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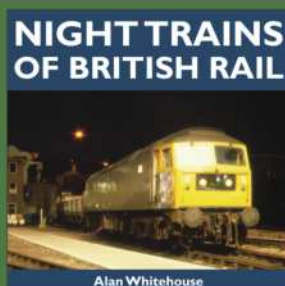


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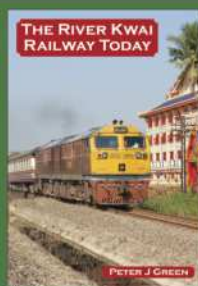
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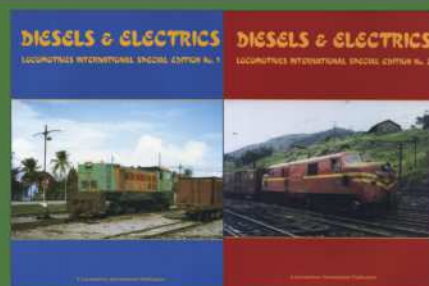
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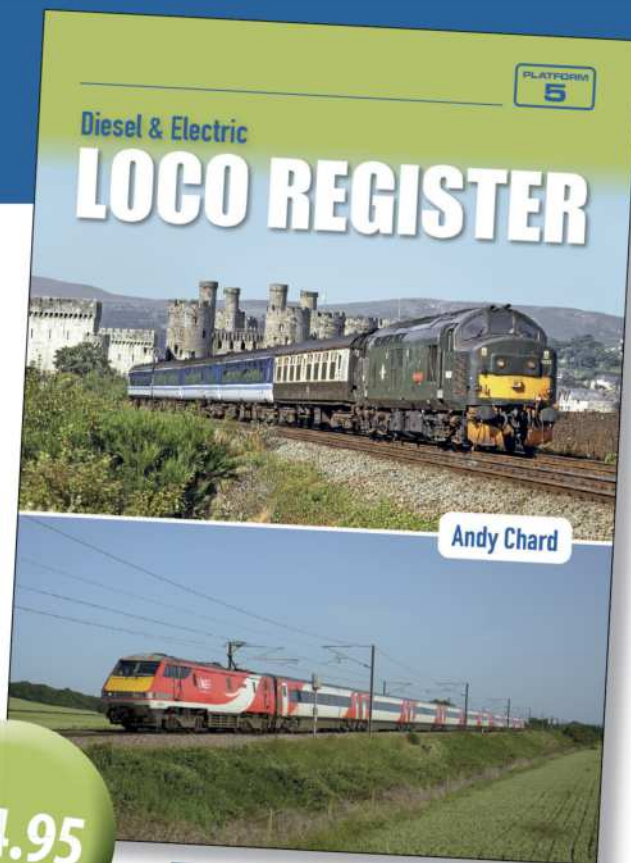
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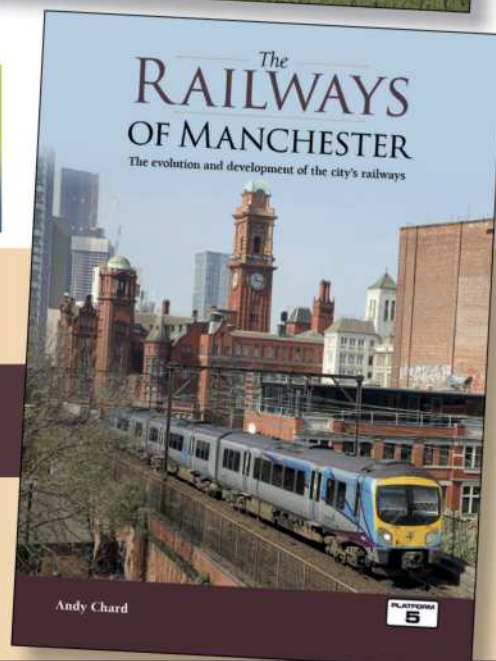
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We start this issue of TRACTION with the first part of a series of articles about the liveries applied to locomotives at Eastfield depot in Glasgow. A former member of staff, John Baker, reveals some of the intriguing details behind the development of the 'Eastfield Style'.

David Hayes concludes his description of coal traffic to Ironbridge power station, this time concentrating on the period from the 1990s until its closure in 2015.

Our European feature looks at the development of Swiss electric locomotives in the 1960s and 1970s which produced some of the most successful Bo-Bo and Bo-Bo-Bo designs ever to run in Europe.

To coincide with the announcement of the forthcoming Accurascale's Steel Coil A wagon model, John Dedman has searched his photo archive and looks at one of the last flows of traffic that used these wagons. It conveyed imported steel coils from Hamworthy in Dorset to Llanwern in South Wales.

Keeping main line diesels in running order is a mammoth task and the Western Locomotive Association 'Western Ranger' bogie overhaul is no exception when it comes to funding this type of work. Members of the society explain what is happening.

The humble Class 73 electro-diesel drew Lancastrian Tom Heavyside down to the south of England to photograph these locomotives hauling freight trains. He has chosen a selection of images for our enjoyment.

Keith Widdowson's contributions to TRACTION are well known and this time it is the turn of his travels behind the Brush Type 2s. He first encountered the class on suburban trains out of Moorgate and King's Cross in the 1960s.

The 'Little North Western Line' between Settle Junction, Morecambe and Carnforth has always been in the shadow

of its more illustrious neighbour the Settle and Carlisle Line, but it is by no means an uninteresting route. Gavin Morrison's selection of photos gives an idea of some of the types of traffic that used the line before it became a real railway backwater.

In TRACTION MODELLING we look at an intriguing N gauge layout based in spectacular scenery in the north of England and features lots of variety in the traffic to be seen. In our review section we look at the superb O Scale model of the ill fated 'Clayton' Bo-Bo diesel.

Stephen



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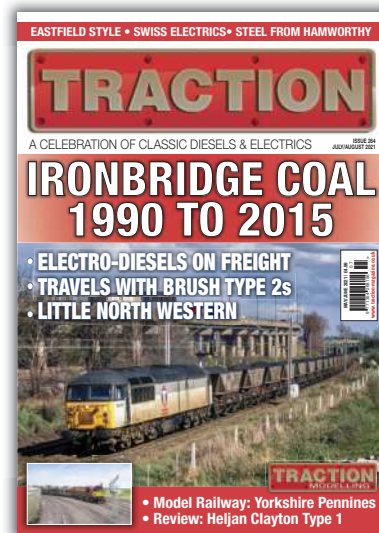


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On 24th April 1996 56070 powers the afternoon 7G51 Bescot to Ironbridge MGR towards Darlaston Junction.
DAVID J. HAYES



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Eastfield Style: Part 1

Former Eastfield secondman John Baker remembers how the depot embraced the trend of other maintenance depots in seeking an identity for their own allocation of locos.

Eastfield
ED

Stratford depot in London was renowned for many years for smartly turned out locos with their trademark light grey roofs. Finsbury Park had white cabs on their 'Deltics' and white waist band stripes on their Class 31s. Other depots followed, seeking an identity for their allocation and thus making a statement of their pride. In all cases this practice started unofficially on the 'shop floor' and often met with instant disapproval from higher up. Some more enlightened management though recognised the morale boost the workforce gained from these displays and bravely gave approval or conveniently turned a blind eye until the pressure from the highest levels forced them to take action to maintain the corporate BR standard identity.

Eastfield, like all the larger maintenance depots, had the members of staff with the skills to undertake bodywork repairs and painting of locos. Most commonly painting was to tidy up scruffy locos that might have some time to go before being called to the works for overhaul, after accident repairs or turning out locos buffed up for Royal Train duties or naming ceremonies.

By 1978 BR needed to improve services in Scotland but, as usual Scotland, was bottom of BR's list and it was only improvements on routes down south that

released locos for use in Scotland. So starting from late 1978 an initial allocation of 15 former 'English' Class 37s started slowly arriving at Eastfield Depot until early 1981.

Of course they weren't going to send their best ones and many of these had been a long time out of the works and were not in the best condition but they came with the promise that they would soon all be off to the works for a thorough overhaul. The future was for a fleet of 'reliable' locos on which to base service improvements.

By June of 1981 the influx of boiler fitted Class 37s had reached sufficient numbers for the plan to oust the long serving Class 27s from the West Highland Line to go ahead. Eastfield's Class 37s were thus getting a lot of attention and this culminated in recently ex works 37027 being unofficially painted in a sort of Large Logo livery only minus a large BR logo and large numbers! This was partially based on events seen taking place south of the border with Large Logo style liveries and at Scottish neighbour, Haymarket Depot in Edinburgh. Large Logo livery, as it became known, had first appeared as an experiment with 56036 trialling the livery in 1978. It was applied at Stratford Works, and then copied by adjacent Stratford Depot who applied Large Logo livery

unofficially to one its Class 47s. This livery then became more common as it started to appear on Class 50s being outshopped after refurbishment at Doncaster Works, with 50023 being the first in August 1980.

37027 repainted

So in June 1981 when the final two of Haymarket's 47/7s, 47711 and 47712, were officially painted for naming in Large Logo livery with extended yellow ends and light grey roof, Eastfield decided that anything Stratford, Doncaster Works and Haymarket could do would be just the thing for their Class 37s. So 37027 was publicly displayed at Glasgow Works Open Day on the 21st June 1981.

It might have got the public's approval, but not the higher management's when they saw it! It was a bit of an overreaction considering Chris Green (the ScotRail general manager) had only said the previous month he wanted the Class 37s given a special paint up. But there again what did he know about painting things up! Eastfield was ordered to repaint it forthwith. However, it escaped for a few weeks visiting various parts of the country and even hauled an outing of the general manager's inspection saloon, before finally returning home to Eastfield and repainting back into standard BR blue.



37027 'Loch Eil' sets about suffocating the naming ceremony guests on 6th October 1981. A penny for the thoughts of Chris Green, carrying his notes, as he looks on. BRIAN REID



37196 is at Eastfield on the 8th February 1983 with its freshly applied red stripe. JOHN BAKER

The main objection was that it looked a mess and had no style about it, not easy with what is basically an ugly loco. The complaints mainly focused on the excessive area of yellow extending back from the nose ends.

On 37027 the whole nose was bright yellow and also the cab doors, as copied from 47711 and 47712; it was the only Class 37 to ever have yellow cab doors. It was recognised that the loco would soon become dirty and care worn and this expanse of yellow was just not practical. Other oddities associated with 37027's repaint was the placing of the small numbers and BR logo mid body side. Nothing though was going to upstage 47711 and 47712 in Scotland and that was that.

37111 and 37112 were also painted similar to 37027 at the same time, although the yellow noses did not extend back over the cab doors. Also the black window surrounds extended round over the side windows, but with no yellow above the side windows to the roof line, the only Eastfield ones to have this difference. Forty years later 37610 now honours 37027, 37111 and 37112 by wearing an almost identical livery!

37027 would later join other recently

On 9th June 1983, several months after its unveiling, 37014 again departs Glasgow Queen St, and in fine style, with the 16:34 to Fort William and Mallaig. Also conveyed in the train was a former LNER vehicle returning from maintenance at Cowairs for use as an observation car on the Mallaig line. Appropriately former Stratford silver roofed 47004 waits with the 16:38 to Dundee. JOHN BAKER



A rather tatty looking 37039 is at Eastfield with its unique 5 cm wide white stripe on 14th June 1983. JOHN BAKER



37081 is positioned in the sun at Eastfield for its Radio Times photo shoot on 14th July 1983. JOHN BAKER



ex works locos 37026, 37043 and 37081 as the locos chosen to 'launch' the revitalised West Highland Line timetable later in the year. However, after 37027 had been repainted there seems to have been a misunderstanding between Buchanan House, the BR Scottish Region headquarters and Eastfield Depot as 37111 and 37112 managed to run unaltered for a long time, 37112 in particular ran until February 1984. This even included a visit to Doncaster Works in July 1982 for fitting of snowplough brackets which necessitated cutting back the nose end skirting which was only given a roughly painted touch up. Maybe the works was also waiting for Eastfield to carry out orders and repaint the noses properly.

However some problems with yellow nose ends on 37111 and 37112 soon appeared as on sunny days the glare was so much that it blinded the drivers. This quickly led to the nose top access doors being painted matt black. The window surrounds remained gloss black. All later nose tops would be all over black, except for 37146 which stayed blue, Inverness depot also having their own slants on individuality.

Naming the Class 37s

The next time any of Eastfield's Class 37s would receive any adornments was the quadruple naming ceremony on the 6th October 1981 when 37026 was named 'Loch

Awe', 37027 'Loch Eil', 37043 'Loch Lomond' and 37081 'Loch Long'.

This was billed as a high profile launch to coincide with a number of improvements to the West Highland Line timetable introduced in June 1981. Dignitaries from the regional counties from where the locos chosen names originated were invited to the naming ceremony at Glasgow Queen Street station.

One of the improvements being promoted was the 'new reliable' locos in the form of Class 37s. However, all was not well with the chosen locos. The plan was for them to be coupled up in near numerical order for the naming ceremony in platform 1, but due to assorted technical problems only two were running and one of those couldn't be driven. After much shunting, the locos were ready to trip down to Queen Street from Eastfield and hopefully make it back up the steep 1 in 44 Cowlaire incline to the depot.

All went well until the locos were ready to depart for Eastfield, when 37027 opened up to lift its 315 ton load of dead locos. It required almost a full power setting on the power handle which resulted in a massive plume of oily exhaust clag under the station roof, choking the naming ceremony guests! 37027's revenge on the higher management maybe?

These locos were also the first to carry the West Highland terrier, 'Westie', emblem that had been chosen as the West Highland Line trademark commonly, and incorrectly,

referred to as a 'Scottie Dog'. On these four locos the emblem was a smaller and plainer version than those later applied en masse to all Eastfield's locos from May 1982 onwards.

The red stripe

The next time Eastfield dared to test the waters with any paint adornments was in February 1983 utilising 37196, an Eastfield allocated loco, but not a West Highland regular. It was essentially a freight only loco and only vacuum braked, most West Highland Line freight being air braked by this time. This was painted with a red 20 centimetre wide lower waistband stripe; hardly a low key way to seek approval. It looked awful and emphasised the fact that a Class 37's body side is not really suited to such paint schemes.

37196, being like so many others from Eastfield's allocation fresh off planned maintenance, then disappeared off on a tour of the national rail network for a few weeks before returning home for, yes, a repaint. Again reactions were not favourable and the red returned to standard blue a month later. However the red stripe 'experiment' did show that there was an option for breaking up the otherwise large expanse of blue bodyside.

By this time Allan Baker of Finsbury Park and white cab 'Deltics' fame was now the area maintenance engineer charged with the responsibility of improving Eastfield's



On 24th November 1983 27056 is at Eastfield after working the Royal Train the previous day. JOHN BAKER



(LEFT) 47593 rolls out the shed at Eastfield 15th September 1983, ready for its naming at Stranraer the following day. In the background 37192 wears its freshly applied and now standard 8cm white stripe. 47593 would later receive the large logo livery. In 2019 the locomotive was again repainted in this livery by Locomotive Services Ltd. JOHN BAKER

fleet reliability. This was not helped by the depot receiving regular new allocations of locos that were long in the tooth and in need of a works visit. Most of the others, even the dedicated West Highland Line Class 37s, often worked far from home and needed some regular care and attention. He set about creating an identity for the depot and for the staff to have a pride in and decided to try out his favourite colour of white on something new.

37014, pot luck

And so the livery experiment moved onto stage two and it was the turn of 37014 to be thrust into the limelight. Now 37014 was probably one of the scruffiest 37s at Eastfield, but there was a good reason for this. It was highly reliable (some were!), and it was never stopped long enough to receive a good clean so it was only because it was stopped for a 'C' Exam that it was chosen for some special treatment, once it had received a very good scrub and brush up that is.

Now the repaints at Eastfield fell into two categories, either a loco was specifically chosen in connection with an upcoming naming ceremony, these usually being locos recently ex-works with the body and base paintwork in top condition so quite tidy, or they were chosen just by pot luck.

Pot luck locos were selected from locos stopped for major servicing exams or with significant defects that would see them awaiting parts for weeks. Providing the loco was not nearing its next visit to the main workshops (with only three exceptions that is), and space was available, then a loco would be selected for a repaint. So this was how 37014 found its way into the scheme of things: pot luck.

The three exceptions incidentally were 08938, 37026 and 37079 which all went to the works within months of painting at Eastfield.

The white stripe

So 37014 became the first to receive what would go on to be an Eastfield trademark, the now legendary 'white stripe', and this was applied the same day 37196 lost its red stripe. For all its fame, the white stripe was only carried by seventeen locos. Having by this time had several rebukes about paint schemes along the way, the decision was taken to take it one step at a time starting with a low profile look. 37014's white stripe was only 2 centimetres wide, so quite discreet, although its launch wasn't!

It was allocated to the 16:34 to Fort William which meant it just happened to be in Glasgow Queen Street station at exactly the same time as the 16:38 to Dundee was being boarded by the higher management from headquarters, who regularly used this

service to commute home. This would be the first they would know of this latest loco embellishment and the number of phone calls received the following day would usually indicate their opinions! I wasn't party to these calls but there couldn't have been many, if any, and soon after 37039 followed suit, this time with a slightly thicker 5 centimetre white stripe.

The experimenting with 37014 and 37039 revealed several problems associated with the Class 37 body side. The original plan was to run the stripe parallel with the camber in the body side where it curves in towards the sole bar. This led to a line that wasn't straight and there were also breaks in the stripe where it encountered recesses for footsteps in the body side. All future white stripes would be thicker, at 8 centimetres and use the bottoms of the nose end access grills and body side sand box fillers as the datum for the white stripe. 37017 then followed a week later with what would be the final version of the white stripe at 8 centimetres thickness. With no disapproving phone calls 37012, 37027 and 37081 quickly followed during the month. 37012 even appeared as a LIMA 00 model in its white stripe livery in May 1986. 37081 was also the depot mascot and usually appeared on high profile jobs.

One of these was a photo shoot for the 'Radio Times' to illustrate an upcoming TV program about the West Highland Line as part of BR's ongoing promotion of the lines in the West and North of Scotland. The 'Radio Times' photographer was a bit narked at a few of us with cameras capturing the event and rudely warned us about publishing our photos. I think I am safe to do so now!

The high gloss look on the paint work was obtained by first washing the loco, allowing it to dry and then polishing the body with a cloth impregnated with diesel fuel, paraffin being used to similar effect in steam days. In the photo looking at the roof line area, above the radiator it shows a higher ladder would have helped! Black exhaust soot completed the roof's matt finish. It was a nice finished look but don't lean against it. Nowadays we have 'two pack paint' for the same effect.

37081 along, with an ETHEL unit (a former Class 25 used to provide electric train heating), was specially allocated to the ScotRail promoted day excursions to Oban from Edinburgh using a spare push-pull set on several Sundays through July and August. It worked almost all of these with only grubby 37039 and 37108 standing in on two of the Sundays. Whilst the application of white stripes carried on in a random manner there were other repaints to deal with.

By this time the Scottish Region was

eventually taking delivery of the latest batch of Class 47/4 conversions and to coincide with the ongoing 'service improvements' on a number of other routes and some of these locos were selected for naming. One such loco was 47593 which became 'Galloway Princess'. It received little embellishment other than red buffer beams, silver buffers and white wall tyres, but no dog emblem. It was felt best not to tempt any adverse reactions with any more white paint, other than on the tyres! It would be exactly another twelve months before Eastfield dare apply Large Logo livery to a Class 47.

So far so good and with a few more '37s' now in circulation with their white stripes it was time to seek some royal approval. Prince Charles was due to visit the IBM factory near Gourrock on the 23rd November and the Royal Train was his chosen means of arriving there, travelling overnight from London for the morning visit down the branch line to the IBM halt station. The train would require an additional engine at Mossend Yard to travel down the branch and, although Motherwell was the nearest depot, it was Eastfield that had the responsibility to supply the loco. A type 2 was required so the honour fell appropriately to a Class 27.

These versatile locos had fallen out of favour back in 1981 when the Class 37s were seen as the best thing since sliced bread. However, the Class 37s had been far from a success, failing to deliver the promised improvements with highly unreliable train heating boilers and excessive tyre wear and associated higher track maintenance costs; a whole magazine article in itself. Only stubborn management beliefs kept them persevering with the never ending extra cost of running the large Class 37 fleet.

There was still a requirement for type 2s so the refurbishing of a number of suitable locos from the Class 26s and 27s was approved and their subsequent reliability was quite good. So 27056 just happened to be stopped at Eastfield for routine maintenance and its paintwork was pretty good so it was chosen for Royal Train duty.

Eastfield was not going to miss this high profile opportunity and a broad white stripe was applied just above the sole bar between the cabs akin to that carried on the 'Peaks' when green. White windscreen surrounds as carried by the Class 27s when new would have also been a nice addition though. Royal approval must have been granted as 27056 kept this livery until 24th September 1984, by which time all the '37s' had lost their white stripes following orders from higher above, as something more striking was coming; it too was about to get an 'Eastfield Style' variation on its paint scheme.

John Baker will return in the next issue with more tales of Eastfield Style.

Thursday 30th July 1992: Trainload Coal sector 60090 'Quinag' descends from the Sutton Park line towards Ryecroft Junction, at 12:04, with what is believed to be 6M45, the previous evenings 21:46 FSSuX departure from Millerhill to Ironbridge, laden with Scottish opencast coal. The MGR is formed of canopied hoppers capable of Class 6 (60 mph) operation when loaded. Part of the former South Staffordshire Railway alignment from Wichnor Junction to Dudley via Lichfield, Walsall and Wednesbury is also visible in this view, the trackless section seen here having closed between Brownhills and Ryecroft Junction in March 1984. DAVID J. HAYES.



Ironbridge Coal: Part 2

David J. Hayes concludes his account of the rail operations once associated with this Shropshire power station, which closed in late 2015.

By the late 1980s, the movement of coal to Ironbridge Power Station was being handled by the coal sub-sector. In January 1988, there were around 55 loaded Merry-Go-Round (MGR) trains for Ironbridge each week. The majority originated from Littleton and Silverdale with 15 departures apiece, ten each from Daw Mill and Trentham, and five from Baddesley. The pit at Baddesley closed in 1989 but it is believed that MGR operations continued for a while to clear stockpiles of coal.

The sphere of coal supply for Ironbridge was greatly expanded during the 1990s to include Scotland and South Wales, the latter sending

trains from Parc Slip. Coal from Scottish sources was trunk hauled from Millerhill Yard and routed via York and Toton, both of which acted as staging points. Later, much of the Scottish traffic was routed through Ayr Falkland Yard and along the West Coast Main Line (WCML), although certain Scottish services continued to traverse the Sutton Park-Walsall-Wolverhampton axis via Pleck Junction and Darlaston Junction.

Table 1 details the train plan for Ironbridge as of January 1993. Joining Daw Mill and Littleton are services from Chatterley Valley, in the Potteries, and Millerhill. Missing are the flows from Silverdale and

Table 1: Ironbridge Delivery Schedule: January 1993.		
Train	Service Details	Arrive
7T66	02:20 SuX from Daw Mill	06:35 SuX
7G44	06:35 SSuX from Bescot (ex-Chatterley Valley)	07:45 SSuX
7T63	07:45 SuX from Littleton (may run to Rugeley)	09:00 SuX
6M73	14:20 SSuX from Millerhill	09:57 MSuX
7T64	10:15 SuX from Littleton	11:30 SuX
6G45	09:57 MO from Toton (ex-Millerhill)	13:09 MO
6M45	21:46 SSuX from Millerhill	13:09 MSSuX
7T67	12:05 SO from Daw Mill	14:15 SO
7G48	12:45 SSuX from Chatterley Valley	14:45 SSuX
7T67	13:45 SSuX from Daw Mill	15:55 SSuX
7T64	15:40 SSuX from Littleton	16:55 SSuX
7T65	17:30 SSuX from Littleton (may run to Rugeley)	18:45 SSuX

Trentham, both of which, despite their omissions, were still active locations. The weekly total equates to 54 loaded trains, although some of those from Littleton could run alternatively to Rugeley Power Station. The long hauls from Scotland were powered by Class 60s and formed of MGR sets consisting of HBA canopied hopper wagons capable of 60 mph running when loaded, hence their Class 6 designation.

The Transrail era

The creation of the three BR pre privatisation freight companies, LoadHaul, Mainline Freight and Transrail in April 1994, saw the majority of MGR operations based on Ironbridge coming under the aegis of the Transrail, whose 'territory' covered all of Scotland and Wales, and the western half of England stretching from Cornwall to Cumbria.

The main Transrail hub for the West Midlands was Bescot Yard, which, following the demise of Speedlink in July 1991, had become something of a focal point for coal and infrastructure operations and would later become an operating base on the Enterprise wagonload network launched by Transrail in September 1994.

Although Transrail handled some MGR traffic from North Staffordshire for Rugeley, its core West Midlands MGR activities were focused on Ironbridge with movements from Daw Mill, which were usually staged at Bescot. Ironbridge, however, was also infiltrated by Mainline Freight Class 58 powered MGR trains from Toton.

Some Ironbridge workings continued to use the Oxley Chord, these being Transrail Class 56 hauled MGR duties from Chatterley Valley. The movements from Littleton had ceased following its closure in December 1993. Thus, the number of workings booked to use the 'chord' as of June 1994 had diminished to just eleven loaded trains per week and five return empties. Ironbridge at this time was scheduled to receive around 40 loaded MGRs per week.

A new source of coal supply for Ironbridge in the pre privatisation era was Avonmouth with trains initially being operated by Transrail.

Enter EWS

Although the intention was for the three BR pre privatisation freight companies to be sold as separate businesses, all three were acquired as a complete package deal in February 1996 by American railroad company Wisconsin Central and rebranded as English Welsh & Scottish Railway

(EWS). Under EWS, Bescot continued its role as a West Midlands focal point for coal, infrastructure and wagonload (Enterprise) operations.

Those MGR activities centred on Ironbridge as of August 1996 and using Bescot Yard as a staging point are listed in Table 2. Nearly all of the loaded trains arriving at Bescot originated from Daw Mill, equating to 29 trains per week, although a dozen of these are shown as irregular runners. The number of forwarding connections from Bescot to Ironbridge at this time equated to 40 MGRs per week, mostly laden with coal from Daw Mill, although 18 of these paths were, again, irregular runners. It is easy to ascertain which MGR diagrams are related to each other with regards the empty and loaded movements to and from Daw Mill (and Calverton) and the forwarding connections to and from Ironbridge Power Station (e.g. 6G40/7G40 and then 7G41/6G41). The MGR train gracing the front cover of this issue of TRACTION (7G51, the 16:02 Bescot to Ironbridge) is also included in the table together with its associated services to and from Daw Mill (6G50 and 7G50), and its return working from Ironbridge (6G51).

Although running times could vary, an average out and back round trip from Bescot to Ironbridge took about three and a half hours, with around 75 minutes of this at the power station. Some workings could be held in the Wolverhampton area to await a suitable path through the station; it appears that very few coal trains were actually using the Oxley Chord at this time.

In addition to coal from Daw Mill, the connections from Bescot to

Table 2: Ironbridge related MGR turns using Bescot Yard: August 1996.

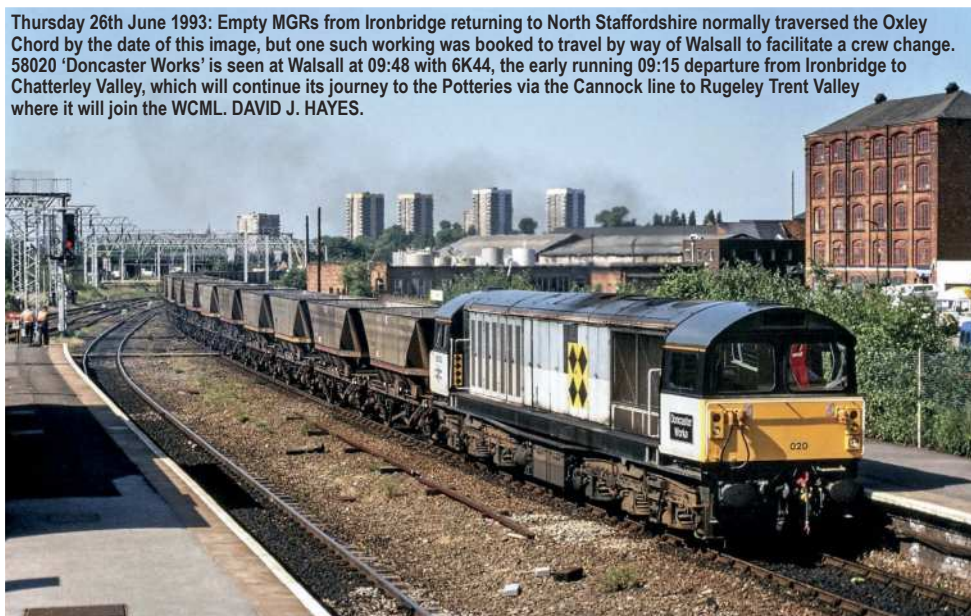
(Services shown in light typeface were irregular)

Train	Service Details	Arr. Bescot	Dep. Bescot
6G40	01:18 SuX to Daw Mill		01:18
6P11	03:00 SuX to Daw Mill		03:00
7G40	03:18 SuX ex-Daw Mill	04:14	
6G44	05:25 SuX to Daw Mill		05:25
7G41	05:30 SuX to Ironbridge		05:30
7P11	05:05 SuX ex-Daw Mill	06:05	
7G42	06:13 SuX to Ironbridge		06:13
7P12	07:00 SuX to Ironbridge		07:00
7G44	07:23 SuX ex-Daw Mill	08:27	
6G41	07:52 SuX ex-Ironbridge	08:56	
6G42	08:41 SuX ex-Ironbridge	09:47	
6P15	09:50 SuX to Daw Mill		09:50
6P16	09:54 SuX to Calverton		09:54
6P12	09:37 SuX ex-Ironbridge	10:57	
7P14	11:30 SuX to Ironbridge		11:30
6G50	11:57 SSuX to Daw Mill		11:57
7P15	12:02 SuX ex-Daw Mill	13:09	
7G48	14:47 SSuX to Ironbridge		14:47
7G50	13:45 SSuX ex-Daw Mill	14:49	
6P14	13:57 SuX ex-Ironbridge	15:02	
7G51	16:02 SSuX to Ironbridge		16:02
7P16	14:10 SuX ex-Calverton	16:51	
7P17	17:30 SuX to Ironbridge		17:30
6G48	17:14 SSuX ex-Ironbridge	18:16	
6G51	18:37 SSuX ex-Ironbridge	19:45	
6P17	20:18 SuX ex-Ironbridge	21:46	

Table 3: Ironbridge MGR Coal Deliveries: Friday 16th August 1996.

Train	Service Details	Loco	Arr. approx.	Tonnes	Coal Source
7G41	05:30 ex-Bescot	56066	06:40	1,002	Daw Mill
7P12	07:00 ex-Bescot	56127	08:25	985	Daw Mill
7P24	11:30 ex-Bescot	58041	12:40	1,072	Welbeck
7P21	12:48 ex-Bescot	58006	14:05	1,077*	Calverton
7P23	15:08 ex-Bescot	56049	16:25	1,090*	Calverton
7G51	16:02 ex-Bescot	56127	17:10	1,072	Daw Mill
7P17	18:02 ex-Mid C.	56066	19:40	947	Mid Cannock

*MGR trains from Calverton formed of 34-hoppers.



Thursday 26th June 1993: Empty MGRs from Ironbridge returning to North Staffordshire normally traversed the Oxley Chord by the date of this image, but one such working was booked to travel by way of Walsall to facilitate a crew change. 58020 'Doncaster Works' is seen at Walsall at 09:48 with 6K44, the early running 09:15 departure from Ironbridge to Chatterley Valley, which will continue its journey to the Potteries via the Cannock line to Rugeley Trent Valley where it will join the WCML. DAVID J. HAYES.

Friday 21st May 1993: 58001 eases through Wolverhampton with what is thought to be 7T66, the 16:40 SSuX MGR from Daw Mill to Ironbridge. MIKE HEMMING.



Friday 9th March 1990: The opening of the Oxley Chord in August 1983 eliminated time consuming run-rounds and reversals at Cannock Road Junction for loaded and empty Ironbridge MGR turns. 58017 negotiates the 'chord' at 10:10 with empties and has just passed a loaded train (the former alignment from Cannock Road Junction came in from the left). The viaduct carries the Stour Valley section of the Stafford to Wolverhampton and Birmingham main line from Bushbury Junction. Just visible in the distance through the righthand archway is Oxley Viaduct. The archway to the left of the loaded MGR once gave access to Wolverhampton's Stafford Road steam shed (closed September 1963). ANDY WILLIAMS.



Ironbridge could also be laden with coal from other sources, including Avonmouth (imports), Bentinck, Calverton, Gascoigne Wood, Harworth, Maltby, Milford, Oxcroft, Rufford, Silverdale, Trentham and Welbeck. The majority of these were booked over the Sutton Park line. Some workings booked via the 'Park' may have run direct to Ironbridge and avoided Bescot by way of the Pleck Junction to Darlaston Junction chord with a crew change taking place at Walsall instead of Bescot.

Avonmouth was still a relatively new forwarding point for Ironbridge coal during the EWS era and was later joined by Portbury in 2002. Initially these equated to two loaded trains each weekday, powered by a Transrail Class 56. The empties travelled from Bescot to Avonmouth by way of the Sutton Park line and Bromsgrove. The loaded trains also used the 'Park' to reach Bescot, but were routed via Swindon and Oxford to avoid having to be banked up the Lickey incline. An out and back trip from Bescot to Avonmouth took about 11 hours.

Another source of coal for Ironbridge was the Mid Cannock opencast disposal point. Trains from here were normally routed over the 'Pleck-Darlo' chord, but were sometimes staged at Bescot for operating purposes.

The MGR wagon sets used for Ironbridge trains during this period of the mid 1990s were often formed of 32 HAA coal hoppers measuring 960 feet in length with an empty trailing weight of 432 tonnes. Based on notes made at this time, the gross laden weight of such formations varied between 1,379 and 1,504 tonnes. Empty trains were designated as Class 6 (60 mph max), loaded trains as Class 7 (45 mph max). Some MGRs were allowed to travel at a 60 mph when loaded if entirely formed of hopper wagons suitable for travelling at that speed. Although Classes 56 and 58 were the most regular performers on Ironbridge MGR turns at this time, the Class 60 was also a frequent sight as well. Pairings of the Racal BRT (British Rail Telecommunications) Class 20s also made occasional appearances on Ironbridge MGR turns in 1996.

Table 3 details loaded trains serving Ironbridge on Friday 16th August 1996 and gives details of the payloads for each service. All trains were formed of 32 hoppers unless otherwise indicated. The tonnage delivered to the power station on this day was 7,245 tonnes. As can be seen, some resources made two loaded trips to the power station, but not always laden with coal from the same source of supply.

(LEFT) April 1992: One of the long distance Class 6 MGR coal-hauls from Millerhill to Ironbridge, which traversed the ECML via York, passes beneath the attractive station footbridge at Codsall behind 60089 'Arcuil'. These services at this time are believed to have been forwarded as specials from Toton. SIMON DEWEY.

Into the 2000s

As we entered the 2000s, the shape of MGR coal operations in the UK was about to take on a different image, and was beginning to be transformed by the introduction of the new EWS Class 66. There was also a massive wagon building programme to replace the HAA coal hoppers and their variants. Their replacements were to be the much larger bogie HTA type hoppers, which offered a 75 tonne payload per wagon, 60 mph (Class 6) running when loaded, and Class 4 operation (75 mph) when empty. However, the old and new order of MGR operation would continue to work side by side for a while.

The sources of coal supply to Ironbridge around this time included some familiar and not so familiar points of origin, such as Chalmerston, Daw Mill, Killock, Knockshinnoch, Thoresby and Welbeck. The power station was also consuming coal arriving from import terminals at Avonmouth, Hunterston, Liverpool and Portbury. There were also import paths available for a while from South Wales (Grange Sidings) and Teesside (Redcar).

Some of the services from Scotland ran direct to Ironbridge via the Oxley Chord (from Ayr, Hunterston, New Cumnock and Ravenstruther) and used conventional MGR coal hoppers capable of Class 6 operation, which was essential for WCML running. Certain Class 6 workings laden with Scottish coal, however, were electric hauled for a while and provided the unusual sight of a Class 92 with a rake of MGR coal hoppers working into Bescot Yard from where the coal would be later forwarded to either Ironbridge or Rugeley as dictated by demand.

Although many Scottish trains ran from source of supply to Ironbridge, other forwarding points included Ayr, Mossend and Carlisle. Such workings could terminate at Warrington, Crewe or Bescot from where forwarding connections would be provided to Ironbridge or to other power stations. Table 4 details the schedule for Ironbridge in winter 2002. All services were operated by EWS and booked for Class 66 haulage. Trains at this time, however, were still formed of traditional MGR coal hoppers capable of Class 6 running rather

Table 4: Ironbridge Delivery Schedule: Winter 2002.

Train	Service Details	Weekly Total
6M13	02:21 SSuX ex-Portbury	5
6M32	11:38 SSuX ex-Ayr (recesses at Crewe)	5
6Z47	05:51 MSSuX (Q) ex-Portbury	4
6Z48	09:00 SSuX (Q) ex-Port Talbot (Grange Sidings)	5

Table 5: Ironbridge Biomass Delivery Programme: Summer 2015.

Train	Service Details	Arrive Approx.
6G68	00:24 SuX ex-Liverpool Bulk Terminal	04:30 *
6G6	04:52 SSuX ex-Liverpool Bulk Terminal	09:35
6G62	04:52 SO ex-Liverpool Bulk Terminal	09:45
6G64	08:00 SO ex-Liverpool Bulk Terminal	11:45
6G64	08:00 SSuX ex-Liverpool Bulk Terminal	12:45
6G55	10:38 SuO (Q) ex-Edge Hill (Tuchbrook Sidings)	14:10
6G56	13:25 SuO (Q) ex-Edge Hill (Tuchbrook Sidings)	17:05
6G60	15:07 SO ex-Liverpool Bulk Terminal	19:10
6G60	15:07 SSuX ex-Liverpool Bulk Terminal	19:45

NOTES: * The arrival time for 6G68 may well have been much later than shown. All services diagrammed for GBRf Class 66 haulage and booked via Oxley Chord

Saturday 4th March 2000: MGR workings conveying Scottish coal to power stations in the Midlands also traversed the WCML and for a while were powered by Class 92 electric locomotives. 92023 'Ravel' is seen north of Oxenholme with 6M40, the 07:06 from Ayr to Warrington. Some MGRs were Class 92-hauled through to Bescot from where the coal would be forwarded to either Drakelow, Ironbridge or Rugeley power stations. Such workings were later Class 66 hauled throughout, those for Ironbridge more often than not using the Oxley Chord. DOUGLAS JOHNSON.



(RIGHT) Tuesday 28th May 1996: At various times, Ironbridge Power Station has received block train deliveries of oil from various locations. The tranquillity around Coalbrookdale is disturbed by the passing of 37716 'British Steel Corby', as it hauls its trainload of discharged bogie tanks. The service is thought to be 6Z62, the 17:10 departure to Lindsey. MIKE HEMMING.

than the new HTA type hoppers. The HTAs, however, would soon appear on Ironbridge MGR workings, which would also see them traversing the Oxley Chord on long hauls from Scotland. In addition to these services, there were additional workings from Daw Mill, Hunterston and Immingham and later from Greenburn, Hicks Lodge and Liverpool Docks.

End of EWS monopoly

The EWS monopoly of power station coal hauls was to be broken in the early 21st Century by the Freightliner Heavy Haul (FHH) division of Freightliner, as coal contracts came up for renewal with the power generators. Like EWS, FHH also invested in new bogie versions of coal hoppers, but coded HHA, in readiness for the new coal contracts, some of which would involve working to Ironbridge with imports from the Bristol and Liverpool areas.

The HHA hoppers were very similar in appearance to the HTA types, but not to the same specifications. The most obvious differences were that the HTAs were painted in the company's maroon livery with EWS branding, whilst those for FHH were unpainted bare metal, but adorned with Freightliner Heavy Haul branding. As with the HTAs, the HHAs were capable of Class 4 and Class 6 running when empty and loaded respectively. In 2007 FHH took delivery of its bogie HXA hopper variant, which, although slightly shorter than an HHA, still offered the same 74.5 tonne payload capacity and Class 4 and Class 6 operating capabilities.

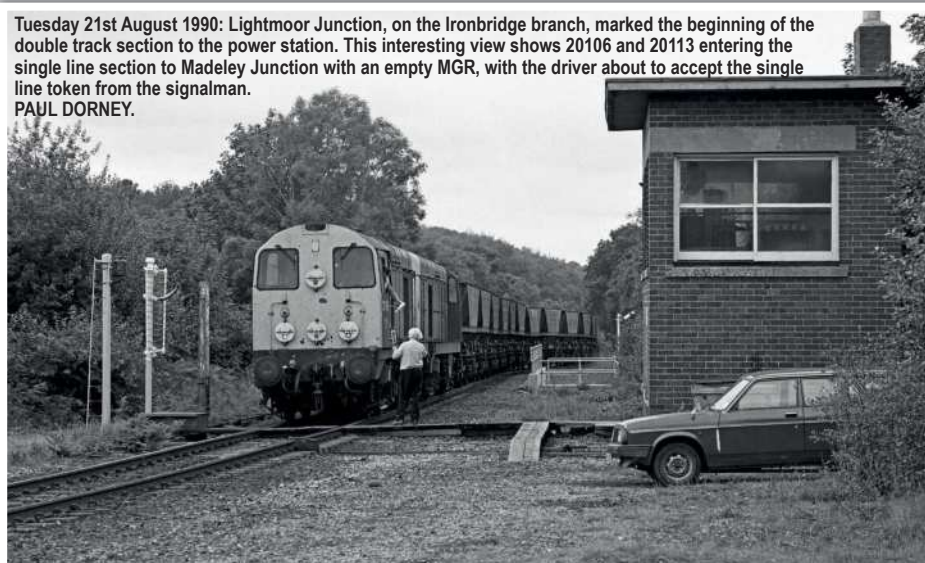
Goodbye EWS. Hello DBS

In January 2009 English Welsh & Scottish Railway officially became Deutsche Bahn Schenker (DBS). During the EWS/DBS transition period, which had started back in mid 2007, Ironbridge received EWS hauled coal import deliveries from Immingham and Portbury (and possibly from Liverpool as well), and Scottish opencast coal from Ravenstruther. To further maximise resources, the empties from some of these workings were dispatched from Ironbridge to Daw Mill for reloading with coal for Ratcliffe Power Station.

In summer 2009, the main flow to Ironbridge consisted of DBS import deliveries from Liverpool. DBS also shared the Ironbridge branch at this time with Fastline Freight and their import coal deliveries from Immingham. Although Fastline was a short lived entrant on the Ironbridge circuit, it managed to further expand its



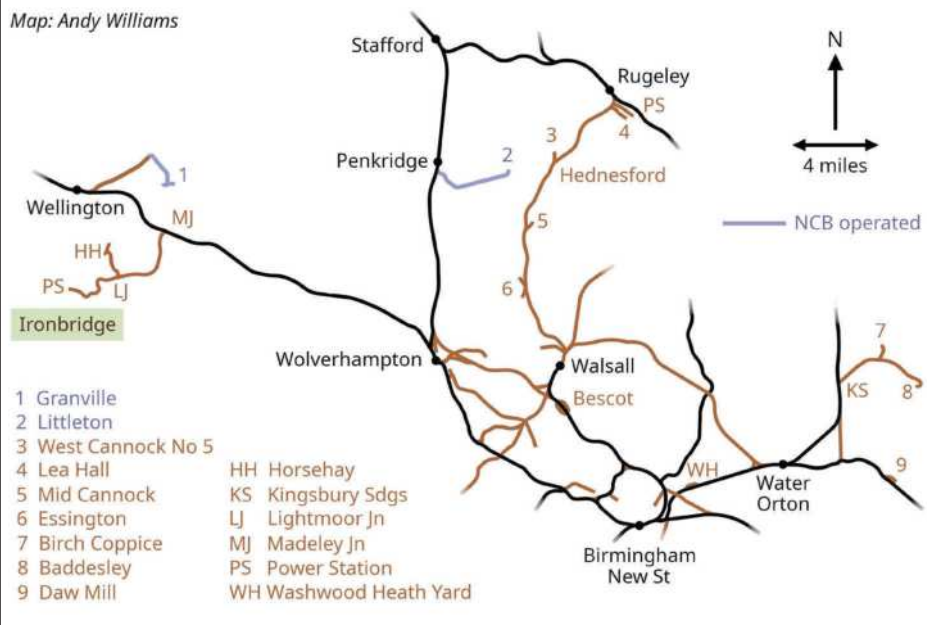
Tuesday 21st August 1990: Lightmoor Junction, on the Ironbridge branch, marked the beginning of the double track section to the power station. This interesting view shows 20106 and 20113 entering the single line section to Madeley Junction with an empty MGR, with the driver about to accept the single line token from the signalman. PAUL DORNEY.



Friday 2nd February 1990: At Ironbridge Power Station, the locomotive(s) of MGR arrivals were required to run round first before taking their trains through the wagon discharge facility, which could unload two MGR trains simultaneously. 20121 and 20141 are seen in the process of running round their loaded arrival. DJH COLLECTION.



Map: Andy Williams

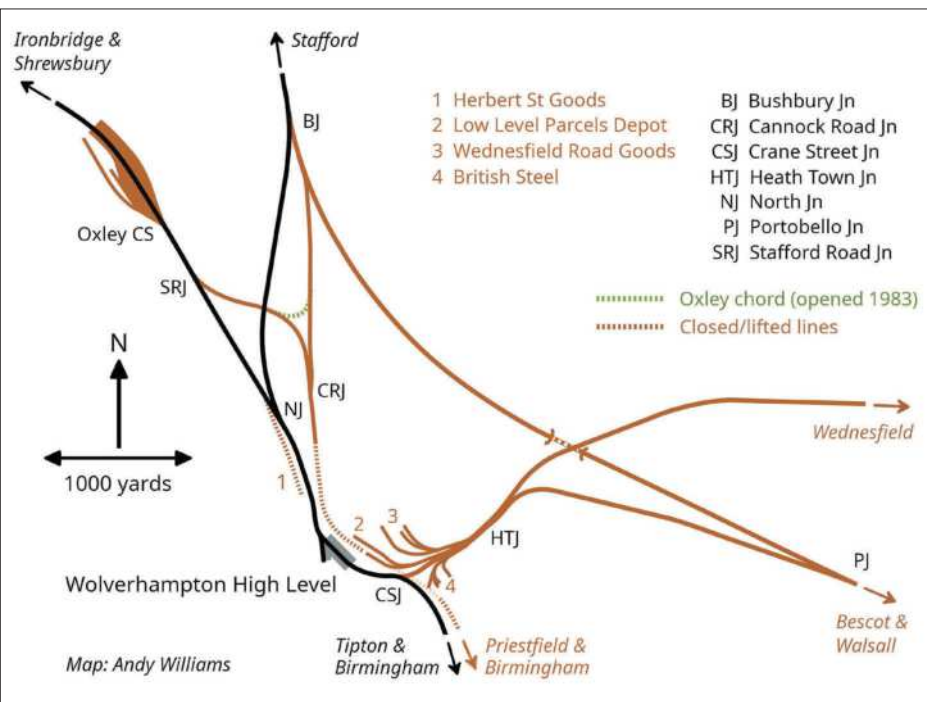


coal business portfolio in 2009 and gain a slice of the coal imports from Liverpool to Ironbridge. Fastline used hired in power from Direct Rail Services and GB Railfreight (GBRf) for some of its Ironbridge diagrams. Import flows from the Bristol and Liverpool areas to Ironbridge were handled by FHH for a while, those from Avonmouth and Portbury taking a rather circuitous routing via the Severn Tunnel, Hereford, Shrewsbury, Crewe, Stafford and Wolverhampton's Oxley Chord just to avoid having to be banked up the Lickey incline! DBS later worked similar trains from the Bristol area, but now by way of the more direct route of Bromsgrove and the Camp Hill and Sutton Park lines, and provided its own banking assistance for tackling the Lickey.

Non-coal operations

As with a number of other major coal fired power stations, Ironbridge received block train deliveries of heavy oil from time to time; I believe the fuel was used for restarting the power plant turbines following maintenance shut down periods. Such workings to Ironbridge over the years have arrived from Cardiff Docks, Ellesmere Port, Lindsey and Stanlow, and have been known to produce representatives of Classes 24, 25, 37, 40, 47, 60, 66 and possibly other types as well, such as 31 and 56. Confirmation of this would be welcome. The final chapter of Ironbridge rail operations commenced in 2012 when the power station underwent a conversion programme to burn biomass (wood pellets) rather than coal, although it is believed there was still a limited 'back up' capacity to burn coal as well if need be. Deliveries of imported biomass from Tyne Dock began running in 2013 using GBRf as the haulier; the trains made their way from the East Coast port to the WCML and used the Oxley Chord.

Subsequent biomass deliveries originated from Liverpool and Portbury, again using GBRf resources. The biomass was mainly conveyed using GBRf's purpose built hopper wagons, but was also transported using containers on some workings from Seaforth. Table 5 details the biomass delivery programme as of summer 2015 and reveals a possible total of 26 trains per week. The arrival times shown at the power station are an approximation based on a 75 minute travelling time from Stafford. The first arrival time of the day, however, is uncertain and may have been much later than that shown due to the train having to recess somewhere (perhaps at Oxley or Madeley) to suit staffing patterns at the power station.



Monday 11th May 2009: Ruckley, between Cosford and Shifnal, provides the setting for this image of DBS's 60040 'The Territorial Army Centenary' seen with a raft of 21 empty HTA hoppers forming 4F93, the 13:00 from Ironbridge to Warrington (note that the wagons still bear EWS branding). MIKE HEMMING.

End of an era

As was mentioned in Part One of this article, Ironbridge had opted out of the Large Combustion Plant Directive, meaning that it was only permitted to generate electricity for a maximum of 20,000 hours after 1st January 2008 and would, therefore, have to close by 31st December 2015. As it turned out, the 20,000 hour maximum was reached in November 2015 and the power station closed for good on the 20th of that month.

Interestingly, an empty set of biomass wagons from Drax Power Station arrived at Ironbridge on Monday 30th November 2015 behind GBRf's 66765 for overnight stabling and departed for Liverpool the next day, again hauled by 66765. Images of these workings can be found on Mike Hemming's Flickr site.

(BELOW) December 1990: Having run round its train, 58009 approaches the hopper wagon discharge facility. As of winter 1990, Ironbridge was scheduled to receive coal deliveries from Chatterley Valley, Littleton and Trentham. DJH COLLECTION.



Friday 5th June 2015: The final chapter of Ironbridge freight operations is depicted here with this fine view of GBRf's 66750 crossing the River Severn on Albert Edward Bridge with 6G62, the 04:52 SuX imported biomass service from Liverpool Bulk Terminal. MIKE HEMMING.



(ABOVE) Friday 26th August 2011: Freightliner Heavy Haul's 70005 comes off the Ironbridge branch at Madeley Junction with 4Z93, the 13:00 ThSSuX (Q) empties to Crewe, although the letter 'Z' in the headcode would rather misleadingly imply that it was an inter-regional special. Ironbridge at this time was fed by FHH trains delivering coal imported through Liverpool. MIKE HEMMING.

Acknowledgements

I am grateful to those photographers who have made images available for use with this feature. I would also like to thank Mike Hemming and Andy Williams for their assistance. Although various sources have been used to obtain information for this article and every effort has been made to ensure accuracy I take full responsibility for any error.



A line-up of BLS Re4/4s is seen at Spiez on 26th March 2004 including Nos. 194 and 164 (from right) as they assemble to return for banking duties. These Bo-Bos have been the staple power on the BLS line for several decades since their introduction in 1964. COLIN BOOCOOCK

The development of post war Swiss electrics: Part 2

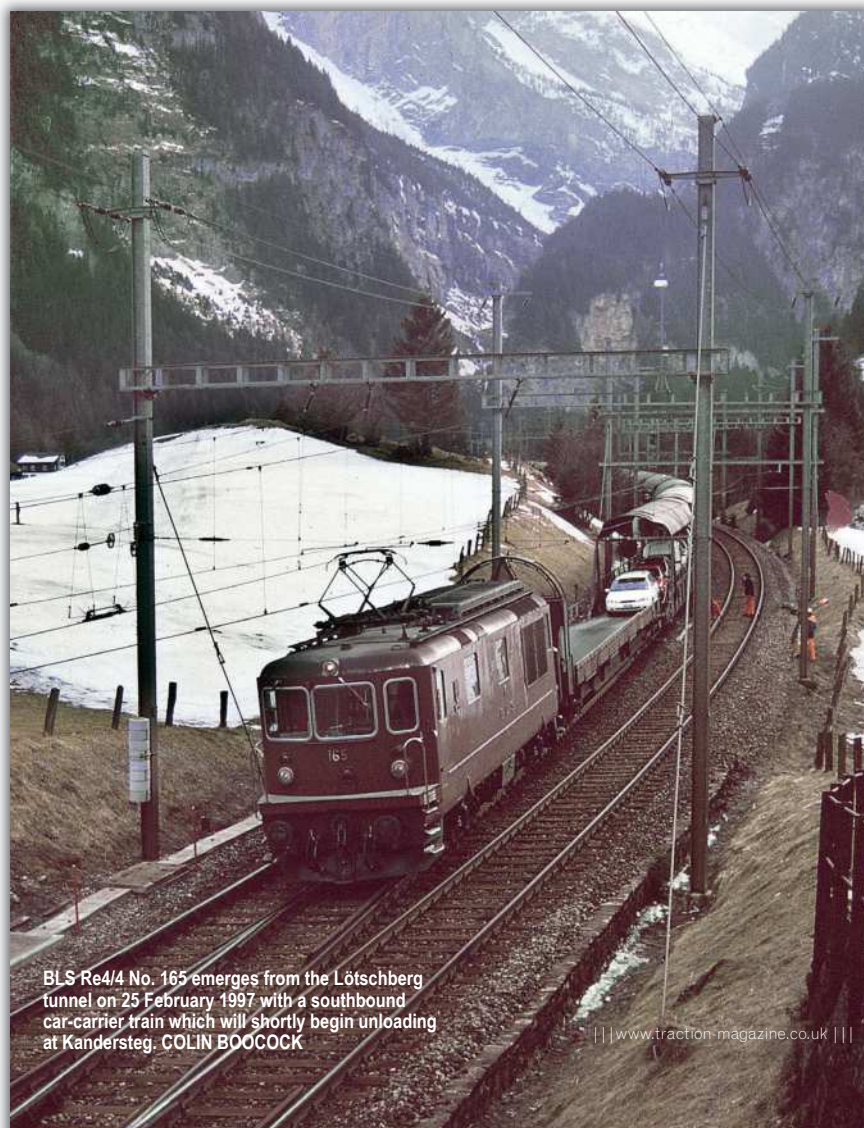
Colin Boocock continues his survey of the development of classic Swiss electric locomotives looking at the period from the mid 1960s through to the 1980s

The year 1964 saw both SBB and BLS receiving from SLM new, powerful Bo-Bo locomotives for mixed traffic use. They were of different designs but had common features. All were designated Re4/4, those for SBB being class Re4/4II.

The BLS Re4/4s

The BLS ones, like the Ae4/4 and Ae8/8s, had offset end doors in their cab fronts whereas that facility was not specified by SBB for their fleet. In many respects the body style of the SBB locomotives is cleaner and neater than those for the BLS. Both are truly universal locomotives, the BLS ones producing 6,700bhp whereas the SBB locomotives are only slightly less punchy at 6,300bhp.

BLS bought thirty-five Bo-Bos and all were named after villages, towns or valleys on the BLS system. The fleet is painted in the standard BLS mid-brown livery with polished window frames and lettering and numbers. As with the SBB fleet, all are fitted for multiple operation and push-pull working. The car-carrying trains that enable car drivers to miss the snow fields in the Lötschberg pass are worked in push-pull mode with a Re4/4 locomotive normally at the south end and a driving carriage at the north end. There have been withdrawals in recent years as BLS acquired new Class 465 Bo-Bos, but fifteen of the Re4/4s still survive and continue to work the car trains and some freight services.



BLS Re4/4 No. 165 emerges from the Lötschberg tunnel on 25 February 1997 with a southbound car-carrier train which will shortly begin unloading at Kandersteg. COLIN BOOCOOCK

The SBB Re4/4IIs

SBB bought 273 Re4/4IIs, which are the most numerous locomotive class in the country; seventeen of these are geared for lower speeds for freight working over the Gotthard line and are designated Re4/4III. The Re4/4IIs can be seen on almost every type of service from InterCity (rare nowadays) to local push-pull, as well as working freight. Those most observed by enthusiasts are probably the group allocated to Erstfeld depot which work as combined pairs with Re6/6s (see below) on the Gotthard line freights. Indeed, so rigidly does SBB hold these pairs together, many observers use the shorthand Re10/10s to describe them!



(TOP) Even in 2006 one could still find Re4/4II locomotives in the early SBB dark green livery. On 24th February 2006 11161 arrives at Zürich Hbf with an InterCity train, the dark green locomotive looking a little humdrum when surrounded by modernity.
COLIN BOOCOCK



(RIGHT) When decked out in TEE red-and-cream, the Re4/4IIs looked very smart indeed. No. 11252 waits at Interlaken Ost with a train for Basel on 12th August 1988.
DAVID FORD



(RIGHT) Perhaps SBB Cargo's livery is less suited either to the Re4/4II locomotive shape or to the stock it is hauling, as evidenced by No. 421 397 (formerly No. 11397), also showing off the SBB's new numbering system. The locomotive was leaving Zürich Hbf with an InterCity train on 24th February 2006.
COLIN BOOCOCK

The Re4/4^{IVs}

A more modern prototype Re4/4 design with snazzy exterior shape and modern traction electronics appeared in 1982. These four locomotives were Class Re4/4^{IV}. They were intended for the Geneva – Brig – Domodossola route through the Simplon tunnel for which they were set for 160km/h and produce 6,650bhp each. SBB sold them to the Südostbahn (SOB) in 1995; they were sold on to locomotive hire company Eisenbahndienstleister (EDG) in 2019.

A similar-looking class with a lower performance specification was built for the Bodensee Toggenburg Bahn in 1987, also classified Re4/4, and used on cross-country trains between Luzern, Arth Goldau and Romanshorn. These output 4,000bhp with a maximum speed of 130km/h. Two were loaned for a short time to BLS, but all six are still in stock with BT. These have one wide cab windscreen instead of two, and a plain bodyside instead of ribbed, but otherwise they have a familial appearance to the Re4/4^{IV} type.

(TOP) Four prototype Bo-Bos were built in 1982 to work with modern traction electronics. Listed as Re4/4^{IV}, the locomotives worked between Geneva and Domodossola, but the SBB sold them to the Südostbahn in 1995. No. 10101 was seen at Geneva on 10th July 1983.
PETER ALDER



(RIGHT) Working for the Südostbahn on 20th June 2005 is Re4/4IV No. 446 017, probably formerly 10103 of SBB. It is seen at Zürich Altstetten. These four locomotives were sold to EDG as hire locomotives in 2019.
DAVID GUBLER



(RIGHT) No. 94 is one of a batch of six Re4/4 type Bo-Bos built in 1987 for the Bodensee Toggenburg Bahn, whose livery it was carrying when photographed arriving at Pfaffikon on 27th February 1997 with the 17.02 from Arth Goldau to Romanshorn. The class was absorbed into the SOB when the railways merged and is now known as Class Re456.
COLIN BOOCOCK

The Re6/6s

SBB's main heavy freight locomotive class emerged from SLM in 1972 as a six-motored Bo-Bo-Bo, its three-bogies configuration enabling it to exert high tractive effort with reduced weight transfer on starting. The Re6/6, of which 89 were built, exert 10,000bhp and have a top speed of 140km/h which enables them also to work heavy international passenger trains over the Gotthard route. The first two Re6/6s were built with a two part body which could move horizontally, but the rest had a one piece body. In freight service, many are paired up in multiple with Re4/4II or III locomotives thus forming the aforementioned Re10/10 traction. This pairing appears to be almost exclusively on the Gotthard route, although the editor has seen them working trains over the BLS line on several occasions. Things may change now that the new base tunnel is fully operational. One change already evident is the trend towards operating companies using their own or hired locomotives on transits across several countries, so the variety of traction on the Gotthard and BLS lines is increasing.

Anyone who can predict the future here with any accuracy is probably a genius!



The big brutes of the Gotthard line are the Re6/6 Bo-Bo-Bos. Weighing 120 tonnes and outputting 10,000bhp, they have ruled that route for almost four decades now. No. 11605 'Uster' was seen at Arth Goldau with a southbound freight on 17th August 1988. DAVID FORD

On 23rd March 2004, a heavy steel coil train rumbles northbound through the curves at Faido on the Italian-speaking side of the Gotthard line, headed by Re6/6 No. 11641 'Moutier' and a Re4/4II Bo Bo in multiple. Before the opening of the new base tunnel the Re6/6 and Re4/4II combination moved most of the freight on that route. COLIN BOOCOCK



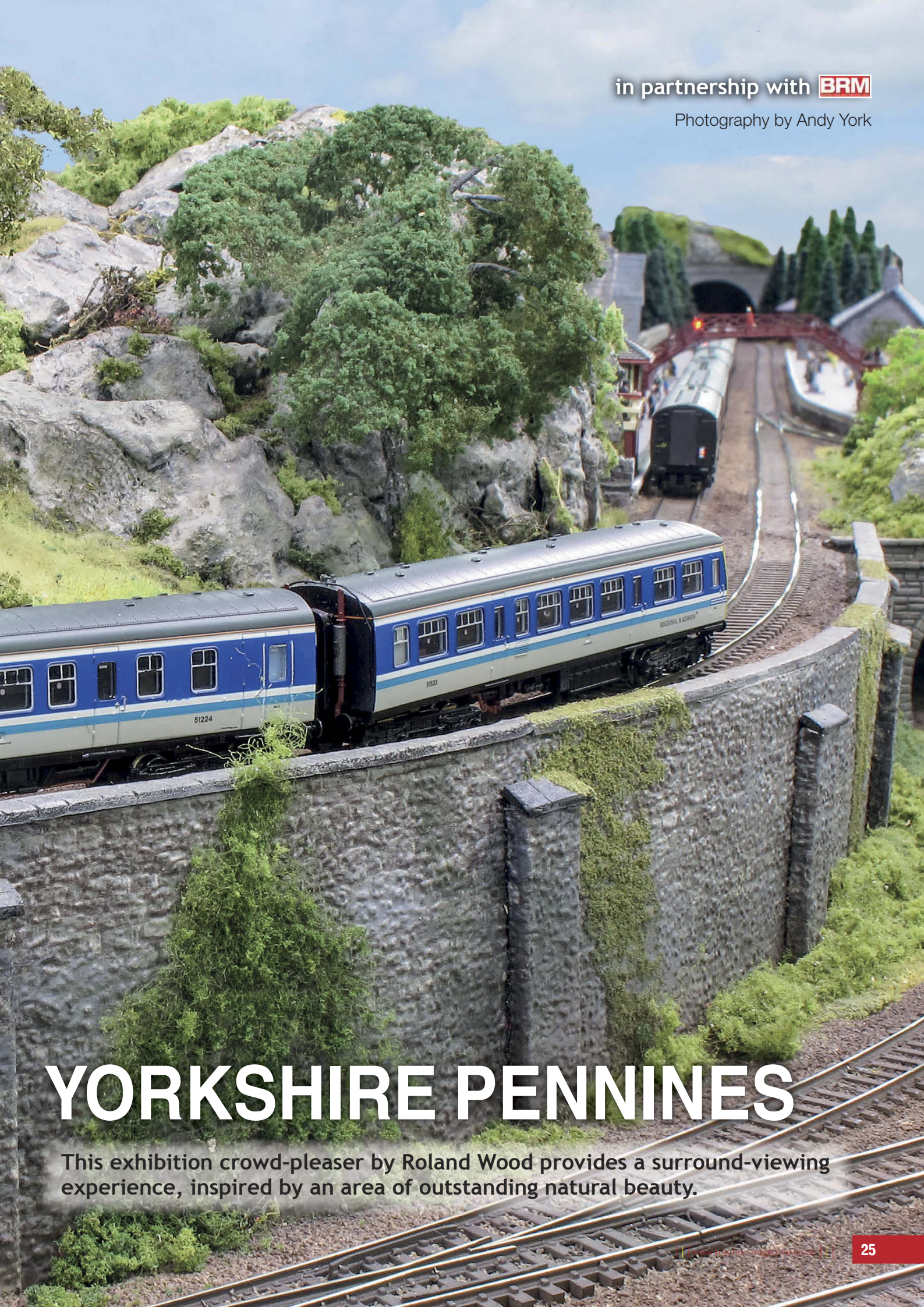


Re6/6 locomotives also work passenger services. No. 11609 'Uzwil' calls at Airolo with the 07.20 from Basel SBB to Milano Centrale on 28th February 1997. The locomotive will be exchanged for an Italian one at Chiasso due to the voltage difference in the overhead line. SBB trains work under 15kV ac, and FS trains under 3kV dc. COLIN BOOCOCK



in partnership with **BRM**

Photography by Andy York



YORKSHIRE PENNINES

This exhibition crowd-pleaser by Roland Wood provides a surround-viewing experience, inspired by an area of outstanding natural beauty.

Roland Wood wanted a 'roundy-roundy' layout that would fit in the only space available at home – the garage. After many internal debates, space constraints took him down the N gauge route.

Keen to use the layout for exhibiting; how to transport it from venue to venue, and its ease of assembly, was a major factor in the baseboard design.

In the end, Roland opted for a 10ft x 5ft oval, which would split into four sections – two semicircles of 30in radius and two straights measuring 5ft x 18in. Plywood covers were made so the sections could be stacked on top of each other for storage and transport.

The trackplan was designed to allow the possibilities of many trains running concurrently, with plenty of opportunities to change tracks. The fictitious trackplan shows six lanes – four on the baseboard and two on the raised section. The fiddle yard is an integral part, at one end of the layout. Any clockwise train can get onto any clockwise fiddle yard lane or track, whatever the level, and the same for the other direction.

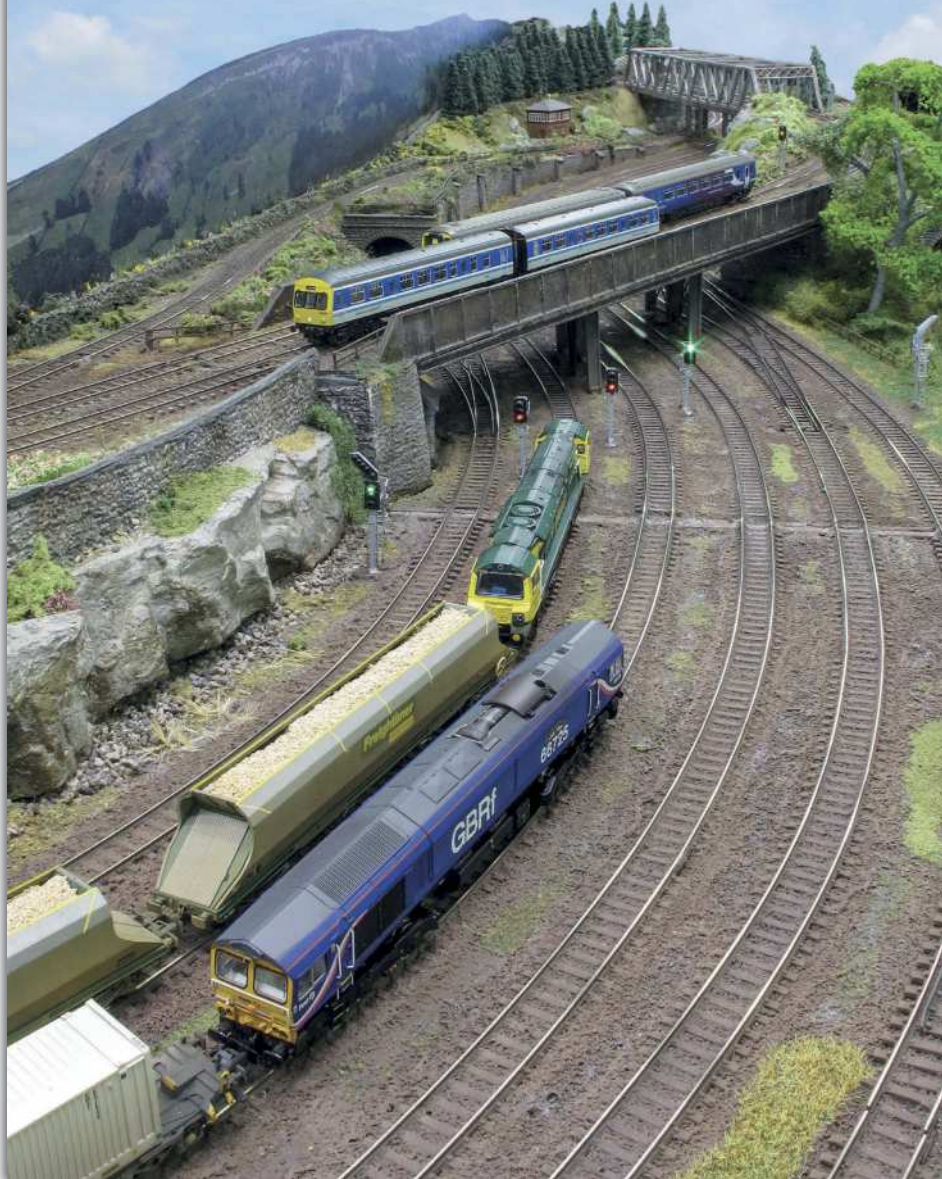
At first, the layout was operated from the central operating well, using a laptop computer. At the layout's first exhibition, at the Pickering Show in 2018, there was much interest in the computer screen, so it was decided to place three monitors on a board covering the well and operate the layout from outside, side-by-side with the visitors.

Each baseboard is electrically self-contained and they are linked to each other by one small cable – LocoNet. Only one board has the command station; the other three have boosters. The boosters repeat the signals sent by the command station to each board's components. This also means each board has a 5A power supply – more than adequate. With the computer controlling the trains, it's much easier to engage with the visitors, plus one touch of the escape key and all action is frozen, so major catastrophes can be avoided.

Roland enlisted the help of his fellow club members for the scenery, as well as his sister-in-law, who did some fantastic work on the limestone rock faces.

The era is post-2000 and the layout offers a mixture of freight and passenger trains. The layout is lit by an overhead track, 24ft in length with over 600 warm white LEDs. With the Moors at one end of the layout and the Dales at the other, there is plenty to ponder over on 'Yorkshire Pennines'.

The layout description reads; "Yorkshire Pennines is set in the present era in a part of the country where the rugged Pennines meets the stunning Yorkshire Dales and Moors. It depicts a fictitious scene that could be close to the town of Yockenthwaite, on a part of the East Coast Main Line, where a supposed preserved railway line has adjoining platforms. In this picturesque countryside, some charter trains run, as well as the expected freight and passenger services. The preserved railway line is a popular tourist attraction".





Heljan Clayton Type 1

Words by: Howard Smith
Photography by: Tony Wright



The story of Britain's dieselisation of its motive power is well told, with British Railways' rapid commissioning of many unproven types, some successful, others far less so. The Clayton Equipment Company (Clayton) Type 1 – later Class 17 – fell into the latter category. Plagued with engine reliability problems, on paper the Class promised so much, incorporating innovative design features, yet its unproven power units and the tasks for which these locomotives were constructed ending were to cut their lives short. Some would be retired after as little as five years' service.

Placing an order for 117 Type 1 units to fulfill its like-for-like requirements in steam locomotive replacements, British Railways took delivery of the units between 1962 and 1965, placing faith in the proposal from Clayton Equipment's design, to the extent that it was to become its new standard Type 1 design, replacing further orders for the English Electric Type 1s. 88 of the locomotives were built by Clayton, the remaining 29 by Beyer Peacock of Gorton, Manchester.

Not long after entering service, problems arose leading to poor availability of the class and seeking to remedy the problem, Paxman replaced the crankcases for cast iron across the majority of locomotives at great expense. D8586/8587 were fitted with a pair of Rolls Royce D 450hp engines. However, by this time, the reputation of the class was

tarnished and the work for which they were constructed was being reduced as smaller mines closed and 'merry-go-round' trains took over.

In addition, BR had ordered a further 100 Type 1 units from English Electric and these would now become the standard Type 1 locomotives. By 1971, the class was withdrawn by BR. D8568, the only surviving member of the class is preserved at the Chinnor and Princes Risborough Railway, on the Buckinghamshire and Oxfordshire border, and owes its survival thanks to its post-BR career at Hemel Hempstead and Ribblesdale Cement Co at Clitheroe.



Casting a rule across the model, it's spot on and looks a 'Clayton' from every viewing angle. The spacious cab with its tablet catcher for working the single lines of Scotland is well-captured, and the large glazed windows are framed well with excellent rivet detail.

As far as animation is concerned, Heljan's model is perfect in all respects. Rotating nose fans are fitted as standard, and the manufacturer has made provision for an ESU smoke unit, if desired. A speaker grille underneath the fuel tank and plug and play DCC capability will make conversion simple, and some retailers are providing this service for an additional cost. Cab and directional lighting further enhance operation, while working screw-link couplings and sprung buffers are fitted as standard. Oddly, on the last-mentioned, the left buffer appears to have a more domed head than the one to its right with a more realistic appearance, and this appears to be a feature across all models. Flattening the head with a sanding stick before repainting both heads to match would be a quick solution.

On test, the model has exceptional low speed abilities and the fitment of smoke and sound can only add to the drama of operating a twin-engined locomotive.

For modellers of the Scottish and North of England regions in O gauge, this new release fills a locomotive gap with a short and unfortunate history.

Manufacturer: Heljan A/S

CATALOGUE REFS:

(HJ1905) Heljan O Gauge Clayton Class 17

RRP: £549.00

Gauge/scale: 32mm gauge, 1:43.5 scale O

Era: 5 to 6

Company/Operator: BR / PO

Weight: 1400g

Body and chassis: Diecast chassis and plastic body

Minimum Curve Radius: 800mm

Wheel Profile: GOG finescale

Couplings: Screw-link

Bachmann reveals summer 2021 announcements

Bachmann Europe has provided an update on its Branchline, Bachmann Narrow Gauge and Scenecraft ranges – covering N, OO9 and OO scales, with new announcements for modellers.

Following its new Class 20/0, unveiled as part of its spring 2021 British Railway Announcements, it is to produce a second, first-generation diesel locomotive – the Class 24. New tooling has been developed to produce OO scale models of the Class 24/0 and Class 24/1 disc headcode locomotives as part of its Branchline range and four versions will be offered initially.

The new tooling promises a higher level of detail than before, with separately-fitted details such as roof panels, etched cab ventilator grilles, detailed bogies and many era-specific parts. Sound-fitted versions of each are promised, with standard versions featuring a pre-fitted speaker with the 21-pin DCC decoder socket.



Heljan approves Class 27 artwork for 'O'

Heljan has revealed that, following a review of its first Class 27 samples, several modifications are being made to the tooling to improve what it says "was already an impressive model." In addition, its artwork has been approved in anticipation of production.

Headcode boxes, bufferbeams, cab front details and snowploughs are said to be receiving attention to make them more accurate or (in the case of the 'ploughs), easier to fit.

No fewer than eight versions are in preparation, covering BR green and BR blue variants from the 1960s to late-1980s. Variations within the production include two types of bogie footsteps (with original extended top step or parallel sided), with or without steam heat boilers and their associated roof grilles and water tanks, two designs of windscreen wipers and vacuum or dual braked variants.

Standard features include plug-and-play DCC capability using the ESU LokSound XL pin decoder, provision for a smoke unit, separately switchable cab, tail and engine room lights in DC and DCC modes, illuminated headcode panels and a heavy-duty all-wheel-drive chassis with twin five-pole motors and flywheels.



Revolution Trains decorated FWA 'Ecofret' container flat samples

Revolution Trains has received decorated samples of all three versions of its forthcoming FWA 'Ecofret' container flats – in DB Red, GBRf blue and VTG green as operated by Freightliner.

More than 200 FWA wagons are now in use on intermodal services across the network, with more on order. Freightliner operates in twin sets comprising two outers, while DB and GBRf operate triple sets with two outers and an inner.

Unlike traditional 60ft flats, the Ecofret decks are each 40ft long; so in a market dominated by 40ft containers there is much less wasted space per train. The models have now been approved and production is expected to begin shortly.



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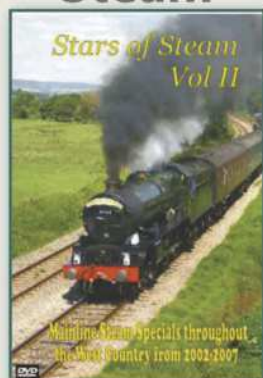
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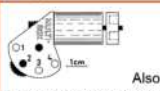
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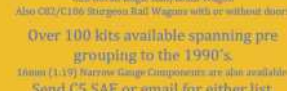
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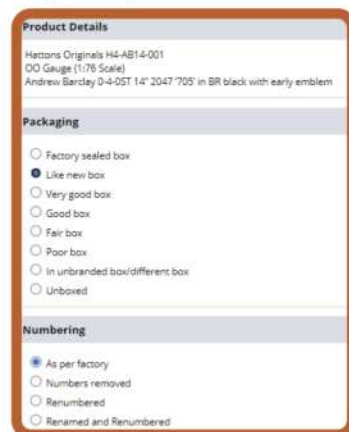
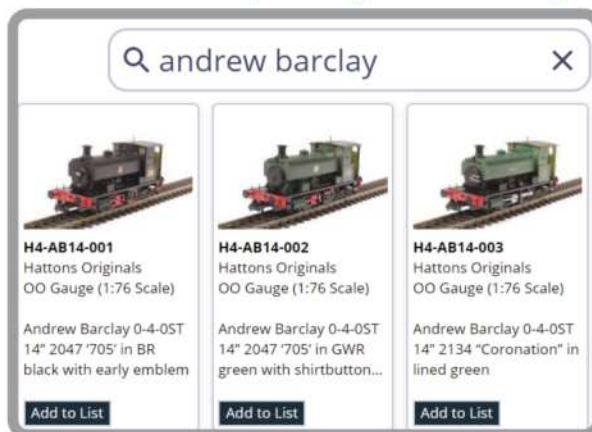
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26th August 1983. 33107, with its white window surrounds, is approaching Beaulieu Road in the New Forest with 6W70, the 11:13 Furzebrook Clay Sidings to Eastleigh East N.Y. It consists of steel wagons from Hamworthy with clay hoods at the rear. The steel coil carrying wagons are a mix of bogie JGV and four wheeled SFV wagons.

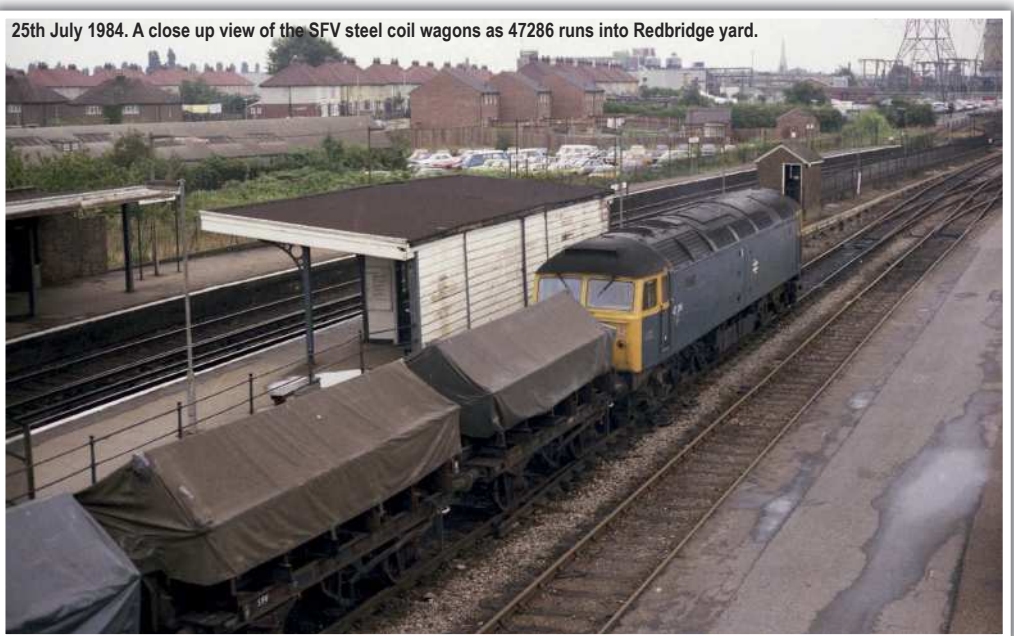
Steel Coil A wagons from Hamworthy

John Dedman has delved into his extensive photo archive to find images of this distinctive wagon.

25th July 1984. 47286 is arriving at Redbridge with SFV steel coil wagons for Hamworthy. The train is 6045, the 07:00 from Llanwern. The loco will run round in the sidings here before heading towards Bournemouth. It was using the route via Nursling due to the major repair work going on in Southampton Tunnel. Also of interest is the BR Sherpa van and what looks like a red Hampshire or Wilts and Dorset bus on the flyover.



As Accurascale are producing a 4mm scale model of the Coil A wagon it seems an appropriate time to look at one of the wagon flows that used these vehicles. The Coil A was a four wheeled vacuum braked wagon designed to carry strip steel coils. These wagons were built in the early 1960s and were in service for almost thirty years meaning they were some of the final vacuum braked wagons in revenue service. One of their final routes was carrying imported steel coils from Hamworthy in Dorset to Llanwern in South Wales usually hauled by a Class 47 loco. Most of these images are of this service. During this period the Coil A wagons were coded SFV although, as can be seen, the formation often included JGV and BNX bogie wagons and SUW Shock coil wagons.



25th July 1984. After running round at Redbridge, 47286 is seen at Woodfidley in the New Forest with a set of SFV steel coil wagons forming 6O45, the 07:00 Llanwern to Hamworthy.



24th July 1985. In this evening view 47144 is at Severn Tunnel Junction waiting to enter the yard with what is probably the service from Hamworthy.



14th September 1984. 47363 is at Beaulieu Road with the 6V99 15:15 Hamworthy to Severn Tunnel Junction steel coil train. The first and fifth wagons are bogie JGV and the second and sixth wagons are bogie BNX, the rest of the train is made up of four wheeled SFV wagons with some shock hood wagons at the rear.



3rd July 1986. Railfreight Grey liveried 47280 'Pedigree' is passing the Southampton Maritime Freightliner Terminal with 6045 the 07:00 Llanwern to Hamworthy steel coil wagons. The train is made up of four wheeled SFV Strip Coil A wagons which will be loaded with imported steel at Hamworthy.



27th July 1984. After leaving Redbridge, 47219 is seen leading 6V99, the Hamworthy to Severn Tunnel Junction at Nursling. The wagons are four SFV, a single shock wagon, five JGV bogie wagons with more SFV wagons at the rear.

25th April 1986. A rear view of 45007 moving into the yard at Severn Tunnel Junction with 6C29, the 08:05 Swindon to Llanwern Steel coil wagons. This gives a view of the SFV steel coil wagons.



7th May 1986. It is early morning at Severn Tunnel Junction and 47007 is departing with 6045, the 07:00 Llanwern to Hamworthy empty steel wagons. The wagons are a mix of bogie BNX and JGV bogie steel coil wagons (ex-Warflats which have had cradles fitted to hold the steel coils). As can be seen this train doesn't include any SFV wagons. 47348 is the light engine on the right.

D1013 Western Ranger Bogie Overhaul Appeal



D1013 'Western Ranger' is lowered onto its bogies after overhaul at Swindon Works. COLIN MARSDEN

The Western Locomotive Association reports that it is making good progress with the overhaul of D1013 'Western Ranger'. Over the last few years, the locomotive has benefitted from literally thousands of hours of volunteer help which, so far, has included a full electrical re-wire, component overhauls including such items as pre-heaters, fuel pumps, cooler groups, cooling fans, cardan shafts, exhausters, air receivers, cab desk rebuilds and internal paintwork, not to mention the current work to overhaul its two massive 65 litre V12 engines.

Why so much work?

D1013 was built back in 1962 and introduced into service in December of the same year, subsequently clocking up 1.32 million miles before its withdrawal in February 1977. Its last overhaul was over 45 years ago!

Of course, general maintenance work has been carried out since the locomotive was withdrawn from mainline running as the locomotive has spent much of its time in preservation, operating on the Severn Valley Railway. However, many major components were in need of major overhaul and the electrical wiring was getting to the point where it could have become a potential fire risk. In the end, with safety of paramount importance, the best and only option was to withdraw the locomotive from traffic and embark on its current major overhaul.

To what standard is the work being done?

Once withdrawn from traffic, it was agreed that any work should be at least to the standard or better than BR would have achieved. This means that everything would be overhauled in accordance with

the original equipment manufacturers' specifications and requirements using materials that were equivalent or better. Where necessary, specialist items (such as cardan shafts and brake valves) would be returned to approved companies where the necessary work can conform to safety standards, with full certification. In effect, all the work is being done to a 'mainline standard' and as if the locomotive were to return to the mainline hauling passenger trains over Network Rail. The philosophy is, "If the locomotive is fit for the mainline, then it is fit to run on privately preserved lines such as the Severn Valley".

What other work is required?

Over the last ten years, work has been carried out above the solebar, so above the bogie wheelsets. With so much work being carried out on the locomotive, consideration now has to be given to the bogies themselves, as it is a fact that the

locomotive hasn't been lifted for over 45 years.

Experience gained by the Diesel Traction Group, with their locomotive D1015 'Western Champion', and also with some experience gained by the Western Locomotive Association in lifting D1062 'Western Courier', has indicated that D1013 will need a full bogie overhaul if it is to gain a new lease of life for the next 150,000 miles over the next 40 years or so. This work will include lifting the locomotive off its bogies for an initial assessment, prior to a complete strip-down, clean, overhaul, repair and assembly. A major part of this work will require the wheelsets to be re-tyred, as currently they are virtually life-expired on minimum thickness safety levels.

How are we going to do a bogie overhaul?

Whilst the Western Locomotive Association has some experience with bogie work, much of this will need to be outsourced with specialist engineering companies to make sure the work complies with safety standards and meets the specifications that were in place back in BR days. The Western Locomotive Association is fortunate to be able to liaise with the Diesel Traction Group who have restored three bogies to mainline standard for D1015. A process of adopting appropriate paperwork is underway which will eventually lead to a specification for the overhaul of both bogies. This will include the strip down, shot blasting and repairs to the bogie frames, overhaul of the lateral dampers, new thrust pads, springs and overhaul of the final drives, whilst the wheel sets are re-tyred. Once the specifications have been drawn up for each part of the overhaul, the work will be placed out to tender, to gain costings and a budget.

So how much will a bogie overhaul be likely to cost?

At the present time, it is not known exactly how much but we know that a re-tyre will cost around £20,000 per bogie, so £40,000 to start off with. It is thought that such a project is going to cost in the region of £200,000 but this figure will be clarified once items go out to tender.

How will the bogie project be funded?

Clearly, this project is a massive undertaking for any volunteer group and therefore, in addition to volunteer 'hands-on' help, the Western Locomotive Association will need to seek help from private donations, sponsorship and will apply for funding from the Heritage Lottery Fund.

What will the benefit be?

A fully working locomotive that has had thousands of hours of volunteer labour spent on it, able to return to work on the Severn Valley Railway for

the enjoyment of many thousands of people who visit for operating days, gala weekends and special events, plus the option of visiting other heritage railways and depot open days, throughout the UK.

If you would like to help out with this project in any way, whether it be 'hands-on' help, engineering advice, sponsorship, donations etc please contact us at:

info@westernlocomotives.co.uk

To donate now to D1013's bogie overhaul appeal, please visit:

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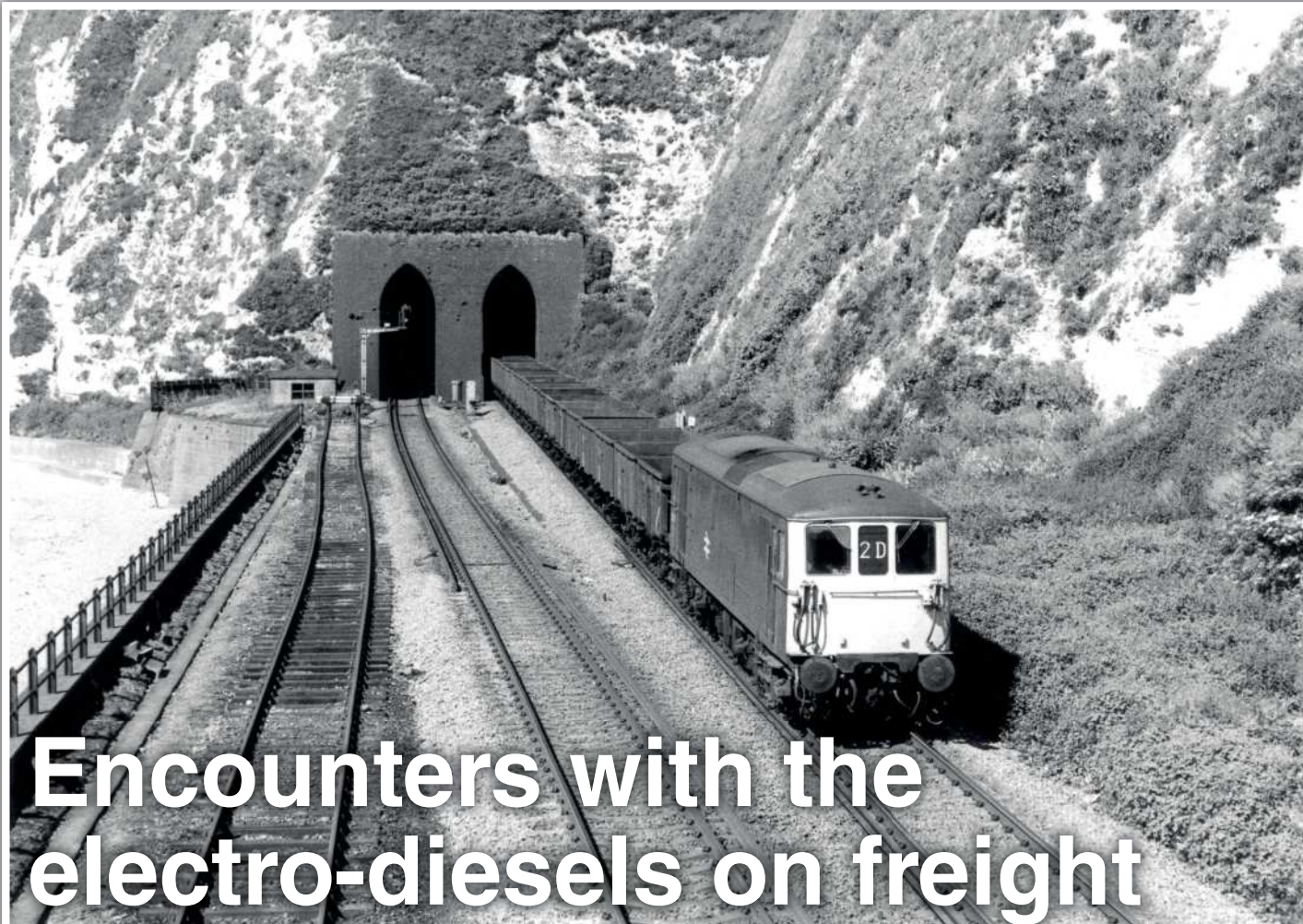
If you prefer to send a cheque, please post to D1013 Bogie Appeal, 25 Foxhills Close, Appleton, Warrington, Cheshire, WA4 5DH. Cheques payable to Western Locomotive Association Limited.

It doesn't matter how large or small your donation as every little will help for what we believe is a very worthwhile cause. Please remember to Gift Aid your donation if you are a UK tax payer:

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D1013 is seen at Par with the 08:30 Paddington to Penzance on the 3rd August 1971. D. WHARTON



Encounters with the electro-diesels on freight

16th June 1978. 73107 is leaving Shakespeare Cliff Tunnel towards Dover with empty coal wagons.



12th June 1978. 73121 arrives at Lewes from Brighton direction with the Brighton to Eastbourne mixed freight.

To a Lancastrian such as Tom Heavyside, the versatile electro-diesel locomotives of the Southern Region were somewhat rare beasts, and it was only after making the long journey south that it was possible to add a few photographs of them to his portfolio. While perhaps not the most pleasing of designs aesthetically, perhaps even a little clumsy looking on the eye, they were, nevertheless, always a pleasure to encounter, often providing a welcome relief (along with the Class 33s) to a seemingly endless procession of electric multiple-units passing a chosen location when touring the south.

18th September 1975. 73002 is approaching Eastleigh with a westbound parcels which, judging by the '92' headcode, is bound for Bournemouth or Poole.



(LEFT) 13th June 1978. Looking down over Eastbourne station 73106 is arriving with coal whilst 73141 is ready to leave with a parcels train probably for Brighton.

(RIGHT) 12th June 1978. 73106 approaches Keymer Crossing with a sand train, possibly from Newhaven.





My travels with Brush Type 2s

Keith Widdowson details his travels with the iconic Class 31 Brush Type 2 locomotives.

As regular readers may have gathered from previous articles with *TRACTION* magazine, my initial enthusiasm was hell bent on travelling over routes condemned to closure under the 'Beeching Axe'. This then morphed into chasing steam before, the 'haulage bashing' mentality never having left me, I turned to diesels and electrics; locomotives not units I hasten to add!

The Brush Type 2 locomotives were delivered over a five year period commencing in November 1957, eventually totalling 263. Although initial allocations were predominantly throughout BR's Eastern Region, their versatility endeared them for countrywide usage and were accorded various nicknames i.e. 'Gurglers', 'Skinheads' and 'Toffee Apples', the latter being a sobriquet technically applicable only to the first 20 examples eluding to the shape of their control key.

Statistically I was to enjoy runs with a mere 69 of them, without doubt poor in comparison to many *TRACTION* readers. This low figure, as compared with catches of other diesel locomotive classes, reflected the fact that during the 1960s they were allocated to areas of the country long gone steam free - thus not being visited by myself.

My first run with a member of the class was out of Liverpool Street in March 1964 (D5835) when travelling to Norfolk in order to cover the soon to be closed Melton Constable and Mundesley branches. There was just one other capture prior to any dedicated bashes and that was on the ex Great Central whilst heading home on the 22:50 Manchester Central to Marylebone in May 1966. My train, powered by No. D6754, was, because of a shortage of guards that night, combined the 42 miles between Sheffield Victoria and Nottingham Victoria with the 22:20 York to Bristol. The double headed thrash with No. D5856 through the early hours no doubt woke up the line side residents.

The Widened Lines commute

So, with the SR steam having ceased in July 1967, what would us Southern based haulage fans find to do during weekday nights? Someone said there was an abundance of evening peak hour loco hauled services out of Broad Street and Moorgate and so, in August 1967, an evening outing was planned. No doubt there were earlier departures but, not finishing work until 5 p.m. in offices south of the Thames, we could only make for

those running in the latter part of the rush hour. We weren't disappointed.

The Broad Street departures of 17:35 (Hertford North), 17:44 (Potters Bar) and 17:55 (Cuffley) were hit on the first visit (D1521, D5602 and D5904). Having alighted off the 'Baby Deltic' at Finsbury Park two further Brush Type 2s (D5627 and D5605) were caught on the 17:50 and 18:02 departures ex Moorgate (to Hatfield and Welwyn Garden City). This was nothing like the mundane EMU Southern Region commuter scene. Steep gradients, tight rail screeching curvatures in tunnels through which the locos were opened up to a fearsome crescendo before, only just having got started, the next station was upon us. We finished that outing at a pub near Potters Bar station vowing to return soon.

And return we did, twice the following week. Now a little wiser, we headed direct to Moorgate. We now had at our mercy five departures in 31 minutes. On that Tuesday night we caught D5650 to Aldersgate (17:31 Moorgate to Potters Bar), D5219 to Farringdon (17:38 Moorgate to Luton), D5604 to Finsbury Park (17:41 Moorgate to Hertford North) before boarding the 17:44 ex Broad Street (D5600), the somewhat

lengthy 6¾ miles to New Barnet.

Then, as per previous visit, the 17:50 (D5608) and 18:02 (D5625) Moorgate departures were caught – station hopping en route to Hatfield at Brookmans Park. Were we finished for the evening? I don't think so; the 18:35 King's Cross to Peterborough North (D5623) took us to Welwyn Garden City before the 19:13 ex Cambridge (D5590) returned us to King's Cross. So we had eight haulages in such a short space of time and all in crowded single compartmented six a side seated stock.

Jumping in and out at the intermediate stations, treading on paper reading commuters' feet most of whom tutted and cursed us. We all used to get paid (in cash) on a Thursday back then and an underground pub near Victoria was often frequented with our monies and I can only assume with that in mind a very short visit was made to the Widened Lines on the Thursday that week, with a mere one Class 25 and three '31s' being caught.

Just two further visits were made that year to these unique suburban services. It was only to be expected that with each successive visit we were beginning to come across 'unrequired' examples. Careful monitoring of the inwards ECS workings by crossing fully occupied compartments,



Having already travelled out of Moorgate with 31403 in 1967, as D5596, it is seen here at March on 25th April 1983 whilst working the 10:15 Birmingham New Street to Norwich. Spending most of its 40 year life at Finsbury Park it was dispatched to the cutter's torch in 2000.



Three weeks prior to the cessation of loco-hauled services out of Blackpool to Liverpool and Manchester and, having monitored them via TOPS at my London office, I hit them on 2nd May 1995. Here at Blackpool North 31410 has arrived with 1N01 the 09:45 from Manchester Piccadilly. Delivered new to March in 1960, its longest stay was that of Holbeck (16 years) before arriving at its final home of Crewe in 1988.

lowering the window (thus letting in the noise and draught) and endeavouring to avoid one's head being taken off in an attempt to read the sometimes hardly discernable number, however, enabled one to avoid unnecessary catches.

Perhaps with the novelty wearing off or, as more likely, impending courtship beckoning, I didn't return to the services until the April of 1970 where, looking at my records, several Moorgate exits were made in one night. With fewer 'requirements' in circulation I can only surmise that, utilising the then newly opened Barbican station, I returned east after each occasion on the parallel running Underground trains. With two final outings made during 1971 the sum total of all those visits are: 1 x Class 23, 3 x Class 25, 2 x Class 27, 1 x Class 47 and 36 x Class 31s. Happy days.

The Eastern Region 'hits'

Manchester became, by default, one of the final British cities to witness regular steam passenger services. Many nights were spent tramping the streets between the four termini monitoring late night and early morning departures in the hunt for the ever dwindling 'required' Iron Horses.

One of them was the 01:17 Manchester Piccadilly to Cleethorpes which, because it departed out of an unelectrified platform, was (usually) steam operated for the first 5 miles to Guide Bridge. On 7th October 1967 Trafford Park, a depot with, by then, no steam passenger work sent out her Black 5 No. 44929. I couldn't resist the catch and even though the Guide Bridge station stop wasn't in the public timetable I was not dissuaded from boarding the train. With the combined uncertainty of a lack of exit from the station, let alone how to return into Manchester at that unearthly hour I made the decision en route to remain on the train.

This newspaper train, with me being the sole occupant in the single BSK coach provided, was taken forward from Guide Bridge the 23½ miles through the Woodhead tunnel by EM2 No. 27001 'Ariadne' to Penistone where the remaining 77 miles to Cleethorpes was undertaken by 41A allocated No. D5859. This was all new uncharted territory to me and having viewed the complexity of railway lines and yards with their towering lights in the Wath and Doncaster areas, I finally succumbed to sleep whilst travelling the flatlands of Lincolnshire.

There was no need to return quickly to the North West until later that evening due to the scarcity of steam services during daylight hours. With that in mind, and after enjoying a fry up in a nearby café, I caught the 06:55 Cleethorpes to Kings Cross (D1533) the 105½ miles over the long deceased route via Louth, Boston and Spalding to Peterborough, changing there on a Birmingham service (D5531) to Nuneaton. There were still eight hours



Here at Wigan North Western, where during steam days I 'festered' for many night hours on hard wooden seats in the waiting room, 31432 departs with 1N04 14:37 Liverpool Lime Street to Preston on 2nd May 1995.



With Blackpool's iconic tower in the background 31455 readies for departure with 1F03 12:16 for Liverpool Lime Street on 2nd May 1995. This 35 year old machine survived for just a further 16 months.

before any steam services departed out of Preston and so, shuttling between Crewe, Stafford and Birmingham; eight AC electrics were red lined.

Fleeting visits to Lincolnshire and Cambridgeshire in connection with line closures during the 1970s yielded the odd Class 31 catches. It wasn't until the 1980s that, becoming aware of the insidious 'DMUisation' of services countryside that several visits, specifically homing in on their workings out of Ely, Doncaster, Newark and Hull were undertaken. By this date many Class 31s had been renumbered into the 31/4 sub class and although some had disappointingly been caught earlier in their lives prior to reclassification I did manage a further 15

'required' examples (31409/14/6/9/20/1/3/30/3/7/8/40/4/56/63 for the diehards).

Day trips from Crewe

Working at Rail House, Crewe during the mid 1970s enabled access to the LMR Special Traffic Notices and TOPS data. This helpful benefit not only assisted the completion of all AC electrics Classes 81, 85, 86 and 87 for haulage but also highlighted when diversions over freight only routes resulting from engineering work occurred.

To this end the blockade south of Nuneaton in May 1975 meant that Birmingham to Leicester trains were top and tailed to travel over the usually freight only flyover. A March allocated 31325 was



Starting life as D5855, 31468 spent most its life at March. Here, at Manchester Piccadilly on 4th July 1985, it waits departure with a Hope Valley line service.

caught in the process. Day trips to a variety of destinations were also available to me and twice, having visited York, I returned home on the evening 21:50 TPO departure. It was No. 31271 of Holbeck depot double heading on both occasions the train between Leeds and Stalybridge where it was detached to work the Manchester portion.

Back in the smoke

Returning south I periodically continued to monitor TOPS during which, apart from a plethora of 47s, No. 31420 was caught out of Liverpool Street in the May of 1986, followed four months later by No. 31162 into Paddington.

Returning south, having visited relatives at Matlock in February 1989, I was expecting to board a St Pancras bound HST at Derby. Resulting from disruption to services control came up trumps by

providing March's No. 31442 and a scratch set for an 18:15 departure for St Pancras. A rip-roaring run with a lightweight five coach set failed, however, to impress my girlfriend, the complete lack of heating on a particular cold evening not assisting matters!

And finally

With my girlfriend now having become my wife, to celebrate her 'special' birthday a weekend in Blackpool was arranged in the February of 1995. Part of the treat was a tour of Granada Coronation Street studios and to say I was surprised when our train back to Blackpool from Manchester's Oxford Road station was loco hauled with a very vibrant No. 31439 at the head would be an understatement. With domesticity, resulting from the arrival of a daughter, having being prioritised I had taken my eye off the ball as regards the ever changing

loco hauled working scene and secretly vowed to return to the area sooner rather than later.

By now I was working at Paddington and once again TOPS came into its own. Having determined which locomotives were in the pool supplying traction for the handful of Blackpool loco hauled workings I bided my time until the maximum required captures could be made. With just over three weeks prior to their cessation, on the second of May 1995, I went in for the kill.

Travelling down from Euston to Preston I caught three of the four in circulation that day: No. 31410 into Blackpool, No. 31455 south to Liverpool and No. 31432 back to Wigan. The fourth requirement, 31465, wasn't due to move until 17:52 (out of Liverpool) that evening and taking into consideration it would have impacted badly on a late evening arrival home, with work the following day, I submissively headed south during the late afternoon from Wigan.

So that's all; not a spectacular number of haulages but with a great many working on preserved lines there may be more to add!

Year	64	66	67	70	71	74	75	77	80	81	83	84	85	86	89	95
No	1	1	22	6	11	2	1	1	1	1	2	3	4	8	1	4

Total 69



The Little North Western Line

9th October 1965. Driving motor brake second M28220M pulls out of Lancaster Green Ayre station for the short journey uphill on the single track connection to Lancaster Castle station. The Midland Railway electrified the Lancaster to Morecambe and Heysham Harbour line in 1908 using 6600v AC at 25 Hz. In 1953, the line was converted to 50 Hz as a trial to allow the use of power from the National Grid: this experiment was later to lead to the adoption of the 25 kV, 50 Hz system. The Midland Railway stock was replaced by former LNWREuston to Watford multiple units that were converted for AC overhead operation. There were four three-car sets in use on the line providing an intensive service between the West Coast Main Line station at Lancaster Castle, Green Ayre on the Settle Junction to Morecambe line and Morecambe Promenade station. Trains had to reverse at Green Ayre whilst trains to Heysham Harbour also reversed again at Morecambe. The electric services finished in January 1966 whilst the single track line between Green Ayre and Castle station continued in use until March 1976 to serve Lancaster power station.



9th October 1965. A Class 101 with driving trailer composite NE 56381 leading waits in the old Morecambe Promenade station ready to depart for Leeds. At this time Morecambe to Leeds trains still used the Morecambe to Wennington line but, from January 1966, passenger services were diverted to run via the Carnforth to Wennington line with the Wennington to Morecambe line via Lancaster closing completely in June 1967.

The Settle Junction to Morecambe line, often referred to as the Little North Western Line, lies very much in the shadow of the Settle and Carlisle railway, although much of its route is also through very attractive countryside. Nowadays it has lost much of its former importance but a look back reveals much of interest. Gavin Morrison's photos give a taste of the line's former attractions.

29th November 1969. On this Saturday afternoon Class 25 No. 5175 has been stopped at Settle Junction to allow a diverted West Coast train to pass by on its way north and is just restarting this freight train. It is almost certainly the afternoon Heysham to Stourton container train which conveyed traffic from Northern Ireland. One of the Yorkshire 'Three Peaks' hills, Pen-y-ghent, can just be seen covered in snow at the top right of the picture.



11th March 1989. During engineering work on the West Coast Main Line on this weekend Mossend to Margam and Dee Marsh Junction steel trains were diverted from Carnforth to run via Settle Junction, Hellifield and Blackburn before rejoining the main line at Farington Junction south of Preston. On this day there were at least four of these trains hauled by Class 20s. 20075 and 20023 are seen passing Kettlebeck just east of Clapham, with Ingleborough dominating the background. The train was the 07:30 6V39 Mossend to Margam. It is believed that these trains, weighing over 1000 tons, were the heaviest to have used the line. Other Class 20 pairs known to have been in use were 20090 and 20120 on 6M24, a Mossend to Dee Marsh Junction loaded coil train and the same pair with the return empties. 20028 and 20172 also worked another loaded coil train from Mossend to Dee Marsh Junction. Some of these trains also ran via the Cumbrian Coast line.

(RIGHT) 9th October 1965. Driving motor brake second M28220M stops at what was then the new station at Scale Hall on the banks of the River Lune with a train for Lancaster Castle. Opened in 1957 and closed in 1966 it must be one of the shortest periods for a station to be open.



(ABOVE) 12th March 1966. The other Clapham Junction! In the days when Morecambe to Leeds trains were at least 6 or 7 coaches, Class 25 D7592 calls at Clapham station on its way to Leeds. This was where the line to Ingletton and Low Gill on the West Coast Main Line used to branch off. The junction signal can be seen in front of the footbridge. Ironically, the main line to Lancaster and Morecambe diverged on a sharp curve to the left whilst the Ingletton line continued straight ahead.



9LEFT) 15th May 1982. A special working to York from Barrow-in-Furness is seen departing from Bentham headed by 47194. Bentham is one of four stations on the Settle Junction to Carnforth line, the others being Giggleswick, Clapham and Wennington.



(ABOVE) 22nd May 1993. This is a scene that is already history as far as railway infrastructure and rolling stock is concerned. 'Pacer' No. 142034 is leaving the old Morecambe Promenade station showing the old track layout and with the famous hotel just visible in the background.



(RIGHT) 4th August 2001. A Pathfinder tour from Cardiff to Keighley for a diesel gala day is seen passing Benthams headed by preserved Class 46 No. D172 'Ixion'. 1284 had left Cardiff at 05:40 and travelled via Bristol Parkway, Birmingham New Street and Crewe before heading east from Carnforth to Keighley. The station building at Benthams was rebuilt by British Railways in the mid 1950s. By the time of this photograph Benthams was an unstaffed halt but nowadays 'The Friends of Benthams' community group is based in the building.



(LEFT) 21st January 1995. After at least two hours on board some of the passengers will be glad that the end of the journey is not too far off. 'Pacer' 142096 calls at Wennington with the 13:01 Leeds to Morecambe. Over to the left is the former bay platform which was used until the closure of the direct line to Morecambe for combining the Morecambe and Carnforth portions of trains to West Yorkshire. At this time Wennington signal box was still in existence, although usually not open. Today the block section from Settle Junction to Carnforth is the longest in Britain at 24 miles.

DO YOU HAVE THE ANSWER?

D63xx in Birmingham area

Apart from travelling from the North British factory in Scotland to the Western Region when new, did any Class 22 D63xx hydraulics ever work into the Birmingham area?

T. JACKSON, BIRMINGHAM

North East holidaymaker trains

I am wondering if any of your readers could help me? I am doing a survey of the Newcastle to the West of England summer Saturday holidaymaker trains during 1973, 1974 and 1975. These may have been overnight trains from the North East.

What I am interested in is the date of operation, the numbers of the locomotives that worked the trains, the starting points and destinations and if possible the route taken between York and Sheffield. I'd also like to know if the trains went into Birmingham New Street or ran via the Camp Hill line. I appreciate that there may have been locomotive changes en route.

ANTHONY MALLON, DARLINGTON

Readers should reply to the editor and we will publish details in a future letters page.

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CORRECTION

In TRACTION 261 on page 62 is a picture of D1034 'Western Dragoon' dated 5th September 1976. Sadly, this loco was withdrawn in October 1975 and by September 1976 any remaining 'Westerns' had a headcode of 0000 or their number. (Ed. The date should be 5th September 1975.)

KEITH WILLIAMS

47525 IN 'GHOST' LIVERY

Another superb issue of Traction! Please find attached a photo of 47525 after it was released from Tinsley at Saltley with its partial repaint (see TRACTION 263). I am pretty sure it had a reverser fault after coming on to the depot in a convoy from Tinsley. I know it wouldn't have been hanging around for repairs long at the depot, as most days the phone never stopped ringing from maintenance control asking for locos for jobs.

M TRIGG (MERVYN) EX. SALTLEY DEPOT



IRONBRIDGE MISHAP

Following my article in TRACTION 263 I thought this photograph taken by Simon Dewey on Friday 12th April 1985 might be of interest. 47324 is seen in the dirt after being pushed through the buffer stops at Oxley Carriage Sidings by the weight of its loaded Ironbridge-bound MGR (the service is thought to have been stabled when it 'ran away'). The Brush 4 came to rest at a point where part of the former GWR triangular junction with the Wombourne branch was once situated, with loaded HAA coal hoppers piling up behind the locomotive.

DAVID J. HAYES, WEDNESBURY.





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