

EASTFIELD'S WESTIE DOGS • FERTILISER TRAINS IN THE 1990s

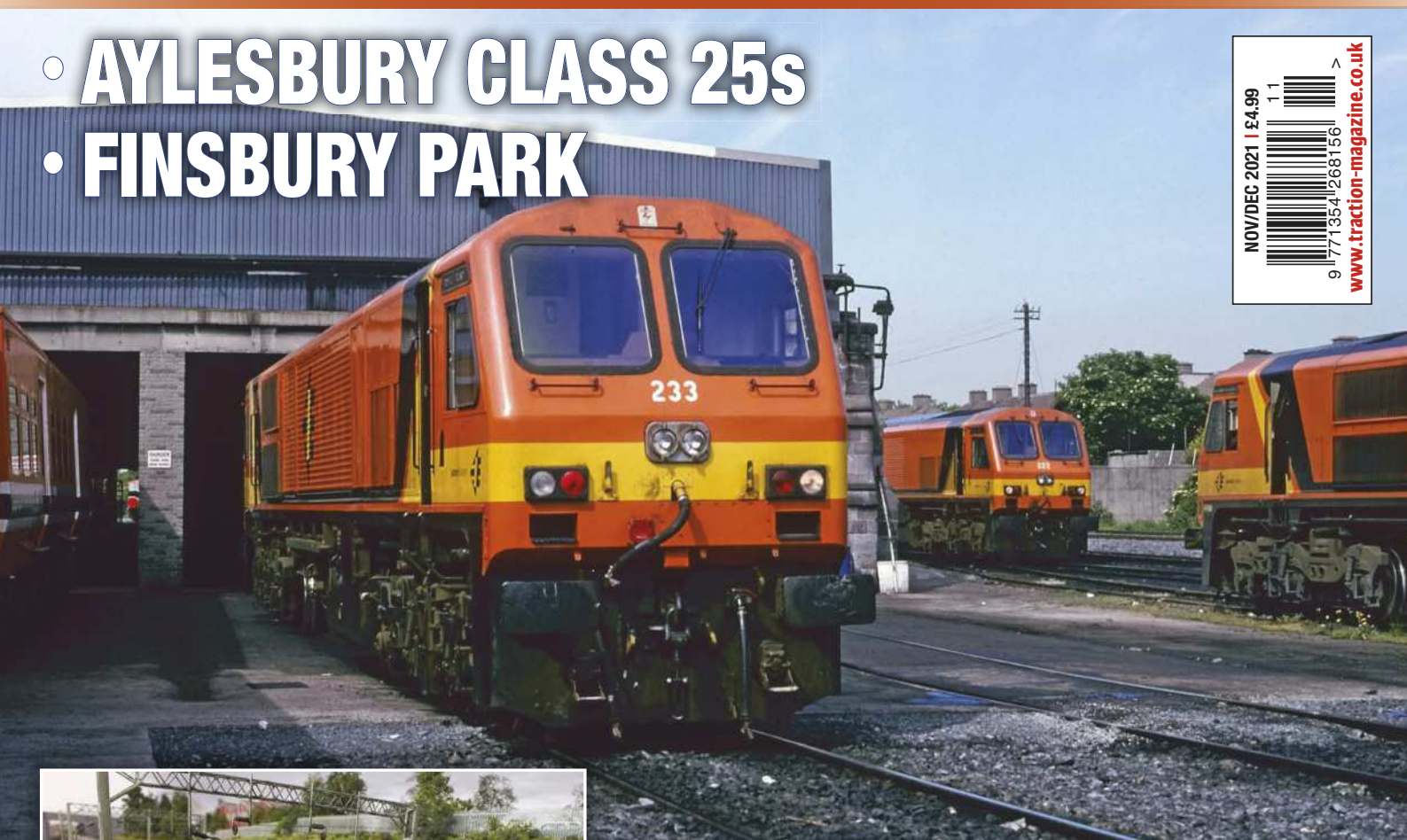
TRACTION

A CELEBRATION OF CLASSIC DIESELS & ELECTRICS

ISSUE 266
NOV/DEC 2021

IRISH RAIL IN THE 1990s

- AYLESBURY CLASS 25s
- FINSBURY PARK



- Model Railway: Perry Barr
- Review: Irish Railway Models Class A

• Trade in with Hattons for payment within 1 or 2 days of your items arriving with us! •



Use our self-service tools to list your collection quickly and easily online!

We purchase all manner of items:

LOCOS &
ROLLING
STOCK

GARDEN
RAILWAYS

DIECAST
VEHICLES

UNBUILT
PLASTIC
KITS

So why choose Hattons?

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

**WE PAY
STRAIGHT AWAY!***

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

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



Start your trade in today at:

PRE-OWNED MODEL ITEMS FOR CASH

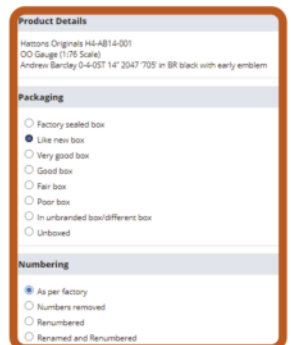
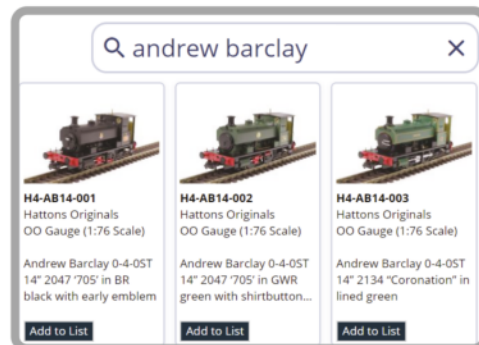
GET A FREE
VALUATION
ON YOUR
COLLECTION



We purchase a wide variety of brands, including...



The easiest way to put your
list together...
Utilise our extensive product
database and preset item
conditions to quickly
and easily compile your list.



Take our 60 second quiz and immediately learn if
we can make an offer on your collection!

www.HattonsModelMoney.com/quiz



Get in touch with our friendly team...

Call us on: **0151 305 1755**
Phone opening times: Mon to Sun 9:30am - 5:30pm

Email us at: preowned@hattons.co.uk

17 Montague Road, Widnes, WA8 8FZ



www.hattonsmodelmoney.com

Contents

6

**Eastfield Style Irish Rail
in the 1990s** by David
Clough and Steve Turner



14

**Remembering the UKF
trains: Part 2**
by David J. Hayes



18

UKF Fertiliser Vans
by David Ratcliffe



20

**Don't you wish you'd
been better informed?**
by Dave Allen



24

Model Railway:
Perry Barr



30

Traction Modelling
News and reviews



34

**Two bardics, two
cameras and a tripod**
by Jason Hickling



38

Peak District Rails
photos by Peter Gater



40

Finsbury Park Depot
photo by Gavin Morrison



44

Eastfield Style: Part 3
by John Baker



TRACTION
issue 267 will
be on sale
Friday 26th
November



Welcome

We start this issue with a detailed look at Irish Rail in the 1990s when the railways of the Republic of Ireland were a Mecca for railway enthusiasts wanting to experience the locomotive haulage of almost all trains outside the Dublin suburban area. David Clough and Steve Turner take us back to those years when orange and black diesels ruled the rails.

David Hayes concludes his study of the UKF fertiliser trains whilst David Ratcliffe provides details of the distinctive wagons used on these trains. Dave Allen remembers how difficult it was to find information about railway operations in the 1980s; fortunately he recorded on film some of the workings of Class 25s in the Aylesbury area.

Jason Hickling, a driver from Saltley depot, describes his experiences of driving freight trains from the Birmingham area to Crewe and how he used his break there to photograph locomotives in the diesel depot. Our two photo features show the contrasting scene in the Peak District and at Finsbury Park depot.

John Baker concludes his series of articles about the paint schemes applied at Eastfield depot in the final years before it closed.

In TRACTION MODELLING.... we feature the marvellous 4mm scale layout Perry Barr set in the Birmingham area which is complete with scratchbuilt overhead catenary. In the review section there is a look at the superb Irish Railway Models A Class/001 locomotive



Stephen

Publisher: Steve Cole

E: stevec@warnersgroup.co.uk

Editor: Stephen Rabone

E: steverabone@hotmail.com

ADVERTISING AND PRODUCTION

Advertising Account Manager:

Bev Machin T: 01778 392055

E: bevm@warnersgroup.co.uk

Ad Production:

Allison Mould T 01778 395002

E: allison.mould@warnersgroup.co.uk

Design: Amie Carter

Ad Design: Amie Carter

Printed by: Warners Midlands plc

MARKETING

Marketing Manager: Carly Dadge

T: 01778 392440

E: carlyd@warnersgroup.co.uk

DISTRIBUTION

News Trade, Warners Distribution:

T: 01778 392417

Model Trade, Warners Trade Sales:

T: 01778 392404

SUBSCRIPTIONS

1 Year - £25.00

For all subscription enquiries:

T: 01778 392012

F: 01778 421706

E: subscriptions@warnersgroup.co.uk

West Street, Bourne, Lincolnshire PE10 9PH

BACK ISSUES

Tel: 01778 391180

E: subsaccesxteam@warnersgroup.co.uk

West Street, Bourne, Lincolnshire PE10 9PH

CONTRIBUTIONS TO TRACTION

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

©Warners Group Publications plc 2016

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



Find us on 



ISSN: 1354-2680

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



Inchicore depot in Dublin on the
14th June 1996 with Irish Rail
Nos. 233, 222 and 229 present.
STEVE TURNER



E-mail: steverabone@hotmail.com

Editorial postal address:

120 Churchill Road,
Middlesbrough TS6 9NS

No. 146 is seen arriving at Cobh with the 13:00 service from Cork on the 12th October 1994. The train is made up of three Cravens coaches, each in a different livery, and a 'Dutch' steam heating van. Note the dayglo warning panels on the locomotive.

All photographs are by Steve Turner



Irish Rail in the 1990s

David Clough and Steve Turner look at the railways of the Republic of Ireland in the 1990s when there was much locomotive haulage of both passenger and freight traffic.

The last century was quite an eventful one for the island of Ireland, which began with it part of the United Kingdom of Great Britain and Ireland. Starting with the Easter Rising in 1916, by 1921, the British Government had agreed the partition of the island, with the six counties of Ulster in the north east (referred to below as the North) remaining part of the United Kingdom of Great Britain and Northern Ireland, whilst the remainder became the Irish Free State the following year and the Republic of Ireland (the South) subsequently. Irish Gaelic was the most commonly spoken language in the rural areas of the west of the island at the time of partition.

Many of the South's principal towns and cities are coastal or on navigable rivers. Dublin, the capital, is the major port, with rail activity around the docks at North Wall. Down the east coast and, essentially part of Dublin's hinterland, lies Dun Laoghaire, which, like Dublin port, has ferry links with Holyhead and Liverpool. Rosslare is further south and is linked to Fishguard, whilst Waterford is on the navigable part of the River Suir, which joins the Irish Sea

some miles south of Rosslare. Cork on the south coast is the South's second city and its port at Cobh was the last stop on the fateful voyage of the 'Titanic' in 1912. Tralee, further west along the south coast, and Galway, Westport, Ballina and Sligo along the west coast, are also termini for routes from Dublin.

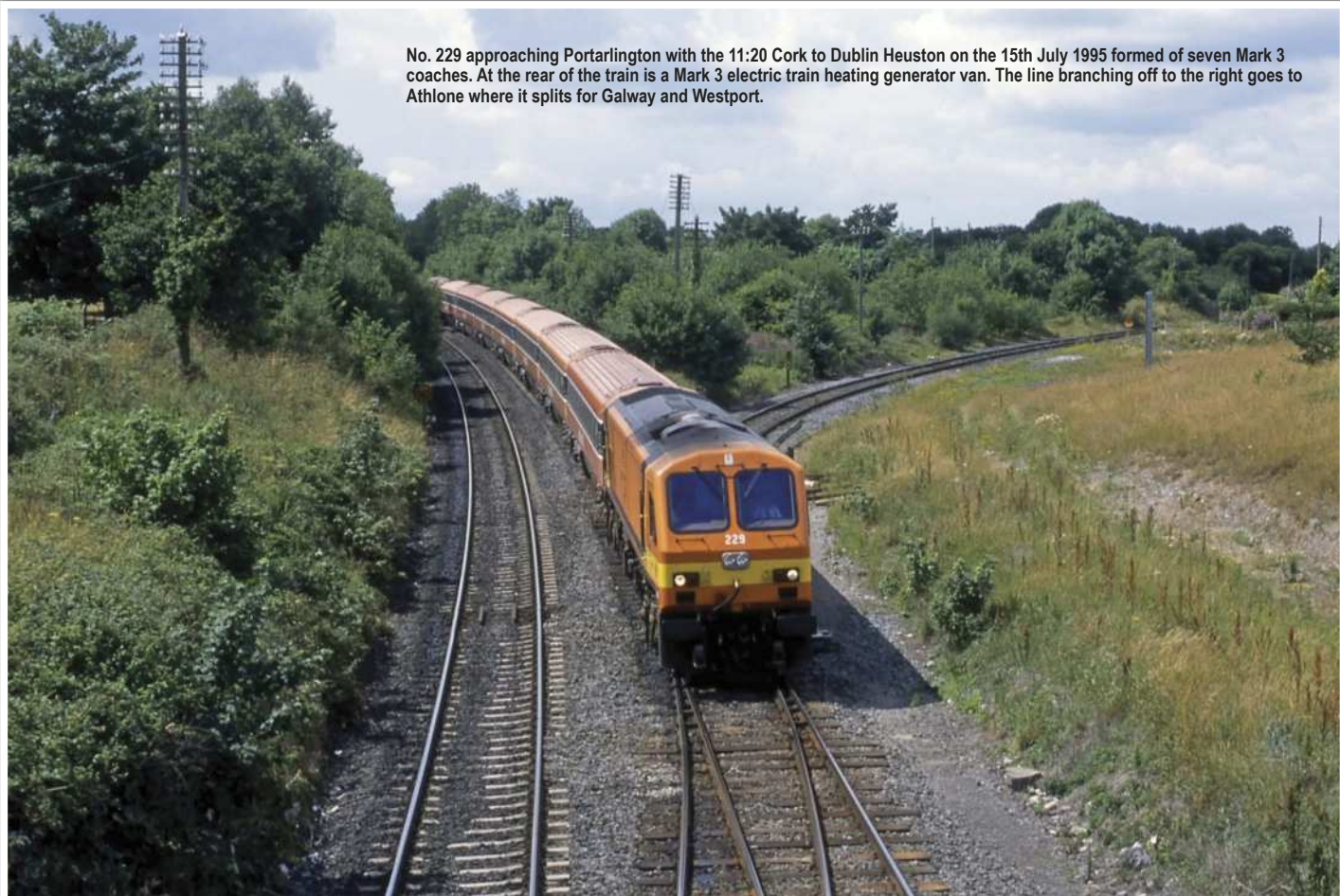
Limerick, in the south west and the fourth city, is on the lower reaches of the River Shannon, the longest river in the British Isles, but during the 1990s largely relied on a connection at Limerick Junction for its passenger services from Dublin. Foynes, at the mouth of the Shannon, served as Limerick's main seaport. Ballina, between Sligo and Westport at the mouth of the River Moy, also lacked a daily direct passenger connection to Dublin, being served by a connection from Manulla Junction on the Westport route.

The island's railway network had reached a peak of 2,668 miles by 1920 and was a mix of Irish gauge track at 5ft 3in (1,600mm) and narrow gauge of 3ft, the latter for lines too economically marginal to justify the cost of the Irish gauge. Although no readily accessible reference covers the point, it

is highly likely that most of the capital for construction of the railways came from English sources and this possibly reflects in the choice of names of the principal companies. By 1924, amalgamations had created three large railways, the Great Southern & Western Railway and the Midland Great Western Railway in the South and the Great Northern (Ireland) Railway (Great Northern), which had a multiplicity of cross-border routes and a network within the North. A number of smaller railways remained independent. Though not directly relevant to the main subject of this feature, mention can also be made of the network of the Northern Counties Committee, which extended north and north east from Belfast. At the time of partition in 1921, this was owned by the Midland Railway, which became part of the London, Midland & Scottish Railway in 1923. Subsequent to nationalisation of the latter in 1948, the NCC was bought by the Ulster Transport Authority, which later passed control to Northern Ireland Railways.

For a time prior to partition, Dublin had been the second largest city in Britain

No. 229 approaching Portarlinton with the 11:20 Cork to Dublin Heuston on the 15th July 1995 formed of seven Mark 3 coaches. At the rear of the train is a Mark 3 electric train heating generator van. The line branching off to the right goes to Athlone where it splits for Galway and Westport.



and had been the island's political and administrative centre. Belfast, in the North, was the industrial powerhouse of the island and the loss of its economic contribution left the South as, essentially, an impoverished agrarian country, which continued until the latter part of the 20th Century.

Mirroring the British railway grouping in 1923, the South legislated to amalgamate all the Irish gauge companies into the Great Southern Railways (Great Southern) in two stages during 1924 and 1925.

Post 1945 developments

In 1945, amalgamation of the Great Southern with the Grand Canal Company and the Dublin United Tramway Company created Córas Iompair Éireann (Irish State Transport Company). CIÉ was nationalised in 1950, but was divided into separate rail and road companies in 1987. Since then, Iarnród Éireann (Irish Rail) has operated the railways. For convenience, Irish Rail will now be used in relation to all post 1945 rail activity in the South. The Great Southern's engineering workshops were at Inchicore, a few miles outside Dublin on the Cork line, with closure of the Midland Great Western's Broadstone (Dublin) facility.

Be it for financial or some other reason, the Great Southern invested virtually nothing in new motive power during the 20 years of its existence. By the start of the

1950s, its steam locomotive fleet averaged 51 years old and comprised a multiplicity of types, with only a handful in each. Whilst a report recommended the construction of a modern fleet of steam locomotives, this was rejected because Ireland had no coal deposits of its own and had faced shortages during both the 1914 and 1939 world wars. In 1953, tenders for over 100 main line diesel locomotives initiated the rapid dieselisation of the system. By the start of the 1960s, steam was only operating on branch lines and ended in 1963.

The South also carried out a severe pruning of the rail network during the 1950s and 1960s, leaving a system that was primarily Dublin centred, with only a couple of cross country routes. One of these linked Rosslare with Waterford and Limerick Junction on the Dublin to Cork main line, whilst the other ran between Limerick and Claremorris on the Dublin to Westport route. Dublin to Galway traffic was routed away from the Mullingar to Athlone line, which was retained as a diversionary route and for limited engineering movements. The South's narrow gauge had succumbed by 1961.

Meanwhile, the Great Northern, whose workshops were at Dundalk, just south of the border on the Dublin to Belfast main line, remained independent and introduced a non stop working between these cities in 1947, giving it the name 'Enterprise',

which survives as a title today. By 1953, the Railway was in a very poor financial state of affairs, which resulted in its undertaking being bought and placed under the control of a board composed equally of members appointed by both the North and South. This board was broken up in 1958 and its assets divided equally between the two governments. Immediate line closures by the North decimated the former Great Northern network and left at least one railway in County Donegal in the far north west (which was part of the Republic of Ireland) as unviable.

To mark the fiftieth anniversary of the Easter Uprising, in 1966, Dublin's three main stations were renamed. Amiens Street (which one source credits as Ireland's busiest) became Connolly, Kingsbridge (which a different source claims as the busiest) became Heuston and Westland Row took the name Pearse. These names were figures in the fight for Irish independence. In the 1990s, trains from the north and Sligo terminated at Connolly, those from Rosslare went to Pearse, whilst Heuston dealt with the long distance workings from the south and west.

The Dublin outer-suburban network comprises services that originate in the city formed of diesel multiple units and a 33 mile north-south cross-city route. The latter is known as the DART – Dublin Area Rapid Transport – and, until 2000, extended from Howth (a short branch off the Dublin-

No. 012 is seen leaving Navan on the 25th March 1994 with the 10:20 Tara Mines to Dublin Alexandra Road train. This freight only line joins the main Dublin to Belfast line at Drogheda.



No. 076 approaching Dromod with the 08:35 Sunday Sligo to Dublin Connolly on the 20th July 1997. The signal shows that the train is running into the main eastbound platform although trains can also be singled into the westbound platform. Dromod was the junction for the Cavan and Leitrim Railway narrow gauge line and today a short section has been rebuilt.



Belfast route) to Bray in the south on the Rosslare line and was electrified at 1,500V DC overhead from 1984. The expansion of Dublin's commuter hinterland in the 1990s saw outer suburban trains extended north to Dundalk and south to Arklow using new DMUs.

Main line diesel locomotives

For what follows, main line diesel locomotives are those with a maximum speed of over 30mph. 1947 saw the first tentative steps taken towards dieselisation, when Inchicore Works began the design and construction of two locomotives. Coincidentally, this was the year the London, Midland & Scottish Railway unveiled its first main line diesel, 10000. The Irish duo were fitted with the same Sulzer engine that was used several years later in

BR's Class 24 and 26.

Irish Rail ordered several designs in 1953 as the start of its dieselisation scheme but only one was still at work by the start of the 1990s. This had been the largest order and went to Metropolitan Vickers for 60 machines, the 'A' or 001 Class, that used the company's electrical machines, powered by a Crossley engine of 1,200hp. This engine had shortly beforehand been fitted to a batch of locomotives supplied to Western Australia and was in service with the Royal Navy. Enquiries made of the latter disclosed no problems but the naval and railway demands were rather different and the Crossley engine proved extremely troublesome, not only in Ireland but also in Western Australia and later in BR's Class 28s. From 1967, the 'As' were gradually re-engined with a General Motors (GM) engine

rated at 1,325hp and many survived into the 1990s. Several met an early demise during the 1970s as a result of terrorist attacks on the Dublin to Belfast line.

The 121 Class was a small single cab machine of typical North American 'road switcher' design. Eventually, the same problems encountered when running nose first as applied with single cab locos on BR were appreciated and gradually such operation ceased. The standard GM multiple operation system enabled use as part of a pair either with another '121', a '141' or '181'. Fitting push-pull equipment meant the '121s' could work the train sets used on Dublin to Drogheda services and later the Limerick to Limerick Junction service, which made use of a driving trailer at the other end of the train set. Curiously, the 1960s saw further purchases of low powered GM traction and these began to displace the 'A' Class on Dublin to Cork expresses, operating in pairs (see table). Some examples of both 121 Class and 141 Class were retro-fitted with more powerful GM diesels.

The first traction of over 1,500hp and with a top speed in excess of 75mph, did not arrive in Ireland until 1976, when the 071 Class came on the scene. Irish Rail's permanent way on the secondary and branch lines precluded use of the new arrivals but, otherwise, the type had a marked impact on the traction scene, which continues well beyond the 1990s. Bridge strengthening gradually widened the routes the class could work over.

Bringing the story of locomotive power procurement into the 1990s, Irish Rail made a major investment in 32 modern, powerful and fast machines, the 201 Class. These can be regarded as mixed traffic equivalents of Class 66 found in Britain, with the same power train. The '201s' are the first type with an electric train supply capability. Until their arrival, purpose built vans had either a steam or diesel generator which supplied train heat. Two technical issues emerged within the first couple of years, namely excessive tyre wear and engine crankshaft failures. The type's axle loading confines '201s' to even fewer routes than the '071s. Northern Ireland Railways bought two locomotives in addition to Irish Rail's 32 and the duo are generally deployed on Dublin to Belfast services but were sometimes used on a common basis with the Irish Rail fleet.

Locomotive classes in traffic 1990-99

Class	Builder	Built	Total	Power (hp)	Max speed (mph)
001	Metropolitan Vickers	1955-56	60	1,200 (1,325)	75
071	General Motors	1976	18	2,475	90
121	General Motors	1960	15	950 (1,100)	77
141	General Motors	1962	37	950 (1,100)	80
181	General Motors	1966	12	1,100	80
201	General Motors	1994	32	3,200	100

The figures in brackets give the power for the replacement engine, where fitted.

Operations in the 1990s

Turning to operations during the 1990s, Irish Rail made effective use of its two larger types by diagramming on passenger services during the day and container workings overnight. Thus, for example, the locomotive that powered the 16.50 Dublin to Galway passenger would return to Dublin with the 22.30 liner train. Correspondingly, the overnight freight from Dublin North Wall to Galway would see its traction take the first passenger train to Dublin. This type of operation was replicated at several other locations on the network.

By the 1990s, main line hauled coaching stock comprised a mix of vehicles designed by Cravens and British Rail Engineering Ltd, which had been built mainly at Inchicore from components supplied from Britain. The exceptions were the generator vans, which had been built at Dundalk Engineering, the former workshops of the Great Northern.

Daily express trains ran from Dublin to Rosslare, Waterford, Cork, Tralee, Galway, Westport, Sligo, the 'Enterprise' to Belfast and a peak hour working to Limerick. On Fridays, through services went to Ennis via Limerick and to Ballina. Limerick had a shuttle to Limerick Junction to connect with Dublin operations. A branch from Limerick looped north and joined the Dublin line at Ballybrophy, serving the few surviving intermediate stations, while a sparse timetable from Limerick Junction went to Waterford and Rosslare Europort for the ferry to Fishguard.

As elsewhere in Western Europe, the days of the local goods yard at intermediate stations had long gone. At the start of the 1990s, container and cement accounted for 33% and 25% respectively of freight activity. Bell Lines container workings from Waterford ran to Dublin North Wall, Cork and Limerick with some of the North Wall traffic then marshalled for other destinations, including Belfast. The brewer Guinness made use of some of these trains to convey beer in kegs.

Works at Platin on the Drogheda to Navan line and Castlemungret outside Limerick shipped train loads of cement to depots across the network. These plants in turn received gypsum from Kingscourt at the end of a long line that headed north from Navan. The other route from Navan, which used to extend to Oldcastle, survived to serve Tara Mines, where lead and zinc oxide is extracted and taken to Dublin North Wall. A plant at Shelton Abbey, close to Arklow on the Dublin to Rosslare route, received ammonia that was moved by rail from Marino Point near Cork and despatched fertiliser by block train to North Wall for onward shipment, often on liner trains.

During the 1990s, there was seasonal sugar beet traffic to a processing factory near Mallow. By then, this originated from

No. 036 is passing Ballybrophy with the 09:40 ammonia train from Shelton Abbey to Marino Point on the 3rd July 1993. The loop platform on the right is used by trains from Limerick on the branch via Nenagh. The colour light signals are controlled, as is much of the Irish Rail network from a signalling centre at Dublin Connolly.



Nos. 123 and 133 are near Ballynastuckaun heading towards Tuam with the 12:15 Foynes to Claremorris loaded coal container train on the 13th October 1997.



Nos. 132 and 133 are at Dublin Heuston having arrived with the 18:20 from Waterford on the 8th March 1991. The decorative platform surface was a feature of the station at this time.

(LEFT) Nos. 187 and 155 are at Athenry having arrived with the 05:30 cement train from Limerick Check. The final wagons are being discharged prior to returning to Limerick on the 15th October 1997. The train will have travelled up the then freight only line from Ennis to Athenry. Today there is a regular passenger service from Limerick to Galway via Athenry.





Wellington Bridge between Rosslare and Waterford. The port of Foynes near Limerick saw coal imports, which were moved north to Ballina along the western line that otherwise saw only limited traffic north of Ennis, mainly cement to Athenry or other local terminals. A flow of traffic to emerge during the latter part of the 1990s was timber to Waterford which originated from various locations on the network.

By way of a postscript, further line closures have been formalised since the Millennium, though these have affected either marginal branches, such as Navan to Kingscourt, or infrequently or moribund routes, such as Mullingar to Athlone and the so called 'Burma Road' north from Claremorris to Collooney, which is not far from Sligo. On a positive note, the long promised reopening of the southern half of the western line to passenger services beyond Ennis to Athenry on the Galway main line has happened. Providing a passenger service over the northern half from Athenry to Claremorris seems to remain as aspirational.

Today, the state of railborne freight is dire. Container traffic from Waterford has ceased, whilst the two cement plants no longer use the railway. Could Brexit bring a renaissance in container freight from the European Union, now that road shipment from the Continent via Holyhead has become more difficult?

At the time of writing in February 2021,

twelve of the 201 Class are officially stored, primarily those not fitted for push-pull operation, plus two others stored for financial reasons due to the repairs required. Reliance on the small GM fleet for passenger work has given way to new DMUs and their use ended in

2008. Examples of Classes 001,121,141 and 181 survive in preservation with the Irish Traction Group or Railway Preservation Society of Ireland, some of which are currently operational. The 1990s might be seen as the last hurrah for the aficionados of Ireland as a traction Mecca.



Dublin North Wall activity with No. 017 shunting fertiliser wagon and No. 168 departing on the 12:10 working to Heuston Guinness Sidings with empty kegs on the 22nd October 1993.

WHAT IS AVAXHOME?

AVAXHOME-

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

Unlimited satisfaction one low price

Cheap constant access to piping hot media

Protect your downloadings from Big brother

Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages

Brand new content

One site



AVXLIVE ICU

AvaxHome - Your End Place

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

On the 21st July 1997 No. 074 is shunting empty timber wagon into the sidings for loading at Claremorris before taking the train to Waterford. Just visible in the background is 164 with the empty stock of a Ballina to Manulla Junction train. As there was no loop at Manulla Junction, locomotive hauled trains from Ballina had to run on to Claremorris to run round before returning to the junction to make the Ballina connection from a Dublin to Westport train. This was not exactly an economic method of providing the service!



A mixed pair of GMs, Nos.160 and 134, are at Dublin Connolly with the 18:30 to Sligo on the 29th December 1992. The train is made up of Mark 2 air-conditioned coaches with a matching generator van providing electric train heating and air conditioning.



Tuesday 19th June 1990: UKF was acquired by Kemira in 1989 and the PWA 'Palvans' began appearing without any UKF branding. Some were later adorned in the new company colours of blue and white with Kemira branding and logo. 47322 comes off the Sutton Park line at Ryecroft Junction, Walsall, at 19:04, with 6M34, the 14:55 TO empties from Bridgwater to Ince & Elton, which was running about 35 minutes early (the service may have also included additional empties from Gloucester, as well). In addition to the four 'Palvans', the consist also includes a number of IWA Continental 'Hold-All' vans used for large bulk-bag traffic. DAVID J. HAYES.



Remembering the UKF trains: Part 2

David J. Hayes concludes his look back at the fertiliser trains that once operated out of Ince & Elton.

The launch of the Speedlink wagonload network in September 1977 and its rapid expansion into the 1980s opened up a whole host of potential new fertiliser destinations for UKF, which shall be looked at shortly. The bulk of the output from its Ince & Elton plant, however, continued to be moved in dedicated block trains, often formed of several portions, as described in Part One (TRACTION 265).

Table One gives a general idea of the UKF train plan spanning 1983 to 1987 and the loaded trunk services that operated out of Ince & Elton during that period. One of those tabulated, however, was a twice weekly block tanker train movement of anhydrous ammonia to Barton-on-Humber (6E80) for Associated Chemicals, which was a flow that began in 1978 and was Class 76 hauled across the Pennines up until the Woodhead line's closure in July 1981.

During the early hours of Wednesday 8th April 1981, at around 02:30, the service from Ince & Elton to Barton-on-Humber (conveying anhydrous ammonia for Albright & Wilson according to the accident report) was involved in a serious accident at Hadfield station where five of its loaded



Wednesday 6th June 1990: As with many other commodities, Speedlink enabled nationwide distribution of fertiliser from Ince & Elton to numerous widespread destinations, including, at times, to those locations normally served by their own company block trains when tonnages fell below trainload proportions. This splendid Speedlink study at Dawlish Warren, hauled by 37412 and thought to be 6B43, the 15:45 departure from St. Blazey to Gloucester, clearly has two PWA 'Palvans' included in its consist returning to Cheshire, one of which has been painted into Kemira colours. Other traffic being conveyed may include bagged clay for the domestic market, bagged and bulk clay for export via the Dover train ferry, government stores (MoD), and Fitzgerald Lighting products from Bodmin. DAVE MCALONE.

bogie tankers derailed, one of which (No. 6065, the sixth vehicle in the consist) toppled onto its side. The service, which would have also included barrier wagons fore and aft of the loaded tanks, plus a brake van on the rear, was being hauled by 76025 and 76027. The derailed wagons were positioned third to seventh in the consist. Fortunately, none was ruptured in the incident.

Returning our attention to Table One, it is assumed that the Friday 6V12 departure to Severn Tunnel Junction was a similar block train service to that of the 6E40 departure to Whitemoor, as mentioned and shown in Table Two accompanying Part One of this feature, in that it conveyed fertiliser portions for various destinations, some of which were presumably reached by means of Speedlink connections.

TABLE ONE: UKF Trunk Train Departures From Ince & Elton: 1983-1987.

6E61 MO to Darlington
6O36 TThO to Andover
6S89 WO to Keith
6E80 WSO to Barton-on-Humber
6O48 FO to Horsham
6V12 FO to Severn Tunnel Junction
6V35 SO to Carmarthen
6E40 SuO to Braintree
6V35 SuO to Truro

NOTES: 6E80, the WSO departure to Barton-on-Humber, conveyed anhydrous ammonia. 6V12, the FO departure to Severn Tunnel Junction, is thought to have conveyed various portions for distribution via the Speedlink wagonload network.

Although the UKF block trains, with their separate portions, tended to serve designated UKF distribution terminals, wagonload consignments could be handled at almost any general purpose goods facility with suitable handling equipment, such as a forklift truck. In addition to those destinations served by block trains with their associated portions (see Table Two accompanying Part One), other documented destinations for UKF fertiliser traffic have included Avonmouth, Banbury, Carlisle, Chichester, Dundee, Ely, Fearn, Huntly, Inverness, Ipswich, Kennett, Lugton, Maidstone, Melksham, Paddock Wood, Perth, Royston, Stranraer, Thornton, Wick and Wool.

Some of these were served more frequently than others, such as Banbury where eight or nine vans per week were sometimes dealt with. Wool, on the other hand, was served very occasionally. One of the more unlikely locations documented was the Ministry of Defence establishment at Kineton and there were no doubt



Thursday 5th July 1990: Another wonderful Speedlink example passes Engine Common, near Yate, behind 47145 'Merddin Emrys'. The service is 6B97, the 12:10 from Tavistock Junction to Gloucester, which would later go forward as 6S97, the 01:00 to Mossend (electric-hauled from Bescot). The mixed consist includes an OCA, believed to be loaded with bricks from Plymouth to Grangemouth, followed by four empty PWA 'Palvans' from Lapford and/or Plymouth returning 'home' to Ince and Elton. Other traffic includes an empty 'Cartic' from Exeter to Halewood, china clay for Scotland, including a PAA consignment for the Tullis Russell paper mill at Auchmuty, and a number of VGA vans, which may have been in use for bagged clay, MoD stores and possibly Fitzgerald Lighting products from Bodmin. An interesting inclusion is that of several POA 'Black Adders' laden with scrap metal for Allied Steel & Wire at Cardiff (Metals sector business). The date of this image is exactly a year before the last full day of Speedlink operations on Friday 5th July 1991, the Speedlink network effectively being declared moribund from the following Monday. MARTIN LOADER.



Thursday 12th July 1990: Having traversed the Sutton Park line, 47365 'Diamond Jubilee' descends towards Ryecroft Junction, at 19:25, with an unidentified Kemira formation of nine PWA 'Palvans' returning to Ince & Elton. The service was running roughly in the path of the Tuesday empties from Bridgwater (6M34) and could, therefore, have been an additional special (6Z34?). Note the different roofline profile of the leading PWA and that all have had their UKF branding erased. The seventh 'Palvan' has been painted in Kemira company colours. DAVID J. HAYES

others. Such traffic from Ince & Elton for wagonload destinations would have joined the core Speedlink network at Warrington for nationwide distribution.

Another location known to have dealt with fertiliser was the once busy Pensnett railhead in the West Midlands, although it is not entirely certain whether this traffic originated from Ince & Elton or elsewhere. Perhaps someone could enlighten us?

Another was the goods yard at Hereford, although it is, again, uncertain as to whether this was sourced from Ince & Elton. UKF trunk trains certainly ran this way along the Welsh Marches line axis and could have feasibly detached traffic at Hereford. Alternatively, and more likely, such traffic could have been detached from the various Speedlink freights that were once routed this way and booked to call at Hereford during the 1980s, especially when Severn Tunnel Junction Yard was still operational up until its closure in October 1987 (see North & West freight feature in TRACTION 243).

Even some of the portions conveyed by the UKF block trains relied on Speedlink resources for final delivery to the likes of Dereham (tripped from Whitemoor), Diss (tripped from Ipswich), Lapford (tripped from Exeter), and Sandy and Sleaford (both tripped from Peterborough). Speedlink was also the preferred delivery method to such locations as Carmarthen, Gloucester and no doubt elsewhere (e.g. Bridgwater, Plymouth and Truro) when trunk train volumes fell below viable trainload proportions.

Table Two gives examples of Speedlink trains known to have conveyed Ince & Elton fertiliser traffic (loads or empties). Those operating on the South Wales/South West - Scottish axis (e.g. 6S82 and 6B97/6S97) may well have conveyed empties and loads at various points of their long journeys north, such traffic being added or detached at Warrington.

TABLE TWO: Sample Speedlink Services Used For Ince & Elton Traffic (Loads or Empties)

6M85	Banbury to Bescot
6M83	Carmarthen to Bescot
6M94	Dover to Warrington
6O56	Dundee to Dover
7V93	Mossend to Stoke Gifford (could also run as 6V93)
6S82	Severn Tunnel Junction to Mossend
6B43	St. Blazey to Gloucester (previously 6C43 to Severn Tunnel Junction)
6B97	Tavistock Junction to Gloucester (forward as 6S97 to Mossend)
6S80	Warrington to Mossend
6F86	Willesden to Warrington

The Kemira years

In 1989 UKF began trading as Kemira fertilisers and the distinctive 'Palvans' started appearing in the new company colours of blue and white with Kemira branding and company logo, although not all were dealt with in this manner. Table Three details the Kemira train plan from Ince & Elton as of January 1991 and pretty much mirrors that of previous decades, with the exception that there are no longer any block train departures to the North East or Scotland.

The former trunk service to Braintree has been cut back to Ipswich (traffic for Diss), whilst those to Bridgwater, Gillingham (Dorset), Horsham and Truro would have conveyed portions for Gloucester, Andover, Akeman Street (detached at Bletchley) and Lapford (detached at Exeter) respectively. It is assumed that any such traffic for Plymouth would have also been conveyed by the Truro train.

Those services to Carmarthen and Truro were booked via the Welsh Marches line,



Tuesday 4th December 1990: With just a couple or so miles to go, the afternoon peace around Hamstead is momentarily disturbed at 14:05 by the passing of 37065 atop 6M85, the 10:39 Speedlink feeder from Banbury to Bescot, where it was due to arrive around 13:30 (the service was booked via the Sutton Park line). An empty PWA 'Palvan' from Banbury is immediately noticeable followed by various 'Railfreight' vans from MoD Kineton (attached at Fenny Compton). Bringing up the rear are empty PCA cement wagons from Harbury (Greaves Sidings). DAVID J. HAYES



Friday 21st June 1991: This fine study sees 47237 powering along the Western Region main line at South Moreton with 6M22, the 15:35 FO empties from Gillingham (Dorset) to Ince & Elton. The service may also include empties from Andover as well. The twelve wagon consist is mainly formed of 'Hold-Alls', but also includes four 'Palvans', two of which are painted in Kemira colours. MARTIN LOADER

whilst those to Bridgwater and Gillingham (Dorset) ran via Walsall and over the Sutton Park line. There were up to ten trips per week from Kemira to Warrington catering for Speedlink traffic, which may have also included certain chemicals, such as nitric acid for British Nuclear Fuels (BNF).

TABLE THREE: Kemira Train Plan: January 1991. (Departures Only).

6V35	22:56 MO to Bridgwater
6V35	17:26 TO to Carmarthen
6O36	17:26 ThO to Gillingham (Dorset)
6O48	16:26 FO to Horsham
6L95	16:13 SuO to Ipswich
6V35	17:28 SuO to Truro
6T74	13:30 SSuX & 19:00 SSuX to Warrington

Unfortunately, rail traffic from Ince & Elton began to decline and the end of Railfreight Distribution's (RfD) Speedlink network was looming on the horizon. This would obviously impact on the number of wagonload destinations being served, which had already diminished in number. Indeed, the only Kemira destinations being served by Speedlink at the time of its demise in July 1991 were Aberdeen, Ely and Thornton. Aberdeen at this time had also been receiving Speedlink deliveries of fertiliser from Norsk Hydro at Immingham as, indeed, had Carmarthen, which had previously been a long standing UKF destination.

In the wake of Speedlink's demise, RfD continued to run contract trains for Kemira to Diss and Mossend. The service to Diss now ran via the West Coast Main Line to facilitate the detachment of traffic at Bletchley for Akeman Street (previously conveyed by the Horsham train). The Mossend service catered for traffic to Lugton and Thornton. By railway standards, these were short lived arrangements and ceased in 1993, thus bringing an end to the long standing railborne fertiliser traffic out of Ince & Elton.

The privatisation era

During the early English, Welsh & Scottish (EWS) era, Kemira still continued to dispatch nitric acid to BNF at Sellafield. This was one of a handful of chemical flows to use the new Enterprise wagonload network when launched by Transrail in September 1994, but was subsequently handled by fledgling freight operator Direct Rail Services in 1996. The source of the traffic was then switched to Sandbach later that same year, thus bringing an end to all rail activity at the Ince & Elton fertiliser plant; but it wasn't quite over yet...

Kemira made a welcome return to rail in 1999 by loading fertiliser for Lugton onto rail at an intermodal facility at

Widnes (close to the site of the former BOC terminal). This was followed by further Kemira fertiliser forwardings from Widnes and Warrington (Dallam) to the Caithness region, Ely and Great Yarmouth. Unfortunately, as was often the case with many former freight customers and various new trial flows that were then being enticed to rail by EWS, these positive developments never quite managed to survive long enough to mature into regular or long term contracts and were, thus, often short lived, disappearing from the railway scene almost as quickly as they had appeared.

I am indebted to those photographers whose work accompanies this article. I am also grateful to Andy Williams, Adrian Nicholls, Mark Evans and David Ratcliffe for their assistance in producing this article. Although various sources have been used to research this article, including the works of David Ratcliffe and Paul D. Shannon, I take full responsibility for any errors contained in it and welcome any corrections or comments via the TRACTION 'letters' section.



Monday 1st July 1991: At the beginning of what was the last week of Speedlink operations, 37198 passes Washwood Heath (West), at 18:34, with 6V93, the 07:55 SSuX from Mossend to Stoke Gifford, which depicts yet another splendid selection of wagons including three loaded PWA 'Palvans' from Kemira at Ince & Elton. Up until its closure in October 1987, Severn Tunnel Junction was the destination for this train, which at one point ran via the Welsh Marches line axis. At the time of this image, 6V93 was the only trunk haul Speedlink passing through the West Midlands not to call at Bescot, its routing from Stafford taking it via Walsall and over the Sutton Park line. KEVIN PAYNE



Monday 16th September 1991: A short consist of two IWA 'Hold-Alls' and two PWA 'Palvans' pass Crediton behind 47280 'Pedigree'. The train is 6C64, the 12:20 MO Lapford (Kemira) to Exeter trip conveying empties for return to Cheshire. The loaded vans were no doubt detached at Exeter in the early hours off 6V35, the Sundays only block train from Ince & Elton to Truro. They will later be attached to 6M22, the Mondays only corresponding return empties from Truro, which may also convey empties from Plymouth as well. MICK PAGE

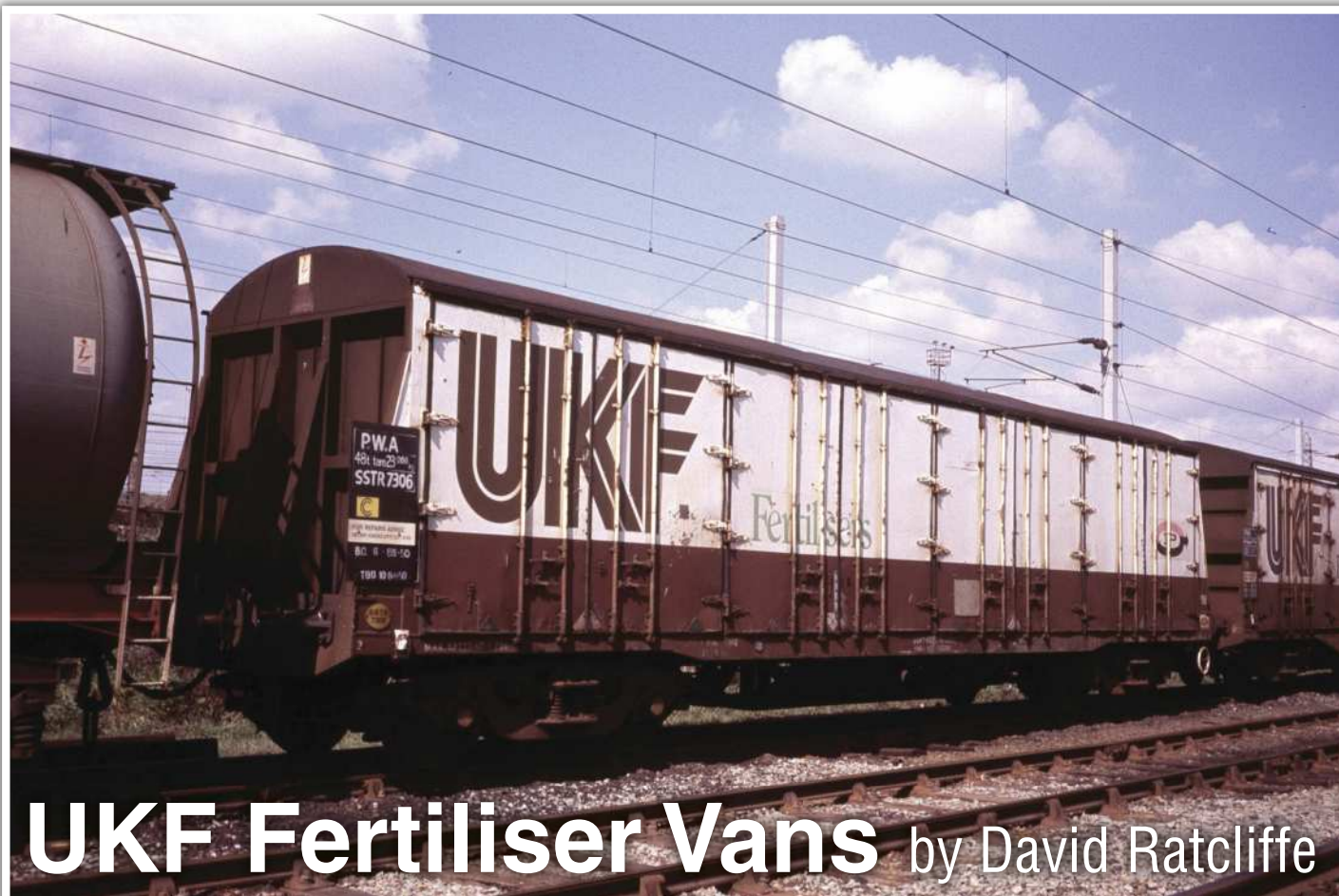
Saturday 11th April 1992: The Kemira empties from Diss, 6M49, the 10:55 SO departure to Ince & Elton, is seen near Crewe behind 87101 'Stephenson', which would have worked the train forward from London to Warrington. The consist appears to be formed entirely of IWA 'Hold-Alls', some of which would have been from Akeman Street and attached at Bletchley where the service called from 15:10 to 15:58. It's interesting to note the inclusion of a brake van. This would have been required for the return Akeman Street trip, which performed a lengthy propelling movement to Grendon Underwood Junction, as mentioned in Part One of this feature.
 PHIL BALDWIN (COURTESY OF ANDY BALDWIN)



Saturday 24th July 1993: Although the dispatch of railborne fertiliser from Ince & Elton ceased in 1993, there was still a movement of nitric acid from the plant to BNF at Sellafield, which lasted until 1996. The 6F14 empties from Sellafield (dep. 10:28 SO) to Ellesmere Port East Sidings skirt Kents Bank, Cumbria, behind 37108. The consist is formed of the small pool of five former UKF bogie TEA tank wagons allocated to this traffic, which can be seen in this view carry Kemira branding on their barrels. DAVE MCALONE



Sixty nine of the UKF vans were leased from either Lloyds & Scottish or British Rail Traffic & Electric while the remainder were initially hired from Procor before being purchased by UKF. Coded PWA on TOPS No. SSTR7306 is seen at Warrington in April 1989. DAVID RATCLIFFE



UKF Fertiliser Vans by David Ratcliffe

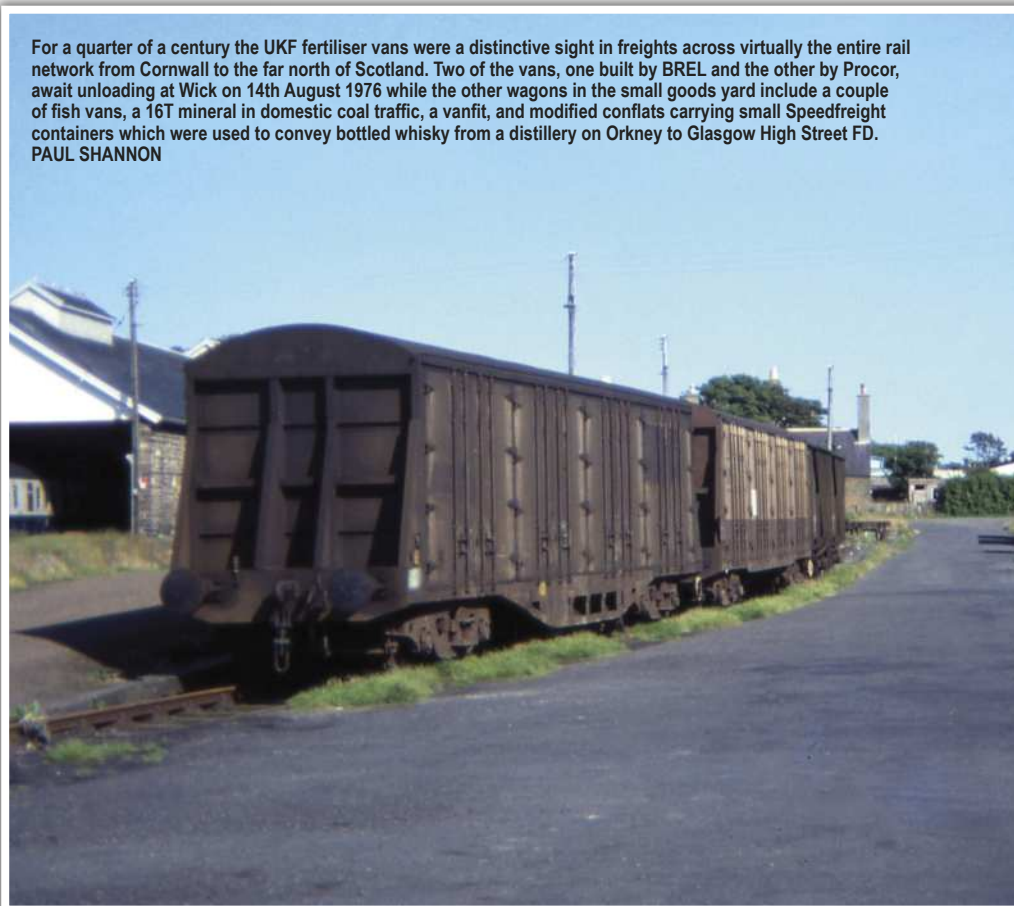
These bogie vans, first introduced in 1968 to carry fertiliser from the Shellstar (later UKF Fertilisers) chemical plant at Ince & Elton, Cheshire, were built to a unique design developed jointly by Shellstar and the Gloucester Railway Carriage & Wagon Company.

Air braked, and running on Gloucester fast freight bogies at up to 60 mph, the initial batch of thirty vans measured 45ft 3½in over headstocks, each capable of carrying 56 tons of bagged fertiliser. These vehicles were fitted with full length PVC curtain sides, while three internal partitions and an intermediate floor divided the interior into eight sections. A rod mechanism at each corner of the van, by means of which the one-piece roof could be raised a few inches to facilitate loading the top deck, was also fitted to the heavily reinforced ends.

Furthermore, all internal surfaces were aluminium lined to ensure that the bags of fertiliser were not ripped during loading and unloading, while dunnage bags, that could be filled via a single air inlet on each side, were fitted in each of the vertical partitions to prevent the load accidentally moving when in transit. Rubber pads positioned on the underside of the roof also helped hold the load in place.

In practice the curtain sides, moveable roof and intermediate floor proved

For a quarter of a century the UKF fertiliser vans were a distinctive sight in freights across virtually the entire rail network from Cornwall to the far north of Scotland. Two of the vans, one built by BREL and the other by Procor, await unloading at Wick on 14th August 1976 while the other wagons in the small goods yard include a couple of fish vans, a 16T mineral in domestic coal traffic, a vanfit, and modified conflat containers which were used to convey bottled whisky from a distillery on Orkney to Glasgow High Street FD. PAUL SHANNON





Rebuilt van No. LS7019 was in the new Kemira livery when photographed at Warrington in August 1989.
DAVID RATCLIFFE



troublesome and the subsequent 64 vans, built between 1971 and 1975 by BREL, Procor, and WH Davis, dispensed with all these features, having instead four pairs of cupboard doors each side and a fixed roof. The original batch also had their curtain sides replaced and roof mechanism disabled. At 45ft 11in over headstocks, the later builds were slightly longer than the first batch but the carrying capacity of all the vans was now 48 tons.

One van, numbered BRT 7167 on TOPS, was fitted with Gloucester GPS primary coil suspension bogies, while vans LS 7049 and BRT 7168 were both built by Procor in 1975 to replace two vans (LS 7013 and BRT 7152) which had been written off in a collision at Bridgwater the previous year. In consequence they resembled the final batch of UKF vans also built by Procor in 1975, Nos. SSTR 7300-24, in having slightly modified ends and less obvious underframe trussing between the bogies than the earlier batches. WH Davis of Shirebrook also built a single unique bogie fertiliser van for UKF in 1975, numbered LS 7050. This had a flat roof while its cupboard doors were made as stainless steel pressings with numerous strengthening ribs.

A further design development appeared in 1984, when Powell Duffryn modified van No. LS 7029 by replacing its cupboard doors with single piece gull wing doors. This was intended to improve accessibility when loading 'big bags' of fertiliser but it would remain a one off. Subsequently a dozen vans from the original batch (LS 7002/ 6/ 7/ 10/ 11/ 14/ 18-20/ 24/ 28/ 30), which by now had badly worn bodies, were rebuilt by WH Davis and Powell Duffryn but they would

just receive a plainer version of the usual cupboard doors and a nearly flat roof.

Livery

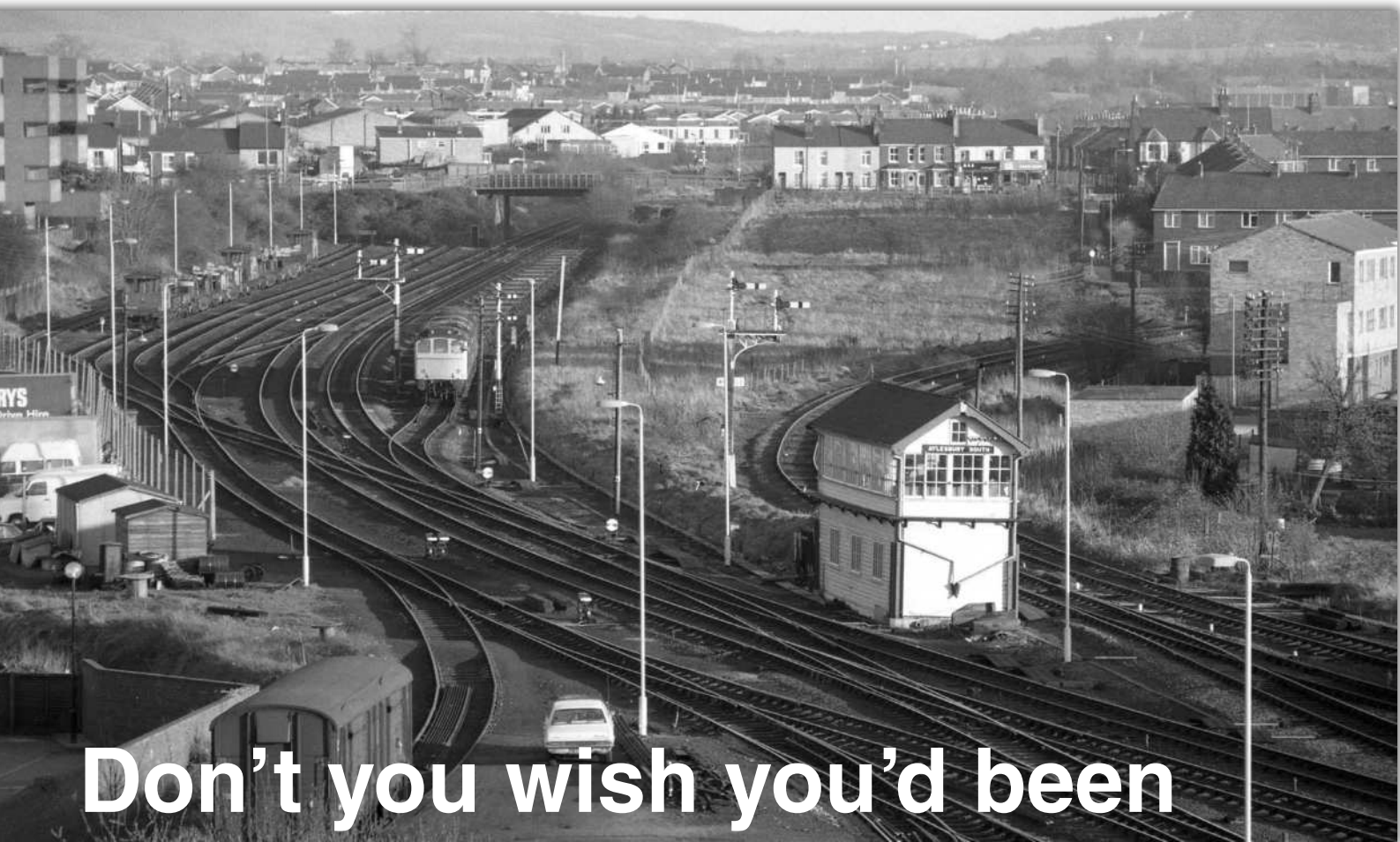
The curtain sides of the first batch had been ice blue with large Shellstar lettering and logo in white but a pale grey livery, with ice blue Shellstar lettering towards the right hand end and either a Lloyds & Scottish roundel or BRT logo towards the left hand end, was adopted for the first vans with cupboard doors. Then, in 1975, a new rich brown and white livery was introduced, initially with a blue UKF Shellstar name in a blue rectangle, although would give way to larger UKF Fertilisers lettering in brown and green on most of the vans.

The sale of the company to Kemira saw a number of vans repainted in Kemira's blue and white colours from 1989 but the majority remained in brown and white, albeit with their large UKF lettering painted over, when the fertiliser traffic came to an end in 1993. Subsequently all the vans went into store, either at Ince & Elton or Shirebrook, before being scrapped the following year.

Shellstar/UKF fertiliser vans

No.	series	Builder/year
LS 7001-30	Gloucester BRW	1967/68
LS 7031-48	BREL	Ashford 1971/72
LS 7049	Procor	1975
LS 7050	WH Davis	1975
BRT 7150-67	BREL	Ashford 1972
BRT 7168	Procor	1975
SSTR 7300-24	Procor	1975

A birds eye view taken in early March 1981 looking to the south shows a pair of Class 25s on a PW train. Aylesbury South signal box glows in the evening sun and the Princes Risborough branch curves away behind it. There's also a consignment of agricultural machinery in the east yard which was a rare occurrence!



Don't you wish you'd been better informed?

Dave Allen looks back at an eighteen month period in the early 1980s when he was living in Aylesbury. The daily diet of Class 25 action rekindled his interest in railways, but there was always the nagging doubt that he didn't know the half of what was going on.

In the 1970s there was a series of newspaper adverts, the most memorable of which showed the two sides of the Severn Crossing road bridge failing to meet in the middle of the Bristol Channel. It carried the strapline 'Don't you wish you'd been better informed?' I can't for the life of me remember who posted it, an insurance company no doubt, but it's a phrase that regularly swam around inside my head, particularly when trying to capture train movements. Today, of course, there are a number of ways to keep in precise touch with what's going on, but it certainly wasn't like that forty years ago.

My fascination with railways sprang from a childhood spent in Wolverton, of carriage and wagon works fame. Both my grandfathers and most of my uncles were employed there and the work's hooter – just before eight o' clock – was a daily reminder to hurry up and get ready for school. With growing independence, I found my way to the station and the undeniable delights of trainspotting. There were the usual scrapes – it seems unlikely now, but the local

copper used to come around checking our platform tickets and take delight (it seemed to me) in moving you on if you hadn't got one, or reporting serial offenders to their parents! But in the main it was a great way to pass the time.

One thing I was keen to do was take photographs. There was no family tradition of recording events in this way and my pleas for a camera were eventually heard by a great aunt, who presented me with a box version which had come straight out of the ark. Both viewfinder and lens left an awful lot to be desired, but it took me a while to realise it. One of my few 'successful' images was of D224 on the up afternoon mail. This would have been in the summer of 1961.

The cost of roll film, when weighed against my pocket money and consistently awful results, soon put paid to my photographic aspirations and as diesel and electric replaced steam I turned to other interests. Formal education ended around 1970 and I spent the next decade working in Wales – rural Wales for the most part –

without easy access to a railway. I did join a few societies, however, to keep in touch with developments and I managed a few enjoyable excursions, such as the 'Torbay Explorer' railtour in July 1976, behind D1013.

At the end of the 1970s I headed back to my home county, taking a job in Aylesbury. Things were changing fast around Wolverton, where the new city of Milton Keynes was beginning to take shape. The Beeching cuts and their aftermath had rubbed out some of the rail lines that originally criss-crossed the county, but I knew that the Oxford to Bletchley route was still there as a freight line, with a link to a surviving length of the old Great Central, approaching Aylesbury from the north. I wasn't sure what went on to the south, apart from a steady stream of DMUs to and from Marylebone, with the occasional service down the branch to Princes Risborough.

One benefit of my time in Wales was that I'd found my photographic feet, although the Zenit cameras I started with had a habit of chewing film. In Aylesbury I joined

a photography evening class and soon had a darkroom in the cupboard under the stairs – not necessarily a good idea! But I was increasingly keen to capture anything that moved and most things that didn't.

The place I worked was quite near the station and I noticed that around midday there was the distant but unmistakable sound of a diesel horn, coming from the north. Occasionally I was able to use my lunch hour to head off and investigate. What I found was a Class 25, sometimes running light, but more often than not with anything from one to a dozen parcels vans, arriving down the old Great Central route, presumably from Bletchley. Every now and then the train would be held at the outer home signal and sometimes it would run straight through to the station. The loco would uncouple from the vans, leave them in an appropriate siding, and collect a variety of other wagons. The line parallel to the running line, heading north, was effectively a long siding to an industrial area and the usual practice seemed to be for a private loco to deposit a few 'empties' - coal and tank wagons - towards the station end of this siding, where they could be collected by the Class 25. I'm not sure why, probably because I was on foot with limited time, but I never really investigated the industrial goings on. I did head out that way once – there was a vast car-breaker's yard and a coal distribution depot, but the film from that day was a 'darkroom disaster' - a pity, as 25095 had ventured well

up the line and on its return had 18 coal wagons and two tanks in tow, far more than the usual consist.

With the wagons assembled, the train headed off down the Princes Risborough branch, gathering the token from the Aylesbury South signal box on the way. Usually by this time I was returning to work and again I'm amazed, looking back, that I didn't once take an afternoon off and follow on down the branch on the next service train to see what was happening at Princes Risborough. There were numerous sidings there, as well as occasional freight traffic for Chinnor and Thame, so it was presumably a comparatively busy interchange. At some point in the afternoon the '25' would return with loaded wagons, although I never really saw this part of the operation. Having disposed of them, it prepared to head back north with a parcels train. Once again, this might consist of a single vehicle, or a fairly impressive load of up to fourteen vans. As it departed around 18:00 hours, I would sometimes see it on its way. On a couple of occasions, I headed out into the country to the site of Waddesdon station to catch it rumbling past. This former outpost of the Metropolitan Railway had closed as early as 1936 and survived at the time as a single overgrown platform. Given its road access, recent developments have seen it 'tidied up' as a store for permanent way materials.

While I was never sure about the traffic flows, although a basic pattern

was evident, there were some clues as to the contents and origin of the 'Ermefer' tank wagons, which were such a regular feature of these freights. Occasionally, one was parked in the station yard and the information panels showed that they came from the south of France, in particular the town of Sete, and carried wine, fruit juice, or even aperitifs! In January 1982, a very different liquid cargo appeared, in the form of oil. The tank wagons probably arrived on Monday 15th, being split into two rakes of ten for offloading in the oil terminal, which had fairly smart looking storage tanks and pipework. They definitely departed as a single train, on January 22nd, hauled by 25313. This was the only occasion I saw oil being handled in this way. On a totally different front, the 'Readers' Digest' and various trade catalogues were printed in Aylesbury and some were apparently despatched by rail, no doubt accounting for a good number of the parcels vans, which were loaded in more than one location around the site.

Where I failed dismally was with the traffic in fertiliser, refuse (the 'binliners') and newspapers. Looking back at my photographs I did record one Saturday morning fertiliser train, in the station, headed by 25277, but as the film was another developing disaster (this time a colour laboratory, not me) I didn't appreciate it at the time. I had an inkling that things were still happening at Akeman Street, where the old Great Central cut-off



On 27th March 1981, 25105 sets back in search of a brake van, which it will take down the branch to Princes Risborough. To the left is the imposing brick built goods shed and to the right vans ready for loading in a more convenient, if less sheltered, manner.

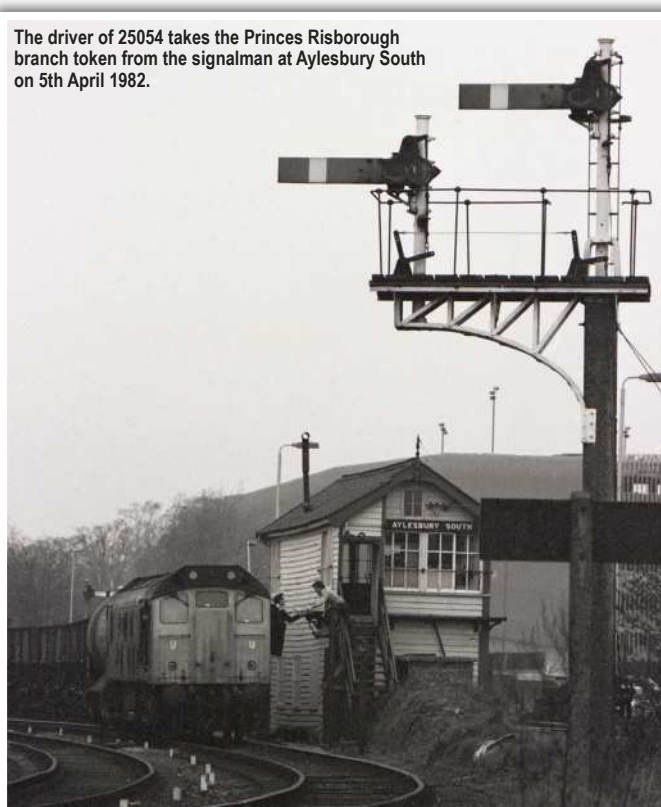
October 1981; having drawn the postal vans out from the siding on the far left (most convenient for road/rail loading) 25209 is setting back, as the running line, on the right, can only be accessed near the station. To the right are some French tankers owned by Ermefer and Univer.



On a lovely July 1982 evening 25140 rumbles the postal past the site of Waddesdon platform. The loco was based at Cricklewood at the time, but was withdrawn from Carlisle Kingmoor in December 1983.



The driver of 25054 takes the Princes Risborough branch taken from the signalman at Aylesbury South on 5th April 1982.



October 1981, and Toton allocated 25125 collects the empty Ermefer tank wagon brought down the siding from the industrial area further north. The loco was withdrawn two months later.



The only locomotive apart from Class 25s I saw on my lunchtime visits was 31194. On 22nd April 1982 it was resting in the stabling point while 25191, a Kingmoor loco at the time, went about its duties. 25191 was withdrawn in 1987 and found refuge on the North Yorkshire Moors Railway.

25318 exits the siding on 23rd March 1982. Just visible in the distance the privately owned 0-4-0 shunter deals with a coal wagon. The Class 25 was a Springs Branch loco at this time, with four months left in revenue earning service.



On January 25th 1982, 25313 has just drawn two rakes of ten oil tanks from the sidings into the station area and run round, before heading north. At this time, it was allocated to Cricklewood. It survived until 1987, playing a part in the last Class 25 'special', and beyond, into preservation at Llangollen.

was severed at the A41 road and the fertilizer depot existed, but I didn't investigate. Similarly, the container trains to Calvert eluded me, apart from watching the odd one, Class 45 in charge, thump slowly through the station at midnight while walking the dog. The only time I saw the train in daylight was at its brickwork's destination, with no loco in attendance. As for the newspaper trains, I've only read about them recently, but I think I would have been sufficiently stirred to get up early if there was the prospect of seeing a Class 47 or 50 in the town!

There were, of course, a few ad hoc workings, involving permanent way trains and occasionally locos were stabled in the station yard, including 97201 (ex 24061) on a Derby test train. Perhaps the strangest working was when a short pw train was propelled all the way down the main line by 25221. Goodness knows where it had begun its journey, but there was a keen lookout crew on the brake van veranda. Another oddity was that, with the exception of the nocturnal '45s' and Departmental '97', all the engines I saw at Aylesbury, bar one, were Class 25s. In about fifty visits trackside, I registered at least fifty two different Class 25s. The odd one out was 31184, which wasn't actually doing anything, but was stabled on a spur under the footbridge, a favourite parking place.

At this time, as far as I was aware, there were no excursion trains routed through Aylesbury (although the 'Quaintonian' DMU provided a shuttle to the Buckinghamshire Railway Centre on Bank Holidays). I remember being mildly peeved when these specials started running after I'd left the town, headed by a variety of motive power. What I did do, in the meantime, was head over to Princes Risborough and Brill Tunnel, on Saturday mornings, to see a Class 47, 50, or the occasional 45, going through their paces on the slimmed down version of what was to become the revamped Chiltern Line.

In mid 1982 I moved from Aylesbury to Andover, where Class 33s, 47s, and 50s were the regular performers. But there was an unexpected visit from two Class 25s in July 1986, when the 'Coastway Crusader' (Bristol - Bognor Regis - Bristol) took in the Andover to Ludgershall branch. 25191 and 25181 were in charge, but the latter failed at Ludgershall and, having been dragged back down the branch with handbrake on, was left stranded at Andover with wheel flats. A day or two later it was skated off to Eastleigh, where it was eventually cut up. A sad end, but at least it allowed me to bid a fond farewell to a class of locomotive which I'd enjoyed following in rain and shine, sun and snow, four years before, even if I wasn't fully aware of what was going on.

The writing of this article has been made all the more enjoyable by making reference to the amazing and encyclopaedic derbysulzers.com website – I plan to make all my Aylesbury images available on line in the near future.

PERRY BARR

The location didn't win beauty contests, however, this model scene is evocative of the BR blue era and demonstrates impressive modelling skills.

Perry Barr opened for operation on July 4, 1837, and initially served the Grand Junction Railway that linked Birmingham with Manchester and Liverpool.

The line, completed over a year before the London to Birmingham route, was arguably

the world's first long-distance railway.

In spite of this grand beginning, it was eventually reduced to nothing more than a suburban halt. A section of the route was electrified in 1966 as part of the West Coast Main Line scheme. This became a crucial

link in the system and provided a diversion for main line traffic while maintenance work was carried out between Wolverhampton and Birmingham.

Here's how Mike recreated one of the oldest operational stations on record.



Photography by Mike Lynch



The 8ft x 2ft baseboard is of beam and board construction, with lengths of 50mm x 25mm wood supporting pieces of 12mm thick MDF. Concrete trunking from Model Railway Scenery was laid between the tracks and a signal from Express Models was placed at the end of the Down platform.



While the concrete over bridge provided a convenient cut-off at the station end, Mike had to create a scenic break to the left and constructed a bridge of typical blue brick, WCML construction.



Platforms are from Scalescenes. Other structural elements were a combination of Scalescenes textures, mounting card, 3mm ply and anything else that came to Mike's hand. A box structure of the station bridge was constructed first and covered in sandpaper to convey a concrete finish. Retaining walls were made from 6mm ply and covered in sandpaper. These were given a coat of grey emulsion followed by several coats of black wash to create a realistic finish.



(LEFT) The 1960s station building is made from mounting card. The windows were made from thin card and painted white. Mike used an old plastic file cover to create the frosted glass and installed LEDs for night time operation. The platform shelters were recreated using a combination of card and Scalescenes textures. The paint effect was achieved by rubbing a glass fibre pen over the surface once it had dried.

(RIGHT) The layout needed a reminder of its location, so Mike placed a factory structure behind the fence and included a picture of the old Polytechnic behind the station building.



(RIGHT) Mike's overhead line equipment is to be admired. Built from scratch, he made all the necessary jigs.



A CLASS MODEL...

In stock now, the IRM CIÉ/Irish Rail A Class locomotive in OO/1:76.2 scale is the most accurate, highly detailed ready-to-run Irish outline model ever produced.

With availability in a full range of liveries depicting these legendary locomotives as they appeared throughout the course of their 40-year career, there is one to suit all tastes!

Priced at £169.99 DCC ready with an unbeatable specification including twin speakers ready for DCC sound, powerbank capacitors, helical cut gearing for the smoothest performance and more.

Several liveries are already sold out, so make sure you grab yours before they go! The A Class model, available to buy direct at www.irishrailwaymodels.co.uk



Mainline & Maritime
3 Broadleaze, Upper Seagry,
Chippenham. SN15 5EY
07770 748615
www.mainlineandmaritime.co.uk

MAINLINE &
MARITIME

ALL PRICES
INCLUDE UK P&P

ASK FOR A BOOK FOR CHRISTMAS!!!

DIESELS AROUND CARDIFF

£19.95

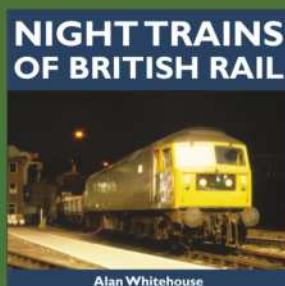


Andrew Wiltshire

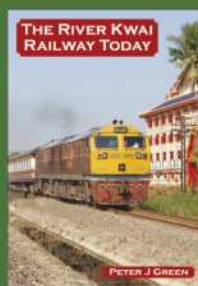
YOU MAY ALSO LIKE...



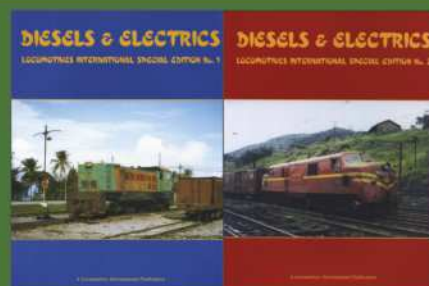
OPERATING
HERITAGE DIESELS
£16.95



NIGHT TRAINS OF
BRITISH RAIL
£18.95 NOW £10



THE RIVER KWAI
RAILWAY TODAY
£42.95 NOW £10



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

Irish Railway Models A Class

Words & photography by Andy York



Although Irish-outline models may not be your thing, this review signals what the forthcoming Accurascale Deltics, Class 37s and 92s could be like as the two businesses are intrinsically linked.

60 of these Co-Co locomotives were ordered by CIE from Metropolitan-Vickers and were built at Dukinfield Works, Manchester between 1955 and 1956 as part of a plan to implement mass dieselisation of the Irish railway network.

Initially, the locomotives were fitted with an eight-cylinder, two-stroke Crossley unit developing 1,200hp and were deployed across the country, working express passenger and freight services including cross-border trains. However, significant reliability problems soon emerged, including cylinder defects, unbalanced engines and flashovers as well as excessive water temperatures causing shutdowns. The reliability issues led to CIE placing all future locomotive orders with General Motors, and in the late 1960s, CIE managed to persuade GM to sell them replacement power units to re-engineer the troublesome A Class.

The rebuilds took place between 1968 and 1971. They were rebuilt with a 12-cylinder EMD 645E engine seeing a slight increase in power over the original Crossley units. With their new engines, the As settled down and provided over two decades of further service into the 1990s, with the last members of the class being withdrawn in 1995 after the introduction of the new 201 Class.

Taking the model from the box, the immediate impression is of solidity and quality. Although it's a Co-Co wheel

arrangement, it's slightly shorter than a Class 25 to give a little context. Livery application and lettering is faultless and there's a wealth of detail to admire, especially on the bogie sideframes, etched side grilles and roof fan grille.

At launch, there are 17 models covering the liveries seen through the life of the locomotives, from silver as delivered through green, black, black and tan and Irish Rail orange liveries in various numbers. The differences arising from the re-engine and re-build are catered for, too.

I have been lucky enough to test the model fitted with DCC sound. There is to be different files for Crossley and EMD engined models. The swap-out of the blanking plug and 21-pin decoder takes seconds, and the roof panel reassuringly snaps back into place thanks to magnets. Beautiful.

The model's performance on track is nothing short of phenomenal. It's perfectly fine on analogue with smooth and silent control, but it starts to come into its own on DCC. Those capacitors are now working and give power for around five seconds if contact with the track is lost, even though it is all-wheel pick-up and drive, which means it can perform a party trick of running at a scale 15mph over a sheet of A4 paper laid across the rails! Moving onto what's really special about this diminutive powerhouse, I have had 23 Mk. 1 coaches behind it on the test track, which it handles with ease. At speed step 1 out of 128, the model still moved that ridiculous length train without any sign of a reduction in speed and with no trace of slipping. Incredible.

Datafile

Manufacturer: Irish Railway Models

Catalogue Refs:

(IRM1100 A1) - Special Edition Silver with box – £199.99

(IRM1101 A30) - Silver

(IRM1102 A42) - Green

(IRM1103 A46) - Lined Green

(IRM1104 A55) - Black

(IRM1105 A12) - Black with Yellow

(IRM1106 A15) - Black & Tan

(IRM1107 A39R) - Black & Tan

(IRM1108 A23R) - Black & Tan

(IRM1109 018) - Supertrain

(IRM1110 027) - Supertrain

(IRM1111 007) - Irish Rail Supertrain

(IRM1112 056) - Irish Rail Supertrain

(IRM1113 048) - Irish Rail

(IRM1114 017) - Irish Rail

(IRM1115 054) - Irish Rail

(IRM1116 036) - Irish Rail

RRP: £169.99 DCC-ready

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

Era: 5 to 8

Company/Operator: CIE/Irish Rail

Weight: 500g

Chassis and Body: Die-cast chassis with plastic body

Minimum curve radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM-mounted tension-locks

Heljan reveals Class 56 decorated samples

The first factory-decorated samples of Heljan's O gauge Class 56 have arrived for review.

As is often the case with pre-production samples, some corrections have been identified, but Heljan believes they look promising.

The firm expects the most popular livery in the first batch to be BR large logo blue. This will be offered in unnumbered form and as 56099 with Tinsley TMD decorative flourishes.

The '56' depicts the later Doncaster and Crewe-built locomotives (56056-135). It is being produced in 10 different versions, ranging from original BR blue to mid-1990s Loadhaul black/orange. An 11th version, in Transrail grey, is exclusive to Tower Models.

Standard features include LED lighting, powered roof fans, a heavy-duty chassis with twin motors and brass flywheels, a DCC-friendly PCB with screw terminals, etched grilles, a choice of cab door handrail designs, optional cab ventilation grilles and protection grids for mounting under the bufferbeams. Sprung buffers and couplings and a wealth of separately fitted detail parts is also standard fitment.



Revolution Trains offers Class 59 for 'N'

Revolution Trains is producing models of the Class 59 Co-Co diesel as its next locomotive for N gauge. The Class 59 will be Revolution's second N gauge locomotive, following its recently-released Class 92.

Tooling has been designed to incorporate detail differences and enable all locomotives in the class to be depicted, including GBRf's 59003 with its centre marker light above the windscreen.

Revolution has secured licences to produce the models in all liveries, including the latest GBRf and Freightliner G&W schemes.

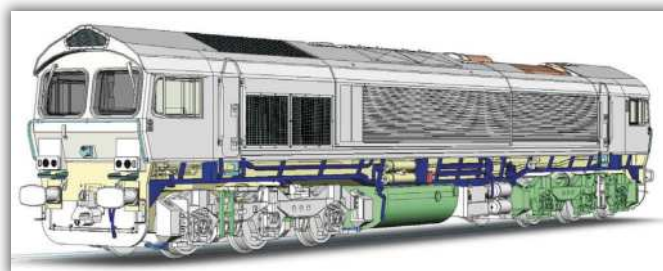
Models are expected to include detail differences between subtypes, switchable directional lights, low-friction pick-ups, NEM couplers, photo-etched roof and side grilles, a sound speaker hidden in the underslung fuel tank as standard, and a "powerful" drivetrain.

In addition, different bogies, exhausts and bodysells are being tooled to allow for the differences between subclasses – and between individual locomotives in each subclass – to be accommodated.

These variations include the position of the exhaust, bogie dampers, NRN roof pods, cab handrail recesses, roof hatches, lashing loops, fire extinguishers on 59/2s and the commemorative bell at one end only for models depicting 59001 and 59201.

Models are said to be supplied with one end super-detailed, with an air dam, however, a slotted alternative will be supplied for those who prefer to have working couplers at both ends.

The model has also been designed so that the angled solebar supports are separate, allowing the extensive detailing in this area to be more convincingly portrayed. A "next-generation die-cast chassis" weighing approx. 115g with low friction, centre sprung pickups and low gearing for smooth running is promised. For ease of DCC conversion, a removable centre section as per prototypes will feature.



Dapol shares first EPs of Class 66

Dapol has taken delivery of the first engineering prototypes of its Class 66 for O gauge. Currently under review by its design team, the manufacturer has said "it is looking a very impressive model", though states that it is subject to modification and improvements before models enter production. Artwork is said to be under evaluation by its team at present and is yet to be revealed. It is anticipated that models will be delivered in 2022.

Models to be offered are as follows:

- (7D-066-001) Class 66 66001 EWS
- (7D-066-002) Class 66 66504 Freightliner Powerhaul
- (7D-066-003) Class 66 66709 GBRF *Sorrento MSC*
- (7D-066-004) Class 66 66421 New DRS
- (7D-066-005) Class 66 66789 GBRF *British Rail 1948 - 1997* BR blue large logo
- (7D-066-006) Class 66 66783 GBRF BIFFA *The Flying Dustman*



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



GLOBE VIDEO FILMS

 **01803 431831**

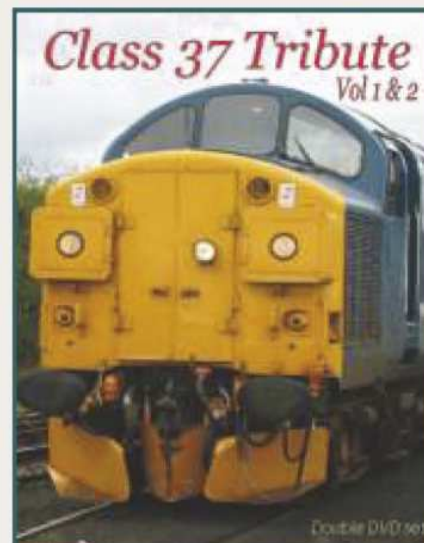
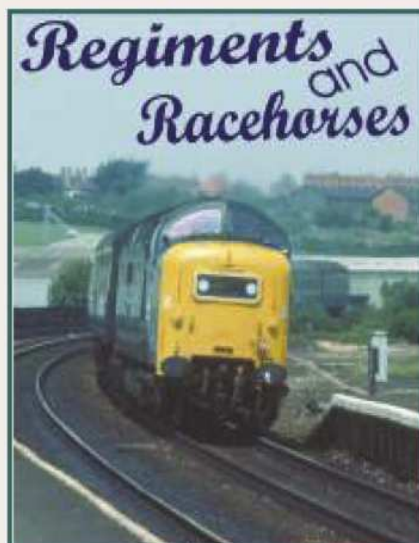
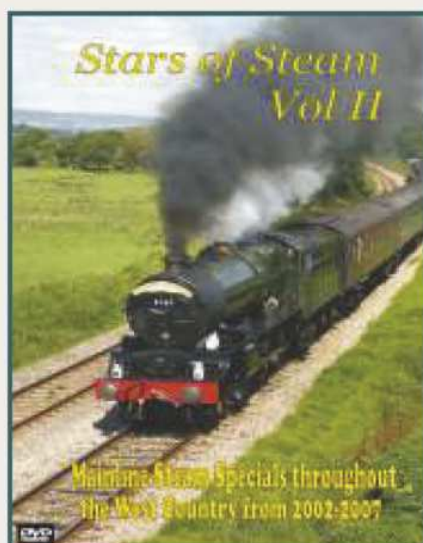
Lines open 9am to 8pm

Free catalogue available on request

www.rail-video.com

STEAM ENGINE, DIESEL & ELECTRIC LOCOMOTIVE DVDs

Looking for Nostalgic Railway Footage?



Choose from popular titles such as...

- Steam Power in the West Country
- Stars of Steam - Vol 1 to 3
- The Nations Holiday Line
- Western Blues & Regiments and Racehorses
- Diesel – Class 37s, 47s, 52s, 60s & 66s

And Many More!



Many DVD Titles To Choose From

Tel: 01905 676167

MPB Model Supplies

Model Railways and Live Steam Models

10 St Andrews Street, Droitwich, Worcestershire, WR9 8DY

www.mpb-model-supplies.co.uk

contactus@mpb-model-supplies.co.uk

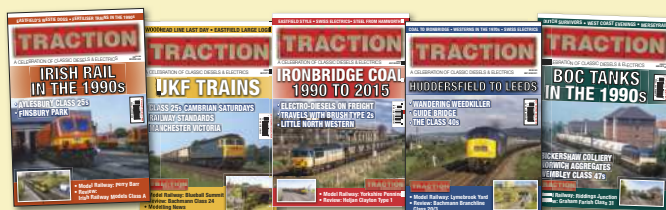


We stock Peco track in these sizes:
OO Gauge, O Gauge,
Gauge 1, SM32, and G45
Plus accessories to suit.

We also stock controllers, dcc equipment, and electronic modules from Gaugemaster and NCE

Ranges include items from Hornby, Bachmann, Dapol, Lionheart, Roundhouse, and Mamod

See our website for the full range available and to place your orders online



SUBSCRIBE

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

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

PRINT

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



DIGITAL

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



SUBSCRIBE

Pay just £27.99 a year and enjoy *Traction* for just £4.17 an issue

VISIT: www.bit.ly/tracsubs
CALL US ON: 01778 392002
(Quote: TRA/WEBSITE)

SUBSCRIBE

from just £3.33 an issue!

DOWNLOAD:
www.bit.ly/tracdigital

BRANCHLINES

KITS AND ACCESSORIES



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



MOTORS AND GEARBOXES

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

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

CAMBRIAN

4mm Wagon Kits

Online shop including prompt worldwide delivery (no UK VAT outside UK)

www.cambrianmodelrail.co.uk



CBB EWS 5000000 Bagge Rail Wagon - Y&A/Kalmar
Also C27/C46 Kalmar with long/short plate bogies



CBB Boral Single Rail/Dean Wagon
Also C82/C106 Stargrove Rail Wagon with or without doors

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

Unseen (1:1) Narrow Gauge Components are also available.

Send C5 SAE or email for either list

cmr@cambrianmodelrail.co.uk

01322 515672 2pm-4pm

P.O. Box 85, Greenhithe, Kent.

DA10 9DN



Track Curve Plotting Tool

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



01606 889610

07743 426393

www.3cp-tools.co.uk

info@3cp-tools.co.uk

Crafty Hobbies

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



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

NICK TOZER

RAILWAY BOOKS

RAILWAY BOOKS
BOUGHT & SOLD

Free Railway
Booksearch Service

155 Church Street, Paddock,
Huddersfield, HD1 4UJ

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

Tel: 01484 518159 (answer machine)

www.railwaybook.com

[email: nick@railwaybook.com](mailto:nick@railwaybook.com)

High Lane Model Railways

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

Stockists of

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

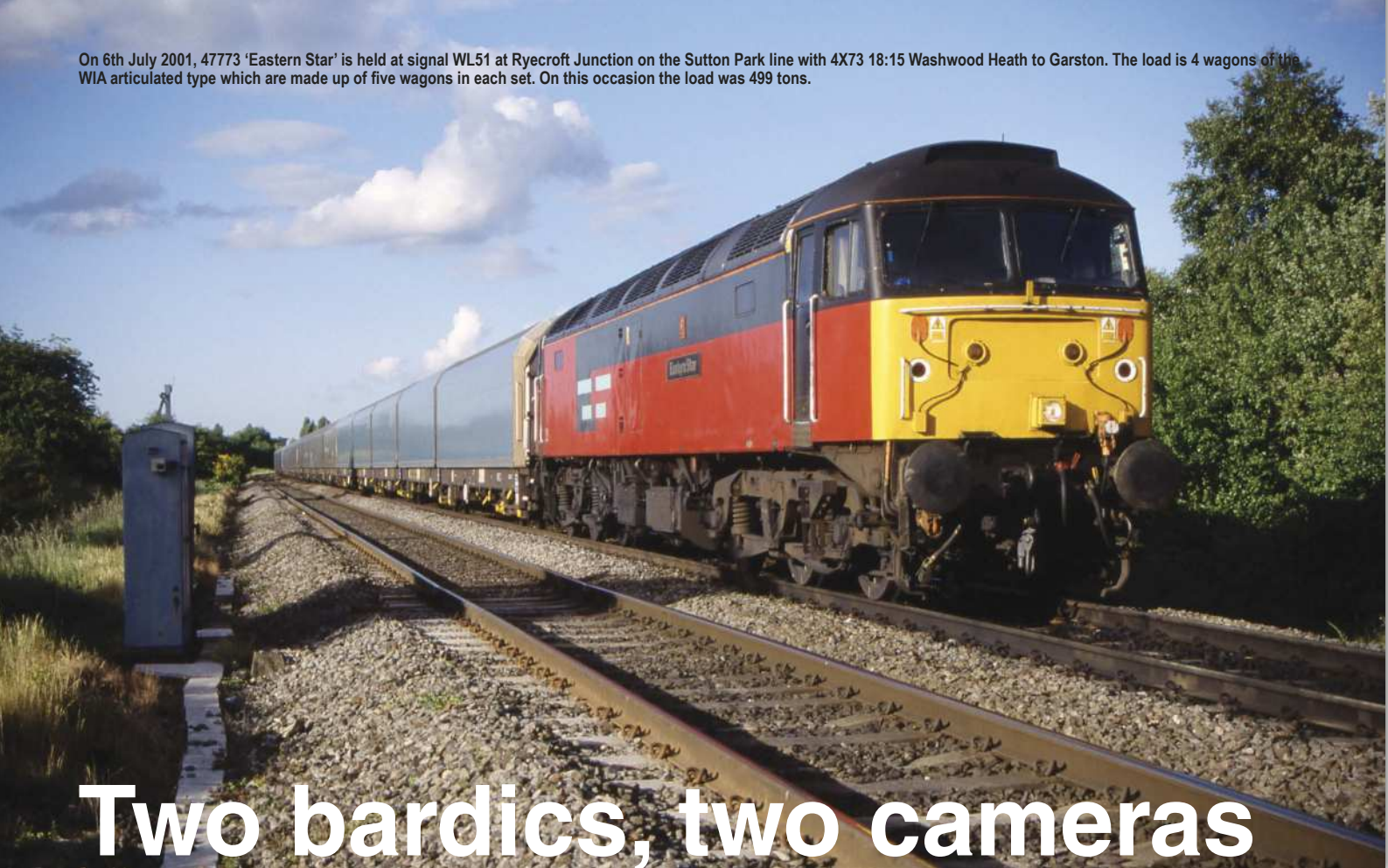
Also stock

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

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

ADVERTISERS' INDEX

3CP-TOOLS	33
BRANCHLINES	33
CAMBRIAN MODEL RAIL LTD	33
CRAFTY HOBBIES	33
GLOBE VIDEO FILMS	32
HATTON'S MODEL RAILWAYS	2, 3
HIGH LANE MODEL RAILWAYS	33
MAINLINE & MARITIME LTD	29
MPB MODEL SUPPLIES	33
NICK TOZER	33
PLATFORM 5 PUBLISHING	52
RAILS OF SHEFFIELD	51



Two bardics, two cameras and a tripod

Jason Hickling's former depot at Saltley in Birmingham, and the 'Seagulls' who inhabited it had a reputation for flying far and wide on an eclectic range of train crew jobs.

In the days of steam, Saltley crews worked freight trains from the yards at Washwood Heath and Water Orton via Derby, Leeds and the remote scenic regions of the Yorkshire Dales to Carlisle, a job of such an arduous nature for a fireman, that my good friend and former Saltley Driver of over 49 years, Derek Yardley, recalls, "It was not unusual to skin a tender on those jobs."

In more modern times, during the days of Railfreight Distribution, Saltley men (and women) really spread their wings and had the outrageous fortune of manning the Class 08 shunt engine in Mossend Yard near Glasgow!

However, one of my favourite turns during my time as a driver at Saltley was to the not too distant, but no less exotic, destination of Crewe. I always had a fondness for this particular route as it was one of the first routes I signed when I passed for driving in 1995 in the days when we would work to and from Basford Hall yard with Freightliner trains hauled by an array of Class 47 locos which by this time were well run in!

It is fair to say that the Wembley drivers, with their pairs of Class 86s, often got the better of us on the section of route between Crewe and Stafford. I

must say it is a real novelty to drive this route as I do at present with 'Voyagers' and actually achieve line speed on the climb from Basford Hall to Madeley. This was something that could only be dreamt of on days such as 30th March 1996 with 1314 tons hanging on the drawbar of 47197 working 4027 12:00 Basford Hall to Southampton or on the 29th February 1996 with 47528 'The Queens Own Mercian Yeomanry' doing its best to haul 1158 tons also on 4027. My driver's journal shows the locomotive only managed to get as far as Lawley Street yard in Birmingham where it was declared a failure and made the short journey across to Saltley depot. There the ever capable fitters worked their magic on its faulty compressors which would not stop running and its driver's side cab door No. 2 end which would not open; as stated earlier the Class 47s were well run in.

6X73

The turn in question, which I regarded as a favourite, came some years later in 2001. It started with a pleasant booking on time of 17:00 at Saltley, followed by preparation of the allocated loco and the short journey as 0G73 to Washwood Heath yard. Then 6X73, the 18:15 Washwood Heath to Garston Yard

car train was worked as far as Crewe and then, after a wait, the return was with 6G74, the 22:45 Garston Yard to Washwood Heath.

My journal shows I worked this train on three consecutive days in June 2001 (6th, 7th and 8th) with 47733 'Eastern Star' with loads ranging from 271 tons to 800 tons over the three days. It would seem, however, all this exertion proved a little too much for 'Eastern Star' as, by Friday 8th June, it had to be booked repairs for fluctuating amps and No. 1 cab filling with exhaust fumes. With loose manifold bolts and a slightly warped engine room door, it's fair to say the cab could not be regarded as a clean air zone.

By 2002, the class 66 locos had started to appear on what was by then Saltley Turn 47 (possibly a nod to previous tractions or maybe just a coincidence). Various car carrying wagons were used on this service over the years but I can recall on Friday 1st March 2002 being extremely impressed with the superb riding qualities of the WIA type wagons whilst working 4G73 with 66098 and a light load of just 2 WIA wagons for 319 tons. Shortly after departing from Washwood Heath yard whilst on the Sutton Park line I was brought to a stand and told that a bardic type hand lamp had

inadvertently been left on the foot steps of one of the wagons. Following a quick examination of the train, the errant lamp was located.

At one time, the Sutton Park route was maintained to an extremely high standard and I believe was used for high speed test runs of the Blue Pullman trains. However standards had slipped somewhat over time and for many years the route was littered with 20 mph temporary speed restrictions due to the condition of the track. Thanks to the smooth riding properties of the WIA wagons, the bardic lamp was found exactly where it had been left and returned to the cab along with my own. I often wondered if the staff at Crewe that evening thought they had seen a Saltley driver who was afraid of the dark, although with the nature of driving freight trains at that time most of us were more apprehensive about being out in daylight!

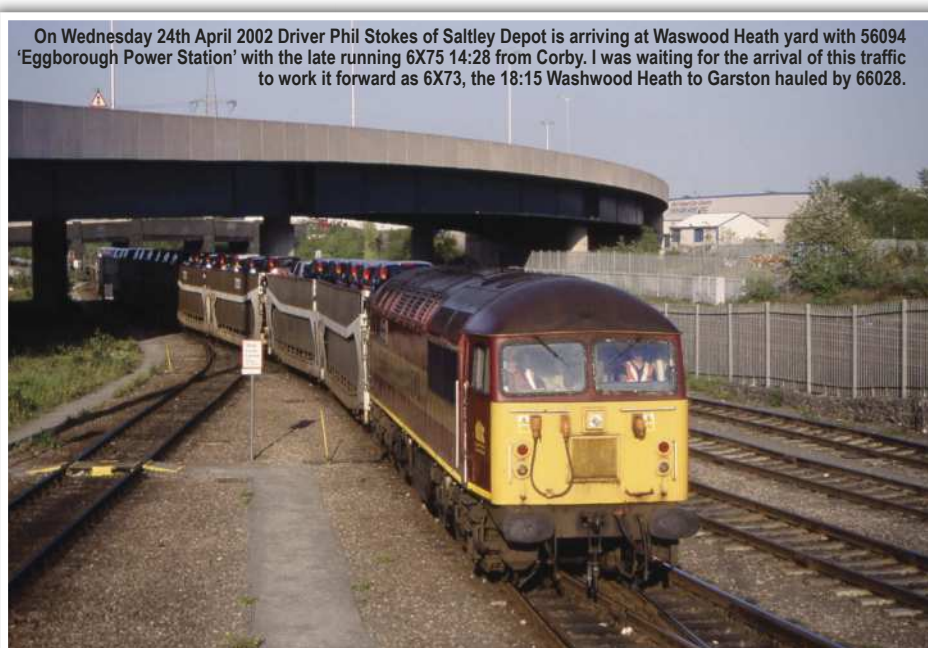
Crewe Diesel Depot

The main reason that I was happy to be rostered to Turn 47 was that it involved a layover at Crewe for a few hours whilst the train went forward to Garston. I would very often use this time to walk to Crewe Diesel Depot with my cameras, tripod and, as on Friday 1st March, my two bardic lamps. After checking in with the depot supervisor, I would spend a pleasant

couple of hours walking around the depot photographing whatever was tucked away inside. During the time I worked to Crewe with freight trains, the diesel depot was still a very busy place and was always full of first generation locos, mostly Class 47s from the RES fleet but also '47s' and '57s' from Freightliner's hard working fleet, Class

37s and the occasional Class 60 or 66.

I always found the maintenance staff at Crewe Diesel, like most other depots, very knowledgeable and interesting to talk to. As a driver I found it fascinating to see locos sitting up on the lifting jacks with bogies rolled out or to walk past a Class 47 and see its giant pistons removed. It was all very



On Wednesday 24th April 2002 Driver Phil Stokes of Saltley Depot is arriving at Waswood Heath yard with 56094 'Eggborough Power Station' with the late running 6X75 14:28 from Corby. I was waiting for the arrival of this traffic to work it forward as 6X73, the 18:15 Washwood Heath to Garston hauled by 66028.



Friday 26th April 2002. Seen inside Crewe Diesel depot 37411 'The Scottish Railway Preservation Society' is undergoing a bogie overhaul and 57009 'Freightliner Venturer' is nearing the end of its stay for fitting of TPWS and long range fuel tanks.

hard and heavy work for the fitters but just the sort of behind the scenes work that is essential to keeping the railway running. I also found the maintenance staff to be just as interested in our side of the job and to learn what went on and how the locos performed once they left the confines of the Depot.

I can recall one evening watching the fitting staff attaching a set of nameplates to a certain Class 47/8, which by that time had started to receive something of a celebrity status due to the limited time they had left hauling regular class one expresses. The fitters were having a few problems finding a suitable location for the nameplate due to the various pipes, conduits and other equipment located inside the loco. I remember thinking at the time was this the reason the early Western Region 47s had their nameplates located where they did?

I can also recall on many occasions the depot favourites, 47798 and 47799, being

37706 and 57003
'Freightliner Evolution'
are inside the depot on
June 8th 2001.



The imposing bulk of 37674 'St Blaise Church 1445-1995' is seen inside Crewe Diesel Depot on March 1st 2002 undergoing a 'B exam' including investigations for low power faults and fitting of TPWS equipment.



repainted, cleaned or polished for various special duties. I often thought if they received many more coats of paint they would be out of gauge but, all credit to the staff at Crewe Diesel, they were always turned out in a princely state.

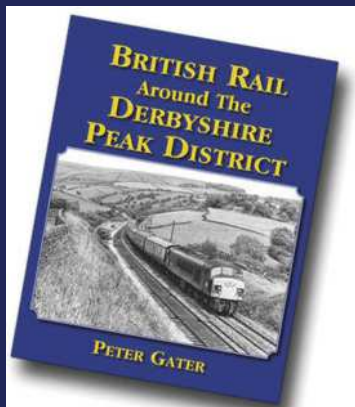
My thanks go out to all the staff at Crewe Diesel for allowing this visiting 'Seagull' a few hours to circle around and roost in their depot.

(RIGHT) On 24th April 2002 47798 'Prince William' and 47799 'Prince Henry' are being made immaculate for upcoming Golden Jubilee Royal Train duties.



(BELOW) Seen through racks of hoisting chains 47782 and 47760 'Ribblehead Viaduct' are receiving attention on March 25th 2002.





‘British Rail Around the Derbyshire Peak District’ by the late Peter Gater has recently been published by Pynot Publishing. In its 92 pages are nearly 200 black and white photos of diesel traction across the Peak District in the 1970s and 1980s. All royalties are to be donated to the Ashgate hospice by the author’s family, whilst the publisher will donate £1 for each direct web sale from his website to the CFPS 40135 crankcase appeal.

To order go to this web address
<http://www.pynot.co.uk/railway/brpeakdistrict/brpeakdistrict.html>

45007 is about to depart from the yard at Wirksworth after descending from the exchange sidings with the last stone train bound for the sugar beet factory at King's Lynn on 15th January 1986.



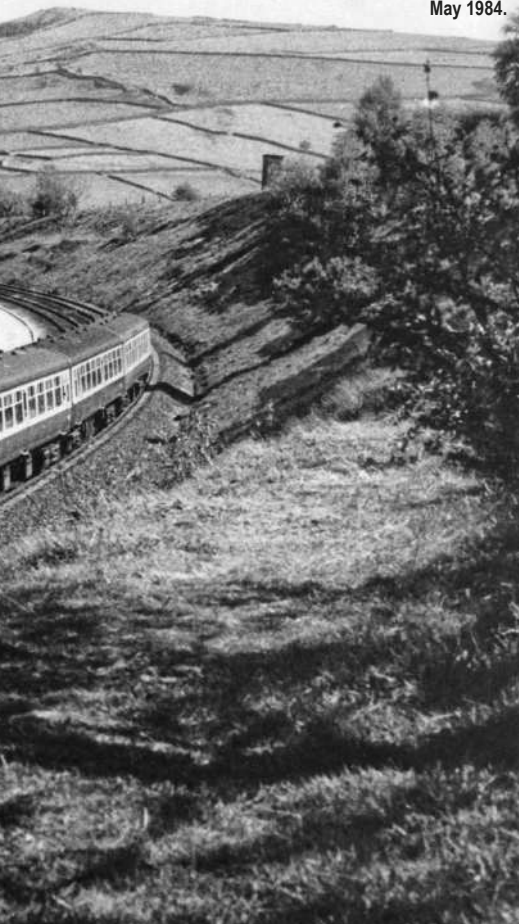
Peak District Rails





A former Western Region Class 123 Inter-City DMU passes Grindleford with the 11:45 Manchester Piccadilly to Sheffield on 21st April 1979.

31442 passes Buxworth with the 12:10 Hull to Manchester Piccadilly on the first day of the loco hauled Manchester to Humberside services on 14th May 1984.



25109 passes Chinley North Junction with a train of empty ICI hoppers from Northwich to Tunstead. The Hope Valley line diverges to the left.



The classic view inside the depot with 31189, another unidentified Class 31 and 55009 'Alycidon' all under maintenance on September 19th 1980.



Finsbury Park Depot

Finsbury Park Traction Maintenance Depot was the first purpose built main line diesel locomotive depot built by British Railways. It was fully opened in April 1960 and was given the depot code 34G. It was later recoded to FP and was closed in October 1983. The main depot

shed had six tracks with five roads outside. The depot's main function was to supply power for trains on the former Great Northern Main Line out of King's Cross. Gavin Morrison's photos capture something of the atmosphere of this once important depot in its heyday.



On 31st July 1977, 40057 is receiving some cleaning attention inside the depot.



It's 09:20 on a wet 20th May 1981 and 55012 'Crepello' and 55009 'Alycidon' tick over outside the depot.



55003 'Meld' is seen on 30th July 1977 carrying the thistle head board that was used on the 'Flying Scotsman' service in the early years of the 'Deltics'. By the time of this photograph they were no longer used. The loco had just worked 1A15, the 09:20 Newcastle to King's Cross and was about to undergo a C Exam on the depot.





An atmospheric shot of 55003 'Meld' and 55013 'Black Watch' standing outside the main shed on 31st July 1977.

From left to right 40069, 40077 and 40158 are seen resting between duties on September 19th 1980. No doubt they will be in action on parcels and mail trains later that day. To the right of the nose of 40069, the building where the depot's breakdown train was serviced can be seen together with a yellow Mark 1 vehicle.





At 09:35 on 20th May 1981 some track repair staff step back from their task as 55014 'The Duke of Wellington's Regiment' move off the depot to work 1L41, the 10:05 King's Cross to York. Also in view are 55015 'Tulyar', 55012 'Crepello' and 55009 'Alycidon'.

55014 'The Duke of Wellington's Regiment' and 47432 are seen at fuelling point on September 19th 1980.





Eastfield Style: Part 3

Former Eastfield secondman John Baker concludes his account of how the depot repainted its locomotives in its own special way.



Black gloss roofs now became the latest vogue and Class 08 shunters became the next recipients. As before, the Cowlairs Carriage Depot workshop was used for applying the Class 08 embellishments and 08430, 08431, 08720, 08851 and 08853 were so treated although 08853 received no BR logo.

There was one Class 08 though that Eastfield were determined to do themselves and as it was also a rebuild from semi derelict condition there was no particular rush. The chosen loco was 08938 which had languished around the back of the shed for some years gradually donating parts to keep others going. The fact that it was there and dual braked and in need of work seemed to escape everybody's attention and more effort was put into sending vacuum only examples to the works for conversion to dual brake or air brake only.

The early grey Railfreight livery was still in its infancy but again it had not gone unnoticed at Eastfield and it was decided that 08938 should receive this livery, well Eastfield's version of the livery that is!

By this time most marshalling yards around Glasgow had closed, with all freight concentrated on Mossend Yard near Motherwell, so quite where Railfreight 08938 was going to work was not known but Eastfield did supply '08s' to most yards in west and central Scotland so I suppose they had some justification for the choice of livery.

The application of a 'Westie' dog was obligatory but just to get the point over it was an Eastfield loco the buffer beams were stencilled 'CLASS 08 - EASTFIELD' and a large ED applied on a Rail Blue background on the cabside mimicking a shed sticker. This was hand painted as were the numbers on the bodyside battery boxes. One other Eastfield oddity was that the black radiator end chevrons did not wrap round from the otherwise full yellow nose end. The repaint was finished off with black cab side window surrounds, light grey roof and red sole bar and connecting rods.

Despite all this effort it was eventually found out why 08938 had been laid aside so long ago. It had worn tyres, so thin in fact it couldn't be used in any yards for fear

of derailment, so it was duly assigned to Glasgow Works for a full overhaul. The real surprise though was how it reappeared, still sporting its same unique livery, albeit minus the black window surrounds, while the warning chevrons now extended around the sides of the nose. This flirtation with Railfreight grey proved to be just that and Eastfield kept turning out large logo liveries for the time being.

Class 37 namings

ScotRail was still part of the unified British Rail and sectorisation of freight was still some way off so ScotRail, although very passenger focused, was mindful of the importance of freight to the Scottish economy and was always keen to promote a good relationship with its customers. So when plans to improve the British Steel services serving the mighty Ravenscraig steel works at Motherwell were announced, including dedicated Class 37s, this saw another painting opportunity arise.

Having gone from being the bad boys with 37027, Eastfield were now recognised as the experts for turning out smart locos



30th November 1985: Freshly painted 08938 at Eastfield; note its very thin tyres which prevented its use in most yards leading to a works visit and full overhaul and a second repaint very shortly afterwards. JOHN BAKER



8th July 1986: 08938 at Eastfield after its return from works. JOHN BAKER



37156 is inside a smoky Eastfield on the night of the 1st March 1986 just awaiting the application of its new identity as 37311 and 'British Steel Hunterston' nameplates and crests, and the Motherwell leaping salmon logo. JOHN BAKER



2nd November 1985: 08430 sports its newly applied black roof at Eastfield. JOHN BAKER



8th April 1986: 37405 and 47640 are at Eastfield shortly after their naming ceremony. ROBERT JACOBS

and were chosen to provide two locos for a double naming ceremony at Motherwell. The locos chosen were two former Eastfield freight locos by now allocated to Motherwell, 37152 and 37156. Ironically both ended up back at Eastfield years later wearing very different colours.

As it was a rush job, Eastfield did 37156 and Cowlairs did 37152. I well remember 37156 being shunted around in and out of the shed at Eastfield in various stages of painting, sometimes even being painted whilst being shunted, such was the rush to complete the repaint and the need to make room in the sheds for other pressing maintenance work on Eastfield's large fleet.

Motherwell locos they might be but they still carried Eastfield's trademarks of black headcode panels, the now standard black roofs and black radiator grills with surrounds. But just to maintain an individual touch Cowlairs painted 37310's radiator grills black whilst Eastfield painted 37311's radiator grills black with a black border around the radiator grill recess.

All further embellishments to the rest of Motherwell's dedicated Class 37s were done at Motherwell including many copying Eastfield's trademark black head code panels, and all were in large logo livery despite Railfreight grey starting to appear.

In between 37188's repaint to stand in for a '37/4' and the repaints of 37152 and 37156, the first refurbished '37s' had finally started to arrive on the Scottish Region in the form of '37/4's with all initially allocated

to Eastfield Depot for testing. As was to be expected with such an extensive rebuild they were quite troublesome and it took dedicated teams many long hours to get them right.

During their mileage accumulation they were under the responsibility of Crewe Works and Derby Research & Technical Centre so Eastfield could only apply 'Westie' dog stickers but no other embellishments. It was noted though that, like Eastfield a year earlier, the stick on numbers were still obviously hard to come by at Crewe Works and almost all '37/4s' up to 37413 had hand painted numbers. Eventually, when signed off by the boffins, their turn came to be thrust into the limelight. For ScotRail's public relations team, the ever popular loco naming was chosen as the preferred publicity tool, and again Eastfield were called upon to deliver the goods.

The '37/4s' were all out shopped with light grey roofs, something Eastfield had decided to dispense with about the time the "37/4s" were going through the works. However, when a '37/4' was buffed up for a naming ceremony the roof was still repainted in light grey as per the paint spec. Eastfield also added an orange wash line to some, such as 37405/ 406 /410/ 411 and 424. Some were also given black headcode panels, and, time permitting, some also got black radiator grills. These again varied from loco to loco, either contained within the radiator grill assembly

or with an outside border.

Interestingly 37409 never received black radiator grills in BR days but did have them for a while with DRS, its current owner, while in their blue 'compass' livery prior to going back to large logo livery more recently. 37401, which had arrived too late for naming as 'Jimmy Shand', was the first '37/4' to be named as 'Mary Queen of Scots'. However its planned naming day of the 19th August 1985 was cancelled due to NUR industrial action and it was not named until November 4th at Linlithgow.

The commencement of the winter timetable on 30th September 1985 was the chosen date for introduction of full Class 37/4 diagramming. ScotRail was no doubt mindful of the forthcoming train heating season and those ever troublesome Clayton boilers fitted to the steam heat Class 37s.

37402 'Oor Wullie' was next to be named on the 14th December 1985, after the popular Scottish Sunday paper cartoon character, ScotRail's public relations team again not missing an opportunity to get some popular publicity.

Quite a few '37/4s' were named without ceremony especially those that acquired the nameplates that had been removed from the former Eastfield boiler fitted locos when those were called to works for refurbishments. 37407, 37409 and 37413 didn't even get any extra embellishments, not even the trademark black head code boxes. 37422 was never named, being missed out completely before naming

Seen at Eastfield on 1st April 1986: Spruced up for royal train duties 47636 has acquired a black headcode panel, red buffer beams, silver buffers and a large 'Westie' dog in the high position. A few weeks later on the 24th April 1986 the dog would be moved lower to allow the fitting of nameplates 'Sir John de Grame' prior to being named four days later at Falkirk Grahamston. JOHN BAKER



commenced again with the last three of Eastfield's '37/4' allocation, 37423, 37424 and 37425. 37410 was embellished for its naming as 'Aluminium 100' but was named off Region at Lynemouth. 37405 was named 'Strathclyde Region' along with 47640 'University of Strathclyde' in a double naming ceremony at Glasgow Queen St station on the 18th April 1986 when I had the honour of being chosen as 37405's driver's assistant.

Class 47s

As the '37/4s' settled down to life on West Highland passenger and freight workings and some occasional Glasgow to Perth services which they shared with Class 27s and boiler fitted Class 47s, more batches of Class 47s were being converted to electric train heating (ETH) at Crewe Works.

Bizarrely they were almost all outshopped in large logo livery as, by this time in mid 1986, some Class 47s had started to be painted in Inter City livery with ScotRail branding at the works. This only applied to Inverness based Class 47s; 47430, 47461, 47469, 47492 and 47541 all received this livery during classified repairs as did new conversions 47637, 47642 and 47643. Interestingly 47461 only carried the Inter City red stripe for a short while before it was painted light blue to match the ScotRail livery on the Class 47/7s. For some reason no others were treated which was a shame as it was quite smart, especially with miniature snowploughs.

A few of these conversions were of standard Class 47s from Eastfield's original allocation, and a few from elsewhere, but almost all the ex works large logo conversions found themselves allocated to Eastfield at some point where they all quickly acquired obligatory 'Westie' dogs before reallocation saw them disappearing shortly after; only a few received black headcode panels.

On some, the 'large dogs' were positioned in various positions higher up the body sides which meant, if the loco was later chosen for naming, these had to be repositioned lower down and quite a few were indeed selected for the ever popular ScotRail naming ceremonies. The fact that the locos were already in large logo livery was a big saving in time and avoided full repainting. However, Eastfield still saw to it that the locos received some additional style enhancements such as red buffer beams, silver buffers, and also, in some cases, black headcode panels. By the late 1980s though, as 'Sprinterisation' took hold, naming ceremonies of locos fell out of favour.

More 37 liveries

Most of Eastfield's original Class 37/0s had now migrated to Motherwell to bolster the Hunterston and Ravenscraig work, or were sent to the works for refurbishment,



37423 waits to work the 16:50 to Fort William at Glasgow Queen Street on 26th February 1988. The loco is freshly painted and has a broad orange stripe but is unbranded. Just visible are traces of where the dark grey roof came down to the light grey side. It would be another two months before it was branded and named. BRIAN REID

26001(D5301) and 26007 (D5300) stand outside Eastfield after the closure ceremony on the 21st August 1992. As can be seen on 26007 the yellow warning panel extends lower down towards the buffer beam. TOM NOBLE



so another new influx of surplus and tatty standard '37s' arrived from 'down south' as English depots received newly refurbished '37s'. Eastfield wasn't entirely left out though and also got some refurbished freight Class 37s as well.

Despite the inevitable fact that many of these tatty looking '37s' would soon be moving on again, Eastfield, with help from Cowlairs Carriage Depot workshops, still got out the paint brushes to smarten them up. 37004, 37008 and 37079 soon received large logo livery and, true to form, all varied. On one side of 37004 the bolts still remained visible from when it briefly carried the name 'Second East Anglian Regiment' in 1964. The painter made sure he positioned the numbers to go under the nameplate position, just in case; on the other side though they were placed close up to the radiator grill.

37004 was also different as the black windscreen surround extended up to the roof with no yellow band between the two. Inverness had picked up on this area as being hard to clean and had started painting it black on their '37s' and '47s' in large logo livery from mid 1985 onwards when they had the opportunity. All got the now obligatory black radiator grill, whilst 37004, 37008 and 37079 received black headcode boxes, although 37008 only had them at one end. 37004 and 37008 had broad orange roof stripes. However, just to further maintain the theme of variation, 37008's orange stripe ran over the cab doors and along the roof but not over the grills at the roof line camber above the BR logo. 37079 only got the basic Eastfield orange stripe between the cab windows and surprisingly these were narrower at 4 cm. 37004 and 37079 were also given grey roofs, something that had long been dispensed with. 37079 was the last Class 37 to receive large logo livery at Eastfield in February 1987.

Sectorisation

A year later and sectorisation was seeing specific depots being responsible for that particular sector's fleet and Eastfield's allocation consisted of a mixture of Inter City, Provincial and Railfreight Class 20s, 26s, 37s, 47/4s and 47/7s. As mentioned above, a large selection of these '37s' and '47s' came and went with the ever revolving transfer of locos between depots around the country in these early days of specific depots having specific locos allocated to them. This saw an increasing amount of repaints into multiple sector liveries for some locos over a very short period of time. Eventually though Eastfield's allocation settled down to a mixture of:

- Coal, Petroleum, Metals and Distribution Sector Class 26s, 37s and 47s
- Civil engineer 'Dutch' livered Class 26s and 37s
- Provincial and Inter City Class 37/4 and 47/4 and 47/7s.

37423 was the first to receive the then new Railfreight two tone grey livery in February 1988 and true to form this didn't quite go to plan. Firstly the wrong darker shade of 'Executive Grey' was used on the top half of the two tone grey bodyside sections, the same as the dark grey roof, this was mostly corrected before it entered service, but it was still visible around cab side windows, top half of the door wells, on the top half of radiator vents and top half of bodyside grills which were otherwise matt black. 37167 and 37402 carried a similar dark grey colour scheme in 1994 and 2004 respectively. 37423 then ran for a few months with no sector markings before receiving the Metals Sector markings and being named 'Sir Murray Morrison' at British Alcan's Fort William smelter, then and now an important freight customer making full use of the railway for transport.

The door wells were painted the correct shade of grey when the decals were applied. Later applications on most, but not all, Class 37 repaints to the two tone grey livery had the door wells painted in black from top to bottom. As for 37423, by 1989 it had swapped its Metals Sector markings for Distribution Sector markings and by 1990 was in Inter City Mainline colours along with half the Class 37/4 fleet!

After this it was repaints from large logo to Railfreight grey livery on some tired and tatty refurbished '37/5s', into the various freight sector colours that were nationally introduced from April 1989, these being mostly Coal and Petroleum Sector locos in Scotland such as 37165, (37374), 37188, 37375, 37376 and 37692. This was also the second time Eastfield had repainted 37188, even though it would soon be due to go to the works for overhaul.

Class 26

By now Eastfield was also responsible for the remaining Class 26s. This was something once unthought of, with these plucky little engines always being associated with Haymarket and Inverness. They only ever visited Eastfield on booked diagrams or transiting to and from the works at St. Rollox. Needless to say they too got the Eastfield paintbrush treatment as many lost their Rail Blue or early Railfreight colours for the latest Coal Sector livery or the 'Dutch' livery.

One of these, 26001 was named 'Eastfield' in July 1991, six months before the closure of Eastfield Depot was announced. However, this was not the end, and repaints still went on with 26002, 007, 025 and 038 being some that acquired 'Dutch' livery. With it being such a simple livery there was hardly any variation Eastfield could apply!

Ever mindful of publicity opportunities, and also the heavier passenger loadings in the summer months on the unsuitable Sprinter trains, ScotRail ran 'relief' trains using Class 26s as well as Class 37s under

the Scotrail Explorer banner. Eastfield even painted some of the Mk2 Coaches used on some of these trains.

Two of these Class 26s, 26001 and 26007, both in 'Dutch' livery, were chosen to be painted in the original green livery and carry their original numbers, as D5300 (26007) and D5301 (26001) and to also be the two final repaints to mark the closure of Eastfield Depot. It was decided to paint the locos as close to original condition as possible and this included refitting headcode discs. Some of these were sourced from withdrawn 20124 which was languishing at Eastfield.

Again it was left to painter Jim Kerr and his regular blacksmith assistant, Paul Eque, to get on with the job. Fellow Eastfield secondman Andy McLelland remembers arriving at the shed one day to see them both puzzling over where to fit the discs. Fortunately he had a book in his car with photos of Class 26s in their earlier days complete with discs. This was quickly whisked off to the photocopier in the main office and then fitting commenced which in itself took some ingenuity as they had to be adapted for a curved front loco having come off flat fronted loco!

The lamp brackets also required repositioning on 26001, having been moved when the front ends received new panels when the discs were removed during an earlier overhaul at Glasgow Works. D5300 was unique when first built in that its numbers were lined up with the bottom of the white body side stripe, all others being central to the stripe. Unfortunately this was not replicated as the cab fronts were spoiled on both locos by the application of the last three digits of their respective numbers.

26001 also received a small 'Westie' dog diamond plaque above its name plate and 26007 large light blue 'Westie' plaques on the cabsides. 26001 briefly had matching light blue nameplates during preparation but these reverted to standard red. So 26001 has therefore carried red, black and light blue nameplates.

However, Eastfield did manage to finally leave one of its long standing trademarks in the form of never applying anything to a set standard, just eyeball guess work, when it painted the number two end yellow panel on 26007 to a greater depth than the other cab ends.

On the 21st August 1992, after two months of preparations, both locos rolled out of Eastfield, bedecked in sombre black balloons, the final locos of a long line of Eastfield style repaints. On 26007 (D5300) a modern version of the West Highland Terrier motif in the form of a cast plaque was unveiled and most appropriately long time painter Jim Kerr had the honour of unveiling the plaque. The locos then worked an Edinburgh to Oban and return ScotRail excursion on the 23rd August; Eastfield Depot closed one month later.



THE UKF TRAINS

The cover photo for TRACTION 265 is almost certainly an empty Severn Tunnel Junction to Ince service. An interesting photo has come to light which was taken on Saturday 11th October 1975, by Kevin Lane. It shows 25222 coming off the now demolished Bletchley Flyover with the UKF fertiliser empties from Akeman Street. These will connect with 6M51, the 13:55 SO UKF empties from Horsham to Ince & Elton, which was booked to call at Bletchley from 16:50 to 17:20. The PWA 'Palvans' are unbranded, as ownership passed from Shellstar to UKF took place in this same year.

DAVID J. HAYES, WEDNESBURY

TRAVELS WITH BRUSH TYPE 2S AND THE LITTLE NORTH WESTERN

Thank you for another varied and interesting issue. I particularly enjoyed these two features. In late June/early July 1993, a friend and I spent a week based in Blackpool, travelling by train around the North West. On Thursday 1st July, we visited Morecambe, as shown in Gavin Morrison's photo on Page 49. Unlike Keith Widdowson, however, we did not see many Class 31s at Blackpool - Class 37s being more usual during our stay. However, we did see a blue '31' - which sadly has to remain anonymous as the number is not visible in the photo I took! The photo shows 142045 in the original Regional Railways livery at Morecambe Promenade station.

ADRIAN WILLATS, WATERLOOVILLE, HAMPSHIRE



CAMBRIAN CLASS 25S

In this feature reference is made to the failure of a pair of Class 25s near Welshpool on 1st September 1984, causing considerable disruption. I've found this photo in my file of 25178 and 25192 are backing down onto the 10:10 London to Aberystwyth train at Wolverhampton. On the left, 312203 is leaving, bound for Preston.

RICH POYNER BY EMAIL

Find us on 

www.facebook.com/tractionbywarners



RAILS OF SHEFFIELD

railsofsheffield.com



Corporate Partners of

RAILWAY
MUSEUM

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

ALL BRANDS

FOR CASH

CONTACT US

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



STEP
01



STEP
02

WE MAKE AN OFFER

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



STEP
03

BRING, SEND OR COLLECT

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



STEP
04

PAYMENT MADE!

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

**TOP
GUARANTEED
PRICES
PAID**

**FAMILY
BUSINESS
FRIENDLY
SERVICE**

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

Ref: TRACTION20

FULL COLLECTIONS PURCHASED
UK & WORLDWIDE COLLECTION AVAILABLE

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

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

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

Email: info@railsofsheffield.com

Web: railsofsheffield.com

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

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

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

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



PLATFORM 5 MAIL ORDER

www.platform5.com

24-hour Order Line: 0114 255 8000 Fax: 0114 255 2471

THE BEATEN TRACK

This new book contains more than 260 high quality colour images of Britain's railway network taken between 1970 and 1985. The photographers' authorised access to the rail network in the 1970s enabled the capture of many rare views that have given rise to this interesting and unique record. The Beaten Track is an exceptional combination of outstanding colour photography and rarely seen locations taken during an often-neglected era of British railway history.

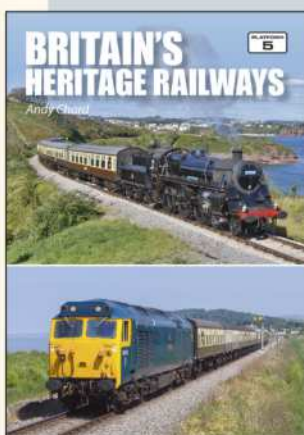
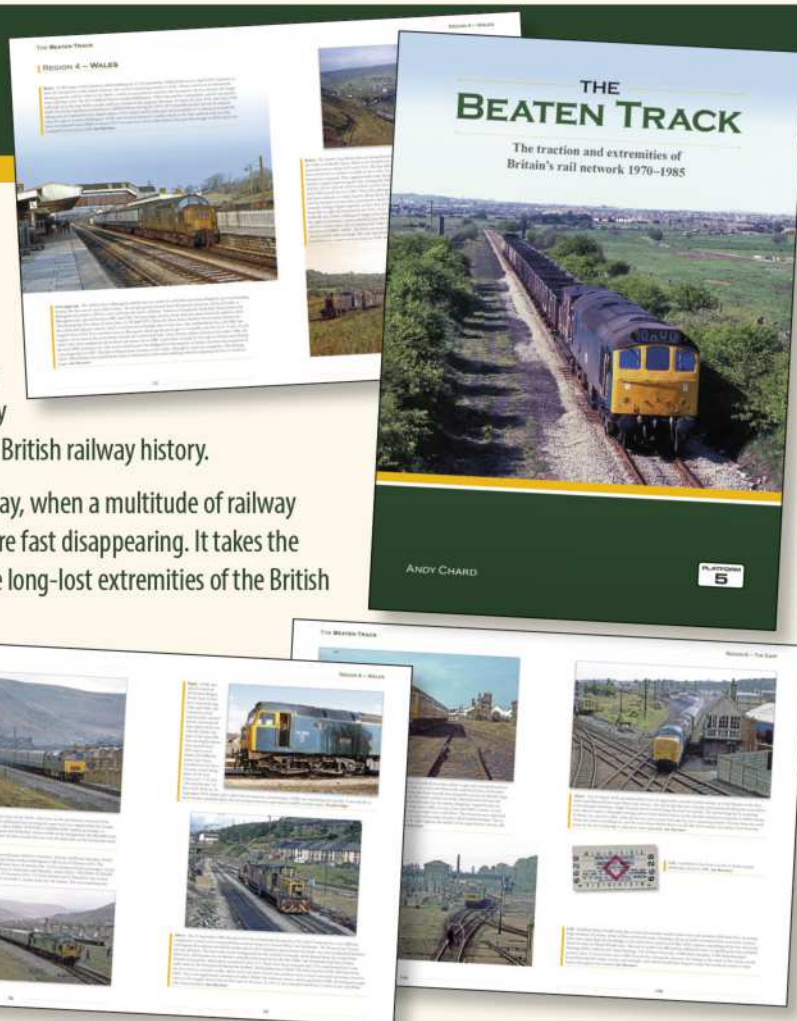
The Beaten Track illustrates a very different railway to that of today, when a multitude of railway locations, locomotive types and some longstanding practices were fast disappearing. It takes the reader to a variety of locations, many of which have now become long-lost extremities of the British railway network. The images show an assortment of traction types, very few of which can still be seen on the main line.

All the photographs are in colour and all are accompanied by extensive captions, containing considerable historical and anecdotal information relating to the lines, stations and trains depicted.

176 pages. A4 size. Hardback.

Cover Price £32.95 plus P&P.

Mail Order Price £29.95 plus P&P.



BRITAIN'S HERITAGE RAILWAYS

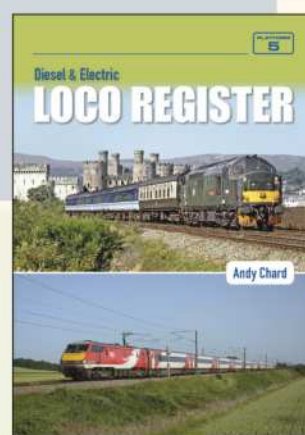
The complete guide to every standard gauge heritage railway in Britain with historical details, fleet lists and useful visitor information.

Cover price £21.95. Mail Order Price £19.95 plus P&P.

Diesel & Electric LOCO REGISTER

A complete list of all diesel and electric locomotives operated by British Railways, its constituents and successors, including scrapping details for approaching 5000 locos. 256 pages.

Cover Price £24.95. Mail Order Price £21.95 plus P&P.



Mail order prices shown are only available from www.platform5.com or the Platform 5 Mail Order Department.

ORDER BY POST, TELEPHONE OR AT www.platform5.com

POSTAGE & PACKING: Please add 10% UK (maximum £8.50); 20% Europe; 30% Rest of World. Telephone your order and credit/debit card details to our 24-hour sales orderline:

24-hour Order Line: 0114 255 8000 or Fax: 0114 255 2471

Or send your credit/debit card details, sterling cheque or British Postal order payable to Platform 5 Publishing Ltd. to:

Mail Order Department (T), Platform 5 Publishing Ltd, 52 Broadfield Road, SHEFFIELD, S8 0XJ, ENGLAND

