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ISSUE 268
MAR/APR 2022

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- Model Railway: Alderford
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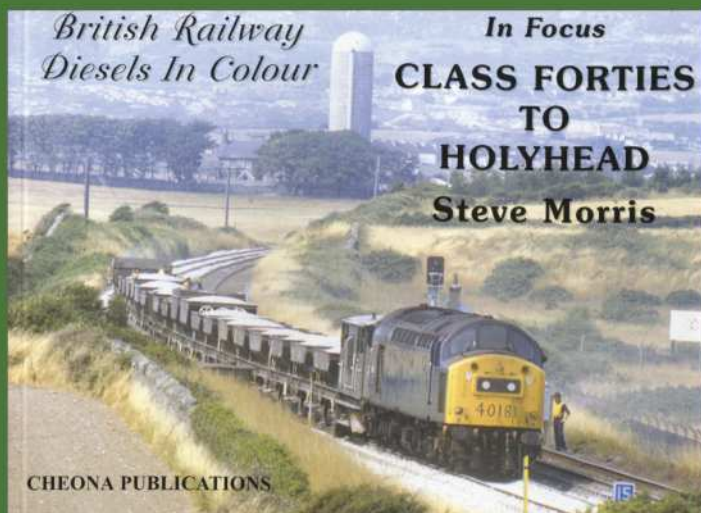
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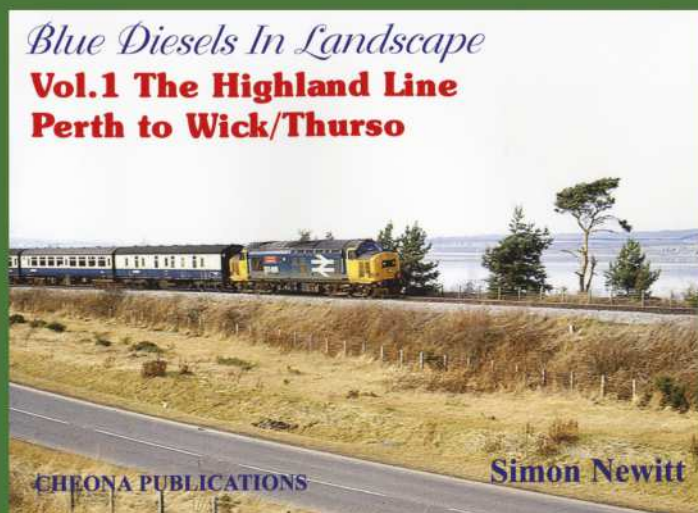
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Welcome

Welcome to the March/ April issue of TRACTION. We start with two articles about military traffic, the first being about the movement of MOD stores after the ending of the Speedlink network in 1991. Accompanying this is a portrait of the Gosport branch in the late 1980s when naval stores were carried by rail.

Moving to a line that has in recent years seen a great improvement in its fortunes we look at the former Great Western & Great Central Joint Line and the 'Bicester Cut-Off' during the 1980s when the line carried only minimal traffic. Despite that there was interesting locomotive haulage of passenger trains.

For Network SouthEast fans we take a look at the end of the EPB era on the lines around Horsham and Dorking

In our European section we start a two part series about the electric locomotives of Belgium beginning with the locomotives constructed in the 1950s.

Continuing our photographic coverage of the West Coast Main Line over Shap in this issue the line south from Shap Summit to Lancaster features a variety of diesel motive power.

Sometimes change is so dramatic that it is hard to believe that something once even existed. An example of this is Brookhouse Colliery by the Sheffield to Lincoln line. Once a busy rail freight centre it is now just a wooded area so we are left with just the memories and photographs.

We continue our occasional series of articles about industrial locomotives with a look at the products of the

Stafford based company of Bagnalls.

In TRACTION MODELLING we present the marvellous 4mm scale terminal layout Alderford which features overhead 25Kv AC electrification as well an impressive station building and overall roof. In the review section Heljan's latest O Scale Class 47 is truly a model to drool over!



Stephen

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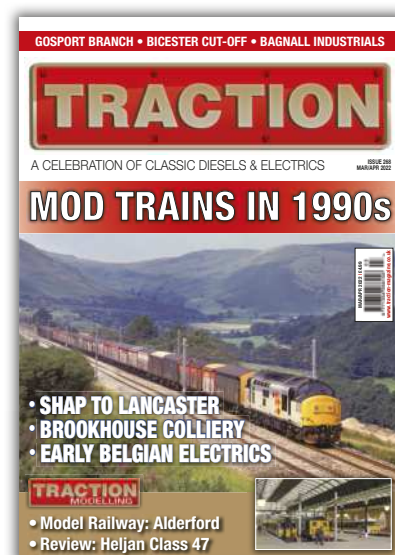


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37242 passes through the Lune Gorge with an MoD contract train from Carlisle to Crewe on 29th July 1991. DAVE MCALONE



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Tuesday 20th August 1991: Loadings on the MoD trunk trains could range from just a single van to 30 or more wagons. 37242 seems to have been a regular performer on MoD duties and is seen once again with such a working, this time approaching Ryecroft Junction, Walsall, at 19:10, with 6M79, the 14:36 SSuX MoD contract train from Eastleigh to Crewe, much of which is formed of short wheelbase VEA vans. DAVID J. HAYES.



Remembering the MoD Trains: Part 1

David J. Hayes goes on military manoeuvres by examining the movements of Government Stores for the Ministry of Defence after the end of Speedlink in 1991

Following the demise of the Speedlink wagonload network in July 1991, the Railfreight Distribution (RfD) business arm of British Rail introduced a series of 'Contract Trains' to cater for former Speedlink flows, thus enabling many less than trainload customers to remain on rail. Depending on volumes, such workings could run weekly, twice-weekly, thrice-weekly or even each weekday and included UK Contract Services for the Chemicals & Industrial Minerals division, which, in addition to chemical flows, such as the long distance weekly movement of sodium tripolyphosphate between Cumbria and Essex, also included the long standing Monday to Friday movement of china clay from the West Country to the Potteries, amongst various others.

There were also dedicated RfD contract services for European traffic based on the Dover train ferry (these operated as European Contract Services) and for movements of government stores to and from various Ministry of Defence (MoD) establishments. However, providing a service to many of the MoD locations once served by Speedlink was now more challenging than before and in some

instances was no longer a viable option after Speedlink was axed, especially to some of the more remote MoD outposts such as Crombie, Ernesettle and Trecwn.

Although this two part article mainly focusses on the movement of MoD traffic during the post Speedlink period spanning July 1991 to November 1997, it does take a nostalgic peek back at the Speedlink era and will conclude in TRACTION 269 by overviewing MoD movements in the rail freight privatisation period, with brief coverage of such operations under the aegis of GB Railfreight.

Table One gives examples of the various locations handling MoD traffic during the last year or so of Speedlink operations, some of which were clearly non military sites. Some MoD traffic, such as that from Longtown and possibly elsewhere, could also be for export via the Dover train ferry, which remained in use until December 1995. Many of the locations tabulated would have been served by Speedlink trips and long distance feeder services operating to and from major and secondary Speedlink hubs such as Bescot, Carlisle, Eastleigh, Gloucester, Mossend and Warrington, and many of these trips and feeders would

have also dealt with traffics for non MoD customers as well.

Such an example was the Speedlink feeder from Bescot to Banbury, which, in addition to conveying MoD traffic for Kineton (detached at Fenny Compton), could also include loaded fertiliser vans for Banbury and loaded cement wagons for Greaves Sidings at Harbury (see image in TRACTION 266, page 15). Another example was the Speedlink feeder from Bescot to Shrewsbury Coton Hill, which dealt with MoD business for Donnington, Norsk Hydro fertiliser from Immingham to Allscott and logs from Brandon, near Thetford (on the Norfolk/Suffolk border), to Chirk.

As touched upon already, it was not unusual for MoD traffic to turn up at non MoD locations. Two such examples not listed in Table One were Cambridge Coalfields Goods and Wednesbury Steel Terminal, the latter apparently taking at least one delivery of tank tracks.

Traffic handled at Cambridge for the MoD was much more diverse and included containers, tanks and other military vehicles and trailers to or from the likes of Donnington and Ludgershall. Much of this said activity at Coalfields Goods was

recorded in the late 1970s, as detailed in the highly recommended book 'Rail Freight Since 1968: Wagonload' (published 2006 by Silverlink Publishing) by respected freight expert and author Paul D. Shannon.

TABLE ONE. Speedlink locations handling MoD traffic 1990/91.		
Ashchurch	Giffen	Radway Green
Ashford	Glascoed	Ridham Dock
Bedenham	Glen Douglas	Ripple Lane
Bicester	Hessay	Rosyth
Birmingham	Kineton	Southampton
Chorley	Long Marston	Stirling
Crombie	Longtown	Swindon
Dean Hill	Ludgershall	Trecwn
Donnington	Marchwood	Warrington
Eastriggs	Plymouth	Wolverhampton
Ernesettle	Powfoot	Wool

Post Speedlink operations

The UK contract trains that operated on behalf of the MoD during the post Speedlink timeline covered by this article operated on a core trunk haul axis from Carlisle to Eastleigh with additional key calling points at Crewe and Didcot (see Table Two and map), but not at Bescot or Warrington. These two former major Speedlink marshalling hubs were later to become important operating yards for pre privatisation company Transrail and its then yet to be launched Enterprise wagonload venture.

TABLE TWO. Post Speedlink MoD Trunk Trains 1991.	
Train	Trunk Service Details
6C51	06:13 MSSuX Crewe to Carlisle
6K85	13:51 SSuX Carlisle to Crewe
6M79	14:36 SSuX Eastleigh to Crewe
6O49	23:47 SSuX Crewe to Eastleigh

As can be seen from the accompanying map, from Carlisle RfD operated MoD connections to and from Easttriggs and Longtown; at Crewe, links were provided to and from Birmingham (see later), Chorley, Glascoed and Radway Green; Didcot catered for movements to and from Bicester and Kineton; and Eastleigh serviced the Ludgershall and Marchwood installations.

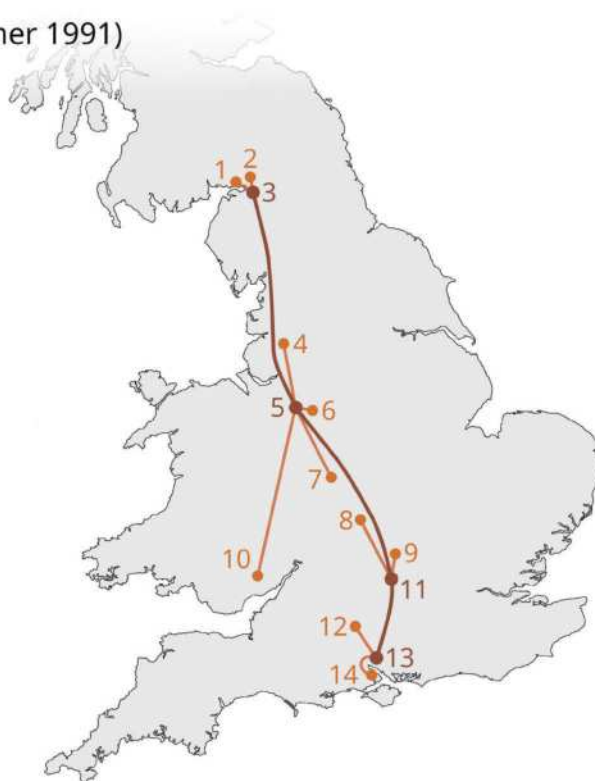
Although not one of the initial post Speedlink designated MoD hubs, Mossend Yard was used at times to facilitate movements to and from Glen Douglas. Specials would also operate at times to and from Long Marston and between other MoD bases, these workings conveying some serious military hardware, such as armoured personnel carriers and tanks from, say, Redmire (ex Catterick) to partake in important military exercises, such as those on Salisbury Plain. The 22 mile long branch serving Redmire, in North Yorkshire, was brought back into use in April 1996 to cater for movements generated by the Catterick Garrison, which is said to be the largest British Army garrison in the world.

Crew hub

Crewe was a strategic location on RfD's MoD network and was also an important

MoD network (Summer 1991)

- 1 Easttriggs
- 2 Longtown
- 3 Carlisle
- 4 Chorley
- 5 Crewe
- 6 Radway Green
- 7 Lawley St
- 8 Kineton
- 9 Bicester
- 10 Glascoed
- 11 Didcot
- 12 Ludgershall
- 13 Eastleigh
- 14 Marchwood



Map: Andy Williams



Monday 29th July 1991: Making for an impressive sight in stunning surroundings, 37242 passes through the Lune Gorge with 6K85, the 13:51 SSuX MoD contract train from Carlisle to Crewe. The service is formed of 34 vans, including VEA and VGA types, from Easttriggs and Longtown. Table 2 shows the trunk haul MoD train plan operated by RfD at that time. DAVE MCALONE.

operating hub for a while in the early post Speedlink era for RfD European Contract Services dealing with imports and exports based on the Dover train ferry and later through the Channel Tunnel (such workings were then marketed by RfD as 'Connectrail'). This enabled MoD traffic to and from the Royal Ordnance Factory at Chorley, for example, to be combined with European business generated in the North West at Bamber Bridge and Blackburn, thus making better use of resources and offering a more viable service for all concerned. Amongst the European traffics

that may have been conveyed by the Chorley MoD feeders were non hazardous chemicals, silica and wine to Bamber Bridge, and chipboard and other wood products to Blackburn.

As can be seen from the accompanying images, the trunk MoD trains could load quite well and have impressive consists, albeit often mainly formed of various two axle vans, such as VAA, VDA, VEA and VGA types. Other wagons could also be found included in these formations, such as OCA types, as could containerised MoD traffic (see later). At the other end of

(ABOVE) Tuesday 22nd September 1987: Also captured amidst glorious scenery is this mid afternoon Class 33 hauled 7V79 Speedlink feeder service, the 14:40 SSuX from Salisbury to Severn Tunnel Junction (possibly running as a Class 6), seen passing through the beautiful Wylde Valley at Hanging Langford. The image shows to good effect the role Speedlink once played in the nationwide movement of Government Stores. The consist includes MoD traffic from Dinton and/or Ludgershall, and loaded chalk slurry and/or clay slurry tanks from Quidhampton. When Severn Tunnel Junction Yard closed in October 1987, this service was amended to run to Gloucester. BRIAN DEAN.



(ABOVE) Monday 24th October 1988: The consist of the out and back Speedlink feeder from Bescot to Shrewsbury Coton Hill was often made all the more interesting by the inclusion of traffic generated by the Donnington MoD establishment. Proving the point, 37242 passes Haybridge, Wellington, with 7G19, the 13:15 SSuX return Speedlink feeder from Coton Hill to Bescot (due circa 15:00), which was booked to call at Allscott (13:33-13:53). Two 'Warwells' laden with military vehicles from Donnington are accompanied by a solitary curtain bodied Norsk Hydro Fertiliser van from Allscott returning empty to Immingham. MIKE HEMMING.

Friday 16th August 1991: Although a relatively short formation, the consist of 6M79, the 14:36 SSuX Eastleigh to Crewe MoD contract train, has a nice selection of vans in tow, nine of which are VEA types, as it approaches Cholsey behind 37009 and 47354 (the inclusion of the Class 47 may have been a positioning move). MARTIN LOADER.



Friday 30th August 1991: Class 37 haulage was common for RfD's post Speedlink MoD contract trains, as were their mixed consists of containers and conventional wagons. With the A34 visible in the background, 37194 passes Banbury Road Stone Terminal with containers and VGA vans forming 6M43, the 14:00 feeder service from Bicester Central Ordnance Depot to Birmingham Lawley Street Freightliner Terminal. The line seen here was once the freight only route from Oxford to Bletchley. PAUL D. SHANNON.



Thursday 2nd July 1992: One of the MoD feeder trips radiating from Crewe was an early morning, long haul out and back jaunt to Glascoed, which ran through to Newport to run round. Almost a year after Speedlink was abolished, 37262 'Dounreay' stands on the southbound through road at Hereford with 6V12 to Glascoed, which has a lightweight consist of just five VEA vans. PHIL BALDWIN (COURTESY OF ANDY BALDWIN).



Tuesday 28th July 1992: As can be seen, MoD trains offer plenty of modelling potential. 37019 passes Winwick Junction with 6K85, the 11:00 SSuX Carlisle to Crewe service, formed of a nice mixture of containers, VEA and VGA vans, and two OCA opens, the latter possibly acting as barrier wagons for the four VEAs, which may well contain explosives of some description. MARTIN LOADER.

Friday 25th June 1993: The trunk 6M79 MoD train from Hampshire to Crewe was later amended to run as 6M29, the 15:08 SSuX off Eastleigh, and is seen here passing Oxford Hinksey behind 37019. The consist includes a VGA van, an empty intermodal flat and what appear to be four empty OCA wagons followed by no fewer than twelve IWB high capacity Continental vans, which may have been in use for conveying MoD supplies to and from Europe via the Dover train ferry. MARTIN LOADER.



Friday 6th May 1994: The unique liveried 47145 'Merddin Emrys' passes Didcot North Junction with a lightly loaded intermodal formation from Kineton, forming 6V03, the 09:50 MoD feeder from Fenny Compton to Didcot. Note that the Brush Type 4 is adorned with the rarely seen 'Railfreight General' sub sector decal, which was only applied to a few locomotives. MARTIN LOADER.

the spectrum, such workings could also be extremely lightly loaded as well, with sometimes just a solitary van forming a trunk haul service.

Such a working was observed on Friday 12th July 1991 when 37065 was noted held at a signal near Ryecroft Junction, Walsall, at around 19:15, with a single VDA van forming 6M79, the 14:36 SSuX MoD trunk train from Eastleigh to Crewe, which was running about 45 minutes early. Yet, on another occasion, the same train was noted again near Ryecroft Junction, but this time with an almost 30 wagon consist in tow as can be seen in one of the photographs illustrating this article.

Likewise, loadings on the various MoD connecting trips and long distance feeder services to and from the main operating hubs and military installations could also fluctuate greatly. However, lightly loaded MoD trains could be as equally photogenic and visually appealing as a 30 wagon formation, if not more so, and would certainly add an element of modelling interest to a 'modern era' themed layout, especially one with limited space.

MoD supplies

Traffic conveyed by these MoD contract trains could include ammunitions, artillery shells, grenades and mortar bombs, but not everything being moved for the MoD was of a 'sensitive nature' consisting of explosives and weaponry. Other MoD stores distributed by rail included more mundane, but nevertheless important items such as camouflage nets, fire extinguishers, ironmongery, medical supplies, paint, uniforms, vehicle tyres and other spares.

As was mentioned earlier, some MoD traffic was containerised and could be found marshalled in the consists of dedicated trunk trains formed mainly of traditional 60 mph vans and opens. Containerised MoD business was on the increase and military locations such as Bicester, Eastriggs, Kineton, Longtown and Marchwood were thus equipped to handle containerised consignments. In addition, there were also non containerised MoD payloads, but conveyed using intermodal flats, which has included 'flatracks' and 'Portacabin' type structures, the latter possibly serving 'in the field' as command

posts or hospital/medical units.

Also, in addition to serving various military sites, MoD feeder services based on Crewe and Didcot also ran to and from the Freightliner facilities at Birmingham Lawley Street and Cardiff Pengam respectively, where containerised traffic could be transhipped to and from road or perhaps between other intermodal services. It is believed that Pengam became the railhead for Glascoed when the branch from the North & West 'Welsh Marches' line, at Little Mill Junction, to the Royal Ordnance Factory closed in 1993. There was also a movement of intermodal MoD business from Bicester to Lawley Street with a return run to Didcot.

Part Two of this feature will look at MoD operations during the rail freight privatisation era and will be accompanied by a 'Companion' article, by David Ratcliffe, looking at some of the variety of wagons used over the years for MoD traffic.



Monday 13th June 1994: Sporting Trainload Petroleum decals, 47305 puts on a show of power as it approaches Wolvercote Junction with 6M29, which had by now been amended to run as the 17:23 SSuX MoD service from Didcot to Crewe. The consist on this occasion is an almost uniform raft of VGA vans. MARTIN LOADER.

Friday 23rd June 1989. 33108 sits in Bedenham exchange sidings having reversed its train in from Eastleigh East yard on the 6T57 trip. A MoD internal shunter based here was waiting to trip the return load but as usual was awaiting a path across the busy A32 road to Gosport where an open level crossing existed.



The Gosport branch remembered by Steve Stubbs

Gosport in Hampshire, like Daventry and Dunstable, shares the unenviable accolade of currently being one of the largest towns in the UK that is not served by a railway station in the 21st Century. However, this was not always the case. Gosport is a seafaring town that lies on a peninsular of land opposite Portsea Island. This is where the city of Portsmouth can be found with its large naval base and historic dockyard that are still very much active today. The former railway to the terminus at Gosport lost its passenger service on 8th June 1953, the last train having run two days earlier.

Goods traffic continued to serve the docks and former station area and associated yard for goods traffic until 30th January 1969, when the line finally closed except for a short section at the Fareham end of the branch line. This was retained to serve the Royal Naval Armaments Depots (RNAD) at Bedenham, Frater and Priddy's Hard. This was served by a wagonload trip from Eastleigh East Yard on a Mondays, Wednesdays and Fridays only schedule.

By the end of the line's demise in 1991, the sole surviving railhead was RNAD Bedenham, also known as RNAD Frater. The purpose of this depot was to securely store both blank and live munitions in

underground bunkers dotted around the large complex, primarily for the nearby Portsmouth dockyard.

However, back in the early 1980s there existed an intricate network of lines in the area, also serving Priddy's Hard RNAD, a further munitions storage facility to the south east of the Bedenham and Frater RNAD depots. Additionally, there was another spur of track to Bedenham Pier, which allowed trackside access to a quay and direct munitions loading onto vessels. These three locations could be served by the internal shunting locomotives via the triangle of internal trackwork that existed.

The former Gosport branch was accessed from a single line spur at Fareham station. Down trains from Eastleigh needed to cross over at Fareham North Junction and run 'wrong line' on the up line through Fareham station to access the branch. This was controlled by a small shunt signal on the end of platform 1 (which is still in situ in 2021 despite the closure of the line to Bedenham many years previously).

Due to the poor condition of the track on the branch from Fareham, trains were limited to a maximum speed of 20mph, there being a distinct lack of ballast between the sleepers, particularly

towards the end of the truncated branch. Local residents often used the line for dog walking, seemingly oblivious to its active use, albeit infrequently, and on one occasion a fatality occurred to a dog walker struck by 47147 returning light engine to Eastleigh after bringing in a loaded service earlier in the day.

At the end of the line a single set of hand operated points was provided, located in the Holbrook area of Gosport. Incoming trains ran past these points and then propelled back to a short set of exchange sidings where transfer of incoming and outgoing traffic was conducted. All rail movements from the exchange sidings to the RNAD depots had to cross the busy A32 main road. An open level crossing was employed with flashing lights, but no physical barriers. As soon as traffic had been collected and taken into the complex, the large steel gates were closed across the railway to prevent any pedestrian access to this military complex.

The general pattern of movements was that one of the internal shunting locomotives was employed to deposit the outgoing empty wagons on one track of the exchange sidings and collect the loaded incoming wagons. After this was complete, the main line locomotive would drop on



Friday 23rd June 1989. A decent load on this occasion hauled by 33108 with the short wheelbase VEA vans which were a regular on the branch together with a number of OCAs to the rear, head code 6T57. The track to the right leads to Bedenham exchange sidings, the incoming train passing this point then propelling back into the exchange sidings where the outgoing empties were ready for collection.



Friday 7th September 1990. A new generation smaller diesel for the Ministry of Defence, 162HP Baguley Drewry 4-wheel diesel hydraulic 'No.2' (Works No. 3731 of 1977) hauls 5 empty VEA vans into the exchange sidings from Bedenham depot. The curving track work to the right crossed the busy A32 into Gosport. These vans were taken back to Eastleigh by 47211 which had brought in 2 loaded VEA vans loaded with munitions

to the empties, propel back via the hand operated point until clear, before heading northbound back to Eastleigh via Fareham and Botley. Wagons were then distributed via the Speedlink/ Air Braked Network (ABN) to various military depots across the UK to receive another load.

Given the incoming traffic was often live munitions, there was often a MoD police presence in the vicinity of the exchange sidings during most incoming trips. They took a very dim view of anyone spotted with a camera, albeit technically not on military land. On several occasions I had to hide in the undergrowth in order to avoid detection to get my shots. The traffic was sensitive given the attraction to a potential terrorist of acquiring live munitions, given that the troubles in Northern Ireland were active at the time.

Traffic was generally conveyed in short wheelbase VEA van wagons and less regularly in VGA vans. Tarpaulined ODA opens were also used on an occasional basis. Services ran as the 6T50 09:18 Eastleigh to Bedenham and returned to the Hampshire rail hub just before midday. Open wagons of type OCA, OBA and OAA were employed as 'barriers' between the locomotive and vans, although their inclusion should the worst have happened can be likened to rearranging the chairs on the Titanic as she sank, as the amount of protection given to the train crew from exploding large calibre naval ammunition would be minimal.

Class 33 and 73 locomotives were the stable motive power on the trips, although

towards the end of the life of the branch in 1991 RfD Class 47s from the Tinsley pool were used, given the former classes demise from the Eastleigh area trips.

The MoD internal railway employed several shunting locomotives which included a diverse range of 0-4-0 and 0-6-0 machines sourced from the Hunslet, Rushton & Hornsby, Vulcan Foundry and Baguley Drewry companies. These were limited to shunting movements on the internal network of lines but were permitted to work to the exchange sidings to collect incoming consignments of wagons and drop off the empties for collection.

After the branch closed to traffic in 1991, an effort to keep the former traffic rail borne was made. Munitions traffic moved away from the traditional short wheelbase vans and was conveyed in bright red unbranded standard ISO shipping

containers in use extensively on MoD traffic at the time. Traffic to Bedenham sported the international shipping symbol for explosives on the outside of the containers employed. These were railed to the Millbrook Freightliner terminal in Southampton, being tripped by a spare RfD class 37 or 47 locomotive and completed their journey by road to Bedenham. Other munitions traffic could also be seen at Millbrook conveyed in VGA vans. This was transferred by forklift truck in the open air within the terminal confines to awaiting lorries to again complete their journey by road.

Today there is virtually no trace of the line that once served the RNAD Bedenham facility. After the rails were lifted, the former track bed became a dedicated bus route between Fareham and Gosport which, as no other traffic is permitted to use it, enjoys a high frequency of operation.

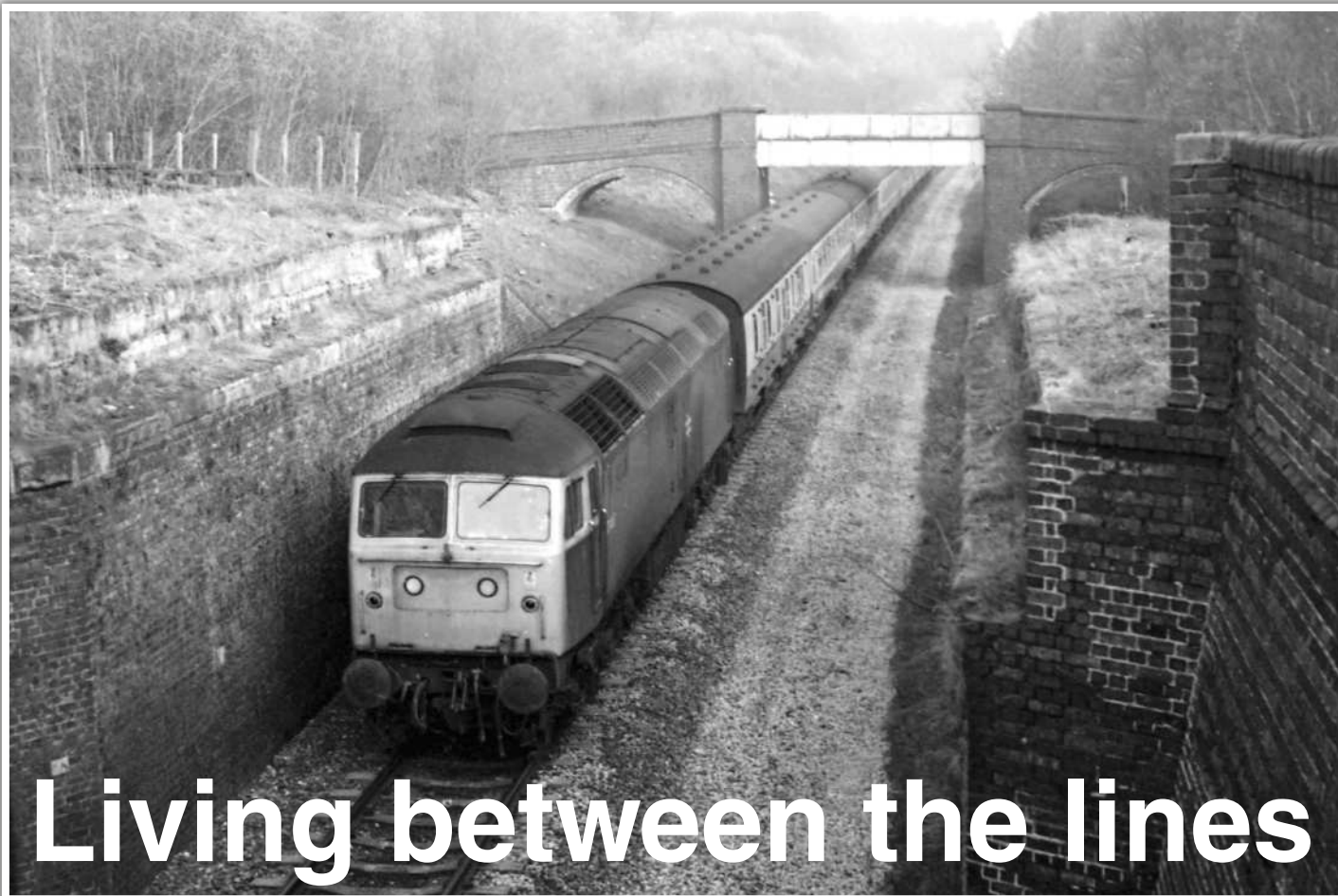
Friday 9th June 1989. 33119 with the 6T57 MWFO trip from Eastleigh yard to RNAD Bedenham with a single VEA van and 5 OCA opens seen at Tichbourne way bridge, Bridgemark approximately half a mile from the end of the branch.



Tuesday 9th March 1993. After the demise of the Bedenham branch to Gosport, the rail traffic surprisingly continued, but conveyed to the Freightliner terminal at Millbrook, although due to the additional road tripping costs, it did not last long. My only shot of this short lived traffic shows 37055 departing for Eastleigh after being loaded in the terminal by the overhead cranes. The VGA / VKA vans acted as barriers.



Wood Siding 17th April 1982. An Up morning train, headed by 47417, has negotiated Brill Tunnel and is passing the bridge abutments of the Wootton, or Brill Tramway. This opened as a horse drawn line in August 1871 on the Duke of Buckingham's estate and became a branch of the Metropolitan Railway in 1899. The arrival of the Bicester Cut-Off in 1910 resulted in Wood Siding station being faithfully rebuilt on the bridge spanning the new line! The branch closed in 1935, but its eastern end is evident at the Buckinghamshire Railway Centre, Quainton Road.



Living between the lines

Dave Allen looks back at the time, in the early 1980s, when he was living in Aylesbury and if he wanted to see a bit of main line action it was either a case of heading east, for the West Coast Main Line or, as he preferred, west - for the ex-Great Western & Great Central Joint Line and 'Bicester Cut-Off'.

September 1966 sounded the death knell for the former Great Central Railway when the line closed between Claydon Junction, north of Aylesbury, and Rugby. Express trains had ceased to run six years before, but a few semi-fasts kept the rails bright between Marylebone, Rugby, Leicester and Nottingham, until the inevitable demise. When I arrived in Aylesbury, fourteen years or so later, passenger trains to and from the north were already a thing of folklore but, in truth, you didn't have to travel far to see their latter day counterparts going through their paces.

Six miles to the east was the West Coast Main Line. This was once linked to Aylesbury by the London and Birmingham Railway's first branch line (from Cheddington) which ran as straight as an arrow across the vale. But it was a fairly early victim to cutbacks, losing its passenger service in 1953 and goods ten years later. Fortunately, the same could not be said about the main line, which had seen considerable investment, not least in the overhead electrification of the 1960s, and I guess it will always be one of the premier routes out of the capital.

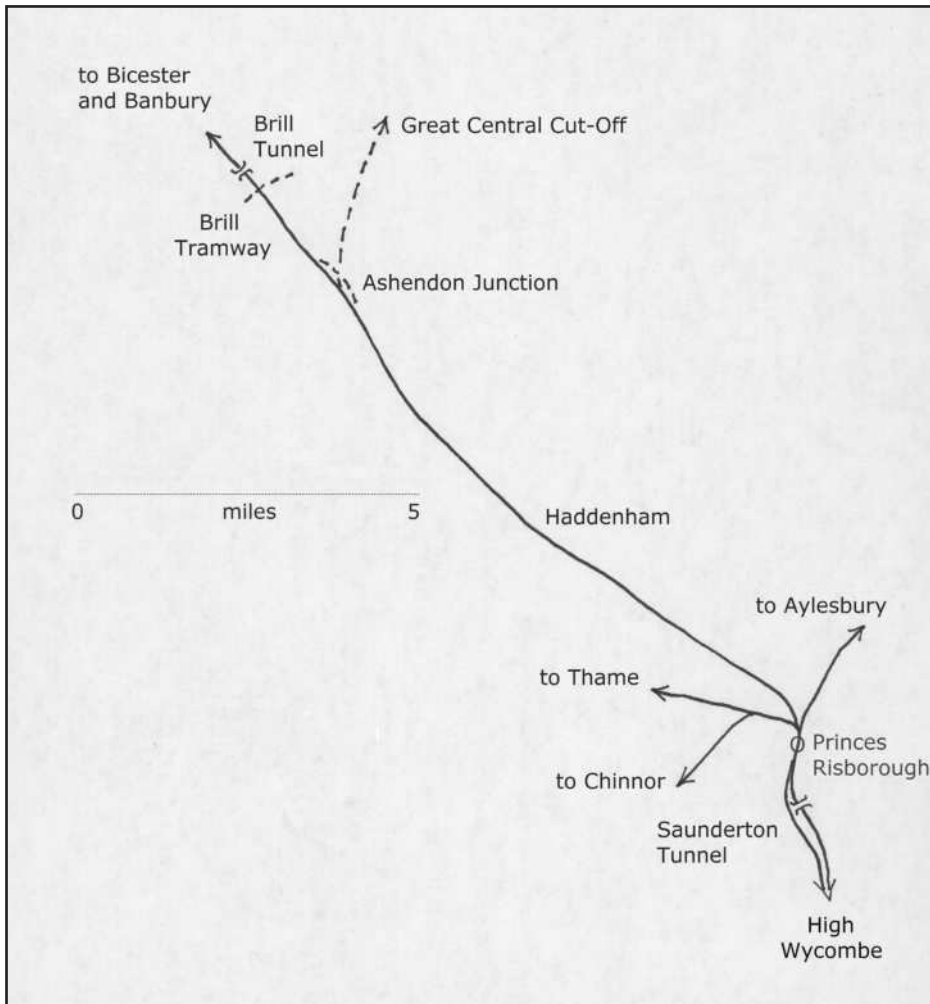
Six miles to the west was the erstwhile Great Western and Great Central Joint Railway and 'Bicester Cut-Off', which once smoothed passage into and out of London for the two companies. In all, this late addition to the 19th century network comprised nearly 74 miles of main line and, fully opening in 1910, has been described as 'the last major railway building operation of the Railway Age in Britain'. Nevertheless, the route had not fared as well as its eastern counterpart. The fallout from the Beeching report had seen it slimmed down to a single track between Princes Risborough and Aynho Junction (28 miles) and stripped of nearly all its long distance services. It has, of course, experienced a revival in fortune as the upgraded Chiltern Railways but, forty years ago, all of that was well into the future.

The choice confronting me, in 1981, was between a four track mainline with intensive service, and a single line with hourly dmus and only two timetabled locomotive hauled passenger trains per day. Strangely, it was the latter option that seemed more attractive. I'd never been keen on overhead wiring and all the associated paraphernalia and also, how

long would the Risborough line last? It could have been in its final throes.

As it stood, the Birmingham and Banbury 'express' arrived at Paddington at about 09.30 and departed from there about 17.40, resulting in 08.50 and 18.20 timings at Princes Risborough. This put the southbound train 'off limits' Monday to Friday because of work commitments, and it didn't run on Sundays! The northbound passage was more accessible, but effectively seasonal, if relying on decent daylight for photographic purposes. To my surprise, looking back, I seem to have gone in search of these trains on more than forty occasions over a fourteen month period, noting eighteen Class 47s and twenty two Class 50s in the process. One bonus was that a Saturday morning sortie could see me back in Aylesbury in time to do my share of the domestic duties, but there was always the gamble of the 'single shot' about any visit.

When it came to it, my first outing was to see one of the occasional northbound excursions over the line, which I must have spotted in a magazine advert. Bank Holiday Monday, 4th May 1981, dawned grey and drizzly, but, undeterred, I set out



for Ashendon Junction, where the Great Western and Great Central originally went their separate ways. What was once a flying junction had become a triangular field, with few reminders of its glory days. Rumour has it that the signalman here more than once sent a train up the wrong route and I've found a description of one instance in June 1960, although the change from semaphore to electric light signals seems to have had something to do with it. The train, hauled by 'Black 5' 45059, overshot by a length or two, but set back and only lost 10 minutes on its journey north! There was no such problem for the crew of 'Peak' 45051 in May 1981 – as they only had a single line to contend with. I can't find any record of where they were headed, but a year later 'The Central Lakelander' filled this diagram, so they may have been bound for Cumbria.

Just to the north of Ashendon Junction, on the stretch of line originally known as the 'Bicester Cut-Off' is the memorably named Brill Tunnel. Built in 1909 by the Great Western, it's a mere 175m in length but is in close proximity to where the Brill Tramway, once an outpost of the Metropolitan, crossed the line. The most substantial survivors today of this meandering byway are the abutments of the tramway overbridge, but they contribute to the effect of a long cutting, which contrasts with the open spaces further north. One of the delights of an early morning wait in the open countryside



Chilton, March 1982. 50007 'Hercules' heads an Up train over the Chilton Road bridge past Crawley Farm and the hilltop settlement of Chilton village. This loco was destined for 'celebrity status'. A year after this picture was taken it left Doncaster in large logo livery but by June 1984 it was dressed in green and carrying the name 'Sir Edward Elgar', to mark the GWR 150 anniversary.

(if the weather was right) was to see how soon the sound of the train could be heard. The Class 50s were superior in this regard, but whether I really could pick them out starting from Bicester, seven miles away, as I sometimes imagined, I'm not so sure.

Brill Tunnel provided a number of photographic backdrops, but my favourite is undoubtedly 45015, leaning to the curve on 3rd May 1982, and definitely heading for the Lake District. The tunnel surrounds have changed markedly over the years and much of the area is now a densely wooded bird reserve.

If Brill Tunnel was at the northern end of the stretch I was interested in, then the even shorter tunnel (76m) under Hemley Hill, between Risborough and Saunderton, marked the southern end. Although it was notionally double track here, the formation had been modified to lessen the gradients and curves during the construction of the Joint Railway. The Up line was eased from 1 in 87 to 1 in 167 with the provision of a dedicated tunnel and cutting, and the noise from 50022 'Anson' in June 1981 was certainly something to enjoy, bouncing back off the chalk walls as it powered away from Princes Risborough. By contrast, trains arriving from the south generally freewheeled down the gradient to be held at the signals and made a relatively quiet approach.

Between Ashendon Junction and Princes Risborough was more open country which gave great views of the train in motion. The site of Haddenham station had been abandoned (a new sleek Parkway version now exists just to the north) but the girders of Kingsey Road bridge provided good photographic framing. The only drawbacks were the difficulty in identifying the locomotive and the prospect of attracting the attention of the local policeman, who on one occasion thought I was planning to end it all.

Inevitably, the key photographic location became Princes Risborough station. This late developer, in railway terms, ended up with four lines radiating out from its northern end to Watlington (via Chinnor), Oxford (via Thame), Banbury (via Bicester) and Aylesbury – and it had bay platforms and through lines for non stop services. While this had shrunk significantly by 1981, the cement works at Chinnor and an oil terminal at Thame kept parts of two branches open and the link to Aylesbury was still there. The imposing Great Western signal box and a scattering of semaphores added to the scene. The 'main line' movements, however, were concentrated on just one platform, with any passing manoeuvres taking place outside the station, much of which looked the worse for wear.

The highlight was, of course, the arrival and departure of the 'express', my particular favourite being 47511 'Thames' on 31st October 1981. The loco was still fresh from Royal Train duty in Wales and



Brill Tunnel, August 1981. On summer Saturday mornings I'd wait on the occupation bridge just north of the tunnel, straining my ears to see how soon I could pick out the beat of the Up train after its Bicester stop. From the first indication it could be three or four minutes before it actually arrived. Here a Class 47/4 has swept past the site of Brill and Ludgershall station (by the overbridge) and will head away through the tunnel, bringing the return of comparative silence.



Princes Risborough, June 1982. An unidentified Class 47 coasts down the grade towards the station. The variation between the Up and Down lines can be clearly seen (the tunnel and cutting are round the curve to the left). At this time the station was reduced to one usable platform, which often resulted in passing movements on the approach.

the weather was perfect. I'm also glad I braved the icy roads the following January to catch 50040 'Leviathan' in the snow.

Away from the timetabled services the most intriguing episode was when 45131 arrived from the north on 8th May 1982, with the empty coaching stock of a Spalding Flower Festival special. It was meant to turn round at West Ruislip, but as it was running late, they decided to reverse at Princes Risborough and bring out the London contingent on a service train. More haste, less speed, as the train didn't pull far enough along the platform to clear the points and the loco, having attempted a run round, had to come back and shift it forward. Once that was all done, the signalman put the train up the Aylesbury branch to clear the way for other moves. The day doesn't seem to have got any better for 45131, as the Six Bells Junction railtour website suggests that 45133 (sic) from Bicester was substituted by 31130 before

(RIGHT) Princes Risborough, 31st October 1981. Still showing signs of its Royal Train duties the previous week, when it carried Charles and Diana around Wales, 47511 'Thames' runs in past the impressive GWR signal box and a fine set of lower quadrant signals. The box has had a chequered history since decommissioning in 1990 but is now a listed building and its future seems assured thanks to the efforts of the Chinnor and Princes Risborough Railway Trust.



Brill Tunnel, 3rd May 1982. In this view south from the bridge, an L.N.E.R. Society 'Central Lakelander' Bank Holiday excursion speeds north behind 45015. The train, composed of Mark 1 carriages, unlike the Mark 2 vehicles of the 'express', originated at Marylebone, picking up at all main stations to Birmingham New Street, before heading to Carnforth.

reaching the tulip fields.

In mid 1982 I moved away from Aylesbury and it was May 2007 before I had the chance to visit Brill Tunnel again. I was amazed at the changes – a railway rejuvenated! It was 4965 'Rood Ashton Hall' that attracted me there on that occasion, but on the other end of the train was large logo 50049 'Defiance'. How good to see a Class 50 speeding once again along that stretch of line, through that bit of Buckinghamshire countryside – and what an appropriate name.

(RIGHT) Princes Risborough, 8th May 1982. The secondman keeps lookout as the driver uncouples 45131 before running round. Unfortunately, there was not enough clearance to complete the manoeuvre and the loco had to return to draw the train forward. This was a late running Spalding Flower Festival special and although the train apparently reached Lincolnshire, the engine didn't, being replaced by 31130 en route.



Princes Risborough, June 1981. The road bridge south of the station was a favourite location, usually guaranteeing a raucous run past. 50004 'St Vincent' prepares to tackle the climb to the Chilterns.



Princes Risborough, 16th January 1982. After a brief overnight snowfall, and with temperatures still below freezing, 50040 'Leviathan' powers away from Princes Risborough in some style. The coal wagons include rakes for Chinnor cement works and empties from the distribution depot at Aylesbury.



Longwick, September 1981. The harvest has been gathered in as 47243 heads a Down train north from Princes Risborough. The Chiltern Hills are discernible on the skyline.



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The end of the EPB era on the Horsham/Dorking route

By Phil Barnes

The first EPB to grace the rails of the new British Railways in 1951 was 4 car unit number 5001; over the years different batches of EPB were built, totalling 283 4 EPBs and 114 2 EPBs. Around half of these vehicles were built on recycled underframes, and the batch of 2 EPBs that worked down to my home town of Horsham in the early 1990s were of this breed.

With the writing on the wall for the EPBs on the Horsham to Dorking and London Victoria services, I decided to photograph them at the southern end of their route, i.e. either side of the Surrey/Sussex border. By this time the service was worked by the refurbished 'Facelift' Class 416/3s in the number series 6301 to 6334, the upgrade programme being circa 1983 onwards. These machines were built at Eastleigh around 1958/9 as numbers 5651 to 5684 and used recycled 2 NOL underframes.

Although late in the EPB build sequence the units featured a lot of pure Southern design; they not only had recycled 2 NOL underframes but also SR 4 SUB type bodies, albeit that both cars had open saloons. When built they were initially referred to as 2 NOPs but this was later changed to 2 EPB. In keeping with all the other batches of EPB, these units had EE507 motors, which were also what was

fitted to the 4 SUBs which they ultimately replaced. Under the TOPS scheme they were designated as Class 416/1s

When first in service, the units worked the Waterloo to Weybridge and Windsor services and later saw use on the London Midland Region North London Line from Broad Street to Richmond, and from 1986 were based at Selhurst. It was in this period that units 6313 to 6328 were fitted with

bars on their door windows in the interest of safety, due to clearance restrictions in Hamstead Heath Tunnel. When the EPBs were replaced by Class 313s on this route around 1989, some were then used on the Central Division and saw use on the Horsham services via Dorking. Towards the end of their lives, quite often the service was a Dorking to Horsham shuttle with some through peak time workings.

A six car train led by 6311 runs across the level crossing at Warnham with an Up service. The former LBSCR signalbox was demolished in 2005 when Three Bridges PSB assumed control of the line.



The last Central Division EPBs ran to Horsham on 14th May 1993 'wearing' NSE livery, but all the pure LBSCR and SR signalling infrastructure that features in the photographs, lasted until August bank holiday 2005 when it was decommissioned. The signalling up to Dorking then came under Three Bridges Power Signal Box and this included removing the level crossing at Warnham and demolishing the signal box.

The ultimate fate of the 1934/36 2 NOL framed EPBs was the scrap yard except for unit 6307 and the final run of all EPB stock was on 31st March 1995, thus finishing the era of high density slam door suburban stock in the south of England.

6333 is passing the Odeon style signal boxes at Horsham with a Down service.



6333 is departing Dorking with an Up service and passes the Odeon style signal box.



6307 leaves the 524 yards long Mickleham Tunnel between Box Hill & Westhumble and Leatherhead stations with a Down service.

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ALDERFORD

This impressive layout draws its inspiration from Carl Bowden's home territory - the electrified lines of the North West in the late 1980s.

Photography by Andy York



While on the lookout for ideas on a new layout, and having some criteria in mind (a terminus station and overhead electrification to name two), Carl Bowden came across an article in the *Traction Annual* 2009/10, featuring 'Liverpool Lime Street' in the years of 1985/86. The idea that came from reading this article and studying the photographs was to model the operation methods of Lime Street, but within the confines of a station with only five platforms, and from this, the seeds for 'Alderford' were sown.

Buildings and structures on 'Alderford' are a mixed bag of scratch-built, kits and ready-to-plant items. Starting with the low-relief buildings on the backscene, the church and the office block for the industrial area are scratch-made from flat sheets of clear Perspex with added brick or stone embossed sheet, raised detail, and then painted. The church also has a working clock face added for that extra finishing touch. The remaining low relief buildings are from either Ten Commandments or the Skytrex range.

The locomotive maintenance depot shed, office block, disused signal box and the low-relief corner pub by the station building are from the Bachmann Scenecraft range.

One of the layout's most popular features, the station building, is from the Townstreet Models range of cast resin kits and is loosely based on the main building of Carlisle Citadel station. Finding an impressive station building for 'Alderford' was a bit of a concern at the start for Carl, as he was not liking a lot of what was on the market, either ready-to-plant or in kit form, and was thinking that this was also going to be a scratch-build job.

The train shed for the station is Peco, using four kits to make the 3ft 8in twin-arch structure. The train shed roof lifts off to facilitate access to clean the track and re-rail derailments.

Track work is Peco Code 75 with live frog points. Once all of the track was laid for the scenic area, Carl spent six months installing the track wiring to the DCC bus, wiring all of the 24-point motors, including two diode matrices, 17 signals (two of which have theatre boxes), and the control panel for the points and signals.

The Overhead Line Equipment (OLE) is probably the biggest single feature on 'Alderford' and is the subject of most of the questions Carl gets at exhibitions, including "are the wires live?" The wires are not live, but one stipulation was that all pantographs on electric locomotives had to run up against the wire.

The vast majority of the support structures are of the multi-track head span type. These had to be built in-situ, first by driving in the 4mm 'H' section into 3.5mm drilled holes into the baseboards. Then, all of the wires, insulators and catenary arms were attached with the help of a marked-up block of wood that sat on the track to make sure that the catenary arms were positioned correctly.

The actual catenary wires are from the Sommerfeldt range, as are the single-arm masts used at the end of platforms 1 and 2 and along platform 5.

'Alderford' is operated by a team of up to six people, the signaller, the station pilot, two operators at the station, one bringing in

arrivals, the other on departures and the last two operators working the fiddle yard.

With 'Alderford' being set in the mid- to late-1980s, a form of BR inefficiency is applied. A typical locomotive-hauled train movement would start by being sent from the fiddleyard, by one of the fiddleyard operators, to emerge from under one of the two bridges. As the locomotive travels along the layout, its control is handed over to the station operator dealing with arrivals.

Once the train arrives at the station, the locomotive is uncoupled from the train with the aid of magnets triggering Kaydee couplings and is then classed as trapped at the buffer stops.

If all is running to plan, the station pilot operator will have got another locomotive ready to drop onto the rear of the train that has just arrived.

When the train departs from the station, this will release the locomotive that was trapped at the buffers. At the likes of Liverpool Lime Street, it was common for this locomotive to follow the departing train quite soon after as far as the signal at the end of the platform and this is common practice on 'Alderford'. When cleared to do so, the locomotive will then proceed to the stabling point to wait its next turn.

At least half of the locomotive, DMU and EMU fleet is DCC sound-fitted and Carl believes this enhances the operational experience, from locomotives stabled on the depot being shut down and started up, to the door beeps and guard to driver buzzers on the multiple units.

You can see 'Alderford' at The Festival of British Railway Modelling on February 12-13th, 2022, visit www.world-of-railways.co.uk/shows for more information.





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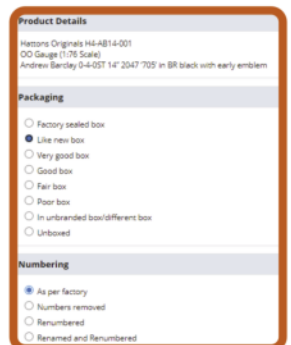
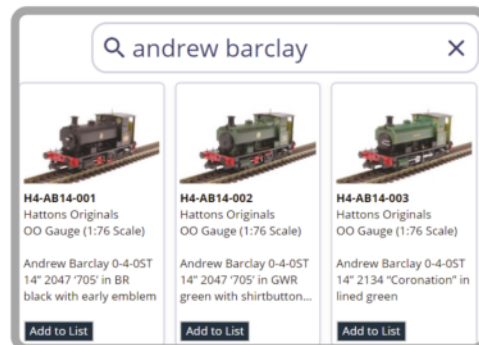
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Heljan Class 47

Words: Howard Smith
Photography: Tony Wright



Until 2005, the British O gauge RTR market was largely docile, but this was revolutionised when Heljan revealed plans to produce its first diesel/hydraulic, the Class 35 'Hymek'.

Much water has since passed under the proverbial O gauge bridge, and modellers in the scale became accustomed – and thirsty – for new announcements, often at Warley NEC shows. The fact that new RTR announcements in the scale carry less of a 'shock' factor is a testament to the great strides it has made in making quality models accessible to a wider audience.

Kindly sent for review by Heljan is a sample of its 47/4 in Parcels Sector grey and red.

For its early version with as-built headcode panels, suitable for the 1960s and 1970s period, with boiler ports, under-slung water tank, no ETH cable or high-intensity headlight. Three liveries are offered – BR green with small or full yellow ends, and BR blue with full yellow ends. Welcomely, its later version for the 1980s to 1990s with plated boiler ports, removed tank, ETH equipment and high-intensity headlight is offered in BR blue with full yellow ends, BR blue with large logo, Railfreight 'red stripe' grey, Railfreight 'triple grey', BR engineers' 'Dutch', Intercity Executive, Original Network SouthEast and the sample reviewed in Parcels Sector red and grey.

In traditional Heljan fashion, models are unnumbered. This makes it easier for modellers who want a specific locomotive, transfers and varnish being required, rather than potentially damaging the paintwork of a superbly-applied livery.

Cab detail is carried out to a high standard, peering through the cab windows, armed with my phone's torch for better light, we find the driver and second man's seats on raised platforms. These have arm supports and painted black and offer a close impression of the prototypes. As well as directional lighting, the cab has independent

lighting, too. The control desk is adorned with dials. To the right sits the power controller and master switch, to the left, the automatic air brake valve and straight air brake valve, with the switch for the distinctive horn, contributing to the Class' 'duff' nickname, placed centrally.

Decoration inside the cab has been considered, too. A beige overall colour, with grey panel top is complemented by the silver controls and black dials. The bulkhead, arguably the most likely to be photographed head-on, features a wealth of detail, too. The distinctively curved handbrake wheel features, with heaters and an AWS bell, and pipework individually decorated above. It's a thing of beauty.

At 2765g, it's probably apt that I also mention moving this model around on my desk for its inspection is cumbersome! However, when combined with its powerful twin motors with flywheels, it provides a winning formula for formidable tractive effort and can be put to good use on longer rakes of rolling stock, which call for greater rail adhesion.

To the outside of the model, twin working fans remain an attractive feature. Atop the roof, panel details have been captured at their best, with a collection of rivets and handles to admire. The central fiberglass roof panels, which so quickly weathered to exhaust black in service are painted a light cream. Let the weathering commence!



Datafile

Manufacturer: Heljan A/S

RRP: £699.00

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

Era: 5 to 8

Company/Operator: SR, BR(S)

Weight: 2765g

Chassis and Body: Die-cast chassis with plastic body

Minimum curve radius: 800mm

Wheel Profile: GOG finescale standard

Couplings: Working screw-link

Accessories: Working snow ploughs and screws, roof-mounted radio antennae, buffer steps, front steps, cylinder air pipes, air brake pipes



Heljan 2022/23 announcements

Heljan's 2022 UK products catalogue is available from stockists and contains details of all Heljan products now available, or due for release in 2022/23, in OO9, OO and O gauge.

All-new tooling announced by the manufacturer this year includes a Class 37/0 and Class 55 in O gauge.

The Class 37/0 will be offered in post-1970s form with cutaway bufferbeam cowlings, cast or fabricated bogies and a choice of nose end arrangements, including end doors/plated ends, high-intensity headlights and plated headcode panels. Its first batch will feature the much-requested split headcode variant in eight liveries.

Its Class 55 is to be offered in late BR condition 1976-82 and preserved main line condition with high-intensity headlight in a number of liveries.

Both models are to be upgraded to Heljan's latest standards with finer detail, improved body shape and details, plug-and-play DCC capability, authentic LED interior and exterior lighting functions and a wider range of detail variations to suit the evolving demands of O gauge modellers. Tooling work on both models is reportedly almost complete with the first Class 55 sample undergoing review in the UK. First samples of its Class 37s are expected in early-2022.

In other news, GWR Parcels Railcar No. 34 will join its OO gauge range in three versions, featuring GWR and BR liveries. The project is at CAD stage and is expected to be a 2023 release.



Gaugemaster expands scenic range

Model retailer Gaugemaster has produced an extensive range of new detailed scenic accessories to its own designs. 3D-printed and painted, the new models join its existing Kestrel Designs range and are available in 2mm:1ft (N) and 4mm:1ft (OO) scales.

Included as part of this release are black metal-type litter bins, metal dustbins – a common sight outside houses prior to wheelie bins – yellow grit boxes, a telephone box, letterboxes, lineside cabinets, round concrete bollards, a pack of orange skips, wheelie bins and oil drums in red, green and blue colours. Accessories manufactured span the popular transitional era of the late-1950s and 1960s to the present day, covering the needs of most modellers.

Those pictured are its 4mm:1ft scale variants, with the exception of the lineside cabinets, which are 2mm:ft scale, demonstrating that, even in the smaller scale, finer printed detail such as locks and hinges remains visible.



Bristol Model Railway Exhibition under new management

Warners Group Publications has announced that it has taken over the management of the Bristol Model Railway Exhibition, which will take place in Spring.

Already managing two of the country's biggest model railway exhibitions – The Festival of British Railway Modelling in Doncaster and The London Festival of Railway Modelling at Alexandra Palace – Warners sees a show in the West of England as a great addition to its events portfolio. It will continue to work in close partnership with the Association of Model Railway Clubs Wales & West of England to ensure the show remains one the country's best.

The 2022 exhibition is confirmed for April 29, 30 and May 1 and will take place at Thornbury Leisure Centre, Alveston Hill, Thornbury, Bristol, BS35 3JB. Tickets and further information will be available soon via the Association's website (www.bristolmodrailex.uk) and www.world-of-railways.co.uk. Both websites will be updated to include the list of the 30 plus attending layouts, traders and demonstrations.



**For all the latest modelling news head
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Image by Harry Moore of the locomotive on a recent visit to another railway.



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Glimpsed at Charleroi in summer 1961, Bo-Bo No. 101.010 is one of the original twenty electric locomotives delivered to SNCB in 1949. These machines were generally used for freight services, often working in multiple. From 1971 they were renumbered as class 29. COLIN BOOCOCK



Early Belgian electrics Part 1

Colin Boocock first visited Belgium in 1957 and was interested to see electric locomotives that all looked the same but with a variety of class numbers! Here he explains why, and looks at a few later developments, too.

I have to thank the Eastleigh & District Engineering Society in the 1950s for its practice of organising annual long-weekend trips to the nearby continent. These enabled me, as an impecunious engineering apprentice, to afford occasional rail travel to destinations such as Paris and Brussels, and to begin to enjoy the fun of seeing how other countries' railways did things differently from ours.

My second such outing was in October 1957. Our group assembled at London's Victoria station to catch the boat train that connected with the Night Ferry sailing from Newhaven to Dieppe, though on the ship we second-class travellers sat in deck chairs for the crossing!

I recall having to get off the ship in

the early hours at Dieppe and walk to the waiting train that was eventually bound for Brussels. As daylight came, the train was still in France, having reversed in Lille Flandres station where (I now realise) our French steam locomotive had been replaced by a Belgian one. The train included the Wagon-Lits sleeping cars off the ferry, comfortable vehicles in which more affluent passengers were travelling. We, travelling on railway second-class tickets, sat in French Railways compartments with green mock-leather bench seats that were not designed for a good night's sleep, nor a comfortable day journey.

A long stop followed, out in the countryside at Baisieux station. This

heralded the walk-through by the French passport and customs people who studied and stamped each and every passport and stared firmly at all members of our bleary-eyed party. Then the train dragged its way across a canal bridge and across the border, and we soon stopped in the small station at Blandain. Here the passport and customs checks were repeated, this time by Belgian officials. Eventually the train resumed its travels and arrived at Tournai station; that was where I first saw six-wheeled carriages with broken windows that were nonetheless carrying many passengers and hauled by an ancient-looking steam 4-4-2T. This was certainly a different world! Later in the morning we arrived at Brussels Midi station. (That



Also introduced in 1949, the three class 28 Bo-Bos (formerly class 120) ended their lives shunting rolling stock. Near the end of its life, No 2802 was seen from a distance at Brussels Midi hauling an empty train out of the station to the sidings. Its original box pantographs have been replaced by a modern single-arm variety. The type lasted until 1996. The class number 28 has since been reused for a batch of Bombardier Traxx locomotives. COLIN BOOCCOCK



No. 2201 was the first of a class of fifty locomotives introduced in 1953 at which time it was numbered 122.001. These formed the basis of the standard SNCB fleet that expanded in the next dozen years to 155 locomotives. Other classes were variations on this theme of a basic mixed traffic Bo-Bo. It is pictured outside the former railway museum at Leuven in summer 1996 at about the time it was set aside for preservation. The museum later moved to the more public location of Schaerbeek, near the first station north of Brussels Nord. COLIN BOOCCOCK

twelve hour journey time makes a poor comparison with today's two hours and ten minutes in a Eurostar!)

Lunch was followed by a depot visit. Brussels Midi depot hosted steam, diesel and electric locomotives on the same site. At that time, Belgian Railways' locomotives were numbered with a class number followed by an individual locomotive number, usually separated by a full stop; thus a steam locomotive might carry the number 81.023. Electric locomotives had class numbers in the 100 series, and diesels

were in the 200s. Thus, a new electric locomotive carried the number 125.001.

All the SNCB electric locomotives I saw in 1957 were Bo-Bos. There was one older class, 101, that dated from 1949 and consisted of 20 locomotives. These were Belgium's first electric locomotives and output 1,970bhp (1,470kW) with a top speed of 110km/h, not much of an advance on the better steam locomotives of that time. These spent most of their lives on freight work, often in multiple. Also in 1949, three 1,620kW Bo-Bos, with a top speed

of 130km/h, entered traffic; these were class 120. In 1971 all locomotives were renumbered with simple four-digit numbers that sometimes gave a clue as to the original numbers and sometimes didn't. The 101 class became class 29, and the three 120s became class 28, both at the tail end of the main class lists. My guess is that the three 120s were regarded as prototypes for future orders of electric locomotives from Belgian industry.

After the war, the Belgian National Railways (SNCB in French, NMBS in



In July 1980, Bo-Bo No 2234 is about to pull some empty sleeping cars out of Brussels Midi to place them in the extensive carriage sidings beyond the south end of the station. It is watched by No 2334, one of the former class 123, of which 83 examples were built. The 23s were the most numerous class of electric locomotive in Belgium. This picture highlights some detail differences between what were otherwise very similar classes. COLIN BOOCOOCK



This was the author's first photograph of an SNCB electric locomotive and shows 123.050 arriving at Brussels Midi in October 1957 with a short express service. Like the coaching stock at that time, all Belgian locomotives were liveried in plain dark green. Many suburban carriages had wooden seats right into the 1970s! COLIN BOOCOOCK





123.016 (later 2316) powers through Charleroi on 31st August 1961 with a heavy eastbound train of mixed iron ore hopper wagons bound for one of the big steelworks in the south of the country.
COLIN BOOCCOCK

Flemish) had begun their electrification programme using overhead catenary pressed at 3,000V dc, different from any neighbouring country. At the time, their policy was to buy locomotives from Belgian manufacturers which produced designs unique to that country. The main electric fleet that was introduced in the 1950s was a large group of straightforward Bo-Bos. My own observations began in 1957, with classes 122 and 123 being the lowest numbered then in main line service. The 122s were introduced in 1953 and in 1955 came the 123s, an improved design but with the same performance characteristics

plus the addition of regenerative braking for freight working. Both classes were of 1,740kW (2,300bhp) output and had a top speed of 130km/h (81mph). There were fifty 122s and eighty-three 123s. Externally they looked much the same until the 123s were later modified for multiple operation and gained prominent jumper connections on their cab fronts. Both the 122s and 123s weighed in at 87 tonnes. The last ten 122s were built as dual-voltage locomotives so that they could work across the border into the Netherlands, which used the 1,500V dc system. These were numbered 122.201-210. Two others were later converted to match

and numbered as 122.211 and 212.

The electric fleet was built mainly by the manufacturing concerns BN (Brugeoise et Nivelles), SEMG and ACEC (Ateliers de Constructions Électriques de Charleroi). In SNCB's 1971 renumbering scheme, the 122s became class 22 and the 123s were 23. Thus locomotive No. 122.001 became 2201, much easier to remember!

Part 2 of this article covering locomotives that entered service after 1960 will appear in the next issue of TRACTION

In later decades, the class 23s gained prominent multiple working cables on their cab fronts and were working across the country on heavy freight trains. This one, 2362, is passing Berchem just south of Antwerp with a southbound train of matching iron ore wagons. In case you wonder, high quality iron ore as delivered to European docks such as Antwerp or Immingham is nowadays so dense that wagons are only filled until the weight limit is reached; rarely are they anywhere near full to their space capacity. COLIN BOOCCOCK



No. D311 is passing Shap summit at the head of a southbound express on Saturday 24th August 1963 and is about to begin the descent to Tebay.



Shap Summit to Lancaster

In **TRACTION 267** Gavin Morrison presented some of his photographs taken in pre-electrification days on the northern approach to Shap from Carlisle. This time he heads south from the summit towards Lancaster.

Seen from the hillside just south of the summit No. D422 heads 1M26, a Perth to Birmingham train, on Saturday 7th March 1970.





Brush Type 4 No. 1698 has just begun the climb to Shap as it passes Scotchman's Bridge at Greenholme on Saturday 4th September 1971 with 1S58, a relief summer Saturday Euston to Glasgow train that followed the northbound 'Royal Scot'. Tebay is just out of sight in the left distance. No.1698 was allocated to the Birmingham Division (D02) Saltley depot at this time.



On Saturday 18th November 1967 Brush Type 4 No. D1856 hurries 1M20, the southbound 'Royal Scot', down from Shap Summit. The train is photographed from Scotchman's Bridge at Greenholme just north of Tebay.



No. 50010 drifts downhill with a short train of Shell Star fertiliser pallet vans bound for Ince and Elton. The headcode 6M12 suggests that it is from one of the Scottish terminals that were served, possibly in view of the short train length from Lugton. The train is photographed from Scotchman's Bridge at Greenholme. The date is Saturday 20th July 1974 and as can be seen the line has now been electrified with electric services to Glasgow having started in May of that year.



In the days before the M6 was built No. D267 hurries through the Lune Gorge at the head of a London Euston to Carlisle express on Saturday 18th August 1962. This train was combined with the Barrow-in-Furness portion of the train as far as Lancaster.



(ABOVE) Sulzer Type 2 No. D7635 passes over Dillicar water troughs with 5M27, the Larbert to Wallerscote empty soda ash train on Saturday 18th November 1967. As can be seen the troughs are still in use and it is likely that the photographer was here to photograph the few remaining steam hauled freight trains on the West Coast Main Line with Carlisle Kingmoor steam shed closing at the end of the year. Fortunately, he didn't ignore this diesel hauled train!



(LEFT) On Saturday 4th September 1971 a pair of Class 50s are seen passing over the site of the former Dillicar troughs with 1S57, the northbound 'Royal Scot' from Euston to Glasgow. In the foreground is a rather quiet M6.



(LEFT) No. D335 is passing the remains of Grayrigg station at the head of 1M26, a Perth to Birmingham express on August 6th 1966. Note the former LNER lower quadrant signal controlling the exit from the Up goods loop.



On Saturday 6th August 1966 Brush Type 4 No. D1859 is passing Oxenholme with 1M37, the Saturdays only Aberdeen to Birmingham service. The following Saturday the editor travelled on this train from Carstairs to Carlisle behind No. D1847. One suspects that the photographer was actually at Oxenholme to witness the procession of summer Saturday steam hauled services behind Stanier and Standard Class 5s or 'Britannia' Pacifics.



At about 4.30 p.m. on Saturday 29th August 1964 one of Barrow-in-Furness shed's Metrovick Co-Bo diesels No. D5715 heads a Euston to Barrow express past Morecambe South Junction just north of Lancaster. The Carlisle portion of this train will have preceded the Barrow train a few minutes earlier. Note the restaurant car and the first class coach adjacent to it for meal service.



No. D335 has just passed Morecambe South Junction on Saturday 29th August 1964 with 1M26 a Perth to Birmingham train and is about to cross the River Lune at Lancaster.



Brookhouse Spotting Memories

People often say that the gift of a camera at an early age sparked a lifetime's interest in photography but for Chris Lenton this wasn't quite true.

For my eighth birthday, in 1972, I received a Kodak Instamatic 25 along with a 12 exposure black and white 126 film, which was duly loaded and rapidly exposed. After that, the camera was rarely used, probably owing to the obstacle of having to buy film for it.

The camera arrived at the very beginning of my railway interest. At that time, the nearest place for us (Dad, younger brother and me) to watch trains was Brookhouse Colliery, which was a short, down-hill walk from home. A handy iron bridge over the Sheffield to Lincoln line, midway between Woodhouse and Kiveton Bridge stations, provided an excellent view not only of the main line and pit head buildings but also the railway activity within the colliery itself. It was the venue of my first recorded loco sighting - D5577 - and we went there a lot!

The line was not especially busy but the occasional coal train would pass in between the regular DMU services between Sheffield, Lincoln and Cleethorpes, which were almost always in the hands of the Lincoln based Derby class

114 two car units. The freights brought a variety of traction, usually Tinsley based members of Classes 20, 31, 37 and 47. We enjoyed standing on the bridge, simply waiting to see what would happen and, with semaphore signals clearly visible in both directions, there was often a keen sense of anticipation.

The colliery itself operated an interesting fleet of locos, whose comings and goings could be savoured when the main line was quiet. They included a dark green Yorkshire Engine Co. 'Janus' 0-6-0, a pair of deep blue Sentinel 0-4-0s numbered 4044/1 and 4044/2, which seemed permanently coupled together, a 1952-built Hudswell Clarke 0-6-0 numbered DL4 and the 'celebrity', ex-BR Class 04 D2229. A wooden extension to the bridge passed directly over the colliery weigh bridge and we enjoyed watching the seemingly enormous wagons passing slowly beneath the planks, pushed by one or other of the shunters, working hard.

Back to the camera. Most of those initial 12 exposures became wobbly prints of friends and family but two featured

trains at Brookhouse - my first two railway photographs. Class 37s were the subject of both. The first was of a clean looking 6783 at the head of a loaded rake of 4 wheel mineral wagons, travelling in the Sheffield direction with the head code 9T66.

The second photo shows the Manchester to Harwich boat train. At the time in 1972, this ran from Manchester, via Sheffield, Retford, March and Ely to its destination but, the following year, it was rerouted via Nottingham and so disappeared from our view. The loco in the picture is sadly unidentified but it was likely to have been a Stratford allocated example in the 696x range, which were regular performers. The headcode shown, 1E87, is correct for the working. The train had a Worksop stop at 16.23, which corresponds well with my memory of heading to the trackside after school to see the 'boaty'.

The next photographs, now in colour, I took at Brookhouse were in 1979, when I recorded, quite by chance, the interesting sight of 45027 with a breakdown train, attending to a Class 47 derailed, proba-bly

(RIGHT) 6783 is passing Brookhouse in the Sheffield direction with 9T66 loaded mineral wagons in summer 1972.

on points, in the distant sidings. My notes record the Class 47 as 47233, but the 'Peak' was the focus, definitely the only time I saw one at Brookhouse. Later that year, I managed a shot of 31271 on a loaded coal train, this photo providing my best record of the colliery buildings.

Wind on to 1982, when I took a set of pictures at Brookhouse in preparation for my A level art ex-am. One of these showed the withdrawn body of the aforementioned DL4, without its wheels and propped up on a stack of sleepers.

The colliery closed in 1985 - it flooded as a consequence of the 1984 miners' strike - and the re-maining accessible coal at the site was removed by open casting. This activity, I believe, continued into 1994. The coal was piled alongside the main line and was loaded by a mechanical digger into trains of HAA hoppers headed by Class 56s. This was, I think, a daily working but it was a long, la-borious process, with the loco moving the wagons along one at a time as they were filled. I recorded this operation on a couple of occasions that year - with 56 093 in May and 56 018 in September - by now obtaining much better results with a new



1E87, the Manchester to Harwich boat train passes Brookhouse on the same day as the photo of 6783. The locomotive is unidentified but is probably one of Stratford depot's English Electric Type 3s in the 696x series.



45027 is seen with breakdown train ready to deal with the derailed 47233 in April 1979.



45027 has uncoupled from the breakdown crane. In the background is the coking plant, which was demolished in 1982. The destruction of the tall chimney made the local TV news.

Olympus OM10 SLR.

After that, life got in the way and I didn't return to Brookhouse at all until August 2019, when I decided it was time to take another look. The bridge was still there but much altered and the surroundings had changed beyond all recognition. The difference was startling. All the colliery buildings had been demolished long before, with the landscape being remodelled

and gradually handed back to nature.

The present sprawling mass of foliage now represents the northern extent of the Rother Valley Country Park, which has reclaimed lots of local land previously in industrial or other use.

The railway is reduced to the twin track of the main running lines and, during my brief visit, only a Class 158 unit disturbed the peace, heading unobtrusively towards

Sheffield. Relieved of all its bustle, the place had a slightly hostile, abandoned air, despite the greenery and the neat new footpaths. We used to spend hours there but it is no longer a place to linger. The bridge itself has been disfigured by high wooden 'health and safety' fences which obstruct the views we used to enjoy from it but, of course, nowadays, there's little to see anyway.



56 013 is passing light engine on 31st May 1985. 56 093 is visible behind bush. The steel bridge which was our usual vantage point is visible in the background, with the blue-and-yellow painted ex-tension which crossed the colliery weighbridge.



In September 1985, 56018 is in the process of drawing forward its train during loading of coal from the open cast site. Note the shunt signal on the post behind the locomotive.



Former Brookhouse Colliery shunter D2229 is seen at the South Yorkshire Railway, Meadowhall on 28th April 1996.

Hudswell Clarke DL4, minus its wheels is resting on sleepers at the colliery in April 1982.



On 22nd August 2019 an unidentified Class 158 DMU is seen passing the site of Brookhouse Colliery, heading towards Sheffield. The stone column, seen just behind the train, is also partially visible in the photo on this page of 56 013 passing light engine and can be seen behind the bush in the middle with 56 093.

W.G. Bagnall began building steam locomotives at its Castle Engine Works at Stafford in 1875 eventually switching to the construction of industrial diesels in the 1950s. Known for robust and reliable 0-4-0 and 0-6-0 designs, Bagnall built a range of diesel mechanical locomotives, from a 9ft wheelbase 208 bhp design which weighed 29 tons to larger 10ft wheelbase 300 plus bhp locomotives weighing from 38 to 50 tons powered by either National or Dorman six-cylinder engines. Bagnalls' customers included the British Waterways Board at Sharpness Docks, Briton Ferry Steel, the National Coal Board (Staffordshire area) and Mobil Oil. Works No. WB3160 was a 370 bhp 0-6-0DM built in 1959 for use at Mobil's Coryton Refinery in Essex where it worked for twenty years before being sold to Resco Railways of Woolwich in December 1979. In December 1980 it was resold to Tunnel Cement, being based at their Pitstone Cement Works at Tring until that plant closed in 1991. In February 1992 the locomotive was transferred to the Ketton Cement Works in Rutland, Ketton like Tunnel having become a part of the Castle Cement Group during the mid 1980's, and is pictured when acting as the spare locomotive at Ketton on 2nd October 1996.



A Mixed Bag

David Ratcliffe looks at Bagnall industrial locomotives



The last two locomotives to be built at Bagnall's Stafford works were a pair of 16 ton 4wh diesel hydraulics fitted with 89 bhp Dorman engines. Both were ordered by Leys Malleable Castings, the first being based at the company's Derby factory while the other went to the Harrison & Co. Malleable Iron Works at North Hykeham, Lincolnshire, who were part of the Leys group. Subsequently the second of the pair, works No. WB3208 built 1961, worked for G. Cohen & Son's Coburn Works at Tinsley, Sheffield, before being sold in July 1986 to Booth Roe Metals Ltd. However, it did not languish for long at Booth's Rotherham scrapyard before being resold to the Trafford Park Company, a wholly owned subsidiary of Trafford Park Estates Ltd, in March 1987. The locomotive is pictured in August 1987 at Trafford Park where the Bagnall was used to assist in bringing parts of the industrial estate's extensive rail network back into use although its small size and lack of train braking made it unsuitable for working trains to and from the BR exchange sidings. Consequently, once the engineering work to bring the track back into operation was completed, it then spent several years stored in the estate company's small shed near to Trafford Park Road. After moving to Beaver Metals at Water Orton it then went into preservation on the Foxfield Railway, near Stoke, before joining its sister, works No. WB3207 also built 1961, at the Chasewater Railway during 2018.



During the 1950s, Bagnall and Brush Traction jointly built several locomotives for the Steel Company of Wales (SCOW). These included thirteen Bo-Bo diesel electrics built between 1955 and 1957, with Nos. 901 to 910 being fitted with Mirreles 'JT6' 515 bhp engines and weighing 70 tons, while Nos. 951 to 953 had 750 bhp Mirreles 'JT' turbo-engines and weighed 90 tons. As seen in this view of No. 903, works No. BT/WB3065 built 1955 and recorded at Port Talbot steelworks on 12th July 1996, a design feature of note for the time, and common to all the Bo-Bos, was the lowering of the bonnet in front of the cab to improve visibility for the driver. Remarkably some of these locomotives, including No. 903, are still in use at Port Talbot today albeit after having undergone one or more rebuilds over the years,.



To maintain their new fleet, the SCOW were the first concern in Britain to construct a purpose built diesel locomotive maintenance shed, with the new facility being opened at Port Talbot in 1955. It had four dead end roads with Bay 1, the southernmost, being used for jacking wheels and running out bogies, while Bays 2 and 3 were used for major overhauls and repairs. Bay 4 was used for routine maintenance and servicing such as chemical washdowns, oil drainage, and refuelling with oil and water. Dried abrasive fines, used to improve the locomotives' adhesion, were stored in a 750 cu. ft. capacity overhead hopper located alongside the Bay 4 road. In this September 1997 view looking south, Bo-Bos No. 910, works No. BT/WB3143, and No. 953, works No. BT/WB3113, both built 1957, can be seen awaiting their next turn of duty outside the shed at Port Talbot along with several of the BSC's, ex-SCOW, smaller Brush/Bagnall 0-4-0 diesel electrics.



Between 1954 and 1957 some fourteen 0-4-0 diesel electric locomotives were also built jointly by Bagnall and Brush for the SCOW. Weighing 45 tons they were erected at Bagnall's Stafford works utilising Brush electrical equipment and were originally powered by a 300 bhp National engine although all were later fitted with Rolls Royce 335 bhp 'D' engines. During 1971, four of the 0-4-0-DEs were rebuilt as 'slave' units while in the early 2000s these were rebuilt again as brake tenders. In addition to the SCOW's Abbey Works at Port Talbot, the 0-4-0DEs also worked at both Trostre and Velindre tinplate works. Like the Bo-Bos, the 0-4-0DEs became part of the British Steel fleet upon nationalisation and, painted in BSC's attractive blue livery, No. 509, works No. BT/WB3099 built 1956, is seen when running with brake tender BT1 at Port Talbot in April 2004.



Following its takeover by English Electric in July 1961, construction of Bagnall's outstanding locomotive orders was transferred to the Robert Stephenson & Hawthorns works in Darlington. These included 0-4-0 diesel hydraulics for BP Chemicals, the CEGB, and the Ministry of Defence. Completed in 1962 the two CEGB locomotives were fitted with Dorman 6QA 262 bhp engines and weighed 40 tons, while in a departure from the usual Bagnall designs the final drive was fitted directly onto the rear axle rather than via a jackshaft. Both were equipped with vacuum train brakes from new with the first, works No. RSHD8367/WB3212 named 'Hengist', going to Croydon 'B' Power Station at Waddon Marsh, while works No. RSHD8368/WB3213 named 'Horsa', was originally based at Richborough Power Station in Kent. In the early 1980s 'Hengist' was sold to the English China Clay Co. and is seen at ECC's Quidhampton works, west of Salisbury, when shunting bogie clay slurry tanks on 24th April 1995. After being replaced at Quidhampton in March 1999 by an English Electric 0-4-0DH transferred from the ECC works at Moorswater 'Hengist' was scrapped, but 'Horsa' still survives at the Great Eastern Traction site at Hardingham, near Wymondham.



Another Bagnall built at Darlington in 1962 was works No. RSHD/WB8343, an 0-6-0DH ordered by the West Midlands Gas Co. for use at the newly opened Lurgi gasworks at Coleshill. However, the Lurgi process, which used coal shale to produce town and industrial gas, proved short lived in Britain with the works closing in 1969 and the locomotive was then sold to Thames Matex, an oil and chemical storage company that had opened a 300,000 ton capacity tank farm at Purfleet in 1965. The storage company was later renamed Van Ommeren and RSHD/WB8343 is pictured on 29th December 1988, shortly after leaving the tank farm, as it made its way alongside Burnley Road in Purfleet en route to Manor exchange sidings. Rail traffic at the tank farm ended in the 1990s and in 2003 the locomotive left Purfleet for preservation on the Eden Valley Railway at Warcop.



On April 4th 1975, former B.R. loco ED3 (D2862, 0-4-0 DH YEC 2845/1961) is moving a loaded train between the upper and lower yards at Norton Colliery. Note the MGR wagons in the background. NICK GERRARD

NORTON COLLIERY

I thought the Norton Colliery Branch article in TRACTION 268 made for an interesting feature. Mention was made of all coal output going to Meaford Power Station, which was probably true by the time the colliery closed in 1977, but there was also coal traffic to Ironbridge Power Station using the MGR concept prior to Norton's closure. Table One accompanying Part One of my Ironbridge Coal article in TRACTION 263 shows, for October 1975, an MGR departure from Ford Green (coal ex-Norton) running as 6G42, the 07:13 SO/09:10 SSuX to Ironbridge formed of 25 HAA hoppers. However, by October 1976, the Saturday train had ceased and, in March of 1977, the weekday departure was amended to start from Trentham Junction (dep. 10:27 SSuX), now laden with coal from Florence/Hem Heath. An interesting selection of images from the North Staffordshire region, including the Ford Green/Norton Colliery area, can be found on David Hancox's Flickr stream.

DAVID J. HAYES, WEDNESBURY

6X73 AND AUTOMOTIVE TRAFFIC

Driver Jason Hickling's article in TRACTION 266 was an interesting account of his time spent working freights between Birmingham and Crewe.

I have often been intrigued as to why this train, and various other automotive trains that ran during the post-BR privatisation era, often ran with the letter 'X' in the headcode? The normal headcode for workings operating within the LMR to Merseyside back in BR days would have been to run with the letter 'F', as the use of an 'X' back then implied an exceptional load, which I believe could also include something 'out-of-gauge'. Could Jason, or perhaps someone else, please enlighten us as to why certain automotive trains in the privatised era warranted the use of the letter 'X' in the headcode? Two other trains that spring to mind were the 6O12 Carlisle to Eastleigh and 6S77 Wembley to Mossend services, both of which were Enterprise freights that often ran as 6X12 or 6X77 because of the inclusion of automotive traffic in their consists. Jason's working of 6X73 through Walsall at this time also coincided with my regular visits to Ryecroft Junction to photograph the then still interesting freight scene to be seen at this location. Although I didn't get a picture of 6X73 on any of the days Jason was in the driving seat, I did manage to capture it on the evening of Wednesday 4th July 2001, just two days before Jason worked the train as featured in his opening picture.

The accompanying image shows 6X73 coming off the Sutton Park line at Ryecroft Junction at 8 p.m., behind 47732 'Restormel'. My notes say that it was a long consist



formed of three loaded IPA Cartic 'twins' from Corby Hub to Garston and seven empty WIA five-segment sets. Six of the WIAs were en route from Southampton Eastern Dock to Halewood, the other WIA running from Washwood Heath to Allerton for attention.

Although intended mainly for Channel Tunnel automotive flows, which have included exports from Castle Bromwich, Halewood and Morris Cowley moved using the now defunct Enterprise wagonload network, block train operation of the WIA sets has more often found them engaged on non-'Chunnel' traffic. This has included movements of Jaguars from Castle Bromwich and Halewood to Dagenham Dock and Southampton, Mini's from Oxford to Purfleet and various imported vehicles from Sheerness to Mossend (dealt with by Enterprise).

DAVID J. HAYES, WEDNESBURY.

LAVANT QUARRY

I spotted one minor error in the article in TRACTION 268 about the Lavant quarry workings, as the Francis fleet of bogie side-tipping wagons were numbered FR 17001 to FR 17011, so there were eleven wagons and not ten. I think the usual train consist was ten with the other wagon kept at Chichester as a maintenance spare.

DAVID RATCLIFFE BY EMAIL

D63XX IN BIRMINGHAM AREA

Do any readers know if any D63xx (Class 22) diesels worked into the Birmingham area apart from when moving light engine on their delivery runs from the North British Locomotive Company works in Scotland to the Western Region?

R. JACKSON, BIRMINGHAM

UKF FERTILISER TRAINS



I read with interest the articles in Traction on UKF fertiliser trains, in particular the trip to Horsham on Saturdays. As usual I didn't take many photos of this train as it would of course always be there wouldn't it? It was one of those trains that had a Class 33 or 73 depending what was available. I remember being called to Selhurst station at the end of a Friday night shift to fix a problem with 73006 on this train which then provided me with my 'taxi' to East Croydon then my home town. The photo shows 33104 on the train at Redhill in 1984. I probably took the photo because it was relatively unusual at that time to see a 33/1 on the Central Division, let alone working a 'local' freight train. Like probably a lot of people I wish I had been more active with my camera then!

IAN BUCK BY EMAIL

I have thoroughly enjoyed the two articles in TRACTION 265 & 266, as these brought back many reminders of the variety of destinations served by these services. As a retired employee of UKF I worked in the distribution section which organised the weekly train plan, the factory relied heavily on rail transport during the 1970s. As an example, a weekly train plan would include 6000 tonnes of product, sometimes up to 8000 tonnes. At the time trains consisted of PWAs so needing around 125 to 150 loadings from a fleet availability of 85 to 90. This level of output relied heavily on reliable return services.

As regards destinations, there were a few additional destinations not listed in the list on page 23 of Traction 265: Carnforth and Valley (on Anglesey) received PWAs using Speedlink services. One off workings went to Haverfordwest and Insch using IWAs: these occurred after the demise of Speedlink and consisted full train loads. There was also a late working to Ellesmere Port, Manisty Wharf using PWAs which conveyed material for export by ship.

During the period of ownership by UKF, fertiliser was sent to destinations in northern France with IWAs being used and shipped via the train ferry. I can't recall their eventual destinations now, but I believe they were mainly in Brittany. One other unusual working was for imported fertiliser, via Birkenhead Docks. This was bagged at Birkenhead and then sent by PWAs using Speedlink services to any of the usual destinations.

The demise of fertiliser rail traffic was due to a number of structural changes in the way material was being sold during the 1980s. Ince became an enlarged store, fertiliser depots were eliminated, and deliveries were made direct to farm. Eventually the loss of tank traffic in 1996 meant the rail connection could be closed.

D.WILLIAMS, COLWYN BAY

NEWS

RIGHT AWAY FOR THE DUFFIELD 'DELTAIC'

WyvernRail plc have announced that Class 55 'Deltic' 55019 'Royal Highland Fusilier' is to visit the Ecclesbourne Valley Railway in the Spring of 2022, courtesy of the Deltic Preservation Society. It is planned for the locomotive to enter service at the Ecclesbourne Valley Railway during their Spring Diesel Gala event on 22nd, 23rd & 24th April 2022 and operate on selected dates thereafter until early summer. Further details, including information about a limited number of opportunities to take the controls of this wonderful locomotive, will be available soon on the railway's website www.e-v-r.com.

BOOK REVIEW

In this book's 96 pages we are treated to a selection of photographs of diesel traction taken in and around Cardiff taken from the 1960s to the present day.

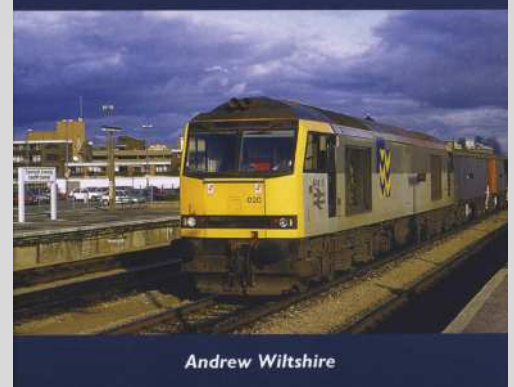
This hard cover landscape format book is arranged in 'chapters' such as 'The 1960s', 'Canton Open Day', 'The Coryton Line' and 'The Colourful 90s'.

About 50 of the pages cover the period from 1960s through to the end of the 1980s. The remainder of the book is of the later BR and privatisation years.

The photographs are all in colour and are sharp and well reproduced.

Images are largely one to a page with some two to a page and range from loco portraits to views of trains within the landscape. Locomotives predominate, although there are also numerous DMU images, and will take those who knew the area around the Welsh capital back to the days of more varied motive power.

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