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# Main Line Diesel Locomotives Of British Rail

**Derek H. Aldcroft**



## **Main Line Diesel Locomotives Of British Rail:**

**British Rail Main Line Locomotives Specification Guide** Pip Dunn,2013-11-30 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 *British Rail Main Line Diesel Locomotives* Colin J. Marsden,Graham B. Fenn,1988-01-01

*British Rail Main Line Electric Locomotives* Colin J. Marsden,Graham B. Fenn,2001 [British Railways Diesel Locomotives and Rail Cars, Part II](#) British Railways, [The Diesel Impact on British Rail](#) R. M. Tufnell,1979 [British Diesel Locomotives of the 1950s and '60s](#) Greg Morse,2016-07-28 After the Second World War the drive for the modernisation of Britain s railways ushered in a new breed of locomotive the Diesel Diesel powered trains had been around for some time but faced with a coal crisis and the Clean Air Act in the 1950s it was seen as a part of the solution for British Rail This beautifully illustrated book written by an expert on rail history charts the rise and decline of Britain s diesel powered locomotives It covers a period of great change and experimentation where the iconic steam engines that had dominated for a century were replaced by a series of modern diesels including the ill fated Westerns and the more successful Deltics *The Clayton Type 1: Bo-Bo Diesel-Electric Locomotives—British Railways Class 17* Anthony P. Sayer,2021-05-30 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 *Railway Workshops of Britain, 1823-1986* Edgar J. Larkin,1988-06-18 An illustrated history of Britain s railway workshops covering the period from 1823 to 1986 this book deals with the history of the main railway workshops of Britain a subject of wide ranging mechanical and electrical

engineering interest     British Rail Class 20 Locomotives Pip Dunn,2016-05-31 The first of the English Electric Type 1 design what we now know as the Class 20s appeared in June 1957 With their distinctive chopper engine sound these single cabbled locomotives soon gained a reputation for rugged reliability brought about by their simplicity and use of tried and tested components British Rail Class 20 Locomotives looks back at the operations of these fine locomotives since 1957 covering their varied workings and duties regional use and railtour operations The book also covers the technical aspects and specifications of the locomotives including liveries and detailing     *English Electric Class 40, 50 & 55 Diesel Locomotives* Martin Hart,2014-04-15 In this superb collection of colour photographs Martin Hart records the iconic 1960s diesels built by English Electric This is the first volume in the Amberley Railway Archive series     **Main Line Diesel Locomotives** John Vaughan,2011 In a feast of railway nostalgia this gloriously illustrated book celebrates the history of British built main line diesel locomotives constructed between 1947 and 1993 Written by a respected railway author it features locomotives from the whole of mainland Britain with particular emphasis on the years from 1968 when steam ended on British Railways to the arrival of the new generation of North American diesels at the end of the 1990s The authoritative text is supported by a wealth of photographs spanning the period 1948 to 2008 most of them published for the first time     **Classic British Steam Locos** compiled from Wikipedia entries and published by Dr Googelberg,2012-06-11 do you want to know everything on steam locos how they work Read about the technology and lots of steam locos like the flying Scotsman Compiled from Wikipedia pages and published by Dr Googelberg     *A History of British Rail Engineering Limited* Richard Marks,2024-07-04 In 1970 British Railways Board established a new subsidiary company to take over the design manufacture and maintenance of its rolling stock British Rail Engineering Limited BREL was born The company drove a new era of rail technology and this new company history tells the dazzling story of BREL from its humble beginnings up until its sale in 1992 during the controversial privatisation of Britain's railways The company's work in designing the iconic new trains that would take Britain's railways into a new era is examined alongside its relationship with subcontractors and private manufacturers as well as its tumultuous relationship with British Railways Board BREL's struggles to deal with the legacy of the outdated and obsolete stock and infrastructure it inherited are examined in the light of new research BREL's little known success as an international exporter of British designed and manufactured trains is explored fully The company's heyday as a leading edge technology manufacturer and its relationship with British Railways Research Division left not only a history of iconic trains but a legacy which is still with us on today's modern railway     **The Complete Encyclopedia of Locomotives** Mirco De Cet,Alan Kent,2006 Just like today with high specification computers being used to design even higher specification models for the next generation the making of machines to make machines was one of the most important aspects of the Industrial Revolution The lathe for example is the oldest known machine tool and dates back to antiquity but it wasn't until the late 17th century that such industries as clock making the building of scientific instruments furniture and gun makers began to

convert from woodworking lathes to ones that were capable of machining metal. Craftsmen needed precise machines that could shape metal gears, cut metal screws and stamp shapes out of metal, thus enabling others to assemble their products.

### **The B T H and North British Type 1 Bo-Bo Diesel-Electric Locomotives - British Railways Classes 15 and 16**

Anthony P. Sayer, 2021-12-30. The British Railways Pilot Scheme orders of 1955 included ten BTH and ten NBL Type 1 locomotives, these being introduced during 1957-61 for use in East London and on the Great Eastern and London Tilbury Southend lines. The BTH fleet subsequently expanded to forty-four as a consequence of their light axle loading and the availability of spare manufacturing capacity which BR chose to exploit in their quest to eliminate steam traction. Further construction of these two classes ceased after the fifty-four units, with preference being given to the highly reliable English Electric product which by mid-1962 had proliferated to 128 examples. The NBL fleet survived until 1968, being withdrawn after ten years of indifferent performance. The BTH locomotives followed by 1971, although four lingered on as carriage pre-heating units. Dramatic reductions in goods traffic during the 1960s-70s, particularly impacted local trip and transfer freight duties, the bread and butter work for the Type 1s, and it was inevitable that the less successful classes were retired from traffic first. This book looks at the short history of these two classes, making extensive use of archive sources combined with the primary observations of numerous enthusiasts. Previously unpublished information covering the introduction, appearance, design and performance issues of the locomotives form a central focus, and allocations, works histories, storage and disposals, liveries and detail differences are covered in the same level of detail as previous volumes in the Locomotive Portfolio series.

**British Rail** Christian Wolmar, 2022-06-09. The authoritative and fascinating history of the rise and fall of the state-owned British Rail. Wolmar's book is impeccably organised and makes a fast, enjoyable read. THE TIMES Literary Supplement  
\_\_\_\_\_. British Rail wasn't how we're asked to remember it. From ancient rolling stock to patchy service, stale sandwiches to the wrong kind of snow. British Rail, our last great state-owned organisation to be privatised, has received a terrible press. But after its controversial 1948 creation, British Rail was actually an innovative powerhouse that over five decades transformed the UK, creating one of the fastest regular rail services in the world. Award-winning journalist Christian Wolmar takes us from promise to punchline, exploring British Rail's birth into post-war austerity, the many battles and struggles to evolve what many considered to be a dinosaur, and how, at the height of its success, the service was misunderstood and unfairly maligned, ruthlessly broken up and privatised. \_\_\_\_\_ Praise for Christian Wolmar: Wolmar is the high priest of railway studies. Literary Review. The greatest expert on British trains. Guardian. Our most eminent transport journalist. Spectator. If the world's railways have a laureate, it is surely Christian Wolmar. Boston Globe. Christian Wolmar is in love with the railways. He writes constantly and passionately about them. He is their wisest, most detailed historian and a constant prophet of their rebirth. If you love the hum of the wheels and of history, then Christian Wolmar is your man. Observer. British Rail Tanya Jackson, 2013-10-01. British Rail was a success. British Rail is a contentious company as controversial as Dr Beeching and his

axe However this examination of BR's passenger services shows just how vital the organisation was. It successfully carried millions of commuters to and from their jobs every day, organised its trunk route services to yield a profit under the brand name Inter City and pioneered world beating research and technological development through its own research centre and engineering subsidiary. It transformed the railway system of Britain from a post Second World War state of collapse into a modern technologically advanced railway. And it did all this despite being starved of cash and being subjected to the whims of ever fickle politicians. *British Rail: The Nation's Railway* is a story expertly weaved by Tanya Jackson of how all this was achieved against the odds. Complemented by stunning black and white and colour images, this is certainly a volume that no rail enthusiast should be without. **Railway Age**, 1936 *British Railways in Transition* Derek H. Aldcroft, 1968-06-18

**English Electric Type 2 Bo-Bo 'Baby Deltic' Locomotives** Anthony P Sayer, 2025-03-30 The British Railways Pilot Scheme orders of 1955 included ten English Electric Type 2 diesel electric locomotives deploying Napier Deltic engines. These locomotives, more colloquially known as the Baby Deltics, were introduced into traffic during 1959 for use on the Eastern Region of British Railways. This book looks at the history of the Class 23s, making extensive use of available but previously unpublished archive material covering their introduction, technical idiosyncrasies, appearance, design and performance. Issues with the original Deltic engines were ultimately dealt with via a major rehabilitation exercise during the 1963-65 period, whilst various re-engining options were considered, including a new U-series English Electric high speed engine design. The original Napier engines were ultimately retained. The work involved in the whole rehabilitation process is discussed in detail using internal English Electric archive material and forms a central focus of research. The fleet survived intact until 1968 when withdrawal commenced as a direct 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 ten locomotives were withdrawn by March 1971. Individual locomotive histories, allocations, fire and accident incidents, liveries and detail differences, storage and disposals are provided for each locomotive.

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