

# *Trains Annual* **1947**

*Edited by*

**Cecil J. Allen,**

*M.Inst.T., A.I.Loco.E.*

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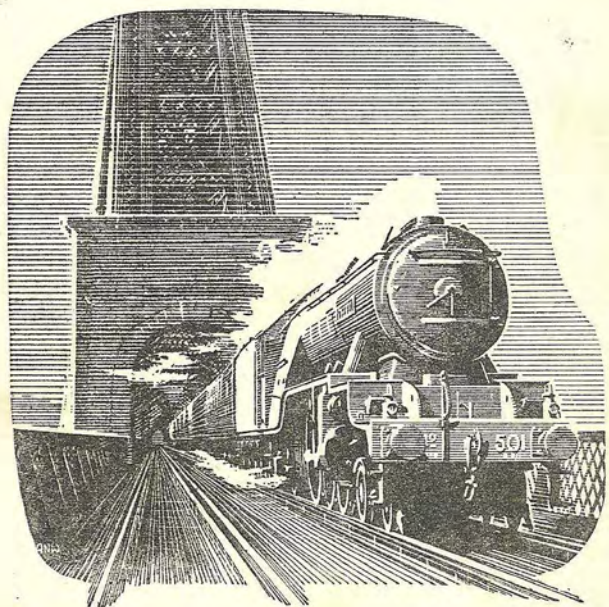
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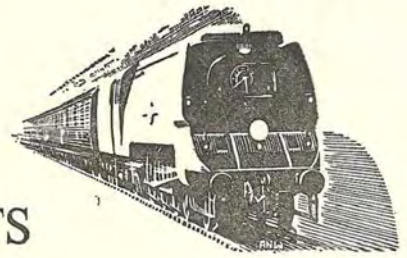
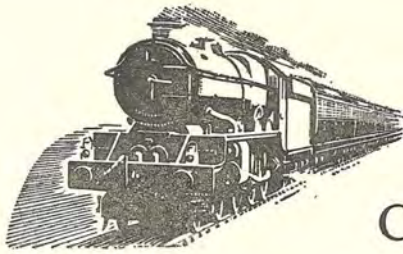
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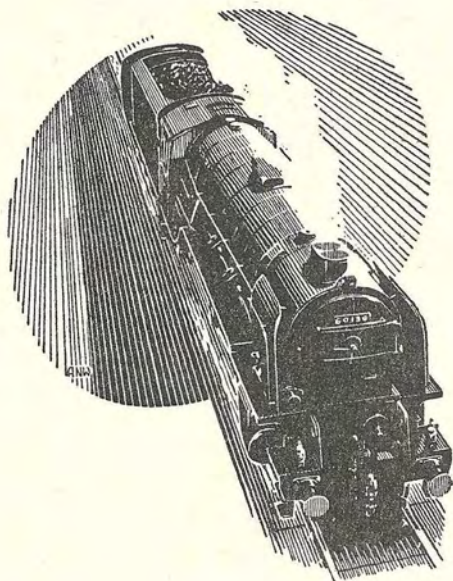


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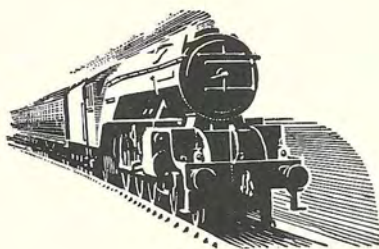
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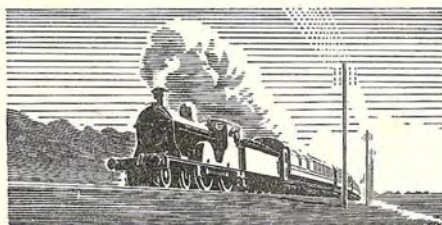
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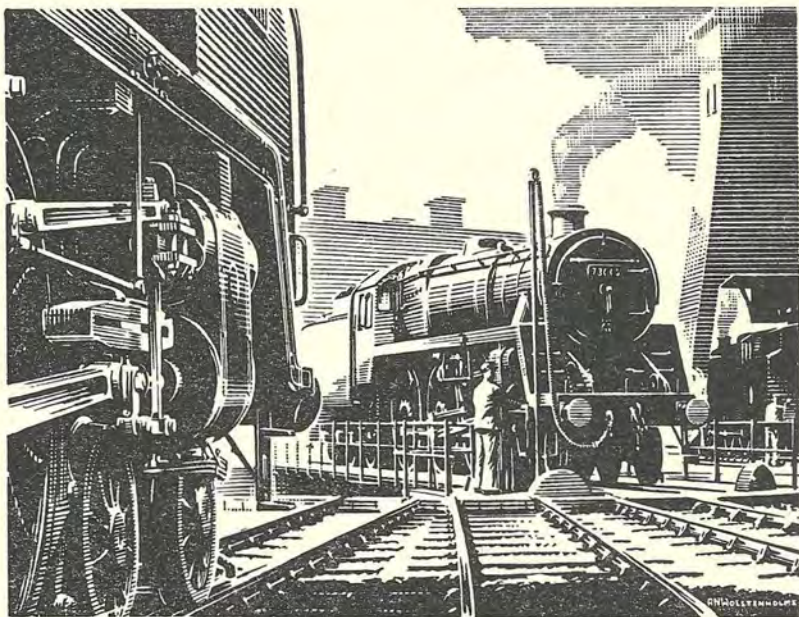
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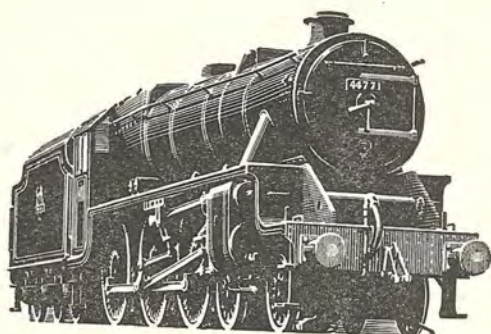
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*Between pages 32 and 33* : Class "A1" 4-6-2 No. 60161 *North British* leaves Edinburgh (Waverley) with the up "Queen of Scots."

*Between pages 80 and 81* : A pre-grouping scene at Carlisle. Caledonian Railway 4-6-0 No. 903 *Cardean* has just arrived with an up West Coast Route express, which L.N.W. 4-6-0 *Prince of Wales* waits to take over. A Midland express leaves for Leeds behind compound 4-4-0 No. 1013, while a North Eastern 4-4-0 is in the bay on the extreme right.

# trains annual

1957



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[Brian E. Morrison

## THE COLOUR PLATE

facing page 16 is from a painting by George F. Heiron and depicts the up "Bristolian," headed by a "Castle" Class 4-6-0, passing Dr. Day's Bridge Junction, Bristol.

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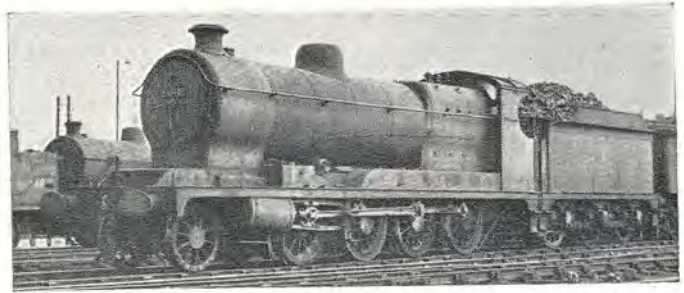
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ILLUSTRATED ANNUAL



[T. H. Mason

1961

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Next page: Class 'V2' 2-6-2 No. 60818 passes Falkland Road with the 12.50 p.m. Aberdeen–Edinburgh express in the days before this service was taken over by diesel traction. [W. J. V. Anderson]

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The picture on the cover shows a down Manchester express leaving Euston at about 19.00, hauled by Webb four-cylinder compound No. 1927, *Goliath*.  
*[from a painting by V. Welch]*

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**Cover Picture:** A London-Glasgow Freightliner headed by Brush Type 4 No. D1866, diverted because of engineering works on the West Coast main line, leaves Blea Moor tunnel on the Settle & Carlisle line on April 29, 1967.

*[Derek Cross*

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## Summer Annual

Editor:

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Jan Allan Ltd

### INTRODUCTION

"I get so bored in the middle of the month—couldn't you make **TRAINS ILLUSTRATED** a weekly, or at least a fortnightly, instead of keeping us waiting four weeks for a new issue?" Thus writes a reader in a recent letter.

Ever anxious to please, we've done the next best thing. For those long summer journeys or those lazy summer days when you want some extra railway reading, we offer this new **SUMMER ANNUAL**, as a companion to our ever-popular winter **TRAINS ANNUAL** from the same stable.

It is specially designed for holiday reading. We have avoided the highly technical article on locomotive history or design, the complex study of signalling or the detailed historical account. Instead, we have concentrated on the lighter side, exemplified by R. S. McNaught's charming discourse on chimney styles and J. N. Faulkner's researches into the oddities of American timetables, or articles on topics of interest in some favourite holiday areas. Under this heading, R. C. Riley describes the Cornish china clay traffic and Dr Ransome-Wallis the methods British Railways adopt to cope with the heavy summer traffic to and from Kent.

Finally, we offer guides to the Continental routes, the Isle of Man railways, the scenic Kyle line in Scotland, and to the present state of the C.I.E. (by the editors of the admirable **IRISH RAIL FANS' NEWS**). And W. J. Alcock's footplate story? Well, who wouldn't give a lot to be able to spend a holiday that way, too?

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THE very warm reception given to last year's TRAINS ILLUSTRATED SUMMER ANNUAL, the first, encourages us to repeat the prescription. Once again we have tried to select suitable holiday reading—not the serious history or the highly technical analysis, but pleasant recollections of the past or contemporary topics of particular interest to the holidaymaker with one eye on conventional relaxation and the other on the nearest railway.

Two of the most popular holiday areas in the country are North Wales and the Yorkshire Coast, and articles in this number discuss both the ways in which the railway helps you to reach the best of the scenery and the traffic that carries the holidaymakers to the well-known resorts. A huge percentage of the summer journeys to Britain's coastline begins in London and R. C. Riley describes the extensive planning necessary to cope with the summer Saturday traffic at one of the city's terminals, Paddington.

More and more enthusiasts nowadays are seeking railway byways in Europe, and Peter Allen tells of a Spanish curio that should not be missed. Much farther afield, S. C. Crowther-Smith proves that some of the quainter journeys made by enthusiasts are by no means the peculiar pleasures of the English breed.

We know many older enthusiasts who spend happy evenings browsing through the notebooks of their youth—and as many younger ones who wish their youth went back further, say to the 1920s. With Harry Underwood they can spend a day at Doncaster by proxy thirty years ago, watching a locomotive parade very different from today's "B1s," "V2s" and post-Gresley Pacifics. In the same reflective vein, P. J. Lynch writes an epitaph for the G.E. 2-4-0s and Peter Fraser ends the ANNUAL with a delightful reminiscence of one of his early firing jobs on a Highland Railway "Jones Goods."

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## Introduction

**E**VEN though steam has been all but eradicated from the scene, American railroads still fascinate for sheer size if on no other account. Hard economic facts, unfortunately, prevent more than a handful of British enthusiasts from seeing them for themselves, for excellent as our American railway magazine contemporaries are, they cannot always highlight the aspects of particular interest to English eyes. For this reason, we have no hesitation in leading off this third SUMMER ANNUAL with the absorbing story of a lucky Englishman who was able recently to sample a number of U.S. railroads for himself. It's not a rose-coloured spectacle view of them, however, and some items of his report may well surprise those who have been inclined to regard the U.S. systems as immaculate in efficiency.

Another unusual feature of this SUMMER ANNUAL is a vividly imaginative piece by an author who prefers to hide behind a pseudonym of obvious derivation, describing travel on the West of England main line in twenty years' time—perhaps. The remarkably ingenious technical detail is perfectly feasible; it had one locomotive man to whom we showed the piece before publication lamenting that he was born too early.

As before, the SUMMER ANNUAL pays most attention to topics connected with the season, and in particular R. C. Riley follows his account last year of Paddington's problems on a summer Saturday with a graphic description of the activity at a London motive power depot at a peak week-end. Unfortunately, this article is also a partial obituary, for soon after it appears in print much of Stewarts Lane's steam work will have been taken over by multiple-units following the inauguration of Stage I of the Kent Coast electrification.

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[D. S. Fish

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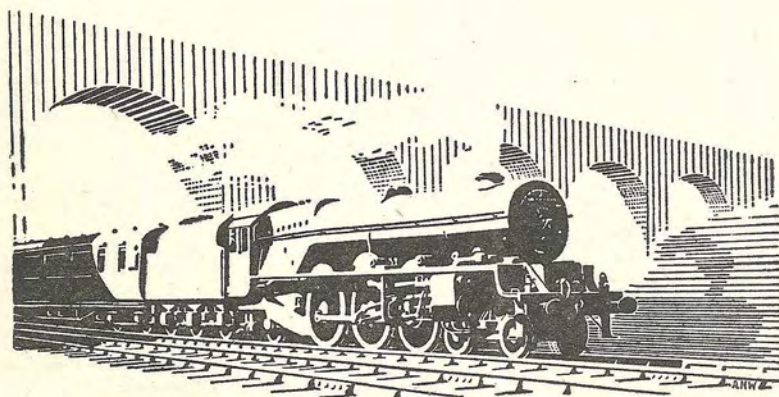
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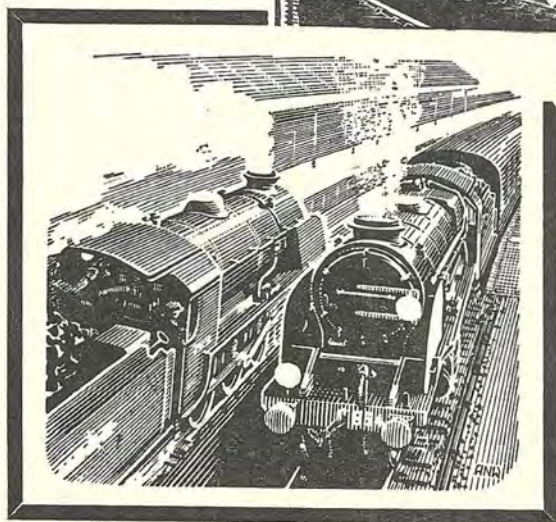
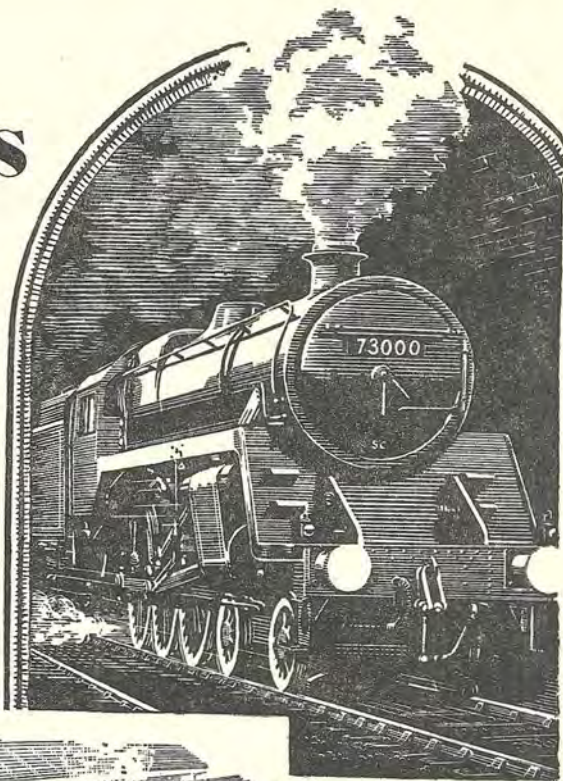
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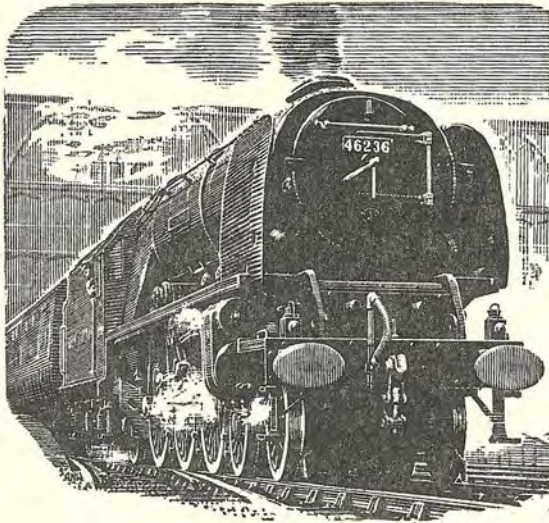


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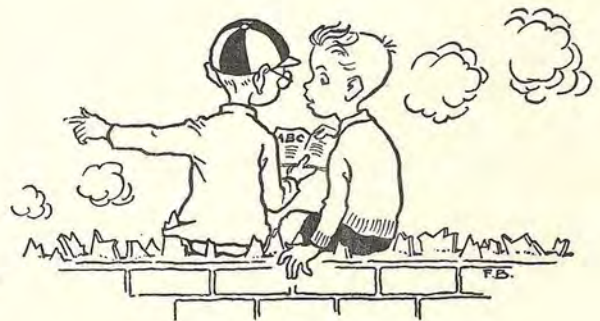
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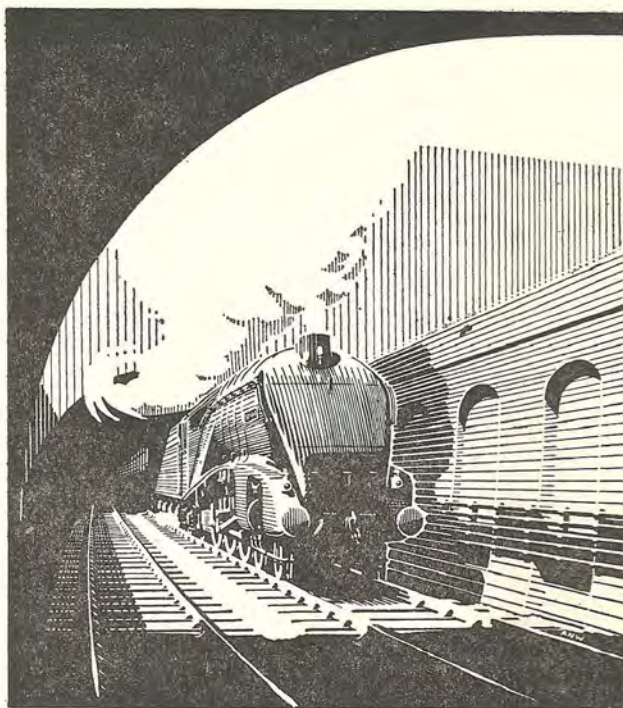
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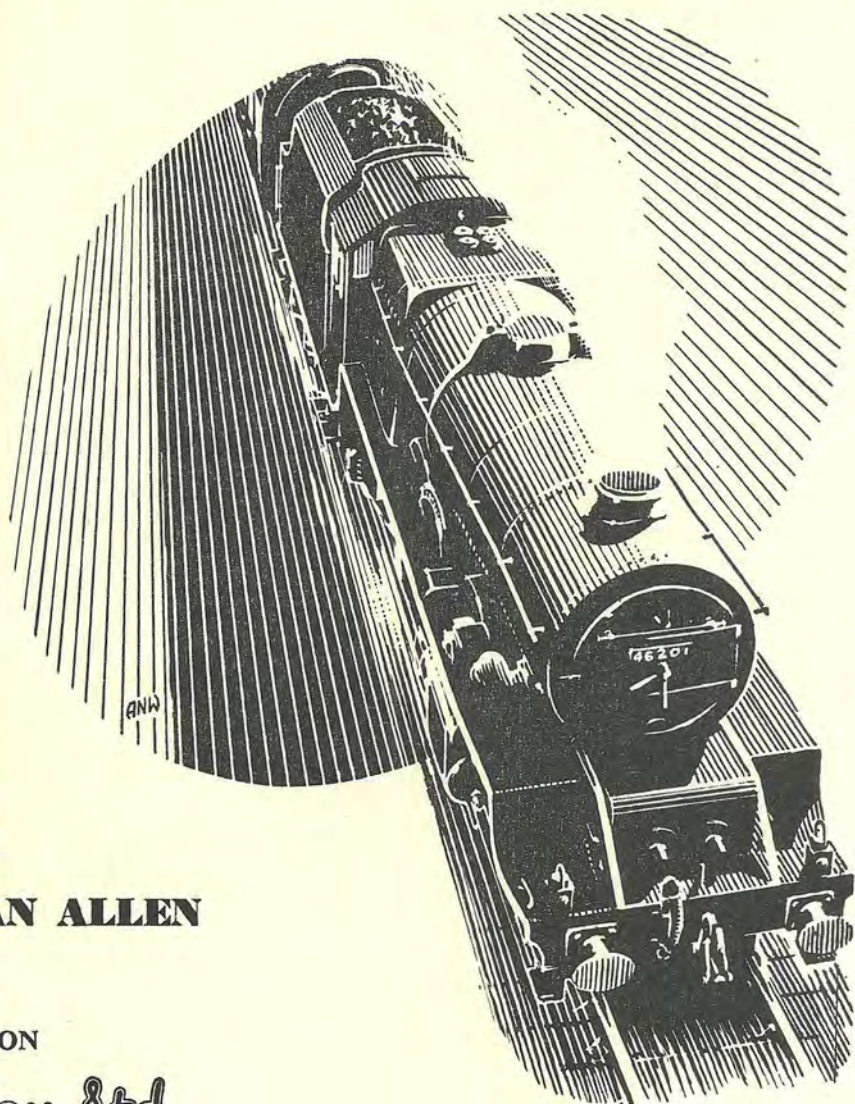
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# LOCOSPOTTERS' ANNUAL

1958



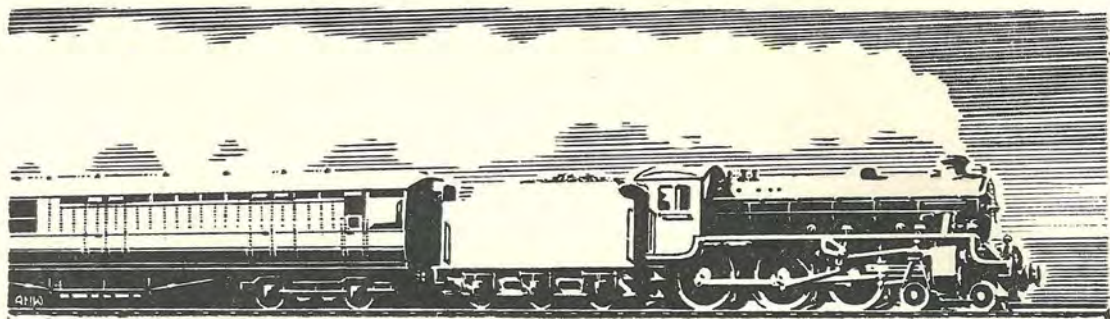
by

**G. FREEMAN ALLEN**

LONDON

*San Allan Ltd*

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# LOCOSPOTTERS' ANNUAL

1959

*by*

**G. FREEMAN  
ALLEN**



LONDON

*Sam Allen Ltd*

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★ The first rebuilt Southern Region “West Country” Pacific, No. 34005 *Barnstaple*, starts an up boat express for Victoria out of the sidings at Folkestone Junction in August 1957.

[P. Ransome-Wallis

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Our frontispiece comes from a painting by George F. Heiron, and shows a W.R. “Castle” 4-6-0 leaving Bristol on Britain’s fastest train, the “Bristolian”.

# LOCOSPOTTERS' ANNUAL

1960

by

G. FREEMAN  
ALLEN



★ The up 'Bournemouth Belle',  
headed by rebuilt 'Merchant Navy'  
4-6-2 No. 35022 *Holland-America*  
*Line*, pauses at Southampton.

[K. Field

LONDON

*San Gellan Ltd*



★ Class 'A4' Pacific No. 60011 *Empire of India* at the head of an afternoon Edinburgh-Perth express, photographed between Mawcarse and Glenfarg. [W. J. V. Anderson

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Our frontispiece comes from a painting by George F. Heiron, and shows a W.R. "Castle" 4-6-0 in the Cotswolds, storming up Sapperton bank on the 11.45 a.m. from Cheltenham Spa to Paddington on a summer's afternoon.

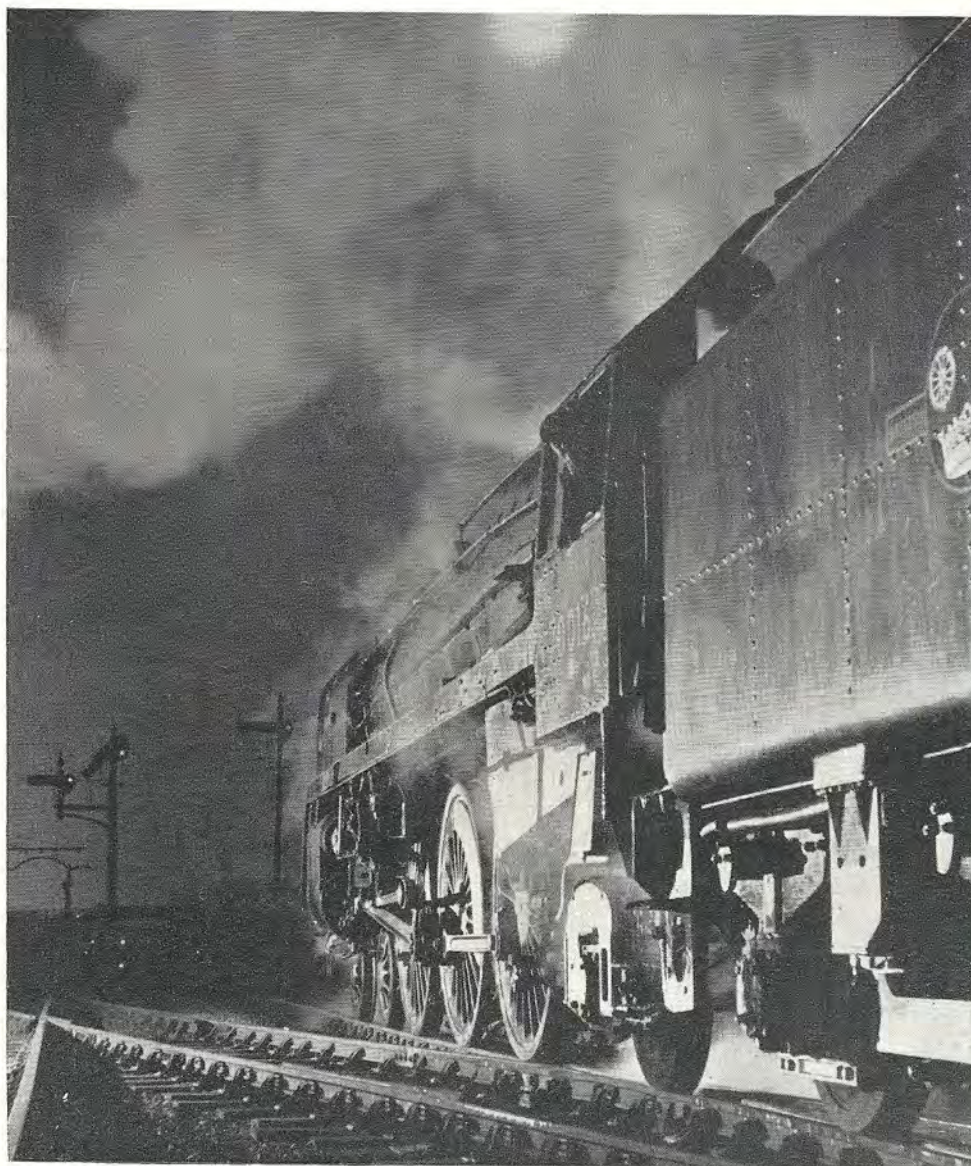
# LOCOSPOTTERS' ANNUAL

1961

by  
**G. FREEMAN  
ALLEN**

LONDON

*Jan Allan Ltd*



★ On a frosty January evening 'Britannia' Pacific No. 70016 Ariel pauses at Badminton with a South Wales-Paddington express.

[G. F. Heiron



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# Locospotters Annual 1962

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G. FREEMAN ALLEN



[Eric Treacy

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LONDON

Den Allan Ltd



★ The diesel locomotive design which has secured the most British Railways orders so far is the Brush Type 2, a 1,365-h.p. diesel-electric; the first 20 examples of the class were rated at 1,250 h.p. and 17 have been updated to 1,600 h.p. The Brush units are concentrated on the Eastern Region, which has 226 of them in service or on order. No. D5589 is seen emerging from Hadley Wood North Tunnel with a Great Northern line suburban train, the 3.25 p.m. Kings Cross-Baldock. [M. Edwards

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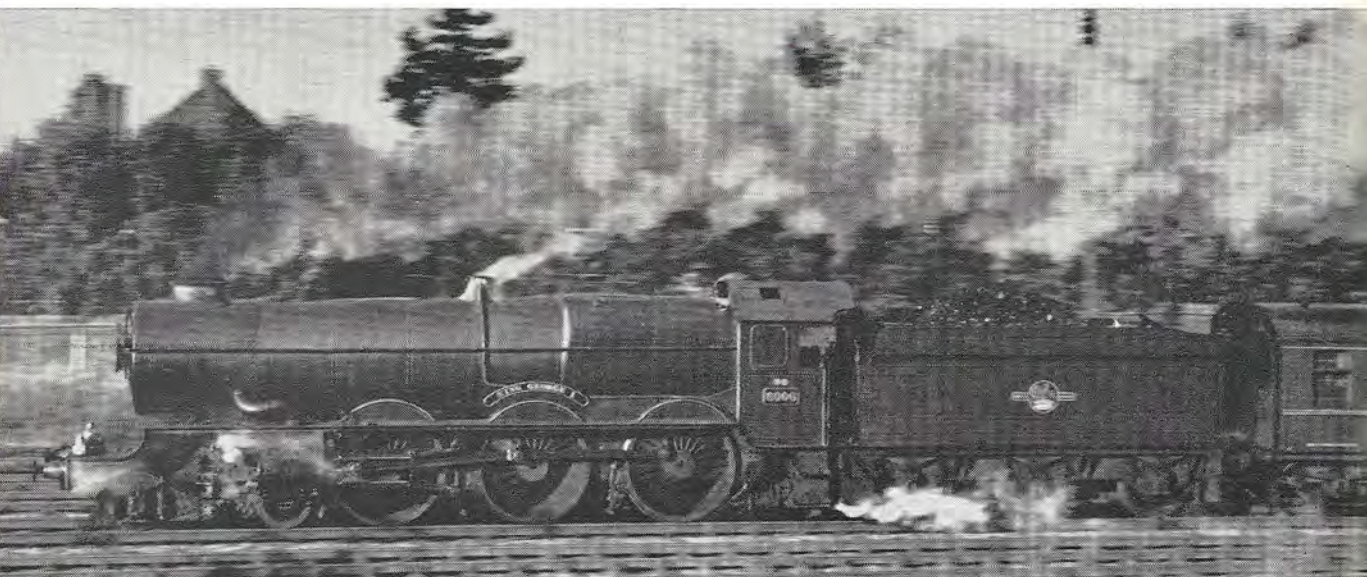
LONDON:  
*Jan Allan Ltd*

CECIL J. ALLEN

Stanier Pacific No. 46241 *City of Edinburgh* makes a spirited departure from Perth with the 8.50 p.m. to Euston. The train was photographed on a July evening in 1960 soon after leaving Hilton Tunnel.

[W. J. V. Anderson





★ W.R. 4-6-0 No. 6006 *King George I* approaches Solihull with a Wolverhampton–Paddington express on September 8, 1959.

[M. Mensing

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# Locospotters' Annual 1964

LONDON:

IAN ALLAN



The end of  
the steam  
age on the  
East Coast  
Route - Class  
A4 4-6-2  
No. 60024  
Kingfisher  
at Edinburgh  
Waverley

[Eric Treacy



★ A Derby-built three-car diesel multiple-unit leaves Glasgow Central, passing an English Electric Type '4' diesel on the south-bound 'Royal Scot'. [B. Haresnape]

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# Locospotters' Annual 1965

*Edited by G. M. Kichenside*

LONDON:

**IAN ALLAN**

This year will almost certainly be the last in which steam locomotives are used on express passenger trains on British Railways as described in an article on page 3. Below, 'Castle' Class 4-6-0 No. 7003 *Elmley Castle* storms up Chipping Campden bank with the 1.10 p.m. Worcester-Paddington express on March 2, 1963 [C. Smith





Britain's first all-electric main line. The Manchester-Sheffield line electrification was completed in 1954 on the 1,500 volts d.c. overhead system. Class EMI Bo-Bo No. 26037 approaches Sheffield Victoria with a haul of coal empties.

[B. A. Haresnape

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# Locospotters' Annual 1966

*Edited by G. M. Kichenside*

LONDON:

**IAN ALLAN**

English Electric 2000 h.p. diesel-electric 1Co-Co1 No. D315 storms past Scout Green signalbox on the climb to Shap summit with the 10.40 a.m. Euston-Carlisle train in July 1963.

[M. Pope]





# Locospotters' Annual 1967

*Edited by G. M. Kichenside*

LONDON

**IAN ALLAN**





# Locospotters Annual 1968

Edited by G. M. KICHENSIDE

LONDON

**IAN ALLAN**

BELOW: 1967 saw the end of steam traction on the Waterloo-Bournemouth main line as described in an article on page 3. "West Country" Pacific No. 34037 *Clovelly* waits to leave Bournemouth with a semi-fast train for Waterloo in August 1966.





# LOCOSPOTTERS ANNUAL

## 1969

by Cecil J. Allen

LONDON

**IAN ALLAN**

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Cover picture: National Coal Board 0-4-0T No. 21 of the West Ayr area shunts NCB coal wagons at Waterside Colliery on March 2, 1965. [Derek Cross



The "Flying Scotsman", non-stop over the 268½ miles from Newcastle to King's Cross in 233 minutes, hauled by 3,300 h.p. "Deltic" diesel No. D9010 *The King's Own Scottish Borderer*, with its handsome thistle headboard, passing St. Neots. [Eric Treacy

LOCOSPOTTERS  
ANNUAL  
1970

*by*

CECIL J. ALLEN

SBN 7110 0097 2

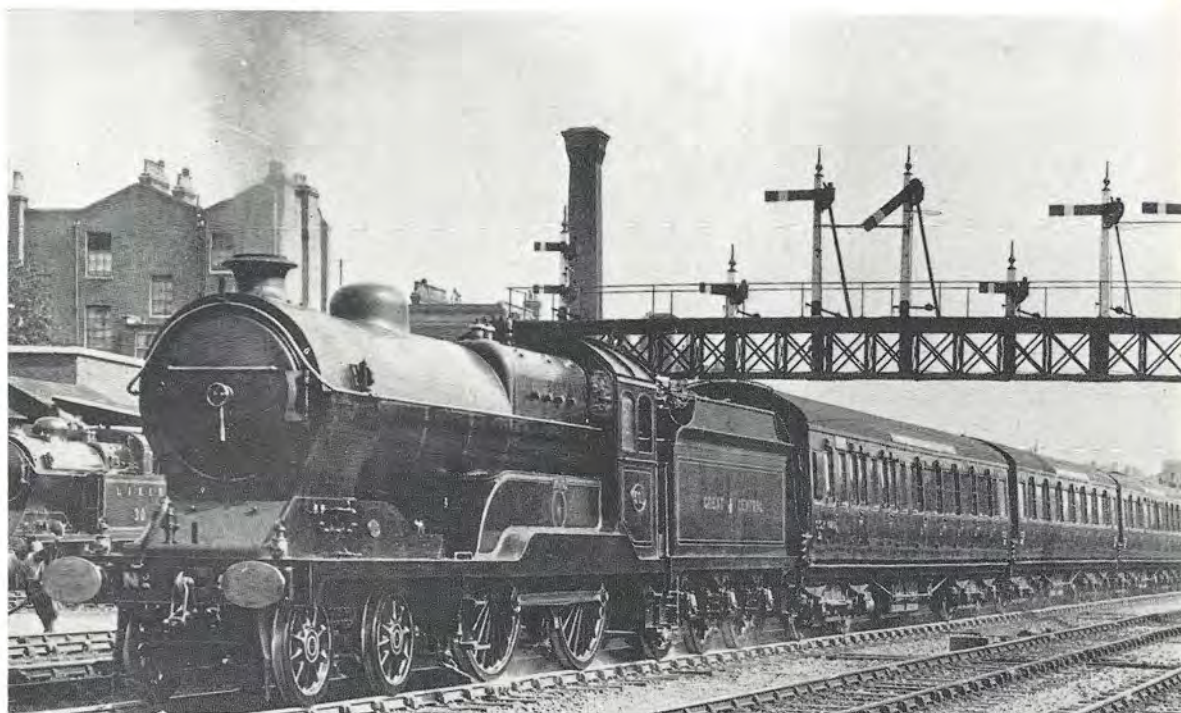
LONDON

**IAN ALLAN**

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The Great Central "Director" class 4-4-0s were among the most powerful engines of this wheel arrangement that ever ran in Great Britain. Dark green No. 501 *Mons* heads a train of typical GCR varnished teak stock out of Marylebone terminus.

[Locomotive Publishing Co.]

LOCOSPOTTERS  
ANNUAL  
1971

*by*

CECIL J. ALLEN

SBN 7110 0160 X

LONDON

**IAN ALLAN**

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United Kingdom by Netherwood Dalton & Co. Ltd., Huddersfield, Yorkshire.*

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*Cover Photograph:*

The 4,000 hp diesel locomotive *Kestrel* on a test run

[Hawker-Siddeley]

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Down South Wales diesel pullman at speed near Reading, Berks.

[J. H. Cooper-Smith]