
British Diesel Locomotives

The B T H and North British Type 1 Bo-Bo Diesel-Electric Locomotives - British Railways Classes 15 and 16
The Rise and Fall of British Railways Goods and Freight
The North British Type 2 Bo-Bo Diesel-Electric Classes 21 & 29
The B T H and North British Type 1 Bo-Bo Diesel-Electric Locomotives - British Railways Classes 15 and 16: Development, Design and Demise
Detailing and Modifying Ready-to-run Locomotives in 00 Gauge
The English Electric Class 37/4 Diesel Locomotives
British Rail Main Line Locomotives Specification Guide
Narrow Gauge Locomotives
British Rail in the 1980s and 1990s: Diesel Locomotives and DMUs
Diesel Locomotives
Diesel and Electric Locomotive Recognition Guide
Introduction to British Industrial Dies
British Type 3 Diesel Locomotives
Field Guide to Modern Diesel Locomotives
The British Railways Pilot Scheme Diesel Locomotives
British Railways Diesel Electric Classes 44 to 46
Hydraulic Vs Electric
The Diesel Impact on British Rail
The Metropolitan-Vickers Type 2 Co-Bo Diesel-Electric Locomotives
The Clayton Type 1 Bo-Bo Diesel-Electric Locomotives - British Railways Class 17
Preserved Diesels in the UK
Ex-BR Diesels in Industry
Stratford Depot Locomotives
British Rail Diesels
BR Diesel Locomotives in Preservation
The Southern Region (B R) Class 73 and 74 Locomotives
British Diesel & Electric Locomotives Abroad
The British Internal-combustion Locomotive: 1894-1940
North British Type 2 B-B Diesel-Hydraulic Locomotives, BR Class 22 - Volume 1 - Setting the Scene
The Abc of British Railways Locomotives
English Electric Diesel Locomotives
Type 4 Locomotives of British Rail
British Diesel Locomotives of the 1950s and '60s
The Clayton Type 1: Bo-Bo Diesel-Electric Locomotives—British Railways Class 17
British Rail Standard Diesels of the 1960s
Sulzer Diesel Locomotives of British Rail
British Rail Main Line Electric Locomotives
Early and Pioneer Diesel & Electric Locomotives on British Railways

Main Line Diesel Locomotives

British Type 3 Diesel Locomotives: Classes 33, 35, 37 and Upgraded 31

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The B T H and North British Type 1 Bo-Bo Diesel-Electric Locomotives - British Railways Classes 15 and 16 Amberley Publishing Limited

This informative, illustrated guide to the British Railways locomotive series covers its full production lifespan, from 1962-1965. In the early 1960s, the Bo-Bo diesel-electric locomotive known as The Clayton was conceived as the new standard for British Railways, superseding other Type 1 classes. While the early classes suffered from poor driver visibility, the Claytons were highly successful and popular with operating crews. However, the largely untested high-speed, flat Paxman engines proved to be highly problematic. As a result, the Claytons were eventually withdrawn from BR service by December 1971. Anthony Sayer draws on considerable amounts of archive material to tell the full story of these 'Standard Type 1' locomotives and the issues surrounding their rise and fall. Further sources provide insights into the effort and money expended on the Claytons in a desperate attempt to improve their reliability. Supported by over 280 photographs and diagrams, dramatic new insights into this troubled class have been assembled for both historians and modelers alike.

The Rise and Fall of British Railways Goods and Freight Amberley Publishing Limited

Derby Works introduced the first mainline Diesel to UK service with the production of LMS 10000 in 1947, although mainline diesels had previously been tested on post-Grouping main lines prior to being exported. When British Railways' Modernization Plan of 1955 was initiated by a Pilot Scheme to identify the best features for a future standard diesel fleet, Derby Works upgraded the design to produce its Type 4 - later Class 44 - locomotive that ultimately spawned 193 locomotives encompassing 3 variants which powered trains throughout the UK network. Fred Kerr lived close to the Midland Main Line in Northamptonshire and observed the class from their introduction in May 1959 to their final

withdrawal in the 1980s and has amassed a collection of images showing them working both freight and passenger duties throughout the UK but particularly on the Midland Main Line where the Class 45 variant held sway for nearly 25 years. This album contains images from his extensive collection and, supported by a brief text, reflects the history of the 3 variants by showing the variety of services which they powered and the wide range of locations where class members were to be found.

The North British Type 2 Bo-Bo Diesel-Electric Classes 21 & 29 Amberley Publishing Limited

The 'Claytons' were originally conceived as the British Railways "standard" Type 1 diesel-electric locomotive, superseding other Type 1 classes delivered as part of the 'Pilot Scheme' fleet. The early classes suffered from poor driver visibility, and the plan from 1962 was for subsequent trip-freight and local yard shunting locomotives to be centre-cab machines with low bonnets to dramatically improve visibility. To this extent the Claytons were highly successful and popular with operating crews. However, the largely untested high-speed, flat Paxman engines proved to be highly problematical, resulting in deliveries being curtailed after 117 locomotives. Further requirements for Type 1 locomotives after 1965 were met by reverting to one of the original 'Pilot' designs! Deteriorating traffic levels ultimately led to the Claytons being withdrawn from BR service by December 1971. Considerable amounts of archive material have been unearthed to enable the issues surrounding the rise and fall of the 'Standard Type 1' locomotives to be fully explored. Further sources provide insights into the effort and money expended on the Claytons in a desperate attempt to improve their reliability. Individual locomotive record cards, together with personal sighting information, allow histories of each class member to be developed including allocations, works visits, liveries and disposal details. Supported by over 280 photographs and diagrams, dramatic new insights into this troubled class have been assembled for both historians and modellers alike.

The B T H and North British Type 1 Bo-Bo Diesel-Electric Locomotives - British Railways Classes 15 and 16: Development, Design and Demise Haynes Publishing UK

'I remember how excited I was when I saw my first diesel. I was waiting for the usual West Country Class to come through Hampden Park when a Class 33 arrived instead. It was the talk of all the trainspotters at the junior school.' Author Mick Hymans' excitement soon turned to resentment as diesels replaced his beloved steam engines. They became rarer and rarer until in 1968 they disappeared altogether. Today the diesel engine enjoys a vast following in its own right. Preserved railways now run 'diesel days', steam-free days, which prove to be some of the most popular events in their calendars. Covering the whole railway system from the north of Scotland and Wales right down to Cornwall, British Rail Diesels presents a wide collection of photographs illustrating a lost world on the nation's railways. *Detailing and Modifying Ready-to-run Locomotives in 00 Gauge* Pen and Sword Transport

A look at the iconic and important pilot scheme diesel locos.

The English Electric Class 37/4 Diesel Locomotives Waukesha, WI : Kalmbach Pub.

Britain's narrow gauge railways are host to some of the oldest, most charming, varied and extraordinary locomotives to be found anywhere. This book is a fascinating survey of these appealing engines.

British Rail Main Line Locomotives Specification Guide Pen and Sword

Explores the preserved diesel locomotives of the UK.

Narrow Gauge Locomotives Bloomsbury Publishing

Kenny Barclay documents the diesel locomotives and DMUs in the closing decades of the British Rail era.

British Rail in the 1980s and 1990s: Diesel Locomotives and DMUs Pen and Sword Transport

When British Railways (BR) initiated its Modernization Plan in 1954 it had little experience of diesel locomotives thus initiated a Pilot Scheme to trial combinations of the three elements comprised within a locomotive the engine, transmission and body. The initial orders for 174 locomotives were placed in November 1955, but even before the first locomotive had been delivered, changes in Government policy led to bulk orders for most designs being trailed. It was only in 1968, once steam

traction had been removed from the network, that BR was able to review the success, or otherwise, of its diesel fleet and decide which designs to withdraw from service. The nascent preservation movement of the time was concerned to preserve steam locomotives whilst only buying diesel shunting locomotives for support roles on heritage lines and it wasn't until 1977 that any effort was made to preserve main line diesels. Once it was confirmed that diesel locomotives had an appeal to enthusiasts, further purchases were made that resulted in examples of most of the BR diesel classes being represented within the preservation movement. Fred Kerr's book details those classes which are represented on heritage lines, identifies where possible their location as of December 2016, shows many of them at work and shows what is involved in the restoration, maintenance and operation of diesel locomotives by the volunteers whose efforts are vital but rarely acknowledged. Some of the preserved locomotives were bought for possible use on the national network and this was facilitated by the Railways Bill 1993. A complementary album of preserved and heritage locomotives titled *Heritage Traction on the Main Line* details the locomotive classes whose representatives are still in regular use on the national network as at December 2016 and follows a similar format to this album.

Diesel Locomotives Pen and Sword Transport

The Southern Region of British Railways had long sought to design a locomotive capable of working on electrified lines and non-electrified station yards and sidings. In 1959 British Railways approved a design, designated Class HA, later British Railways Class 73, which combined the electrical equipment of the latest EMU design with the standard English Electric diesel engine in one bodyshell. An initial order was placed for six locomotives but allocated to Eastleigh Carriage and Wagon Works because the design used stock components normally found on the multiple unit fleet. The locomotives were released to traffic during February 1962 and were allocated to Stewarts Lane depot from where they powered the mundane duties of freight, parcels and empty stock services. They also tested the principle of high-speed propulsion of passenger trains prior to the adoption of the principle for the electrification of the Waterloo – Weymouth line as far as Poole. Included in this scheme was the ordering of a further 43 improved Class 73 locomotives which were built by

English Electric. The locomotives proved a useful design but when British Railways was privatised in 1994 the new operator considered them surplus and sold them out of service. The original 6 locomotives had already been transferred north to Merseyside to work on the local electric network. Although initially considered unsuitable by the original operator they were highly regarded by many companies hence were sold on to continue working on the national network. Some were converted for special purposes thus were formed into sub-classes hence as at December 2022 30 of the 49 fleet still remain active in mainline service.

Diesel and Electric Locomotive Recognition Guide Pen and Sword Engines from every region could be found at Stratford TMD during the 1980s and 90s - making it an ideal hunting ground for the rail enthusiast. Photographer Roger Rounce presents a collection of his own images of diesels and electrics from those days when Stratford used any Class 47 to hand for Norwich trains and journeys between Chelmsford and Liverpool Street could just as easily be hauled by an Eastfield Class 47 as one shedded at Stratford. Visiting Class 37s were also used on empty stock and Cambridge trains. Locomotives of Stratford Depot includes Class 08s, 31s, 37s and 47s alongside less common classes such as 20, 58, 60, 86 and 87. Details of each locomotive pictured include when it was built, when it was scrapped, names currently and previously held, other numbers carried, historical notes and dates.

Introduction to British Industrial Dies Amberley Publishing Limited

In 2005, Ian Allan Publishing published *Diesel Pioneers*, which provided a complete overview of the development of the early diesel classes inherited by BR and those that were developed as part of the Modernisation Plan of 1955. This lovely new book takes the subject forward and covers the standard diesel locomotive designs that were made during the early 1960s which include the Class 33s, the 37s, the 47s, the Hymeks, the Westerns and the Deltics as well as the less successful Claytons. A number of these early classes proved successful and were built in significant numbers between their introduction and the ceasing of production in the late 1960s. Many of the most productive classes were, in fact, not to arise from the Modernisation Plan but were developed from the early 1960s onwards and this book covers

these in detail. The book explores the background to the development of each class and provides an extended overview of diesel locomotive development of this period. Illustrated with unseen photographs, many with colour throughout, this book will appeal to the growing numbers of diesel modellers and enthusiasts.

British Type 3 Diesel Locomotives Pen and Sword Transport
Stunning previously unpublished photographs of English Electric locomotives. Shows them in service all over the BR system from 1966 to 2019 working a wide variety of trains.

Field Guide to Modern Diesel Locomotives Pen and Sword Transport

The British Railways 'Pilot Scheme' orders of 1955 included six Type 2 diesel-hydraulic locomotives built by the North British Locomotive Co., these being introduced during 1959 for use on the Western Region. Without operational experience, a further fifty-two locomotives were delivered between 1959 and 1962. The fleet survived intact until 1968, when approximately half of the class was withdrawn as a result of declining traffic levels across the UK, with successive National Traction Plans progressively selecting the less successful, non-standard and 'numerically challenged' classes for removal from traffic. All fifty-eight locomotives were withdrawn by New Years Day, 1972. This book, the first of two, sets the scene surrounding the short history of the Class 22s covering the introduction of the fleet, technical aspects, appearance design, delivery and acceptance testing, works histories and allocations. Detailed individual histories of each of the fifty-eight locomotives are included.

The British Railways Pilot Scheme Diesel Locomotives Haynes Publishing

In the prelude to the privatisation of BR the Provincial Sector (later Regional Railways) became responsible for local / secondary train services and initiated the refurbishment of 31 Class 37 locomotives, fitted with train heating equipment - hence designated Class 37/4 - to support the shortfall of DMU trainsets. Their initial task was to work services on Scottish lines radiating from Inverness to points north and Glasgow to service the West Highland Line with a small batch based in South Wales to service Cambrian Line services and services from Cardiff traversing the Marches Line to serve Liverpool. These services were soon replaced by Sprinter trainsets thus releasing the fleet to other

duties including freight operators hence, at privatisation in April 1994, the fleet became owned by freight companies who subsequently hired locomotives to both other freight companies and passenger operators. Throughout their working life the fleet members have proved invaluable and capable of powering a variety of services whose history confirms both the locomotives' adaptability and prowess in handling the duties allocated to them. Fred Kerr's book seeks to show this adaptability by detailing the reason for their initial creation and the tasks successfully undertaken once released from their initial roles as support for the shortage of DMU trainsets. The advent of privatisation saw an increased demand for their 'go-anywhere do anything' ability which is also displayed by the range of photographs that illustrate the wide range of duties performed by class members. Once withdrawn from service some class members were purchased for preservation and - such was their adaptability - that preserved examples were hired by train operators to cover duties that no other class of diesel locomotive was capable of achieving.

[British Railways Diesel Electric Classes 44 to 46](#) Amberley Publishing Limited

A thorough history of the Metropolitan-Vickers locomotive, also known as "Class 28," featuring 160 color and black & white photos. This book provides an in-depth history of the Metropolitan-Vickers diesel-electric Type 2 locomotives, more frequently known collectively as the "Co-Bo's" due to their unusual wheel arrangement. Twenty locomotives were constructed during the late-1950s for use on the London Midland Region of British Railways. The fleet was fraught with difficulties from the start, most notably due to problems with their Crossley

engines, this necessitating the need for extensive rehabilitation work during the early-1960s. Matters barely improved and the option to completely re-engine the locomotives with English Electric units was debated at length, but a downturn in traffic levels ultimately resulted in their demise by the end of 1968 prior to any further major rebuilding work being carried out. Significant quantities of new archive and personal sighting information, supported by over 180 photographs and diagrams, have been brought together to allow dramatic new insights into this enigmatic class of locomotives, including the whole debate surrounding potential re-engineing, their works histories, the extended periods in storage, together with in-depth reviews of the various detail differences and liveries.

[Hydraulic Vs Electric](#) Ian Allan Pub

British Rail Main Line Locomotives Specification Guide identifies the major detail differences and livery variations that have appeared on all British Rail, ex-British Rail and privatized railway diesel and electric main line classes from 14 to 92. The book provides a record of the main specifications of each class of locomotive, and details of variations, including: numbers, liveries, headcodes, headlights, wheel arrangements and bogies, brakes, names and - where appropriate - details of refurbishment programmes. Diesel locomotives are a relative newcomer to the railway enthusiast and modelling scenes, and this book brings together information on detail changes in a coherent reference form for the first time, illustrated with photographs of major changes. A useful resource for modellers and those with an interest in the differences that have occurred to the British Rail fleet. Superbly illustrated with around 300 colour photographs.

The Diesel Impact on British Rail Pen and Sword

A terrific pictorial tribute to the type 4 locomotives that hauled trains and served the British railways.

The Metropolitan-Vickers Type 2 Co-Bo Diesel-Electric Locomotives David & Charles Publishers

This comprehensive history of these unique locomotives covers everything from performance issues to sightings, detail differences and liveries. The Type 2 Bo-Bo Diesel-Electric Classes 21 & 29 locomotives were constructed by the North British Locomotive Company in the early 1960s. Used in the Scottish region of British Railway, they ran into numerous problems and were withdrawn from service within a decade. Due in part to their short careers, these locomotives remain something of a mystery to train enthusiasts. The scant information available on them is very often riddled with misinformation. This authoritative volume corrects the record, presenting the most comprehensive and accurate account of the NBL Classes 21 & 29. Fully illustrated with photographs and detailed line drawings, this volume offers individual locomotive histories, complete technical specifications, accident and fire damage reports, storage histories, and a complete account of their disposal at both private companies and Glasgow Works.

The Clayton Type 1 Bo-Bo Diesel-Electric Locomotives - British Railways Class 17 Pen and Sword Transport

As British Rail approached modernisation of its locomotive fleet in the mid-50s, there was two competing means of using diesel engines as main-line locomotives - hydraulic and electric. This title explores the history of the standard classes that emerged after the victory of the diesel-electric school.

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