

THE

# TRAIN SPOTTERS

ALBUM

Lyons Maid



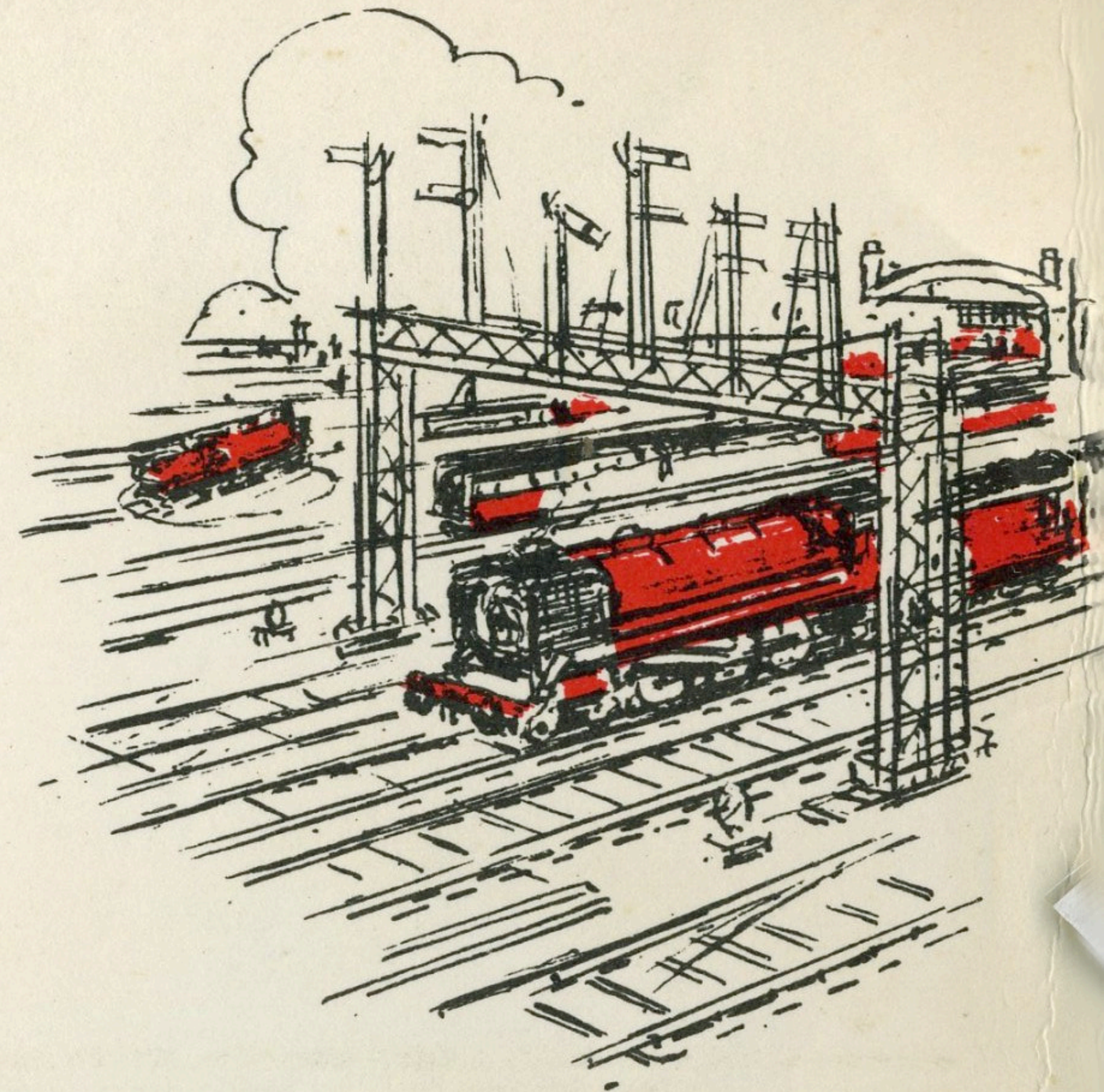
6<sup>d</sup>



# THE TRAIN SPOTTERS ALBUM

Lyons Maid bring you this beautifully illustrated set of cards of British locomotives to assist you with your train spotting.

The six Regions of British railways are all represented in these fifty cards, which concentrate on the well known locomotives designed since the beginning of this century.



No. 30920

## S.R. SCHOOLS CLASS, No. 30920

The "Schools" class consisting of 40 locomotives was introduced by Maunsell for the Southern Railway in 1930 and fitted with large chimneys from 1938 by Bulleid. The locomotives have 6' 7" driving wheels, weight 67 tons 2 cwt. and tractive effort 25,135 lb. The picture shows "Rugby" leaving Cannon Street on a Hastings train, now operated by diesel trains.



No. D800

## S.R. DIESEL HYDRAULIC CLASS 4, No. D.800

The Class 4 Diesel Hydraulic B locos introduced in 1958 for the Western Region will eventually total 71. The first one, illustrated, was built at Swindon and is named "Sir Brian Robertson" but the remainder will carry "Warship" names. The B.H.P. is 100-2400, tractive effort 14,400 lb., weight 78 tons and maximum speed 90 m.p.h.



No. 46244

## L.M.R. PRINCESS CORONATION CLASS, No. 46244

Our picture shows "King George VI" at the head of the Royal Train. This engine is one of the "Princess Coronation" class 4-6-2 8P introduced by Stanier for the L.M.S.R. in 1937 and was originally streamlined. The driving wheels are 6' 9", weight 105 tons 5 cwt. and tractive effort 40,000 lb.



No. 60516

## S.R. A2 CLASS, No. 60516

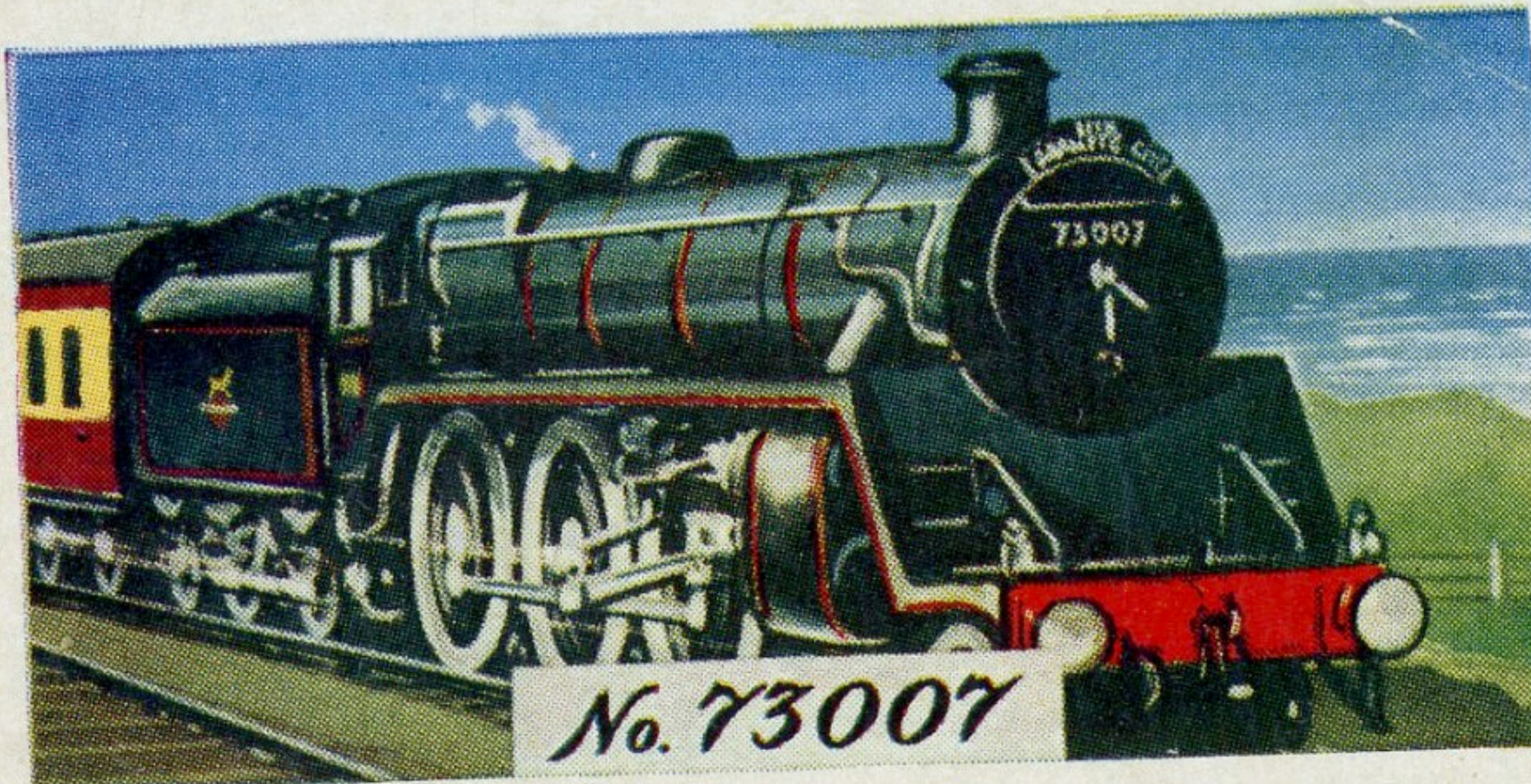
Class A2, 4-6-2, was created by Thompson in 1943 by rebuilding six 2-8-2 P2 locomotives. New engines from 1946 were classified A2/3 and have 6' 2" driving wheels, 40,430 lb. tractive effort and weigh 101 tons 10 cwt. The class was built for service between Kings Cross and Aberdeen; the illustration shows "Hycilla".





**L.M.R. PRINCESS  
CORONATION CLASS,  
No. 46257**

The "Princess Coronation" class was designed for service on the Euston-Glasgow route of the L.M.S.R. The final two, built in 1947, had roller bearings and other detail differences introduced by Ivatt. The illustration shows "City of Salford" at the foot of the Shap Incline on the down "Caledonian".



**B.R. STANDARD CLASS 5,  
No. 73007**

The illustration shows one of the B.R. Standard Class 5, 2-6-0, locomotives on the "Granite City" near Cove. The class was introduced in 1951 for service on all regions and the driving wheels are 6' 2"; cylinders (2) 18" x 28", tractive effort 26,120 lb. and weight 76 tons 4 cwt. Forty locos have Caprotti valve gear.



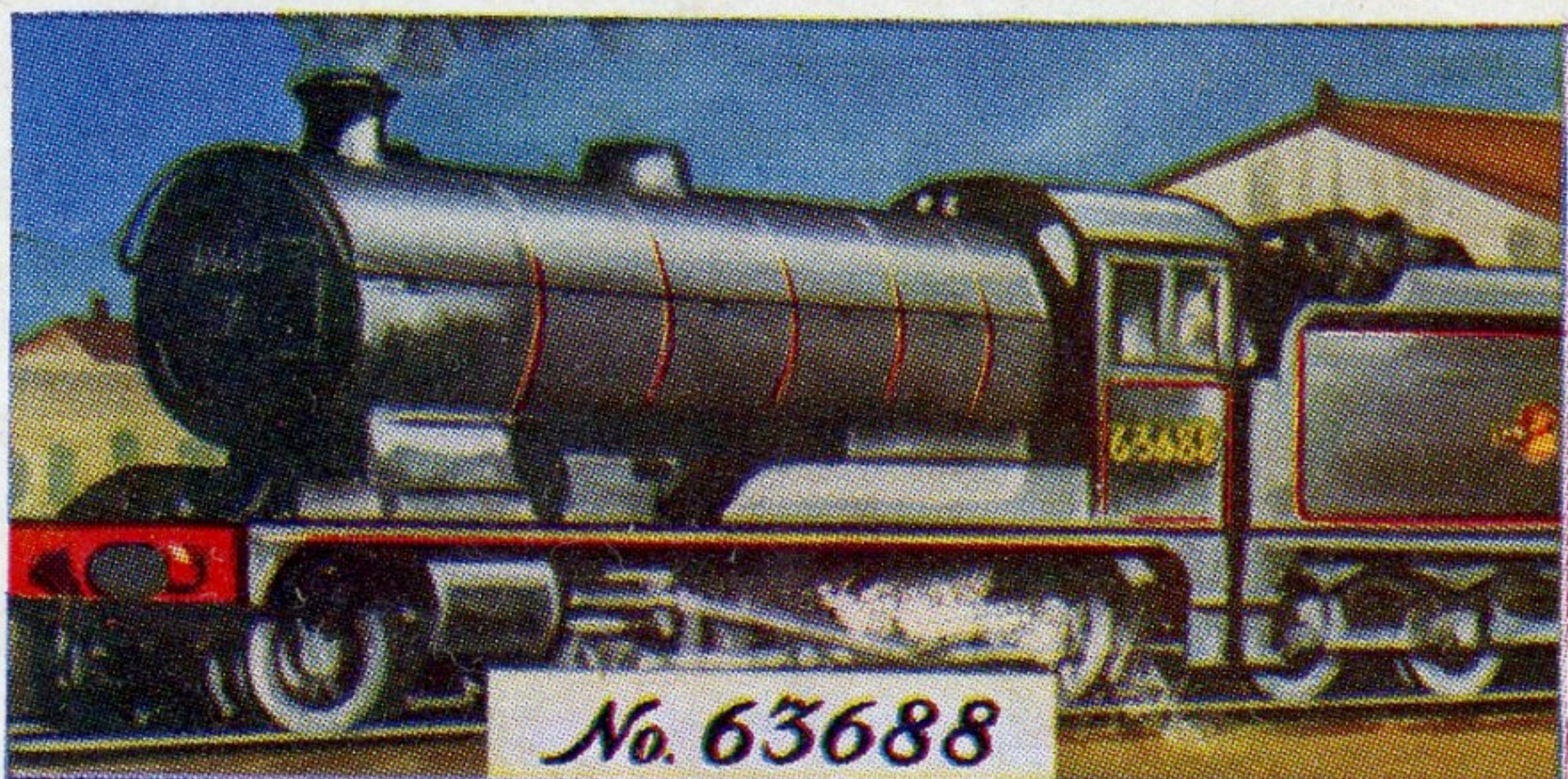
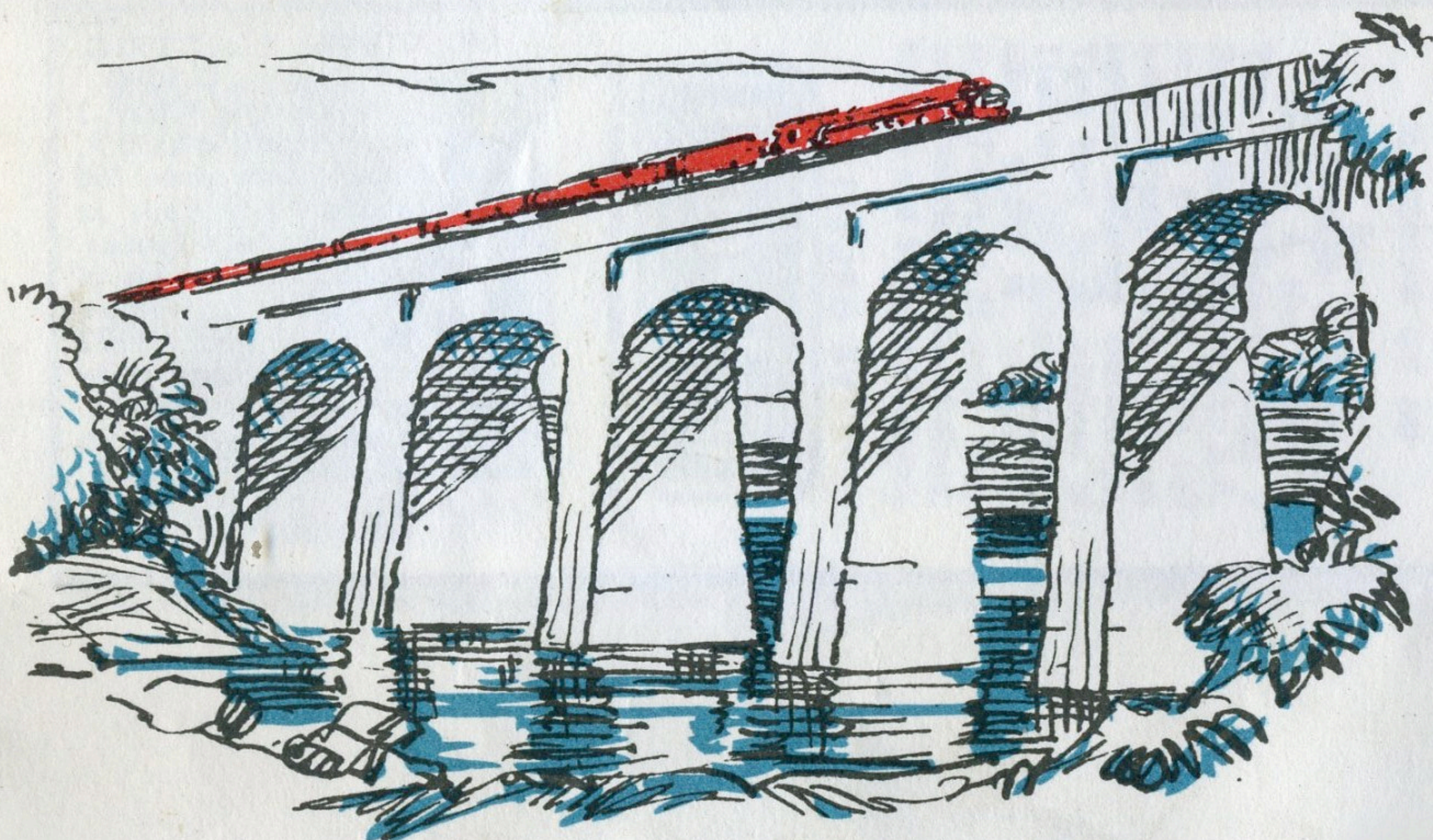
**G.W.R. CITY CLASS,  
No. 3440**

The G.W.R. "City of Truro" illustrated, reached a speed of 100 m.p.h. on Wellington Incline in 1904. After preservation in York Museum it has been restored to its final livery at Swindon and used for "enthusiasts' specials". Designed by Dean, it has 6' 8 1/2" driving wheels and weighs 55 tons 6 cwt.



**S.R. ELECTRIC CLASS,  
No. 20003**

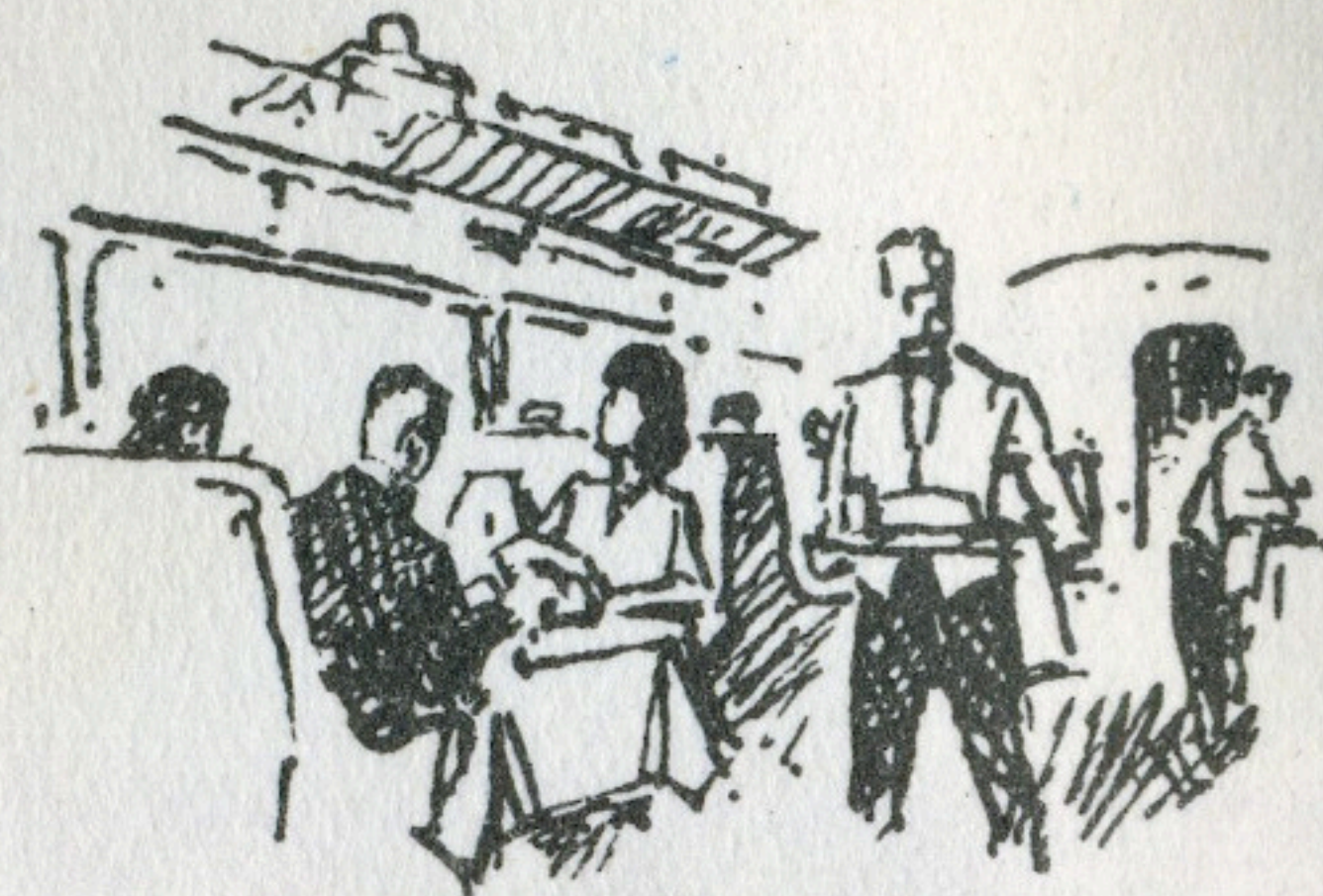
Three Co-Co electric locomotives introduced by the S.R. in 1941 were intended for service on the Victoria-Newhaven route. The last one, illustrated, is larger than the other two with a tractive effort of 45,000 lb., weight 104 tons 14 cwt. and total h.p. 1470 provided by six English Electric motors.



**N.E.R. ROBINSON 2-8-0  
CLASS, No. 63688**

Designed by Robinson in 1911 for the G.C.R., these 2-8-0 freight locomotives had 6' 2" driving wheels and Belpaire fireboxes. Many served overseas during the two wars. The N.E.R. rebuilt the majority in various forms and the illustration shows Class 04/8 introduced in 1944. It has 11 ton boiler, tractive effort 31,325 lb. and weighs 72 tons 10 cwt.





*No. 70005*

**B.R. STANDARD 7P6F CLASS, No. 70005**

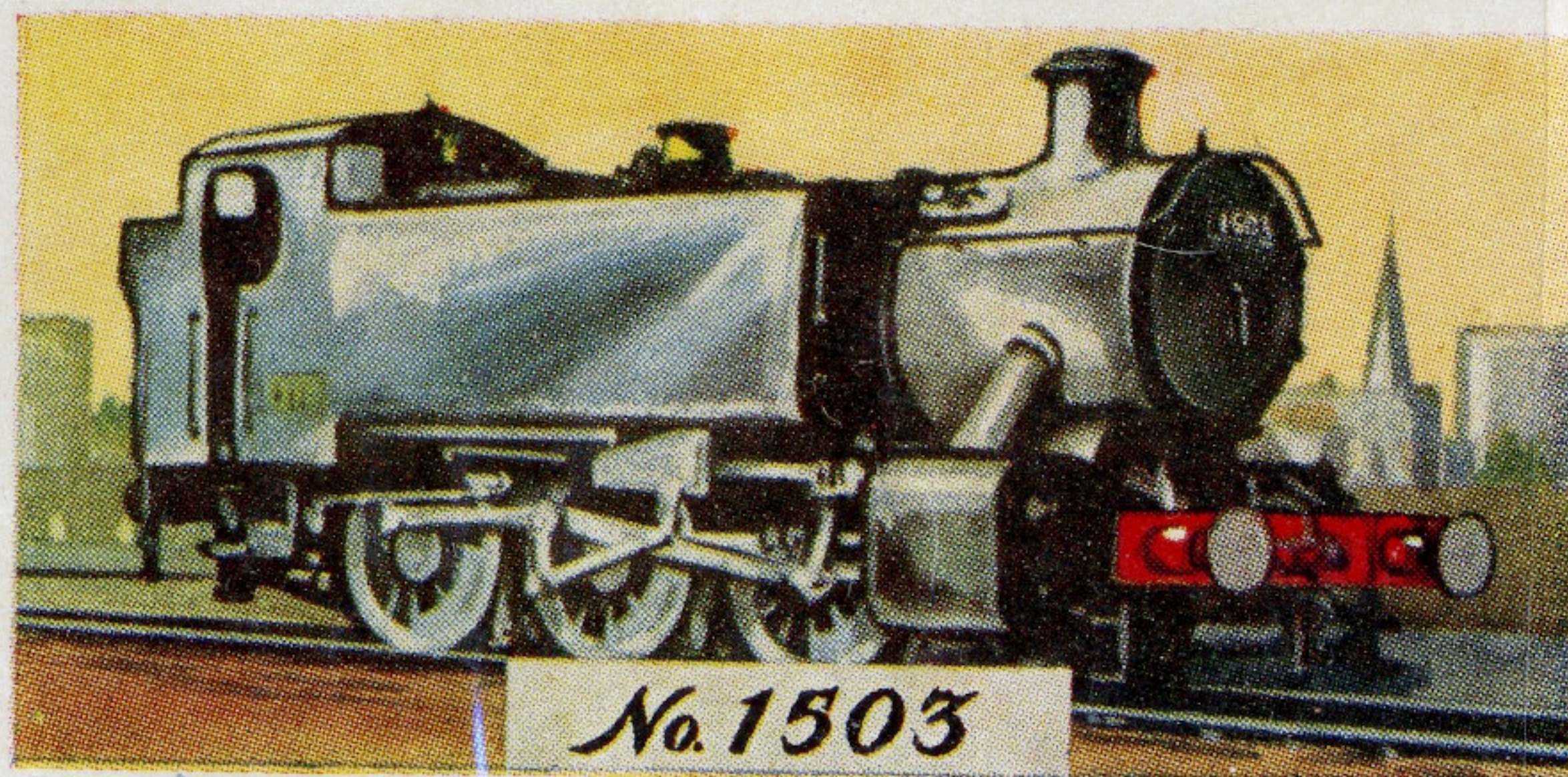
The B.R. Standard Class 7P6F 4-6-2, was introduced in 1951 and totals fifty-five locomotives. They have 6' 2" driving wheels, 32,150 lb. tractive effort and weigh 94 tons. They have worked on most Regions and our illustration shows "John Milton" leaving Liverpool Street for Norwich on the "The Norfolkman" now worked by diesel locos



*No. D8400*

**B.R. DIESEL ELECTRIC CLASS 8, No. D.8400**

The illustration shows the first ten Diesel Electric Bo-Bo locomotives built by the North British Locomotive Co. in 1958 for service on parcels and freight traffic from Liverpool Street and Temple Mills. They have Paxman engines and E.C. motors, b.h.p. 800, tractive effort 42,000 lb. and weigh 68 tons.



*No. 1503*

**W.R. 1500 CLASS, No. 1503**

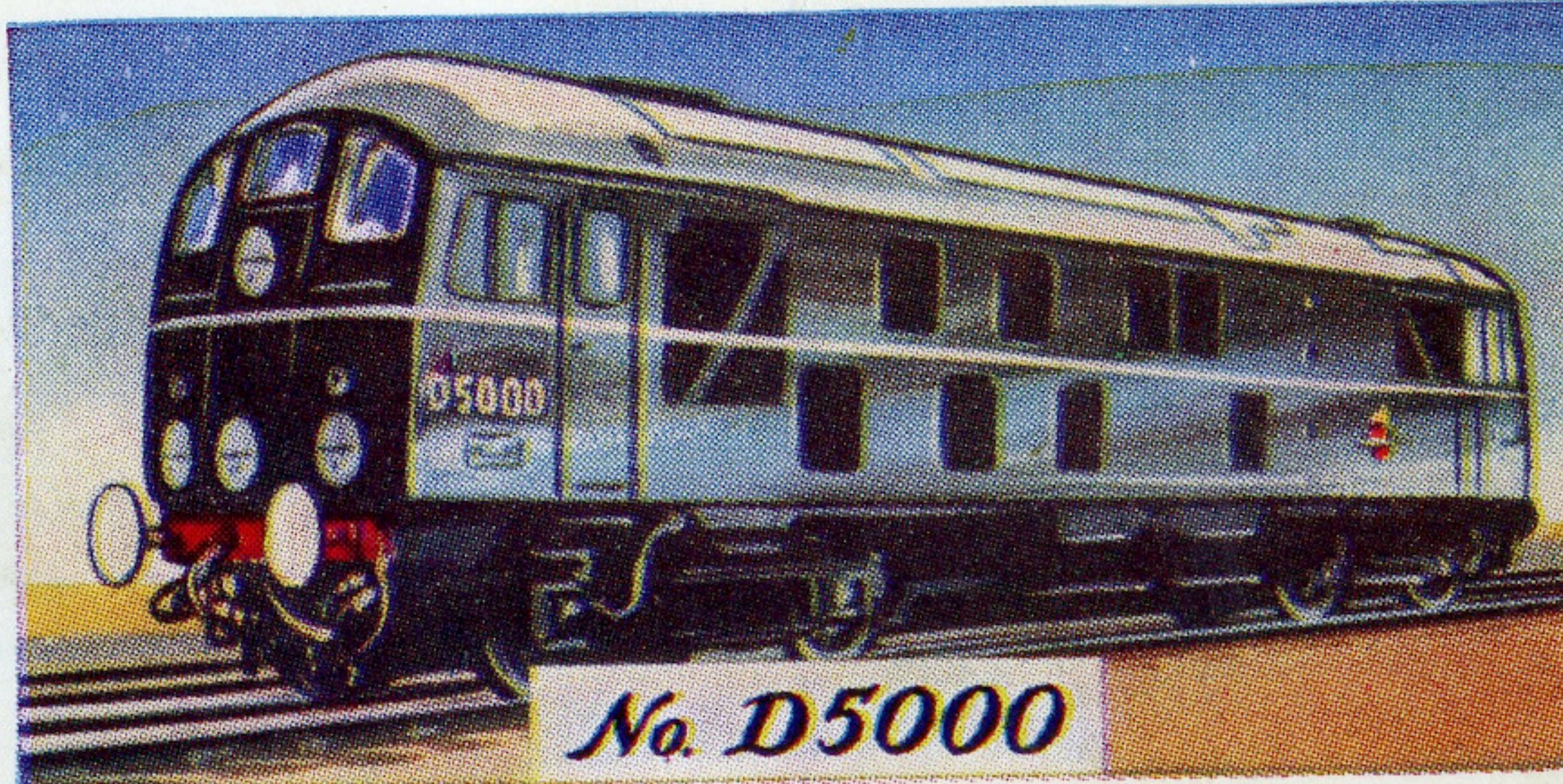
4-6-0 PT design by G.W.R. worth was an unusual design for the G.W.R., having a horizontal cylinder and no plate. Only ten were built and they have been chiefly on carriage service at Paddington. They have 4' 7½" driving wheels, tractive effort 22,515 lb. Weight 58 cwt.



*No. 7022*

**W.R. CASTLE CLASS, No. 7022**

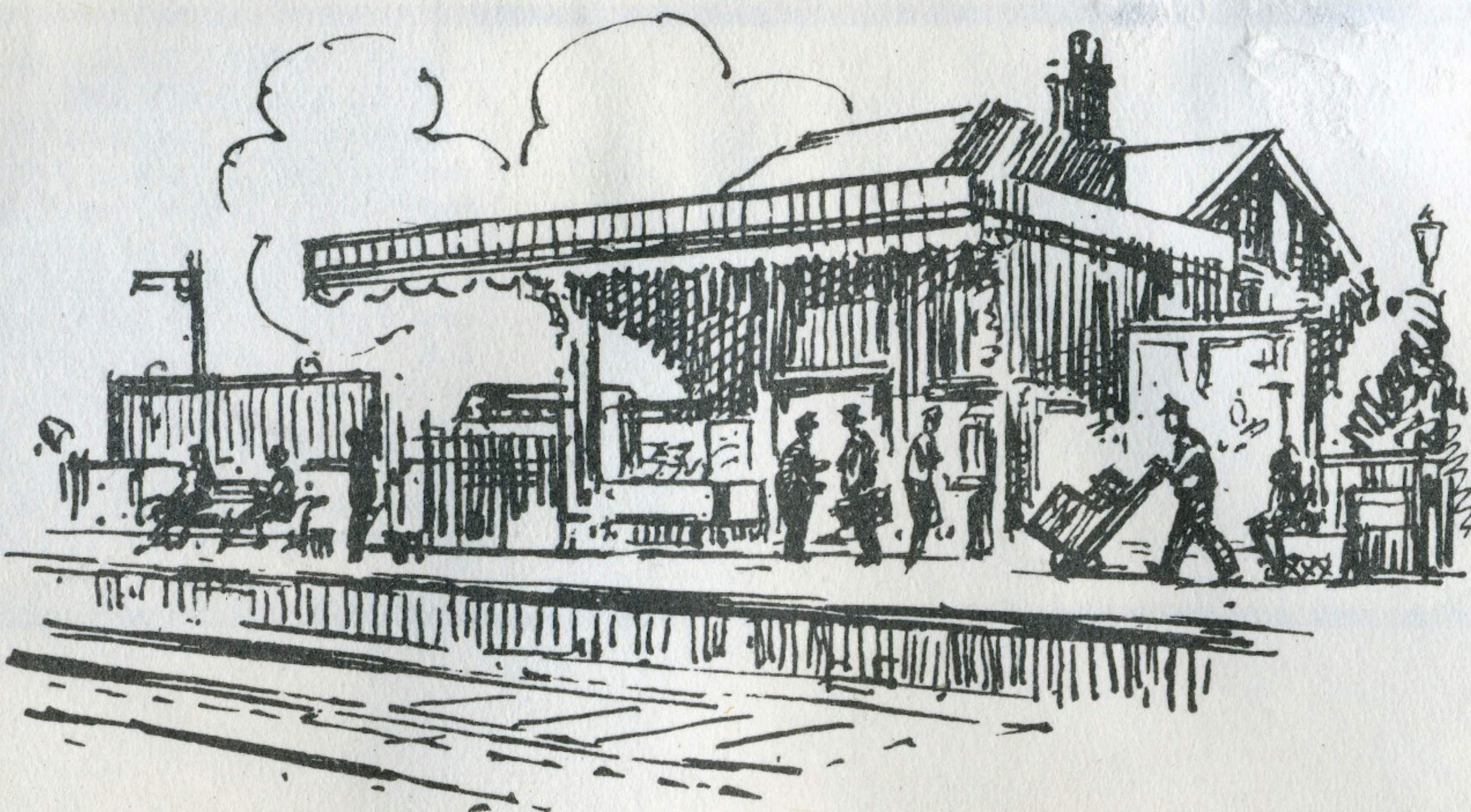
The "Castle" Class 4-6-0 was introduced in 1923 by Collett for service on all G.W.R. main lines and eventually 171 were built. "Hereford Castle" illustrated here was built in 1949 and since 1958 has had a four-row superheater and double chimney incorporated. Driving wheels 6' 8½", tractive effort 31,625 lb., weight 79 tons 7 cwt.



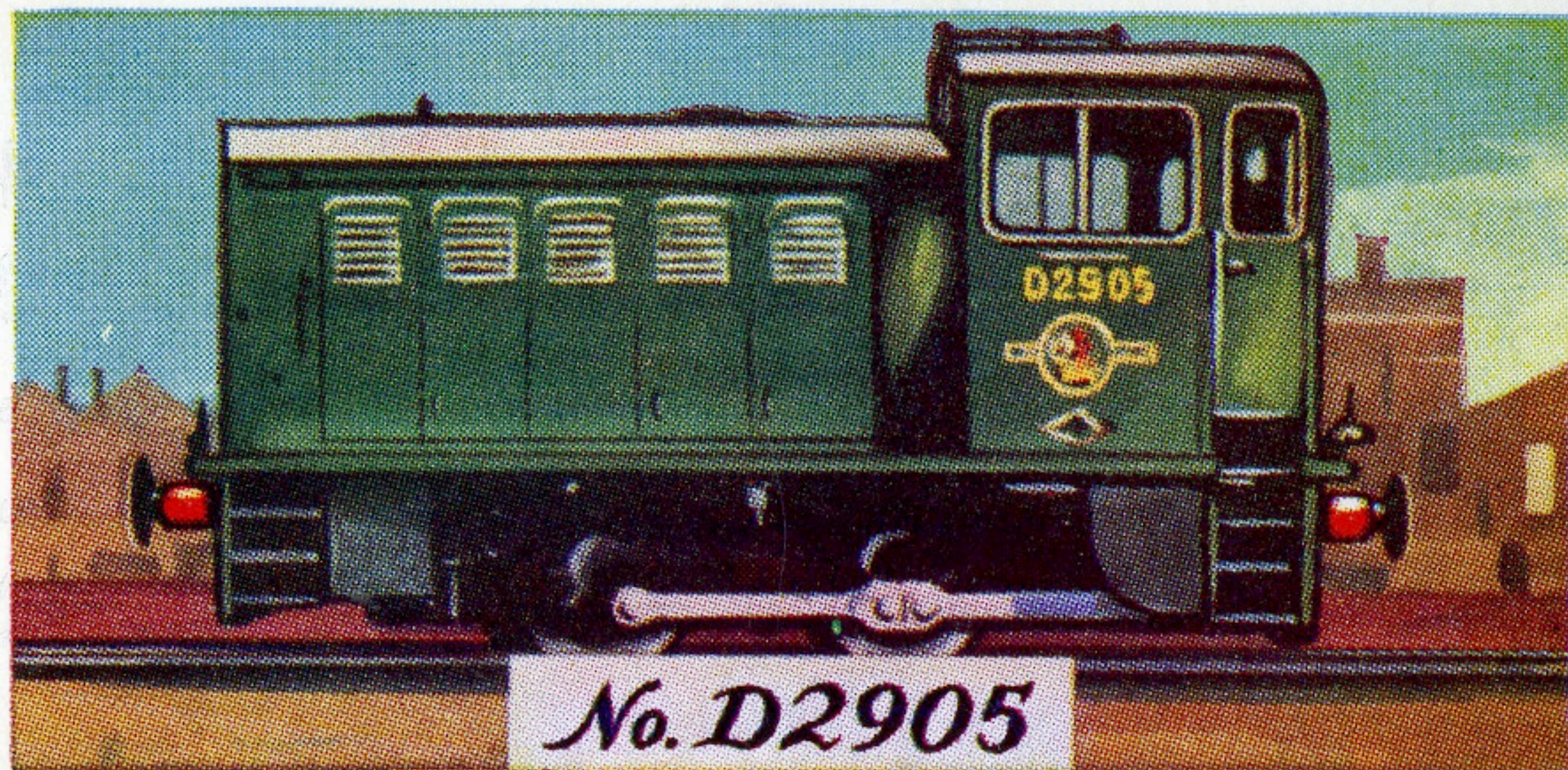
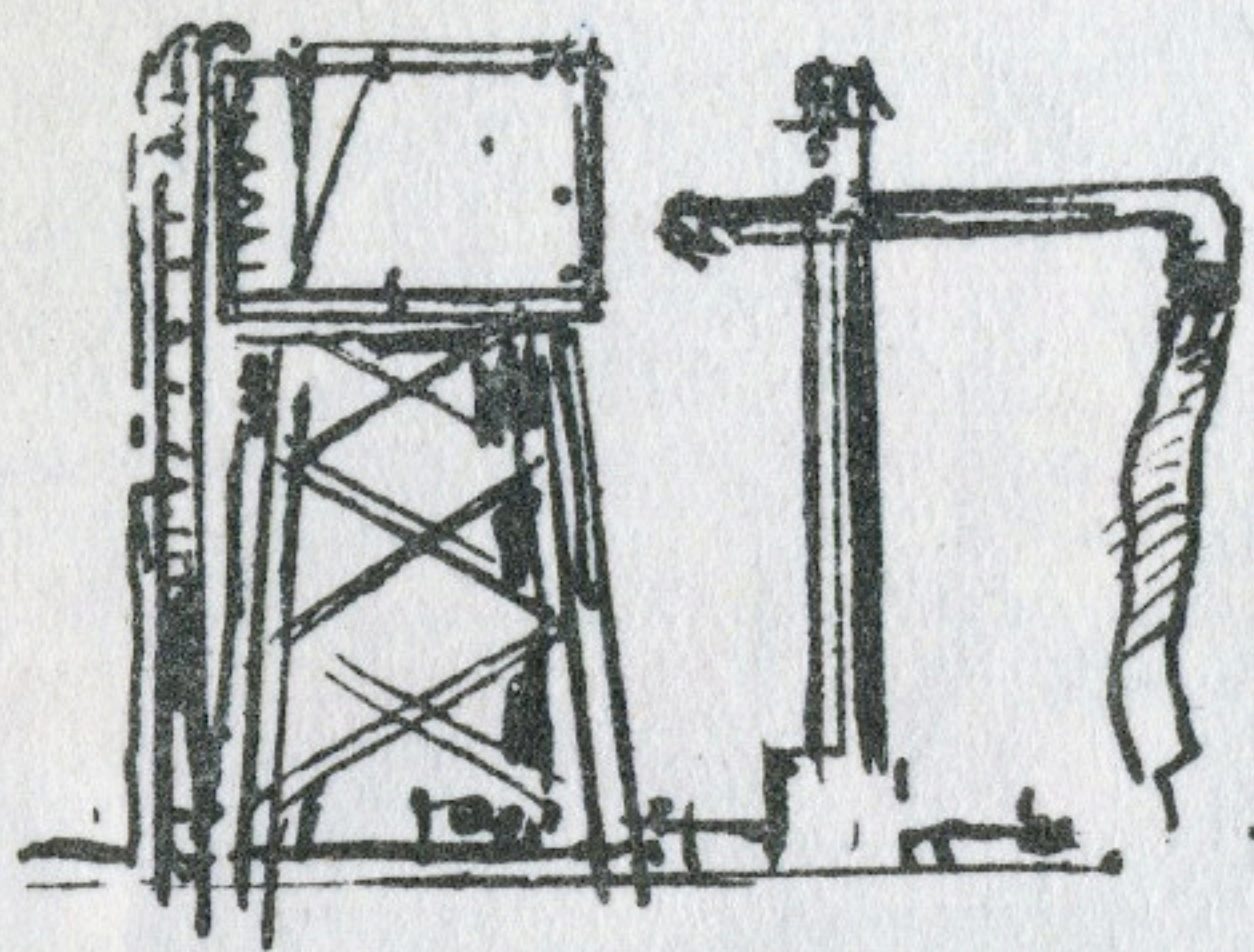
*No. D5000*

**B.R. DIESEL ELECTRIC CLASS 2, No. D.5000**

This Diesel-Electric Class 2 Bo-Bo was introduced by B.R. in 1958 and more than 150 have already been built at British Railway workshops. They have Sulzer engines of 1160 or 1250 b.h.p., tractive effort 40,000 lb., weight 72 tons 17 cwt. to 75 tons. They are in service on the Midland, Eastern, Scottish and North Eastern Regions.

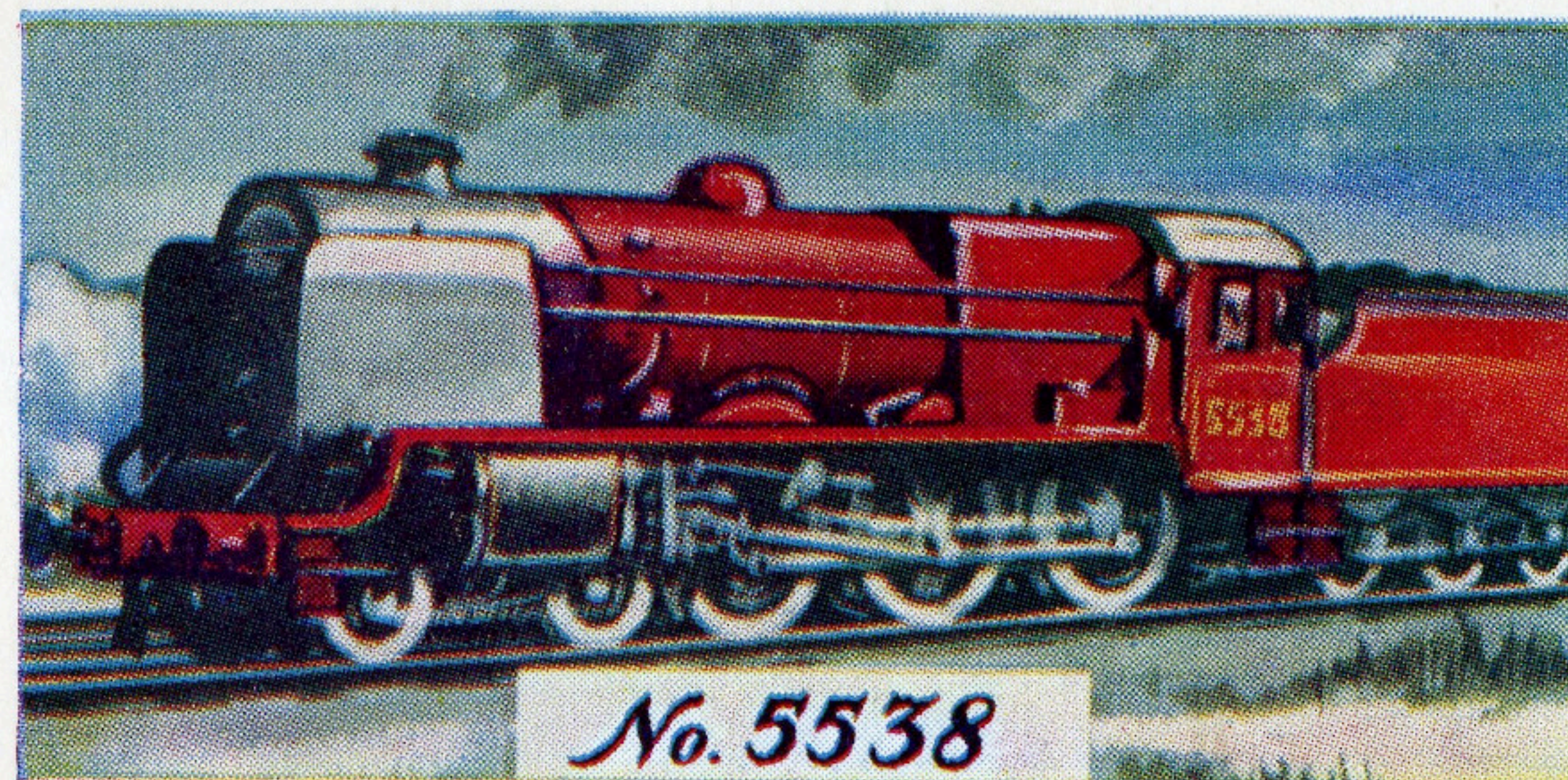






**B.R. DIESEL HYDRAULIC SHUNTER No. D.2905**

This Diesel Hydraulic 0-4-0 Shunting Class was introduced by B.R. in 1958 and fourteen engines were built by the North British Locomotive Co. They have M.A.N. Supercharged engines, b.h.p. 330, with Voith North torque convertor transmission. Weight 36 tons, tractive effort 24,100 lb.



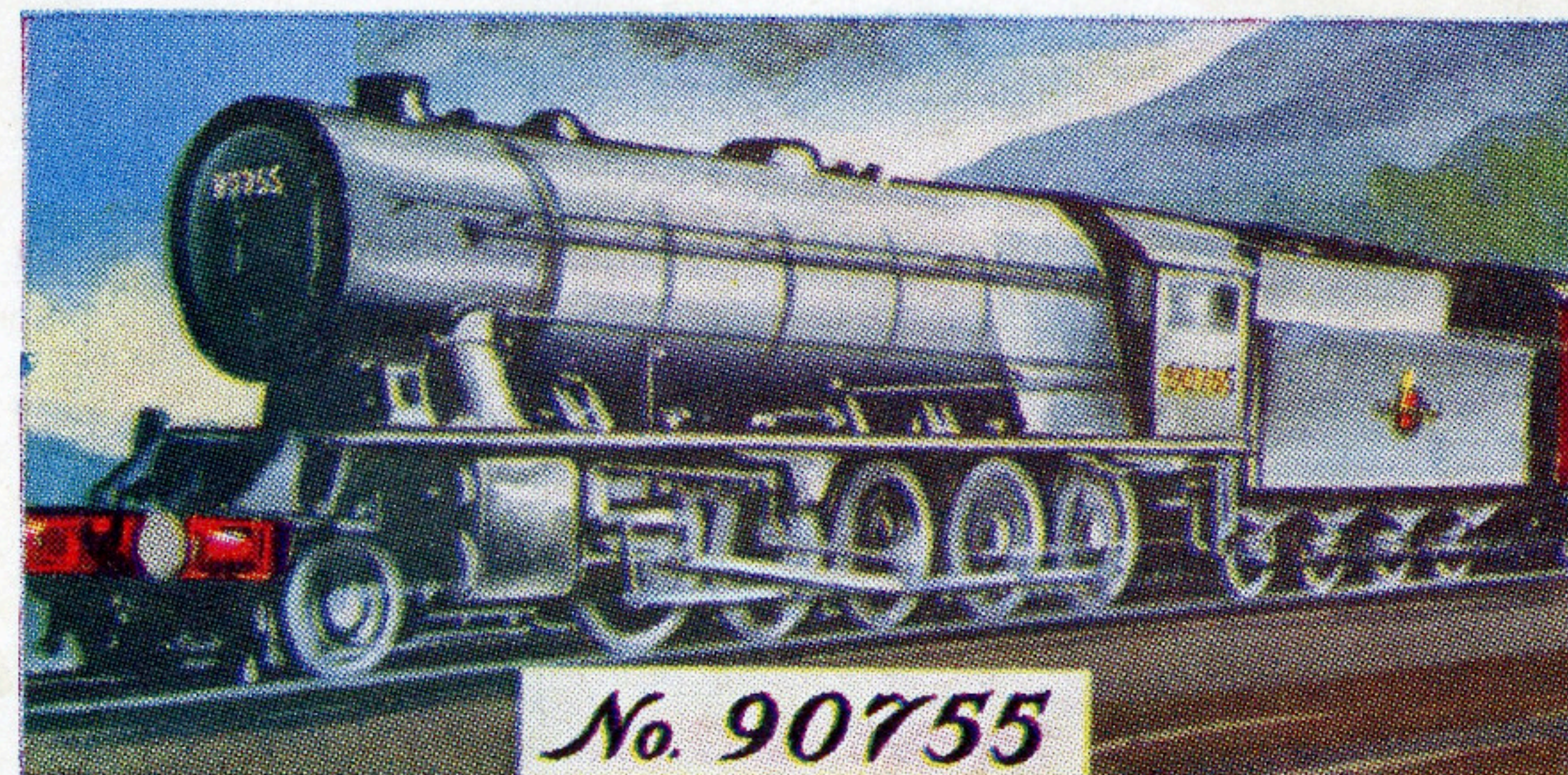
**L.M.R. PATRIOT CLASS, No. 5538**

The "Patriot" Class 4-6-0, 6P5F, was introduced by Fowler for the L.M.S.R. by "rebuilding" locomotives of the L. & N.W.R. "Claughton" Class in 1930. Subsequent additions were quite new and the illustration shows "Giggleswick" in its L.M.S. days. It has 6' 9" driving wheels, three cylinders 18" x 26", 26,520 lb. tractive effort and weighs 80 tons 15 cwt.



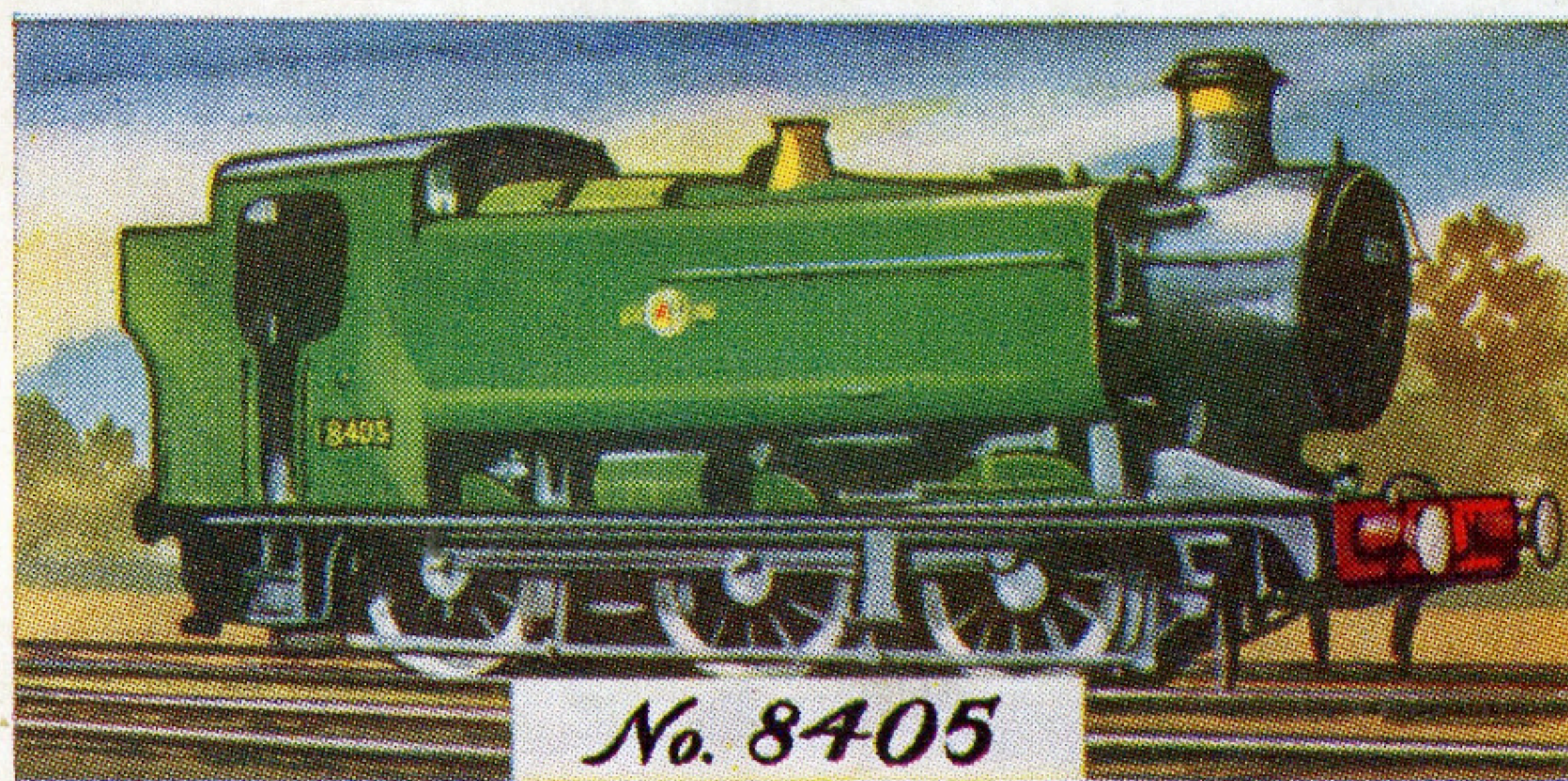
**L.M.R. PRINCESS CORONATION CLASS, No. 46225**

"Duchess of Gloucester", one of the "Princess Coronation" Class of 4-6-2, 8P, is shown near Skipton on the Leeds-Carlisle route while undergoing efficiency tests. There are 38 locomotives in this class and they are now being replaced by Diesel power on the West Coast main line. See cards 3 and 5.



**B.R. 2-10-0 CLASS No. 90755**

A large number of these "Austerity" 2-10-0 locomotives were built for the War Department in 1943 to the design of Riddles. In 1948 twenty-five were purchased by B.R. from the Ministry of Supply, classified 8F and put to work on the Scottish Region. They have 4' 8½" driving wheels, 34,125 lb. tractive effort and weigh 78 tons cwt.

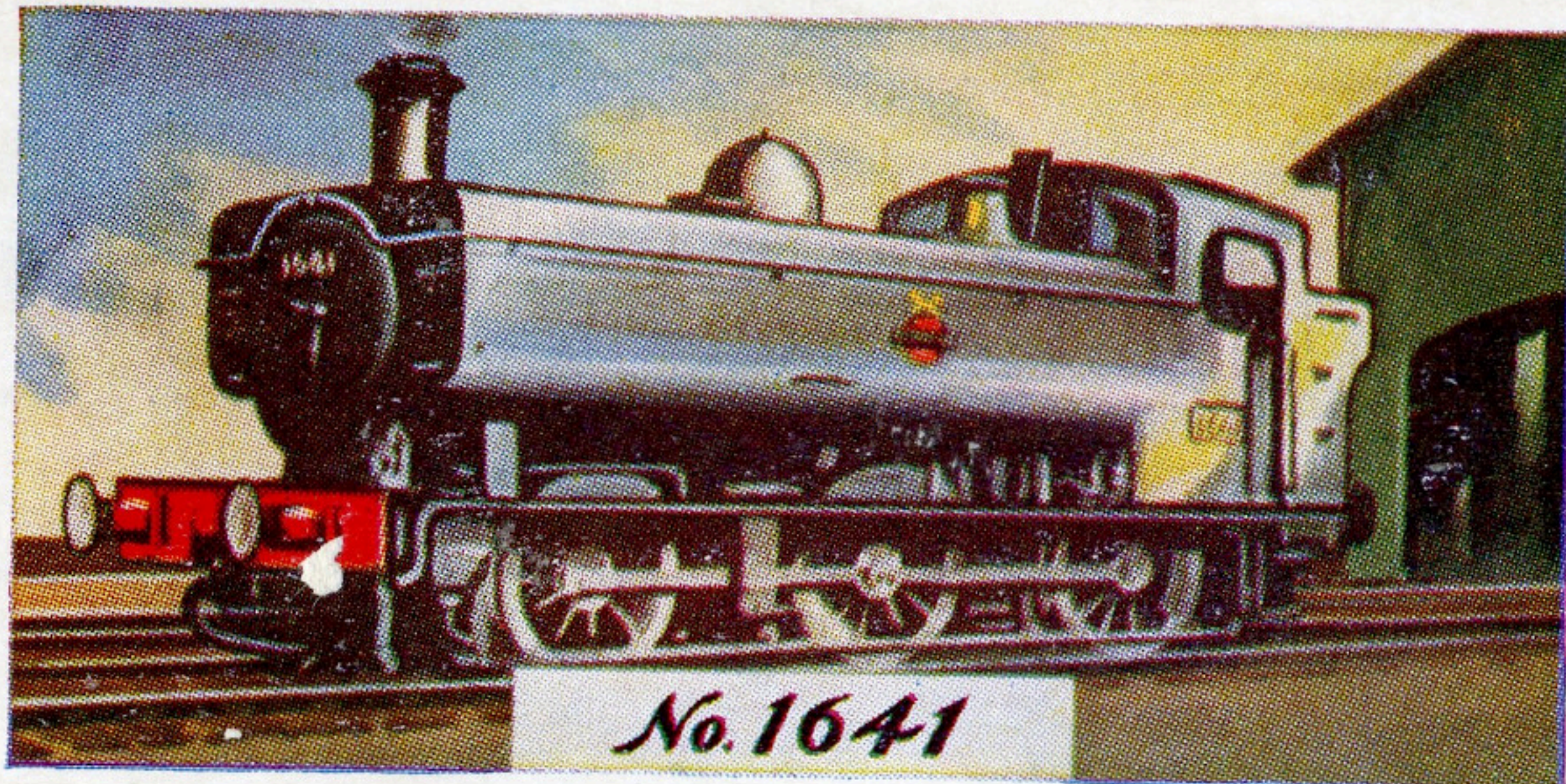
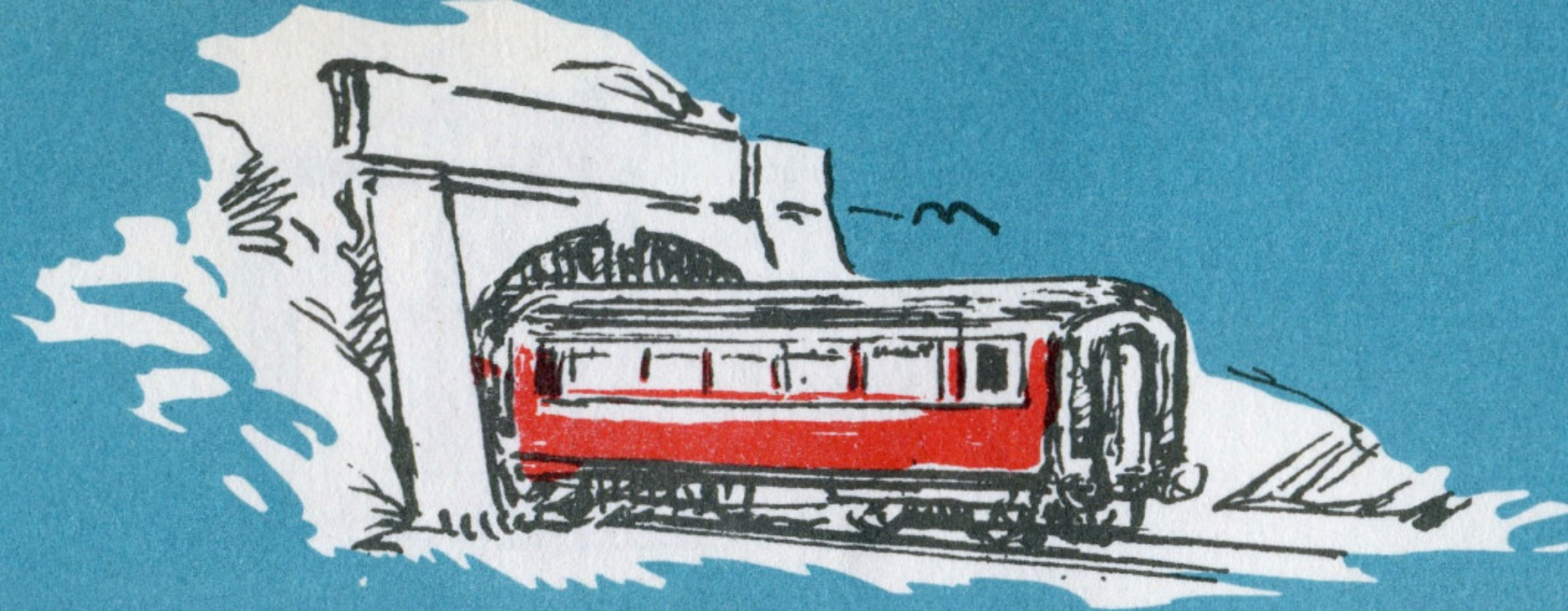


**W.R. 9400 CLASS, No. 8405**

This class of 0-6-0 PT 4F was designed by Hawksworth in 1947 and 210 locomotives were eventually built, all but the first ten (Nos. 9400-9) being non-superheated. In addition to shunting, they work local goods and passenger trains on the Western Region. Wheels 4' 7½", tractive effort 22,515 lb., weight 55 tons 7 cwt.







**W.R. 1600 CLASS,  
No. 1641**

This 0-6-0 PT class was introduced by Hawksworth for the Western Region. It was intended to replace the old "2021" class on lines with low clearance and sharp curves. Seventy engines were built; they have 4' 1½" wheels, 18,515 lb. tractive effort and weigh 41 tons 12 cwt.



**W.R. HALL CLASS,  
No. 5998**

The "Hall" Class 4-6-0 was designed by Collett for mixed traffic and 330 were ultimately put into service on the G.W.R., the final 71 being of a modified design by Hawksworth. "Trevor Hall" is shown here climbing Hemelton Incline on a "Strawberry special". Driving wheels 6' 0", tractive effort 27,275 lb., weigh 75 tons.



**W.R. 9700 CLASS,  
No. 9709**

Ten of the "5700" class of 0-6-0 PT were built in 1933 by Collett to a special design for working over the "Metropolitan" lines. They have Condensing Apparatus, Side and Pannier tanks, capacity 1230 gals. and weigh 50 tons 15 cwt. The wheels (4' 7½") and tractive effort (22,515 lb.) are the same as the normal engines of the class.



**S.R. WEST COUNTRY  
CLASS, No. 34039**

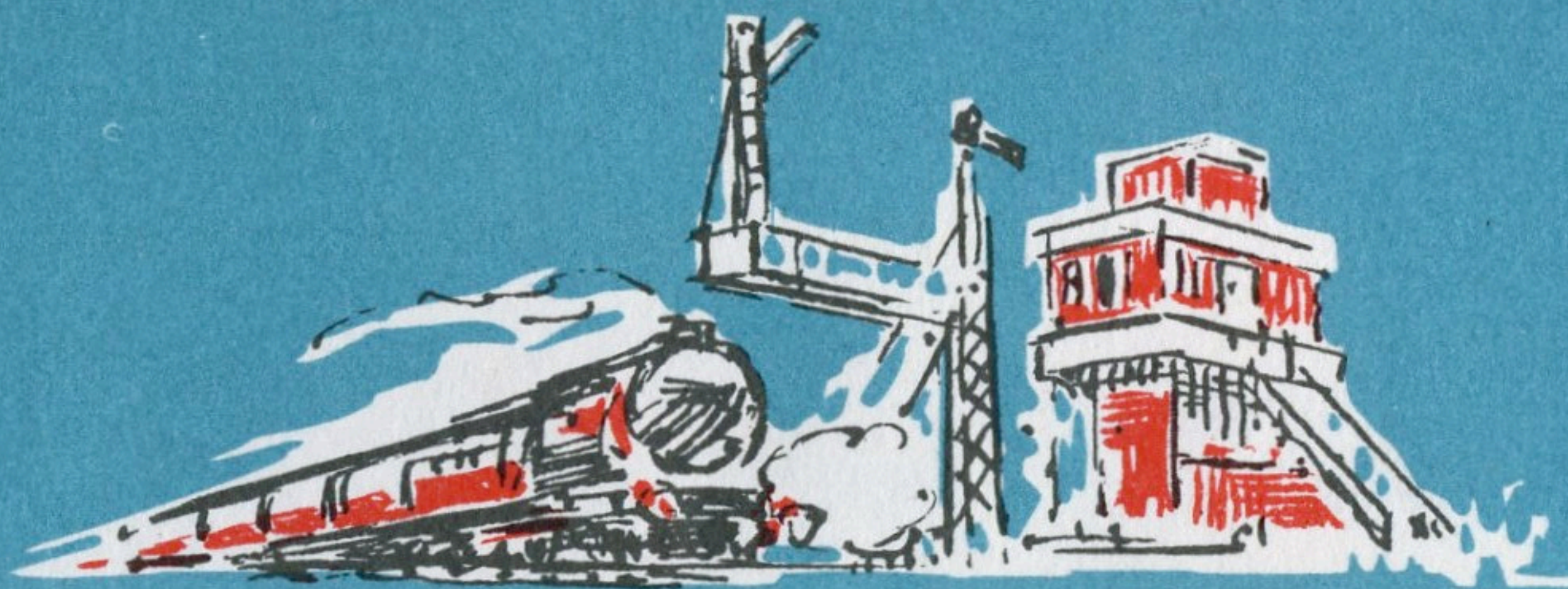
Our illustration shows "Boscastle", one of the "West Country" Class 4-6-2, 7P5F, entering Dover Marine on the "Golden Arrow" boat train. Bulleid designed the locomotives in 1945 and 110 are in service on the Southern Region. They have 6' 2" driving wheels, 27,715 lb. tractive effort and weigh 86 tons.



**B.R. 3001 ELECTRIC  
CLASS, No. E.3001**

The Bo-Bo "A" Class electric locomotives were introduced in 1959 for service on the section from Manchester to Crewe which commenced electric operation in 1960. The first one, illustrated here, was built by British Thomson-Houston and has 3300 h.p., 18,000 lb. tractive effort and weighs 79 tons 12 cwt. Ninety-five locos are on order.





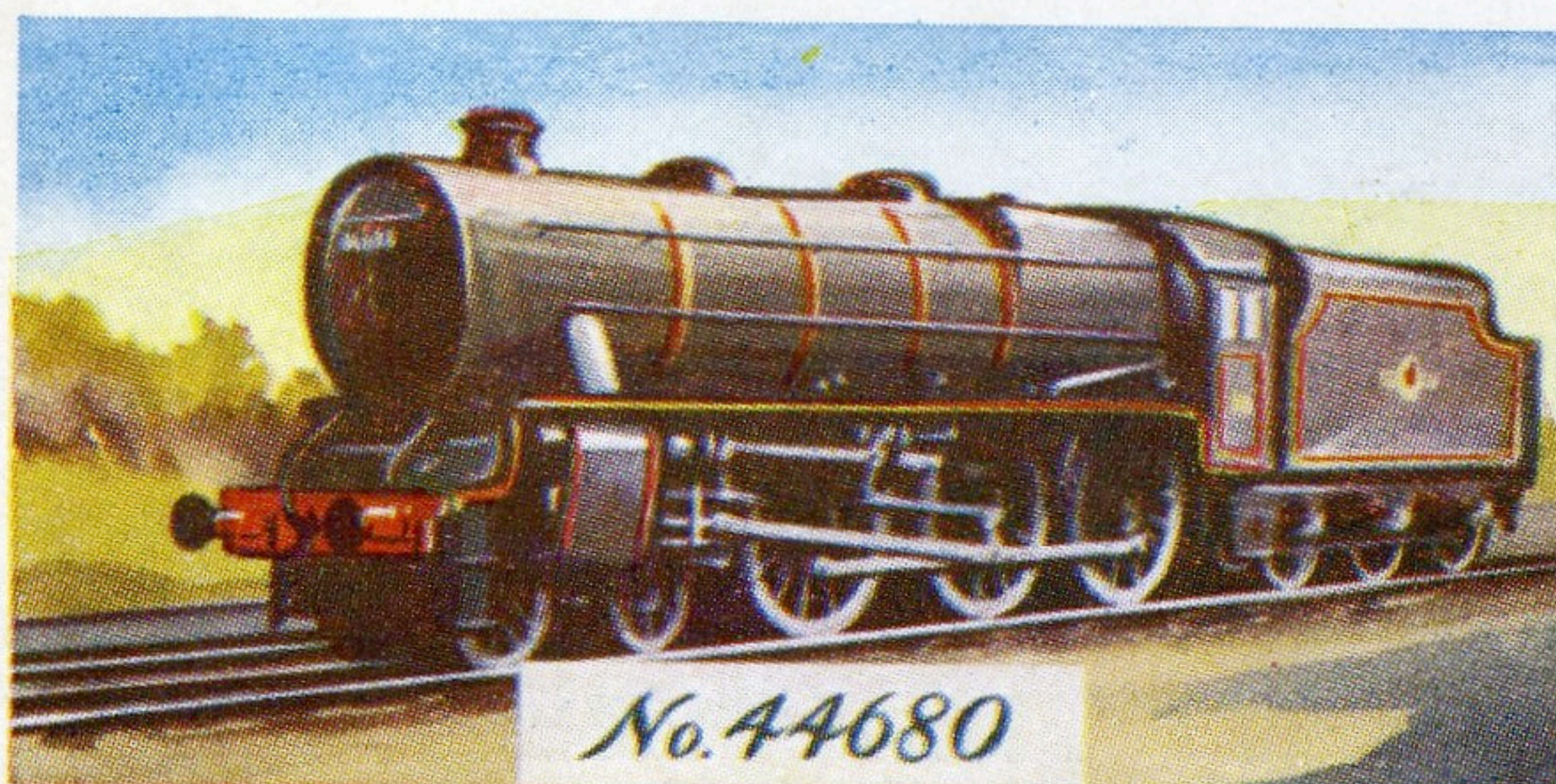
**B.R. 71000 CLASS,  
No. 71000**

"Duke of Gloucester", a 4-6-2 8P, was built at Crewe in 1954 and is the only one of its class. It has 6' 2" driving wheels, three cylinders, Caprotti valve gear, 39,080 lb. tractive effort and weighs 101 tons 5 cwt. The illustration shows the locomotive hauling the "Midday Scot" up Shap Incline en route for Glasgow.



**ELECTRIC  
LOCOMOTIVE  
CLASS CC, No. 20002**

There are three of these powerful electric locomotives in service in the Southern region, used chiefly on fast freight services and to haul Continental Boat Trains between Victoria and Newhaven. They were designed for working fast passenger trains up to 60 m.p.h. and freight trains of up to 1000 tons. Weight 101 tons 14 cwt.



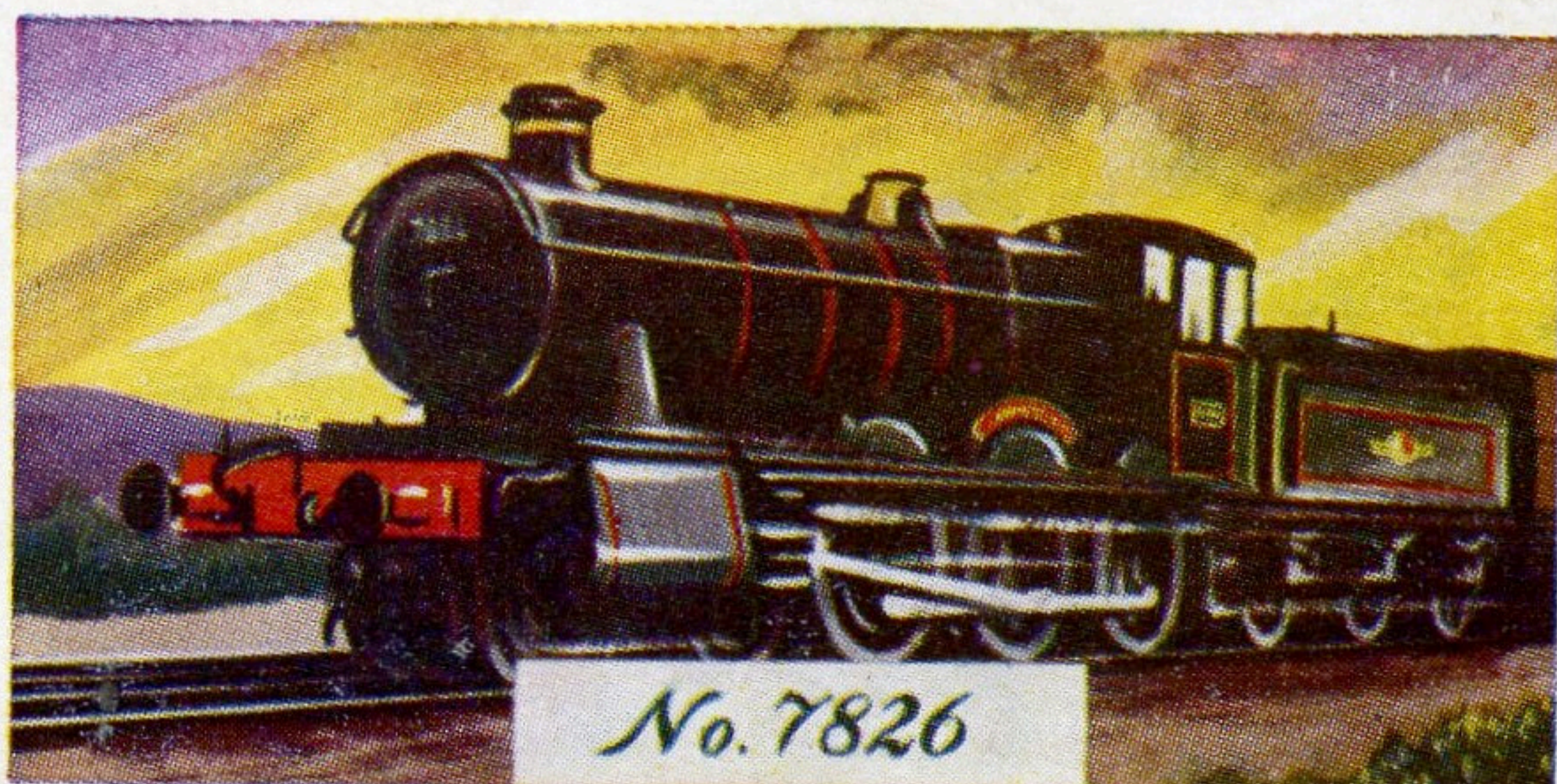
**L.M.R. CLASS 5MT 4-6-0,  
No. 44680**

These highly successful mixed traffic engines were introduced in 1934. Better known as "Black Fives", they can be seen on both express and suburban passenger services and on all types of freight work throughout the London Midland and Scottish Regions. There are over 800 in service. Weight in working order 125 tons 5 cwt.



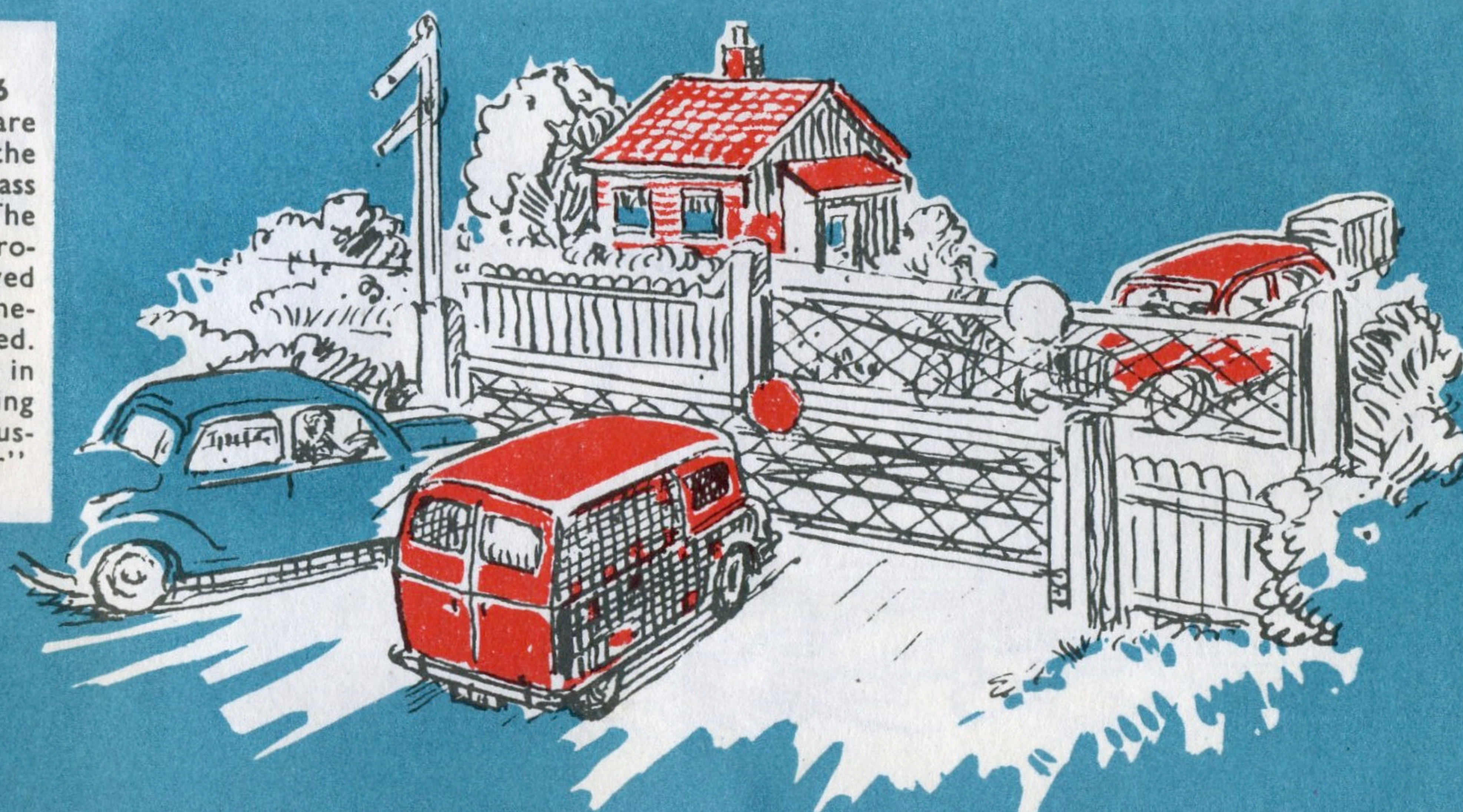
**E.R. CLASS A2 4-6-2,  
No. 60526**

Illustrated is the "Sugar Palm". The first A2 class locomotives were introduced in 1943 as rebuilds of Gresley's six P.2 class locomotives, built for working the heavily graded line between Edinburgh and Aberdeen. The A2 series totals 40 locomotives. Weight 161 tons 7 cwt. Tractive effort 40,430 lb.

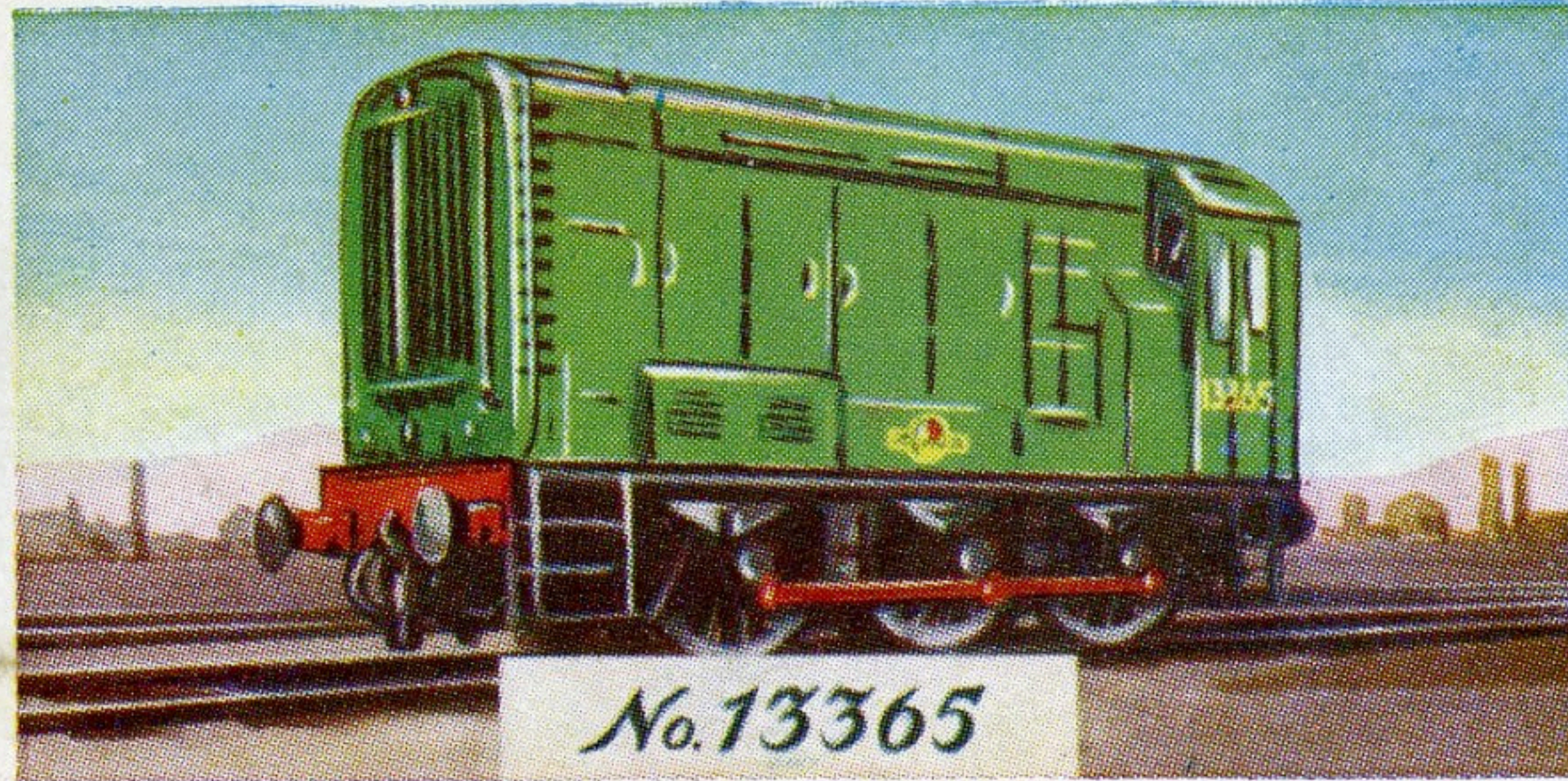
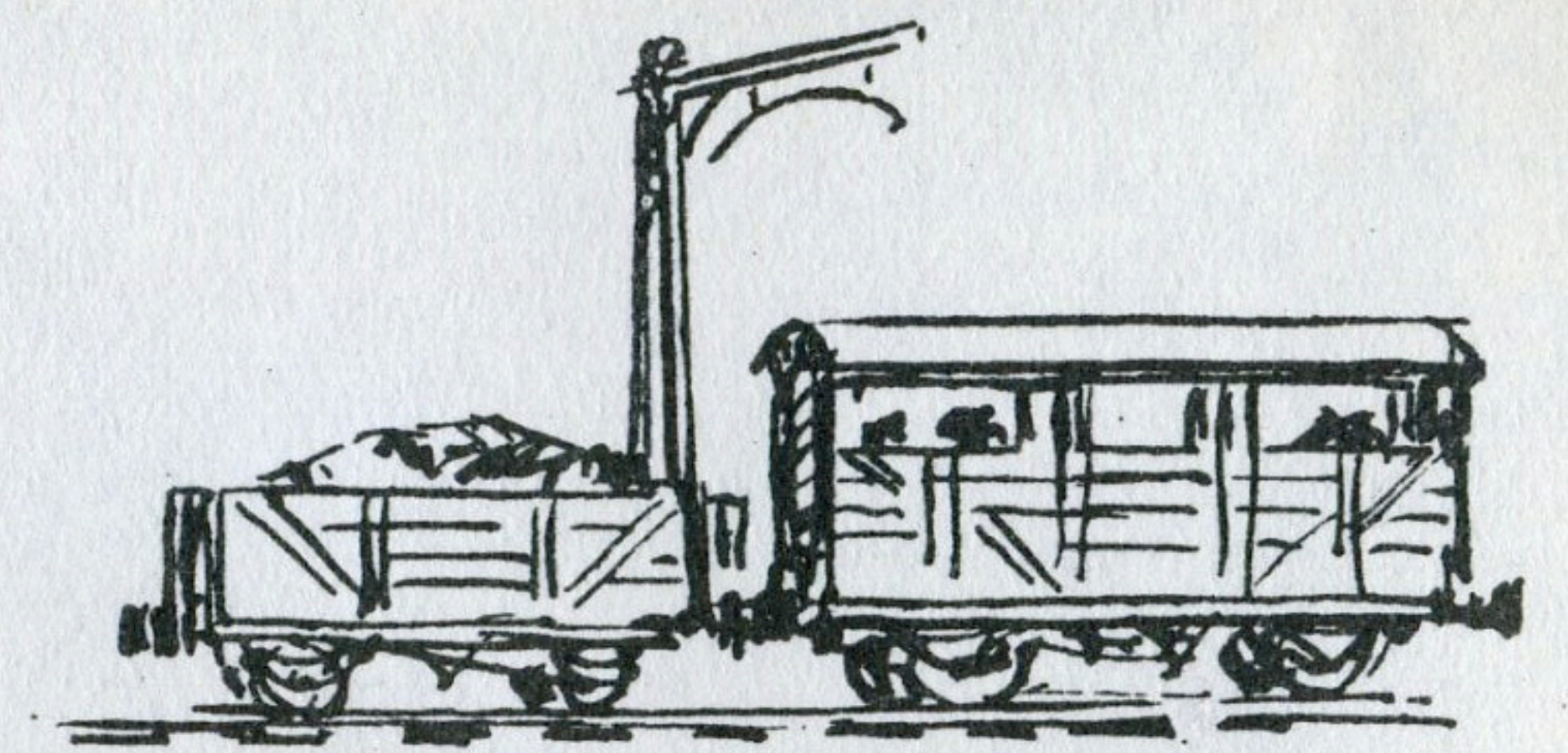


**W.R. MANOR (7800)  
CLASS 4-6-0, No. 7826**

Manor class locomotives are designed to operate where the heavier Grange and Hall class are not allowed to go. The first Manor class engine, introduced in 1938, soon proved successful and eventually nineteen more were constructed. A further ten were built in 1950. Weight in working order 108 tons 16 cwt. Illustrated is "Longworth Manor".

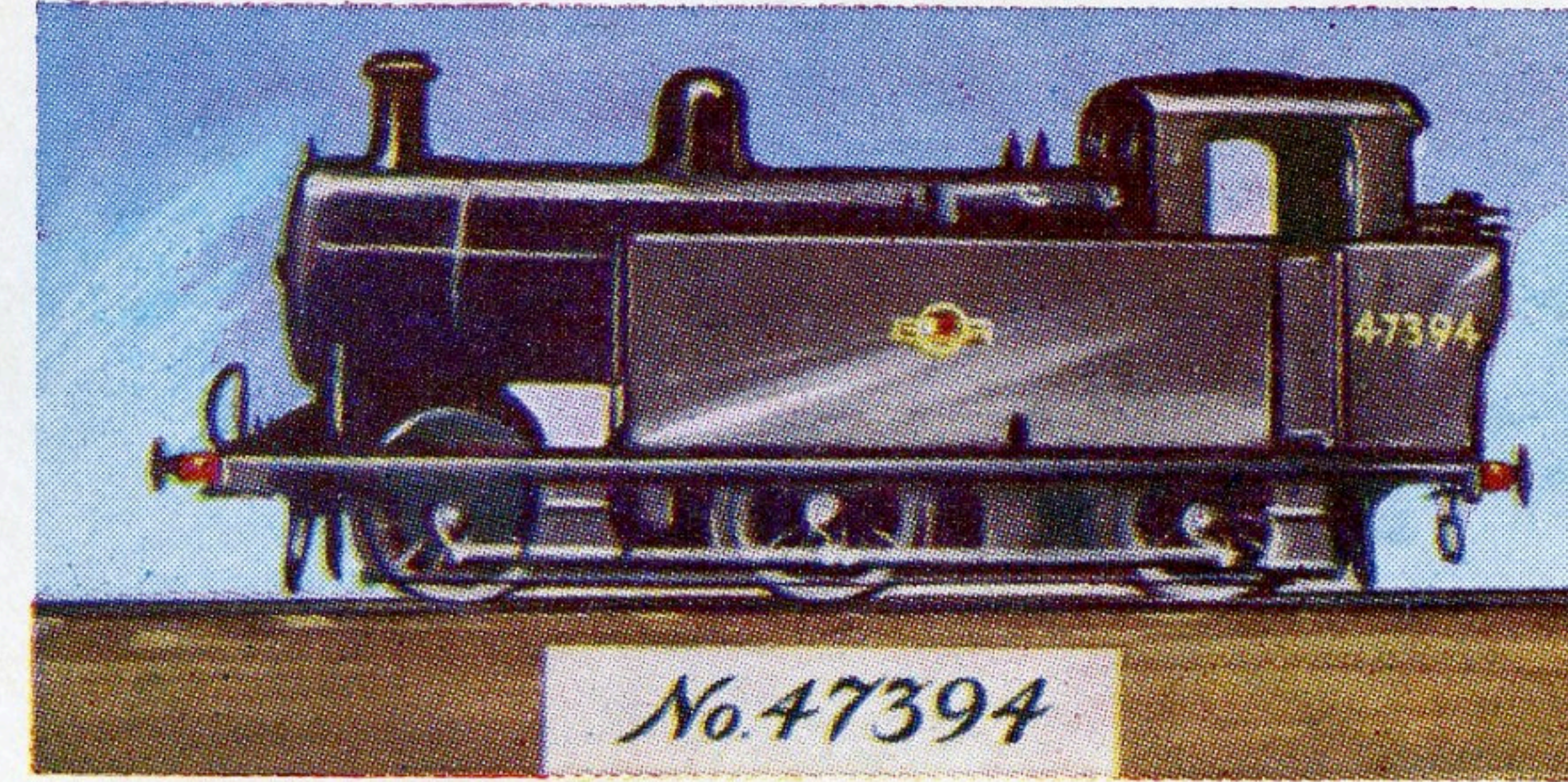






**B.R. STANDARD 350 H.P.  
DIESEL-ELECTRIC**

Illustrated is Shunting Locomotive No. 13365. These small, powerful shunting engines are in service in all regions of British Railways. They are only 29 ft. long, with a maximum speed of 20 m.p.h., but weigh 50 tons, have a tractive effort of 35,000 lb. and carry enough fuel for 10 to 15 days almost continuous shunting.



**L.M.R. CLASS 3F 0-6-0  
TANK, No. 47394**

Shunting is the principal occupation of these useful little tank engines introduced by the L.M.S. in 1924; over 400 are now in service in marshalling yards throughout the London Midland Region. The 3F's and other similar classes will eventually be replaced by diesel shunting locomotives. Weight in working order 49 tons 10 cwt.



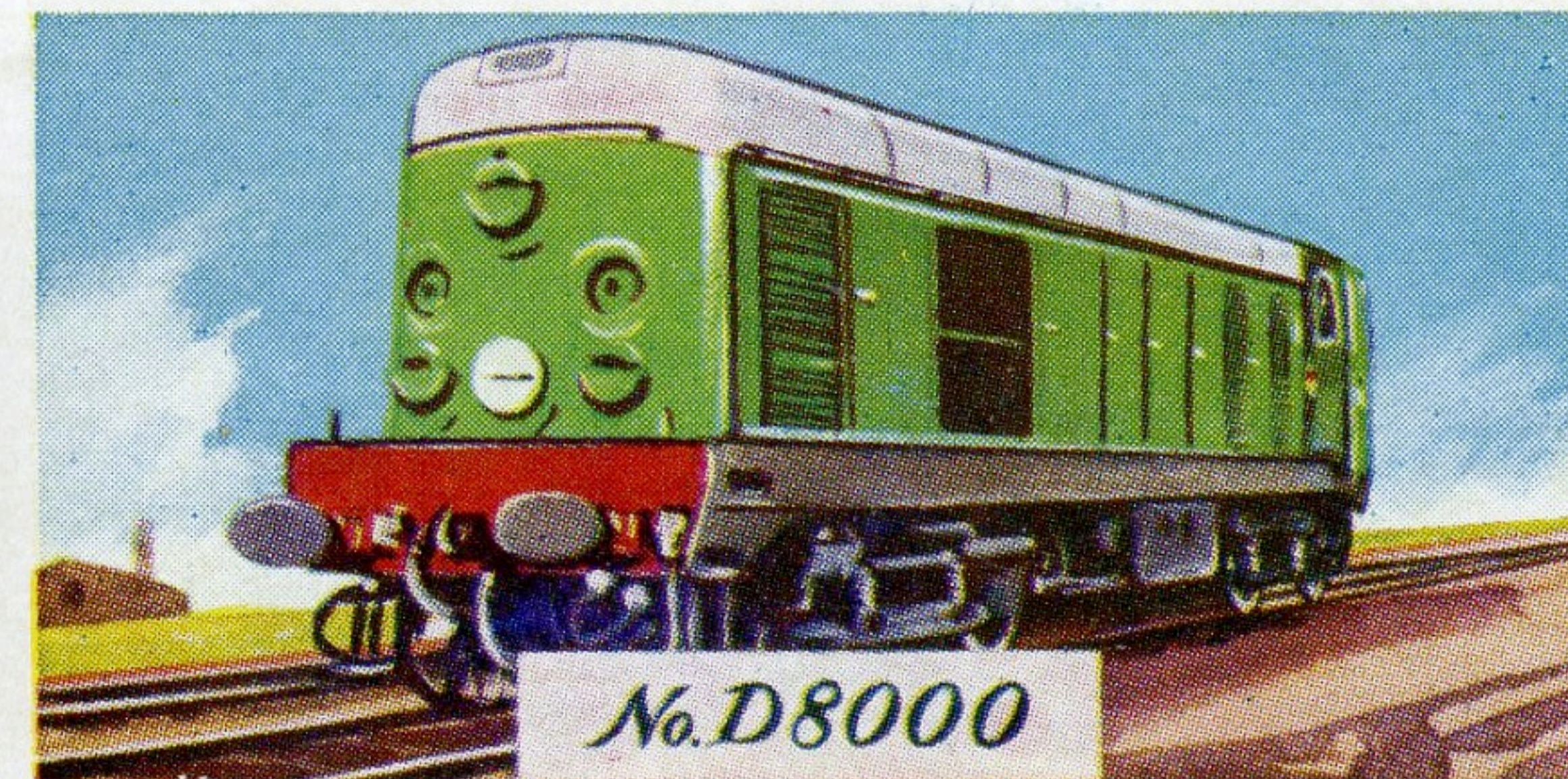
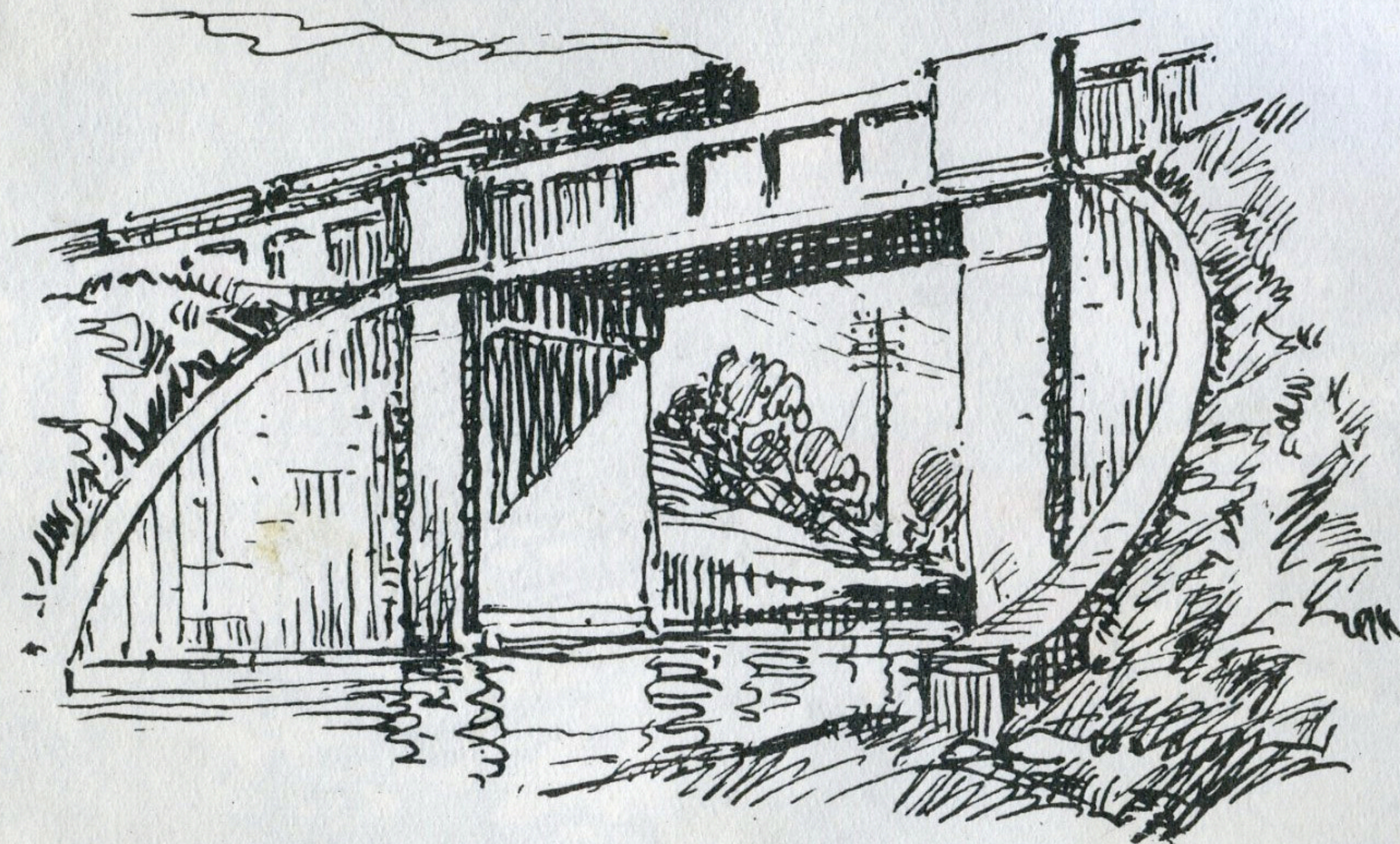
**B.R. 1750 H.P. DIESEL-  
ELECTRIC LOCO.,  
No. 10201**

No. 10201 is one of five main-line diesel-electric locomotives which have been in experimental operation on British Railways for several years. Built in 1951, it is powered by a 1750 h.p. diesel engine supplied by the English Electric Company. The locomotive, now allocated to the L.M. Region, is 63' 9" long.



**ELECTRIC LOCOMOTIVE  
CLASS EMI, No. 26020**

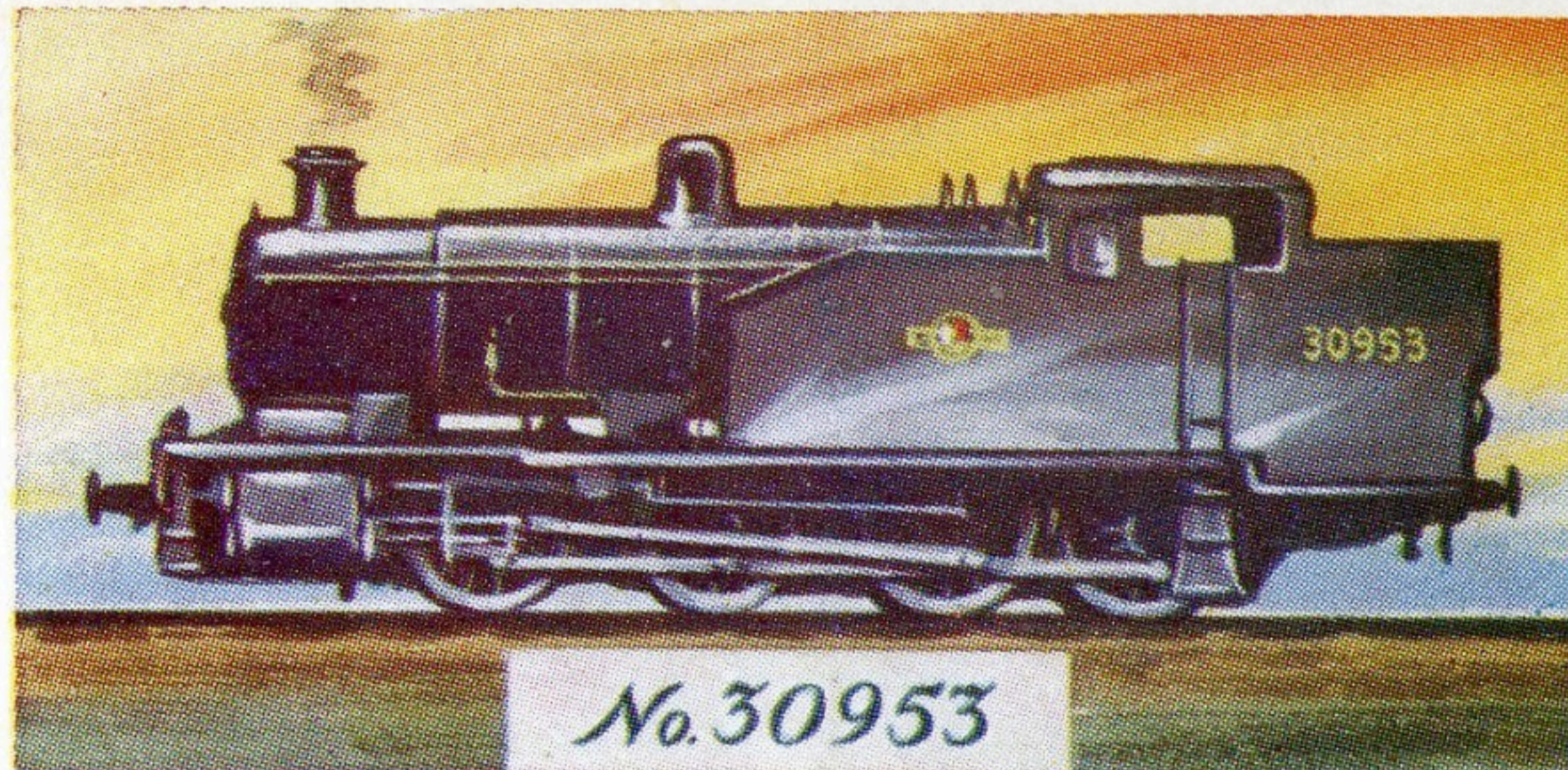
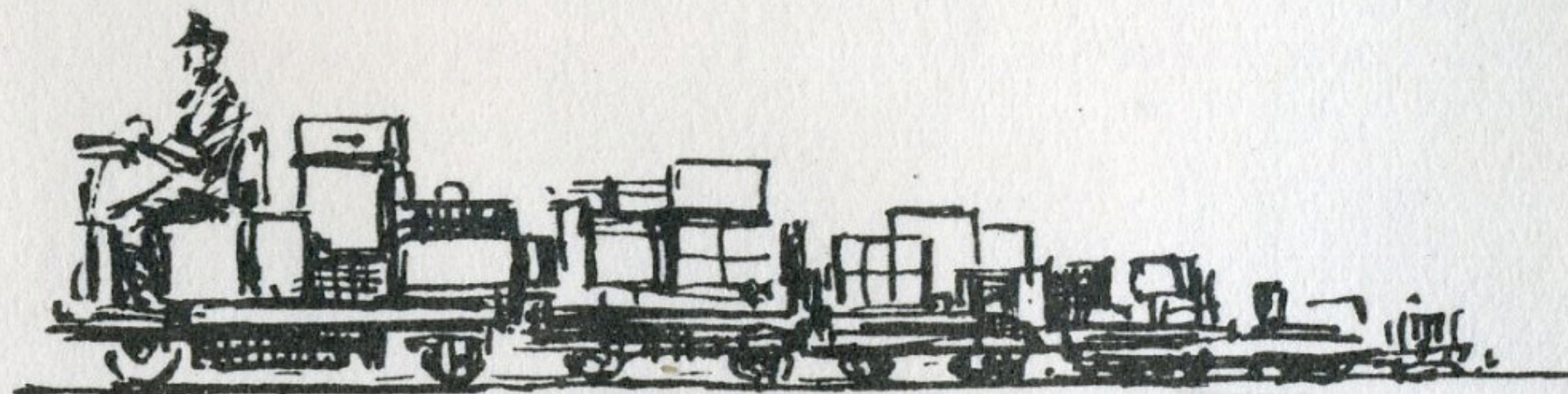
No. 26020 is one of 58 locomotives of this class operating on the route between Manchester, Sheffield and Wath. They are equipped with overhead pick-up apparatus for collecting current at 1500 v. D.C., and were designed to haul mineral, fast freight and passenger trains. Weight 87 tons 18 cwt. Tractive effort 45,000 lb.



**B.R. 1000 H.P.  
DIESEL-ELECTRIC  
LOCO., No. D8000**

This is the first main line diesel-electric locomotive to be delivered under British Railways £1200 million Modernisation Plan. Designed and built by the English Electric Company, it weighs 72 tons and can be used on either passenger or freight trains. It is one of twenty in service on the L.M.R.

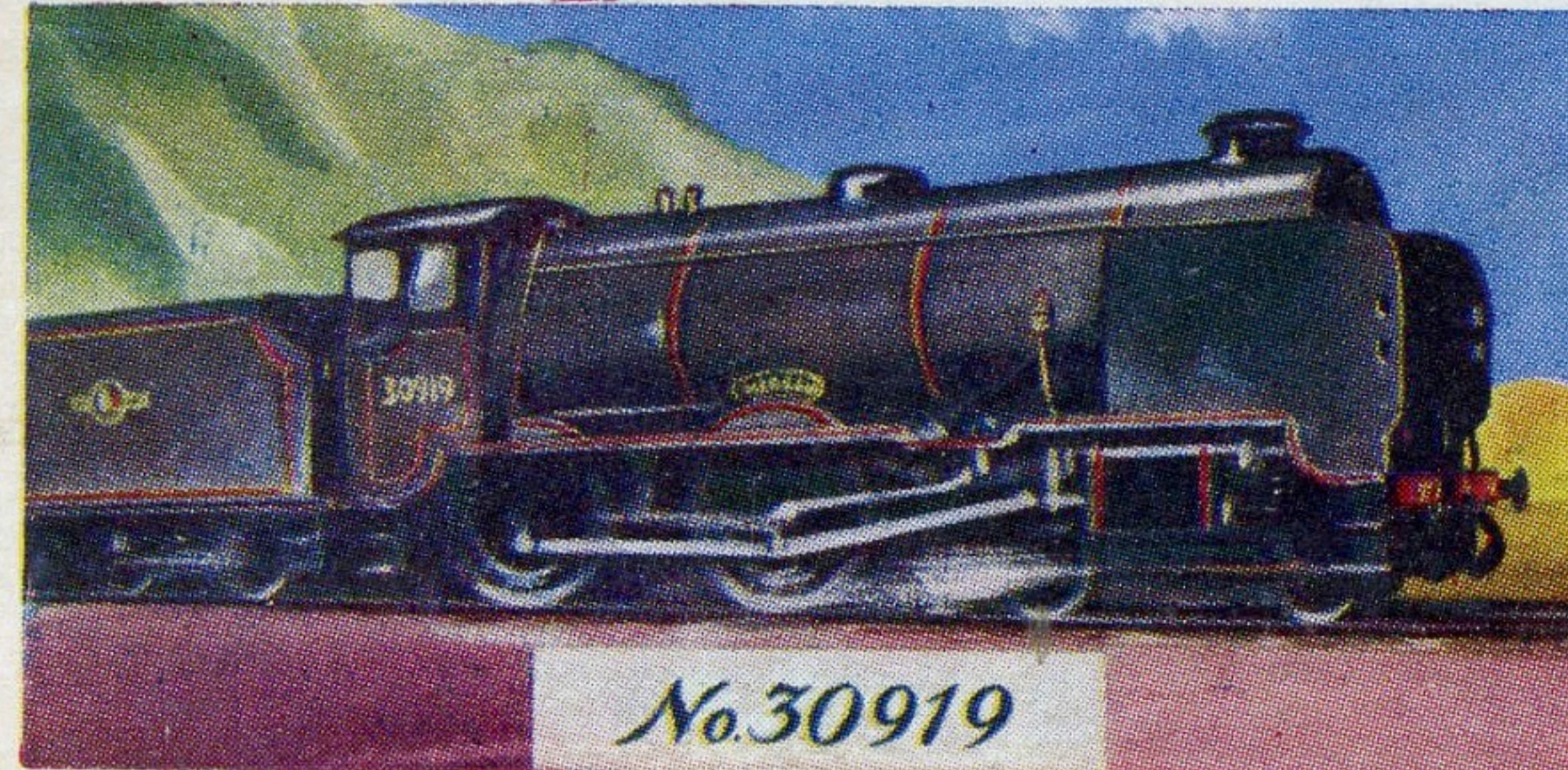




No. 30953

**S.R. CLASS Z, 0-8-0  
TANK, No. 30953**

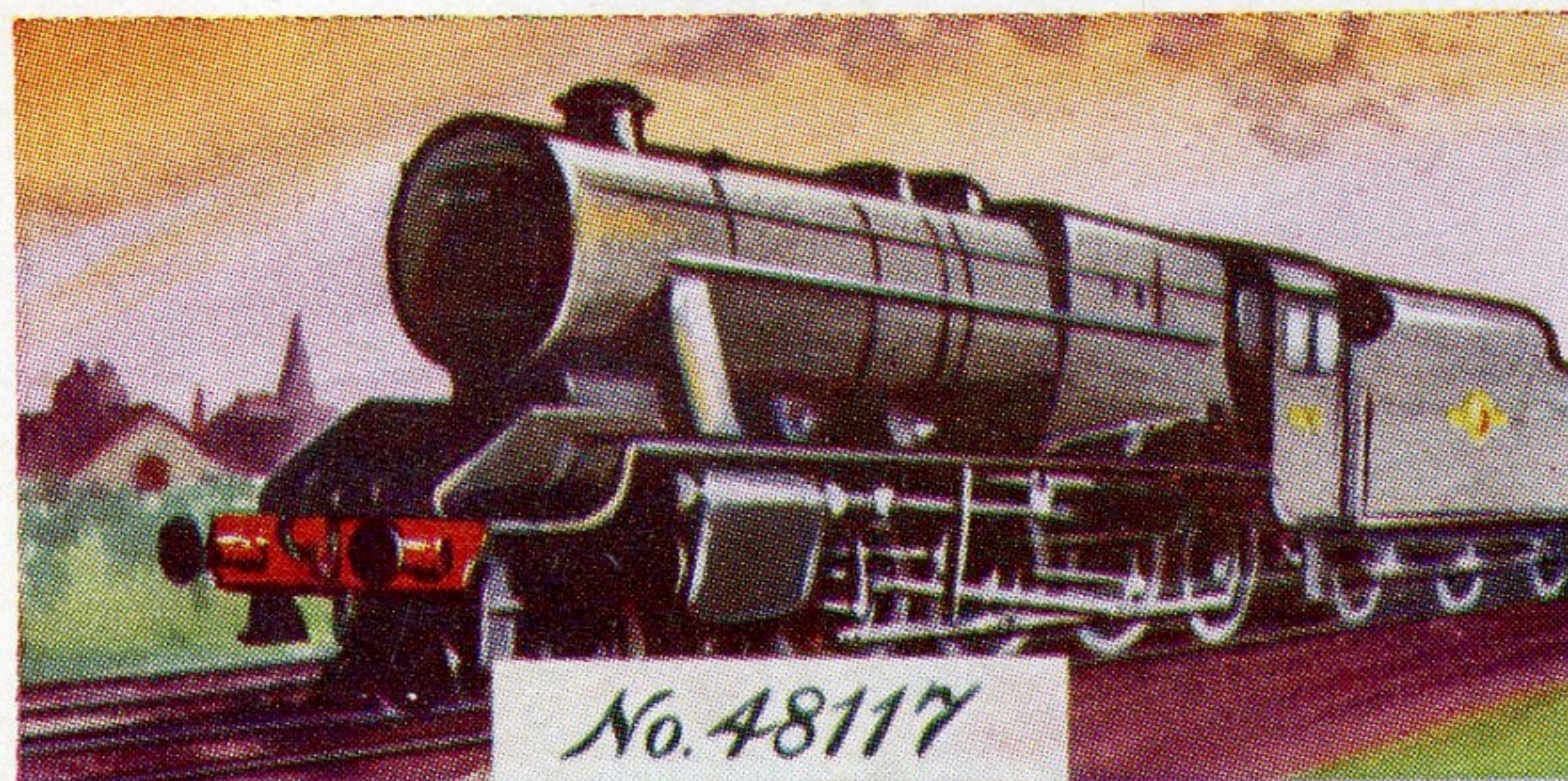
The Southern Railway built eight of these powerful little tank engines for heavy shunting in marshalling sidings. They were built in 1921 to the design of R. E. Maunsell, and are stationed at Eastleigh, Salisbury and Exmouth Junction. Weight 71 tons 12 cwt.



No. 30919

**S.R. SCHOOLS CLASS  
4-4-0, No. 30919**

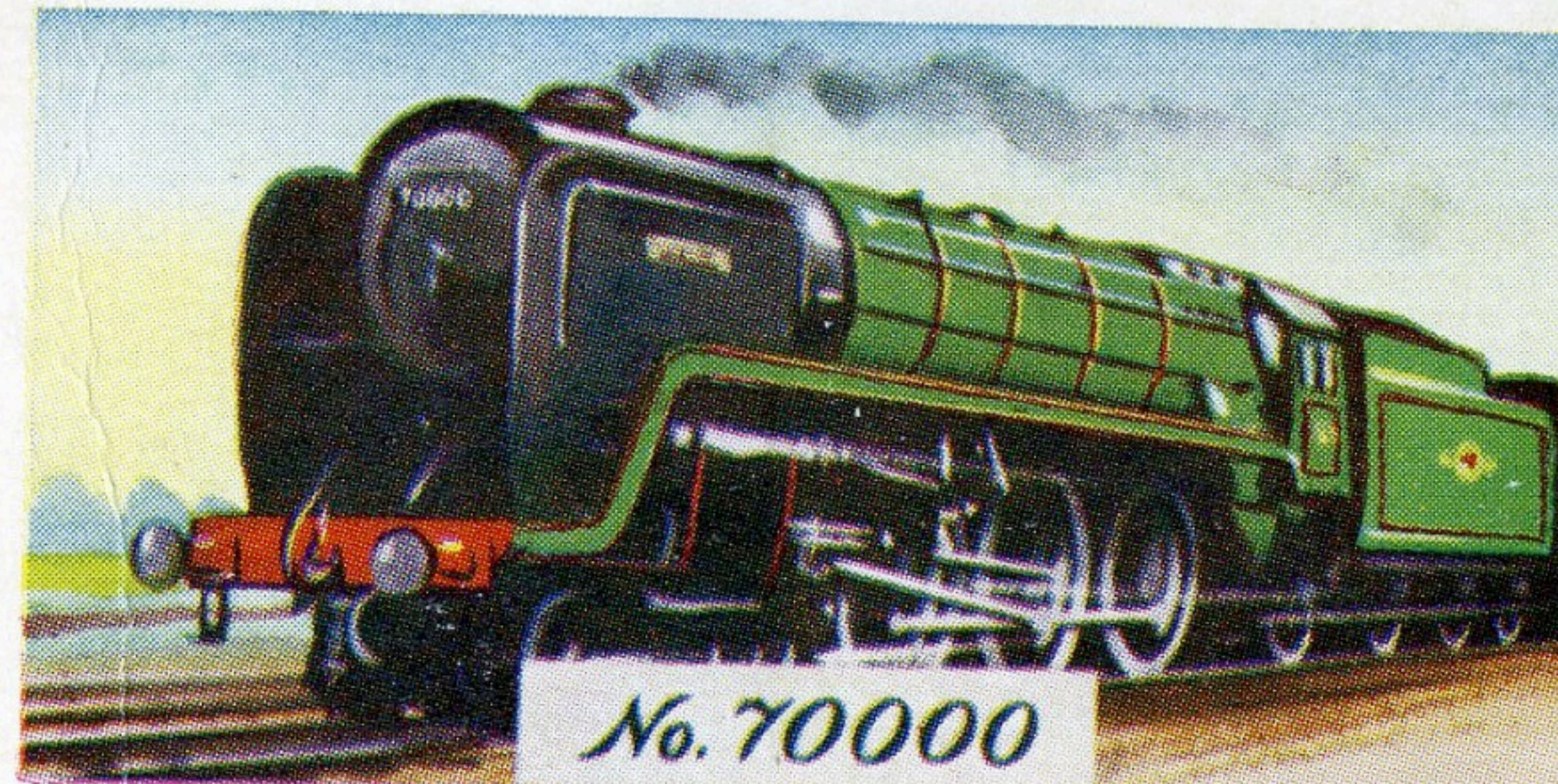
The Southern Region's Schools class locomotives are the most powerful British 4-4-0. The first 19 were introduced in 1930 and the remaining 21, including No. 30919 "Harrow", followed in 1938 slightly modified. They were usually seen on express passenger trains between London and South Coast towns. Weight in working order 109 tons 10 cwt.



No. 48117

**L.M.R. CLASS 8F 2-8-0,  
No. 48117**

Class 8F locomotives, introduced in 1935, work heavy freight and mineral trains on most of the main trunk routes of the London Midland Region. The 8F class engines saw service in several parts of the world in the last war and many were built for the Ministry of Supply. Weight in working order 125 tons 3 cwt.



No. 70000

**B.R. STANDARD CLASS 7,  
4-6-2, No. 70000**

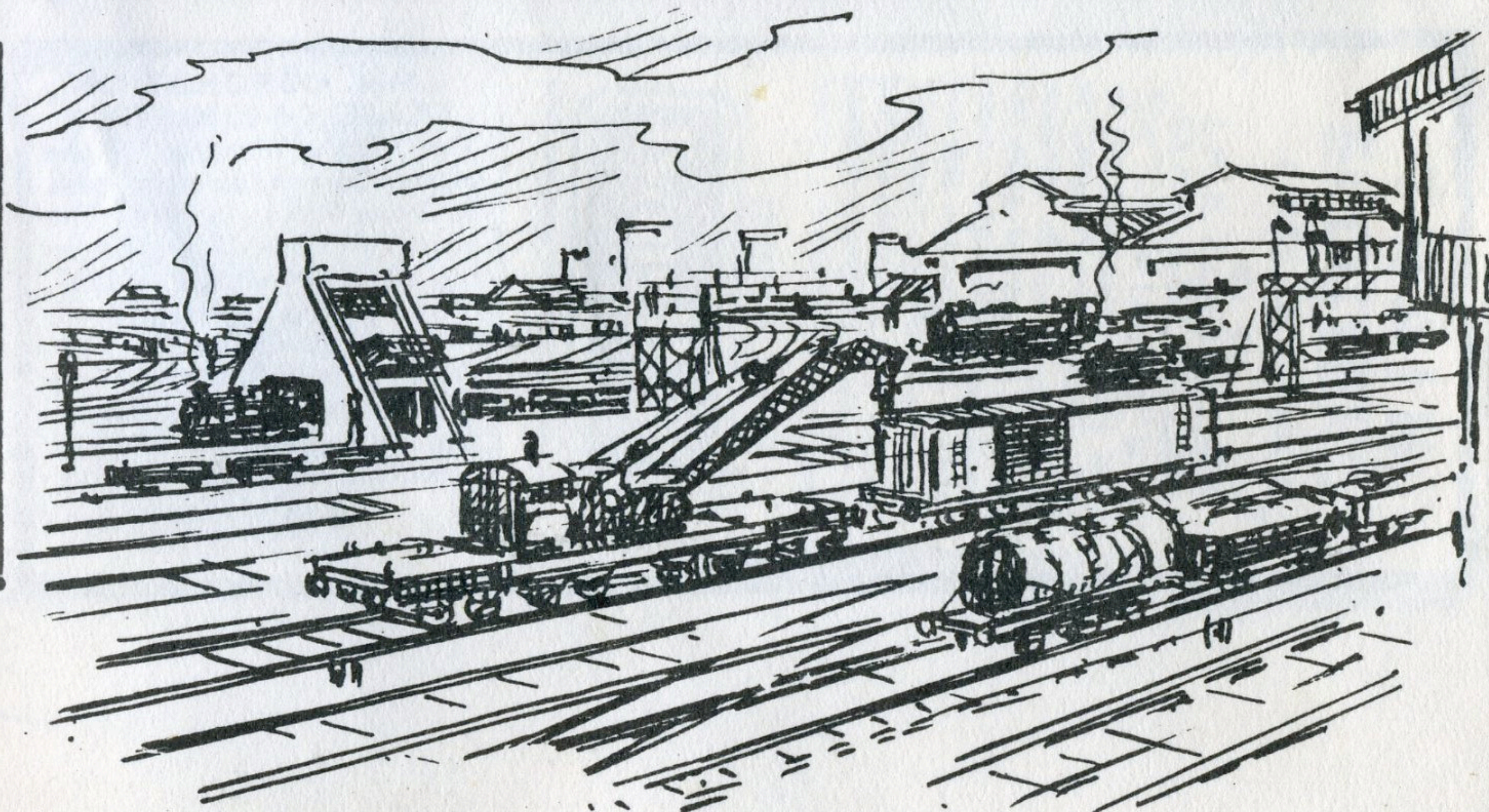
"Britannia" class engines were the first of the B.R. standard locomotives which were intended to replace over 400 designs in service in 1951. They are medium weight Pacific type engines designed for main line passenger or fast freight services and are allocated to all regions except the North Eastern. Weight in working order 146 tons 10 cwt.



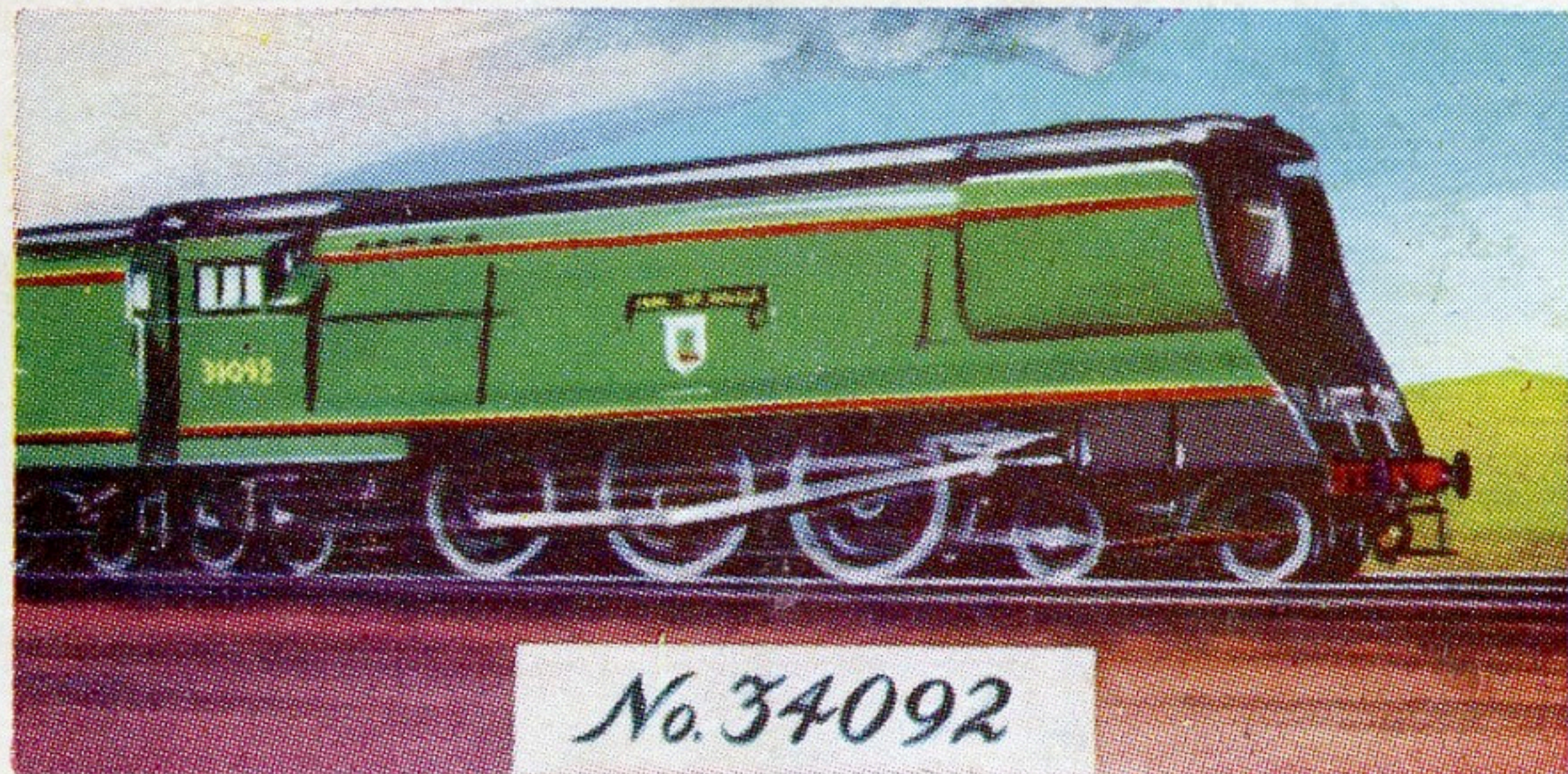
No. 92024

**B.R. CLASS 9F, 2-10-0  
No. 92024**

These heavy freight locomotives, introduced in 1954, are designed to operate in all regions of British Railways. Ten of this class are fitted with Franco Crosti boilers. On these the normal chimney is closed and hot gases are used to heat the feed water passing to the main boiler. Weight in working order 141 tons 9 cwt.



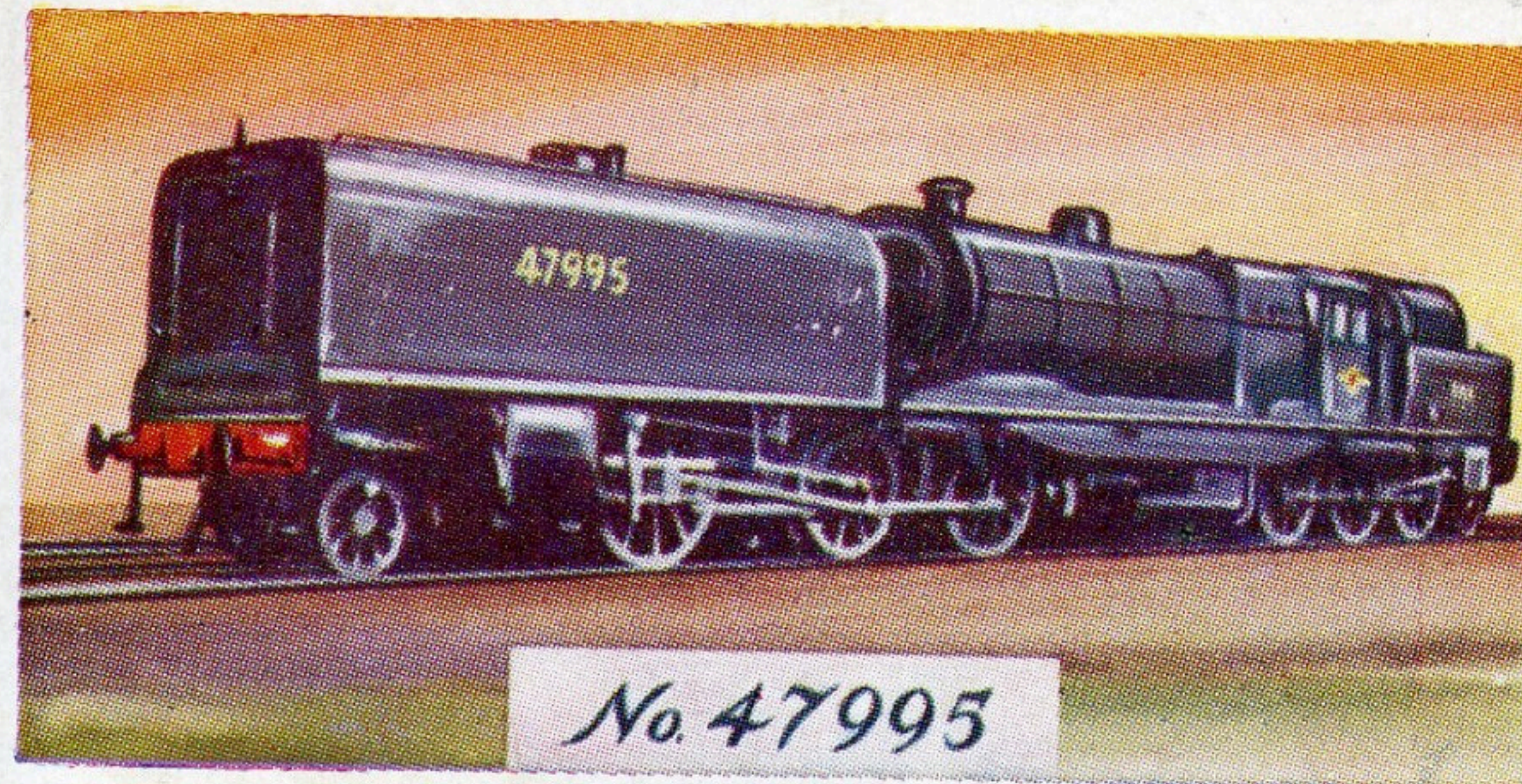




No. 34092

**S.R. WEST COUNTRY  
CLASS 4-6-2, No. 34092**

This is the "City of Wells". S.R. introduced this class in 1945 for use on main line trains in the West of England. They work on the restricted routes west of Exeter where heavy, powerful locomotives, such as the "Lord Nelson's", are not permitted. Weight in working order is 128 tons 12 cwt.



No. 47995

**L.M.R. BEYER-GARRATT  
CLASS 2-6-6-2 TANK,  
No. 47995**

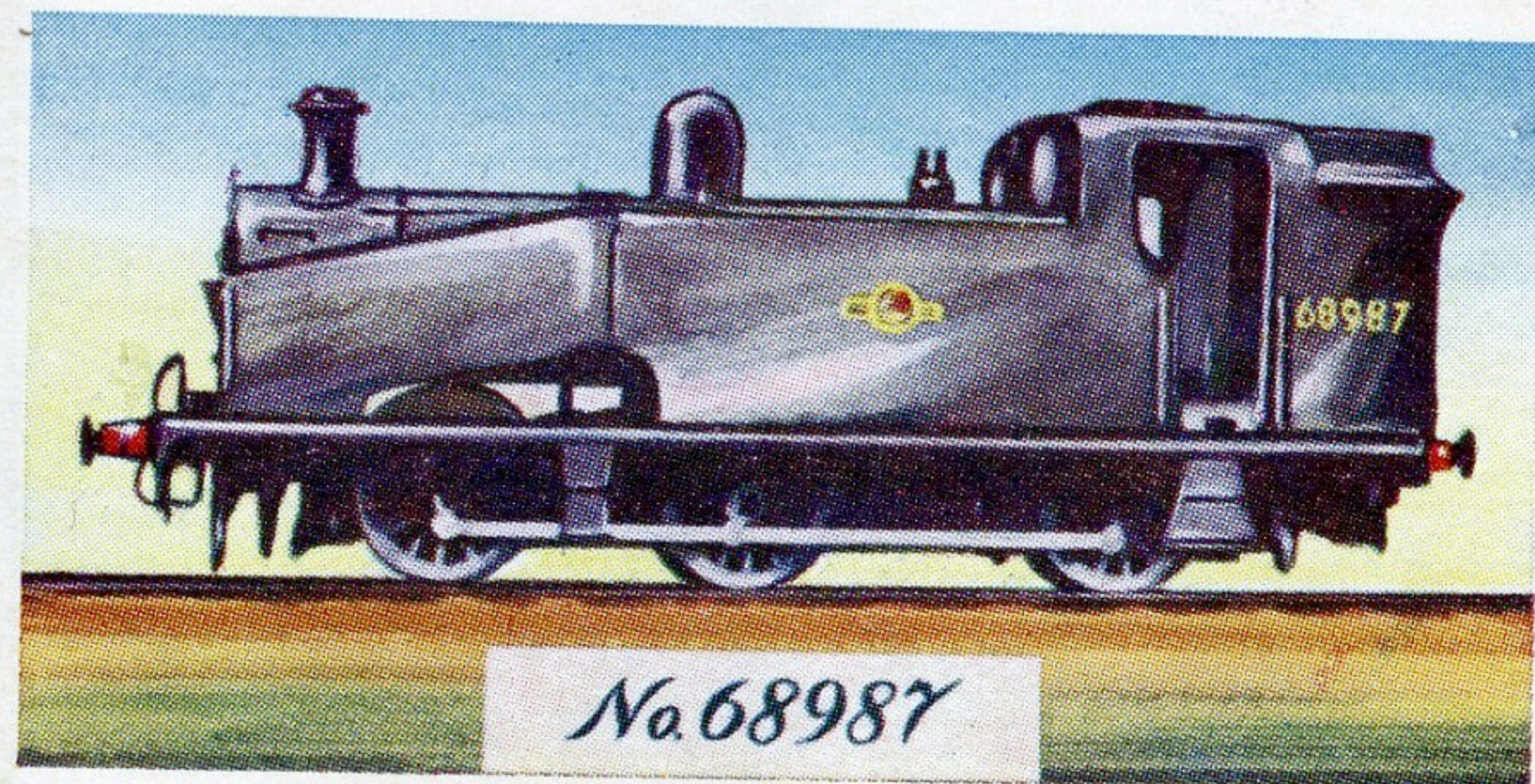
The Beyer-Garratt class was designed solely to haul very heavy coal trains on the Midland Division of the former L.M.S. The first three-tank engines entered service in 1927. A further 30, including No. 47995, fitted with rotary coal bunkers, followed in 1930. Weight in working order 155 tons 10 cwt.



No. 35027

**S.R. MERCHANT NAVY  
CLASS 4-6-2, No. 35027**

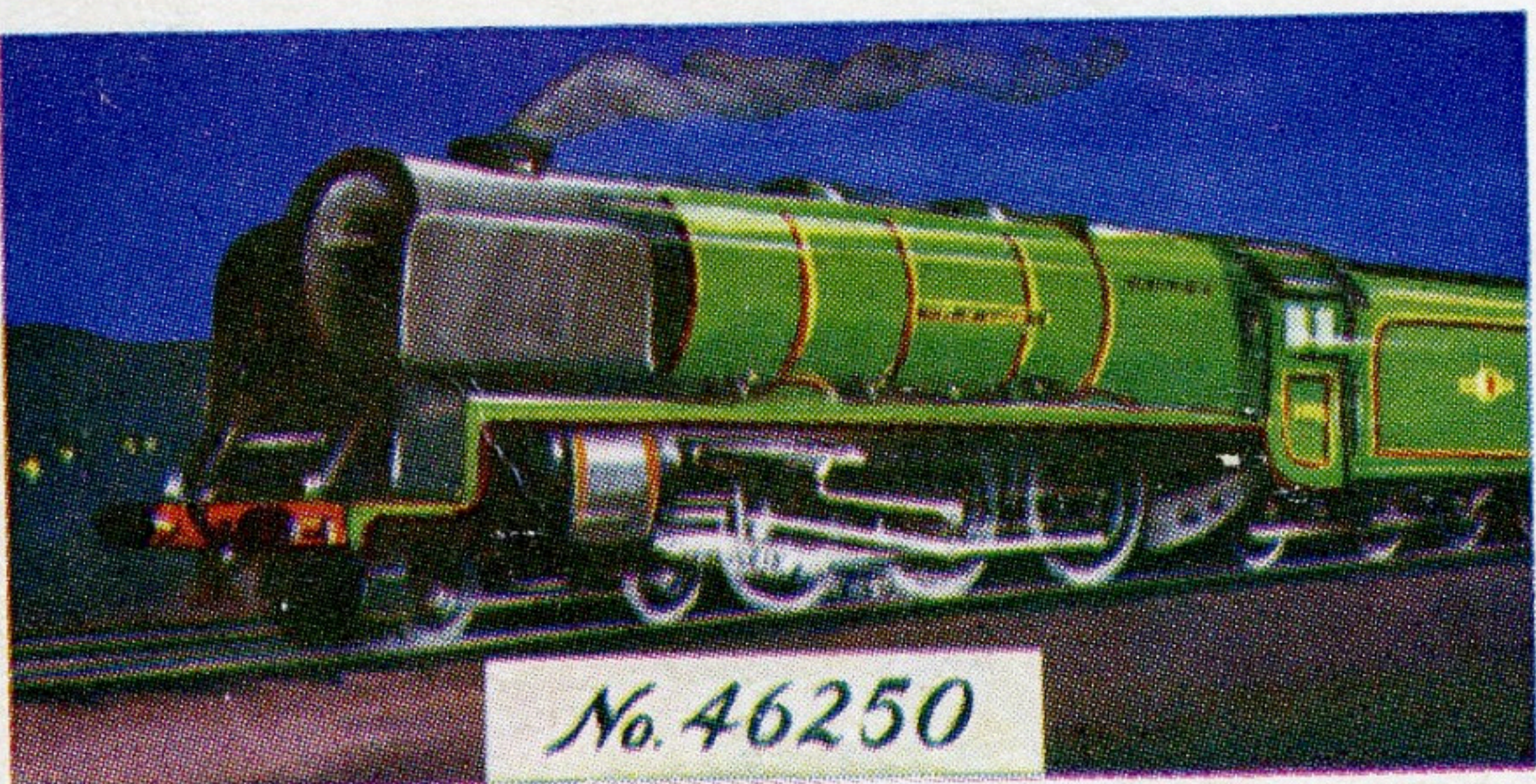
The Merchant Navy Class locos, introduced in 1941, are used to haul the heaviest and fastest trains on the Southern main-line to Bournemouth and the West of England. Work on modifying the class began in 1955, giving it an entirely new look. Illustrated is the "Port Line". Weight in working order 151 tons 4 cwt.



No. 68987

**E.R. CLASS J.50, 0-6-0  
TANK, No. 68987**

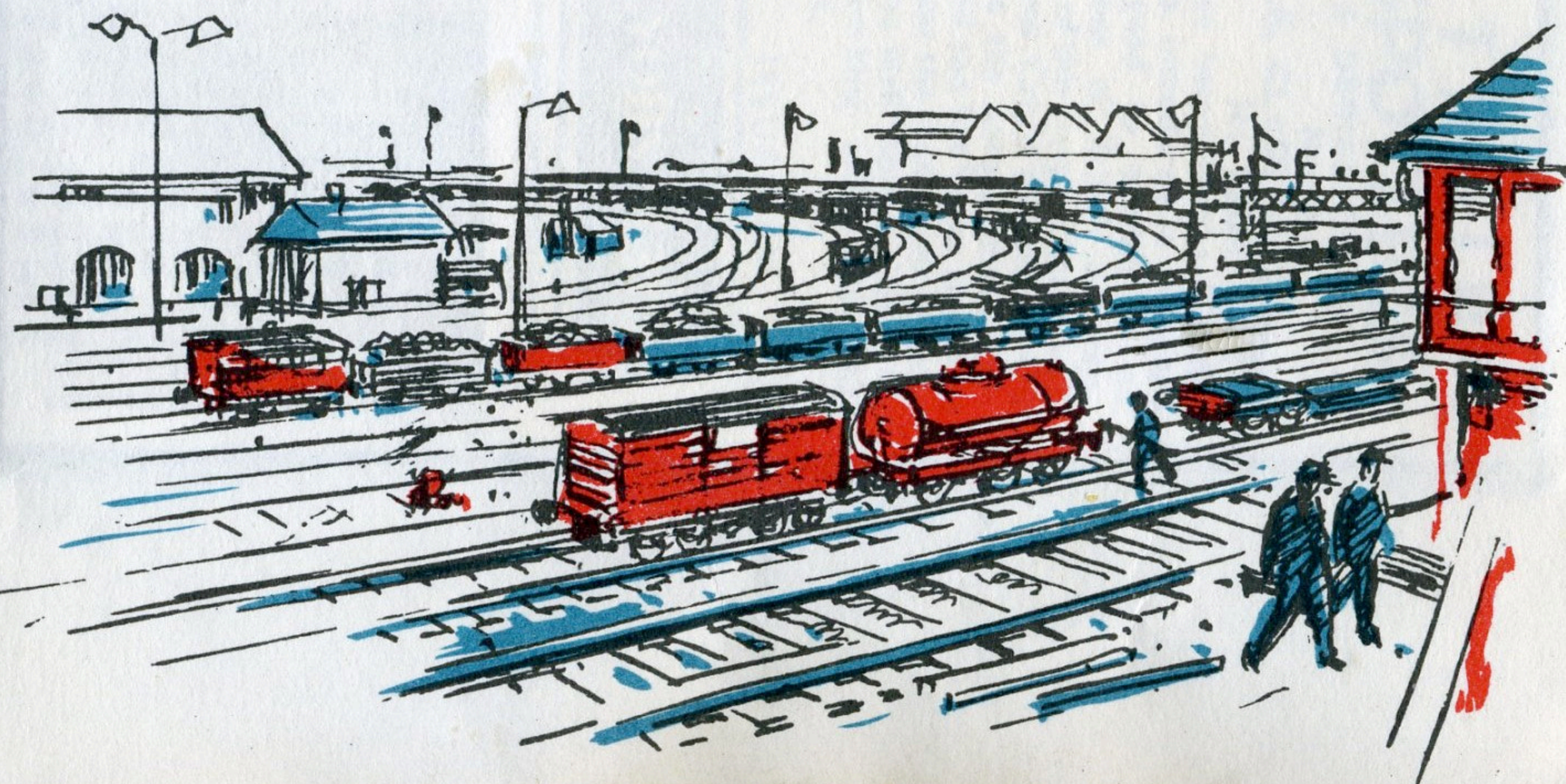
The J.50 class of 0-6-0 tank engines, used chiefly for shunting in marshalling yards, were introduced by the Great Northern Railway in 1913-14. Several developments of the class appeared in later years and No. 68987 is one of 14 introduced in 1937 with larger bunkers. Weight 58 tons 3 cwt.



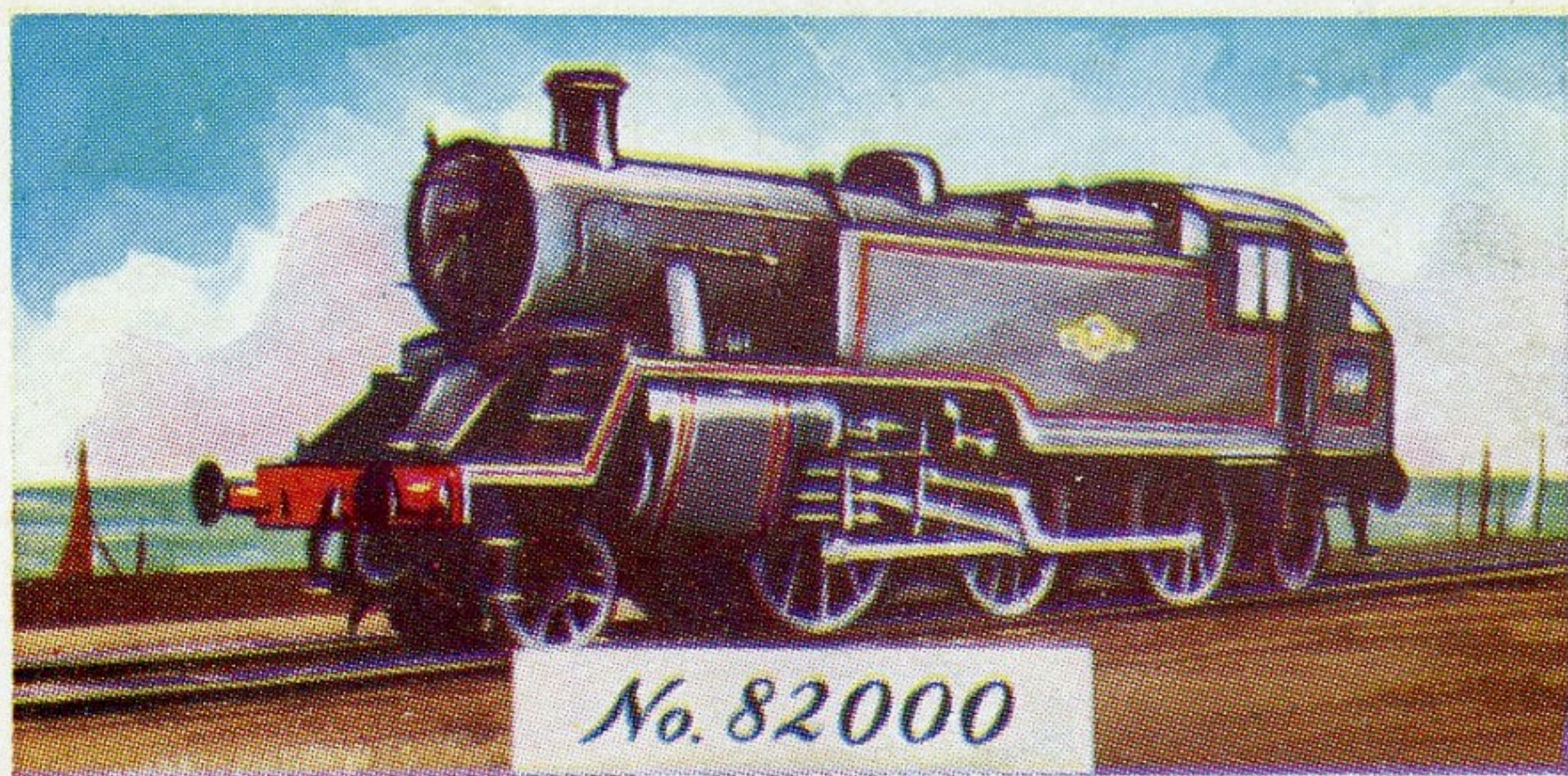
No. 46250

**L.M.R. CORONATION  
CLASS 4-6-2, No. 46250**

The "City of Lichfield" is one of the Coronation class built at Crewe Works in 1944. The majority of the 38 engines in the class, introduced in 1937, were originally streamlined, but this was removed in 1946. They can be seen hauling heavy London-Liverpool and Anglo-Scottish expresses. Weight in working order 164 tons 9 cwt.

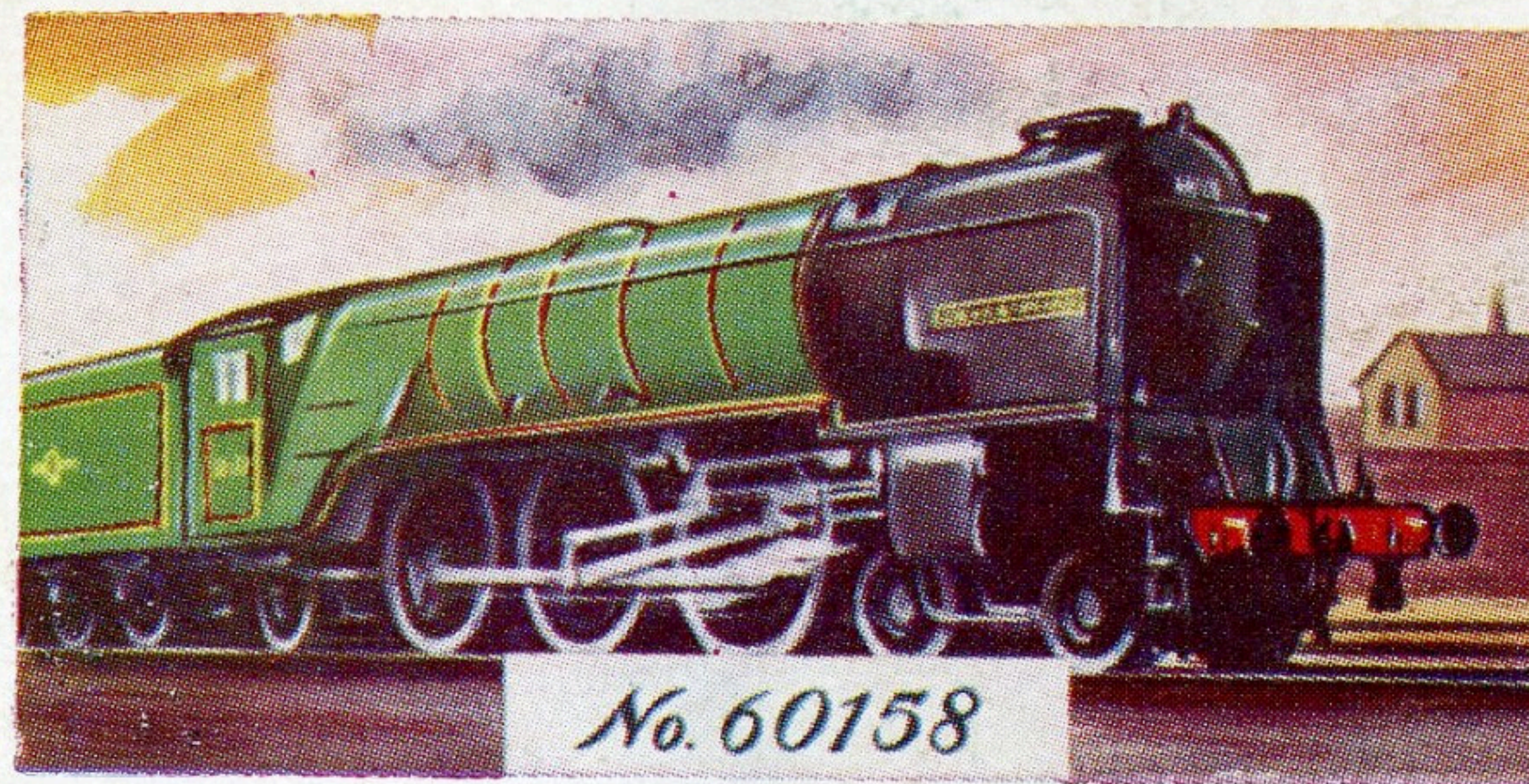






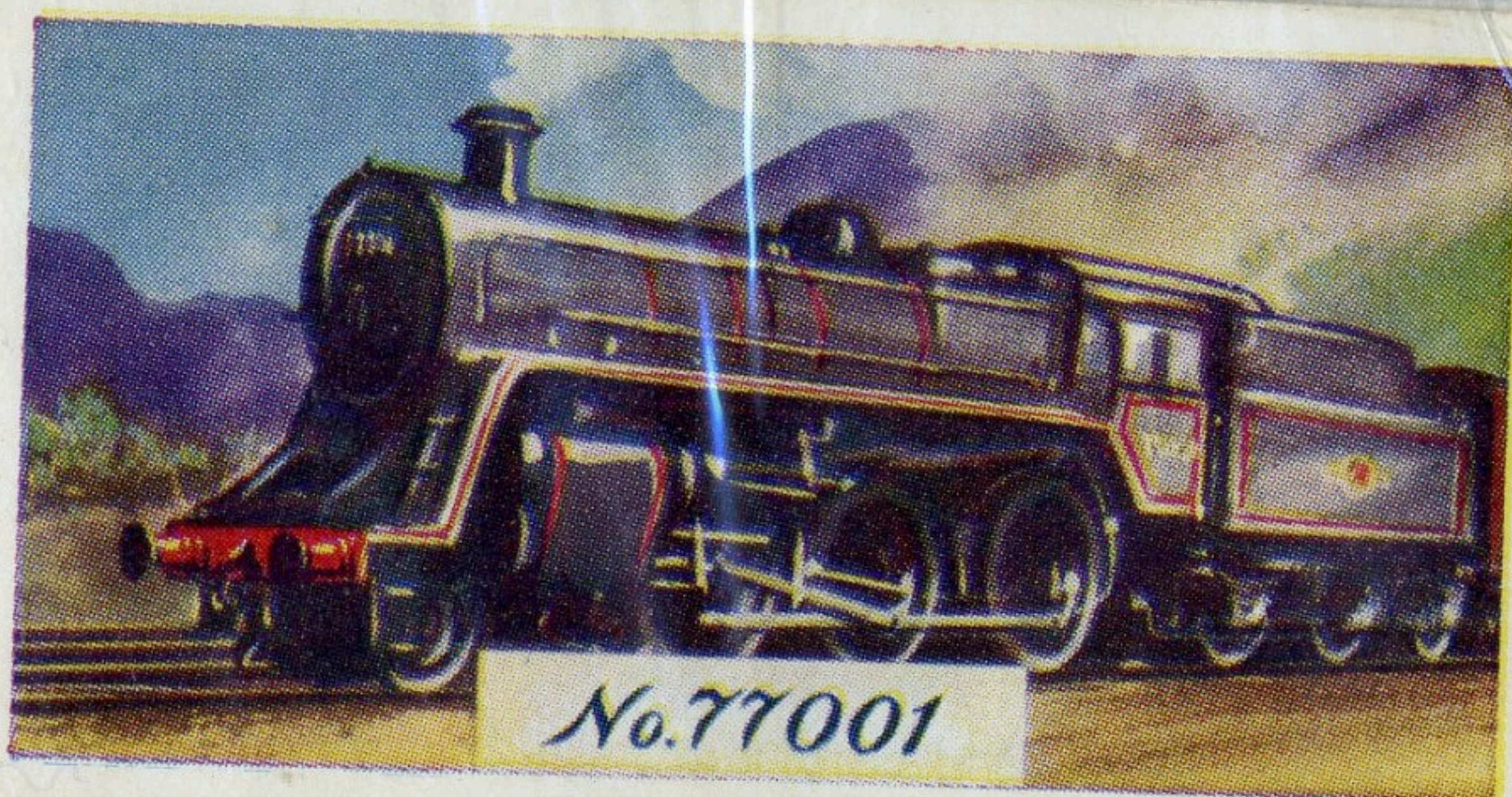
**B.R. STANDARD CLASS 3,  
2-6-2 TANK, No. 82000**

The standard locomotives introduced in 1951 were the first to be designed for widespread use on the nationalised railways. This class made its appearance in 1952. The engines have almost universal route availability and can be seen in the London Midland, Southern, North Eastern and Western Regions. Weight in working order 73 tons 10 cwt.



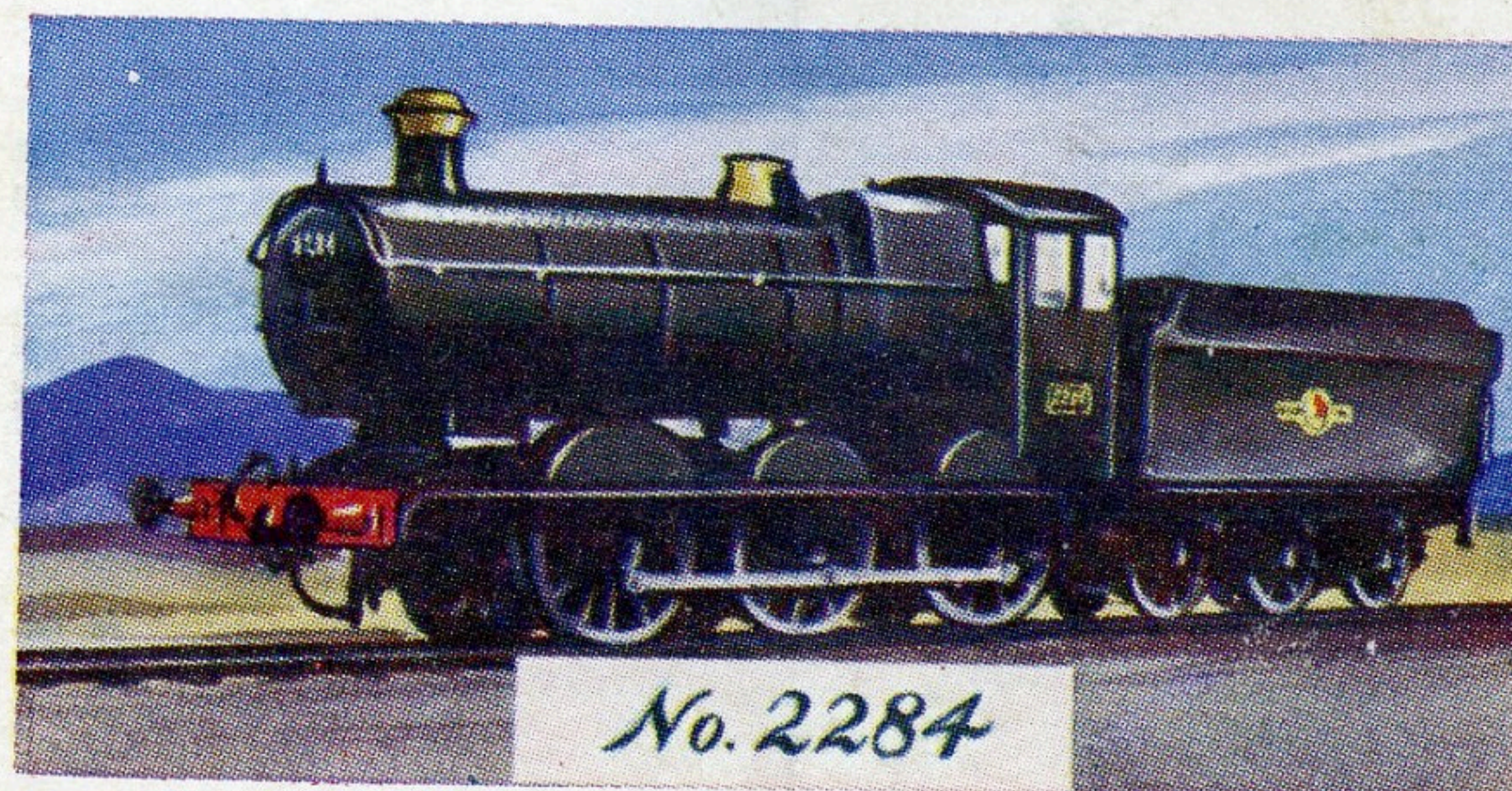
**E.R. CLASS A.1, 4-6-2,  
No. 60158**

The A.1 class was introduced in 1948. Over 40 of these engines are in service, mostly on express passenger work in the Eastern and North Eastern regions. They were developed from an Edward Thompson rebuild of an A.10 class engine now numbered 60113. Shown here is the "Aberdonian". Weight in working order 158 tons 8 cwt.



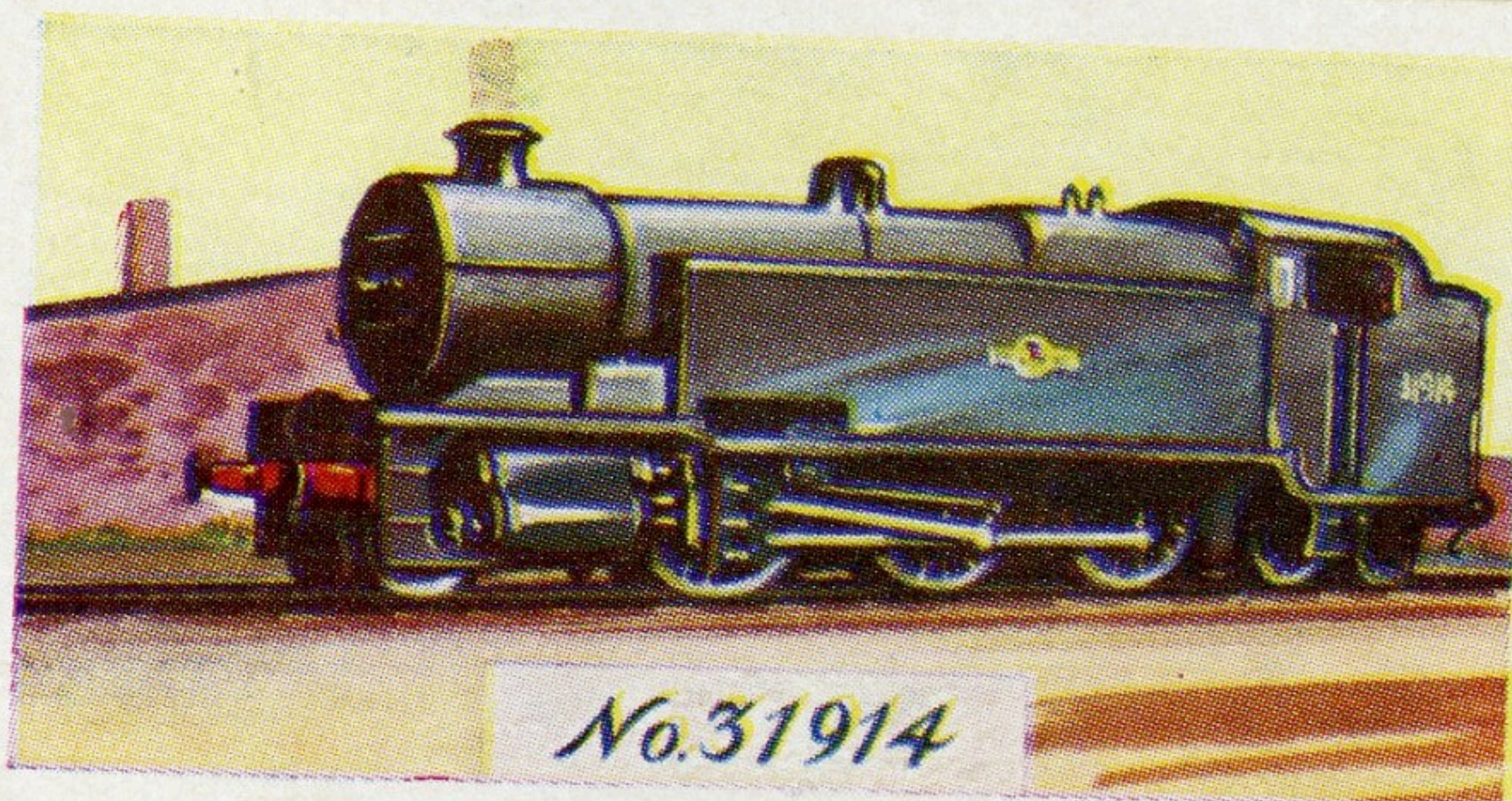
**B.R. STANDARD CLASS 3,  
2-6-0, No. 77001**

There are two Class 3 mixed-traffic designs in the standard series, one a tank engine and the other, shown here, a tender type. Both have the same tractive effort but the tender version travels longer distances. The 77001 class are allocated to North Eastern and Scottish regions. Weight in working order 99 tons 12 cwt.



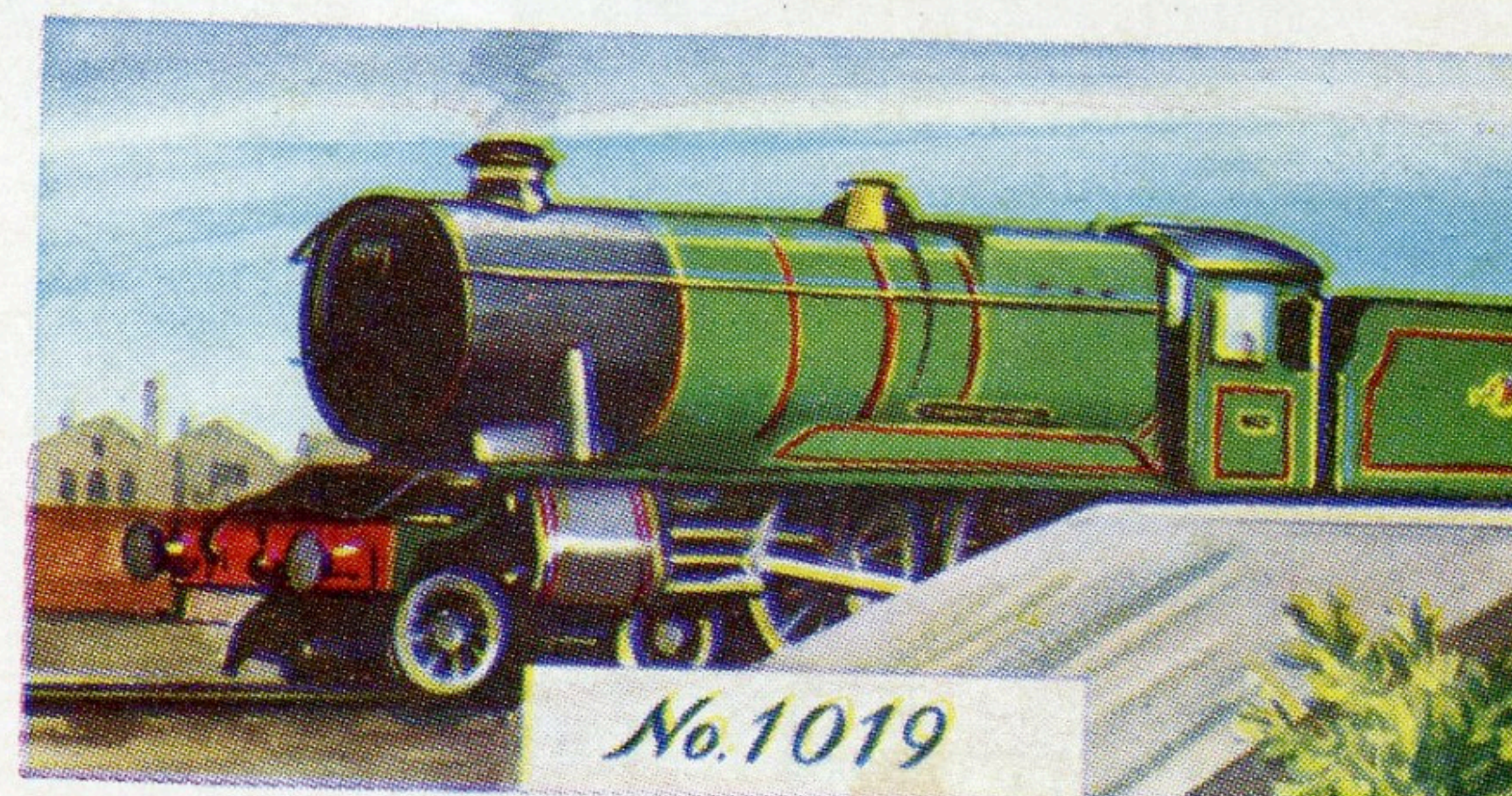
**W.R. CLASS 2251, 0-6-0,  
No. 2284**

The former G.W.R. had fewer classes of 0-6-0 tender type engines than the other main line companies. On Western Region today, only one such class—the 2251 series introduced in 1930, remains in service. This is a class of light mixed traffic engines for local and branch line duties. Weight in working order is 83 tons 3 cwt.



**S.R. CLASS W, 2-6-4  
TANK, No. 31914**

Aunsell's W class is one of the handsomest of all tank designs. The engines are stationed in the London area and are used chiefly to haul freight trains between the marshalling yards of the Southern Region and Northern Region. 15 were constructed, the first appearing in 1931. Weight in working order 90 tons 14 cwt.



**W.R. COUNTY (1000)  
CLASS, 4-6-0, No. 1019**

The first County class engine, No. 1000, appeared in August 1945 and is the only one fitted with a double chimney and blast pipe of G.W.R. design. The class bears names of the counties served by the former S.W.R., the one shown here being "County of Merioneth". Weight in working order is 25 tons 17 cwt.



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