

TRAIN LAMPS

Train Reporting Lamps

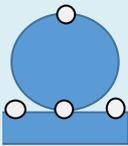
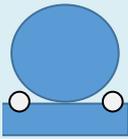
These notes cover what might be termed 'standard' lamp codes, as they cover the GWR (1936), LMS (1937), LNER (1947) and BR from 1958 until at least 1972. You will nonetheless see quite a lot of variation between how the lamp codes are used, and I've deliberately presented this based on the headlamp codes themselves, not in 'class' order, because of those variations. The years of use are also an interesting indicator of progression, with changing train types.

Southern Railway headlamp codes were far more involved, focusing on region and routes instead of train types. Rather than repeat that information here I direct you to www.semgonline.com/headcodes/sheadcodes/06.html which covers the 1936 regulations.

Model lamps are available from at least two manufacturers:

- DCC Concepts supply the only working (!) lamps for LNER, LMS, SR and BR in OO, S and O scales.
- Springside provide a good range in OO and O scales.

As an alternative, I've seen an article that suggests you try fitting staples as lamp holders and making your own lamps from a magnet, enabling you to change the lamps for each train! I like the idea...otherwise assign your locos if your lamps are glued on. Another alternative is not to worry, providing you don't operate your trains under the watchful eye of Tony Wright! When it comes to our Club layouts they are currently exclusively in the fifties, so the 1958 regulations seem to be most appropriate for all the stock.

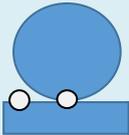
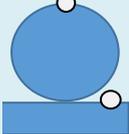
Lamp code and description	Company/period applicable
	GWR classification, not seen listed on other reporting code lists
Royal Train.	
I can't really see that we'll use this on our layouts!	
	GWR class A LMS class 1 LNER class 1 BR class A BR class 1 from 1962
Express passenger train	GWR, LMS, LNER, 1958, 1960, 1962, 1971
Express Streamline Rail Car Express diesel car	GWR 1958
Breakdown train going to clear the line. Breakdown van train	GWR, LMS, LNER 1958, 1960, 1962, 1971
Light engine going to assist a disabled train.	GWR, LMS, LNER. 1958, 1960, 1962, 1971
Fire brigade train	LMS, 1958
Newspaper train	1958, 1960, 1962, 1971
Snow-plough going to clear the line	1958, 1960, 1962, 1971
Officers' special train NOT requiring to stop in section.	1960, 1962, 1971
Empty coaching stock train timed to run at express speed.	GWR
Postal train	1971

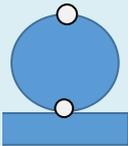
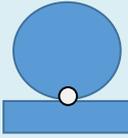
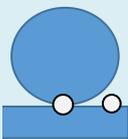


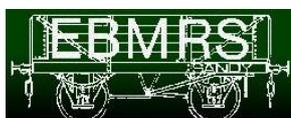
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There's a few excuses for this one on our layouts, though I'd say we should not have 'express' on Cheriton! We could run some parcels stock under the auspices of newspaper train, but with the layouts being set in summer we won't see a snowplough train.

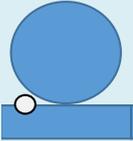
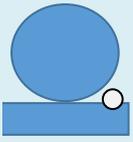
	GWR class B LMS class 2 LNER class 2 BR class B BR class 2 from 1962
Ordinary passenger train Stopping passenger train	GWR LMS 1958, 1960, 1962, 1971 LNER
'Mixed train'	GWR 1958, 1960, 1962, 1971
Breakdown train not going to clear the line	GWR, LMS, LNER, 1958, 1960, 1962, 1971
Branch passenger train (To be used only where authorised by the regional Operating Officer).	GWR LMS 1958 1960, 1962
Rail motor or motor train with engine leading (When running with driving compartment leading rail motors or motor trains will carry the headlamp on the same bracket as used for the tail lamp). NOTE: For arrangements in regard to electric trains see the various electric line instruction books.	LMS
Rail motor train, loaded or empty	1958
Snow plough NOT going to clear the line	1962
Ordinary passenger or parcels diesel car	1958
This would cover most passenger operations on our layouts.	
	GWR class C LMS class 4 LNER class 4 BR class D BR class 5 1960, 1962 BR class 6 1971
Parcels, Newspapers, Meat, Fish, Fruit, Milk, Horse, Cattle or 'perishable' train composed entirely of vacuum fitted stock with the vacuum pipe connected to the engine.	GWR
Express freight train, livestock, perishable or ballast train with not less than one third of the vehicles vacuum fitted and the pipe connected to the engine.	GWR 1958
As above, partly fitted with the automatic brake operative on not less than one-third of the vehicles.	1960
Express freight train partly fitted, with the automatic brake operative on NOT less than half of the vehicles. Maximum speed 50 mph.	1962
No 2 Express Goods, etc, train (example: consisting of 51 vehicles should have no fewer than 17 braked wagons next to the loco; average speed 40 mph)	LNER
Fully fitted Company or block train, parcels train or milk train.	1971 class 6a
Ordinary fully-fitted express freight train, with brake force not less than that shown in Section E of the Loads Book.	1971 class 6b
Empty coaching stock train Other than as shown in (LNER class 3)	LMS LNER
Fitted freight, fish or cattle train with the continuous brake in use on NOT LESS than one-third vehicles.	LMS
Engines with gas tanks	LNER
We are most likely to see this on Sutton, Aylesbury and Finchley, but only in small numbers; in fact, on Finchley there's maybe only a couple per day. This would need fitted wagons (painted bauxite) next to the engine and a bauxite brake van.	

	<p>GWR class D LMS class 3 LNER class 3 BR class C 1958, 1960 BR class 3 & 4 1962 BR class 3 1971</p>
<p>Parcels, newspaper, fish, meat, fruit, milk, horse, or perishable train, composed of coaching stock.</p>	<p>LMS</p>
<p>Parcels, fish, fruit, horse, livestock, meat, milk, pigeon or perishables train composed entirely of vehicles conforming to coaching stock requirements.</p>	<p>1958, 1960 1962 class 3</p>
<p>No. 1 Express Goods, etc, train (example: consisting of 50 wagons (excluding the B van) should have no less than 39 vacuum braked wagons next to the loco; <u>average</u> speed 50 mph)</p>	<p>LNER</p>
<p>Empty coaching stock train (not specifically authorised to carry class '1' -or class A - headlamps).</p>	<p>GWR 1958, 1960 1962 class 3</p>
<p>When specially authorised, Empty Coaching Stock trains going to work excursion, ordinary or additional passenger trains</p>	<p>LNER</p>
<p>Express freight, livestock, perishable, or ballast train with continuous brake pipe throughout the train and vacuum brake operable on a least half the vehicles</p>	<p>1958, 1960</p>
<p>Express freight train pipe fitted throughout with the automatic brake operative on NOT less than 90% of the vehicles. Maximum speed 55 mph. A maximum speed of 60 mph will apply in respect of certain trains specifically indicated in the Working Timetable.</p>	<p>1962 class 4</p>
<p>Express freight or ballast train conveying a stipulated number of vacuum braked vehicles connected by the vacuum pipe to the engine and authorised to run at a maximum speed of 35 m.p.h.</p>	<p>GWR</p>
<p>Express parcels train composed entirely of vehicles permitted to run at 90 mph or over</p>	<p>1971</p>
<p>As previously, we would see fewer of this train type, and fitted freights would need a bauxite brake van.</p>	
	<p>GWR class E LMS class 5 LNER class 6 BR class F BR class 7 1962 BR class 8 1971</p>
<p>Express freight, fish, fruit, meat, cattle train</p>	<p>GWR</p>
<p>Ballast train</p>	<p>GWR</p>
<p>Breakdown crane not proceeding to an accident</p>	<p>GWR</p>
<p>Express freight or cattle train with the continuous brake on less than one-third the vehicles, but in use on four vehicles connected to the engine indicated by [a Maltese Cross] in the Working TT</p>	<p>LMS</p>
<p>Express freight or cattle train not fitted with the continuous brake, or with the continuous brake in use on LESS than four vehicles.</p>	<p>LMS</p>
<p>Class 'A' Goods, etc, train</p>	<p>LNER</p>
<p>Express freight, livestock or ballast train not fitted with continuous brake.</p>	<p>1958</p>
<p>Express freight, livestock, perishable or ballast train NOT fitted with the automatic brake</p>	<p>1960</p>
<p>Express freight train NOT fitted with the automatic brake. Maximum speed 40 mph. Where fitted vehicles are required to be placed next to the engine and coupled up, this will be shewn in the appropriate Regional train loading instructions.</p>	<p>1962</p>
<p>Freight train, not fully-fitted but with brake force not less than that shown in Section E of the Loads Book.</p>	<p>1971</p>
<p>With no continuous brake this would require an unfitted brake van, painted grey.</p>	

	<p>GWR class F LMS class 6 BR class H 1958, 1960 BR class 8 1962 BR class 4 1971</p>
Through fast train conveying through load.	GWR
Through freight train	LMS
Ballast train conveying workmen and running not less than 15 miles without stopping.	LMS
Class 'B' Goods, etc, train	LNER
Through freight or ballast train not running under class C, D, E, or F	1958, 1960
Through freight train NOT fitted with the automatic brake. Maximum speed 35 mph. Where fitted vehicles are required to be placed next to the engine and coupled up, this will be shewn in the appropriate regional train loading instructions.	1962
Freightliner train.	1971
Parcels train	1971
Company or express freight train composed of vehicles permitted to run at 75 mph or over.	1971
<p>With no continuous brake this would require an unfitted brake van, painted grey. These are the basic freight trains, and plenty of them on Finchley for instance.</p>	
	<p>GWR class G LMS class 7 LNER class 10 BR class G 1958, 1960 BR class 0 1962</p>
Light engine or engines coupled together, or engine and brake van. (or with two brakes)	GWR LMS 1958, 1960
Light engine, or engine with not more than two brake vans attached	LNER
Light engine or light engines coupled. Engine with not more than two brake vans. Maximum speed according to class of engine and type of brake van.	1962
Light locomotive, light locomotives coupled, or locomotive with brake tender(s). Locomotive with not more than two brake vans.	1971
<p>Plenty of scope for these, in fact the 1956 timetable for Finchley has quite a number of loco plus brake van(s) workings.</p>	
	<p>GWR class H LNER class 5 BR class E 1958, 1960 BR class 6 1962 BR class 7 1971</p> <p>Not used by LMS</p>
Freight, mineral, or ballast train	GWR
Train of empties carrying through load to destination	GWR
Express freight, livestock, perishable, or ballast train partly fitted with not less than four vacuum-braked vehicles connected by vacuum pipe to the engine	1958, 1960
Express freight with a limited load of vehicles not fitted with continuous brake. Ditto, but with automatic brake for 1960	1958, 1960



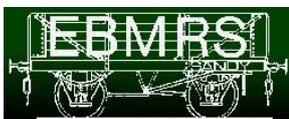
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Express freight train partly fitted, with the automatic brake operative on NOT less than 20% of the vehicles. Maximum speed 45 mph.	1962
Express freight train, not fully-fitted but with brake force not less than that shown in Section E of the Loads Book.	1971
No 3 Express Goods, etc, train (example: consisting of 52 vehicles should have no fewer than 10 braked wagons next to the loco; average speed 35 mph)	LNER
Similar to earlier express freight workings, will require a bauxite brake van.	
	GWR class J LMS class 8 LNER class 8 BR class J 1958, 1960 BR class 5 1971 Not assigned in 1962
Freight, mineral or ballast train stopping at intermediate stations.	GWR
Train carrying out of gauge or exceptional load.	GWR
Mineral or empty wagon train. (Through, ditto)	1958, 1960 LMS
Class 'C' Goods, etc, train	LNER
Empty coaching stock train (not specially authorised to carry Class '1' headcode).	1971
'J' is commonly used in the 1950s working timetables for mineral trains	
	GWR class K LMS class 9 LNER class 9 BR class K 1958, 1960 BR class 9 1962, 1971
Branch freight train (where authorised) (To be used only where authorised by the regional Operating Officer).	GWR 1958 LMS 1960
Ballast train, freight train or inspection train requiring to stop in the section.	GWR
Freight, mineral or ballast train stopping at intermediate stations	1958 1960
Freight, ballast or Officers' Special train requiring to stop in section. or at intermediate siding in section.	1960 LMS
Branch train or stopping freight train and Officers' Special train or ballast train requiring to stop in section. Maximum speed 35 mph. Where fitted vehicles are required to be placed next to the engine and coupled up, this will be shown in the appropriate regional train loading instructions.	1962
Freight train stopping at intermediate stations	LMS
Ballast train running short distance	LMS
Class 'D' Goods, etc, train stopping at intermediate stations	LNER
Unfitted freight train (where specially authorised).	1971
Freight train, Officers' Special train or Engineers' train requiring to stop in section.	1971
This is commonly referred to as a 'Trip Working' and seems most likely the only freight headlamp code we should see on Cheriton. It's common in the Finchley timetables and would be common on Sutton and Aylesbury.	



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Shunting	LMS class 10 LNER not classified
<p>Shunting engines working exclusively in station yards and sidings: Must, while in those sidings, carry one red head light and one red tail light. The lamps must be carried in position day and night. NOTE: Local exceptional arrangements are shown in the respective Sectional Appendices. When a train running on the LMS Railway is worked by two engines attached in front of the train, the second engine must not carry head lamps.</p>	LMS
<p>Rule 123, Engines employed exclusively in shunting at stations and yards must, after sunset or during fog or falling snow, carry one red and one white, both at front and rear, one over each buffer</p>	LNER
If you wish to fix correct lamps, then choose your shunting locos carefully!	
Tail Lamps and Side Lights on Trains	
<p>Passenger trains One red lamp, usually on the platform side, above the buffer.</p>	
<p>Goods trains (a) On main lines where there are only two lines and on single lines - One red tail light and two red side lights.</p> <p>(b) On main lines where there are three or four running lines: - (i) On the fast line - One red tail light and two red side lights (ii) On the slow, goods, or loop lines - One red side light on the side of the van furthest away from the fast line, one white side light on the side of the van nearest the fast line, and on red tail light (see Note).</p> <p>(c) On goods or loop lines adjoining four main lines - One red tail light only. Side lamps must be removed when the train has passed into the loop.</p> <p>Note: Certain brake vans are provided with side lamps which cannot be turned, or which, when turned to show a white light to the rear, show a red light to the front. In these cases the instructions in paragraph (b) (ii) will not apply, and the side lamp instead of being turned must be removed. A signalman will not be required to send the 'Tail or side light out, or improper side light exhibited' signal when a train passes his box with side light removed as directed.</p> <p>Where side lamps are shown to be carried the side lamps must, except in the case of local trips, be carried on the rear brake van during daylight as well as during darkness.</p> <p>The instruction in clause (a) of Rule 120 respecting the carrying, cleaning, trimming, and lighting of tail lamps also apply to light engines.</p>	
Other Notes	
<p>1962 Notes</p> <p>Empty wagons and ballast trains should run at the highest classification appropriate to the braked portion available and the type of wagon conveyed.</p>	



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1971 notes

1. Trains in Class 6(a) will be timed according to the maximum speed of the vehicles scheduled to be conveyed.
2. Trains in Class 6(b), 7, 8 and 9 will be timed to reflect a maximum speed of 45 mph, or such other lower maximum speed it may be necessary to impose on individual trains.
3. Fully fitted train - A train with all the vehicles fitted with the automatic brake or brake-pipe coupled up and in use. A brake van will not normally be provided on a parcels or fully-fitted freight train, and when not provided the last two vehicles must be fully-fitted with the automatic brake in working order. If circumstances require a brake van to be provided on a fully-fitted freight train it must be marshalled at the rear and the Guard must ride in it. The brake van may be piped only.

Train Reporting Codes - British Railways 'modern' era

During the period up to 1/1/1976 the 4 position codes displayed on diesel and electric locomotives showed, in order:

- Train class (numerical)
- Destination code (alphabetic - see below)
- Route/destination code (2 digit numerical)

Early multiple units had a 2-position code indicating class and destination.

Destination letter

For long distance trains, the country is split up into areas based upon the old British Rail regions. Each one is assigned a letter as follows:

- E:** Eastern
- L:** Anglia
- M:** Midland
- N:** North Eastern - used until 1967
- O:** Southern
- S:** Scotland
- V:** Western

A train going from one region to another is given the letter of the destination region in its headcode. For trains internal to a region, other letters can be used to indicate either a destination zone or route within that region.

Some areas within the Midland region are:

- A:** London
- D:** North Wales
- G:** Birmingham
- H:** Manchester

While on the Western:

- A:** London
- B:** South Wales
- C:** Bristol and West of Bristol (Exeter, Plymouth, Penzance)
- L:** London (for trains from Cardiff and Swansea)

Examples from the Scottish Region include:

- A:** Aberdeen
- B:** Edinburgh
- G:** Fife, including Fife circle via Dumfermline, and Longannet Power station
- H:** Inverness
- R:** Express services between Glasgow Queen Street and Edinburgh (even numbers eastbound, odd numbers westbound)
- T:** Glasgow (trains from the north)



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Other regions can use these letters for different areas, but the inter-regional codes have the same meaning throughout the country.

The letters X and Z are generally reserved for special use. Trains with some specific requirements, such as out-of-gauge loads or the Royal Train, run with the letter X, and special trains not in the regular train service (e.g. charters, raitours, emergency trains or as-required locomotive moves) have Z.

From 1/1/76 the locomotives were meant to display simply 0000, but they were often set up to show the locomotive number.

I've included the following classifications for 1994 and 2007 simply for a sense of continuity and comparison to the 'traditional' railway.

Description	Year of regulation
Class 1	
Express passenger train,	1994, 2007
Nominated post office or parcels train	1994, 2007
Breakdown or overhead line equipment train going to clear the line or returning there from (1Z99).	1994, 2007
Traction unit going to assist a failed train (1Z99), or a snowplough going to clear the line (1Z99).	2007
Class 2	
Ordinary passenger train	1994, 2007
Breakdown or overhead line equipment train not going to clear the line (2Z99)	1994, 2007
Officer's Special train (2Z01).	2007
Class 3	
Parcels train.	1994, 2007
Freight train which can run at more than 75 mph	2007
Empty coaching stock train if specially authorised.	2007
Class 4	
Goods train permitted to run at more than 60 mph.	1994
Freight train limited to 75mph.	2007
Class 5	
Empty coaching stock train.	1994, 2007
Class 6	
Goods train permitted to run at 50, 55 or 60 mph.	1994
Freight train limited to 60mph.	2007
Class 7	
Goods train permitted to run at 40 or 45 mph.	1994
Freight train limited to 45mph.	2007
Class 8	
Goods train permitted or timed to run at 35 mph or less.	1994, 2007
Class 9a	
Goods train, not fully fitted, but with brake force not less than shown in the 'working manual' for rail staff, part 6, table E2.	1994
Class 9b	
Unfitted goods train.	1994
Class 0	
Light locomotive(s).	1994, 2007
Notes	
All trains except for class 9 must be continuously braked.	1994
Eurostar train and certain long distance Cross Country services are allocated 9xxx headcodes to help signallers identify a long-distance inter-regional express passenger service from a regional Class 1 express service.	2007