

WOODHEAD LINE LAST DAY • EASTFIELD LARGE LOGO

TRACTION

A CELEBRATION OF CLASSIC DIESELS & ELECTRICS

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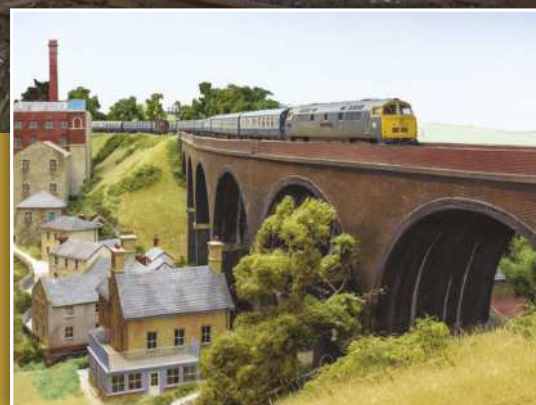
UKF TRAINS

- **CLASS 25s CAMBRIAN SATURDAYS**
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- **Model Railway: Blueball Summit**
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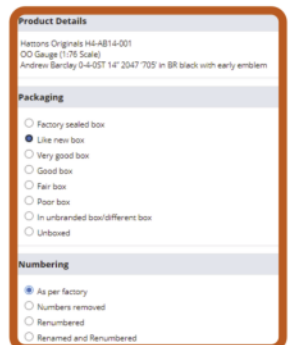
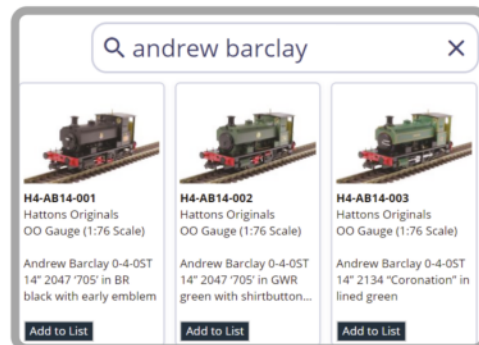
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TRACTION
issue 266 will
be on sale
Friday 1st
October



We start this issue of TRACTION with a look at the neighbouring stations of Manchester Victoria and Manchester Exchange. Whilst Exchange has long been closed, Victoria remains a major station albeit totally different in appearance compared to the 1980s. David Clough's images take us back to this once fascinating location with its varied traffic.

Former railwayman John Baker returns with his account of the development of loco liveries at his home depot at Glasgow Eastfield, this time concentrating on the 'large logo' period. David Hayes starts a new series about the UKF fertiliser trains and reveals that UKF did not mean United Kingdom Fertilisers! Bill Jamieson describes his impressions of his visits to the Woodhead Line concentrating on the last day of operations. If you have ever wondered why rail travel is so safe Colin Boocock's article 'Cracks, documents and standards' will go some way to explaining this.

The days of locomotive haulage on the Cambrian are long gone but we can relive them through photographs. Gavin Morrison's photo feature recalls the last few summer Saturdays when pairs of Class 25s brought long trains of Mark 1 coaches to Aberystwyth.

TRACTION MODELLING features a superb N gauge layout, Bluebell Summit; it's based on the West of England main line in the blue period complete with 'Westerns', Class 50s and HSTs. It features stunning scenery, including a large viaduct, and full length trains. Our review section looks at the marvellous new Bachmann Class 24/0.



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47060 approaches Crewe Gresty Lane with a fertiliser train on 19th June 1984. RICHARD CLAYTON



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Exchanged for Victoria – Manchester's twin stations

Few major railway locations have changed as significantly in recent years as Manchester Victoria. David Clough looks at the history of Manchester Victoria and Exchange stations, with a particular focus on the 1970s and early 1980s

Manchester Victoria, on the northern side of the city and adjoining the boundary with the City of Salford, owes its origins to the decision of the Liverpool & Manchester Railway (L&MR) and the Manchester & Leeds Railway (M&LR) to link their running lines at Hunts Bank.

The L&MR terminus of 1830 was at Liverpool Road on the western side of the city, whilst the M&LR terminated at Oldham Road on the east side. Effecting a connection, which would create a direct rail route from Liverpool to Leeds, was not easy. The M&LR had to descend a mile long incline at 1 in 47/59 into the River Irwell valley, whilst the L&MR required a long viaduct from Ordsall Lane across the Irwell valley and the river itself to Hunts Bank, which was just east of the river bank.

The M&LR arrived first in January 1844, with the L&MR following in May and both their existing stations closed to passenger, but not goods, traffic. The first facilities

comprised a long single platform, with a single storey building designed by George Stephenson. As traffic grew, the station expanded to ultimately 17 platforms and Stephenson's building gained a second storey, whilst a large building was added to this at right angles. This latter provided booking and catering facilities, as well as offices on the upper floors.

The original platform eventually became number 11, with ten bays to the south east for trains to and from the east. To the north of platform 11 were two through roads and a third used to stable bank engines to assist eastbound trains up Miles Platting bank. The north side structure of the station comprised platforms 12 to 17.

The station name changed from Hunts Bank to Victoria around the date it opened. The Lancashire & Yorkshire Railway (in which the M&LR was a constituent) opened a line between Victoria and Salford in 1866 and this gave access towards Wigan, Bolton and beyond. As

railway expansion and merges continued during the 19th Century, most of the passenger services were operated by the LYR.

The Cheetham Hill loop from Manchester Victoria East Junction, which was immediately to the east of the station, to Thorpes Bridge Junction, about one mile east of Miles Platting, avoided the steep incline on the direct route and opened in 1877. Red Bank carriage sidings, which was used for hauled coaches and vans, was built on land on the Manchester bound side of the loop. As late as the early 1970s, a former LYR Barton Wright 0-4-4T, converted as a carriage warming unit, lurked in the shadows here.

In 1884, the London & North Western Railway, in which the L&MR had been absorbed, moved its operations west to a site on the opposite bank of the River Irwell, the new station being named Exchange. To the north of Exchange, the LYR laid in Irwell Bridge Sidings, which had a small turntable, between the

through running lines.

Exchange was a much smaller facility of five passenger platforms and a through road. Following creation of the London Midland & Scottish Railway in 1923, Victoria and Exchange were linked by joining platform 11 at the former and platform 3 at the latter, which created Europe's longest platform at 2,238 feet.

Both stations suffered severe bomb damage during the Manchester Christmas blitz on the nights of 22nd and 23rd December 1940. First, Exchange's building and train shed roof was badly damaged, causing complete closure for over a week. Victoria was hit the following night, the incendiary bombs inflicting much havoc to the buildings on platforms 14 to 17, including the parcels office and the overhead parcels conveyor. (Editor: The editor's father, returning from a Christmas visit to Lancaster on the 27th December, noted that trains were being terminated at Salford.)

On 10th December 1947, a petrol train got out of control whilst descending Miles Platting bank and was diverted into bay platform 7, where it hit the buffers at 25mph. whether due to war damage or some other reason, the roof over platforms 5 to 10 was markedly shorter than the span across platforms 1 to 4.

By the start of the period covered by this feature, the confluence of the ex LNWR and LMR routes was controlled by Deal Street signal box and Irwell Bridge Sidings box had closed. West Junction box was opposite platform 11 middle and close to the end of Exchange's platform 5. East Junction box was on the north side and beyond the end of platforms 12 to 17 after Cheetham Hill Road bridge had crossed. There was a spur in front of this box that saw use for stabling a locomotive.

Gradually, bay platform 1 became disused. Photographic evidence suggests platforms 2 to 4 were equipped with a third rail to permit use by Bury line EMUs, the route having been electrified at 1,200V DC in 1914. Platforms 5 and 6 were for Oldham loop workings, whilst platforms 7 to 10 handled van traffic. Platform 11, and its 1929 extension 11 Middle, dealt with trains heading west. Scissors crossovers to the adjacent through road meant more than one train could be accommodated and arrive or depart independently. Services both east and west for LMR routes departed or terminated in platforms 12 to 16.

Line closures and service rationalisations from May 1969 brought the demise of Exchange and the buildings were demolished in 1981 to create a car park. The footbridge from the old concourse and Victoria's platform 11 middle across to Exchange's island platforms 4 and 5 was retained. The only obvious reason was to have these platform faces available for overspill use at times of capacity pressure at Victoria. Former



Returning from its banking duties, 25049 passes 40020 which is making an unaided ascent to Miles Platting with a Warrington Arpley to Healey Mills freight on 24th September 1975.



On 24th September 1975 45076 has just come down the bank for Miles Platting with a rake of stone hoppers from the Peak District bound for one of the depots in the North Manchester area.



With only the track of the through road surviving, Exchange cuts a dismal air of dereliction on 17th July 1976 as 46026 'Leicestershire and Derbyshire Yeomanry' accelerates the 07:55 Newcastle to Liverpool Lime Street away from its call at Victoria. The platform to the right of the train is the western extent of what used to be the longest platform in the UK.

40084 heads the Trafford Park to Holyhead Freightliner through Victoria on 11th May 1983. The train will have taken a complex route around the city to get to Victoria.



platform 5 was used in March 1984 to stable a rake of Gatwick Express coaches that toured the country to promote the new dedicated London Victoria to Gatwick Airport fifteen minute non stop service.

A consequence of the May 1970 West Coast line timetable recast was the axing of the overnight service, which had comprised portions from Liverpool and Manchester to Scotland. This had migrated from Exchange in May 1969 and had been Victoria's only sleeping car working.

By now, the service pattern at Victoria was well established, with a daytime mix of passenger and parcels activity and late night newspaper trains from Manchester's print works. The 1973 timetable shows the following dedicated newspaper workings:

Depart	To
00.12	Newcastle
00.20	York
01.18	Chester
01.50	Barrow-in-Furness
02.15	Leeds
03.05	Blackpool North
03.15	Southport
03.23	Liverpool Lime Street
03.35	Bury

All these trains were loco hauled, except the one to Bury, which was formed of a Diesel Parcels Unit.

During the 1970s and 1980s, the principal passenger trains were those linking Liverpool with Huddersfield, Leeds and beyond across the Standedge route. This was hourly between Manchester and Leeds, with most extended west to Liverpool Lime Street and east to Hull, York or Newcastle. Those connecting to Hull were formed of six car Class 124 DMUs that had been built in 1960 specifically for Trans Pennine duties. Two morning and two late afternoon and early evening loco hauled trains ran between Liverpool and Newcastle. For a time during the 1970s, these diagrams were shared equally between Crewe Diesel Depot and Gateshead. The former used its Class 47s and the latter its '46s' or borrowed '45s' but Class 40 substitutions were fairly common when there was a shortage of a more powerful Type 4, with inevitable loss of time over the Pennines.

To the west, trains served North Wales and local stations to Liverpool Lime Street. Other westbound trains went to Liverpool Exchange (until it closed and services cut back to Kirkby), Southport, Blackpool and Blackburn. Eastbound trains served all stations via Hebden Bridge to Bradford and Leeds, and ran via the Cheetham Hill loop.

Both north and south Trans Pennine timetables were recast in May 1979. The Class 124s went over to the Hope Valley line, whilst on the northern route, an hourly Liverpool Lime Street to York pattern was brought in starting in 1980. As the end of Class 55 'Deltics' approached, towards the latter part of 1981, so appearances by the Type 5 became more common. On Sunday 27th December, 55009 powered the 13:55 from York and 55015 the following one, both with headboards lamenting the end of this iconic class.

The May 1982 timetable revision extended services east to Scarborough but another major revision in May 1983 merged Manchester to North Wales and Trans Pennine operations to give alternating services serving Liverpool Lime Street or Bangor/Holyhead to Scarborough or Newcastle.

With Class 46 in sharp decline by then, motive power was generally either a '45' or '47'. The Class 45s also succumbed from May 1987 and traction then generally became the preserve of 'Generator' Class 47s (47401-20) which lacked other passenger diagrams on their native Eastern Region. Appearances by this sub class had been unusual but far from unknown previously. Their dominance only lasted a year before the Sectorisation of motive power cast them aside and brought



40015 substitutes for the usual Class 45 on a Bangor to Scarborough service on 27th January 1984, whilst a Class 25 awaits its next duty in the banking loco loop.

The Greater Manchester refuse train produced a wide variety of motive power, especially when the Class 40s went into sharp decline. 25076 is seen powering the 13:23 Dean Lane to Appley Bridge. The line that was used by passenger services to Yorkshire via Rochdale diverged under the gantry that can be seen to the left of the locomotive and passed Red Bank carriage sidings on its way to Newton Heath.





47518 rolls into platform 12 with the 11:05 Liverpool Lime Street to York on 14th February 1981. 40133 can be seen in the distance and is on banker duty. West Street signal box is in the centre of the photograph.



Class 104 DMUs used on Blackpool services received white stripes for a time and here two sets are departing with the 12:15 service to Blackpool North on 5th September 1981. The train is passing the remnants of Exchange station's platforms and approaching Deal Street signal box.

the creation of Provincial Sector's Crewe Class 47 pool. One of these, 47475, was painted into Provincial Sector livery.

1987 also saw the service pattern change again, with loco hauled train sets replaced on the North Wales route. At the end of the decade, a further recast took these services away from Manchester Victoria in favour of Manchester Piccadilly and this reduced the status of the former station.

Victoria also hosted calls by summer Saturday workings from east of the Pennines to Blackpool and North Wales and these were invariably in the hands of Class 40 until the demise of the type. These trains also gradually withered during the 1980s, whilst the conveyance of newspaper traffic ended in 1988.

Whilst the Trans Pennine services fell under Provincial Sector auspices after Sectorisation in 1982, because they were unprofitable, Inter City introduced a new working in May 1983. Called the 'European', it ran from Harwich Parkeston Quay to Glasgow via Nottingham and Manchester Victoria. This was the diversion of the Glasgow to Nottingham train away from the Settle and Carlisle route, which meant Inter City did not have to contribute to the Settle and Carlisle's upkeep. The service was also extended to serve East Anglia, replacing the previous Harwich to Manchester Piccadilly service. On the inaugural northbound run, Stratford turned out 'pet' locomotive 47581 'Great Eastern' with a small headboard. The service underperformed financially and lasted only a few years.

Backtracking in time, the other long distance workings were those from Victoria to Glasgow and Edinburgh. These combined with a portion from Liverpool Lime Street at Preston and, until May 1976, were the preserve of Class 50. Until West Coast electrification in May 1974, the morning train was double headed from Liverpool throughout but the back working brought the pair into Victoria and one of the '50s' took, presumably, a newspaper train overnight to Liverpool in order to provide the pair for the following morning's northbound Scottish service.

Empty van trains were a regular sight passing through Victoria from the west, heading for Red Bank carriage sidings. Parcels traffic was important and one 1970s quirky working is worth mentioning. This was 6J26, which brought vans from Stockport to Victoria non stop and powered by a Class 50!

DMUs formed the majority of trains that used Victoria. These came from many classes and could be two car (one power car and one trailer), twin (two power cars) and three car (two powered and one trailer). The Blackpool North route was generally the preserve of Class 104 three car formations that had a full length bodyside white stripe to denote modified bogies for improved ride quality. During the early 1970s, however, the 09:45 Down,



On 30th April 1983, 40129 whistles away at the head of the 02:05 newspaper vans to Barrow, with the train ready to receive the output from two nearby print works. The train is on the long platform 11.



A Class 504 EMU with driving trailer M77174 awaits departure for Bury and is standing in one of the east end bay platforms.



On a snowy 27th January 1984, 47460 and 'The European', the 07:17 Harwich Parkeston Quay to Glasgow are re-platformed at Victoria due to a late running service occupying platform 11.

and possibly the 18:45 return, was formed of a Class 50 and stock, whilst an unbalanced diagram in 1972 saw the '50' topped by a '40' as far as Preston. The last surviving driving motor coaches of Class 100 and 103 were paired up at Newton Heath depot in the early 1980s to form a twin that was often to be found operating on the steeply graded Oldham loop.

Class 142 'Pacers' in Greater Manchester PTE orange livery were the first batch to be constructed and arrived at Newton Heath in 1985 and began to displace first generation DMUs. Political pressure soon

saw the ones in this livery moved to operate out of Piccadilly instead, which shows how the two stations were regarded. May 1987 also brought 'Sprinter' DMUs on the North Wales route in place of the two hourly loco hauled train sets; they also started to work to Blackpool.

Looking at the working timetable, much of the freight traffic that passed through Victoria did so at night. Photographic evidence again indicates that the provision of a bank engine and crew was not a round the clock operation. The heavy oil trains from Stanlow refinery to depots east of

the Pennines invariably called for such assistance. Class 40 predominated until its demise, with Classes 37, 47 and 56 being diagrammed at various times during the 1980s. Closure of the Woodhead route in 1981 brought coal trains from Healey Mills to Fiddlers Ferry Power Station in the custody of Class 56 through the station.

By the end of the decade in 1989, Victoria was looking unloved as a structure and much of the railway activity of interest had gone. And so had I, after working for several years at the foot of one of Exchange's access ramps, I left to work elsewhere.

45103 brings a Scarborough to Bangor working into platform 11 on 23rd January 1984. The platform canopy supports were a distinctive element of this part of the station.



45024 is on the stabling point at the east end of Victoria station on 11th August 1980. Behind is the modern Victoria East signal box which had been commissioned in 1962 and was closed in 1988.



On 16th August 1984 freshly repainted 37081 is seen at Crianlarich on a freight train showing its home-made numbers and hand painted logo, a small Westie dog and blue data panel on the yellow cab side.



Eastfield Style: Part 2

Former Eastfield Secondman John Baker continues his account of how the depot embraced the trend of other maintenance depots in seeking an identity for their own allocation of locos.

Eastfield
ED

As mentioned previously in part one, in the late 1970s BR was looking at an image change and this included new liveries for locomotives and rolling stock. For locomotives it was decided to try a new modern look, quite radical really to the standard BR blue of the day and quite tame in itself compared to what would follow in later BR years and with what we have today.

That new livery was to become known as 'large logo' and 56036 was the loco chosen for the launch; it was unveiled in August 1978 having been painted at Stratford Works. This new livery style didn't go unnoticed at the adjacent Stratford Depot, long famous for turning out embellished steam and diesel locos and responsible the previous year for turning out two Class 47s, 47163 and 47164, with large bodyside Union Jacks to celebrate the Queen's Silver Jubilee.

Stratford prided itself in turning out smart Class 47s for the express service out of Liverpool Street to East Anglia

with their trade mark light grey roofs (commonly referred to as silver roofs), red buffer beams with white or silver couplings and pipe work. One of these locos, 47170, became a test bed for several livery experiments, receiving no less than five stages of very smart and subtle livery variations before going fully large logo.

1979 saw the introduction of Class 47/7s on the Edinburgh to Glasgow route, all locomotives receiving local names. When the final two locos of the original batch, 47711 and 47712, were due to be named, it was decided to drop the local Scottish theme and instead the local radio stations in Glasgow and Edinburgh were invited to run a competition in conjunction with BR to choose names. Not surprisingly, the Edinburgh listeners elected to keep the Scottish theme going, choosing local legend 'Greyfriars Bobby' for 47711, with 'Lady Diana Spencer' being chosen for 47712 by the Glasgow listeners.

Even though 47170's adornments were not at the time official for Class 47s, it was

the future and new build Class 56s, and the refurbished Class 50s, that were now being out shopped in the large logo livery, all based on the 56036 experiment. Even the Southern Region joined in with 33012, which was similar to 37027's first version, and later with 73133.

So now it was time for Class 47s to receive it officially and the naming of 47711 and 47712 was deemed as high profile, with lots of media interest, especially with the 'Lady Di' connection, and Haymarket was instructed to paint both in large logo livery. The corporate image had to be maintained though and Haymarket removed the black and white 'domino' head code panels and fitted yellow plated ones.

Stratford kept the 'domino' head code panels and this definitely enhanced the look, something that again didn't go unnoticed and was later adopted by Eastfield for almost all their future large logo repaints. Indeed many of Eastfield's Class 37s and 47s that retained the otherwise standard blue livery also



Smart looking 47617 'University of Stirling' is at Stirling for its naming ceremony on the 17th September 1984. This livery definitely suited the Class 47s.



Painter Jim Kerr applies the numbers to 47578 in a smoky shed at Eastfield on January 22nd 1985. The black window surrounds and black headcode panel are yet to be applied. Note the hand painted BR logo. 47578 was named 'The Royal Society of Edinburgh' at Edinburgh Waverley four days later.

received black painted 'domino' style headcode boxes. At no time though did any locos run with both white stripes and black headcode boxes.

As for 47170, it went on to receive its final version of large logo, Stratford style, until finally going to the works to become 47582 and receive yet another version of large logo livery, but this time officially!

Through the early 1980s large logo was the new order and as it became standard it was not surprising that by mid 1984 Eastfield was told to remove the white stripes altogether as Class 37s were now also to be officially receiving large logo livery. However the message was a bit slow reaching the shop floor with 37175 only wearing its white stripe for a few days

in May, making it only the third centre headcode panel Class 37 to have a white stripe, with 37178 and 37192 being the others. 37178 was even considered as a recipient for the 'Royal Scotsman' livery at one point, something later carried by 37401 and 37428. Only four centre headcode panel locos in total had an 'Eastfield stripe' if you include the red stripe on 37196.

The arrival at Eastfield of the first large logo livery Class 37, 37264, one of the second batch of mainly former Western Region '37s' sent north (to bolster the poor availability of the earlier Eastern Region arrivals), saw a flurry of painting over of the white stripes to comply with the new order. Such was the haste some locos were not even washed thus leaving a new blue stripe

when finally washed! The Western Region '37s' had a three times better reliability figures than Eastfield's allocation. 37264 was actually the third Class 37 to receive large logo livery, following on from the now preserved 37025, and 37183, all of which were painted at different Works.

37025 was the launch loco for the class, being ex-works from Doncaster just days before Christmas 1983, and was followed by 37183 from Swindon Works in March 1984. 37183 only received this livery by default as it was at Swindon for collision damage repair which necessitated quite a bit of repainting, so the new livery was chosen over a patchwork finish.

However, Swindon, being a bastion of the Great Western way of doing things, observed that the repair order said nothing about replacing the glass domino head code panels or buffer beam skirting. Thus 37183 was out shipped in a very pleasing on the eye version of large logo livery with an exceptionally glossy finish as well. It also had a black roof and not the specified light grey. 37264, now also preserved, was out shipped from Crewe Works a month later.

Eastfield's version

Well anything the main works could do, so could Eastfield, but with a twist of their own style of course. And so when depot favourite 37081 found itself stopped for repairs in June 1984, it lost its white stripes. A few weeks later it was receiving a radical and unique change as it became the first Class 37 to be painted at Eastfield into large logo livery, well the first officially that is....

So quick was Eastfield's haste to paint 37081 it had no actual paint specifications to work from, and they could not obtain large BR logos, large numbers or large Westie dogs transfers from the stores 'down south' so they painted their own style numbers and large BR logo. This led to 37081 running for a few months with home-made numbers until proper ones arrived. However, it kept its home-made BR logo until called to works as part of the Class 37/7 refurbishment plan.

Without the paint specifications to use for guidance, the painters still placed the blue and white data panel and depot sticker on the cab side where it looked very odd; they would also repeat this error on the next loco painted, 37043. In addition Eastfield added another one of their adopted 'styles' black painted head code panels which complemented the excessive yellow nose ends; they hadn't forgotten about 37027's rebuke three years earlier!

As Stratford received more Class 47/4 locos, more of their boiler fitted '47/0s' migrated north to Eastfield and Haymarket Depots, most still retaining their black head code panels. As previously mentioned, this stylish adornment did not go unnoticed, and Eastfield adopted



Clearly displaying both a Gateshead shed sticker and Gateshead coat of arms, 47520 shows its newly applied black head code panel at Eastfield whilst awaiting repairs in August 1984.



In February 1986 a smart looking 37051 is fresh from painting at nearby Cowlairst carriage sidings and shows a properly applied BR logo, correctly positioned numbers and 'wash line' stripe which is yellow over doors then orange along body. It has a black roof with blue radiator grills.

it as their next identity enhancement for all their locos. Late in 1984 37026 received black head code panels, being followed in early 1985 by 37011, 37022, 37033, 37108 and 37190 as the first to have them, with others to follow. Therefore this led to Eastfield applying two livery variations to the Class 37s and Class 47s during the same period from mid 1984 to mid 1985. For many locos the black headcode panels were an interim livery enhancement until they were painted into large logo livery.

Even though 37081's new livery with home-made numbers was short lived, Lima produced a model of it carrying this livery in July 1987 following on from the previously produced model of 37012 with

white stripes in May 1986.

The first Eastfield Class 47 to receive large logo livery was 47617, which was selected for naming 'University of Stirling', at Stirling on the 17th September 1984, due to being in ex works condition. Again, like Stratford, Eastfield adapted the livery to their own interpretation, the main distinctive feature that would follow on all their other Class 47s was the black window surround extended to the roof line with no thin yellow border above the windscreens and the carrying of the black band window surround, back onto the cab doors to include the cab door windows.

This addition took some getting used to though as 47617 only had three doors done

which wasn't noticed until it was parked up in the platform at Stirling on naming day! This was just one of the problems of painting locos with doors and hatches left open and with locos that frequently got shunted around the shed during repainting; there were no dedicated paint shops at Eastfield in those days. This black window band also varied from loco to loco as either a matt or gloss finish.

47563 was the exception to this extended black area, when it was the last Eastfield Class 47 to receive large logo livery when painted at Cowlairst carriage shed in 1987, prior to naming. Again this was purely by chance, especially with so many Class 47s arriving from the works already in large logo livery. By this time most '47s' were receiving the early Inter City livery from the works as the new standard.

As no large 'Westie' dog transfers were available for 47617 a 'wee' one was applied, whilst the BR logo was hand painted and out of proportion, something that would become a recurring theme. The wee dog was placed centrally and the later large dog was strangely placed right next to the BR logo. Later loco repaints would have them applied centrally or under the nameplates. For some strange reason during the repaint 47617 lost its miniature snowploughs. It had left the works with a special modification to fit the brackets when it was converted to an electric train heating loco from 47149, a long time Eastfield loco. A full set of miniature snowploughs definitely suits a Class 47.

47578 was the second Class 47 to receive the Eastfield style large logo livery as it was also selected for naming. It was during this repaint that a bit of ingenuity was called for as 47578 had a flush cab end at one end of the loco so the black head code panels had to be masked off and painted on the flush end, this being noticeable as the marker lights were almost central. All the painter's measurements being done just by the eye!

Just to be different, 47614 with both cab ends flush received no improvised black head code panels and was further unique in that its large BR logos were positioned closer to the centre of the bodyside. Whilst applying the black painted areas on the large logo repaints the painter would also take a tour around the depot and look for any clean locos and slap on a black headcode panel so this was how Gateshead 47520 came to have a black headcode panel!

In between 47617 and 47578 receiving their large logo liveries, 37043 became the second Class 37 to receive large logo livery. Like 37081 and the Class 47s, it too had a hand painted BR logo as still no proper transfers had arrived. However numbers and big dog transfers were now available and next painted 37191 and 47595 received these. There were in fact four locos being painted at one time: 37043, 37191, 47578 and 47595.

The application of the BR logo was



37117, with its wonky BR Logo and black radiator grills and black roof, is seen on April 7th 1986. 37117 was an oddity as it was usually only boiler fitted locos that were given a large logo at that time.

to prove to be a big issue during the subsequent repaints of locos into large logo, as well as the out of proportion hand painted ones, the actual transfers also proved troublesome to apply to the correct proportions. Both painting and transfers were applied at random. 37022 even ran for a month until 4th October without them until space in the shed allowed a platform to be erected to apply them from.

37117 had a particularly odd BR logo applied, only beaten by that of 37025 when it was repainted for naming at Inverness in 1994. 37117 was one of a few locos painted at nearby Cowlairs carriage sidings when Eastfield was busy and the carriage repair shed wasn't too busy with coach repairs. 37051 and 37085 were two other Class 37s repainted there by the local staff under supervision from Eastfield.

However Cowlairs usually followed the now available paint specifications with correct application and positioning of the numbers and logo, 37117 excepted, whereas Eastfield, having had to make their own patterns from the start, just kept following them, adding further variations to the fleet. So much for BR's new standard image and hence why there were so many Eastfield 'style' variations.

Another one of these variations was the painting of the Class 37 radiator grills in black as experience showed that was how they soon tended to end up. Even painting the radiator grills had variations. Some had the black paint retained within the radiator grill frame and some had it forming a border around the frame. These additions were also applied to several Class 37/4s that had their paintwork spruced up prior to naming, such as 37401, 37402, 37405 and 37406.

Cowlairs also painted Eastfield's Class 104 DMUs 53424 and 53434 in the unique 'Mexican Bean' livery for the Oban to Crianlarich summer service that started in 1985.

At about the time of the Cowlairs repaints, in late 1985 and early 1986, the requirement for a 25mm cantrail warning stripe, officially known then as a 'wash line' on the official paint specification sheets, had been introduced. By the time this filtered down to the Eastfield and Cowlairs painters, it was interpreted as 'apply broad stripes' between the cab doors along roof line. Well, needless to say this led to yet another 'Eastfield Style', and the stripe had several interpretations, several were done in yellow as the details

of the directive about the use of orange paint didn't reach the shop floor until much later on. Quite a few saw the cab window yellow surround extended as a stripe over the cab door, then changing to a pale orange along the roof line, or even a paler yellow in 37012's case.

However, on 37022 and 37026 there was no joint between the cab yellow window surround and the broad orange stripe, with the area above the cab doors remaining blue. Most of the stripes applied at Eastfield and Cowlairs were as thick as the white stripes that had once graced the locos lower down, ranging from 5 to 7 centimetres.

Now let me just clear up a few misunderstandings at this point that are often quoted. The white stripes were applied to enhance the loco's appearance and not to signify that the locos had received modifications to their bogies to do with the problem of excessive tyre wear on the West Highland line, which some of the white stripe locos did indeed have fitted. Numbers are used to identify locos not paint styles! Also the 5 centimetre wide yellow roof stripe applied to 37175 did not signify it was fitted with steering bogies; both these paint applications were

Two Class 104 DMU driving cars, 53424 and 53434, were resurrected and repainted at Cowairs carriage sidings into this striking livery which quickly acquired the name 'The Mexican Bean'. It was used on the Oban line and is seen here at Eastfield on May 2nd 1986.



37022 shows its 8 centimetre wide broad orange 'wash line' stripe and the missing bit above the cab doors. It is seen just after washing by the mobile cleaning machine on left.



unrelated to any modifications to the locos. On 37175 the painter was simply just finishing off the yellow paint tin; even the horns got treated at one end!

From July 1985 onwards Eastfield dispensed with light grey roofs, instead applying black, the light grey proving very difficult to keep clean. 37012 was the first to be repainted on the 17th July, with 37175 following in August and 37022 in September. Only locos previously done in the works, mainly Class 37/4s, had their grey roofs refreshed when chosen for a spruce up for naming or special occasions. Surprisingly though, 37004 and 37079 did receive light grey roofs in early 1987 during a repaint.

Going back though to early 1985, the ScotRail PR machine was gearing up to promote the summer timetable from May and with it the great introduction of 'newer' and even better locos, the Class 37/4s, along with Mark 2 stock onto the West Highland Line. However, the late arrival of the 37/4s was posing a 'big problem'. A ScotRail 'Railfair' was planned at Oban, for the 10th May as part of the launch program. As well as the attendance of several locos, 20089, ETHEL 1 and 27038, it was planned to name a 'new' Class 37/4, 37401, 'Jimmy Shand'. The 'big problem' was that it was still not finished or ready to leave Crewe Works. This 'big problem' called for a big loco and an Eastfield stalwart, 37188 was selected to have the honour of pretending to be a '37/4'. Surely nobody would notice...

As 20089 was also selected to attend the Oban 'Railfair' it therefore required smartening up; to Eastfield this meant another opportunity for something different and a change from just doing Class 37s and 47s. A large logo was considered, and the cab sides were even primed for the lighter yellow, but it was deemed not practical so the standard rail blue was retained but the overall roof was gloss black. Red buffer beams were also applied. Maybe one day someone will try large logo on a Class 20.....

To be continued in TRACTION 266.

(LEFT) Looking stunning, 37188 has just run out of the shed prior to its naming on the 10th May 1985 with the 'Jimmy Shand' nameplates covered up. It is standing in for the late delivery of 37401 and has been finished with a light grey roof and black radiator grills. Three years later Eastfield would again repaint 37188, into the new grey Railfreight sector colours.



Monday 16th June 1986: A classic mid-1980s BR-blue era study, complete with lower quadrant semaphores, at Dawlish Warren (note the catering coaches). 47223 passes through with 'Palvans' and OCA opens forming what is thought to be the 6M22 MO Truro to Ince & Elton UKF empties, which may also include empties from Plymouth. The service may attach further empties from Lapford at Exeter. DAVE MCALONE

Remembering the UKF trains: Part 1

Having documented the BOC trains operating out of Ditton in TRACTION 261 and 262, David J. Hayes now turns his attention to the fertiliser workings that once emanated from Ince & Elton.

It is sometimes mistakenly thought that UKF was an abbreviation for United Kingdom Fertilisers and I have even seen it used that way in print. It's an easy mistake to make, but it was actually an abbreviation for Dutch company Unie van Kunstmest Fabrieken. The company had its UK manufacturing base (originally opened in the mid-1960s under the aegis of Shell/Armour Star) at Ince Marshes, also known as Ince & Elton, in Cheshire and about five miles south (as the crow flies) of the British Oxygen Company's (BOC) main production plant at Ditton near Widnes.

Indeed, like BOC, which operated dedicated block trains of nitrogen and oxygen to specific BOC terminals, and also used the Speedlink wagonload network to distribute less than trainload tonnages of liquified atmospheric gasses to other parts of the UK, the UKF company did likewise, but for the nationwide distribution of its palletized sacks and large bulk bags of fertiliser products.

The UKF company had previously traded as Shellstar which had invested heavily in a new specialised fleet of air-braked wagons for its fertiliser business in the late 1960s. The initial batch of wagons were of curtain-sided construction with Shellstar company branding and logo. Known as pallet vans,

or 'Palvans', subsequent new builds were fitted with sliding side doors, as were, later, the initial curtain-sided wagons; all were coded PWA.

The different variants of 'Palvans' will be covered in detail in an article by David Ratcliffe's in a future issue of TRACTION. The accompanying map (by Andy Williams) shows the various fertiliser locations once served from Ince & Elton by its Company block trains and by Speedlink.

Early trunk trains

The trunk services operated by Shellstar, and later by UKF, were usually formed of uniform trains of 'Palvans', which often consisted of portions for two or more destinations. Much of Shellstar's railborne block train output was routed via the West Midlands for a while, with several such services in the early 1970s being booked for electric haulage to Pleck Junction, about a mile south of Walsall station, from where they were diesel hauled via the Sutton Park line to gain the North East to South West main line at Castle Bromwich (situated between Birmingham and Water Orton).

Table One details the loaded Shellstar fertiliser workings from Ince & Elton that were routed via Walsall as of May 1970. As will be seen, all operated on a once weekly

basis and, in most cases, utilised the same headcode (6V35) and path to reach the West Midlands. The electric to diesel traction change timings at Pleck Junction were 21:13-21:33 SSuX (20:18-20:38 SO). The return empties (coded 6M54) were electric hauled from Walsall station where they called from 02:25-02:45 MSuX to facilitate the loco change over.

In addition to those services tabulated, the working timetable for that period also shows fertiliser departures from Ince & Elton to Braintree (6E40, dep. 16:30 FO) and to Whitemoor (6E40, dep. 16:30 FSSuX). There was also a weekly departure to Akeman Street (6A30, dep. 12:47 WO), but this was shown as 'Suspended' as of May 1970, possibly because this traffic was now to be conveyed as a 'portion' by the Horsham train.

Further additions to the Shellstar fertiliser train plan in the early 1970s included block train departures to Carlisle, Darlington, Horsham and Perth. By that time, the electric hauled trains shown in Table One had been amended for diesel haulage throughout, the exception being the Saturday service to Carmarthen, but even this soon succumbed to being diesel hauled throughout.

TABLE ONE.**Shellstar trains via Walsall: May 1970.****All services electric hauled to Pleck Junction.**

Train	Service details	Walsall
6V35	18:22 MO to Bridgwater	21:37 MO
6O36	18:22 TO to Andover	21:37 TO
6V35	18:22 WO to Plymouth	21:37 WO
6V35	18:22 ThO to Gillingham	21:37 ThO
6V35	18:22 FO to Gloucester	21:37 FO
6V35	17:22 SO to Carmarthen	20:41 SO

TABLE TWO.**UKF fertiliser departures: October 1978 - block trains only**

Train	Service details	Portion details
6E56	20:20 MO to Darlington	Harrogate
6E40	16:07 MTWO to Whitemoor	Dereham, Diss, Lincoln, Sandy, Sleaford and Whittlesea
6V35	17:28 TO to Plymouth	Bridgwater
6S89	12:30 WO to Keith	Aberdeen, Kirkaldy and Montrose
6O34	17:28 ThO to Andover	Gillingham (Dorset)
6O48	16:30 FO to Horsham	Akeman Street
6V35	15:30 SO to Carmarthen	Gloucester
6E40	15:12 SuO to Braintree	Dereham, Diss, Lincoln, Sandy and Whittlesea
6V35	17:09 SuO to Truro	Lapford and Plymouth

(BELOW) Tuesday 20th April 1982: The UKF block trains were once a common sight on the North East to South West main line between Birmingham and the West Country, but not on the section through Tamworth. 45037 heads south through Wilnecote, south of Tamworth, with a raft of 'Palvans' (mostly unbranded). Do any readers have any thoughts as to what this service might have been? IAN CUTHBERTSON COLLECTION.



UKF operations

SHELLSTAR began trading as UKF in 1975 and rail operations remained relatively unchanged, with company block trains still continuing to be dispatched from the Cheshire plant to various destinations in England, Scotland and Wales just as they had done under the auspices of Shellstar, with most trains, again, conveying traffic for two or more destinations.

Table Two shows the UKF train plan as of October 1978 and also gives details of the portions conveyed by these services at that time. The thrice-weekly 6E40 MTWO block train to Whitemoor is particularly noteworthy, as it conveyed traffic for no fewer than six destinations, many of which were also mirrored by that of the Sunday 6E40 block train departure to Braintree. The delivery of some of these portions to their end destinations was dealt with by utilising Speedlink tripping resources or by trips catering for traditional wagonload traffic or perhaps a mixture of both.

The number of trunk services being dispatched, as per October 1978, amounts

to eleven block trains per week, equating to two departures each on a Sunday, Monday, Tuesday and Wednesday, and single departures on a Thursday, Friday and Saturday. Excluding Whitemoor, a total of eight destinations were served during the week, with portions being conveyed for a further 15 other locations (as well as being served by a direct block train, Plymouth was also served as a 'portion location' by the Truro train).

Although outside the main scope of this feature, it is worth mentioning at this point that traffic generated by Shellstar and UKF at Ince & Elton at various times also included inbound and outbound chemicals, such as anhydrous ammonia to Barton-on-Humber (for Associated Chemicals), Normanby Park (for Nypro) and Seal Sands (for Monsanto); nitric acid to British Nuclear Fuels at Salwick and Sellafield; nitric acid from Thames Haven; and phosphoric acid from Avonmouth, Corkickle and Immingham. The majority of these chemical flows operated as block trains, although some were relatively short-

lived because certain chemicals used in the manufacture of fertilisers were later produced 'in house' at Ince & Elton.

Akeman Street portioning moves

Probably the best known and most frequently photographed UKF portioning movement on the network was that between Bletchley and Akeman Street, Buckinghamshire, which was a regular Saturday morning runner. As can be seen from Table Two, the traffic was conveyed by Friday's Horsham bound train (6O48), which, as of October 1978, was booked to call at Bletchley from 21:23-21:38. The service was electric hauled from Crewe Basford Hall (dep. 18:17) to London where it recessed overnight (22:41-06:55) at Acton Lane Sidings before being diesel hauled across the capital on the Saturday morning by way of the West London Line (see features in TRACTION 224 and 252). It was booked to reach its Southern Region destination at 08:48.

The portioning moves to and from Akeman Street used the now demolished Bletchley flyover, the loaded delivery run being a relatively straightforward operation. Returning the empties to Bletchley, however, was a little more complicated. Lack of run round facilities at Akeman Street required the empty wagons to be propelled to Grendon Underwood Junction from where they proceeded to Aylesbury to perform the required run round manoeuvre. It was not unknown for the empty fertiliser vans from Akeman Street to be accompanied by empty coal wagons from Aylesbury on the return run to Bletchley.

The Akeman Street UKF empties connected into 6M69, which, again, as of October 1978, ran as the 14:20 SO Horsham to Ince & Elton. This was electric hauled from Willesden Brent Sidings, where it called from 15:45-16:02 for traction change purposes, and made a further call at Bletchley from 16:50-17:38. The last leg of the journey 'home' was diesel-hauled from

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Crewe station (dep. 21:02).

Fertiliser deliveries to Akeman Street in later years, as with various other UKF fertiliser destinations, began using a mixture of PWA 'Palvans', OCA opens and high capacity international ferry vans (used for big bulk bag traffic). The latter were similar to the IPA (later coded IWA) 'Holdalls' used for the Norsk Hydro fertiliser business operating out of the former Fisons plant at Immingham (like UKF, this rival company also ran dedicated block trains and utilised the Speedlink wagonload network).

Another variant of van used by UKF for a short while were Procor two axle curtain sided PVA types, which were very similar to those used for the Campbell's Soups traffic originating from Kings Lynn.

Part Two in TRACTION 266 will look at block train operations into the early 1990s, the distribution of wagonload consignments using the Speedlink network and the eventual demise of all railway activity at the Ince & Elton plant.



Friday 20th July 1984: Amongst the Scottish destinations served from Ince & Elton were Aberdeen, Dundee, Elgin, Fearn, Huntly, Inverness, Keith, Lugton, Montrose, Perth, Stranraer, Thornton and Wick. This fine view sees 47041 passing through Dunning, between Perth and Stirling, atop 6056, the 15:10 Speedlink from Dundee to Dover, which has at least six empty PWA 'Palvans' up front making the long journey back to Cheshire. The service will call for traffic purposes at Stirling, Mossend, Warrington, Willesden and Hoo Junction. PAUL D. SHANNON.



Saturday 19th July 1986: The UKF block trains from Ince & Elton were a familiar sight on the 'Welsh Marches' line. 47351 powers through Dorrington with what is, again, thought to be 6V35, the SO service to Carmarthen, which is formed this time of a combined consist of six PWA 'Palvans' laden with palletized sacks and a raft of OCA wagons conveying bulk bags. MIKE HEMMING.

Saturday 14th September 1985: The 6V35 service to Carmarthen is seen again, some three months later, at Shrewsbury behind 47102, this time with a raft of UKF 'Palvans'.
MIKE HEMMING.



Tuesday 11th September 1984: Having just crossed from Cornwall into Devon and with one of the huge towers of the Tamar suspension bridge rising above the rooftops, 47353 re-joins the double track main line, on the approach to St. Budeaux Ferry Road station, with UKF empties from Truro returning to Ince & Elton. The train has also just crossed a bridge spanning the Gunnislake branch.
JOHN WHITEHOUSE.



Friday 15th July 1988: The morning 6T19 Speedlink trip from Mossend, powered by 37251, positions ten OCA wagons of bagged fertiliser from Ince & Elton into the siding at Lugton. The rest of the train is formed of government stores for Giffen.
PAUL D. SHANNON.

(RIGHT) Saturday 30th August 1986: Another N&W image, this time just south of Shrewsbury at Bayston Hill. 47326 is atop the 6V35 service to Carmarthen, but on this occasion formed of a uniform raft of fourteen 'Palvans'. MIKE HEMMING.



(LEFT) Saturday 15th November 1986: Six PWA 'Palvans', hauled by 31159, traverse the Oxford to Bletchley line at Newton Longville, forming 6B20, the 10:20 SO UKF empties from Akeman Street to Bletchley, where they will be collected later in the day by the empty Horsham to Ince & Elton UKF train. MARTIN LOADER.

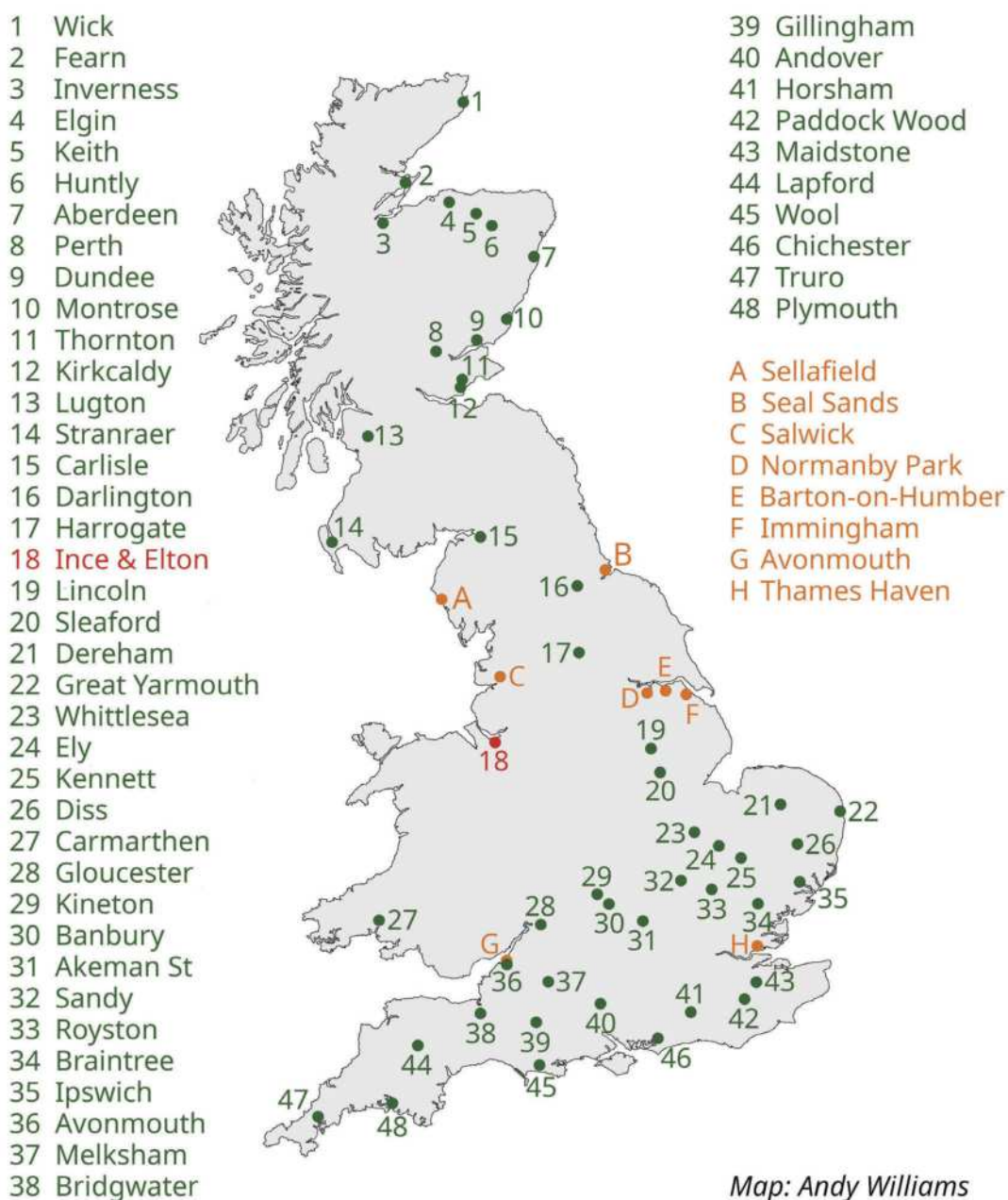
(RIGHT) Saturday 15th June 1985: Although perhaps not immediately apparent, this is the 6V35 SO UKF fertiliser train from Ince & Elton to Carmarthen at Redhill curve, Herefordshire, behind 47015, on the North & West 'Welsh Marches' line. The train is formed entirely of OCA opens laden with bulk bags. PHIL BALDWIN (COURTESY OF ANDY BALDWIN).





Saturday 21st November 1987: The 6M69 UKF empties from Horsham (dep. 14:28 SO) to Ince & Elton passes through Clapham Junction (due 15:30) behind 33017. The train is taking the connection to Latchmere Junction to access the West London Line extension to Willesden where a change of motive power to electric traction will take place. The service will then continue north and call at Bletchley (17:01-17:55) to attach additional UKF empties from Akeman Street. 6M69 will revert to diesel haulage from Crewe (dep. circa 21:00), the loco swap taking place in the station (with thanks to Adrian Nicholls for additional details). DAVID FORD.

UKF chemical sources & fertilizer destinations



Map: Andy Williams



BLUEBALL SUMMIT

Struggling to build his vision in a defined space, Andrew Bartlett changed scale to discover a horizon of new opportunities.



Photography by Andy York

Back in 2012, Andrew Bartlett was looking for a new model railway project. He wanted to create a section of main line railway where he could watch trains go past, without having to stand there with a controller in his hand. As he only had the space that was currently occupied by his existing branch line layout, it soon became obvious that to accommodate the planned new main line 'roundy roundy', he would have to change to a smaller scale.

Although originally dismissing N gauge years earlier, some of the more up-to-date locomotives and stock showed potential for creating a respectable railway in the scale.

There were several key features that Andrew wished to include in the new project, the main one being a substantial viaduct. In order to accommodate this in a realistic manner, much scenery had to be below track level.

The scenic part of the layout is 10ft in length by 18in wide, and consists of two baseboards, both 5ft long. In addition to the two scenic boards, there are two boards of similar size that form the storage sidings behind, as well as two semi-circular boards that form a continuous run. These semi-circular boards carry a curve with a radius of 2ft (4ft wide). Therefore, the overall size of the layout is about 14ft by slightly over 4ft wide.

'Blueball Summit' is a purely fictitious location, based somewhere in the West Country during the 1970s and early 1980s. It is an attempt to rekindle Andrew's teenage memories of watching a seemingly endless procession of holiday expresses, together with more freight trains than there were.

The track through the scenic section

is simple, comprising of double track for the main running lines, between which there is a trailing crossover. There is also a goods loop in one direction and a trailing siding from the other running line.

In order to make the scene as realistic as possible, Andrew placed strong importance on only having gentle curves within the scenic section. The track is ballasted using fine white sand that was being sold for use in tropical fish tanks.

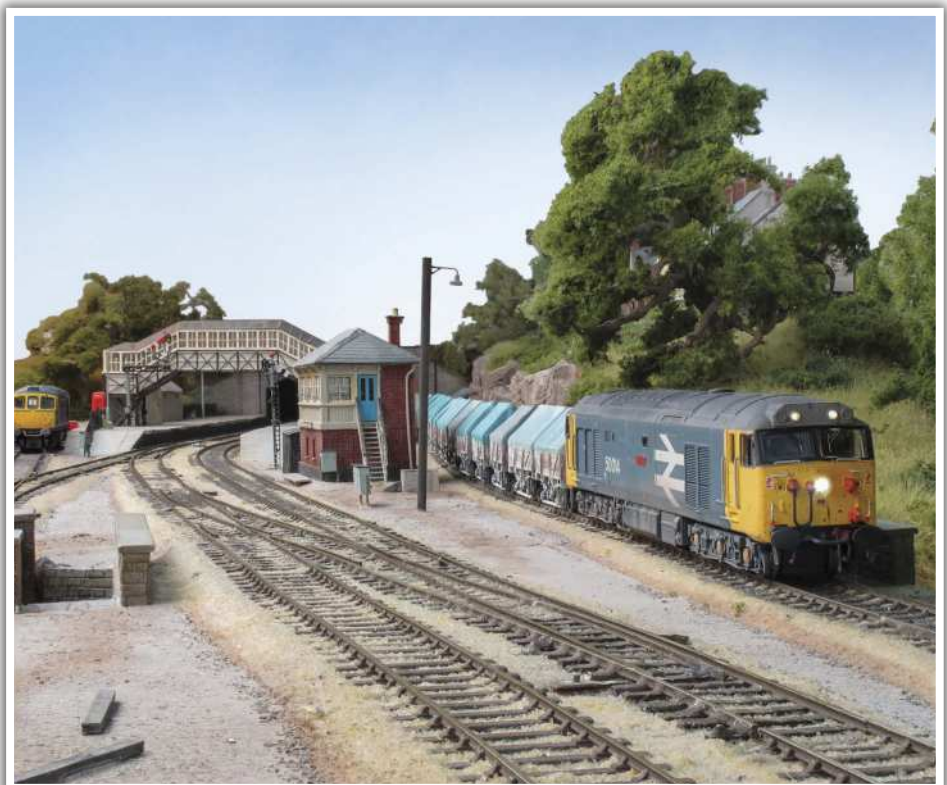
Trees are made from lengths of thin wire that are twisted together to form the required shape before having a mix of plaster and PVA brushed over the trunk. The foliage is teased-out Woodland Scenics, added in small clumps to the branches.

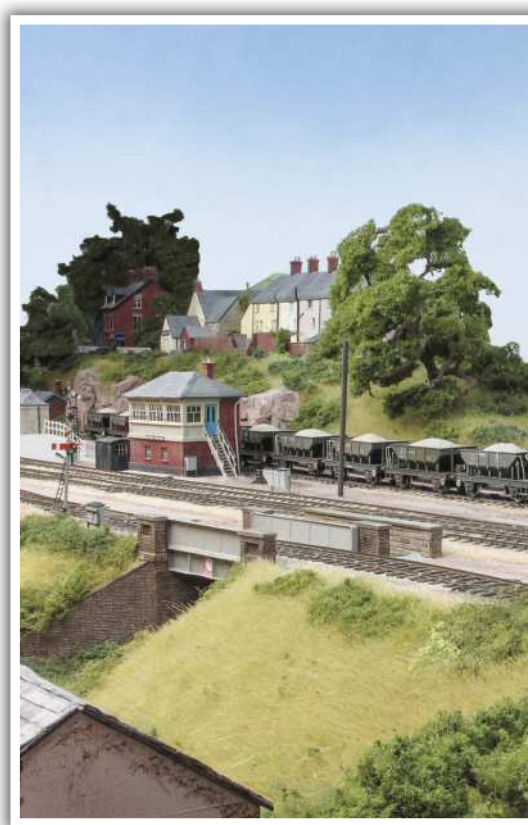
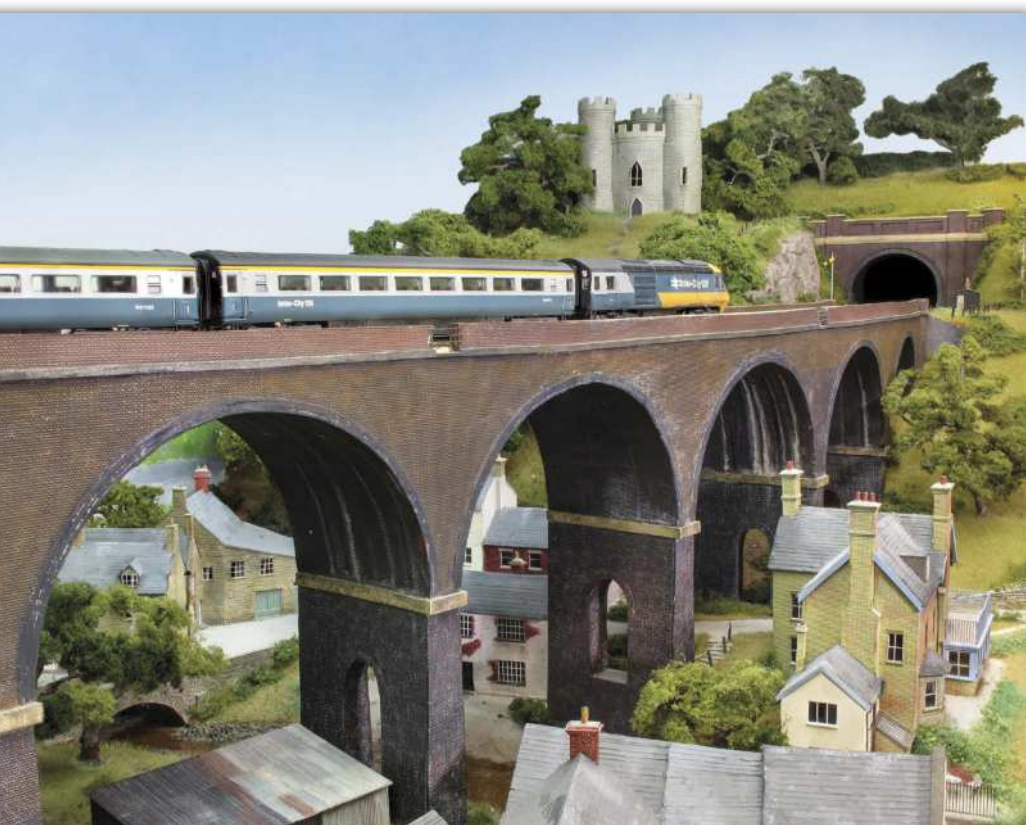
Buildings and structures are built from Plastikard, with roofing slates made from strips of overlapped paper. Some of the windows are made from 0.3 microstrip (very thin strips of plastic), although some, like the signal box, have utilized brass etchings for window detail.

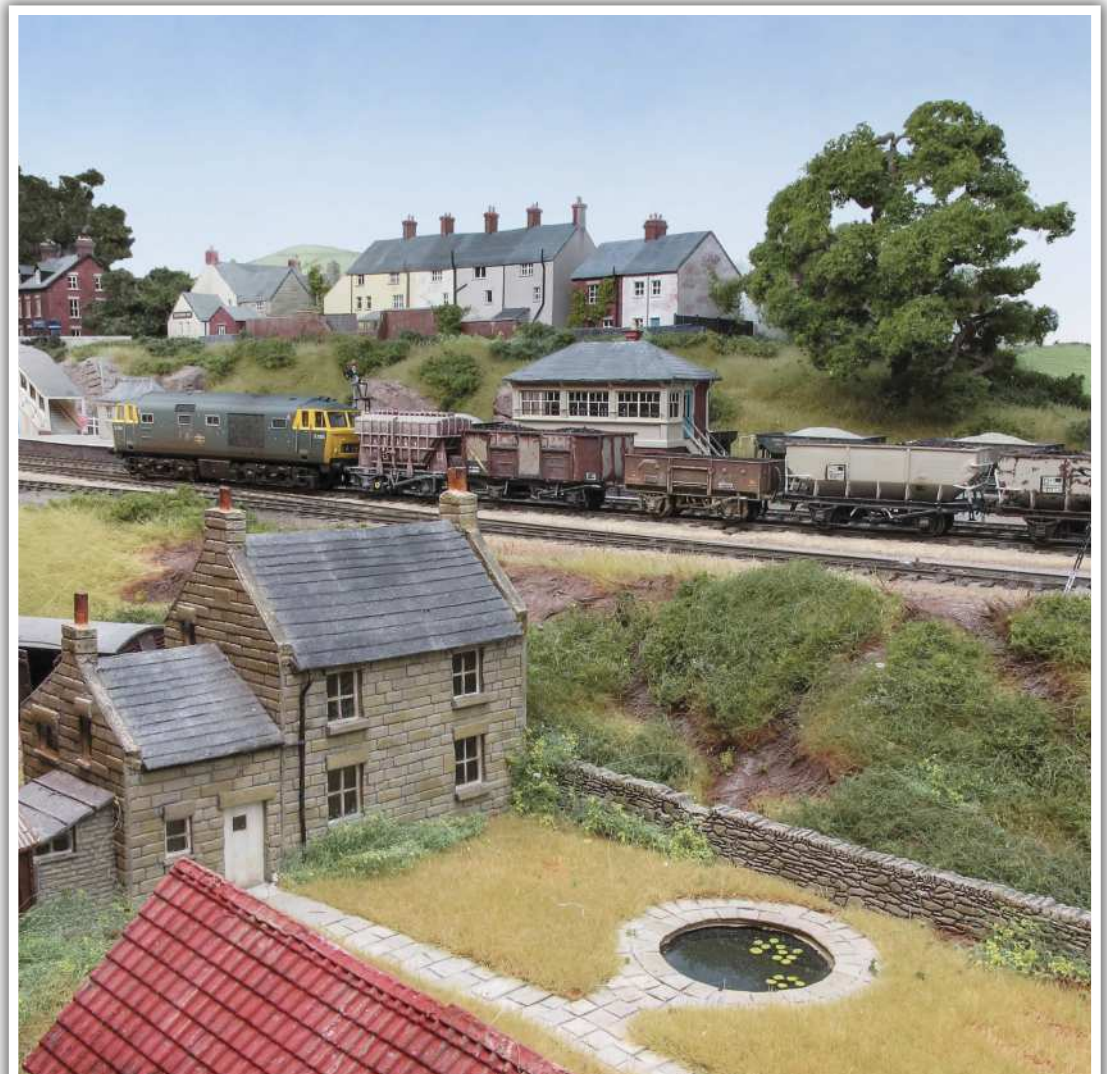
Most of the buildings, such as the mill, the pub, and various cottages are based on real ones from around the Stroud area, where Andrew lives. The castle on top of the hill is based on Blaise Castle at Bristol. The station footbridge was inspired by the one at Bodmin Road. The tunnel mouth is based upon Somerton.

At the non-scenic end of the tunnel, a long cover made from Plastikard sits over the track. Therefore, when you peer into the tunnel mouth, it is pitch black.

Changing down from 4mm:1ft scale to N gauge wasn't an easy decision for Andrew, but it has resulted in more time modelling and, now he is running a main line instead of a branch, a greater variety of trains, which means more time enjoying the trains go by!







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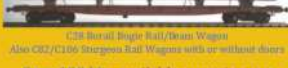


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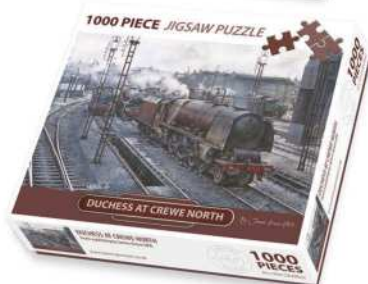


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Bachmann Class 24/0



The early style of Sulzer

Standard Type 2 Bo-Bo diesels was more commonly referred to as Class 24/0 in later years, with the original body style without headcode boxes and lower-body fairings, covering the number range D5000 to D5113. Even within this number range and classification there can be minor differences, so it's worth checking photographs before renumbering.

D5036 was allocated to March from introduction in 1959 and subsequently Ipswich – the model wears a 32B printed shedplate on its nose – before transfer to the Stoke Division as a Crewe Diesel allocation in August 1967, where it remained until withdrawal at the end of 1977. The locomotive seems to have been quite widely travelled; anywhere between the east and west coasts, and had the honour of hauling the last passenger service from Rugby to Peterborough in 1966. The earliest images of the locomotive in blue livery seem to be in 1971, so the green livery with small yellow panel covers its usage from mid-1960s onwards. Bachmann's other initial release is 24035 in BR blue, allocated to Crewe Diesel in that livery through to its withdrawal in late 1978.

Featuring the same new chassis frame, circuit boards and bogies as the 24/1, there are, however, differences to the visual aspects of the chassis, because the 24/0 has a surrounding sub-frame that includes the lower bodyside fairing. This joint leaves a thin seam beneath the nose of the body, which is at odds with the prototype. This version has full-length fuel and water tanks beneath the central portion of the chassis. Some later numbers had smaller water tanks to bring the operational locomotive within its design weight limits. The chassis and bogie frames feature excellent relief and detail, comparing very well with the prototype in that respect.

The body rendition, particularly around the 'face' of the locomotive, is a distinct improvement on its predecessor and certainly captures the look, especially around the rounded cab roof area. The roof

details differ slightly from the later 24/1 in subtle ways, too – Bachmann has definitely researched these aspects well.

An excellent detailing pack is included with open and closed headcode discs, bufferbeam detailing and steps if your coupling arrangements permit. Snowploughs are also included to fit into the NEM pockets, but these can compromise what detail and couplings can be fitted, especially if you expect the model to go around train-set curves.

Fitting a 21-pin DCC decoder is fairly straightforward. The model has a pre-fitted speaker below the fan grille area, so sound-fitting is simple too. Directional lights can also be configured by the analogue control user via the dipswitches beneath the tanks.

I've always enjoyed the smooth and quiet running of a Bachmann Bo-Bo chassis, and the Class 24/0 meets all expectations in that regard, comfortably handling a rake of twelve Mk. 1 coaches. There's nothing to fault the model and, just like the real thing, it's a useful and capable type for operation around the UK.

Manufacturer: Bachmann
Branchline

Catalogue Refs:
(32-415) Class 24/0 D5036 disc
headcode BR green (small yellow
panels)

(32-415SF) Class 24/0 D5036 disc
headcode BR green (small yellow
panels)

(32-416) Class 24/0 24035 disc
headcode BR blue

(32-416SF) Class 24/0 24035 disc
headcode BR blue

RRP: £179.95 DCC ready, £279.95
sound-fitted

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

Era: 4 to 8

Company/Operator: BR

Weight: 340g

Chassis and Body: Die-cast chassis
with plastic body

Minimum curve radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM-mounted tension-
locks

Accessories: Cosmetic screw-link
couplings, multiple working and brake
pipes, snowploughs



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TRACTION
MODELLING

NEWS

The International N Gauge Show returns for 2021

Meridienne Exhibitions has confirmed that the two-day exhibition will be returning on September 11th and 12th, 2021.

Dedicated to all things N gauge, visitors can expect nearly 40 specialist suppliers to be present, showcasing all the latest models and products, alongside over 25 layouts, as well as five of the leading societies for N Gauge enthusiasts.

The event will once again take place at the Warwickshire Event Centre, with doors opening at 10am on both days.

Tickets are on sale now priced at £11.00 for adult entry, £5.50 for children aged between 5 and 14, and £10.50 for senior citizens.

Meridienne Exhibitions will continue to monitor and act on advice from the Government and respond accordingly to ensure the event complies with any Covid-19 requirements that may be in place at that time.



All tickets must be purchased in advance to guarantee entry to the show.

For more information and to book, head to www.ngaugeshow.co.uk

New hopper fleet for 'OO'

Accurascale has unveiled a number of new model wagon toolings for OO gauge, deliveries of which will commence later this year. Its next extensive wagon project promises the MGR coal hopper wagon family of HAA, HBA, HCA, HDA, HFA, HMA and HNA, as well as the CDA china clay hoppers and MHA ballast/spoil wagons for 4mm:1ft scale/OO.



With such a vast array of detail variations to incorporate into the tooling suite, the Accurascale research team is said to have undertaken extensive surveying of a number of variants when embarking on the complex project. Since Accurascale debuted in 2018, the HAA and its constituents is said to have been the most requested wagon through customer surveys, emails and forum/social media posts. An essential component for its 'Powering Britain' range of coal wagons, work began on the project in early 2019.

Models will feature separately applied detail, a die-cast chassis to provide extra weight, and use lost-wax casting and etched components on injection-moulded plastic parts.

23 different three-packs will form the first production run, split into two batches. Batch one will consist of the HAA, HCA and CDA, which are due in Q4, 2021, and batch two will be formed with the MHA, HDA, HMA and HBA, which will follow in Q2 2022.

Accurascale Class 37 update

Accurascale has revealed more prototype samples of their forthcoming Class 37 and provide a project update as the models progress through development.

The first sample of these eagerly-awaited locomotives was revealed in late 2020 with the original, as-built condition locomotive on display. The sample is now joined by some stablemates: the car headlight-fitted Class 37/0, Class 37/6, modern Class 37/4 and Network Rail Class 97.

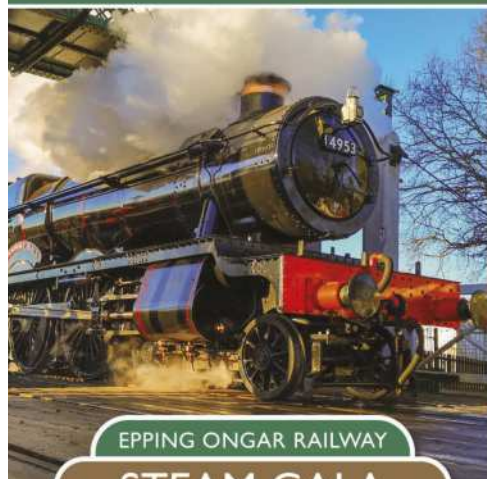
Improvement will be required in some areas of fit and finish such as the exhaust panel, the fitting of the nose doors and other parts, too. These points have since been raised to the factory and will be amended.

Accurascale set out to cover specific variants previously unavailable to modellers. Decorated samples will be provided by the factory in October, with production commencing following sign-off, with the models hoping to be complete in late Q2 2022.



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

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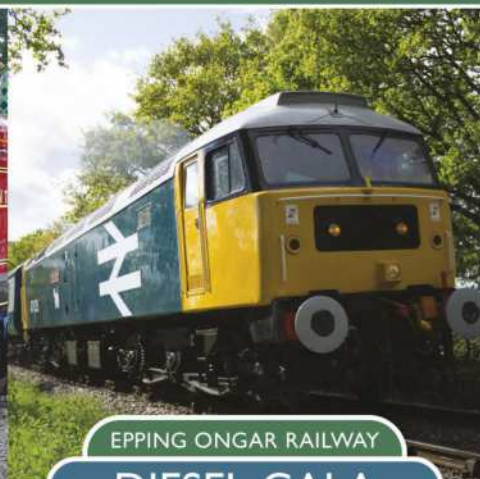
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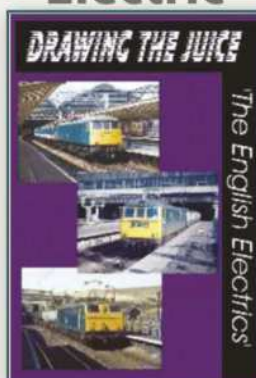
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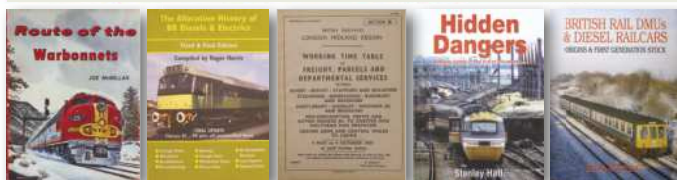
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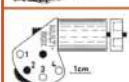
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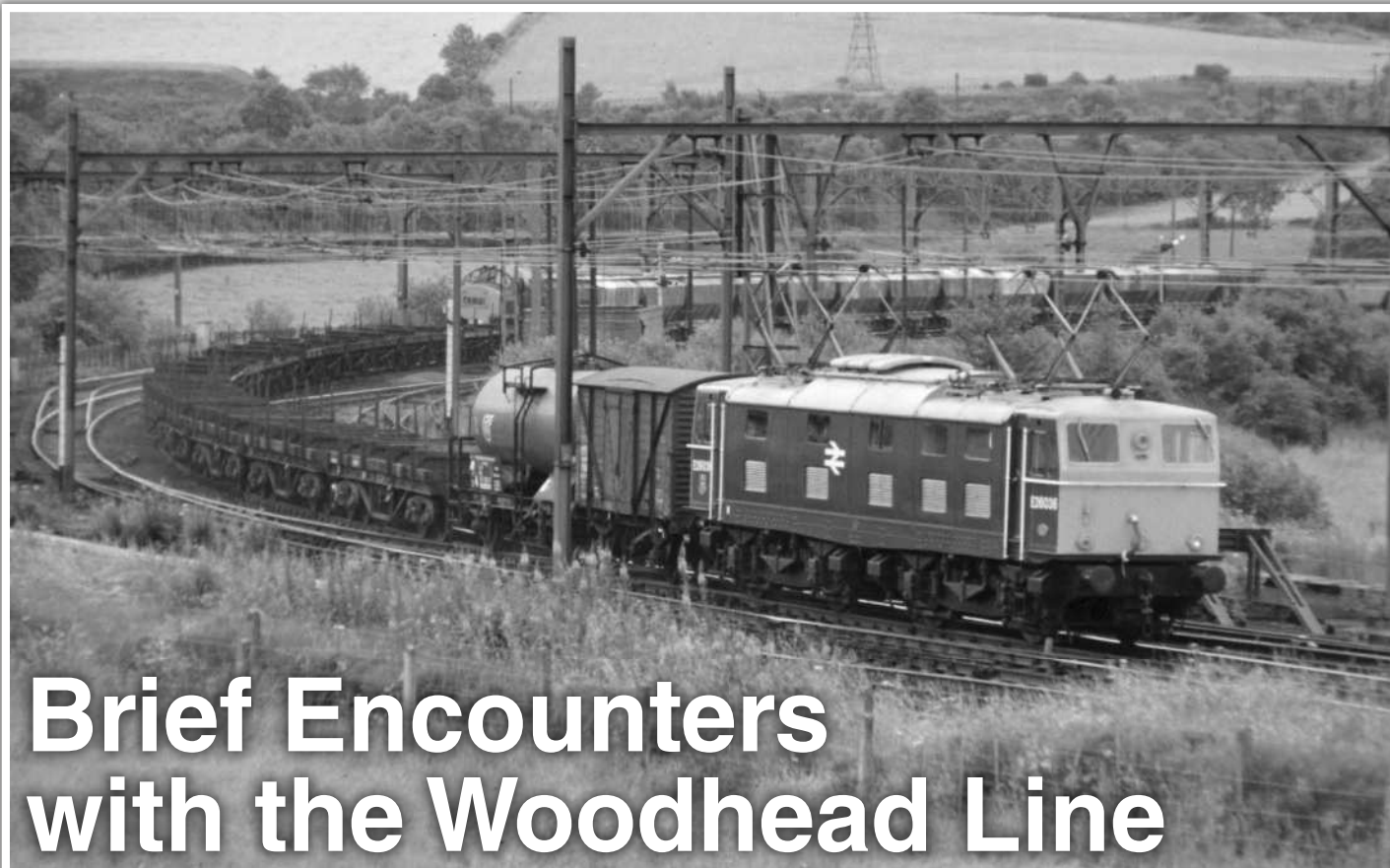


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17th August 1970: Class EM1 No. E26036 heads downhill towards Wombwell Main Junction with a Wath Yard bound partially fitted freight, no doubt with the regenerative braking doing its stuff. This could be described as a mixed freight although it is mainly composed of empty bogie bolster wagons and Covhops. In the background is an unidentified EE Type 3 occupying the Down loop.



Brief Encounters with the Woodhead Line

Bill Jamieson recounts his visits to photograph trains on the Woodhead Line

A railway holiday based in Filey? - I doubt that any 21st century railway enthusiast would take up the offer, but other factors came into play in the summer of 1970. My younger brother had coerced my parents into taking their summer holidays at Butlin's holiday camp and, with free accommodation on offer, it seemed a no-brainer not to join the rest of the family there rather than holiday independently.

On the railway front there would be a substantial amount of new track to 'bash' in Yorkshire but I doubt I realised beforehand just how much other interest would be on offer over the chosen fortnight in mid-August. Highlights closer at hand (all now history of course) would include Hull Dairycoates shed, a shadow of what it had been in steam days but still able to muster 25 locos midweek, the Humber Ferry (a last outpost of BR steam), Goole with its marshalling yard and docks, still busy with the export coal business, and, right on the doorstep, the holiday camp station and semaphore-signalled triangular junction with the Hull to Scarborough line, which saw a flurry of mainly loco-hauled activity for just a few hours on summer Saturdays.

However, the most memorable day was definitely Monday 17th August when I set off for Mexborough via Scarborough,

York and Doncaster, with the intention of making the long walk to Wath depot. Although not relevant to the tale, it is impossible for me not to mention the vista which greeted one on breasting the slight rise on the A6023 road just outside Mexborough. In the foreground the four tracks of the former Midland Railway main line crossing the four tracks of the former Great Central Railway line heading east from Wath Yard, with the Manvers Main colliery complex beyond. It was a sight to gladden the heart of any railway enthusiast or connoisseur of 'ugly beauty', but no doubt a vision of hell to anyone else!

To Wath

Wath Road Junction box had already cleared the road for an Up train off the Swinton and Knottingley Joint line so I waited to photograph fitted freight 6M88 heading south behind BR Sulzer Type 2 No. 5177 (seen earlier that day on York shed) before continuing westwards. The road overbridge at the east end of Wath Yard was reached at just after three o'clock and gave me my very first sighting of an EM1 electric, as E26014 made its way to the depot, having just brought a train into the extensive yard. With it being a weekday, there were only a further three EM1s present on shed, but these included the named E26048 'Hector', (although

probably not named for much longer) and I was well pleased to see eight Brush Type 2s, something very exotic at that time for a Scottish enthusiast.

If this first encounter with the eastern extremity of the Woodhead Line was brief, my next one would be even more fleeting. At the end of the following March, during the university holidays, I made a day excursion by bus and train from my home in Duns to Sheffield, travelling outwards on the direct line from York via Pontefract and returning via Barnsley and Leeds. The Wath to Penistone line was only glimpsed from the former Midland Railway line where it crossed over it on Swaithe Viaduct, but it was enough to suggest that the section around what would transpire to be Wombwell Main Junction had significant potential for lineside photography, especially with it being semaphore signalled (almost a sine qua non for me), and a mental note was made to investigate further.

The opportunity to do so arose less than two months later when, end of term exams having finished, I spent a long weekend based at Chesterfield, primarily to try and track down and photograph HS4000 Kestrel. A visit to Shirebrook depot on Sunday 16th May 1971 established that it had left there some months previously so instead of enjoying a day's photography in

Nottinghamshire, the following morning I headed north, reaching Wombwell Main Junction on foot from Wombwell station. The location fulfilled my expectations, being not only attractive for photography but also busy. However I was rather underwhelmed when the slides came back from processing as they were all very over-exposed and a return visit was definitely required. This was duly made just two months later on an extended photographic holiday, for part of which I again used Chesterfield as a base; this time the exposures were spot-on!

Woodhead Line

The following year, my summer photography holiday was based in Chapel-en-le Frith, giving the opportunity to visit the west end of the Woodhead Line. After spending the morning of Tuesday 18th July around Chinley North Junction, I headed for the Woodhead Line at Godley Junction where the long cutting to the east (pinpointed from the OS one inch map) looked as if it would offer plenty of scope in the afternoon. In the event this location didn't produce a single shot despite there being plenty of traffic about, although the reason for the dearth of photographs is not clear to me after the passage of almost half a century!

At the end of September 1972 I started work in Wakefield which certainly put the Woodhead Line within easy reach but my photographic endeavours were soon to be focussed on continental working steam and linesiding in the UK more or less faded away after 1974. Even so I still took a keen interest in the modern UK scene and if I had no other commitments at weekends a train trip to a busy location or a car tour of loco depots and stabling points (usually on Sundays) were still very much on the agenda. Wath depot and the stabling point at Rotherwood were visited a number of times but Reddish depot only once in late 1978. This was a matter of necessity as, by that stage, I only needed three Class 76s, including 76055, a February 1977 withdrawal which was still extant at Reddish.

As will be evident from the foregoing, I never traversed the line prior to withdrawal of the Sheffield Victoria to Manchester Piccadilly service in January 1970, but the line would continue to see sporadic use as a weekend diversionary route and I was able to take advantage of this on Sunday 20th March 1977 (no doubt alerted by the Railway Magazine). My notes indicate that the westbound journey was made behind 47349 on the early morning (08:15?) St. Pancras to Manchester train (which besides being diverted away from the Hope Valley line also made a detour over the Midland Old Road to Beighton Junction, thus entering Sheffield Midland from the north). The train was hauled up to Woodburn Junction for reversal by 45117 which seems strange; why use a non-heating loco for a trip over the Pennines

when an electric train heated fitted one was available? If another TRACTION reader was around that day I would welcome confirmation or otherwise of my version of events.

By 1981 annual leave was carefully conserved for the photography of continental steam and I had two extended trips planned for later that year, so when closure of the Woodhead Line was announced I was not in a position to devote as much time to be at the lineside as it really deserved. In retrospect, the one day's flexitime I used to document the last day of operation on film (plus a few hours late on the previous day) was far too miserly, but at least I did end up with a record of some sort and I would otherwise not have been able to write this piece.

The final day

I normally commuted by train between Mirfield and Wakefield but on Thursday 16th July I drove into work, enabling a fast getaway once core time had elapsed. Using the A635, M1 and A628 I was able to reach my chosen first location, the cutting adjacent to Bullhouse Hall, about three miles west of Penistone, in just over half an hour. Not soon enough, unfortunately, to be in position for the first eastbound train which was only heard passing, but in nice time for the first westbound working, probably 6M31, the 16:30 Barnsley Junction to Fiddlers Ferry loaded MGR coal behind 76032 and 76034.

After this promising start, things went very quiet and to alleviate the boredom I eventually moved a few miles west to Dunford Bridge where the lack of trains continued until just after eight o'clock in the evening. Any sense of disappointment soon evaporated when 76031 and 76035 burst out of Woodhead Tunnel and past Dunford West signal box with the Harwich Parkeston Quay bound ferry vans, reflecting a nice glint from the setting sun.

The following morning I was up early and in position at Wombwell Main Junction (chosen for nostalgic reasons) by seven, in time to see 76012 and 76007 buffering up to the rear of a loaded MGR coal train for the ascent of Worsbrough Bank. Lack of time precluded walking up the line to identify the train engines, but photographs on Rob Barnes' taillampphotography website taken at Dunford Bridge around breakfast time (judging by the direction of the sun) strongly suggests it is the same train involved, with 76032 and 76034 in charge.

The appearances of 56082 coming off the Barrow Colliery branch with loaded HAA hoppers at 07:09, and 37070 taking the branch at 07:25 with HAA empties seemed to promise better things than the previous evening but this was not to be, and the only activity for the next two and a half hours was the return of the banking locos, which stabled in the sidings near the box. The lack of movement at least gave time for the crew to show me inside the cab of 76007, the sort

of kindness which was not unusual in those days but which has been banished from the 21st century railway. The inactivity was ended at last when 76010 and 76016 hove into view at 10:00 with 6M21 for Fiddlers Ferry, which I was given to understand would be the last working out of Wath Yard to ascend the Worsbrough incline. There was therefore no point in staying any longer once the banked train had departed, so I drove off in the direction of Dunford Bridge, probably reached at about 11:00.

Unfortunately my normally meticulous notes are silent on what was observed after 6M21, but the negatives give the following order of workings, probably observed over a three to four hour period.

76032 + 76034	6M..	Westbound loaded MGR coal
76051	6M..	Westbound coal in HTV hoppers
76012 + 76007	6M..	Westbound loaded MGR coal (ex Barnsley Junction)
76016 + 76010	6E..	Eastbound empty MGR (to Barnsley Junction)

In contrast to the bright conditions pertaining down at Wombwell (only 15 or so miles away as the crow flies), it was overcast at Dunford Bridge and thickening cloud managed to produce quite a downpour for the passage of 76051. Normally, I would have kept the camera in its bag in such circumstances but this was not a normal day! After the passage of 76016 and 76010 I headed back east to Penistone in the hope of some brightness but appear to have missed 76006 and 76014 on a train of export coal from Mansfield to Garston in the process. However I was duly rewarded with not just better weather but also a relatively busy spell at Barnsley Junction in mid to late afternoon:-

76022	8E11	12:00 Dewsnap Sdgs - Tinsley Yard (scrap in 16T mineral wagons)
76051	6E	Empty HTV hoppers towards Sheffield
76010 + 76016	6M31	16:30 Barnsley Junction - Fiddlers Ferry

In addition to these movements, the two 76s were also occupied in making up their train from the two half loads brought up earlier from Dodworth Colliery by 45001. The 'Peak' made a further appearance with the first half load for 6M46, the 22:50 (and final) departure to Fiddlers Ferry, which would eventually be taken out by 76006 and 76014, although I wasn't around to see that.

Once this flurry of activity had ceased, I made my way through Penistone to Ecklands where 76051 and 76022 were photographed in quick succession returning westwards light engine for the very last time. The cloud had filled in by then so with little enthusiasm for a two hour plus wait to see the eastbound ferry vans (based on the previous day's events), I decided to call it a day and headed off

home to Mirfield.

Of course the line still had some hours to go before the passage of the last train, indeed there would be a further 15 movements overnight (including just one light engine working) before 76006 and 76014 brought down the curtain with the overnight Harwich Parkeston Quay to Edge Hill Speedlink service which is recorded as having passed Dunford Bridge at 05:08 on the Saturday morning.

This then was the end of my intermittent association with the Woodhead Line. Living next to the four track Calder Valley line just west of Mirfield station, the closure and resultant diverted traffic did generate added interest, especially with the Fiddlers Ferry MGR trains bringing Class 56s past my house on a regular basis for the first time.

The closure has generated much discussion over the ensuing years but now living well away from the area, I feel less than qualified to add my tuppence worth about the prospects for reopening. However as far as closure was concerned there can be little doubt that there had been a substantial and rapid decline in freight traffic since the mid 1970s, probably

justifying BR's decision, even if the infrastructure and locos weren't quite as worn out as BR suggested.

Over the 11 hours I was out by the lineside on 17th July 1981, I only observed nine train movements. Admittedly I would have missed a few during the time spent at Wombwell Main Junction and in changing locations, but this doesn't alter the argument significantly. By way of comparison, a spell of slightly over two hours spent watching trains at Penistone station one June evening in 1975 managed to produce 11 trains, including six double headers with 15 different locos involved. The first train observed was an eastbound class 6 working (probably MGR empties) behind 76028 and 76026 at 19:13, the last the same two locos taking the return working towards Woodhead Tunnel at 21:20.

The comparison is even more stark when one looks at what passed through Penistone over the same two hour period on the final evening - just the Harwich bound Speedlink service. It is possible that some traffic had already been diverted onto alternative routes but there was certainly no obvious increase in the amount of freight passing

through Mirfield prior to closure. I have little doubt that even if the line had survived beyond 1981, a combination of the 1984/5 miners' strike, increasing sectorisation with the resultant drive to minimise costs and a continued decline in heavy industry would have seen the line off fairly quickly thereafter.

This article has been mainly composed from my own notes and information gleaned from my negatives, but I have used the internet to fill in gaps in my knowledge. I have already mentioned Rob Barnes' website at <http://taillampphotography.com> which has been particularly useful regarding movements missed while at Wombwell on the Friday morning. Incidentally, our visits to Barnsley Junction in the afternoon overlapped so it is very likely that I had a chat with Rob by the lineside that day. I must also mention the RMWeb Woodhead pages at <https://www.rmweb.co.uk/community/index.php?/forum/137-the-woodhead-route>, where I have consulted a number of threads, of which one touching on 17th/18th July overnight movements has been especially helpful.



17th August 1970: This is the view which greeted any visitor to Wath depot approaching it on foot (although in this case the shot was taken on my departure back to Mexborough station). The three EM1s are E26006 (closest to the camera), E26034 and E26048 'Meteor', while other locos on shed that afternoon comprised four 350hp shunters, eight Brush Type 2s and four English Electric Type 3s, including No. 5562 (closer to the camera) coupled to 5809, and 6788, all visible in the middle distance. It would have seemed ludicrous back then to suggest that the Woodhead Line would close just eleven years later and the yard itself just seven years after that.



16th July 1981; Dramatic lighting for the passage of the early evening Speedlink working to Harwich Parkeston Quay through Dunford Bridge was some compensation for the very lean period preceding its appearance. The locos involved are 76031 and 76035 although the leading loco had started life as 26044, later E26044 and then 76044. The 1976 renumbering, to put all the slow speed control fitted locos into a continuous block of numbers, was very confusing, especially when number swapping was involved, but this was the first use of 76031 - E26031 had been one of seven early casualties in the wake of the passenger service being withdrawn, so never bore a TOPS number.



17th July 1981: After arrival back at Wombwell Main Junction from the first banking duty I observed that morning, 76012 and 76007 have stabled in the exchange sidings to await the next westbound train. The sidings were apparently constructed as part of the electrification works but it seems very doubtful whether they were ever actually used for exchange purposes, and stabling banking locos was probably their main use. I was perhaps rather surprised to find the banking locos here as on my 1971 visits as the MGR trains seen were given assistance through from Wath Yard - perhaps a reader can confirm whether that was atypical.



17th July 1981: At 10:00, almost exactly three hours after the previous movement over the Wath to Penistone line, 76010 and 76016 pass Wombwell Main Junction box before coming to a halt with 6M21, yet another load of coal for Fiddlers Ferry Power Station requiring banking assistance up the Worsbrough incline. The tracks diverging in the foreground had once formed the former Great Central Railway route to Tinsley via Chapeltown, now truncated to just serve Barrow Colliery about two miles away. The colliery branch survived the closure of the Woodhead Line but only by a few years, as geological problems brought mining to an end in May 1985.



17th July 1981: Having moved on from Wombwell Main Junction and found an elevated position to the east of the closed station at Dunford Bridge, the first train to appear was this MGR working bound for Fiddlers Ferry. The locos are 76032 and 76034 again, so the pair had obviously brought a train of empty HAA hoppers back to Barnsley Junction during my extended sojourn at Wombwell. Both the Up and Down loops between Dunford East and West are still in place but, given the much reduced line occupation in the years leading up to closure, they can have seen little use latterly.



17th July 1981: As a change from the MGR trains which had dominated the day so far, the next one to pass through Dunford Bridge after 76032 and 76034 was this westbound coal train comprised of HTV hoppers headed by vacuum brake only 76051, which had probably worked eastbound on coal empties earlier that day. By this time the weather had deteriorated into a downpour and I have retreated to the station to find some shelter, only braving the elements for the minimum amount of time needed to obtain this shot.



17th July 1981: Following 76051 into Woodhead Tunnel were 76012 and 76007 on another westbound MGR service from Barnsley Junction, the next duty for the pair of 76s after Worsbrough banking work in the morning. I would have assumed that they had assisted 6M21 through to Barnsley Junction, but photographic evidence on the web shows them arriving there light engine, suggesting they had dropped off the back of the train at West Silkstone Junction as normal. Prominent in the going away shot is the dam wall of Winscar Reservoir (1975) which dominates the few houses constituting Dunford Bridge.

(RIGHT) 17th July 1981: In incomparably better weather conditions than when seen earlier that day, 76051, trailing a rake of empty HTV hoppers (a mixture of original LNER design and 1970s rebodied examples), is seen taking the Sheffield line just south of Barnsley Junction. Visible towards the left of the picture is the yellow end of 76022, which had arrived earlier with an unbraked train of scrap bound for Tinsley Yard and has been recessed to give precedence to 76051 and its class 6 train.

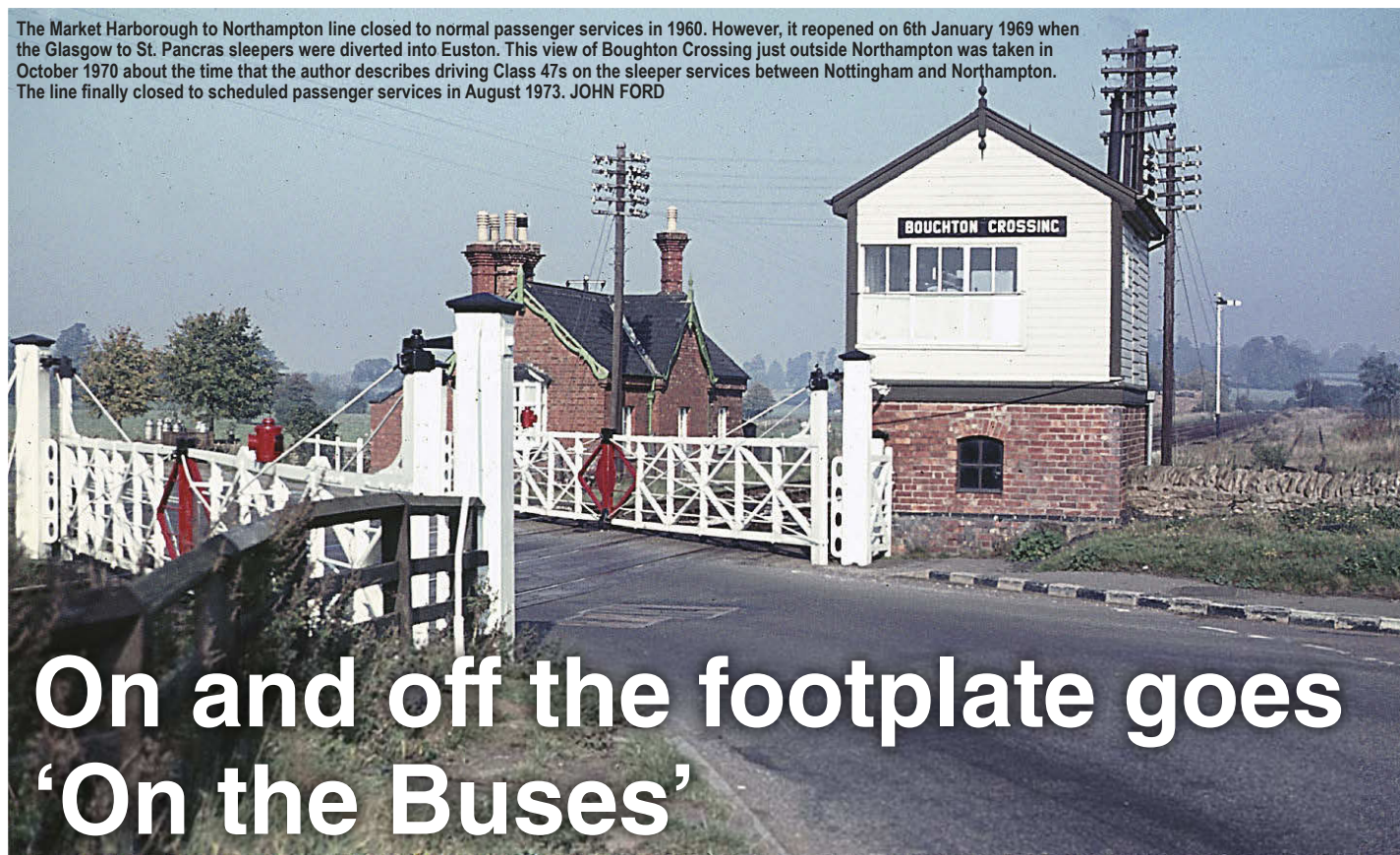


17th July 1981: After the passage of 76051, 76022 has propelled its train out of the yard at Barnsley Junction and is now heading towards Sheffield. The train involved is 8E11, 12:00 Dewsnap Sidings to Tinsley Yard, which will diverge left at Woodburn Junction in Sheffield to use the link electrified in 1965 into the marshalling yard. The load is a meagre one, comprising just ten MCO/MCV 16t mineral wagons loaded with scrap metal, presumably destined for a Sheffield area steel works.

17th July 1981: Once 45001 had deposited the second of its half loads of HAA hoppers from Dodworth Colliery in the sidings at Barnsley Junction, 76010 and 76016 haul it out again in the process of assembling a full load to form the 16:30 departure for Fiddler's Ferry (6M31). The second shot shows them departing with what was the penultimate MGR train to Fiddlers Ferry via the Woodhead Line. The pair of '76s' would return east during the evening with 8E73 Dewsnap Sidings to Tinsley Yard before departing westwards for the last time with 6M10 Tinsley to Warrington, passing through Penistone at around midnight.



The Market Harborough to Northampton line closed to normal passenger services in 1960. However, it reopened on 6th January 1969 when the Glasgow to St. Pancras sleepers were diverted into Euston. This view of Boughton Crossing just outside Northampton was taken in October 1970 about the time that the author describes driving Class 47s on the sleeper services between Nottingham and Northampton. The line finally closed to scheduled passenger services in August 1973. JOHN FORD



On and off the footplate goes 'On the Buses'

When Bill Davies first started on the railway at Toton in 1964, travelling on duty by bus was unusual, but during the next few years it was to grow enormously.

There had been staff buses, normally BR liveried Bedford or Commer vehicles, in use for a number of years to the more outlandish depots, Annesley was a case in point, as the DIDO (Day In Day Out) push pull service was replaced to get crews from Bulwell, in north Nottingham to the depot. Toton was another where just about every type of mini-bus invented was tried, tested and failed dismally to endure the 'hard driving' style adopted on the routes to Long Eaton and Nottingham.

The closure of Beeston Yard Nottingham led to greater use of the local Corporation Transport services as coal traffic was concentrated at Bestwood Park Junction where a shunt 'Jocko' was based on two shifts, the relief crew traveling out on the No. 44 trolleybus which terminated adjacent to the yard. Relief crews on some of the Leen Valley trip jobs later traveled out to Basford Junction, this time having the use of the No. 43 Bulwell Market trolleybus which was more frequent than the No. 44.

Then, after local services ceased to Melton Mowbray, the Tripper relief crew went by Barton's service, walking through the town to Melton Yard to afford relief to the crew based at this location. Great Central out-stationed shunt engines also had to be ferried out to the repair shop at Annesley and Kirkby Bentinck, as well as any jobs we had to Kirkby in Ashfield on the Midland. These all involved a trip home

on Trent buses, always a Leyland half-cab until replaced by Atlanteans.

A more unusual trip was with United Counties from Kettering to Northampton and return. This involved working the overnight Midland sleeper service which had moved its London termini from St Pancras to Euston to facilitate the rationalisation of sleeping car stock servicing by concentrating all LMR stock at Willesden. The train we worked entailed a 04.00 start to prepare a Class 47 loco with train heating boiler, before backing onto the rear end of the train when it arrived at Nottingham from Glasgow. On departure we ran via Leicester to Market Harborough, and over the branch to Northampton, where a further change of loco took place to an AC electric for the final leg to Euston.

Our 47 went onto the stabling point at Northampton for the engine to be utilised all day, before returning to Nottingham with the northbound sleeper. When this task was completed we walked to the bus station for a United Counties Lodekka which meandered around Northants before arriving at Kettering, where we caught a train to Trent to connect with a railcar to Nottingham.

In the evening we booked on to do the whole thing in reverse, but this was a more social occasion as we usually stopped for a couple of pints before making our way via the chip shop to find our loco. On many occasions the morning loco had got lost

somewhere on the LNW so we then had the privilege of taking a light engine from Nottingham, thus missing the arduous bus journey.

During very heavy snowfall in 1966 we took a light engine to Northampton taking an age to get there as almost every set of points on the way had to be dug out. We found sustenance at Market Harborough via the chip shop then trundled along to the LNW main line only for even heavier snow to fall impeding our progress. As we finally arrived at Castle Station we found that another loco had arrived for the job so our trip was superfluous. Rather than send us home passenger though, we were given a defective 47 to take back to Nottingham light engine. One of the defects was the cab heaters and I remember icicles forming on the inside of our cab windows. Finally booking off duty at 10.45am I had accrued 22hrs 45mins on duty, which was the second longest in my career.

On another occasion the No. 44 trolleybus came into its own when one of our less athletic guards failed in his attempts to board his brake van as it left Bestwood for Colwick. Without more ado he jumped on the next trolleybus which terminated at Colwick Crossing where he was able to make arrangements to re-board his train, much to the footplate crew's amazement, the bus having easily beaten the train across Nottingham.

Just imagine what might happen if a wheel broke while a train was crossing a viaduct like this one at Marple, pictured in 1986. At slow speed, probably no problem, just a derailment of one wheelset. At, say, 70mph, disaster could happen! In the foreground is the Marple Aqueduct on the Peak Forest Canal. COLIN BOOCOCK



Cracks, documents and standards

It is so important that instructions are properly documented. Colin Boocock explains a case where uncertainty caused a wheel crack and a DMU derailment.

A wheel cracked on a 'Pacer' diesel multiple unit leaving Chester causing it to derail on a viaduct. Thankfully, the train was going at slow speed, and there were no injuries. Nonetheless, had the wheel broken at a much higher speed later into the journey, the result could have been catastrophic. The big questions were: "How did this happen?" and "How do we prevent this happening again?"

Back in the mid-1990s I held the position of Traction & Rolling Stock Engineer on the London Midland Region. The latest BR reorganisation had stripped the Regions of responsibility for technical development which had been brought fully into the Director of Mechanical & Electrical Engineer's national headquarters at the Railway Technical Centre in Derby. The same reorganisation had boosted the number of technical engineers in the areas so that local problems could be dealt with locally, subject to the instructions in documents managed by the DM&EE at the centre. I had a small staff of five engineers, now based in Birmingham, and we oversaw all the area maintenance engineers and their depots, maintaining locomotives, multiple units, carriages and wagons on the

Region. Our role was to ensure the depots worked safely, kept to the rules set by the centre, and worked towards improving the reliability, availability and costs of all the traction and rolling stock that they maintained.

The day that the report came in of the DMU wheel break at Chester I received an agitated telephone call from the DM&EE's senior engineer who covered multiple units across all the Regions of BR. He was responsible for issuing technical documents and instructions for all types of multiple units, and was justifiably annoyed that something must have gone wrong at Chester. He instructed me to carry out a technical inquiry into the incident, which I was happy to do because the case was intriguing. In his words I had to "sort out those people at Chester depot".

The inquiry process involved putting together a small panel of managers and engineers who had the relevant expertise. The panel would interview all people who had been involved in or might have (knowingly or unknowingly) helped to cause the incident, or who might have been able to prevent it. That included the train crew, control staff, local area supervisors and the depot staff at Chester who had carried out

the most recent maintenance inspections and repairs to the DMU concerned.

The Pacer DMUs had what are called in the railway industry 'monobloc wheels', that is a wheel that had no separate tyre as in earlier times. The wheel's outer rim was in the shape of a tyre, but was part of the same steel forging. At that time, the Pacer units had been experiencing stress cracks in the wheels from a number of causes. One was the effect of vibration caused by the wheel treads slipping on the rail heads when rounding sharp curves. This vibration manifests itself as a high pitched ringing squeal, harsh to the ears. One of the wave forms within that squeal was of sufficient strength to cause occasional cracking of the wheel webs. A modification had been implemented to bond non-ferrous plates to the wheel disc face so as to dampen the vibrations and this was proving successful.

Other stress cracks were appearing in the wheel treads; these tended to appear in the middle of the tread and then work their way out towards the edges of the tread. At the inquiry, we learned that an engineer from the senior engineer's office at DM&EE HQ had recently visited Chester depot (as he had other depots with this type of rolling stock) and handed over a handwritten

emergency instruction advising the staff what to look for. The document advised the examiner to withdraw a wheelset if such a transverse crack spread round onto the front edge of the wheel tread more than (I think I recall correctly) 5mm. The Chester depot staff were adamant that the crack on the wheel that caused the derailment did not exceed that dimension – it had only just begun to creep round to the front face of the wheel and had not extended as far as 5mm.

We also asked questions of technical people within the London Midland Region, one of whom unearthed an existing document, published by the Director of M&EE's headquarters office and formally numbered as a technical instruction. This document insisted that any transverse cracks in any wheel tread must not be allowed to reach the edge of the tread at all; if such a crack reaches a specified small distance in from the edge of the tread the wheel must be withdrawn. No such crack could ever be allowed to extend over to the front of the wheel.

As this was a published, numbered and well-established document, it was the standard to which the depots should have been working. A handwritten paper such as had been given to the staff at Chester theoretically should not have been considered to override the published document – only an official amendment to that document would do. That handwritten document had led to the aforementioned wheel crack being allowed to extend beyond the 'legal' limit, and that had caused the wheel break and the derailment at Chester.

I cannot blame the depot staff at Chester for believing that what the engineer had given them was the best current advice. But I did indicate in the inquiry panel's report that the senior engineer needed to ensure his engineers were aware of the formal technical instructions that already existed. Needless to say, I made sure the depot staff at Chester would adhere to the formalised technical document and that they would ignore the incorrect instruction on the handwritten one. Apart from that, there had been no need for me to "sort out" the depot staff there.

However, I never heard another word about the incident from the senior engineer: I guess he was too busy "sorting out" his own staff!

Document Services

The succession of reorganisations being implemented within British Rail led to the setting up of business sector management (InterCity, Other Provincial Railways, Freight, etc.) and the eventual elimination of the Regions. I was fortunate to find a useful position in the aftermath of all that. A new sector within BR HQ was set up called Central Services. This was to administer the activities that supported work among all the BR businesses. An

outward visible sign of this was the grouping of all engineering trains into a centrally-managed fleet. A less visible one entailed getting a grip on the multiplicity of documented instructions and standards that had been issued by HQ and the Regions. A new group called Document Services, based in the Railway Technical Centre, was established to undertake this task. This was to be my project, my responsibility for the next couple of years or so.

Nobody knew how many technical documents the M&EE function actually had. Estimates ranged from 10,000 up to 30,000! We called in copies of documents from every present and former M&EE body that had at some time in BR's life issued documents. We soon realised there was quite a lot of duplication. The number came down to less than 20,000, but that knowledge emerged quite late in the scheme. Firstly we had to have a method of cataloguing these documents, and of controlling and issuing them so that we could determine who was supposed to have copies of what, who actually did have copies and whether they all had the correct and up-to-date versions. (Had there been something like this a few years before, the Chester derailment could not have arisen.)

We sought out some consultants and were blessed with two groups who had exactly the right skills and outlook (and who did not overcharge us!). One consultant helped me set up the project as a whole and the other helped us invent a main frame computer system that would cover the cataloguing, control and issue of technical documents just as we had wanted. We called the computer system 'DOCS', which sounds corny after all this time. But DOCS did what we had asked for; it was sufficiently useful and respected to survive well beyond the decade or so that I had intended it to. I was equally blessed with a good team to run DOCS, print and issue documents, and interface with our customers all round BR.

Railway Group Standards

Another opportunity came my way a couple of years later. Railway privatisation was just about to happen. The railway would be split up into different bodies, but somehow it all had to operate safely. Having systems like DOCS was all very well, but did the mechanical and electrical engineering work, for example, across the railways really need 20,000 technical documents to control M&EE standards, were there any gaps in coverage, and did the new companies not need at least a little freedom to interpret how things would be done in the future in their patch, rather than following slavishly what some engineers in the past had thought was the best method for each task?

At that time, the Deputy Director M&EE was John Mitchell. He was tasked by the BR Board to answer these questions.

He set up a small team in Derby of senior engineers with mechanical, electrical, signalling and civil engineering backgrounds. He already had a strong philosophy in mind. We were to address how the railway could set up what were to be known as Railway Group Standards. These would be the overarching documents that would mandate what the outcomes should be, not necessarily how to achieve these outcomes. For example, for trains we would set standards that would determine how axles and wheelsets should remain safe to use; the use of non-destructive testing; the avoidance of stresses that cause metal fatigue. But we would not say which form of testing would be used nor what the detailed design of axle or wheels should be – that was up to future engineers to take on board in their designs which would have to meet the required outcomes specified in the Railway Group Standards (RGS).

I think we ended up with about 1,500 standards covering mechanical and electrical engineering. Similar or greater numbers of RGSs emerged for signalling and civil engineering. Other teams were grafting away in London to provide RGSs for train and infrastructure operators. They also were encouraged to adopt the performance outcome approach. We already had a logical document numbering system because we had designed one which DOCS used, so this was adapted to cover all functions.

Other organisations in the UK railway industry can and do produce their own standards to suit their own operations, but these must comply with the requirements laid down in the appropriate RGSs. The impact of European Standards (Euronorms) has been absorbed by making sure that those RGSs that could clash are suitably modified where that makes sense, or derogations obtained where they don't. Equally, the UK railway has, where necessary, maintained an input to the EU teams creating Euronorms to make sure no practical issues emerge that have not been thoroughly assessed before documents are 'set in stone'.

When Railtrack was set up as the nation's railway infrastructure company under privatisation, it took on the system-wide role of safety and standards by setting up within its management structure a semi-independent group called Safety & Standards under its own Director. The Trains & Train Systems part of this group gave me an outlet to use the range of knowledge I had amassed over the past nearly forty years. I was one of the three senior engineers responsible for leading teams drawn from the industry to write new Railway Group Standards and to update existing ones, a steady and on-going task, and for ensuring these documents were properly assessed, costed, agreed and signed before issue. RGSs were intended to be reviewed and

Who needs standards? Well, keeping a busy railway safe requires rules and standards. One broken train axle or a track failure during the morning rush hour at London's Waterloo station would have very serious consequences. It doesn't take long for over 100,000 people to congregate in the concourse there if the railway stops! COLIN BOOCOCK



Different countries' railways have different standards. In the UK, I recall a Railway Group Standard specified the orange line that we paint at cantrail level on our trains to remind people not to do anything above that marked line if a train is under high tension electric wiring so as not to electrocute anybody. In Turkey, we see a high speed train at Eskişehir station having its cab windscreen hosed down in a 25kV electric area. TCDD (Turkish Railways) presumably believe their staff appreciate the potential danger to their lives and will keep the water spray clear enough from the overhead wires. Nonetheless, Britain still has one of the safest railways in Europe. COLIN BOOCOCK

How detailed should standards be? Always a good question! In this picture, two South West Trains class 442 express EMUs flank a stabled CrossCountry HST; both types are made of Mark 3 carriages, but they cannot couple to each other (except in emergency). Some commentators would say that every type of train should be able to couple to every other type of train. On the modern railway this is no longer the case; Railway Group Standards don't insist on that because it is not a system safety issue. But one operator's own standards could insist that all its trains should be able to couple together if it wanted that for operational reasons. It's interesting that often they don't do that. COLIN BOOCOCK



A lot of background engineering and calculation went into some of the Railway Group Standards as they were created. One opened up a need the author had not foreseen. Calculations had shown that some train vehicle shapes, usually the more streamlined ones if the vehicles were not over-heavy, were likely to be close to overturning in very high winds at certain speeds. Locations such as the approach to Shap summit were identified where this could occur. A RGS (GM/RT2142) was written and approved to set speed limits and precautions in such locations for specified train classes, including BR's most numerous DMU type, the 158/159 design. 158 760 was seen stabled at Westbury on a calm day in 2007. COLIN BOOCOCK

updated if necessary at intervals no longer than five years. My last year in that group was as John Mitchells' replacement after he had retired.

Nowadays, I see that the task of managing RGSs is under the Rail Safety & Standards Board (RSSB) which is properly independent within our privatised railways' structure. RGSs are available on line for anyone to read, which is a great improvement on the relative lack of openness that persisted under Railtrack's management of standards. I was actually disappointed to find, after about fifteen years, that some of the standards I had signed were still in their original form and bore my signature so many years after I had retired. I had thought they would have found some reason to update them, as they had most other RGSs by then. The few of mine that survived unscathed had really stood the test of time!

One thing that is beyond dispute is that the introduction of Railway Group Standards has been a significant force in achieving the improvements in railway safety that have happened since privatisation, despite the splitting up of the railways into so many different companies. Early on, the odds did appear to have been stacked against such a 'dismembered' railway continuing at existing safety levels. In fact, railway safety has improved since then far beyond the level that BR bequeathed to the privatised industry.

I thank God that in the UK we now have one of the safest railway systems in the world.

18th August 1984: On this August Saturday 25313 and 25268 are seen departing from Shrewsbury with the 10:10 Euston to Aberystwyth. A seagull has managed to fly into the photograph!



Class 25s on the Cambrian Summer Saturday trains

In the final summer of regular Class 25 haulage on summer Saturdays, Gavin Morrison paid three visits to the Cambrian Line to photograph the trains, often managing to capture the same train on film several times as they made their way along the single track line from Shrewsbury to Aberystwyth.

In summer 1984 there were three duties for pairs of Class 25 locomotives on the Cambrian Line. The first was the 07:44 Shrewsbury to Aberystwyth (2J61) returning with the 10:10 Aberystwyth to London Euston (1A46) which the locos worked as far as Wolverhampton after running round at Shrewsbury. The second turn was with the 07:35 from Euston to Aberystwyth (1J20) with the '25s' taking over at Wolverhampton. The locos and coaches returned from the coast at 14:00 with a train to Shrewsbury (2J84). The third pair was the 10:10 from Euston to Aberystwyth (1J24) with the diesels replacing electric power at Wolverhampton. The return working for this service was with the 17:05 to Shrewsbury (2J87).

Over the next two years occasional excursions and regular trains continued to be worked by Class 25s.

18th August 1984: The 10:00 Aberystwyth to Euston is seen in the south west suburbs of Shrewsbury at Meole Brace just before the Cambrian Line joins the Shrewsbury to Hereford line at Sutton Bridge Junction. On this occasion 25287 and 25265 head the train but, as 25265 had failed, the train was taken forward after reversal by 25287 on its own. Sadly, failures of these Saturday loco hauled trains were a regular feature in summer 1984.



1st September 1984: The photographer set out to record 25254 and 25298 working the 07:25 Euston to Aberystwyth and the return duty at several locations on the Cambrian. Here the pair are seen running into the loop at Newtown.

1st September 1984: The driver of 25254 is seen looking back for the guard's signal to depart and is holding the loop of the single track token for the next section on to Caersws.



1st September 1984: 25298 and 25254 are seen departing Aberystwyth with the 14:00 to Shrewsbury which, on this occasion, was extended to Birmingham because of the late running of the 10:10 from Euston to Aberystwyth which, as will be seen later, had experienced a locomotive failure. The Class 25s worked the train through to Wolverhampton where they were replaced by an electric locomotive. To the left of the train the former steam shed still stands and is being used by the Vale of Rheidol narrow gauge railway.



1st September 1984: After capturing the 07:25 Euston to Aberystwyth on film at Newtown, the photographer then drove about 30 miles west to meet the train at Dovey Junction. Eventually, 25254 and 25298 appeared and are seen making the Pwllheli connection with a Swindon built Cross Country DMU set on the Cambrian Coast Line platform. Across the Dyfi valley the 633m high Tarenthendre provides a stunning backdrop.



1st September 1984: 25298 and 25254 are now seen running into Machynlleth station with the 14:00 Aberystwyth to Shrewsbury. Note the barrow load of parcels and mail sacks as well as the cyclists. Try accommodating that lot on a modern DMU!



(ABOVE RIGHT) 1st September 1984: Whilst heading the 10:10 Euston to Aberystwyth 25178 and 25192 failed near Welshpool. Two more Class 25s, 25285 and 25286, were sent from Shrewsbury to rescue the train. After a considerable delay due to brake problems the train was propelled to Welshpool and the failed locomotives were removed. Some reports suggest that the train had to be moved with just the rescue locomotives and guard's van providing the brake force. 25285 and 25286 are seen at Caerswys and, with the train running several hours late, the service was terminated at Machynlleth and returned from there to Shrewsbury in the path of the 17:05 from Aberystwyth.

15th September 1984: Two weeks later it was time to record the final workings of the Class 25s on the Cambrian Saturday trains. 25259 and 25297, bearing a small head board 'The Ratcatcher' run into Welshpool at the head of the 10:10 Aberystwyth to Euston watched by a number of enthusiasts.





(LEFT) 15th September 1984: That afternoon the plan was to photograph the 14:00 Aberystwyth to Shrewsbury at various locations across the Welsh hills. Bearing two headboards, the 'Cambrian Coast Class 25 Farewell' and the less dignified 'Cambrian Rat', 25034 and 25058 come off the single track section from Dovey Junction with the 14:00 Aberystwyth to Shrewsbury.



(RIGHT) 15th September 1984: 25034 and 25058 are seen approaching Carno with the 14:00 Aberystwyth to Shrewsbury. Note the banner repeater signal giving drivers warning of the signal hidden by the A470 road bridge.



(LEFT) 15th September 1984: 25034 and 25058 are seen at Pontdolgoch, north west of Caersws against the backdrop of a Forestry Commission plantation. There was one just more Cambrian Class 25 working that final day with 25249 and 25229 on the 17:05 to Shrewsbury.



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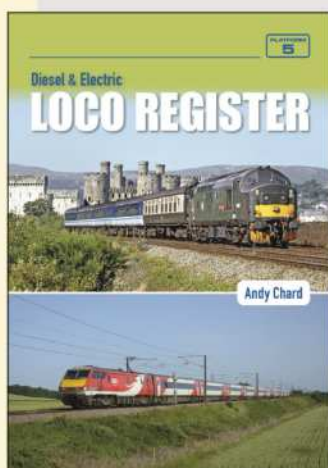
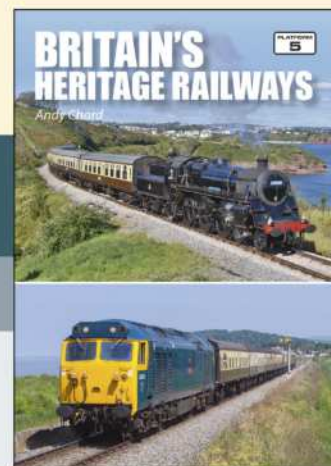
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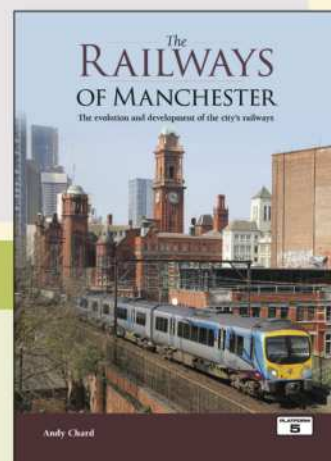
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