

ENCYCLOPAEDIA of Modern Traction NAMES

By Colin J. Marsden & Darren Ford



Modern Traction Naming

The application of names as a form of identity to locomotives dates back to almost the beginning of railways in the early 1800s, when a name was often adopted in preference to a number. As time progressed and many more locomotives entered service on the large number of railways then developing, the use of names became unsuitable and numbering had to be introduced. Gradually the position became totally reversed with numeric identification becoming the norm and names applied only to main line or special locos.

Even as early as the second half of the 19th century, some names became used for a second and third generation of locomotives and in several cases these names have been perpetuated through the years and are still associated with railways today.

Following the railway grouping in 1923, when the 'Big 4' companies were formed, naming continued, but it became more common for the name or series naming to be adopted for entire classes. However, loco naming was still far from common, especially on some railways. One of the last of the big companies to adopt a naming policy was the London Midland & Scottish (LMS), but this all changed in 1927 when the company directors authorised fleet naming for their new 'Royal Scot' class.

Naming seemed to gain momentum during the 1930s, with the plating of most new express locos by *all* operating railways, almost as a matter of course. This policy continued through the 1940s and through nationalisation in 1948 with the formation of British Railways (BR). The new British Transport Commission (BTC) or BR authorised the continued application of names.

Although the above is of historic interest, this title deals with what is often referred to as 'modern traction' types, in reality this means non-steam powered traction, but as many of the examples are now well over 40-years old, they cannot really be called modern in any terms.

Naming of Britain's non-steam traction, and to a lesser extent coaching stock, is a very complex subject and in more recent years, leading up to rail privatisation has become big business, with names being applied for a wide variety of reasons, with some clearly being little more than advertising.

Although at the formation of the BTC, later BR, very few 'modern traction' locos existed, a global policy on current and future naming of all types of traction was drawn up. A three-man committee was formed within the BTC led by George Dow to advise the Railway Executive on traction names and coordinate the bringing together of lists of suitable names for possible application.

The senior members of the Transport Commission drew up four strict guidelines on nameplate selection, which were lodged with the Committee:

At the first meeting of the Committee in October 1948,

1. A name must clearly convey its meaning and not be ambiguous.
2. A name must be long lasting.
3. Class theme naming should be followed where possible.
4. Care should be taken in selection of the first name of any class, as history had shown that this was often the name by which the entire class became known.

George Dow put forward that the passenger or boiler fitted locomotives which would eventually be used on the electrified Trans-Pennine or Woodhead route should be named, he produced a list of names based on Greek mythology, without much discussion the idea was turned down. However, the list was retained on file.

The Committee's next involvement with 'modern traction' came in 1951, when authorisation was sought to name the

first of the Manchester-Sheffield-Wath electric locos No. E26000 *Tommy*. The loco, originally numbered by the LNER as 6701, was constructed as a prototype during 1940-42 for the then proposed Trans-Pennine electrification. When wartime interrupted continuance of the project, and the European allies were short of locomotives, the machine was loaned to the Dutch Railways who had a similar dc electric network. In Holland, the loco was always known by its drivers as 'Tommy' after the nickname of the British Soldier.

Agreement was given for this naming, and thus the first 'modern traction' locomotive naming ceremony took place on June 30, 1952 at Liverpool Street Station, London, when Mr F Q den-Hollender of the Netherlands Railways unveiled the cast plate 'Tommy'.

In 1954 when plans were progressing for the official opening of the Trans-Pennine Woodhead route, Dow again raised the subject of loco naming. His original list, plus additional names for the more powerful Class EM2 Co-Co passenger engines were put forward, but again they were turned down, principally by the Board of the routes owning Eastern Region. The next time the list was put forward was in mid-1958, after control of the line and traction had passed to the London Midland Region, the directors here were more keen to adopt names and it was quickly agreed to apply mythological names to the boiler fitted passenger locomotives - Gods for the EM1 (Class 76) and Goddesses for the EM2 (Class 77). All except the name *Electra*, were previously used on MSLR steam locomotives which operated the route a century before. In Dow's original list the names *Hercules* and *Jupiter* were shown, but in the period between the list being made and 1958, these had been claimed by the Western Region for the 'Warship' diesel-hydraulics, and therefore *Archimedes* and *Stentor* were allocated. On papers dated July 1958 the name *Clio* is shown as a possible replacement for *Minerva*, as at one time this was provisionally allocated to a 'Warship'.

The name *Electra* was chosen by the Woodhead's chief electrical engineer, who said the name typified the new modern electric railway and insisted on its use.

During the mid-1950s with the inception of the BTC traction modernisation plan, the committee had to sit on a number of occasions to discuss names. At various minuted meetings of the BTC in 1957-58 the subject of locomotive names for the then ordered Type 4 A1A-A1A and B-B diesel-hydraulics came into question. Soon into the order process came the decision to name the entire fleet after Warships of the Royal Navy, there then followed a major period of decision as to which names to use. The five A1A-A1A machines took alphabetic names using letters A-C, while the first of the production B-B type saw a break from policy and the name of the first Chairman of the BTC *Sir Brian Robertson* applied. Navy ship names were applied to all other production locomotives from both the BR workshops and NBL, Glasgow, except for No. D812 which became *The Royal Naval Reserve 1859-1959*, to mark the centenary of the organisation. This loco was originally allocated the name *Despatch* this was cast but never carried. The 'Warship' names were allocated in strict alphabetic order through the two builds. In true Great Western style the plates carried the 'Warship Class' legend in small letters below the main name.

Another major deliberation for the committee was the selection of names for the ten 'pilot' order BR Type 4 1Co-Co1 locos from BR Derby Works. A list of mountains or peak names was drawn up by Mr E W Arkle, Director of the LMR traffic services group, who submitted them to the naming committee in June 1958.

Mr Arkle was a keen mountaineer, and from his large list, ten suitable names were selected. These were cast at Derby Works and applied to locos during construction. It is of course from these ten locos that the fleet name of 'Peak' was derived, correctly, this title only covers the first ten locos, but has over the years been widely used for all like design locos.

Another of the modernisation classes to receive a small allocation of names was the English Electric Type 4 1Co-Co1's, later deemed Class 40. Although 200 locos were built, only 25 were selected for naming, covering those confined to the LMR passenger services during the steam-diesel transition period.

The names, all ocean liners operated by Cunard, Canadian Pacific or Elder Dempster Line out of Liverpool Docks were selected by the LM Board and submitted to the naming committee for approval. As far as minutes of these meetings go, it appears that all the names submitted were accepted. The policy of naming locomotives of the West Coast route after ships started with the LNWR and reflected the close ties between the shipping and rail systems, especially through the Port of Liverpool.

Considering the importance of these names, it is surprising that only three special unveiling ceremonies were held, the remaining plates being applied when the locos visited either Derby or Crewe works for attention. The plate design for these locos was some of the most distinctive of any 'modern traction' type, carrying the name in block letters at the base, with the shipping company name in small letters below, above was a roundel showing the shipping company's crest.

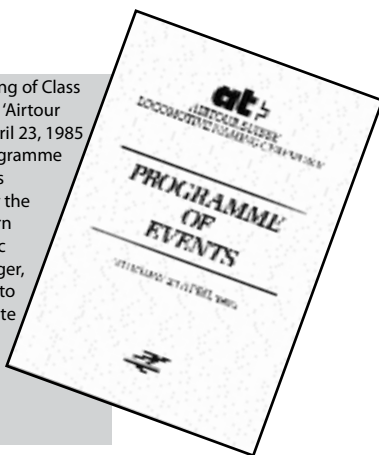
The naming committee dictated the names be applied in alphabetic order to locos numbered between D213 and D231. One interesting name from this batch is *Media*, cast and scheduled for application to No. D226 but never fitted. All cast names fitted to the Class 40s were removed during the mid/late 1970s, with some examples, which remained in traffic after that date, receiving painted-on names.

When the production 1Co-Co1 Sulzer 'Peak' locos emerged during the early 1960s, it was the intention of the authorities to adorn names. It was rapidly agreed *not* to pursue the mountain or peak name series and names from the lists of LMS Royal Scot and Patriot classes were chosen, mainly of regiments, with the exception of *Lytham St Annes*. From remaining official papers of this period it appears that a substantial number of names were selected, with just a short list being agreed, applied to 26 locos at random (25 Class 45s and one Class 46). The first of this tranche of namings was to No. D100 *Sherwood Forester* in September 1961 and the last *Royal Fusilier* in early 1967.

For the second naming of 'The Sapper' at Stratford-upon-Avon on April 22, 1994, this 'unusual' group of personages turned up and posed by the locomotive! On the left of the name is the Mayor of Stratford and his Lady. CJM



For the naming of Class 73 No. 73102 'Airtour Suisse' on April 23, 1985 a special programme of events was published by the then Southern Region Public Affairs Manager, this detailed to the last minute when each part of the event would take place.



When the Western Region large C-C diesel-hydraulic locomotives were on the drawing board, the BTC naming committee, as well as the WR Board, were involved in major discussions on possible names. The WR favoured a linked fleet naming policy on par with the 'Castle' 'King' or 'Hall' fleets. By mid-1960 authorisation was granted and a list prepared for the entire class to bear names prefixed 'Western'. The second half of the name, a single word was fanciful, not having any specific meaning except it sounded right. Cast GW-style plates were produced for these locos at Swindon using a typical GW-style. Similar design cast number plates were also provided.

One interesting loco in this series is No. D1029 *Western Legionaire*, which after a period in service received a nameplate change, with the same name although the *Legionaire* was spelt with two letter 'n's.

The Great Eastern authorities entered discussions with the naming committee in late-1962 to apply names to three of their then new English Electric Type 3s. The names requested honoured the First, Second and Third East Anglian Regiments. However, by the time agreement was reached and orders placed for the names to be cast, the Regiments had been amalgamated to form one military unit. Although the plates were cast and applied by Stratford Works, they were covered and removed after just a few weeks.

When a handful of Brush built Type 4s were allocated to the Western Region in the mid-1960s the WR Board decided that these, which were to work alongside other named main line locos, should be named. Minutes show meetings were held at Paddington to discuss this, at which a theme name series was discounted due to the small size of the fleet, instead a selection of former GWR steam loco names were adopted, supplemented by the names of some of the most famous GWR engineers. Names were cast in true GW tradition at Swindon and mainly applied to locos without ceremony. The style of lettering differed slightly, but was based on Egyptian Bold.

Another fleet of locos which received names in the early/mid-1960s was the East Coast racehorse 'Deltic' fleet. The BTC naming committee was involved in this series and sat several times in deliberation over suitable names. The fleet was allocated jointly between the Eastern, North Eastern and Scottish Regions and each of the relevant Boards made representations and submitted proposals to the naming committee. Eventually, the locos allocated to the Eastern Region were given names of racehorses which won one or more of the classic races in the 1940/50s and which had almost become household names, this of course followed previous tradition of naming locomotives after horses. The North Eastern and Scottish allocated locomotives were given the names of local Army Regiments.



On a number of occasions special trains have been operated to mark loco naming events. One was on September 12, 1990 when Class 91 No. 91019 was named 'Scottish Enterprise' at Edinburgh. This event also marked the switch on of overhead power to Edinburgh and was the first Class 91 to visit the City. To mark the event the loco complete with Mk4 set was diesel hauled to Drem and back, during which the dinner menu shown left was served.

All names were cast at Glasgow Works, with those carried by the Eastern Region fleet applied at Doncaster Works. The Regimental plates were applied by the owning depot, either Gateshead or Haymarket, with special unveiling ceremonies held at military events in various locations. The plates were cast in aluminium using

Clarendon Bold type, except the North Eastern locos which were cast in brass, plated in chrome. In addition, locos Nos. D9000/04/08/10/13/14/16/ 19/21 carried cast regimental badges centrally above the nameplates.

During the mid-1960s the naming committee sat less and less, with the subject of locomotive namings being delegated to regional level. On the London Midland for example, the Chief Mechanical Engineer, Motive Power Superintendent and a senior representative of the Public Affairs office met to discuss names which were then submitted to the General Manager for authorisation. However, the entire subject of loco naming came to an end, somewhat controversially, following a meeting of the Railways Board on December 7, 1964, when in favour of the new corporate image then under development for the rail network, the system of naming locos was dispensed with, being viewed as a 'remnant of the steam era' and 'not that of a forward thinking rail system'.

Names which had been agreed prior to the 'ban' date were honoured and the final application was *Royal Fusilier* to a 'Peak' at Derby Works in January 1967. That was, until a major policy change occurred in the mid-1970s!

Although most existing names applied at the time of the naming ban were allowed to remain fitted, during the following

years numerous attempts were made by staff at all levels and from all Regions to break the ban, but nothing happened to reverse the position and the corporate image looked set to remain, that was until late-1975.

The first positive moves at breaking the name ban came in mid-1975 when the Stephenson Locomotive Society (SLS) made approaches to the BRB Chairman to name a locomotive after the founding engineer of our railways, Stephenson, marking the 150th anniversary of the Stockton & Darlington Railway which was celebrated nationally that year. At first the suggestion fell on deaf ears, but after prolonged pressure and the offer to pay for the nameplates, it was eventually agreed that the name could be applied. The SLS considered that the most suitable loco to carry the plates was recently introduced electric development loco No. 87101 as this showed the latest development in rail traction and demonstrated the many advances made in the 150 years of rail traction. This suggestion was turned down, but eventually, towards the end of 1975 agreement was made to apply the name to No. 87001 in a special ceremony held at Euston on January 14, 1976.

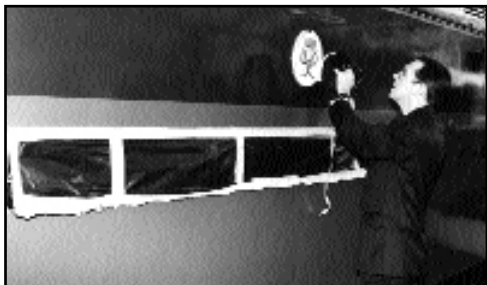
This 1976 naming was not deemed as a reversal of the no name policy, but a special 'one-off' gesture of goodwill to mark the railways 150th anniversary. However, the event was met with such enthusiasm by staff, the travelling public, rail enthusiasts and the media that pressure was placed on the BRB to reintroduce naming of selected locomotive classes.

After much board-level deliberation, Henry Sanderson, the then director of Public Relations at the BRB, announced in May 1977 that naming was to make a comeback on *selected* classes of main line passenger locomotives, mainly as part of a brighter public image then trying to be portrayed and to encourage railway enthusiasm. Strict guidelines were imposed by the BRB, which as time has proved has long since been forgotten!

- A. The name must sound good.
- B. Name must have some historic, romantic or geographic relevance.
- C. The class theme need not be followed.

At first glance this picture could be mistaken for nameplate thieves at work even before the name 'County of Surrey' had been unveiled. In fact the characters beneath the curtains are removing the plastic covering which was put over the nameplate during the trains journey from Bournemouth depot to Guildford station. CJM





During the immediate pre-naming period, senior management are usually on hand to make sure everything is going smoothly. This is often a time of great anxiety, as the loco will have been united with its name plates by its owning depot, and when the plastic covers are removed it is the first time that a check can be made that the plates are the correct ones, applied level and that any subsidiary plates such as a logo are fitted and are indeed the right way up. Former Special Trains Unit director Steve McColl pulls away the covering to the Duke of Edinburgh's Gold Award badge applied above the 'Duke of Edinburgh's Award' nameplate just prior to its official unveiling by the Prince at Glasgow on October 11, 1994. CJM

The two guinea pig classes for name application were the Class 87s operating on the 'Electric-Scot' services between London and Scotland and the Class 50s then in the throws of being transferred from the London Midland to the Western Region. The first loco to be named under the new policy was no less an engine than No. 87001, the loco named *Stephenson* in 1976, this time it was named *Royal Scot* in a ceremony at Euston station performed by Jill Parker, wife of BRB Chairman Sir Peter Parker, who had been one of the main voices behind the resurrection of naming. The name *Stephenson* previously carried by No. 87001 was transferred to No. 87101, which ironically was the loco originally requested by the Stephenson Locomotive Society.

The names adopted for the Class 87s were selected from lists of long-withdrawn steam locomotives of the old LMS and LM. While the name series adopted for the Class 50s was of Warships which had several times in the past provided the theme for locomotive names from LNWR Webb compounds, through LMS 'Jubilee' 4-6-0s to the Western Region diesel-hydraulics of Class 42 and 43.

The 'Warship' names were drawn more or less at random from the Royal Navy's long history, the choice of names made in 1978 for the Class 50 fleet was based on the British battle fleets of the two world wars. Excluded, however, were names associated with royalty or the Commonwealth.

Special invitation issued by National Power to attend the naming of their first Class 59 No. 59201 'Vale of York' at the NRM York on March 4, 1994.

Nos. 50001-13 were given names of battleships from the 1914 Grand Fleet, with the notable exception of Jellicoe's flagship, *Iron Duke*, as this name had already been allocated to Class 87 No. 87017. Then followed the five 'Queen Elizabeth' class battleships of 1915, three of which gave their names to Nos. 50014-016. The next addition to the battle fleet was the five 'R' class ships of 1916, four of whose names went to Nos. 50017-020. *Rodney*, one of only two battleships to be built between the wars, was No. 50021, but her sister ship, *Nelson*, was covered by another Class 87, No. 87018. Nos. 50022-023 were the two non-royal members of the 'King George V' class delivered during World War 2. Finally, No. 50024 was given the name of the last battle ship built for the Royal Navy *Vanguard*. That ill-fated design, the battle-cruiser, was commemorated by Nos. 50025-028 for World War 1, and Nos. 50029-031 for World War 2. Capital ships, the aircraft-carriers, most of which served in the 1939-45 conflict, provided the names for Nos. 50032-043. The next three members of the class, Nos. 50044-046, carried the names of the three small cruisers which defeated the Graf Spee at the Battle of the River Plate in 1939. Finally, the list returns to random selection from the Navy list for Nos. 50047-050. It is unfortunate that if a class member had to be re-named *Sir Edward Elgar* in 1984, it could not have been one of these last four rather than No 50007, which previously carried the name *Hercules*.

At the naming of *Royal Scot*, which the author attended as a reporter for one of the railway periodicals of the day, the cost of producing a set of plates, in the foundry at Swindon was quoted at £362. This figure should be born in mind when it is realised that several of the Class 50 plates were sold individually for well over £2,000 when the fleet was withdrawn.

At the time of the application of the Class 50 and 87 names, most were fitted at depots without special ceremony, however in the months and years to follow this position largely changed. Within a year of the relaxation of the no name policy, another small list of names for application to Class 86s was announced, this was just the thin end of the wedge, as before this batch had been adorned with their standard red backed, Swindon produced cast aluminium plates, a further list was approved.

After the much publicised naming of the first few Class 50s and 87s, rail staff at many locations put forward suggestions to name local locomotives. One was Stratford in East London who put the name *Great Eastern* forward to management for application to one of its Class 47s. The idea was turned down. However on April 4, 1978, staff at Stratford produced their own nameplates *Great Eastern* and fitted them to No. 47460. The loco entered traffic the same day with the plates attached but within ten days senior management and a member of the





The first foreign Queen to name a loco in England was on November 23, 1995 when Queen Noor of Jordan unveiled the plate 'Atlantic College' on the side of Res-owned Class 47 No. 47749 at Victoria station. Above the Newton cast plate is a logo of the world in relief. CJM

BRB had seen the new edition and stopped the loco until the plates were removed. However, all was not lost as when a few Great Eastern operated Class 47s were authorised for naming the following year, the name was then made official, applied to No. 47169 complete with a replica Great Eastern Railway coat-of-arms above.

The application of names to Class 47s soon spread with the Western Region authorising a handful in 1979, including the established name *Great Western*. From this small beginning, by early 1998 names had been carried by over 60 per cent of the Class 47 fleet!

A start on naming Southern Region-allocated locomotives was announced in mid-1980, when the three locomotives involved in operating the Mountbatten funeral train from Waterloo to Romsey on September 5, 1979 were authorised for naming. The two Class 33s were named in a very high key ceremony at Waterloo on September 2, 1980. The Class 73 which hauled the empty stock for the funeral train was named *Broadlands* at Romsey station soon after. Both these events and namings were masterminded by the then Southern Region Public Affairs Manager, Gloria Pearson, who personally went to Stewarts Lane the afternoon prior to the events to make sure the locos were prepared, names applied and all in order.

At the same time as the announcement was made to name the Mountbatten locos, the SR took the unusual step of notifying the naming of two Class 33s after railway towns. No. 33008 was to be named *Eastleigh* at the town's station on April 11, and sister No. 33052 *Ashford* on May 15 at Ashford,

To date, naming of the Class 159s operated by South West Trains, part of Stagecoach, have reflected towns and cities on the Waterloo-Exeter route where the units normally operate. The second of the class to be named was No. 159002 on September 12, 1992 when the mayor of New Sarum unveiled the 'City of Salisbury' name at Salisbury station.

Kent. These were the first two locational namings after railway towns and were much welcomed by rail staff.

In December 1980, the Southern Region agreed to twin one of its locomotives with the Brighton Evening Argus newspaper which was celebrating its centenary. The theme of twinning locos with newspapers had previously been set by the London Midland Region twinning some of their Class 86s with Midland and North West papers. On the Southern, the loco selected was No. 73101, which for the event was renumbered 73100 to reflect the papers anniversary.

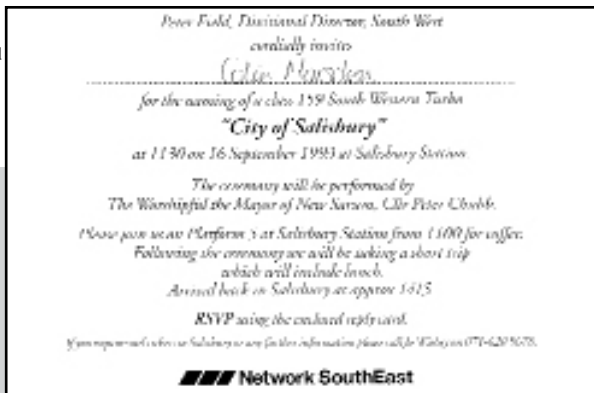
The 'name anything' policy of the early 1980s extended to the Class 37s in mid-1981, when it was announced that a 'few' examples would be allocated names, the first to be applied was *Sir Dyfed/County of Dyfed* on May 28. This was quickly followed by naming a couple of Cornish associated machines with the china clay industry. Scotland not to be outdone put forward a list of suitable 'Loch' names which were applied towards the end of the year.

The first Class 56 to be named, was one of the Western Region allocation, when on June 2, 1981, it was named *Western Mail* after the Cardiff-based newspaper at the City's station.

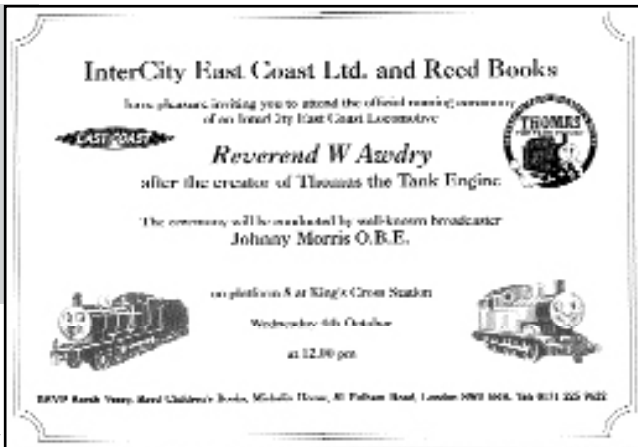
By 1982 much pressure was placed on the Railways Board to apply names associated with its customers to selected freight locomotives. Hitherto this had always been frowned upon, but a change of heart came in April, when it was announced that a double twinning of the rail industry with two of its largest customers would be held on June 14. On this day a party, including senior members of the BRB, visited Kellingley Colliery and No. 56074 was named *Kellingley Colliery* by then NCB Chairman Sir Derek Ezra. After lunch the party continued to British Steel's Appleby-Frodingham steel plant and named 47222 *Appleby-Frodingham*, unveiling being carried out by BSC Board member Frank Holloway.

These two twinings with industry paved the way for hundreds of subsequent unveilings, where locomotives have been twinned with companies, operations, routes, terminals, traffic flows and even staff.

The policy of naming trains took another major step forward in 1983, when the BRB authorised naming for IC125 or High Speed Train power cars. Originally it was agreed to twin these prestige trains with the route on which they operated and a number of authorities and institutions on the East Coast were approached to support twinning with a power car. The first IC125 naming came on April 26, 1983, when the Lord Mayor of Newcastle-upon-Tyne, who was also a BR Guard, unveiled the plates *City of Newcastle upon Tyne* on power car No. 43113. This was another opening of the flood gates, with dozens of suggestions put forward to all operators



One of the more controversial namings in recent years was that of 'Reverend W Awdry' the writer of the Thomas the Tank Engine books. At first it was suggested to the East Coast management to name a loco after Thomas the Tank, but this was considered open to misinterpretation. Eventually the author's name was agreed and applied to No. 91024 at Kings Cross on October 4, 1995.



of the IC125s, thankfully only a limited number were taken up, but examples from all areas using IC125s were soon to be found named.

The original IC125 cast plates normally incorporated a coat of arms, if applicable. By the late 1980s when Doric Productions (see page 9) produced nameplates, a large number of IC125s received this type of name, allegedly due to body corrosion appearing round the cast plates. Coats-of-arms then appeared as a separate plate mounted above the name, in some cases the actual text on the plate was also changed.

The application of names to freight traction extended progressively to include the Class 58 fleet, which in most cases have been twinned with customers or terminals, often namings have been undertaken to coincide with special events, but in others the names have just been applied as a twinning. More recently, some Class 58s have been twinned with railway installations.

From the mid-1980s each new traction type seems to have attracted a series of names. The late 1980s introduction of the Class 60 heavy freight locomotives for Trainload Freight brought about a return to an earlier policy, to allocate names to new locos and apply them during construction. For this class a mix of famous people and geographic points were selected. Sadly, a large number of these interesting plates have recently been removed by the present owner of the Freight operation, EWS, deeming the names as 'unsuitable'.

On the West Coast with the introduction of Class 90 electric locos, the naming policy was continued, with twinning of institutions and organisations being the most popular choice. With the Class 91s on the East Coast, again naming was soon to come with the doyen of the class taking the name *Swallow* in a special ceremony at King's Cross to mark the introduction of the fleet and the new marketing logo of a Swallow for the InterCity passenger business. Subsequently around 75 per cent of the class received a mixture of names, some twinning with people, others locations and some which are nothing short of adverts. Originally to fit in with the Prideaux InterCity image of the 90s, the Class 91s were given the Doric Productions reflective names, but following the change of policy under Chris Green, standard type plates became the norm.

Following the sale of InterCity East Coast to the private sector in 1986, the new owners Sea Containers, set about to dename all its traction (Class 43s and 91s), this move, heavily criticised by enthusiasts and the national press saw such names as 'Queen Elizabeth II' and 'Palace of Holyroodhouse' removed. A small return to naming East Coast traction came with a couple of painted names. Sea Containers have however gone on record as saying: "That some form of naming will be continued, when a suitable style of plate can be found".

In recent years it has not only been locomotives that have

received names, a number of electric and diesel multiple units now carry nameplates. In most cases these either reflect locations, anniversaries or famous people. With the diminishing number of locomotives, it is likely that many more multiple unit namings will take place in the months and years ahead.

Following the formation of the Rail express systems (Res) parcels business within the BRB in the early 1990s, the senior management decided to commence a new naming policy, of plating as many locos with names starting with the letters 'Res' as possible. As will be seen from the tabular pages of this book a dubious selection of names were found.

When the Class 92 heavy passenger/freight locomotives were constructed for Railfreight Distribution, Fret-SNCF and EPS, a naming policy was again adopted during the construction stage with stick-on plastic letters forming the name, the names selected by a joint Anglo-French committee were of European composers and writers. After considerable pressure on senior management a decision was taken in mid-1995 to apply cast

During the Royal naming of 'Wessex Cancer Trust' at Southampton on March 20, 1995. The Duchess of York seemed to be more interested in waving to passing trains than concentrating on a speech given by the local president of the trust. CJM



names to the RfD locomotives as and when time permitted, however by early-1998 only three had actually been applied. A loco of this class of special note is No. 92030 which was renamed in November 1996 *Ashford*, continuing the twinning of the town with the rail network.

During the modern era of nameplate application, most plates until mid-1984 were manufactured by the foundry at Swindon Works. From this date a private company headed by David Newton and trading as Newton Replicas emerged as the main producer of nameplates for the railway, manufacturing some of the highest quality castings ever seen on railway locomotives. This has included some very intricate badges and logos, often produced from just a rough sketch. By mid-1996 David Newton had overseen the production of well over 700 pairs of plates for the rail industry.

From early 1997, David and Audrey Newton retired, selling the established business to John Garton. John has continued to produce plates for a number of rail operators as well as providing valuable service to preservation groups and enthusiasts.

Another name in locomotive nameplate manufacture is Mouse Castings, now AC Castings of Birmingham who have produced a handful of plates for Bescot-allocated locomotives and some Transrail examples. Following the split up of Trainload Freight into three separately accountable businesses, Transrail, Loadhaul and Mainline Freight, the supply of nameplates and castings changed, Loadhaul opting to use a company called ProCast to produce their names. With senior staff involved in loco namings transferring from Loadhaul to the new EWS Company, ProCast have become the standard supplier for EWS nameplates.

One of the biggest changes to railway nameplates came in September 1989, when the then Director of InterCity, John Prideaux, decided that the cast nameplates were 'out of date', his industrial design unit contracted a South London firm, Doric Productions, to produce a series of reflective 'tin-plate' type plates with slightly recessed letters finished in black. The plates were not favoured by rail staff or enthusiasts and soon an amended form using a black ground with silver letters appeared. This too fell foul of the critics and a return to the silver ground and black letters was made in April 1991. In some cases on IC125 power cars, vehicles carried both silver and black ground plates. These 'tin-plate' names, actually made out of high-quality steel and costing about five times as much as the previous cast plates, were fitted to some IC125s, Classes 90, 91 and just one Class 47.

New InterCity Managing Director Chris Green, always keen to please the media and enthusiasts reversed his predecessor's decision and reverted to cast nameplates from October 1992.

The Doric Productions company has also been responsible for producing thin steel plates for NSE/South West Trains,



For many years before Newton Replicas became the main supplier of nameplates, the foundry at Swindon Works was the producer. This picture shows some of the wooden patterns in the Swindon foundry, mainly for the 1960s cast Type 4 plates, plus the headboard for 'The Bristolian'. JS

Thameslink, West Anglia Great Northern and Anglia Railways for application to multiple unit stock.

Some of the smaller private train operators such as Foster Yeoman, ARC, National Power and Hunslet Barclay have agreed to name their locos. In the case of Foster Yeoman, the names were akin to GW policy with the first four locos originally sporting names starting with the word *Yeoman*. The fifth of their build was named after the man who spearheaded the company's rail operation, *Kenneth J Painter*. When ARC opted for their own traction, the company named its locos after villages close to their quarry in the Mendip hills. National Power opted for a fleet series naming policy using Vales in Great Britain, while Hunslet Barclay decided to name its traction after female staff at its Kilmarnock factory. However, one was subsequently renamed to mark Kilmarnock's 400th anniversary.

Following construction of the Channel Tunnel, rail operators Eurotunnel decided to name their fleet of hi-tech Tri-Bo electric locomotives, these have been allocated names of Opera singers. Some early ceremonies were held, but the brushed aluminium plates were soon removed as fears existed that they might fall off. By mid-1996 a formal list of names was published. Some changes to the original list have been made, mainly affecting the application of four twinning names after Swiss rail tunnels in 1997.

Although not strictly part of the remit for this book, a number of coaches have also been named over the years, this started with Pullman Car Co first class vehicles. Those coaches which have either been formed in EMU formations or would have been hauled by 'modern traction' locomotives have been included.

In more recent years, several loco hauled passenger vehicles have been named, firstly the Pullman vehicles on the London Midland Region of both Mk2 and Mk3 type and in Scotland where several coaches were named after Clans. Another fleet of names included for completeness are those carried by test vehicles. For many years it was the policy of the BR Research engineers at Derby to select appropriate names for their test cars.



A man who has a special place in the history of loco namings is David Copeland, the Res route manager for the East Coast in the mid-1990s. He was responsible for planning over two-dozen ceremonies, mainly involving Class 47s. David (left) is seen with George McGuire who was selected to unveil the nameplates 'Isle of Iona' at Edinburgh. CJM

A new series of naming commenced in late-1997, when privatised rail engineering company First Engineering started to name its new hi-tech tamping and track machines.

Although not part of our main stream rail network, the Tyne & Wear Metro and Greater Manchester Metro systems have both chosen to apply names to some vehicles. In Manchester a number have been applied for a limited period as a form of advertising and are indeed sponsored by the company.

During the course of producing this book, a number of senior railway officers have given access to paperwork, which has revealed several proposed names which have not been applied. One list signed by the Birmingham Divisional Manager in 1979, lists as possible loco names Sir Edmund Hillary, Sir Barnes Wallis, Sir Christopher Cockerell, Sir Hugh Casson, OS Nock, Group Captain Leonard Cheshire, Sir Charles Forte, Mrs Barbara Castle, Dame Flora Robson, Dame Margot Fonteyn, Lord Butler, Douglas Bader, Billy Wright, Sir Garfield Sobers and Mary Peters.

On the same list, a number of names which were later applied were given, these included Sir John Betjeman, JB Priestley OM, Harold Macmillan and Lord Olivier. It is interesting to note that the Macmillan plate was proposed to read Sir Harold Macmillan.

The vast majority of nameplates carried by locomotives, multiple units and coaches are of the cast type, these are in the main manufactured from aluminium and have been produced using a similar process irrespective of the production house. Various one-off plates have been produced by other methods or using other materials, sometimes brass. In recent times, especially with IC125s and multiple units, a form of reflective steel plate has been used, in most cases these are etched onto a back plate.

Nameplate manufacture

The production method of cast nameplates below is based on the system used by David Newton through his business, Newton Replicas, who in 18 years ending in early-1997 when he retired, produced over 1,000 pairs of names, secondary

plates and logos for the rail industry.

At Newton Replicas the production of nameplates started in David's workshop at Radcliffe-on-Trent, Nottinghamshire, where an exact wooden copy of the required plate was made. This process commenced by finding a suitable backplate and edge, often re-using one from a previous product. Onto this plate the letters, jig-saw cut from wood or sometimes plastic, were attached together with any logo or insignia, each item required on the finished plate being hand made, often from only the roughest of drawings.

The backplates and letters were all re-usable and over the years David amassed a huge collection of letters and numbers of different sizes and fonts. For a long time modern traction names were all to a standard design, it was therefore quite easy to manufacture plate patterns. However, in more recent times, with the privatised railway, all with their own identity, the range of letters and plate styles grew out of all reason. Once all letters and logos were applied to the back plate, any holes or marks in the pattern were filled, using a normal two-part car filler. The pattern was then ready to be taken to the foundry.

Over the years Newton Replicas have used a number of different casting houses, including for a period owning one of their own. However, in more recent times plates were cast at the Manor Foundry at Ilkeston, Derbyshire. Once at the foundry the wooden pattern had to be turned into a mould into which molten metal could be poured, this then set to form the rough-cast of the nameplate.

The first process at the foundry saw the pattern placed on a wooden floor stand, the letters and entire face of which were then covered with a very fine orange sand, fitting into every tiny nook and cranny of the original pattern ensuring a good smooth finish. Once covered the pattern had one half of its casting box laid over. The next stage was to fill the box with green sand, which was then packed tight over the pattern taking the exact shape of the master. This sand, quarried for its retention properties remaining in the shape of the wooden pattern long after the pattern was removed, providing it had been packed down firmly.

Once the green sand was packed, the pattern and sand filled box were carefully turned over, and the original wooden stand removed. With the back of the plate now

visible, a check was made to ensure the green sand was tightly packed round the edges and the back cleaned off. The second half of the casting box was then placed on top.

The top section of the casting box was then filled with sand, at both ends filler port pipes were inserted, these forming the entry channels for the



David Newton, master nameplate manufacturer applies the finishing touches to the plate 'Railway Magazine Centenary 1897-1997' in his Nottingham works in October 1996. CJM



The plate 'Liverpool John Moores University' is broken out of the cast at the Manor Foundry, Ilkeston in October 1996. At this stage the plate was still far too hot to touch by hand. One of the casting boxes is seen being lifted clear, while below is a complete cast box ready for pouring. On the end of the nameplate is one of the molten aluminium stems which will be cut off during cleaning up. CJM

molten metal. Several other holes were provided towards the centre of the box to assist with air dispersion during metal pouring and to act as top-up points as the metal cooled off. The sand used in this section sets rock-hard very quickly. Once this happened the two halves were parted and the original wooden pattern very carefully removed, ensuring no details such as letters, full stops or parts of a logo were left behind. At this stage these could carefully be replaced by foundry staff.

Molten metal flow channels were then cut into the green sand section of the box and the rock-hard back box lowered on top. The pouring holes were cleaned and the pattern was then ready for use. Just before the hot metal was poured into the mould, the two box sections were either bolted together or heavy metal blocks placed on top to ensure the two parts did not come adrift while the metal was poured. Expansion and flow of the metal during pouring could force the two box sections apart, spilling molten metal on the workshop floor.

While the cast was being formed, another section of the foundry prepared the molten aluminium, this being purchased by the foundry as ingots and heated in a furnace to between 800-900 deg to liquefy. With all prepared, two foundry workers

put on special protective overhauls with face masks and ladle out the liquid aluminium, carefully carrying it to the cast. Pouring must be carried out simultaneously from both ends of a mould, ensuring that the liquid metal runs quickly to all sections of the cast. This was assisted by the air escape and breath holes in the top of the mould. It would be very easy, with a cold mould for the molten aluminium to set too quickly and thus ruin a plate.

With metal pouring complete, the casting was left to cool, this taking about 20 minutes. The two sections were then parted and the rock hard sand, surrounding the plate broken away, leaving a rough cast of the nameplate.

The hot, rough cast was then carefully moved to another area of the foundry for first stage cleaning-up, using a high speed band saw the stems of set aluminium used in the pouring stage were cut off and any slight overspills round the edge removed. Once all extra metal was cut-away the plate would be weighed, for costing purposes, and then handed back to David Newton.

Once David was happy that plates were of a satisfactory quality, he transferred them to a local polishing house, where using power tools and various degrees of abrasive cloth the

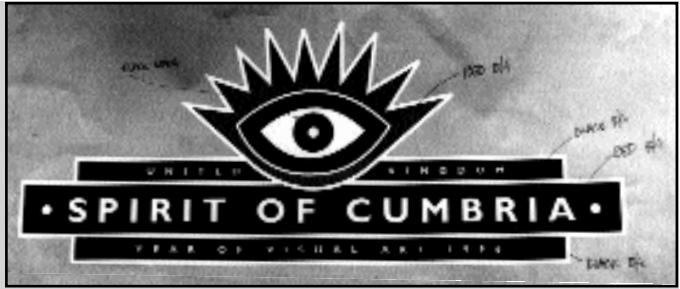
FALKLANDS 1982

**THIS PLAQUE COMMEMORATES
THE ACTIVITIES OF H.M.SHIP OF THIS
NAME DURING THE ACTION IN THE
SOUTH ATLANTIC. PRESENTED BY THE
CLASS 50 LOCOMOTIVE GROUP**



Detail of proposed twinning detail plate planned for fitting to Class 50s carrying the names of ships which served in the 1982 Falklands Campaign. The plates would have been supplied by The Class 50 Locomotive Group and cast at Swindon. The application of these plates failed to get authorisation from BR Western Region.

These two illustrations show how nameplates have often been changed from the original suggestions put forward. The 'Spirit of Cumbria' plate was originally devised by Cumbria Council. The art work supplied to David Newton is shown right. It had a line of text both above and below the main plate wording, which was of a non-standard type, the main name used all capital letters



which at the time was non-standard for InterCity West Coast. After discussions with both the West Coast TOU and Cumbria Council, the plate below was designed by David Newton, it still retained the eye of 'The Year of Visual Arts', but omitted the additional wording, which if cast using normal

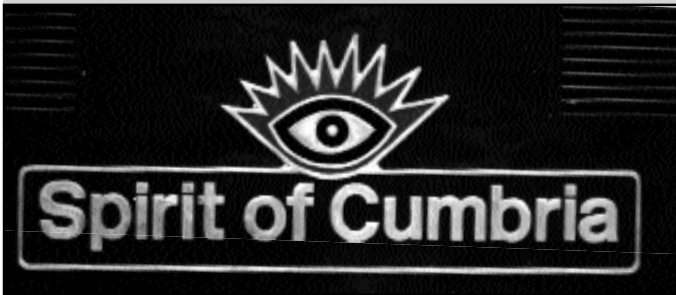


plate proportions would have been almost unreadable. The suggestion of setting the base of the eye into the plate top was carried forward. Until privatisation, the use of standard style letters (derived from the BR alphabet) provided some form of uniformity of plates. CJM

top face of the plate was ground down and polished to give the high-shheen finish seen on a loco side. The edges of the plate also being prepared in the same way. The polishing house did not work on the actual background, this was left to David, who if necessary would grind off any minor irregularities. However, a good paint job would normally cover any minor cast defects.

With polishing complete, which was by far the most dirty job of the entire casting process, the plates were again returned to David Newton's workshop for final finishing off. This usually consisted of the entire plate being de-greased and the background given an undercoated and top coat of paint. To ensure that the paint extends up the sides of letters and logos, paint was usually applied to the entire plate, letter tops and all, with that covering the polished surface easily cleaned off. The finishing off of nameplates and in particular the detail painting of logos and plaques was often carried out by Audrey Newton. The very final job was to drill the plates for fixing, David held details for all drilling requirements for each type of loco. However, in some cases plates were requested un-drilled, especially if non-standard fixing was to be made.

Today it is quite common for a plate to be presented to the person carrying out the unveiling, these are usually cast at the same time as those for application and finished off at David's workshop, they are often mounted on a wooden frame to improve display.

In addition to the provision of new plates, Newton Replicas also provided the railway industry with a refurbishment and repair service. It was quite regular to find plates removed from one loco to visit David's works for overhaul prior to attachment to another, or to restore removed plates for presentation.

became popular a sizeable number of people have spent hundreds of hours masterminding special events to surround unveilings. Although under British Railways, very senior managers often gave the 'nod' to events, it was usually the press or public affairs staff for a region, division or area which did the physical organisation. Today each of the 25 passenger operators, the Freight companies and the smaller businesses each have their own wide levels of management. However, the press officer or public affairs staff are still those charged with organising such events.

Arrangements surrounding any public naming event are very complex, each naturally has its own specific problems, but as a rule planning starts several months in advance. Under the pre-1996 BR banner, events were probably easier to arrange than now. Today, numerous people have to be involved, including different operators, Railtrack and at times even the Government departments such as HMRI.

While it is very difficult to give a general description of organising a naming event, I can document the trials and tribulations surrounding the naming of CrossCountry power car No. 43197 *Railway Magazine Centenary 1897-1997* in November 1996, which I personally had the honour of naming at Plymouth on November 22.

I oversaw all the arrangements surrounding this event, from the original talks with CrossCountry Trains through ordering the nameplates to actually parting the curtains.

As the Modern Traction Editor of *The Railway Magazine*, I had pressed the publishers, IPC Magazines, for many months to mark the centenary of the title in 1997 by trying to arrange a loco-naming. Once basic agreement had been given, I made contact with one or two of the larger train operating units to see if they were willing to oblige and let the magazine name be carried by one of their trains. During the year leading up to the centenary, the Government were quickly pressing ahead their privatisation plans, so discussions over what in a train operators

Organising a naming

Since naming of Britain's rail traction, stock and vehicles

view was a minor event often took a back burner.

As I wanted the magazine name to be seen by as many people as possible, I opened discussions with CrossCountry Trains Public Affairs Manager John Morris. He was very sympathetic to my suggestion, but obviously with his business heading for fast stream privatisation, together with tight financial guidelines, the rail industry were not able to financially support the proposed twinning.

After internal discussions at CrossCountry and agreement by CrossCountry Managing Director Chris Tibbitts, it was agreed in principle that if Railway Magazine funded the event, including provision of nameplates and any special preparation for the power car, the name could be carried. These original talks were held in May 1996, with agreement to the event reached in July.

The next stage was for me to find a suitable location for the naming. Tight traction resources meant it was not possible to 'pull' a power car out of service and position it at an unusual location. Therefore consideration was turned to using a station lay-over period of a terminating train. However, unacceptable risk surrounded this, as if a train was running late, the unveiling could be jeopardised. It was therefore decided to opt for a station close to one of the depots used by CrossCountry for extended maintenance, Plymouth (Laura), Leeds (Neville Hill) or Edinburgh (Craigentiny).

It was decided jointly between John Morris and myself that the best option would be Plymouth. We would be able to use the services of Laura to prepare the power car and it should not be too difficult to have the vehicle moved into Plymouth station for the unveiling. Plymouth with six platforms was also quite suitable, as the naming event would not cause any platform working problems.

After the naming venue was agreed, my next task was to arrange the nameplates. David Newton, a personal friend for many years and then the country's leading nameplate producer, was the obvious choice. I consulted David on the type and size of lettering and backplate, David selected a backplate of 1,310mm x 334.5mm with principle letters of 110mm and secondary letters of 70mm. The back plate pattern as a matter of interest was the same one used for *Golowan Festival - Penzance*.

David then produced the plates via his usual foundry in Nottingham, with the finished plates delivered to my home in Devon.

In late September, John Morris and I, together with CrossCountry maintenance controllers set out to find a suitable power car. To avoid huge costs of repainting a vehicle specially for the event, one off a major overhaul, including a repaint was considered the best option, therefore just cosmetic attention would be needed prior to actual naming.

Originally power car No. 43196 was chosen, a vehicle which at the time was due to be de-named. However, changes in maintenance priority deemed this vehicle to stay in service, with un-named No. 43197 then most suitable. This was by luck a Laura-allocated vehicle which fitted in with our plans well.

With nameplates in Devon, the next job was to sort out arrangements to surround the event. At the same time John Morris had to arrange for Railtrack authority to use the station, staff to operate the power car into the platform and most

The National Railway Museum at York has been given a large number of plates from modern traction locomotives. Due to space restrictions, not all are able to be displayed in the main galleries, with a large number stored in rooms below the John Allan building. For the main, the plates are hung to avoid damage. Here we see the names from 56101, D1021, D1073, D1000 and D1664. CJM



Over the years a few naming ceremonies have been held, where the person unveiling the plate finds to their horror, their own name is attached to a train. One such case was at Waterloo on June 11, 1997, when Roy Castle's widow, Fiona Castle thought she was about to name No. 47785 'Tour of Hope'. Her face tells the rest of the story as she reveals her own name is carried by the EWS-liveried loco. The application of Fiona's name was in recognition of her fund raising activities. CJM



The group picture of Railway Magazine staff after the unveiling of the nameplate at Plymouth on November 22, 1996, from left to right are editorial staff: John Slater, Stephen Curtis (publisher), Colin Marsden, Nick Pigott, Chris Milner, Michael Timms and Brenda Brownjohn (Secretary). DF



importantly with the assistance of CrossCountry control and Laura's production manager to call 43197 out of service for last minute preparation.

Until about four weeks prior to the event, very few people knew anything of the naming of Railway Magazine - for obvious reasons the magazine wanted to be first with the news. Invitations were sent out to around 60 people who had a close relationship with the title. To my surprise over 50 accepted to attend and witness the unveiling of a railway periodicals name on the side of a passenger train for the first time.

In the days leading up to the event, presentation packs had to be put together detailing the naming, history of the power car and history of the magazine.

In the ten days leading up to the naming, I was in almost constant communication with John Morris over the final station arrangements. CrossCountry Managing Director Chris Tibbitts agreed to host the event, although at the time he was in the advanced stages of privatisation talks. The timing for the unveiling was set for 12.45 on November 22, this gave people who had to travel from London and other out of the way places time to reach Plymouth that morning. However, we could not run late, as Chris Tibbitts had to catch the 13.00 departure back to Birmingham.

Due to a major shortage of CrossCountry power cars, No. 43197, which was originally called to Laura for preparation five days before naming did not arrive until 23.00 on November 20. John Morris and both authors of this book spent most of November 21 at Laura assisting with detail painting, cleaning and fitting of the nameplates. Work was finished at 14.00 to enable photographs to be taken which then had to be processed for presentation the following day.

On the morning of the naming, No. 43197 was attached to a maintenance spare set and transferred to Plymouth station some 90 minutes before the unveiling, providing a suitable back-drop for arriving guests. Once the power car was in the station, Birmingham-based John O'Mahoney set up a dias and sound system for the unveiling.

People behind the events

Over the years a large number of railway press officers have arranged some superb events to surround name unveilings. Two which immediately spring to mind are Alan Harrison from BR Western Region and Neil Howard from Southern Region's Central Division. Although both have now left the rail industry, Alan and Neil were two of the most respected figures from the press offices and could always be relied upon to stage or set up a good event.

Alan became quite infamous in the early 1990s for arranging 'on the hoof' namings, where power cars would be named during the normal dwell time at a station, while forming a service train. Two such events were the naming of *Sulis Minerva* at Bath and *County of Somerset* at Taunton. Although riddled with the possibility of disaster, these events went reasonably well. One of the biggest problems was to arrange for the train to stop with the nameplate by the dias and curtains. At the Taunton event, a group of Laura staff were seen quickly moving the dias unit into position literally as the speeches were being made.

Neil Howard was responsible for several mega media events

surrounding namings, two which come to mind both involved using the VSOE Pullman set over the Victoria-Brighton route, once for the naming of *OVS Bulleid CBE* to coincide with the Brighton 150 events and the other the renaming of Pullman-liveried Class 73 No. 73101 *The Royal Alex*.

Other press officers who deserve special credit in this book are George Reynolds from Scotland who for many years was the mainstay of Scottish media events. He arranged well over 20 loco naming events, all of which went without a hitch. During 1997 George worked for Virgin Trains on their West Coast operation and was honoured on his retirement by naming No. 87006 after himself at Glasgow Central station.

The Anglia Railways media team of Jonathan Denby and Peter Meads have over the last three years masterminded some very unusual naming events, some have involved Class 86s, but the majority involved plating the TOCs entire fleet of Class 150 and 153s with pictogram plates after famous people associated with Anglia. Jonathan also holds the distinction of the only press officer hosting a denaming ceremony, when one of the plates from *Norwich Cathedral* was ceremonially removed and presented to the Cathedral.

On the East Coast, under BR control Sue Wells spearheaded a large number of naming events, mainly of IC125 power cars and Class 91s. In the South of the country on SR South West and latterly South West Trains, Jane Lee has been the person who has overseen a number of high profile naming events, involving Class 159, 442 and 455 multiple units.

In recent history, the person who has masterminded a huge number of high profile and sometimes unusual events is John Morris of CrossCountry Trains and now Virgin Trains. To list all of John's ceremonies would almost take a book in its own right. Some of the more interesting or unusual events include the naming of *City of Edinburgh* and *CrossCountry Voyager* at Edinburgh which involved 'Penglaz' a man-carried horse head which accompanied the Golowan band from Penzance. The horse took a fancy to a number of the photographers at the event and tried to 'eat' various camera lenses!

John also has to his credit the masterminding of the transport of a Class 47 (in 1996) and a DVT (in 1997) to Cannon Hill Park, Birmingham to take part in the Birmingham Lord Mayor's shows. Both rail vehicles were named at the event. The event in 1997 to name a DVT *The Red Devils* was quite spectacular, as the RAF sky diving team arrived in a paratroop drop adjacent to the coach.

In conjunction with the launch of a new lifeboat at Exmouth, named Forward Birmingham, John managed to organise a special IC125 trip from Birmingham, where power car No. 43071 was named *Forward Birmingham* throughout to Exmouth, taking an IC125 west of Lymington to the Exmouth line for the first time.

Two special events which will go down in rail history are the hand-overs of CrossCountry and InterCity West Coast to Virgin Trains in early 1997. John masterminded both these events,

which included naming ceremonies. The CrossCountry launch was held in Edinburgh on January 6, 1997 when Virgin Trains-liveried power car No. 43063 was named *Maiden Voyager* to mark the launch of a new era in rail transport.

For the hand-over of West Coast to Virgin, a high-profile event was staged at Euston on March 10, 1997 when a full West Coast set was launched in Virgin-livery. The loco No. 90002 was named *Mission:Impossible*, signifying the huge amount of work needed to improve the West Coast route. In the days leading up to the West Coast launch a number of different names were authorised and actually cast, including *Red Renaissance* and a telephone number 0345 000 666.



Without a doubt, the highest profile namings are those which involve The Queen or members of the Royal Family. The Queen is seen emerging from the cab of No. 91029 at King's Cross on 28 June 1991, after unveiling the 'Queen Elizabeth II' name. In the cab doorway is Sir Bob Reid, then Chairman of the BRB. CJM

The day prior to Terence Cuneo naming a Class 91 after himself, he visited Bounds Green depot in North London and hand painted one of his world famous mouse logos on the side of the loco. The mouse was aptly holding a green flag and wearing a railway hat.. Terence is seen with his work of art under the watchful eye of then InterCity Managing Director John Prideaux. It is sad to report that soon after this photograph was taken, vandals damaged the mouse painting which was subsequently removed. CJM.



How to find an entry

Entries in the *Encyclopedia of Modern Traction Names* are given in alphabetical order, using the first letter of the nameplate. If a number is the first word, the spelling of the number is used to determine its position in the book. The book is up to date until December 31, 1997, with additional information given for naming advised for early 1998. Late entries are given on page 362.

The main head for each entry has either a black or grey ground. Black headings denote locomotives or powered vehicles, while gray entries denote a coach or unpowered vehicle.

In the case of bi-lingual nameplates, the entry is shown under the English spelling, with a suitable cross-reference under the other spelling.

Where possible each entry has a picture showing the plate, however in some cases a picture of a loco or vehicle carrying the name is shown, this assists in showing the position of the nameplate on the vehicle bodywork.

For reasons of space it has not been possible to show each type of plate, especially in terms of ICI25s which in some cases have had three plates all with the same wording. For the alternative

style, other vehicles of the class should be referred to.

In the case of locos which have carried more than one number, the number carried at the time of naming is shown underlined.

The letter W prefixing the 'Date removed' entry indicates the name was removed when the loco/train was withdrawn, while a letter S show the plates were taken off when the loco/train was stored.

At the rear of the book is a full cross reference of loco/train number - name, this enables users to find an entry if they only have a vehicle number.

Other entries at the back provide a list of names used on ex-BR locos in industrial use and names retained or applied in preservation.

Names applied to Eurotunnel Shuttle locos, Tyne & Wear Metro cars and Manchester Trams are given in their own sections.

For completeness, a table of the illustrated depot plaques used by freight businesses and Network SouthEast route brandings are included.

The book is up to date until December 31 1997.

Credits and Acknowledgments

The production of this book would not have been possible without help from dozens of people. The large number of railway press officers, many of which are mentioned by name above, have provided an immense amount of information on events and details of ceremonies.

Although the vast majority of nameplate illustrations have come from the cameras of the authors, many other photographers have provided pictures, for reasons of space pictures are not individually credited, but the following have all provided material. J Aldridge, E Allen, R Ayre, N Beckley, B Beer, A Bird, K Brunt, D Cape, I Carr, J R Carter, M Collins, M Concannon, C Dixon, G Dowling, A Dasi-Sutton, A French, J Garton, G Gillham, J Gregory, M Gregory, M High (Transport Topics), M Hill, K Lane, M Lane, D Lewis, M Mears, D Mitchell, G Mitchell, S Montgomery, B Morrison, D Newton, D Nicholas, T Noble, K Peck, D Percival, J Perry, A Preece, N Preezy, G Scott-Lowe, J Sheldon, T Simpson, S Smithee, N Stead, J Stretton, B Sweet, S Turner, S Widdowson, C G Woodland and K Worland.

In addition, a special note of thanks goes to Eric Allan, a life-long follower of locomotive nameplates who was able to supply a number of more unusual and short lived plates. Another special 'thank you' goes to Jim Sheldon, a follower of locomotive naming events for many years and a man who has kept superb records over the last decade of dates plates were applied and removed. Without access to Jim's information a number of gaps might have existed in this book. A final special note of thanks goes to Brian Morrison, a well known railway photographer and a man who has covered almost as many name unveiling ceremonies as I have. Brian has spent many

hours looking up negatives of nameplates and his collection of Network SouthEast line logos have proved of special value.

The two owners of Newton Replicas, the founder David Newton and more recently John Garton have provided some very valued information for this title. Without access to David's order book and details of the casting of plates produced but not fitted to locos, a number of gaps could have existed.

The list below is a roll of honour to the many press, public affairs and railway officers who have contributed to the naming of locos, multiple units or carriages which have or still operate on the rail network of Great Britain.

Brian Barrett, Gerry Beesley, Mike Bowler, Colin Bracewell, Richard Burningham, Graham Combes, David Copeland, Dick Crane, John Cronin, Denice Currie, Brian Daniels, Ian Davies, John Dawson, Jonathan Denby, Bob Docherty, James Evans, Alan Dignon, Tracey Drydon-Jones, Simon Eden, Sue Evans, Michele Fox, Matthew Golton, Alan Harrison, Roger Harrison, Andrew Holl, Richard Holmes, Andy Holt, Geoff Hudson, Margaret Hyde, David Jones, Mike Lamport, Jane Lawrie, Anne Leva, Jane Lee, Andy Lickfold, Dennis Lovett, Diana Lucas, Ross Mackie, David Mallender, Alan Marshall, Peter Maynard, Peter Meads, Keith Merritt, Knowles Mitchell, John Morris, Peter Northfield, Gloria Pearson, Chris Pennell MBE, Huw Phillips, David Potter, George Reynolds, Andy Saunders, Juliet Sharman, Gary Smith, Gary Spendlove, Tina Starling, Paul Stephenson, Effie Stevenson, Alan Taylor, Sue Wells, John Wilber, Elaine Wilde, Louise Willmot and Margaret Wilson.

Colin J. Marsden & Darren Ford

Nameplate Manufacturers

At the top right of each entry is a code, indicating the manufacturer of the nameplate, if more than one code is given these should be read left to right in order of manufacturer.

AC - AC Castings, BBC - British Broadcasting Corporation, BH - Brush Traction, BSC - British Steel Corporation,

C - BR Crewe Works, D - BR Derby Works, DP - Doric Productions, G - BR Gorton Works, GL - BR Glasgow Works, HB - Hunslet-Barclay, LOCAL - Local supplier, MC - Mouse Castings (became AC), NR* - Newton Replicas (David Newton), NR* - Newton Replicas (John Garton), PC - ProCast, PH - Photex Ltd, PRI - Private Business, SN - BR Swindon Works, SU - BR Selhurst.

