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# British Diesel Locomotives

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*British Diesel Locomotives*

*OMB No. 0156434712508 edited by*

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## **JIMENEZ ALEXANDER**

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*British Rail Standard Diesels of the 1960s* Pen and Sword  
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.

### **FORMER BRITISH RAIL DIESEL LOCOMOTIVES IN INDUSTRIAL SERVICE**

University-Press.org

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-engining, their works histories, the extended periods in storage, together with in-depth reviews of the various detail differences and liveries.

*The Diesel Impact on British Rail* David & Charles Publishers  
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.

Type 4 Locomotives of British Rail History Press

The 00 gauge ready-to-run market has changed dramatically over the past decade, with supreme levels of accuracy, detail, finish and mechanical performance now becoming the standard benchmark of all new models. As the hobby continues to blossom, an increasing range of steam, diesel and electric subjects now find themselves in the catalogues of the leading manufacturers. Have the days of super-detailing and repainting our models now gone, or is there still a place for a more 'hands-on' approach to the hobby of railway modelling? Professional model-maker George Dent suggests that even these state of the art models can be improved and offers a plethora of ideas and projects to produce some unique and highly detailed miniature locomotives. The book covers prototypes from the beginnings of British Rail's Modernisation Plan up to the present privatised scene and aims to cater for all skill levels. This detailed look at the ready-to-run locomotives in 00 gauge is aimed at railway modellers of all skill levels and includes information on tools, techniques and materials, painting, weathering and adding further enhancements. Superbly illustrated with 386 colour photographs.

**British Rail Diesel Locomotives** Pen and Sword Transport  
The rapid dieselisation of Britain's railways meant that many

designs of locomotives were introduced from various manufacturers. Some were highly successful and generated a very enthusiastic following that continues today. "British Diesel Locomotives" is a superb collection of black-and-white photographs, supported by David Hucknall's usual meticulously researched and well-written captions that portray important locomotive classes. From the Deltics, the Warships and the Westerns to the Class 50s and 47s and even including the humble but essential multiple units, this book will remind readers of a fascinating evolutionary period for Britain's railways.

## **BRITISH RAILWAYS DIESEL LOCOMOTIVES AND RAIL CARS, PART II**

Pen and Sword

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. *The British Railways Pilot Scheme Diesel Locomotives* Ian Allan Pub

Please note that the content of this book primarily consists of articles available from Wikipedia or other free sources online. Pages: 110. Chapters: British Rail diesel locomotives, LMS diesel shunters, InterCity 125, British Rail Class 37, Class 47 renumbering, British Rail Class 50, British Rail Class 47, British Rail Class 42, British Rail Class 55, British Rail Class 52, British Rail Class 24, British Rail Class 31, British Rail Class 40, British Rail Class 43, British Rail Class 45, British Rail Class 20, British Rail Class 33, British Rail Class 66, British Rail Class 25, EMD Series 66, British Rail Class 03, British Rail Class 57, British Rail HS4000, British Rail Class 59, British Rail Class 70, BR Class 37 renumbering, British Rail Class 26, British Rail Class 35, MaK / Vossloh G1206, British Rail Class 08, British Rail Class 60, British Rail Class 14, British Rail Class 23, British Rail Class D20/2, List of preserved British Rail Class 08 locomotives, British Rail Class 17, British Rail Class 67, British Rail Class 07, British Rail Class 56, British Rail 10100, British Rail Class 58, List of preserved British

Rail Class 47 locomotives, British Rail Class 15, List of British Rail Class 52 locomotives, British Rail Class 27, British Rail Class 97/6, British Rail Class 04, British Railways DP1, British Rail Class 09, British Rail Class 28, British Rail Class D3/12, British Rail Class 22, British Rail Class 53, British Rail Class 21, British Rail Class 11, British Rail Class 46, London Underground diesel locomotives, British Rail Class 01, British Railways Janus, British Rail Class D16/1, British Rail Class 16, British Rail Class 44, Walrus, British Rail 10800, British Rail Class 48, Dolphin, British Rail Class 02, LMS diesel shunters 7059-7068, British Rail Class 05, British Rail Class 29, Deltic 9000 Fund, British Rail Class D16/2, British Rail Class 12, British Rail DP2, British Rail D0260, British Rail Class 13, NZR DS class, British Rail Class...

### **BRITISH TYPE 3 DIESEL LOCOMOTIVES**

Bloomsbury Publishing

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

### **BRITISH STEAM BR STANDARD LOCOMOTIVES**

Pen and Sword Transport

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.

### **BRITISH RAILWAYS DIESEL LOCOMOTIVES**

Pen and Sword Transport

'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. *British Rail Class 20 Locomotives* 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 CLAYTON TYPE 1 BO-BO DIESEL-ELECTRIC LOCOMOTIVES - BRITISH RAILWAYS CLASS 17**

Pen and Sword Transport

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.

*National traction plan* Amberley Publishing Limited

During the mid-1980s, in a drive for greater efficiency, British Rail required another heavy freight locomotive, some of the earlier Type 5 freight locomotives being outdated and no longer regarded as suitable for heavy freight duties. The new Class 60 locomotive was to be constructed using lessons learned from the Classes 56 and 58. Six organisations were invited to tender but only three did so. The contract was awarded to Brush Electrical Machines (today, Brush Traction, part of the Wabtec Rail Group) for a powerful 60mph Type 5 Co-Co design, which resulted in an order being placed for one hundred Class 60 diesel-electric locomotives. Using original research from the National Archives, *British Rail Class 60 Locomotives* is a high illustrated guide that explores the commissioning of the Class 60s and their construction, testing and running. It undertakes an in-depth



technical appraisal of the class and details names, liveries, modifications and preservation and includes the 'Super 60' refurbishment programme and acquisition of ten Class 60s for Colas Rail UK, bringing the timeline to the present day. Of interest to all diesel loco enthusiasts and railway modellers, this book is lavishly illustrated with 280 colour and black & white photographs, many previously unpublished.

#### **BR Diesel Locomotives in Preservation** Crowood

When British Railways initiated its Modernization Plan in 1955, its Western Region elected to trial locomotive designs with hydraulic transmission whilst BR encouraged designs with electric transmission. The Western Region felt that the lighter weight of 78 tons for a diesel hydraulic locomotive producing 2000 hp, compared to an equivalent weight of 132 tons for a diesel electric locomotive producing 2000 hp, would better meet BR's requirement for a modern locomotive. BR's failure to follow up with its declared policy of having all freight vehicles fitted with brakes saw operators preferring the heavier diesel electric designs which proved more able to operate trains without through brakes at higher speed. The greatest concern was with operating costs whereby the Western Region policy of replacing components at the depot then transferring them to Swindon for repair incurred heavy costs that were reflected in the maintenance cost per locomotive. Given the smaller number of diesel hydraulic locomotives and the larger number of diesel electric locomotives it was little surprise that by the mid-1960s a cost comparison showed that the build and operation of diesel electric locomotives was increasingly cheaper over the long term. Furthermore the increased availability of diesel electric

locomotives released by a combination of factors provided an opportunity to replace the diesel hydraulic fleet, which was withdrawn from service during the 1970s. The preservation of redundant locomotives was slow but once it was confirmed, by the preservation of 'Hymek' Class 35 D7017 in 1975, that public appeals could quickly fund the preservation of withdrawn examples further public appeals followed. In a short space of time 31 locomotives from a mixed fleet of 358 locomotives entered preservation to remind both enthusiasts and the public of a concept (i.e. hydraulic transmission) that had had much to offer but had been dismissed on questionable financial grounds.

### **A REVIEW OF PRODUCTIVITY IN THE DIESEL LOCOMOTIVE INDUSTRY**

Pen and Sword

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.

**A.B.C. [of] British Railways Diesel Locomotives** Pen and Sword

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-cabbed 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.

*Western Diesel Hydraulics in Preservation* British Diesel Locomotives of the 1950s and '60s

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

**BRITISH DIESEL LOCOMOTIVES OF THE 1950s AND '60s**

Amberley Publishing Limited

After WWII the existing railway companies were all put into the control of the newly formed British Transport Commission and that government organization spawned British Railways, which came into being on 1st January 1948. The railway infrastructure had suffered badly during the war years and most of the steam

locomotives were 'tired' and badly maintained and or life expired. Although the management of British Railways was already planning to replace steam power with diesel and electric engines/units they still took a decision to build more steam locomotives (as a stop gap). Some 999 (yes just 1 short) Standard locomotives were built in 12 classes ranging from super powerful express and freight engine to suburban tank locomotives. The locomotives were mainly in good order when the order came in 1968 to end steam, some only 8 years old. There still exists a fleet of 46 preserved Standards of which 75% are in working order in and around the UK's preserved railways, furthermore 3 new build standard locomotives are proposed. Steam fans who were around in the 1960s all remember the 'Standards'.

**British Diesel locomotives and railcars** Crowood Press UK

"Many of the first generation diesel locomotive designs are now as much a memory as the steam locomotives they were designed to replace and, with the arrival of the Class 66 and Class 67, many of the surviving first-generation diesel classes will also be consigned to history." "This revised edition of British Rail Main Line Diesel Locomotives is the result of many years' research by Colin Marsden, one of Britain's best-known and most highly respected modern traction authors, illustrated by the superb scale drawings by Graham Fenn. There have been a whole host of developments since 1987 when the first edition was published, and the authors have included additional material covering not only the new classes - 66 and 67 but have fully revised the entry for the Class 60 and provided information on the latest Class 47 revision, the Class 57." "With its outline history of every



locomotive, selection of fine photographs and 4mm scale drawings, this new edition of a popular classic will be an essential work of reference for railway modellers and modern traction enthusiasts well into the new Millennium."--BOOK JACKET.Title Summary field provided by Blackwell North America, Inc. All Rights Reserved

**British Rail Diesels** Casemate Publishers

This photographic album portrays the four classes of locomotives introduced to operate on the British Railways system, prior to Privatization in 1994. Increasing loads and deteriorating reliability of older classes necessitated the design of new, higher horsepower classes of diesel locomotives to operate the increasing requirement to operate trains handling loads in bulk,

such as coal, minerals, fuels etc. The four classes included one American design the class 59 which set new standards in haulage capacity and reliability. The other three designs classes 56, 58 and 60 were more suitable to their tasks than previous models, but in the case of the class 56, suffered a poor reputation for availability for several years, although the few remaining members of the class have now attained acceptable standards. Of the four classes, a small number of class 56s operate in private ownership, all the class 58s have been withdrawn, but all the class 59s and 60s are in daily use throughout England and Wales. This album has been written by David Cable, author of a series of illustrated books covering railways in the UK as well as overseas. The book shows examples of all four classes working a variety of duties at a wide range of locations.

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