good load 13 effort and features the fastest known actual time

of 66m 30s by a Class 50 service train from Preston to Carlisle with superb uphill work from a strong pair and close observance of the speed limits. It also featured a fast approach to the Carlisle stop.

Run 10 is my recording of the 'Hoover Dambuster' railtour in 1988. After the failures of 50036 and 50024 on the 'Fellsman' railtours in early 1988, Western Region pride was on the line when it sent 50036 and 50009 north of Wolverhampton to take on the Preston to Glasgow line on May 14th. Neither locomotive was dolled-up and both were mid way through their main overhaul cycle. This may well be the best of the 10 railtour efforts. In fact it stands up very well to all the runs here and is slightly better than I gave it credit for at the time. We went to Glasgow on this day and speed dropped just below 60 mph on Beattock which definitely limited my opinion of the pair's strength, but as we now know, the

Class 50 can be prone to inconsistency. This may be the fastest ever time on record to Upperby or indeed Carlisle by a pair of '50s'.

Run 11 features the Railway Magazine organised 'Caledonian' railtour of October 2017 with a heavy load 13 including the generator coach which is not far off 50 tons on its own. This particular pairing, which have had a number of outings since, have struggled to find top form in a consistent way and this run is one of their best, although 50049 was still having teething issues which had yet to be fathomed. Whilst the summit speeds are maybe a little bit disappointing in this company, they are still very decent and in fact the Shap attack was looking very good up to Milepost 36½, passed at 68 mph, with a mile to go to the summit.

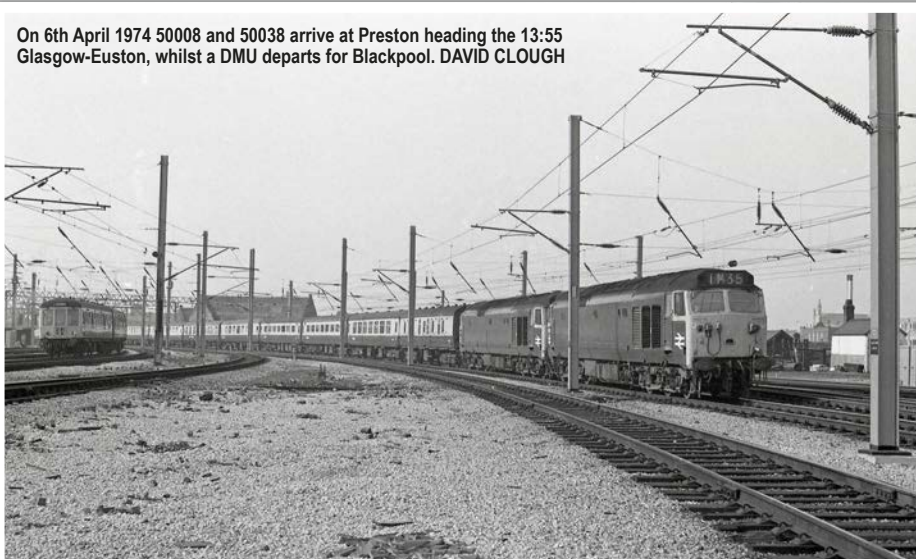
The distance from Carnforth to Shap summit is 31.4 miles, coincidentally the



On 21st October 1972, a pair of '50s' led by 447 bring the 07:40 Glasgow-Euston slowly across Golborne Junction, south of Wigan, with electrification work well under way. DAVID CLOUGH



On 6th April 1974, 50035 and 50018 prepare to depart Preston at the head of the 14:05 Euston to Glasgow. DAVID CLOUGH



On 6th April 1974 50008 and 50038 arrive at Preston heading the 13:55 Glasgow-Euston, whilst a DMU departs for Blackpool. DAVID CLOUGH

Table 6 - Paired Class 50s over Shap - Chronology			
10/03/70	Timing test special	D443+D416 11 AC	Crewe start to Glasgow.
04/05/70	Inaugural 'Royal Scot'		First day of 2 x Class 50 accelerated timetabled services.
30/05/70	Service train	D417+D427 13AC	Preston to Carlisle time 66:30 min
04/05/74	Service train		Last day of paired Class 50 work
10/05/74	Service train	87021 12AC	Preston to Carlisle time 61:48 min. No checks
19/09/77	Service train	87014 13 Mk1	Preston to Carlisle time 62:36 min. No checks
03/08/82	Service train	87010 13 Mk3	Preston to Carlisle time 61:57 mins. (Net 61½)
11/04/84	Test run 125 mph	APT Load 8	Preston to Carlisle time 56:55 min. A net time after deducting delays of 52½ mins against a 53 min schedule. 130 mph touched 4 times.
17/07/87	Service train	87008 13 AC	Preston to Carlisle time 59:21 min. Net 59 mins
30/01/88	'Fellsman'	50008+50034 10 Mk2b	(Looped Grayrigg)
23/04/88	'Fellsman 2'	50024 +50050 10 Mk2b	(50024 struggling)
14/05/88	'Hoover Dambuster'	50036+50009 11 Mk1	Net time of 63 mins Preston to Carlisle.
11/04/92	'Carlisle Fifty Farewell'	50007+D400 10 Mk2b.	A recorder noted that the southbound climb from Carlisle was the only good performance of the day worthy of writing up...
16/09/00	'Celtic Hoovers'	50031+50049 13 Mk1	Ran in darkness.
07/07/01	'Galloway Princess'	50049+50031 9 Mk1.	Locos were limited to 80 mph under load, an unhurried run with poor summit speeds for the load.
04/03/05	'Monarch Of The Glen'	50049+50031 9 Mk2b	(Looped Grayrigg?)
16/06/06	'Orcadian'	50049+50031 10 AC	(Looped Grayrigg?)
07/10/17	'Caledonian'	50007+50049 13 AC	
05/01/19	'Waverley Reunion'	50007 +50049 12 AC.	This was originally booked for D9009. 50049 had a traction motor earth fault; climbing poor.

same as that from the summit downhill to Carlisle. The May 1970 timings allowed 24 minutes for the climb to Shap and 25 minutes for the descent, a notable point for the era. Run 2 slightly bettered the illegal simulation and did it in 21 minutes at an average of 89.7 mph! - very much a case of 'job done' as far as those who formed the plan to use the '50s' in pairs were concerned. A pair of Class 47s would have been almost as effective and a run with a pair going south bound over Shap from Carlisle has been found to confirm this. The illegal simulation of 22½ minutes from Shap summit to Carlisle, whilst evidently possible as can be seen from Run 7's progress to Upperby, was never recorded in practice until my run in 1988 with the Hoover 'Dambuster' tour.

After the 50s had finished in 1974, they were always destined to return at some point to please the fan base and put on a show for all concerned, including professional railwayman. It had to be a pair of 50s rather than a single of course and they would have to tackle Shap at the very least. Ideally they would go all the way to Glasgow. By this time the Western Region was the long term custodian of the Class 50s which were able to do almost anything

their predecessors could. This expertise was demonstrated when Laira, in their frustration, did a full engine strip of an overhauled engine delivered from Crewe Works, in order to evaluate and catalogue recurring engine failures which plagued the engines within or shortly after the one year warranty period.

The list of railtours shown in Table 6, which also shows electric workings as a

comparison to the Class 50s, looks healthy enough in number but it is disappointing that nearly all of them suffered something that prevented them from recapturing the pace of the express service trains from the 1970s; many were looped at Grayrigg of course. I was keen to find out what the running was like on the 'Celtic Hoovers' tour in 2000, but this ran very early in the morning darkness and it seems no records

of the run have surfaced. The last railtour was the 'Waverley Reunion' which was afflicted by an earth fault on 50049 which effectively crippled the uphill running.

The 'Galloway Fifties' tour was to have run at the peak of the Covid 19 lockdown, so was postponed to August 22nd 2020 and then postponed again. It is now hoped to run the train on 5th June 2021. Fingers crossed!

The 'Fellsman' railtour on 23rd April 1988 took 50050 and 50024 to old haunts over Shap to Carlisle. The train is seen here attacking the 1 in 75 climb. DAVID CLOUGH



On 23rd March 1974, 50043 and 50020 approach Hest Bank at around 90mph with the 13:55 Glasgow to Euston. DAVID CLOUGH



Travel stained 439 and 448 bring the 07:40 Glasgow to Euston into Preston on 27th April 1971. TRIANGLE PUBLISHING (IAN ISHERWOOD)



On 30th March 1974, 50034 and 50010 accelerate away from the 60 mph restriction at Shap summit with the 'Royal Scot', the 10:05 Euston to Glasgow. DAVID CLOUGH

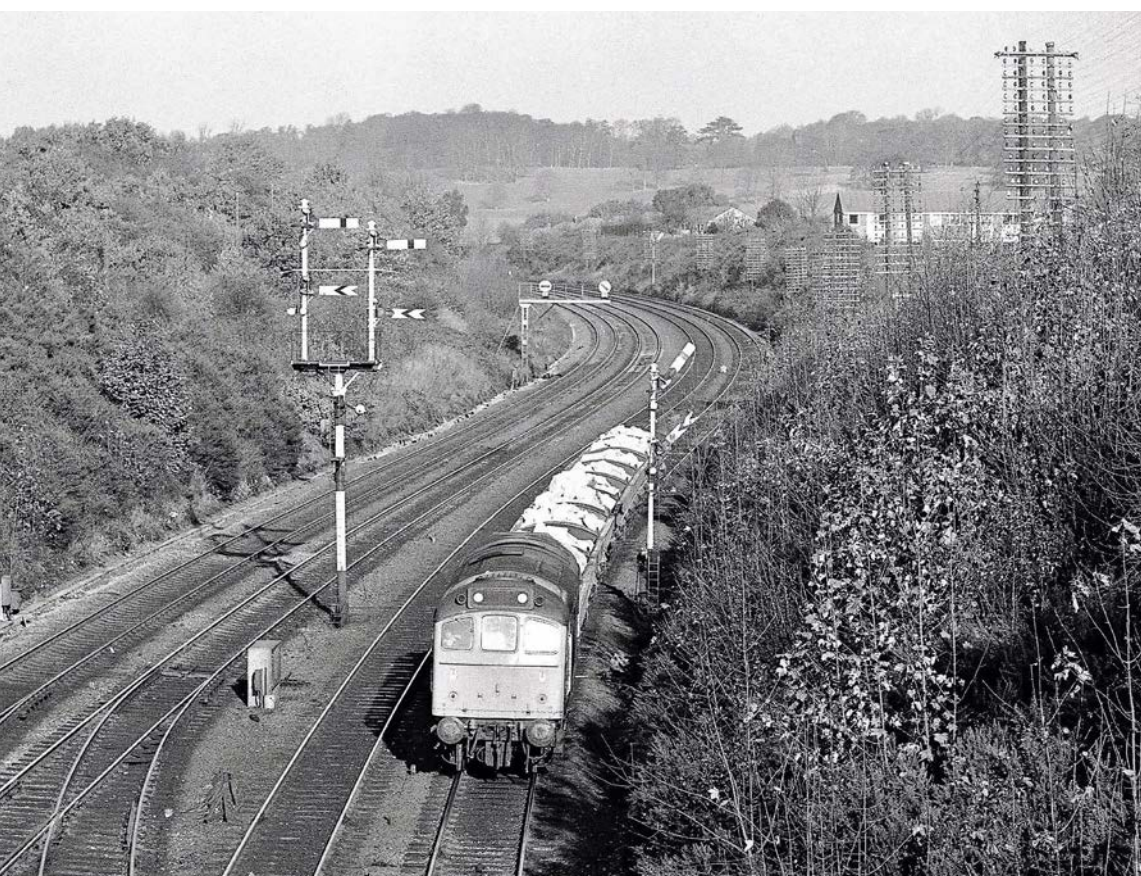


July 25th 1974: Class 45 No. 130 heads an inter-regional Class 8 traditional mixed coal train through Harpenden (situated about 25 miles from St. Pancras). The reporting headcode of 8V21 identifies the working as the 13:05 SSuX Mandatory service from Wellingborough to Acton, which was due to reach its West London destination around 15:40.

Midland Main Line Miscellany

Part Three: Harpenden to London

David J. Hayes concludes his selection of Midland Main Line monochrome images from the camera of Kevin Lane, depicting the rich variety of workings once associated with the southern section of this busy mixed traffic axis during the 1970s and into the 1980s.



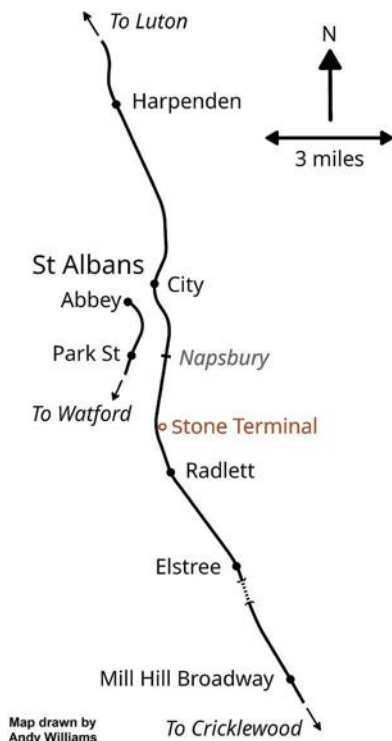
November 24th 1977: An interesting short-length consignment of large boulders, loaded in side-tipping ZJV 'Mermaid' wagons, is seen heading south at Harpenden, hauled by 25314. Could the working be in connection with the Thames Barrier project? There were such rail-related movements of large lumps of limestone from the Mendips and North Staffordshire to Angerstein Wharf around this time as well.



February 1972: Our next concentration of images covers St. Albans, just 20 miles from London St. Pancras. We often tend to look back at our railway past through rose-tinted glasses. However, this early 1970s view of St. Albans is probably a true representation of how much of the BR network looked back then; i.e. rundown and neglected due to lack of investment. Class 25 No. 5217 calls with a 'Down' parcels train.



November 24th 1977: A powerful 'Peak' study depicting 45112 'The Royal Army Ordnance Corps' at St. Albans with an 'Up' block tanker train. The service is thought to be 6E49, the 08:33 TThSO empties from Kingsbury to Purfleet. Other similar empty block tanker workings from the West Midlands routed this way during the 1970s also originated from locations such as Rowley Regis, Wednesbury Patent Shaft Steelworks and Witton IMI (Imperial Metal Industries) to Ripple Lane.



November 24th 1977: Also seen at St. Albans that same day was 47150 with a loaded Merry-Go-Round (MGR) coal haul for North Kent. Such workings were a familiar sight at the London end of the MML, working from the likes of Welbeck to Northfleet Cement Works and from the North East to Ridham Dock laden with coal for the Bowater Paper Mill. There were also MGR backloads of coking coal from the Kent coalfield for the steel industry, as detailed in my two-part article 'Kent Coal' (TRACTION 253 & 254), which also featured some of Kevin's splendid camera work.

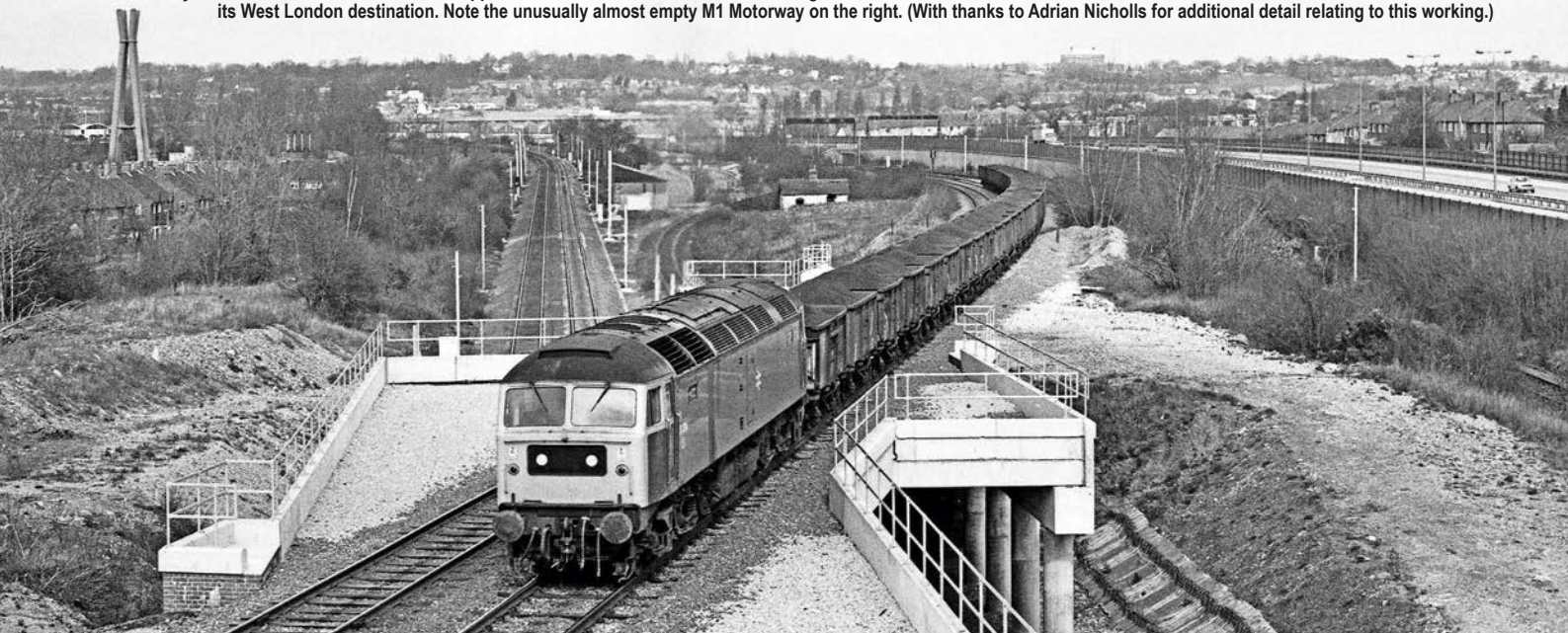


October 12th 1978: A solitary parcels van for Luton enters St. Albans station behind 25053 from the nearby sidings. Backlighting nicely picks out bodyside detail on the locomotive plus a hint of exhaust haze.



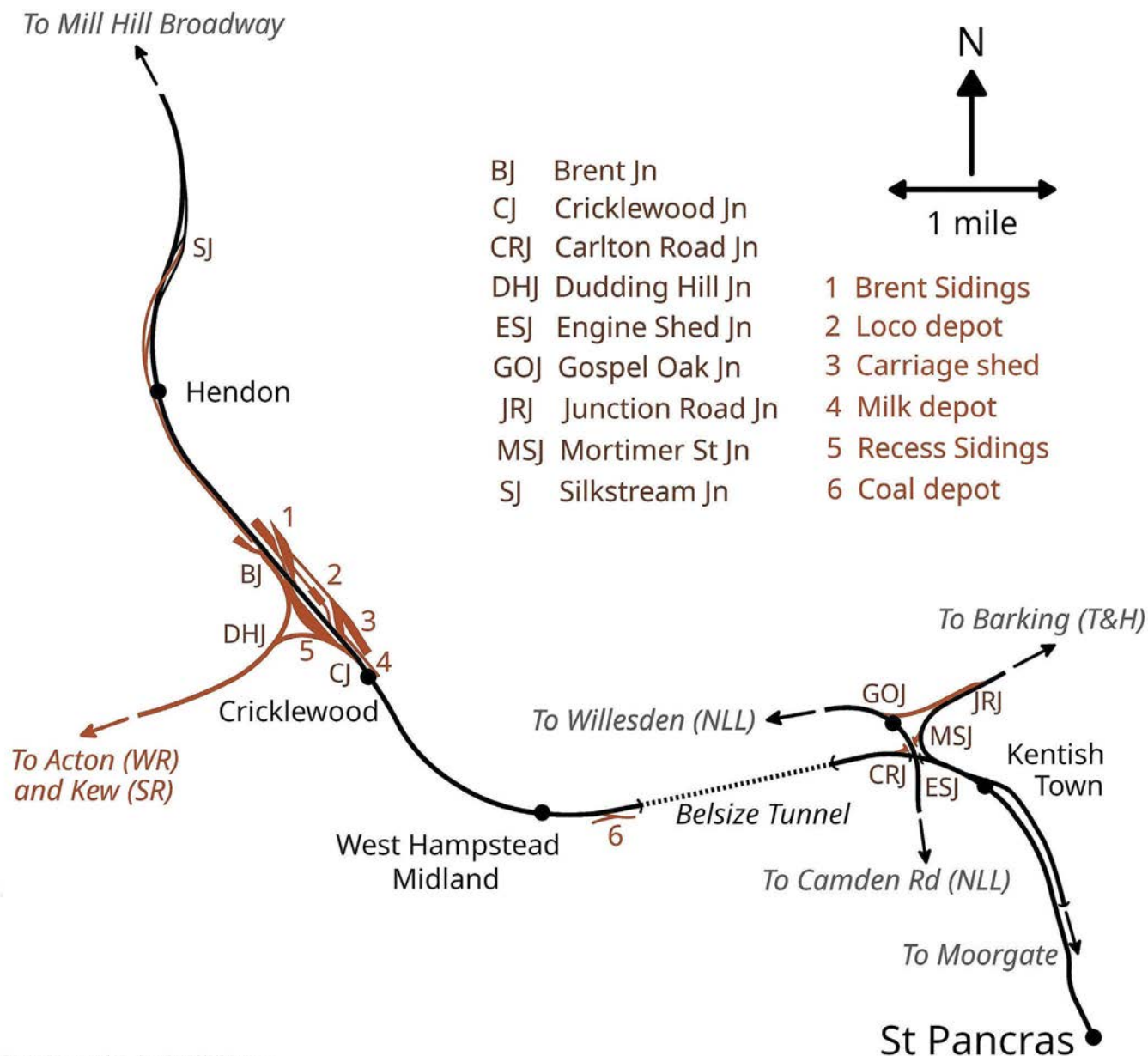
October 12th 1978: To conclude our image selection at St. Albans, I've included this fine 'Peak' portrait of 45110, which is seen heading an 'Up' express for St. Pancras on the same day.

February 1980: A loaded Class 7 vacuum-braked coal train, hauled by 47324 and formed of what appears to be a mostly uniform raft of MCV 16-tonners, takes the Hendon flyover at Silkstream Junction on the approaches to Cricklewood. The train is thought to be a Toton to Acton service and will take the line via Acton Wells Junction to reach its West London destination. Note the unusually almost empty M1 Motorway on the right. (With thanks to Adrian Nicholls for additional detail relating to this working.)





February 1980: Cement trains from Northfleet regularly traversed MML metals, with such workings to Dunstable and the Midlands. An unidentified 'Peak' heads northwards from London near Hendon with what is believed to be 6M24, the 11:08 from Northfleet to Handsworth (Birmingham). The Northfleet to Handsworth trains were soon to be re-routed via Oxford, Leamington Spa and Coventry (to cater for the detachment of traffic at Banbury for Greaves Sidings, Harbury), and would pretty much be replaced by workings from Hope (Earles Sidings) for much of the 1980s and into the early 1990s.



Map drawn by Andy Williams

July 26th 1975: This fine image may well appeal to the modelling fraternity, as it shows to good effect front end and bodyside detail on the locomotive. 25066 pauses at Cricklewood station before accessing the Down Fast line with a solitary stores van (a former fish van and possibly collected from the nearby depot).





September 29th 1974: With just four-more miles to go, Class 45 No. 41 nears journeys end with 1C18, the 08:20 from Nottingham to St. Pancras, seen being whisked through West Hampstead Midland station.



December 21st 1974: Still in the West Hampstead area, we now see 45129 with 1D08, the 11:30 'Down' express from St. Pancras to Nottingham, which has just emerged from Belsize Tunnels and is now passing the site of Finchley Road (Midland) station. The goods facilities in the background (catering for coal and scrap) closed in May 1983.



Summer 1974: MML reflections. With the unmistakeable familiar gasholders visible in the background, 'Peak' No. 66 prepares to depart from St. Pancras while platform staff are kept busy with the loading or unloading of mailbags.

I would like to thank Kevin Lane for granting his permission to feature his material in this photo feature. More of Kevin's work can be found on his 'Lost-Albion' Flickr site, which also gives details of the camera equipment and film used. I would also like to extend my gratitude to Andy Williams for providing the maps.



August 1985: We fittingly conclude this feature with this mid-1980s summer dated view of 45133 and HST 253050 standing beneath the unmistakeable roofline of St. Pancras station.

55015 'Tulyar' is seen with 1A31, the 17:30 Leeds to King's Cross just south of where Beeston Junction once stood and is climbing towards Ardsley tunnel on 13th June 1974. It was about here that 'Tulyar' with its light overnight train was travelling at over 70 mph. GAVIN MORRISON



Those Occasional Oddities

Barry Rigg remembers those times as a rail enthusiast when the journey became something unusual.

There you are enjoying a good thrash behind your chosen locomotive when something happens, from an unusual diversion to a spectacular cock up. Before the grapevine can get into action it's all over, leaving you with no other option than to have a good wind up of your friends as to what they've missed! Set out below are some of those occurrences that I've experienced over the years.

It's 1980 and I'm on a trip to London this time, aboard the 00:50 from Leeds. Expecting to see the usual steam heat Class 31 come off Holbeck depot I was surprised to see 55015 'Tulyar' round the corner and absolutely delighted to see it drop on to the stock, instead of making for Neville Hill. With the boiler steaming merrily, we headed onto Holbeck viaduct, on the section of line out of Leeds that is now closed. Once clear of the 15 mph restriction, the driver opened her to the full and, with only four coaches, I could physically feel the seat push into me as the pull of 3300 hp (no ETH) surged the train forward at an extremely rapid rate, it really was like being in a sports car with your foot to the floor.

Within less than half a mile, speed had risen from 15 to 64 mph! (I timed everything in those days even over night journeys.) However with such acceleration over such a short distance this can only be counted as an average speed, the actual

speed being more likely in the range of 68 to 72 mph though this would need a mathematician to clarify.

This is the only train I know of to make use of the 65 mph speed limit over the viaduct, the driver probably thought with such a power to weight ratio he would see if the speed limit was actually attainable. I have never seen a 'Deltic' accelerate as fast since, not even on preserved lines. After Geldard Road Junction, speed rose to 73 mph through Beeston enabling us to pass through Wakefield Westgate (via the now closed centre road) in 11 minutes 53 seconds.

At Doncaster we were let in before the portion from Newcastle (it was normally the other way round, as the Class 31 usually came off at Doncaster) The reason was soon clear as a Class 47 came in with the Newcastle portion, control obviously preferring a 'Deltic' up front. This was fine by me as I was heading for London and a 'Deltic' from Leeds to London was becoming a rare occurrence.

At Black Carr Junction the night became even more interesting as we turned onto the Lincoln line. I could have put the watch down and got some sleep but I didn't (the maximum speed was 69 mph) and I'm glad I didn't for at Pywipe Junction we took the Central bypass line to Greetwell Junction, a first for me and as far as I know for a 'Deltic' as well,

unless anyone knows differently. Apart from using the Sleaford bypass as well (although this was used by passenger trains back then) there were no more surprises and the run to London was uneventful.

'Deltic' through Tyne Yard

Still in 1980, and a common move for me was on the 06:35 Bradford Exchange (as it was back then) to Leeds DMU and then aboard another DMU to Selby to pick up the 08:05 York to King's Cross. On this day though it was for the 05:50 Kings Cross to Aberdeen which I would be taking to Newcastle for the 09:50 Edinburgh to Plymouth back to York.

On this occasion 55002 was doing the honours, in more ways than one with a rousing 102 to 107mph to Darlington and 101/102mph at Ferryhill & Trusdale Junction. After Durham, 100mph was again reached just before Chester-le-Street where the brakes came on and we ground to a halt just south of Tyne Yard, spoiling what had promised to be a great run. After a few minutes we set off, only to turn on to the relief lines; something was obviously blocking the main line. However, I was to never to find out what that was as we then turned into Tyne Yard itself!

With the yard full of MGRs and various departmental vehicles we were given a rare panoramic view of the yard as

40194 pulled the train that the author travelled on when it was diverted over several freight routes on its way to Liverpool. The locomotive is seen here at Manchester Victoria with the Saturdays only York to Llandudno service on July 15th 1978. PETER COOLE



55002 was routed round the back of the signal box, on the furthest line possible, witnessing, I'm sure, its first and only 'Deltic' hauled passenger train. Concluding our circumnavigation of the yard we rejoined the main line at Low Fell, with arrival in Newcastle being about 5 minutes late.

Lancashire diversions

A couple of years further back now, and it's 1978. Ever since the start of the summer timetable I had an eye on one train, the 18:05 Liverpool Lime Street to Newcastle, which was scheduled non stop through Huddersfield. Now, getting trains non stop through stations, that by their very nature never saw such services, is a side hobby of mine. Leicester, Sheffield, Worcester Shrub Hill, Hastings, Harrogate, Chester, Goathland & Levensham and, of course, the big one, Birmingham New Street are among many that I've managed.

All but Chester were of course on rail tours. Chester itself was during the Crewe remodelling when many local services were loco hauled. To save time in changing ends, the train ran non stop through the station and reversed on the triangle, so I got that in as well.

But I digress. It was on the last day of the timetable that I found myself at Leeds, watching 40194 pull in with my train to Liverpool. Although it was a Sunday,, I

had not see any notices for diversions so it was a surprise to find us turning towards Wigan at Parkside Junction, at Bamfurlong Junction we headed onto the St Helens line and an expected straight run into Liverpool. But BR had other ideas and at Sutton Oak Junction we bore left and headed to Widnes (another required line) crossing the main line at St Helens Junction and heading south instead of

west! At Ditton Junction we joined the West Coast Main Line and finally a straight run into Liverpool. The journey from Parkside Junction to Liverpool, a distance of about 17 miles on the normal route, had taken nearly as long as the normal journey from Leeds (74 miles). As for the 18:05, this was hauled by 45019 and did go non stop through Huddersfield but disappointingly via platform 8 at 20 mph.

Class 25s were occasionally seen on the Carlisle to Leeds trains. A southbound working is behind 25036 seen passing Shipley Guiseley Junction on November 27th 1978. GAVIN MORRISON



A cold journey behind a Class 25

I'm not sure of the date of this one but most likely it was in the mid 1980s as electric train heating Class 31s were the normal motive power over the Settle and Carlisle then, with 31430 being the motive power on this occasion. All was well until the return. I arrived back at Carlisle station to find a Class 25 pulling in with the stock from Kingmoor (I'm sorry but I've lost the notes on this one so I'm writing it from memory and I can't remember the number). I ensconced myself in a composite coach at the front and waited for the inevitable clang of a dropped coupling, only for this to be replaced by an apology from the guard that it was going to be a cold journey as 31430 had failed at Kingmoor. It was, I believe, February and there was plenty of snow on the ground. It took all my self control to keep from smiling and having to make some awkward explanation as to why I found the prospect of a cold journey fun! On the return to Leeds, a well known loco basher was not best pleased (to say the least) to see the train return behind a Class 25!

Unexpected diversions

It's 1980 again and another diversion, this time a broken rail at Stannington was causing all overnight services to be diverted via Seaton Delavel. Travelling behind 55021 from York, I had no idea until we slowed at Benton South Junction and headed on to the freight line, another required freight line and another done

by 'Deltic'; shame it was dark. I returned with the 09:50 Edinburgh to Plymouth again headed by 55021. At Morpeth we were stopped to let 55008 with the 05:50 Kings Cross to Aberdeen off the diversion, the broken rail obviously not having been repaired. I thought I was to get the diversion in daylight after all, but no, we then headed main line into Newcastle, begging the question as to why we were stopped in the first place!

Forward to the mid 1980s now and 31119 was doing the honours on the Bradford to Weymouth summer Saturday train. At Huddersfield the '31' was due to run round for the journey to Barnsley via Crigglestone Junction, but on this occasion departure time came and went with no sign of the shunter. The signal at the end of the platform turned green and a whistle blew, 31119 opened up and the train pulled forward into Springwood Tunnel and out over the Penistone line and then down to Barnsley. Unknown to me at the time was that the Royal Train had been stabled overnight on the Crigglestone curve and rather than disturb Her Majesty early, for the only train of the day we were diverted. To date this is my only loco hauled passenger train over this route.

Incident at Tebay

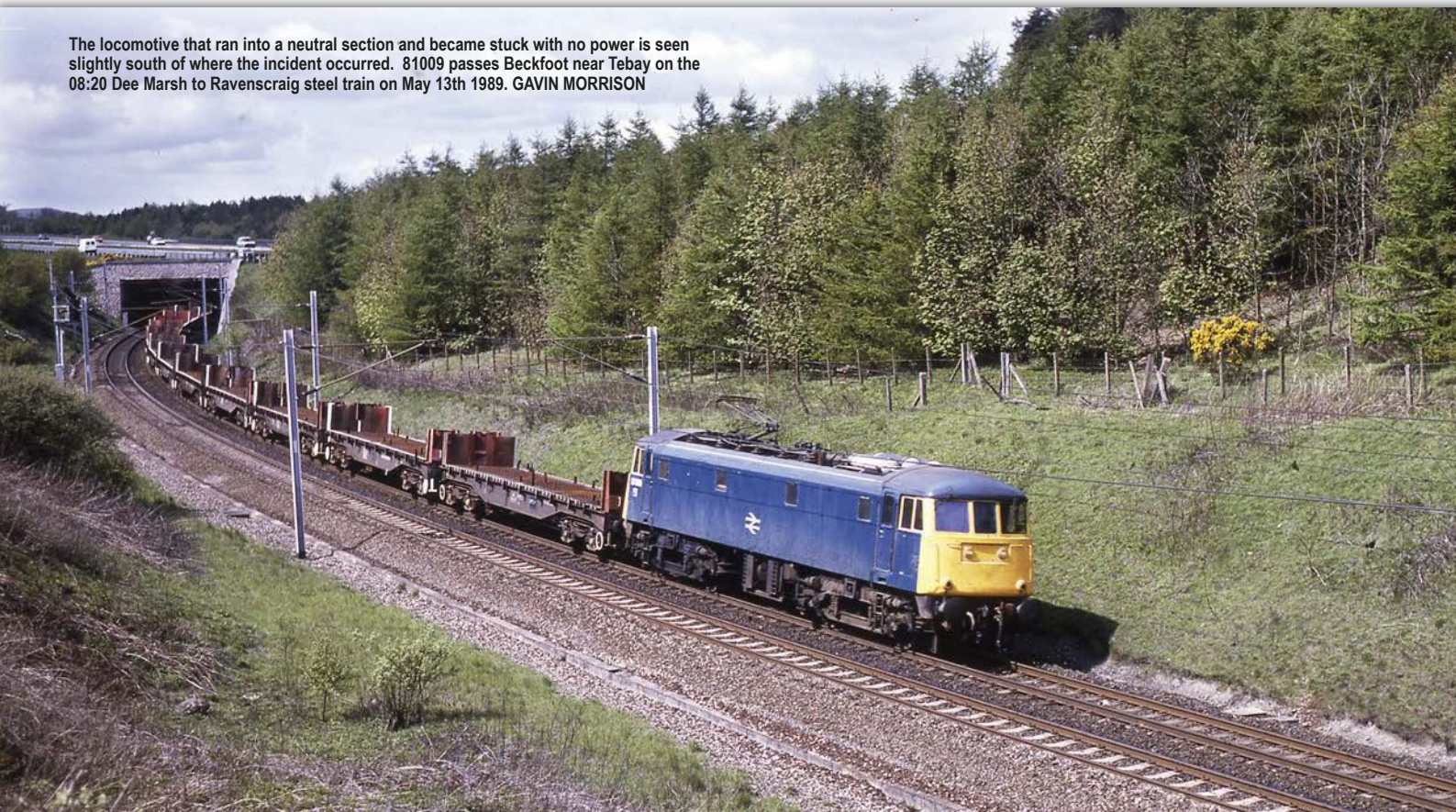
I have left the best till last. It was April 1983 and a week long possession of the WCML at Tebay for a bridge renewal had seen all WCML services diverted via the Settle and Carlisle line. However this incident

came after the main line was re-opened. I was at Carlisle waiting for my train to Preston, which was hauled by 81009. All was well until Tebay where a 20 mph speed restriction was in place for the new bridge. To this day I don't know what made the driver do it but he crawled through the restriction at a snail's pace (about 3 mph) and straight into the waiting neutral section the other side where, inevitably, we ground to a halt. Surely he must have known the neutral section was there. After a few minutes we were informed that the following service would push us clear. After about 30 minutes, an '86' appeared out of the night and one red faced driver had to do some explaining to his colleague (who probably to this day has not let him forget it.)

As our driver walked back from coupling up the other train, the guy at the next window to me asked him if the other train was going to push us out (some people obviously don't listen to announcements) to which the driver replied that at first he had refused, fearing he would become stuck himself, apparently only agreeing to it when our driver pointed out that he would be stuck there until rescue came.

Once the brake test had been done, the '86' started up and we moved slowly out of the neutral section. As the '81' left the neutral section the hum of electricity could be heard flowing through its veins once more and a moment later the '86' died as it reached the neutral section. As the train slowed, the '81' kicked into life and pulled the '86' to safety where the hum of life returned to it as well.

The locomotive that ran into a neutral section and became stuck with no power is seen slightly south of where the incident occurred. 81009 passes Beckfoot near Tebay on the 08:20 Dee Marsh to Ravenscraig steel train on May 13th 1989. GAVIN MORRISON





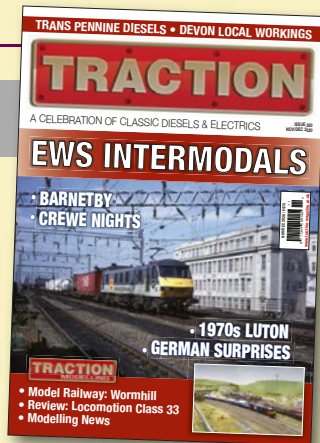
SUBSCRIBE

If you're enjoying reading *Traction*, and you would like to explore the hobby in depth, in your own time, why not subscribe and we'll deliver a lot more directly to your door, 6 times a year.

There are 2 easy ways to receive *Traction*. Which format is best for you?

PRINT

- Have each issue posted through your door in high quality print.
- Get away from a screen and enjoy the tactile nature of flicking through the pages of the magazine.
- Receive your issue one week before it is on sale in the shops.



3 ISSUES FOR £5

After your 3 issues your subscription changes to a half yearly Direct Debit of £12.00.

DIGITAL

- Instant access to the magazine as soon as it's published.
- Read the magazine on your tablet, desktop or smartphone.
- App is free to download, in-app purchase of individual issues, or take out a subscription.
- Page view replicates of the print version and a mobile-friendly digital version makes for easy reading.



SUBSCRIBE

from just £3.33 an issue!

VISIT: www.warners.gr/tramag20
CALL US ON: 01778 392465
(Quote: TRA/MAG20)

DOWNLOAD:
www.warners.gr/tradigitalissue

Photography by Andy York

in partnership with **BRM**

EVERBURY

Mike Kelly's layout boasts parallel viaducts and lengthy station canopies, while drawing much inspiration from the ex-Somerset & Dorset railway.



It wasn't until the year 2000, after acquiring a larger 3300mm x 2100mm shed, that Mike Kelly made a proper start on version two of 'Everbury'.

Originally, the layout was based in the steam era on an Evercreech Junction-type set up but was soon surpassed by blue diesel-era rolling stock. For this later period, it is assumed that the Somerset & Dorset (S&D) railway did not close in 1966, but was rationalised and still open in the period 1975-1985.

Baseboards were constructed from 6mm plywood for the sides and tops, using wooden blocks pinned and glued on the original boards. Later, 32 x 12mm planed softwood was used, screwed and glued, which was much simpler and added very little to the weight. Ends had a double thickness of the ply to give a better fixing for the brass dowels and sockets used for aligning the boards. The depth of the ply sides was in general 90mm and deeper where it formed contours in the land or protective sides for the fiddle yard. Cross pieces and diagonals were fitted where necessary to prevent twisting, but not until the point motors had been fixed, so one didn't interfere with the other.

The track is Peco Code 100 using wood and concrete sleepers. The points are medium



radius except those in the fiddle yard that are a small radius and all are of the Electrofrog type. The switch rails and stock rails were bonded together as per Peco instructions on the scenic section and polarity is changed by a Hex Frog Juicer, which operates up to six points.

The layout was originally DC-operated, but some years ago, was changed to DCC using the NCE system. Each piece of rail was wired to a bus bar of self-adhesive copper tape or copper wire that runs underneath the baseboard.

The track was laid on a 1.5mm cork sheet and cut after the track had been fixed to give a shoulder for the ballast. At the board joints, copper-clad sleeper strip that had been pinned down was soldered to the rails, making sure the strip was gapped on both sides to avoid short circuits.

Signals are self-assembly colour lights by

Eckon and were used instead of the semaphore type, which, in all probability, would have been kept even though the track was rationalised. The only semaphore is the Dapol working one that controls the branch exit to the main line. All of the points and signals are controlled from switch panels fitted to the layout sides with track diagrams alongside.

A copy of the 1961 working timetable was used with many adjustments to prepare an operating sequence with 34 moves, which at the end, had all the stock back where it started from. It was assumed that most of the passenger duties would be covered by two-car DMUs working between Bristol and Bournemouth, with the driver only having to change ends at Bath, and using the lower platform at Templecombe to avoid the complicated reversal there. All trains would only call at the lower platform.

There would be a daily six-coach train of Mk. 2 stock, Class 47-hauled from Bournemouth to Manchester and return running in the old Pines' slot using the same stock in both directions. Two four-coach Class 33-hauled trains would run each way and, for variety, a diverted Portsmouth to Cardiff service, prototypically Class 33-hauled with five Mk. 1 coaches would also run. The branch would be covered by a Class 121 or 122 single car DMU, timed to meet the through-trains.

Goods trains are not forgotten and interspersed with the passenger side. There are two fertiliser trains, one from Bristol to Blandford with 12T four-wheeled vans, as bogie vans could not use the sharp curves at Avonmouth, and the other with bogie vans from Ince and Elton (similar to the operation at Lapford on the Barnstaple line) to Glastonbury. There are also MoD, oil, china clay, and two permanent way trains.





The plywood sides of the layout were contoured as required, then infilled with 25mm expanded polystyrene sheet (leftover from the shed insulation), glued with PVA adhesive and weighted down. When set, it was cut to shape with a carving knife. About four thicknesses of newspaper roughly 75mm square was then applied, stuck down with wallpaper adhesive. The chalk cutting had the newspaper omitted and DIY filler applied, followed by Greenscene textured concrete paint, then painted with acrylics.



Some fences were made from Ratio fence posts, drilled to accept four wires of Lycra thread and planted into pre-drilled holes then fixed with super glue. The thread was then passed through the posts with the aid of a needle. The other fencing was from Ratio and Peco.



Electrostatic grass from Greenscene in various lengths and colours was applied using its applicator. There are a good number of trees and bushes on the layout, many of which are from The Model Tree Shop.



The platforms, due to their curvature, were cut from one large piece of board, including the bridge ramps, a few using plan-copying sheets became templates to ensure all was correct. The platform walls, station, and goods shed walls were covered in coarse stone. The platform had the paving slabs scribed onto the board and painted in a concrete colour, while the platform was painted a tarmac colour. The station and goods shed are based on photographs of Evercreech, although the shed is in private hands having been converted into a garage.





The two girder bridges over the railway near the station were built to a fairly generic S&D design using Wills Varigirder kits as the basis. There were originally two single track five arch viaducts with 6mm plywood track beds on the layout, both based ironically on the double-track one at Cole, but one was cut in half to make a double-track version.



The stone road bridge with a brick arch by the farm was the only double-track type built by the S&D and was based on one at Wyke Champflower. For the stone on this, Slater's Cotswold Plastikard was used. Roads were made from mountboard, suitably painted, then the entire landscape area was covered in grass mat, glued with wallpaper adhesive.



The farm presented the opportunity to have a mixture of buildings of different materials. A manufacturer's card kit of a barn and milking parlour were purchased and a copy was produced by John Cox from Birmingham, using Wills plastic sheets of concrete blocks and corrugated asbestos. A Bachmann pigsty was purchased and this is the only ready-to-plant building on the layout. The three-bay barn was a copy of Bachmann's because its example had four bays and wouldn't fit the space. This was made from mounting board, painted to look like concrete and has a roof like a barn. Finally, the stone workshop uses stone Plastikard sheet and paper roof tiles.



Metcalfe kits comprising shops, houses, and an inn, all altered in some way, form the beginning of 'Everbury' town. Mike describes the folds on these kits as being very obvious, so he has cut through these and then glued them back together with butt joints, using rainwater downpipes to disguise the joints. The roofs have paper tiles or Wills pantiles, filed flat a little for a more modern appearance. Several buildings have slate roofs and these use Howard Scenics paper sheets. The ready-painted sheets are cut into strips with the leading edge coloured with a felt-tipped pen, then applied to the roof, which has been covered with double-sided adhesive tape.

HOW TO... WEATHER A DIESEL LOCOMOTIVE

Words & photography: Andy York

Andy York is a dab hand at weathering, though he was very taken with the effects applied to this Bachmann model by GC Weathering. Here's how it was achieved...

Was it 1982 or 1983? I can't tell you which, but I can tell you it was a gloriously warm and noisy run from Chester to Llandudno along the coast. A run behind a Class 40 was always a pleasure, even if it was 40035 *Apapa* which seemed to be everywhere around that time. I first saw it under the roof at Chester in the early 'seventies with its original crested nameplates alongside its Elder Dempster Lines' sister locomotive, *Accra*, both named after mail steamers serving West Africa in post-war years.

Come the 'eighties, we no longer see the original plates or even the hand-painted name over the TOPS number it carried later in the 'seventies, but with a later hand-painted name in red and silver with the

original boltheads in place around the name; funny how you remember the little things, but not the year.

When I saw a weathered Bachmann Class 40 on GC Weathering's stand at the National Festival of Railway Modelling at Peterborough, I weakened under the pressure of nostalgia when Glen Youens, one of the owners of GC Weathering, said he was going to do *Apapa* for his collection.

Normally, I'd only weather things myself, but I thought the locomotive fits in quite nicely. Glen didn't start from the easiest place - the base model was already weathered by Bachmann, so required removal of the factory weathering before he began.



THE BUFFERBEAM

The bufferbeam detailing pack of pipes and hoses is fitted and weathered, before a four-part process for applying grease to the buffer heads and detail weathering of the headcode discs takes place, after the factory weathering was removed.

CAB AND NUMBER

The locomotive is renumbered with Railtec transfers, and features a Modelu driver and secondman. The bogies and tanks are treated with a subtle blend of different track dirt tones. The wheels are rotated so that multiple applications can be made to ensure the wheels are all covered. The tyres are then cleaned.



FROST GRILLES

The frost covers are correctly left off the bodyside grilles for this period of its life. Then, a heavier application of weathering, with traces of the diagonal bracing cleaned a little (probably by a spotter's anorak sleeve), is applied.



NAMEPLATE AND PANELS

The painted nameplate is a Railtec transfer with dots applied for the redundant boltheads from the original plate. The panel lines are treated with a wash before spraying to accentuate the detail.



ROOF VENTS

The area around the exhaust vents receives an application of weathering powders and fixative before being blended with the remaining roof dirt.



The Modelu secondman rests against the cab window hoping to see through the dry and dusty windscreen. It's difficult to see, but Glen has toned the creases and shadows into the clothing.

WINDSCREEN WIPERS

The glazing in the sweep of the windscreen wiper blades is protected from the spraying process, which features heavy staining to the bonnet. All of the weathering is varnish-sealed to ensure it is durable in use.



Bachmann Class 414 2-HAP



The 2-HAP Class 414 follows in the footsteps of the popular 4-CEP, 2-EPB and MLV models, extending the range of Southern Region EMUs available in the Bachmann Branchline range. 209 units were built by British Railways between 1956 and 1963, the first 36 units (5601-5636) being built on the underframes of withdrawn units, while the Bachmann model is one of the main series (6001-6173), which were all-new. The two-car units were initially used on outer suburban units operating local and semi-fast services on the Southern Region's South Eastern division alongside 4-CEPs.

Later movements and reconfigurations saw wider use, with 1969 seeing allocations in the South Western Division from 1969 for outer-suburban use and on Central Division coastal services from 1972, with most units working away from the South Eastern Division before a return in later years.

The last Class 414 units were withdrawn from passenger service in 1995, although some passed into departmental use. Two units have been preserved including No. 4308 with the National Railway Museum, which is being cosmetically restored in a joint project by members of the Network SouthEast Society and the NRM.

The tooling for these vehicles is new, which is most readily evidenced on the roof of each car with less in the way of conduits on the 2-HAP and significant differences

in the equipment below solebar level. This means that Bachmann still has the capability to produce 2-EPB units in the future as no existing tooling has been modified and are also available in this year's range.

The Driving Trailer Composite vehicle has the standard and first-class seating areas divided by the central lavatory, which was accessible to both halves of the vehicle. As the units were non-gangway this was not accessible to the DMBSO passengers and has risen to the 2-HAP nomenclature as this stood for 2-car Half lavatory, electro-Pneumatic.

From 1974, some units on the South Eastern Division had the first-class area de-classified and were retitled 2-SAP (although still being Class 414 units). Some of these units became permanently coupled in later years becoming 4-CAP units.

Our review sample sports blue and grey livery as worn by the mid-1980s when units had moved on to the South Western Division as 6063 comprising of DMBSO S61262 and DTCL S75381. It is superbly decorated as usual from Bachmann with a handwritten style of unit lettering on the end of the unit adjacent to the multiple working cables, which is a nice touch. The end of the DMBSO features an inverted black triangle denoting which end of the unit has the luggage compartment.

The model features nicely muted directional lighting for the headcode blinds, the DMBSO wearing the number 84 denoting a Charing Cross to Maidstone/Gravesend/Chatham service via Greenwich, whilst the DTCL has red blinds denoting the tail of the train. The passenger compartments are lit by warm-coloured LEDs taking me straight back to late night services back to lodgings in Kent as a student. The electrical connectivity between the units is achieved through the rigid couplings supplied – one long one for curves of second radius and one short one for curves of third radius and above.

Another accurate and delightful third-rail EMU from the Bachmann stable!

Words: Andy York
Photography: Andy York

Manufacturer: Bachmann
Branchline

CATALOGUE REFS:

(31-390) Class 414 2-HAP two-car EMU 6061 BR (SR) Green

(31-391) Class 414 2-HAP two-car EMU 6063 BR Blue & Grey

(31-392) Class 414 2-HAP two-car EMU 4308 BR Network SouthEast

RRP: £259.95

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

Era: 5 to 8 plus preservation

Company/Operator: BR

Weight: 574g

Body and chassis: Plastic chassis and body

Wheel Profile: RP25

Couplings: NEM-mounted tension-lock

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



in partnership with **BRM**

TRACTION
MODELLING

NEWS

Heljan unveils Class 104 DMU project and further Class 33s

Highlighting that design work is underway, the manufacturer reveals its latest 4mm:1ft scale project, while promising a second batch of its headlight-fitted Class 33/0s for 2021.

Design work is said to be underway on Heljan's next RTR project – a BR Class 104 DMU for OO gauge. CAD work is reportedly in progress and images are to be released as soon as design work is complete. Models are to be released in BR liveries covering the life of the class from 1957 until retirement of the final sets in 1993.

With 302 vehicles built to six different car types, by the Birmingham Railway Carriage & Wagon Co. for the London Midland and North Eastern Regions, the '104s' are the largest group of BR diesel railcars not currently available in ready-to-run form. The only previous RTR model was produced for 'TT' gauge in the late-1950s.

In other news, the manufacturer is working on a new batch of OO gauge Class 33/0 diesel locomotives for release in 2021. Its most recent batch of headlight-fitted models proving popular with buyers.



Dapol to release GWR streamlined diesel railcar in 'O'

Dapol is to produce O gauge models of streamlined GWR diesel railcars, nicknamed 'flying bananas'. Already at the decorated sample stage, the new models are to be produced in five liveries, covering their lifespan from 1933 into the 1960s.

Models boast an impressive specification, including directional and passenger compartment lighting with wall lights, cab lights and two running light configurations. On relevant models, the lamp bracket can be exchanged for a working tail lamp for prototypical running.

Available in DC, DCC-fitted and DCC sound-fitted guises (21-pin socket), a removable plate is said to enable easier access for DCC fitting, while DC users will be offered manual control of lighting features using the control switches on models.



KMRC adds variants to D600 'Warship' for 'OO'

Kernow Model Rail Centre has announced three new versions of its award-winning D600 'Warship' class locomotive in OO gauge, now available from its website. Its popular first batch of the locomotives has seen all four green livery versions sell out. The retailer has produced new alternative green versions with differing variations of headcode discs or boxes and original or later style grilles.

A weathered model depicting D601 *Ark Royal* joins the line-up. All versions are DCC ready, fitted with a 21-pin DCC decoder socket and are in stock.

Commenting on the new releases, Kernow Model Rail Centre Development Manager, Graham Muspratt added, "With the original production run of the warships being so well received and the BR Green versions selling out quite quickly, we are producing further

BR green versions to meet a much-requested demand for these award-winning models. We have also taken the opportunity to include a weathered version for the first time that we think looks great and should also be very popular."



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

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](https://www.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.

REMEMBERING THE BOC TRAINS: PART 1

The British Oxygen Company trains were both visually striking and an interesting part of the rail freight scene until their demise in the 1990s, as David J. Hayes describes.



CIRCA EARLY 1970s: An interesting view of an early BOC-era block train with one of the BOC-branded 'barrier vans' next to the loco; the train was formed of ten TEA tanks and also had a 'barrier' on the rear. Brush 4 No. 1955 (later 47511) is seen on the Halton Branch, at Frodsham Junction, with a 6Z44 inter-regional BOC special from Ditton to Margam. The journey to South Wales will continue by way of Chester, Wrexham, Shrewsbury and the 'Welsh Marches' line axis via Hereford. DAVID LENNON



For many years, the railway carried a bewildering range of oil and petrochemical commodities using an equally fascinating variety of purpose built tanker wagons. Such traffic was conveyed either in block trainload formations or in wagonload quantities, the latter including international chemical movements to and from mainland Europe, which were 'shipped' across the English Channel by means of the now defunct Dover and Harwich train ferries. Points of origin and destination were numerous, but, sadly, the variety and volume of such traffic here in the UK has greatly diminished with many such flows now just a fond and distant memory.

Included amongst these lost cargoes were gaseous products conveyed under pressure in a liquid state, such as carbon dioxide and liquid petroleum gas. Another long lost rail borne pressurized product is that of the movement of 'atmospheric' gases in the form of liquefied nitrogen and oxygen for the British Oxygen Company (BOC) from their now closed main production plant at Ditton (now a rail served intermodal terminal) and from several satellite manufacturing sites, which were conveniently situated within close proximity of steelworks.

Before continuing any further, it is perhaps worth quickly mentioning some of the industrial applications liquid oxygen and nitrogen are used in.

- Liquid Oxygen: Chemical manufacture; medical uses; and steel-making.
- Liquid Nitrogen: Atmosphere control in food processing plants; blanket inflammable liquids; purging of explosive gasses; and in the manufacture of electronic components, float glass, synthetic fibres and tinplate.

The accompanying map shows the various BOC sites, terminals and industrial locations mentioned in this article.

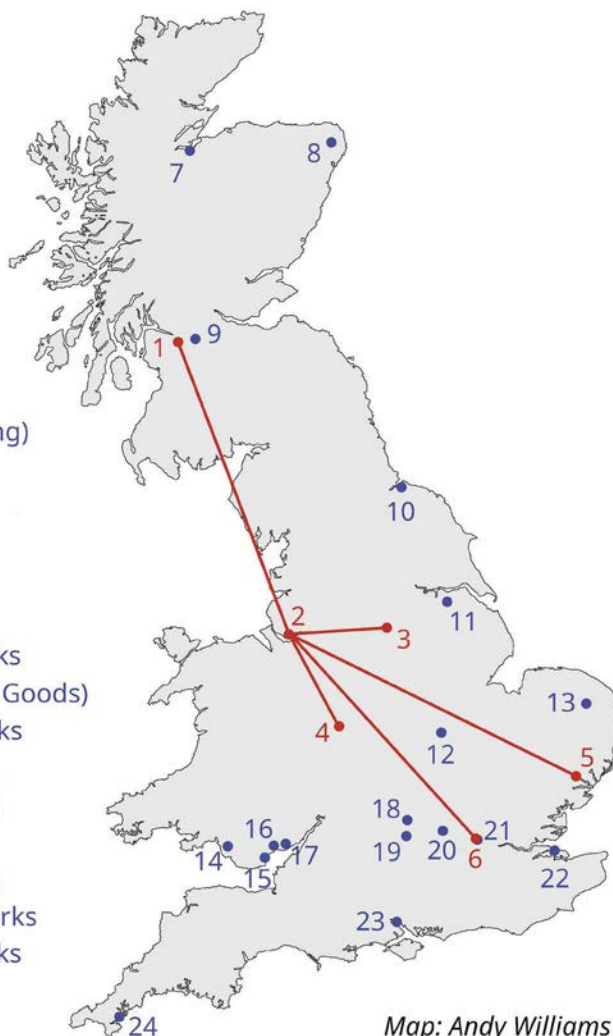
BOC Ditton

Production at BOC Ditton, near Widnes, commenced in 1970. The plant had been developed on the site of a former chemical works, which also had the added benefit of having a rail connection. Its strategic location also meant it was ideally situated to supply liquid nitrogen and liquid oxygen to several local Cheshire based chemical plants via pipeline. The bulk of the remaining output was moved by rail in block trains to a limited number of strategic locations.

The initial core flows ran from Ditton to purpose built terminal facilities in North London, South Yorkshire, the West Midlands and Central Scotland. Specials ran 'as and when required' at various times to such regions as Cornwall, Oxfordshire, South Wales and the Scottish Highlands. There were also wagonload deliveries to some parts of the country as well, with BOC's distinctive bogie tanks turning up at

B.O.C. terminals

- 1 Polmadie
- 2 Ditton
- 3 Broughton Lane
- 4 Monmore Green
- 5 Ipswich
- 6 North Wembley
- 7 Inverness
- 8 Maud Junction
- 9 Mossend (PD Stirling)
- 10 Teesside
- 11 Scunthorpe
- 12 Corby steelworks
- 13 Norwich
- 14 Margam
- 15 Tremorfa steelworks
- 16 Newport (Liswerry Goods)
- 17 Llanwern steelworks
- 18 Oxford (Cowley)
- 19 Didcot (Lansdown)
- 20 High Wycombe
- 21 Willesden (Imatex)
- 22 Sheerness steelworks
- 23 Southampton Docks
- 24 Falmouth



UNDATED: With the signaller's 1975 'P' reg car parked outside the 'box, 76011 and 76009 pass Torside with westbound BOC empties from Sheffield Broughton Lane returning to Ditton. Electric-hauled workings such as this across the Pennines ended with the closure of the Woodhead route in July 1981. T. BAXENDALE (COURTESY OF KERRY PARKER)

terminal and industrial locations situated some way off the established trunk-haul routes, such as in Norfolk, East Anglia and North Kent.

An interesting feature of the BOC block trains during their early period of operation was that they ran with BOC branded barrier vans fore and aft of the cryogenic tanker wagons (the use of these 'barriers' was later dispensed with). A detailed account of the wagons used for the BOC traffic will be given in David Ratcliffe's 'companion' article accompanying Part Two of this feature in TRACTION 262.

Trunk trains

At the time of BOC's venture into using rail for the trunk-haul distribution of its products from Ditton to its strategically located terminal sites in North London, the West Midlands and Central Scotland, the West Coast Main Line (WCML) was still in the process of being electrified. However, an electric-hauled service was immediately possible to the North Wembley facility. Completion of the WCML electrification northwards from Weaver Junction to Scotland in May 1974 enabled electric haulage of BOC services to the Polmadie terminal near Glasgow.

The BOC terminal at Monmore Green, Wolverhampton, was another prime candidate for electric hauled services. However, despite the connecting spur from the Birmingham to Wolverhampton 'Stour Valley' main line having been being electrified (now de-wired), the BOC workings from Ditton to Wolverhampton appear to have been mainly diesel hauled throughout and often with Class 40 haulage.

I have only ever seen one electric hauled BOC train traversing the 'Stour'. This was back in the late 1970s/early 1980s when a 'Roarer' (possibly a Class 85) was noted atop such a working near Oldbury station (now Sandwell & Dudley). This would have been an empty service from Wolverhampton returning to Ditton (routed via the Soho Road loop and Bescot). The loaded trains normally arrived via Wolverhampton High Level and reversed off the 'Stour'. However, it would have been quite feasible for these workings to have run from Bushbury Junction via Bescot and Soho Road in order to reach their destination from the Birmingham direction, thus avoiding a lengthy reversal. In later years, that's exactly what they did do.

It is worth mentioning at this point that the electrified spur from the 'Stour' used by the Monmore Green BOC trains also gave access (and still does) to Wolverhampton Steel Terminal (then a BR managed facility). Electrification of the said spur didn't actually extend into the BOC site or steel terminal and the steel terminal Class 08 pilot was often used for the positioning and extraction of wagons at the nearby BOC facility.



TUESDAY 9TH JUNE 1981: The photographer was out early for this one, and who could blame him! 76026 and 76013 approach Penistone Goods at 06:50 with the Ditton to Broughton Lane service. The Woodhead line was to close as a through route the following month, which resulted in this train having to be re-routed, but with the added bonus of it being hauled across the Pennines by a Class 40 + Class 25 combination. ANDREW WALKER



SATURDAY 16TH JULY 1983: Taken from the abandoned platform of Broughton Lane station (closed April 1956), 40131 and 25313 head towards Woodburn Junction as they depart from the South Yorkshire BOC terminal with the return empties to Ditton. Note the de-wired Woodhead electrification gantries at this location, which once allowed cross Pennine freights to be Class 76-hauled to and from the vast Tinsley Marshalling Yard complex, which was very much still active at this time. ANDREW WALKER



WEDNESDAY 28TH JULY 1982: The positioning of the BOC tanks at Wolverhampton's Monmore Green depot was usually dealt with by the adjacent steel terminal Class 08 pilot. 08700 (note its unofficial name) extracts discharged TEAs from the BOC terminal in readiness for their departure as 6F57, the 15:48 MWFO service to Ditton, which was powered by 40013 on this day. MIKE HEMMING

Probably the most notable of the BOC trains emanating from Ditton was the cross Pennine service to Sheffield's Broughton Lane terminal. Up until its closure as a through route axis in July 1981, the Broughton Lane train was Class 76-hauled via Woodhead. The service reached further 'celeb' status from the railway fraternity, especially photographers, during its post Woodhead years when it was diagrammed for haulage across the Pennines by a Class 40 + Class 25 combination. The BOC terminal at Broughton Lane was ideally positioned to supply the South Yorkshire steel industry (some plants are believed to have been supplied from the terminal by pipeline).

Wagonload deliveries and specials

In addition to the regular scheduled workings mentioned above were an interesting arrangement of ad hoc wagonload deliveries and specials, especially during the 1970s. Included amongst these were workings from Ditton to various industrial locations, steelworks in particular, and elsewhere, such as Didcot (Lansdown) and Oxford (Cowley). However, it is thought that the Didcot destination may have acted as an alternative railhead to Cowley at times and possibly vice versa.

BOC also had smaller production sites dotted around the country where traffic was received and/or dispatched, such as at Margam, Scunthorpe and on Teesside. Indeed, it was known for BOC deliveries to be made to the fledgling Ditton plant from some of these 'satellite' sites. One of the more unusual forwarding locations documented for dispatching consignments of oxygen to Ditton was High Wycombe of all places! It is thought the traffic originated from Thame and was loaded into the BOC tank wagons from road tankers.

Other workings of note during the early 1970s included movements of nitrogen from Ditton to the far-flung Scottish destinations of Inverness and Maud Junction, the former on behalf of Scottish fruit farmers (in connection with the raspberry freezing campaign period), the latter in association with the North Sea oilfield development.

Summer 1973 saw a special consignment of two bogie tanks laden with liquid argon, and flanked with a VAA van at each end, make the long trek from Teesside (Middlesbrough Dock) to Margam to supply the South Wales steel industry. A very similar movement also took place between Teesside and South Wales in winter 1976, but this time to the Lliswerry goods facilities in Newport (possibly for road delivery to a local steel plant). These are just two noted workings, but there may well have been other similar consignments.

Steel plants at Cardiff (Tremorfa) and Corby were also BOC destinations at various times, as was Sheerness, the latter



WEDNESDAY 28TH JULY 1982: The loaded Ditton to Wolverhampton Monmore Green train often produced a Class 40 in the early 1980s, the loco then stabling at Wolverhampton (Mill Street) before working the return empties later in the day. Shorn of its 'Andania' nameplates, 40013 stands on the electrified spur leading to Wolverhampton Steel Terminal atop 6F57, the 15:48 MWFO departure to Ditton. MIKE HEMMING



MONDAY 31ST MAY 1982: This powerful study shows 40061 thundering along the Wolverhampton to Birmingham 'Stour Valley' main line and passing Spring Vale Sidings Shunt Frame and the site of Spring Vale Steelworks (closed April 1979) at 16:12 with 6F57, the 15:48 MWFO empties from Monmore Green to Ditton, which was formed of 11-discharged TEA tanks. The said steelworks had been situated to the right of the picture, but had pretty much been erased from the Black Country landscape by the date of this picture. DAVID ROSTANCE



SUNDAY 15TH MAY 1983: The Monmore Green trains (the empties at least) were sometimes known to run on a Sunday and would appear to have run in the path of the weekday train. Having taken a circuitous routing along the 'Stour' and over the Soho Road loop, 40195 makes a fine sight heading away from Bescot's Up & Down Goods Loop at 16:24 with what is thought to be 6L57, an additional 15:48 special empties from BOC Monmore Green to Ditton. The letter 'L' in the headcode was used back then for specials operating within London Midland Region (LMR) territory. However, the 'L' would be later replaced by the letter 'R' for internal specials operating within the LMR boundary when 'L' was adopted nationwide for inter regional trains working to what became known as Anglia Region (e.g. 6L76 Ditton to Ipswich). DAVID ROSTANCE



FRIDAY 6TH JULY 1984: After the Woodhead line closed in summer 1981, the only regular electric hauled BOC trains were those from Ditton to and from North Wembley and Polmadie. 81020 heads northwards along the WCML at South Kenton with ten discharged TEA bogie BOC tanks shortly after departure from the North London terminal. By the early 1990s, the North Wembley train had effectively been replaced by an electric hauled service to Ipswich, but even this was being diesel hauled throughout by the time the traffic ended in the mid-1990s. BRUCE GALLOWAY



WEDNESDAY 29TH MAY 1985: The nationwide coverage offered by the Speedlink wagonload network enabled less-than-trainload consignments of BOC gases to reach customers that were situated some way off the core BOC block train routes or were unable to generate or handle trainload volumes. 'Peak' 45061 departs from Norwich with what is most likely a Speedlink feeder service to Whitemoor Yard, the varied consist containing a solitary BOC tank returning to Ditton having possibly delivered a consignment of liquid nitrogen for the food industry (Bernard Mathews and Birds Eye had food processing plants in the region). STEPHEN DANCE



TUESDAY 21ST APRIL 1987: Scotland was served by BOC block trains to Polmadie and wagonload consignments, the latter including deliveries to the PD Stirling railhead at Mossend. 'Roarer' 81020 (also seen in a previous image in charge of the North Wembley empties) sits atop a southbound block train of BOC tanks at Carlisle, thought to be empties from Polmadie returning to Ditton. DAVID FORD

being one of the last rail-borne destinations for BOC traffic, as will be detailed in Part Two. There's also a documented movement of 'oversupply' BOC product from Llanwern Steelworks to Wolverhampton in 1970. However, this may have been dealt with at Wolverhampton Steel Terminal, as the BOC depot at Monmore Green is believed not to have opened until September 1971.

Another interesting movement worthy of mention took place on Tuesday 12th October 1976 when 85037 worked 6Z58, the 13:19 from Ditton to Crewe Basford Hall, which was unusually formed of three barrier vans, two BOC tanks and marshalled as follows: VBB (empty) + TEA (nitrogen) + VAB (empty) + TEA (nitrogen) + VBB (empty). This inter-regional special was destined for Falmouth Docks where the nitrogen was used by an engineering company for purging ships storage tanks prior to them being worked on.

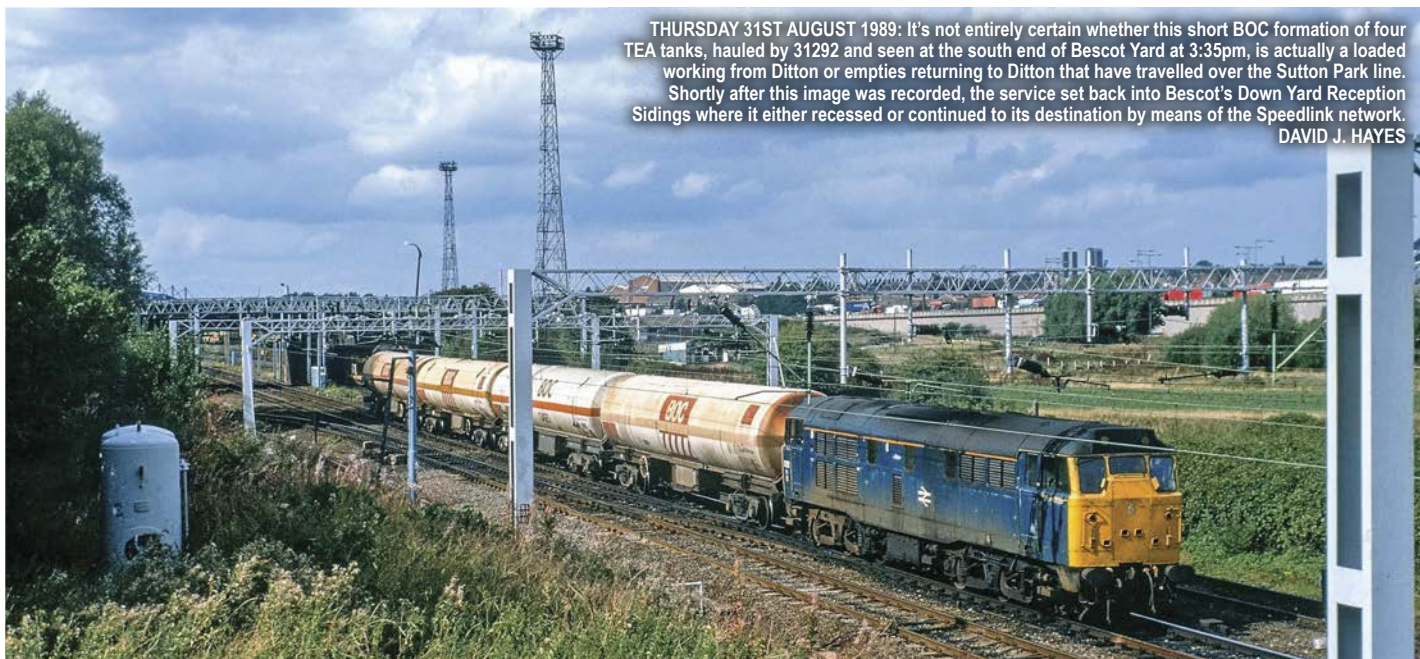
Part 2 of this article will appear in TRACTION 262.

Sample of BOC specials in 1970s and 1980s (information provided by David Ratcliffe)							
Train	Service Details	Loco	Consist	LN	LO	Date	Notes
6L61	21:30 Corby to Ditton	47187	8 x TEA	-	8	Thu 30th Sept 1976	Empties
6Z58	13:19 Ditton to Falmouth Docks	85037	2 x TEA	2	-	Tue 12th Oct 1976	Loaded. Consist also included barrier vans, as detailed in article
6Z57	08:40 Polmadie to Ditton	40098	9 x TEA	9	-	Sat 16th Oct 1976	Empties
6Z48	22:59 Ditton to Didcot (Lansdown)	45044	5 x TEA	5	-	Wed 3rd Dec 1986	Loaded
Abbreviations: LN (Liquid Nitrogen). LO (Liquid Oxygen).							

MONDAY 15TH JUNE 1987: Another Speedlink study, but this time on the East Coast Main Line (ECML) at Ouston Junction to the south of Newcastle. 'Split-box' 37023 prepares to call at Tyne Yard with 6S63, the 18:03 Tees Yard to Aberdeen Guild Street, which includes pipes (plus runners), steel (beams), cement, VGA vans and a trio of BOC tanks (mid-train). The BOC tanks may have originated from Middlesbrough and are possibly destined for Mossend (PD Stirling) or perhaps a Scottish steel plant. Ouston Junction used to be where the branch from Consett Steelworks (closed in the early 1980s) joined the ECML. DOUGLAS JOHNSON



THURSDAY 31ST AUGUST 1989: It's not entirely certain whether this short BOC formation of four TEA tanks, hauled by 31292 and seen at the south end of Bescot Yard at 3:35pm, is actually a loaded working from Ditton or empties returning to Ditton that have travelled over the Sutton Park line. Shortly after this image was recorded, the service set back into Bescot's Down Yard Reception Sidings where it either recessed or continued to its destination by means of the Speedlink network. DAVID J. HAYES





Digital Library

Access 70 issues going back to 2010!



Subscribe to the
Digital Library
Just £4.99 per quarter
or £19.99 annually.

**www.warners.gr/TRAdigitalarchive
or download the Traction archive app.**

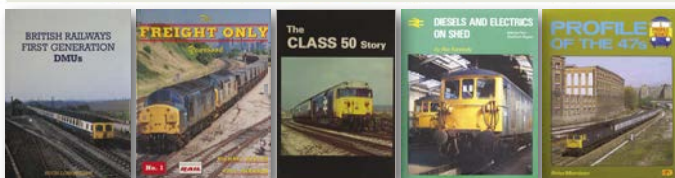
T&Cs: This is a membership service. Once you stop your membership payments, you lose access to the digital library.



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

3CP

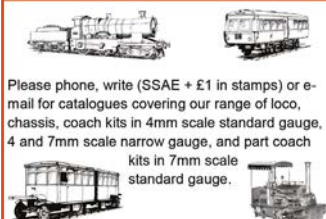


Sign up to our
monthly e-newsletter

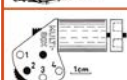
• EXCLUSIVE ARTICLES
• COMPETITIONS & OFFERS
www.brmm.ag/woreshotsignup

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



C22 BR BAA 72 Shunter Bogie Steel Wagon C10.00 + £1.00 p&p
Over 100 kits available spanning pre grouping to the 1990's.

No VAT for orders delivered outside the EU
10mm (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

High Lane Model Railways

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

Stockists of
JAVIS • HORNBY • 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

NICK TOZER

RAILWAY BOOKS

RAILWAY BOOKS
BOUGHT & SOLD

Free Railway
Booksearch Service

155 Church Street, Paddock,
Huddersfield, HD1 4UJ

Shop now open:
Tue/Wed 11:00-17:00
+ Thu 14:00-20:00

Tel: 01484 518159 (answer machine)

www.railwaybook.com
email: nick@railwaybook.com

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



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

45026 is coming off the freight only Chandlers Ford route at Eastleigh East Junction and crossing the main line with 6042 the 08:30 Severn Tunnel Junction to Eastleigh East Yard. The first two wagons are empty TTA tanks for Fawley refinery. PETER MANTLE



Class 45s on Severn Tunnel to Eastleigh Speedlink



45056 is arriving at Eastleigh with 6042 on June 13th with a typical load of vans, cement and coal wagons. JOHN FOX

During 1985 there were two pairs of Speedlink workings between Severn Tunnel Junction and Eastleigh Yards running Monday to Friday.

The first one was 6068, the 03:35 Severn Tunnel Junction Bristol Yard to Eastleigh East Yard and 6V79 the 08:56 return from Eastleigh. The second was 6042, the 08:30 Severn Tunnel Junction Bristol Yard to Eastleigh East Yard and 6V83, the 16:10 return from Eastleigh.

Traditionally these services were worked by Class 47 locos but during 1985 the second working and return was booked for a Class 45, although a Class 47 was often substituted and on at least one occasion a Class 56 appeared. John Dedman has compiled this group of photographs with help from other local photographers.

LOCOS KNOWN TO HAVE WORKED 6042 DURING 1985

45003 September 12th
45004 June 20th
45009 June 20th
45017 April 12th
45019 August ?
45026 August ?
45034 Unknown date
45036 June 12th
45040 March 29th
45041 August 16th and October 11th
45046 September 23rd
45052 August ?
45056 June 13th
45076 September 27th
56058 March 8th

(BELOW) With a wave from the crew 45034 is departing past Eastleigh station with 6V38 and heading for the single track freight only line via Chandlers Ford towards Romsey with a good load made up of wagon types. PETE NURSE



45041 heads 6V38 at St Denys on 11th October with an unusually short train of five wagons. JOHN DEDMAN



On 12th September 45003 has charge of 6V38 as it runs from the East Yard to the station where it will run round before departing on the route via Chandlers Ford. The stock includes VEA vans, a TTA oil tank and PCA cement wagons. JOHN DEDMAN COLLECTION





56035 had been brought to Eastleigh 'dead in tow' in the Hove to Eastleigh Speedlink working hauled by a Class 33. I would assume it was a failure on the Ardingly stone train somewhere in Sussex. It was then collected by 45040 and taken in 6V38 which is seen on the route to Chandlers Ford. The load includes bogie bolsters, HEA coal wagons and Esso bitumen tanks. JOHN DEDMAN



On 12th September 45003 is arriving at Eastleigh with 6042 from the Chandlers Ford freight only route. MARK JAMIESON



45040 was the power on 29th March and is taking 6V38 from the East Yard which can be seen in the distance to the sidings next to the station where it will run round the wagons. Behind the loco are Esso bitumen tanks, empty coal HEAs and bogie bolsters. The fenced off methanol siding can be seen on the right with a couple of reach wagons parked outside the compound gate. JOHN DEDMAN



The route from Eastleigh to Romsey via Chandlers Ford was a single track freight only line at this time and 45076 is seen at Crampmoor crossing with 6V38 on 27th September. JOHN DEDMAN

Seen in July 1965 D4502 (later 13002) is in ex works condition as it shunts a train under the 1500 V DC wires of the Woodhead Line electrified system. At this time the cab of the master unit was in the centre of the locomotive. COLOURRAIL



THE TINSLEY TRIO

Matt Lally looks at the history of three of the most unusual diesel locomotives to run on Britain's railways

The Sheffield rail freight rationalisation plan of the 1960s envisaged the closure of the numerous freight yards in the area and concentration of traffic on one master yard. The chosen site was Tinsley and work began in 1963 and the yard was opened by Dr. Richard Beeching on the 29th December 1965. The yard was the largest and most modern in Europe; it had 11 reception sidings and 50 sorting sidings, handling 3000 wagons a week.

It was envisaged that a fleet of English Electric 350 hp shunters (later Class 08) would be required, but in trials it was found that they weren't powerful enough for the task as they couldn't cope with the heavy loads. Further trials were conducted using a Blackstone engined 350 hp locomotive (later Class 10), but they also had problems trying to negotiate the hump. They were more successful in moving the heavier loads, but when stopped at the hump



13003 is seen on the hump at Tinsley on 30th September 1978. RAY BRISCALL

signal they had difficulty in restarting. More trials were conducted using a pair of English Electric 350 hp shunters modified to work in tandem. This proved the better option and, from these trials, what would become the Class 13 was born. It was found that two English Electric 350 hp shunters coupled together as one loco would be powerful enough to perform the duties required of it.

The first of the locomotives emerged from Darlington North Road (BR) workshops on the 8th May 1965, numbered D4500. It was formed from two English Electric 350 hp shunters; the first was D4188 which was constructed at Darlington in July 1962 and was a 30A Stratford based locomotive. This was the master unit, which contained the controls and crew. Coupled to it was the slave unit which had its cab removed. Numbered D3698, it was built at Darlington in June 1959 and was a 41A Tinsley allocated locomotive. D4500 arrived at Tinsley on the 16th May 1965 and was renumbered 13003 in February 1974. It was withdrawn in January 1985 and cut up at Doncaster in September 1986.

The slave unit was linked by cables and controlled from the master unit; both locomotives were originally coupled cab to

cab. The master units in each conversion were originally built at Darlington in 1962 as well as one of the slave units, but two of the slave units were built in 1959.

D4501 comprised D4190 (slave), and D4189 (master) and was renumbered to 13001 in February 1974. It was withdrawn in January 1985 and cut up at Swindon works in May 1985.

The final one of the trio, D4502, combined D4187 (master) and D3697 (slave) and was renumbered to 13002 in February 1974. Withdrawal came in June 1981 and it was cut up at Swindon in October 1982.

With the conversion placing them cab to cab, the master unit's cab was inside the pair which caused problems with visibility, no doubt causing some mishaps along the way. All three members of the class were sent to Doncaster in 1966 to have the cabs repositioned, being returned to Tinsley with the cab furthest away from the slave unit. A further modification involved the removal of part of the cab side on the slave unit which improved forward vision even more.

The permanently coupled locomotives, weighing 120 tons, producing 700 BHP with a tractive effort of 70,000 lbs. They were ballasted with weights over the centre axles to improve adhesion and heavy

duty buffer beams were fitted on each locomotive, which increased the weight further. In contrast, two Class 08s weighed just 98 tons.

Over the next 20 years the three members of the class performed their duties faultlessly, as they were designed and built for heavy work. The work was arduous, normally working 24 hours a day, with maintenance at weekends. Works visits were carried out at Doncaster.

On the 7th October 1978, 13003 powered the BR 'Pennine Rambler' rail tour on the section from Rotherwood and Tinsley Yard, a trip which lasted 26 minutes. How many enthusiasts can say they had a Class 13 up front?

Due to a decline in rail freight traffic and an economic depression as well as road competition in the early 1980s, the class had less and less work so they were withdrawn from service and scrapped. The class was designed for one specific duty, which they performed well for 20 years.

13001 is stabled at Tinsley depot on 9th September 1984. This photo shows the connections between the slave and the master unit. JOSEPH PORTER-IVAN STEWART COLLECTION



The 08:55 Edinburgh to Aberdeen behind 55017 is seen coming off the north end of the Forth Bridge headed by 55017 20th April 1981. The previous evening '17' had arrived in Edinburgh with 1S70 22:15 King's Cross to Aberdeen, "The Night Aberdonian", to Edinburgh. After its trip to Aberdeen and back with the 12:40 from the Granite City, it would take the 20:25 Edinburgh to King's Cross as far as Newcastle. GAVIN MORRISON



Class 55s on unusual routes in Scotland

Richard MacLennan looks at the times when the iconic 'Deltics' worked away from their usual stomping ground on the East Coast Main Line on other lines north of the Scottish Border

So what did it take to allow this class to work off the booked route? The locomotives themselves were not the issue, the low route availability of RA5 made them a go anywhere engine on passenger lines. The major constraint was, of course, driver route knowledge, the only drivers in Scotland who had the skills needed to drive 'Deltic' locomotives were those based at Haymarket depot in Edinburgh; this did restrict the locomotives' sphere of operation but not as much as the reader may think.

Crossing the Border

Possibly the best starting point when writing an article about 'Deltic' locomotives in Scotland is an overview of how the locomotives entered the country and, of course, left again, usually by the same route but not always.

The machines were built to revolutionise

travel on the East Coast Main Line (ECML) between London, Newcastle and Edinburgh as well as London and Yorkshire. So if you didn't know that right up until withdrawal these fine machines could be seen operating daily between Berwick-Upon-Tweed and Edinburgh then it's probably best you don't read any further!

We can discount the Border Counties route between Hexham and Riccarton Junction along with the Solway Junction route between Bowness and Annan as both these lines had closed long before 'Deltic operation' began in 1961.

The Waverley route between Carlisle and Edinburgh saw semi regular use before its untimely closure. From 1969 onwards, the West Coast Main Line (WCML) over Beattock became the sole surviving diversionary route and saw its last 'Deltic' on a service train pass this way in July 1981. This train hauled by 'Gordon Highlander' saw yours truly in the very

rear sleeper berth of the very rear coach. I can therefore boast the tenuous claim to fame of being the last person to pass over Beattock Summit 'Deltic' hauled.

ECML

The final 'Deltic' to pass over the border on a service train was 55019 working the 16:30 Aberdeen to York on December 31st 1981. This was the very last day of in service operations and, with all locomotives (bar those needed for the farewell special) withdrawn by midnight, 'Royal Highland Fusilier' crossed the border back into England with a little over three hours to go.

On March 17th 1979 the tunnel at Penmanshiel collapsed, tragically taking the lives of Peter Fowler and Gordon Turnbull who were working inside at the time. The line was blocked for five months until August 20th whilst a deviation was built and the ECML could once again



55003 is seen one mile from Beattock Summit on the 05:50 King's Cross to Edinburgh which was diverted via Carlisle due to the Penmansfield Tunnel collapse. The date is August 4th 1979. GAVIN MORRISON

become a through route; this was, of course, the period of the infamous shuttles. This involved regular 'Deltic' working on short rakes of coaches running between Edinburgh and Dunbar and return with a connecting bus service to Berwick for those travelling towards Newcastle and beyond. All the serviceable machines operated the shuttles at some point and there is a well-known event amongst enthusiasts of 55006 being worked up to 116mph on one such working, making it the fastest speed ever recorded by a 'Deltic' in Scotland until 55022 equalled it whilst working for Virgin Cross Country in 1999. My first trip over the new line was the day after it had reopened, and was behind 'The Green Howards' whilst working 1S12.

I have been given some anecdotal material from an enthusiast that the short branch from Drem to North Berwick used to see a 'Deltic' working a parcels/newspaper train back in the day; however I have been unable to find anything to either prove or disprove that this indeed was the case. What can be proven though is the visit of 'Alycidon' to the resort to rescue a failed DMU on October 4th 1981, when number '9' took charge of the 11:08 train to Edinburgh, hauling the errant cart on a one way trip to Haymarket.

In the Edinburgh area itself, The Suburban Lines saw regular visits on both diverted ECML services and also empty stock moves (ECS). Pictures exist of D9000 inside the former terminus

station at Leith Central; the photograph was taken in the early 1960s and was, I believe, a consequence of the rebuilding of Haymarket from steam operation to diesel. It is a fair assumption that 'Deltics' used both the route via Abbeyhill Junction and Piershill Junction, both of which, like the line to Leith Central, closed some time ago. I have seen no evidence whatsoever which proves if 'Deltics' ever worked over any of the other lines which once formed part of the extensive network around Edinburgh. The thought of a 'Deltic' working in Princes Street terminus or down to Granton or North Leith is a tantalising one.

Cardenden near Dunfermline was a small former mining town and more recently part of the Edinburgh commuter belt. To many new 'Deltic' enthusiasts the name may not mean very much, however to those of us of a certain age it was one of the Holy Grail destinations that we aspired to visit, 'Deltic' hauled of course. The 17:18 Edinburgh to Cardenden was one of the trains that would, in the event of DMU shortages, revert to locomotive plus six coaches. I have seen 'Deltics' on the service twice, but have never managed to be in the right place to get aboard. In August 1979 we passed 'Alycidon' as it made its way into Edinburgh with a morning train and on February 14th 1980, 'Tulyar' was observed on the return empty stock from the evening service. So near but yet so far, unlike the Fife commuter trains of today, the trains could only operate via

Dunfermline as the line from Cardenden via Thornton was freight only.

'Deltics' did, of course, work further into Scotland through Fife on a fairly regular basis right up December 28th 1981 when 55008 became the final machine to work out of Aberdeen on the 18:30 to Edinburgh. In the early days, workings were sporadic such as 55019 working the 08:55 Aberdeen to Kings Cross on September 6th 1974 or on March 15th 1975 'Royal Scots Grey' worked the 'Aberdonian' all the way from Aberdeen to Kings Cross a very rateable working for this time.

As the years passed, it would be an unusual week that did not see at least one working to the Granite City. One of the most common diagrams was the 05:50 from Kings Cross and returning with the 16:30 to York. More often than not the 'Deltic' for Aberdeen would come on at Edinburgh, usually replacing one of its class mates. However a locomotive could and did work the whole 523 miles from Kings Cross when the power situation dictated it, although fuel would be needed at Ferryhill before any further working could take place. No 'Deltics' were ever diagrammed to work north of Edinburgh with one exception; this was of course the 09:10 Dundee to Kings Cross dated service in 1980 and 1981. Diagram 07 saw the engine work to Dundee from Craighentilly with the empty stock running as 5E10 before taking 1E10 from Dundee all the way through to London.

The Ladybank to Perth line via Newburgh



55017 is returning from Aberdeen with the 12:40 to Edinburgh on 20th April 1981. It is seen climbing away from Inverkeithing towards the Forth Bridge at Jamestown. GAVIN MORRISON

was a route used on the odd occasion when stock was left at Perth overnight due to engineering works or capacity issues nearer Edinburgh. Several trusted and reliable sources have reported light engine 'Deltics', including 55021 on April 19th 1978, operating this way. So I am more than happy to add this 16 mile branch to the confirmed list of workings.

The same also applies to the much lamented Cowdenbeath to Bridge of Earn line through Glenfarg. Before its controversial closure in 1970, this was the main route for Edinburgh to Perth trains and was used by the frequently Type 5 hauled Anglo-Scottish car carrying train in the 1960s. This train often employed 'Deltic' power from Holloway in North London all the way to Perth or return. As an example, D9004 worked the train on May 28th 1964 from Edinburgh to Perth before being replaced by D9008 for the run south. The train continued to produce 'Deltics' from time to time until it was diverted to Kensington Olympia in 1969 and naturally operated via the WCML instead.

Waverley Route

The original diversionary route for 'Deltic' hauled services to Scotland was via the 98 mile route from Carlisle to Edinburgh via Hawick. 'Deltics' would arrive in Carlisle via the Tyne Valley from Newcastle before leaving the WCML just north of Citadel station at Port Carlisle Branch Junction. After running through the Reiver Country, the train would climb over Whitrope Summit, pass through Hawick and Galashiels before once again undertaking some sustained hill climbing, this time up to Falahill, followed by the final long descent into Edinburgh. This route saw its first 'Deltic' on June 8th 1958, when the prototype made its first visit to Scotland and back again a few days later.

Regular visits took place right up to the very last day of the line's existence on January 4th 1969. The final visit on a service train took place on Boxing Day in 1968 when the appropriately named 'The King's Own Scottish Borderer' paid a visit to Hawick to work the 06:58 stopping train to Edinburgh. The last 'Deltic' to work over the whole route southbound was D9004 on 8th June 1968.

Before its closure as a through route in 1965, the line from Tweedmouth near Berwick to Kelso would also see the occasional 'Deltic'. This offered a further variation to the theme and if the ECML happened to be blocked between Edinburgh and the south then trains could reach Newcastle without needing to pass through the congested station at Carlisle or along the busy section from Hexham. In the line's dying days, driver route knowledge would have been a problem and it's assumed a conductor driver from

Galashiels or Tweedmouth would be needed for any 'Deltics' passing this way. D9006 is reported to have used this route with a diverted Anglo-Scots train on August 8th 1961.

WCML

The most common and well documented route into Scotland for diverted 'Deltic' hauled trains was the one via Beattock and Cobbinshaw and thus entering Edinburgh from the west end. Trains would travel over the scenic Tyne valley route with a Gateshead driver in charge, who would then surrender his 'Deltic' to a Haymarket man for the run to Edinburgh or, in some cases, pick up a Carstairs based conductor driver who would accompany the Geordie for the remainder of the trip.

Trains would arrive in Carlisle Citadel via the conventional London Road route from Newcastle. However, on more than one occasion the 'Deltic' would avoid Carlisle station altogether by taking the goods line to Bog Junction, Rome Street Junction, through Dentonholme and re-joining the WCML at Caldew Junction. I know from a reliable source that 55021 took this route with a diverted sleeping car train during the Penmanshiel diversions, as did other '55' hauled trains the same night. Sadly this route was destroyed by a runaway freightliner train in 1984 and, following extensive damage, it never reopened.

'Deltics' working into Scotland via Carlisle would follow the former Caledonian route over Beattock and down the Clyde Valley to Carstairs and over the Cobbinshaw to Slateford and into Edinburgh, either via Haymarket or the Edinburgh Suburban. However it was not always that straightforward and on the very odd occasion both the ECML and WCML would be blocked at the same time.

Thankfully all was not lost and a 'Deltic' along with an adventurous crew could still get home to Edinburgh as 55006 managed



D9019 is at Carlisle after arriving with the 'Flying Scotsman' which had been diverted via the Waverley Route on April 25th 1964. The train would continue to Newcastle via Hexham. Note the decorative fibreglass winged thistle headboard that was carried by the 'Deltics' at this time when working the 'Flying Scotsman'. BURTON COGGLES COLLECTION



On Saturday June 16th two 'Deltics' are seen at Carstairs shed. This was during the time when ECML trains were disrupted by the Penmanshiel Tunnel collapse. As a result the 'Deltics' were often to be found spare at Haymarket during the day and were sometimes used to take the Edinburgh portions of WCML trains to Carstairs. On this day, 55007 and 55018 are seen in the company of 47208 and 81004. The previous evening 55018 had come north with 1S66, the 20:15 King's Cross to Edinburgh (via Carlisle) whilst later on the Saturday 55007 would take 1E35, the 20:40 Edinburgh to King's Cross (via Carlisle), south. IAN HARRISON

to do on December 29th 1974. A 'Deltic' hauled service would follow the normal diversionary route to Gretna Junction; here it would take the 50 mph turn out onto the former Glasgow & South Western route through Dumfries and along the Nith Valley to Kilmarnock. After passing high above the town at 30mph, the 'Deltic' would head straight on to Lugton and Barrhead before descending into the Glasgow suburbs and down to Muirhouse South Junction and round onto the WCML at Larkfield. For the next seven miles a northbound train would be heading southwards as far as Uddingston. Here the 'Deltic' would swing east, before heading up the Bellshill Bank and making for Edinburgh via Shotts and Slateford Junction where it would join up with the route from Carstairs. Manning such a move must have been a nightmare. I suspect Carlisle drivers would be involved at least as far as Kilmarnock, with Polmadie drivers piloting the train onwards to Carfin and, if the Haymarket man in charge of the 'Deltic' was in a link, that didn't include local work over the Shotts route, perhaps all the way to Haymarket station itself. A trip such as this would really take a 'Deltic' to the very limit of its fuel capability and drivers would pray that no further delays en-route used up valuable fuel reserves.

Scotland Internal

The main locomotive workshop in Scotland was at St Rollox in Glasgow. Most, and possibly all, of the Scottish based 'Deltics' had their nameplates fitted at this location and 9010 paid a second visit when it attended the works open day in May 1973. The obvious route for locomotives to take was along the Edinburgh and Glasgow

mainline, and, after running over the junction at Cowlairs West, the 'Deltic' would enter the works off the down Stepps line. Locomotives could, in theory, have travelled via Stepps, Cumbernauld, Falkirk Grahamston and Polmont and back along the Edinburgh & Glasgow (E&G) from there. Sadly no verifiable evidence exists of what the actual route taken was.



55007 is ready to leave one of the bay platforms at the east end of Edinburgh Waverley with one of the Penmanshiel Tunnel collapse shuttle services to Dunbar on 4th August 1979. At this time there were about twelve Edinburgh to Dunbar trains which connected with coaches to Berwick-upon-Tweed. GAVIN MORRISON



The West Riding RCTS 'Farewell to the Waverley Route Rail Tour' tour from Leeds to Edinburgh paused at Riccarton Junction from 12:40 to 12:51 for photographs. 'Deltic' 9007 is seen on the final day of services on the Waverley Line on Sunday 5th January 1969. GAVIN MORRISON

The Edinburgh to Glasgow mainline was a fairly regular host of 'Deltic' locomotives in the 1960s, with the 'Queen of Scots Pullman' being 'Deltic' hauled out of Glasgow Queen Street from time to time until the train's demise in 1964. One such working involved my machine D9010 on the 11:00 ex Queen Street on May 26th 1962. In the final summer a number of visits were made including one by 55004 on July 20th 1981.

Another unusual train which could produce a 'Deltic' from time to time was the Edinburgh to Glasgow Salkeld Street parcels train. This eclectic mix of vans would take a machine along the E&G, through Springburn and Bellgrove and then over the Glasgow City Union lines, before reversing through the Smithy Lye and into the former parcels depot. I believe the train

was also booked to call into St Rollox works to collect or drop off DMU vehicles in need of repair. On February 17th 1980, I was in the upstairs training room at Haymarket depot receiving tuition on the safe working of trains when 55014 rumbled past the depot on its return from Salkeld Street on such a working. The seven 'Deltics' sitting spare in Edinburgh was no doubt a contributory factor to such an unusual working.

On September 15th 1978, the Scottish Region held an open day at Shields depot in Glasgow, 55019 was chosen (possibly because of the regiment's association with the city). 'Royal Highland Fusilier' took the above route but carried on that little bit further to Shields Junction before dropping onto the electric depot of the same name.

Another well documented variation on

the E&G theme was the visit of 55021 to the small town of Oban. The runs took place on the 2nd and 23rd of August 1981 as part of Scottish Region's desire to run a Sunday tourist train from Edinburgh. The trains ran via Falkirk High, Cowlairs East, before running along the north side of the Clyde through Dumbarton and onto the West Highland Line proper at Craigendoran Junction.

During the refurbishment of Craigentinny depot in 1977/78, the stock for the Edinburgh to Plymouth service was serviced overnight in Stirling. Although 1V92 was not booked for a '55' at this time, the 'Deltic' for 1E05, the up 'Flying Scotsman', would sometimes be dispatched to Stirling to take 5V92 to Edinburgh before taking over its booked working to London. Published photographs



in Springfield yard, then the home of the fledgling Scottish Rail Preservation Society, before taking the failed '47' back to Haymarket. Former Deltic Preservation Society member John L Scott was there to record for posterity this unusual event.

Finally we turn our attention to the Highlands. Perth to Inverness saw 'Deltic' power over the high mountains when D9019 visited to work a troop train from Inverness to Edinburgh on April 15th 1967 and D9004 visited the town for its naming ceremony in May 1964. 'Queen's Own Highlander' paid a further visit for the depot's open day on July 10th 1973, on this occasion with a possible twist. A school friend's father, a man of the upmost integrity, who certainly knew his locomotives, has always claimed he saw a 'Deltic' arriving light in Inverness off the Aberdeen line around this time. He described the nameplate as being the size found on 55004, 55013 or 55016 so I wonder if it was 'QOH' that he saw on its way to the open day. If so, the locomotive probably worked something into Aberdeen on the previous day following its arriving in Edinburgh on the 08:00 from King's Cross KX on July 8th.

Naming Ceremonies

The dates and locations for the namings of the Scottish based 'Deltic' locomotives are already well documented. However what is less well known is how the locomotives got to or from the places where the naming ceremonies took place; to say some of the track was rare would be an understatement.

D9000

The locomotive was named in Edinburgh Waverley station on June 19th 1962 before working the accelerated "Flying Scotsman" to London on the first day of the full 'Deltic' timetable.

D9004

The naming ceremony took place in Inverness on May 23rd 1964. The locomotive worked into Inverness with the "Royal Highlander" sleeping car train on the 22nd and returned light to Haymarket immediately after its naming by way of the Highland Main Line, Perth, Glenfarg and the Forth Bridge. I believe a Haymarket driver acted as traction conductor north of Perth and drove the locomotive himself to or from Perth.

D9006

The naming ceremony took place on either December 5th or 12th 1964 (both dates in the public domain) at Cupar station in Fife. 'Deltic 6' is believed to have run to and from Haymarket light engine on the day of the naming.

D9010

My own favourite 'Deltic' was the penultimate machine to be named and this was finally done with ceremony at Dumfries station on May 8th 1965. The locomotive worked light from Glasgow Works prior to the event and afterwards worked a troop train destined for Inverness with the 'Deltic' coming off at Perth. The train left Dumfries at 14:58 and ran via Kilmarnock, over the now closed route through Cunninghamhead and Montgreenan to Dalry, round the Paisley Gilmour Street avoiding line, and up through central Scotland. This may go down as one of the most unique workings for a 'Deltic' in Scotland and the fact that the train carried passengers and went so deep into enemy territory makes it, in my eyes, the most outrageous internal working of all time. A photograph of D9010 leaving Dumfries can be found in Brian Webb's book 'The Deltic Locomotives of British Rail'.

exist of 55019 at Stirling and of 55006 leaving Perth carriage sidings some years earlier on such workings.

Between Larbert and Stirling was the rail served colliery at Polmaise. This was one of the locations that the stock for the Royal Train would be stabled overnight when visiting Scotland. I have in my archives a picture of an immaculate D9021 carrying the head code 0X00 about to go onto the branch to collect the Groves stock, before taking its number 1 occupant the short distance to Stirling station. This event place on January 21st 1971 and is definitely one for the mega rare files.

In 1980 a colleague of mine who worked on the footplate at Haymarket, remembers being sent with 55018 to collect a failed Class 47/7 and its Mark 3 stock from Falkirk. 'Ballymoss' left the errant push-pull set



On two Sundays in August 1981, British Rail ran excursions from Edinburgh to Oban leaving Edinburgh at 09:15 and returning from Oban at 15:00. On both occasions the appropriately named 'Argyll & Sutherland Highlander' was the motive power. The coaching stock used was a rake of Mark 3 coaches and a Mark 2 DBSO that was normally used on the Edinburgh to Glasgow push pull services, together with a Mark 1 miniature buffet. 55021 has just run around its train at Oban on August 23rd 1981. RICHARD MACLEANNAN

D9013

The superb and much missed 'Black Watch' had its nameplates fitted in Glasgow Works on January 15th 1963 before running light to Dundee the following day. The actual ceremony took place in the now closed Dundee West station (the science park now occupies the site). After the naming ceremony, 'Deltic 13' returned light to Haymarket and took the long route via the coast through Anstruther and Levan. This line closed in 1965 and I suspect this visit was the one and only time a 'Deltic' had passed this way.

D9016

Named in Aberdeen on July 28th 1964 with locomotive working light to and from Haymarket either side of the event. 'Gordon Highlander' may have been the only Scottish machine to have its plates fitted in England as the locomotive paid a visit to Doncaster works between July 20th and 24th. If this wasn't the case then a visit to Springburn must have taken place between 24th and 28th.

D9019

This was the final member of the class to be named and was done with ceremony

at Glasgow Central station on September 11th 1965. It is assumed the 'Deltic' had its plates fitted in Glasgow Works before running light the short distance to Central station. D9019 may also have been the only 'Deltic' to have been named whilst running on only one power unit, as after heading south light engine the locomotive entered Doncaster Works the following day for an engine change.

D9021

This majestically named locomotive was named 'Argyll & Sutherland Highlander' with ceremony at Stirling station on November 23rd 1963 before returning light to Edinburgh and an immediate return to action with a trip to London on the same days 'Heart of Midlothian' service.

Summary

'Deltic' locomotives had a much broader sphere of operation in Scotland than is at first apparent. During their first mainline career most of the network was visited and other than on the Glasgow suburban network, where very little evidence or reasons exists for the locomotives to have visited, most of Scotland came into contact with the magnificent Napier roar at

least once. Those areas of the country not visited first time around have now all been covered in the second mainline career, with the Deltic Preservation Society's 'Freedom of Scotland' tour from the 22nd to 26th June 2003 filling in many of the remaining gaps. With the new Borders railway now done and also Airdrie to Bathgate, possibly all that remains of note is Stirling to Alloa and Dunfermline and also Glasgow Central to Carlisle via Kilmarnock.

The author's second Deltic book titled 'Another Lifetime of Deltic Locomotives' is now on sale, ISBN number 978-1-5272-6809-8.

55014 brings 1G64, the 12:40 Aberdeen to Edinburgh off the Forth Bridge and passes through Dalmeny on 22nd April 1981. It had earlier arrived in Edinburgh with the 22:30 from King's Cross before heading north with the 08:55 to Aberdeen. Its next duty, after a visit to Haymarket depot, was on the 23:15 'Night Scotsman' to King's Cross.
GAVIN MORRISON



16th July 1981: An unidentified Class 50 is seen arriving at Pewsey and passing the old GWR running-in board with the 17:52 Paddington to Westbury. At this time there were just a handful of trains calling at this quiet Wiltshire station for peak time travellers only.



‘Trip 35’ Train Spotting Days

Martin Axford looks back at his early days as a railway photographer.

I have always had a thing about trains and as a toddler can remember day long journeys to Kent to see my grandparents. We travelled in crowded steam-hauled trains from Swindon to Paddington and then in electric trains from Victoria to Maidstone East. On one trip I can remember being lost on the Underground and feeling puzzled fascination rather than fear!

When my younger brother was born in 1963, dad bought a car and the day long train journeys stopped, but the earlier train trips left an indelible mark on me. I already had a train set when I was a teenager so when a friend at school asked me to record loco numbers and train head codes at Wootton Bassett Junction I also became a train spotter. Many happy days were spent in the long school summer holidays collecting train numbers on what was left of Wootton Bassett station in the early 1970s.

I saw all 74 ‘Westerns’ at least twice and can still recall the distinctive engine noises that these machines made when approaching and passing Wootton Bassett. First there was the distant drone as the ‘Western’ climbed Dauntsey Bank, then



April 1980: 33015 is seen with the 17:10 Waterloo to Exeter near Salisbury Tunnel Junction. The Southern Railway rail-built bracket signal in this photo had been noted many times when passing Salisbury by car on day trips to the seaside and at last it was in a photograph!

there would be a quiet couple of minutes with singing birds and industrial noises from the nearby dairy. Suddenly, attention would be drawn to aircraft type noises coming closer as the distinctive yellow front of a 'Western' appeared under the skew bridge that carried the Chippenham road over the railway.

With a clatter and a reverberating roar, the squashed-fly covered yellow front end rocked and swayed over the junction points, rapidly bearing down on us, sweeping past at over 70 miles an hour in a cacophony of noise that I will never forget; who says diesels have no character?

A few years later they were gone, to be replaced first by Class 50s and then by HSTs. At the time I didn't have a camera but many others have taken some wonderful pictures of the 'Westerns'; my turn came later when I bought my first camera.

Design Classic:

The Olympus Trip 35 camera was a design classic from the 1970s. It was a simple, affordable compact camera of very good quality with a fine lens which was capable of first class results. It had a simple specification, just two shutter speeds when set to 'Auto': 1/250th for sunshine and 1/40th for overcast conditions, the 'f' number setting also being set automatically. It could also be used manually by setting one of the 'f' stops instead of 'Auto'; this automatically set the shutter speed to 1/40th and was meant to be used for taking photos on flash.

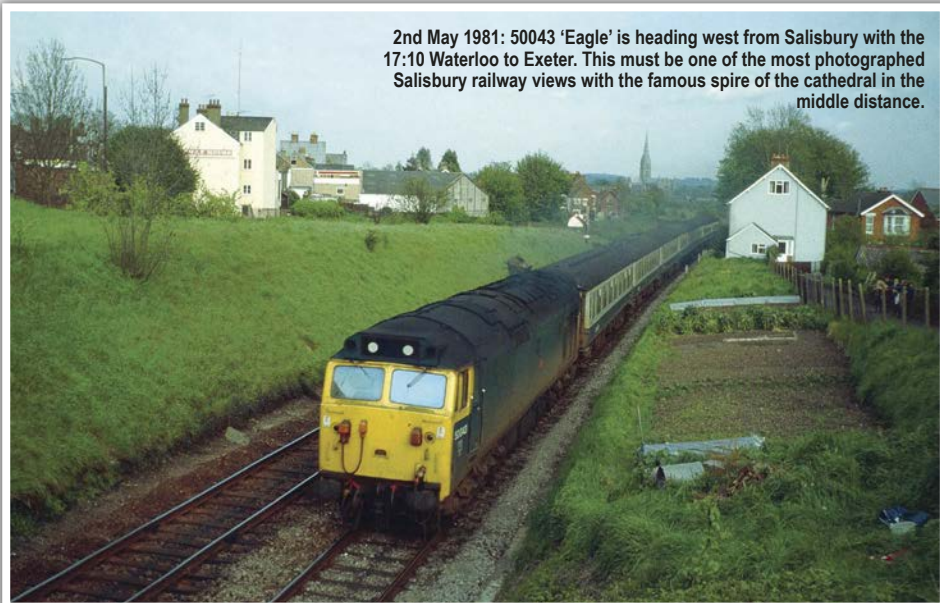
At that time, in 1979, it was heavily advertised on television featuring photographer, David Bailey. Having money in my pocket from my first job and an instinctive and artistic need to make pictures, it seemed the natural choice. I knew nothing about cameras but quickly learned how to use the little camera and was soon snapping away taking family photos. On a visit to the newly opened Mid Hants Railway, I photographed steam trains but it was only a short jump to taking pictures of BR diesels in an attempt to get the sort of results I had seen in magazines like 'Modern Railways'. This was easier said than done!

The camera took very good family snaps but didn't always work so well when trying to photograph trains, especially when there was a lot of sky in the picture. I loved the compact bijou beauty of the 'Trip' and, at first, wouldn't even contemplate getting something more capable. In fact I secretly laughed at other people lugging huge cameras and lenses around!

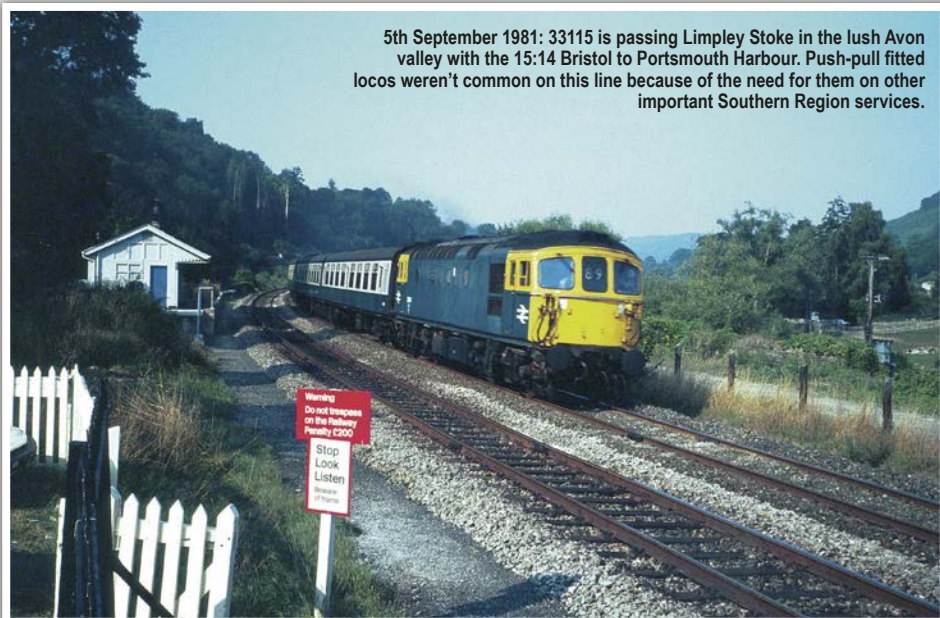
Eventually, after reading books about photography, I worked out why shots that included a lot of sky would be underexposed so I purchased a light meter and started using the camera's limited manual settings. As already mentioned, this meant a shutter speed of just 1/40th



14th June 1981: 33001 accelerates away from Bathampton Junction. with the 09:15 Sunday Portsmouth Harbour to Cardiff. This was the first train up from the South Coast on a Sunday and as usual was heavily loaded with passengers and luggage in the corridors.



2nd May 1981: 50043 'Eagle' is heading west from Salisbury with the 17:10 Waterloo to Exeter. This must be one of the most photographed Salisbury railway views with the famous spire of the cathedral in the middle distance.



5th September 1981: 33115 is passing Limpley Stoke in the lush Avon valley with the 15:14 Bristol to Portsmouth Harbour. Push-pull fitted locos weren't common on this line because of the need for them on other important Southern Region services.

6th September 1981: 33004 is crossing the River Avon at Bradford on Avon with the 11:15 Portsmouth Harbour to Cardiff. This is my version of a classic Ivo Peters photo showing a 'Hymek' diesel hydraulic at the same location.

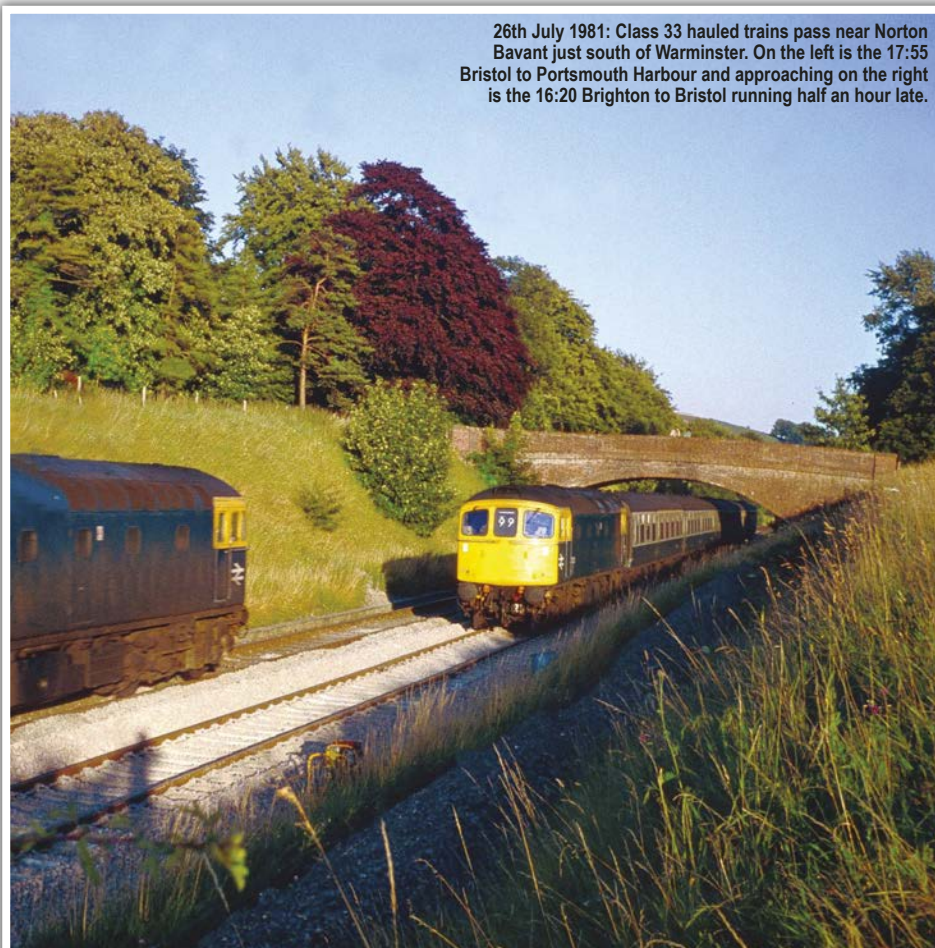


which wasn't much good for shots of moving trains so, at the end of 1981, I changed my mind and purchased my first SLR and my train photography took a huge leap forward. The 'Trip' was retired for a while but was soon given to dad when his 110 camera broke. When dad died in 1989 the camera passed back to me and was put into use as the glove box camera in my car until I purchased my first digital camera. It's still used occasionally and still takes great photos even if film's getting difficult to buy.

Echoes of the Big Four

I've always been interested in all types of traction and don't really understand the steam enthusiast dislike of diesels. To me the differences between the various diesel and electric types and their regionalised allocation made them all the more interesting; all diesel hydraulics were Western Region locos (should that be Great Western Railway?), Class 33s and 73s were Southern, Classes 81 to 87 were London Midland and so on.

This meant that each area had its own distinctive flavour, as in steam days, often reinforced by the continuing use of the old companies' semaphore signals and stations. I realised that with modernisation these regional differences would eventually disappear so my main aim was to photograph the then current motive power at work in this still very regionalised setting



26th July 1981: Class 33 hauled trains pass near Norton Bavant just south of Warminster. On the left is the 17:55 Bristol to Portsmouth Harbour and approaching on the right is the 16:20 Brighton to Bristol running half an hour late.

February 1981: The introduction of HSTs in the 1970s and 1980s caused an extraordinary renaissance in inter-city train usage. Here a Paddington to Swansea HST is seen leaving Swindon.



6th June 1981: Ex-works HST power car W43124 is at Crewe Works. This view shows off the superb appearance of the classic HST cab end in the much maligned BR blue and yellow.



5th September 1981: Semaphore signals at Westbury: 33030 is passing Hawkridge Junction. with the 16:14 Bristol to Portsmouth Harbour. This photo was taken from a flattened mound of ballast on the wrong side of the fence but I wasn't told off! Happy days!



as a historic record while it still lasted.

In previous articles I have mentioned my obsession with Class 33s so here are some of my early efforts and if I wasn't out 'doing' Class 33s on the Portsmouth to Bristol line I would be out somewhere else locally. This usually meant Class 50s with their impressive sound effects and a similar 'big loco' presence to the 'Westerns'. This wasn't as difficult as you might think in the 1980s because, though HSTs dominated Inter City workings out of Paddington, they didn't work everything. There were quite a few columns in Table 125 of the GBTT lacking the '125' heading! There were also the Paddington to Cheltenham and on the Southern Region, the Waterloo to Exeters.

In reality HSTs were everywhere and regarded as boring but I often photographed them anyway because I liked their stylish, streamlined blue and yellow front ends. They've earned the right to be regarded as classic traction so a quick look at them in the earliest livery is also included.

Rail Blue from Penzance to Georgemas Junction

Prolific cameraman Gavin Morrison presents a small selection of his images covering the entire length of mainland Britain from the South West to the Far North during the rail blue years.



25th October 1978: In the days when Laira depot seemed to burn the dirt off the locos rather than cleaning them a very shabby No 50049 'Defiance' is ready to leave Penzance on the 10:21 to Leeds.



5th September 1976: No. D1034 'Western Dragoon' passes Cowley Bridge Junction east of Exeter with 4M05 the 12:48 Penzance to Crewe parcels train that connected at Bristol into the TPO to Newcastle at Bristol.



11th August 1979: Looking down on the loco stabling point outside Brighton station the two most common Southern Region locomotive types can be seen: Class 33s Nos. 33023, 33052 and 33021 and Class 73s Nos. 73101 and 73104. Also of interest are the breakdown crane and several old Southern Railway coaches in departmental colours.

25th August 1979: A summer Saturday sees No. 37109 leaving Great Yarmouth Vauxhall on the 09:15 to Newcastle. Another train powered by a Class 31 stands in the adjacent platform. A Class 03 stands in the yard which contains an 'Interfrigo' van. This will no doubt have travelled here by the Zeebrugge to Harwich train ferry.





22nd October 1983: The south end of Crewe station sees No. 81017 heading south on a well loaded Freightliner service. The majority of the containers are lettered 'OCL'. Overseas Containers Limited was a consortium of four of the largest British shipping companies: P&O, Alfred Holt & Co., British & Commonwealth Shipping Co. Ltd., and Furness Withy & Co. Ltd. The train is probably bound for Southampton.



14th June 1986: A dramatic view of the cavernous exit from Liverpool Lime Street with a Class 31/4 leaving with the 13:45 to Sheffield which will travel via Warrington Central, Manchester Piccadilly and the Hope Valley Line.



16th April 1981: A recently overhauled Cass 37 No. 37004 is seen just south of Bridge Junction at Doncaster on a southbound MGR coal train.



27th September 1979: Mixed freight trains were once a common sight and this one is heading past Stourton just to the south of Leeds city centre behind 40002. The train is conveying a large number of vacuum braked mineral wagons containing scrap metal so is likely to be heading towards Tinsley yard at Sheffield. The wagons will then be dispatched to one of the steelworks in the nearby area.



18th April 1981: One of Haymarket depot's Class 47/7s No. 47710 'Sir Walter Scott' emerges from the north end of the Dundee tunnel at the head of the 11:00 Edinburgh to Aberdeen.



30th June 1987: No. 37420 'The Scottish Hosteller' arrives at Georgemas Junction, with the 06.35 Inverness to Wick and Thurso. In the background another Class 37/4 waits on the curve to take the Thurso portion of the train on to the most northerly station in Britain.

STAFFORD AND CREWE FREIGHTS

I am writing to say how much I enjoyed the articles that have appeared in TRACTION 259 and 260 featuring the intrepid overnight sojourns of the editor at Stafford and David Clough at Crewe. Their records provide a fascinating reminder as to how busy, and how varied, activity along the West Coast Main Line (WCML) was back in those halcyon days of 1975, when the Class 87s had just finished rolling off the production line and a particularly fine new dancer had recently joined Pans People on 'Top Of The Pops'!

From his Stafford listings the editor was rewarded with sight of that short-lived working 4A31, the Manchester Oldham Rd to Camden Air Braked Service, which ran for about two years on behalf of National Carriers with some of the air-braked vans in its formation dedicated to Marks & Spencer and Woolworths traffic.

In the article about Crewe sightings David Clough mentions 4M68, the Millbrook to Trafford Park Freightliner and ponders why, after it had stopped for a crew change in Crewe station and been overtaken by 4M70, the Stratford to Garston Freightliner, it continued north along the WCML rather than taking the direct route from Crewe via Sandbach to Manchester. In fact both of these Freightliners turned off the WCML at Weaver Junction and headed for Liverpool since 4M68 also included a portion for Garston Freightliner Terminal as well as one for Trafford Park.

Upon 4M70's arrival at Garston Junction the electric would be removed and then one of the local Class 08s would shunt its Garston portion into the Freightliner terminal before emerging again with the Trafford Park wagons. At this point a main line diesel, often a Class 40, would be attached to the western end of the train and then the '08' would haul both the Trafford Park portion and the trailing Class 40 around the Up & Down Goods between Church Road Signalbox and Allerton East Junction as far as Cressington. Here the '08' would be detached and the train reverse direction, crossing the Up and Down Fast lines at Allerton West Junction to reach the Hunts Cross Chord and continuing on to Trafford Park via Widnes and Warrington Central. After reversing its train into Trafford Park FLT the Class 40 would then head light engine to Northwich to pick up a train of soda ash destined for Ravenhead Sidings in St Helens.

DAVID RATCLIFFE BY EMAIL

DUDLEY LINE

My Dudley Line article in TRACTION 258 mentioned freights diverted through Dudley from off the North & West 'Welsh Marches' route via Hereford during July 1992 and also the final booked workings on the last day of the Dudley line's operation as a through route on Friday 19th March 1993. Readers might like to see these two photos at Wednesbury provided by Mike Hemming and Paul Dorney.

Mike's shot shows 6S55 the Burngullow to Irvine 'Silver Bullets' clay slurry service hauled by 37411 and 37675 on Wednesday 29th July 1992. Paul's photo depicts 47238 powering the last revenue freight to run via Dudley, the 6T50 RfD trip from Brierley Hill to Bescot formed of a long raft of steel empties for return to Cardiff and Scunthorpe. The Class 47 carries a 'The Dudley Dasher Memorial Special' headboard in recognition of the 'push-pull' steam shuttle that once ran between Dudley and Walsall.

DAVID J. HAYES, WEDNESBURY..



CAPTION CLARIFICATION

An edit made to the caption accompanying the Luton area image at the bottom of page 22 in TRACTION 260 appears to imply that the Inter-Frigo refrigerated vans seen standing in Luton's Crescent Road goods yard were in use for imported offal for Pedigree Petfoods at Melton Mowbray, which was not the case. Such traffic was railed direct to Melton Mowbray and the point I was trying to make was that imported offal for Pedigree Petfoods was one of the last traffics to use these refrigerated vans. I would like to thank David Ratcliffe for contacting me with details that those seen at Crescent Road were most likely in use for seasonal imports of grapes for local pressing. Such traffic was handled at Luton up until the early 1980s.

DAVID J. HAYES, WEDNESBURY.



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

BRING, SEND OR COLLECT

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

STEP
03



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@RAILSOFSCHEFFIELD.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