

Modern Railways

DECEMBER 1964

IAN ALLAN

Two Shillings and Sixpence

**CAMBRIAN RE-SHAPING : CAN BR BE AUTOMATED?
1,000 BR SULZER DIESELS : A CURIOUS CLOSURE CASE**





English Electric Type 4 diesel No. D335 heads a Perth-Euston express over the Clyde near Carstairs on June 8, 1963 [D. Cross

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Incorporating THE LOCOMOTIVE RAILWAY
CARRIAGE & WAGON REVIEW

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THE GREAT CENTRAL CLOSURE SCHEME

PROPOSALS for complete closure of 61½ miles of the old Great Central main line have now been published. Few passenger services will be affected, the most important to receive sentence being the Marylebone-Nottingham semi-fasts; BR claim that alternative services are possible for all but a few of the passengers involved, though this will necessitate provision of some additional bus workings. The London-Aylesbury commuter service will not be affected. The withdrawal and diversion of freight and parcel services will be phased so that they are complete by the middle of 1965 and the statutory notices for the withdrawal of the passenger services will be published early in the New Year.

The extent of the closures projected is:

<i>From</i>	<i>To</i>
Calvert North Jcn.	Rugby Central
Bulwell Common N. Jcn.	Annesley N. Jcn.
Kirkby Bentinck Colliery	Duckmanton Jcn.
Staveley Central	Renishaw Central
Culworth Jcn.	Banbury Jcn.

Note: In all cases exclusive

The greater part of the freight traffic handled on the lines, which averages about 1,200 wagons a day, neither originates nor terminates on those sections proposed for closure, but works through. Freight traffic will therefore be diverted either via the Midland line to Gloucester and the West of England, through Birmingham and Leamington to Banbury and the South-West, or via the Midland line to London. The LMR

remarks that the dieselisation of the Midland line and the establishment of its second diesel maintenance depot at Toton is a factor in the decision to add to its occupation, while operating performance should be improved by concentration of traffic in heavier trainloads. In addition, coal traffic for SR stations, which now passes via Brent, will be re-routed via a new connection at Nottingham and thence to London via Grantham and the GN. (This new connection, near Colwick, which was reported in the September MODERN RAILWAYS, has other possibilities, as a correspondent points out on page 376.) Woodford and Annesley marshalling yards will be closed.

For the small proportion of originating or terminating traffic alternative terminals will be found and in the case of collieries and works alternative connections will be provided; one such is planned at Staveley, where a works and colliery are to be re-connected to the Midland, though the exact form of the link is not yet decided. Full consultation will take place with the National Coal Board and all traders likely to be affected.

The York-Bournemouth through passenger trains will continue to operate but will be routed via Derby, Birmingham, Worcester and Oxford. All other passenger services will be withdrawn with the exception of a diesel unit service between Nottingham Arkwright Street, which is to be reopened, and Rugby Central, calling at East Leake, Loughborough Central,

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THE GC CLOSURE SCHEME

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Leicester Central, Ashby Magna and Lutterworth. Nottingham Victoria station is to be sold, but two tracks will be retained through the site for through freight traffic to Weekday Cross.

The parcels traffic previously conveyed by GC line passenger services will be concentrated and dealt with at depots at Rugby, Nottingham and Leicester. Parcels for London will be dealt with at St. Pancras instead of Marylebone.

Approximately 1,400 staff will be affected by these proposals, but BR assert that alternative employment is available for all those prepared to accept work elsewhere. Those who, for one reason or another, do not wish to move will be covered by the BR resettlement arrangements. The implementation of this plan is estimated to produce savings well in excess of £1m per annum.

MOTIVE POWER MISCELLANY

Edited by G. M. Kichenside

London Midland Region

A THIRD a.c. electric multiple-unit, No. 003, has arrived at Watford for crew training between there and Tring. The yellow-band restriction has now been noted applied to some former LNER Pacifics allocated to the Scottish Region, including A4s. A correspondent suggests that the Fowler Class 4F 0-6-0s are not included in the ban en masse because of height restrictions, but because they are not equipped with tender doors, which would necessitate the fireman climbing into the tender to bring the coal forward, a practice forbidden anywhere under the catenary. The "Crab" 2-6-0s, although not affected by the yellow band restrictions, are in practice now allocated entirely to depots north of Crewe. The ban on LMS express classes has seen increased use of "Britannia" Pacifics south of Crewe as diesel substitutes. On October 15, for example, No. 70004 headed the 7.53 Crewe-Euston and No. 70014 the following 8.00 Manchester-Euston.

The LMR is reported to be parting with its remaining Class WD 2-8-0s; as a first stage no fewer than 33 locomotives of this class were transferred to the ER in September. The last active Stanier Pacific, No. 46256, was employed on a special on September 26, working the first and last legs between Crewe and Carlisle of a trip from Crewe to Edinburgh and Glasgow. No. 46256 was placed in store at Crewe after this excursion and was officially withdrawn on October 3, thus making the class extinct. The latest lists also show the withdrawal of the two "Jubilee" 4-6-0s rebuilt with larger boilers and classified 7P, Nos. 45735/6.

Brush Type 4 diesel No. D1624 broke new ground for the class on October 15 when it worked a special throughout from Euston to Barrow-in-Furness for an official BR party visit to Vickers Armstrongs. This locomotive is one of the batch intended for the LMR, the first of which were recently delivered to the Midland Lines. So far Nos. D1616-23/5 have been allocated to Toton, but two at least, Nos. D1616/8 have been reported working from Nottingham, presumably on crew-training duties, four—Nos. D1622/6/7/8—at Kirkby-in-Ashfield and others on revenue-earning freights from Toton.

The diesel m.u. motor brake second which caught fire near Bedford early in October, No. M51591, had been taken to Cricklewood diesel depot by October 17; a correspondent suggests that a broken final drive which punctured the fuel tank may have been responsible for the accident.

An unidentified Cricklewood BR/Sulzer Type 2 diesel headed the 16.38 Marylebone-Nottingham semi-fast on October 10, the first reported diesel locomotive working on the Nottingham passenger service. Type 2s were also regularly employed for crew-training on the G.C. line during September and early October; the two locomotives used for this duty were Nos. D5091/2, working singly with empty stock which left Marylebone at about 14.30 and returned between 17.00 and 19.00 each

evening. The remaining GC line passenger workings are still in the hands of steam power, with Stanier Class 5 4-6-0s predominant. In early October, however, "Jubilee" 4-6-0s made unexpected appearances on the GC when No. 45675 (55A) headed the 17.15 Nottingham-Marylebone on October 3, and No. 45593 (16F) had charge of the 20.28 Marylebone-Preston parcels two days later. The newly-introduced 19.00 Aylesbury-Northampton goods brought a more unusual type to the GC on October 8, Stanier 2-6-0 No. 42946 (5E). Two days earlier, an even more notable type worked down the GC line, although not in steam, when "Merchant Navy" Pacifics Nos. 35002/15, accompanied by Class U 2-6-0 No. 31793 were towed north, presumably to one of the Sheffield area scrap dealers, by Crosti-boilered 2-10-0 No. 92025.

Representatives of Oxley's "Castle" fleet still make occasional appearances on the 17.20 Shrewsbury-Wolverhampton and have a regular working from Wolverhampton to Bristol via Worcester with the Sunday 0.05 Manchester Piccadilly-Plymouth. On October 4, because of engineering works, this train took an unusual diversionary route from Shrewsbury via Stafford, Wolverhampton High Level, Walsall, Penns, Saltley, Camp Hill and Barnt Green. A growing number of BR standard Class 5 4-6-0s, among them examples at Shrewsbury displaced from Central Wales and Stafford passenger duties, are appearing on freight duties in the West Midlands.

[For LMR information we are indebted to Messrs. G. J. Oliver, J. B. Ruston, D. Franks, J. D. French, E. J. S. Gadsden, D. R. Thornhill, K. M. Gregory, B. Johnson, D. A. M. Edwards, A. Gomersall, J. R. Sugden, D. T. J. Rollason, N. R. Heap, A. J. Smith, J. H. Markland, K. Foster, B. Jones, and "The West Riding Railway News".]