

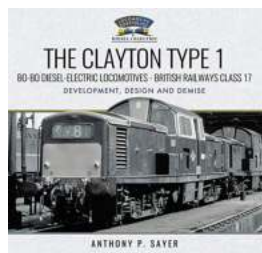
The Clayton Type Bo Bo Diesel Electric Locomotives British Railways Class 17: A Fascinating Era of Railroading

When it comes to British railway history, the Clayton Type Bo Bo Diesel Electric Locomotives Class 17 played a significant role in transforming the industry. These locomotives, commonly known as the British Railways Class 17, brought a wave of innovation and efficiency, revolutionizing rail transportation in the mid-20th century.

The Birth of the Clayton Type Bo Bo Diesel Electric Locomotives

In the post-World War II era, British Railways sought a solution to replace aging steam locomotives with more modern alternatives. The Clayton Equipment Company, a renowned manufacturer based in Derby, responded to this challenge by introducing the Clayton Type Bo Bo Diesel Electric Locomotives.

Designed to operate on secondary and industrial lines, the Class 17 locomotives were a perfect fit for British Railways' needs. Their compact size, Bo Bo wheel arrangement, and diesel-electric power system allowed them to navigate tight curves and operate efficiently on lower traffic routes.



The Clayton Type 1 Bo-Bo Diesel-Electric Locomotives - British Railways Class 17: Development, Design and Demise (Locomotive Portfolio Diesel and Electric)

by Anthony P Sayer (Kindle Edition)

★★★★☆ 4.5 out of 5

Language : English

File size : 90254 KB

Text-to-Speech : Enabled
Screen Reader : Supported
Enhanced typesetting : Enabled
Print length : 377 pages



With a long tail of 300 horsepower, these locomotives were not the most powerful in their class, but they excelled in versatility, providing reliable performance in a range of operating conditions.

The Unique Features and Characteristics

The British Railways Class 17 locomotives boasted several distinct features that set them apart from their contemporaries. Firstly, their exterior appearance showcased a sleek and aerodynamic design, gentle curves, and a distinctive red livery with yellow front ends.

Equipped with a powerful Gardner engine, these locomotives offered excellent fuel efficiency without compromising performance. Furthermore, their advanced traction control systems ensured smooth acceleration, quick response times, and reduced wheel slipping, making them reliable even in challenging weather conditions.

Inside the cabin, the Clayton Type Bo Bo Diesel Electric Locomotives provided a comfortable working environment for the crew. The ergonomically designed controls and spacious control stand allowed the operators to maneuver the locomotive with ease.

The Operational Success and Limitations

British Railways Class 17 locomotives proved to be highly successful in their intended roles. They were particularly popular for freight services, shunting operations, and branch-line duties, where their compact design and maneuverability were vital.

However, despite their numerous advantages, the Class 17 locomotives faced limitations in terms of their power output. This became evident when they were tasked with hauling heavier passenger trains on hilly terrain. The lack of sufficient tractive effort restricted their use to lighter loads, limiting their widespread adoption and eventual retirement from mainline services in the late 1960s.

The Legacy and Preservation Efforts

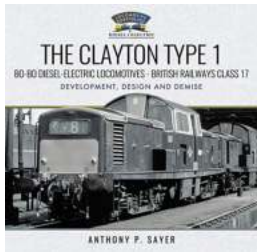
Although the British Railways Class 17 locomotives had a relatively short life in active service, their legacy lives on. Today, several preservation groups and railway enthusiasts have dedicated themselves to preserving the memory of these remarkable locomotives.

Restoration projects are underway, and a few Class 17 locomotives have found their way into private collections and railway museums across the country. These efforts aim to keep the flame alive and ensure future generations can appreciate the engineering excellence that defined the Clayton Type Bo Bo Diesel Electric Locomotives British Railways Class 17.

In

The British Railways Class 17 locomotives marked an important period in the history of British railways. Their sleek design, reliable performance, and versatility made them a distinctive addition to the rail network. While their limited power output hampered their extended use, they remain etched in the memory of rail

enthusiasts who appreciate their unique engineering and contribution to transportation.



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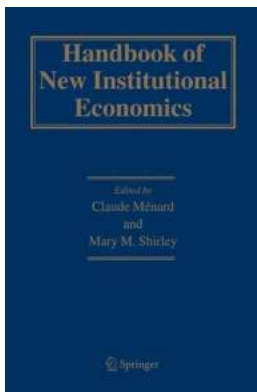


The Claytons were originally conceived as the British Railways “standard” Type 1 diesel-electric locomotive, superseding other Type 1 classes delivered as part of the ‘Pilot Scheme’ fleet. The early classes suffered from poor driver visibility, and the plan from 1962 was for subsequent trip-freight and local yard shunting locomotives to be center-cab machines with low bonnets to dramatically improve visibility.

To this extent the Claytons were highly successful and popular with operating crews. However, the largely untested high-speed, flat Paxman engines proved to be highly problematical, resulting in deliveries being curtailed after 117 locomotives. Further requirements for Type 1 locomotives after 1965 were met by reverting to one of the original ‘Pilot’ designs! Deteriorating traffic levels ultimately led to the Claytons being withdrawn from BR service by December 1971.

Considerable amounts of archive material have been unearthed to enable the issues surrounding the rise and fall of the ‘Standard Type 1’ locomotives to be fully explored. Further sources provide insights into the effort and money expended on the Claytons in a desperate attempt to improve their reliability. Individual locomotive record cards, together with personal sighting information, allow histories of each class member to be developed including allocations, works visits, liveries and disposal details.

Supported by over 280 photographs and diagrams, dramatic new insights into this troubled class have been assembled for both historians and modelers alike.



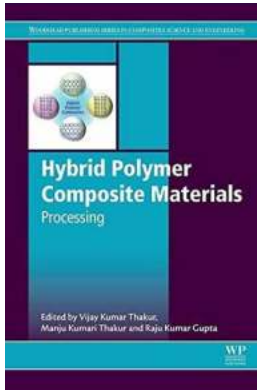
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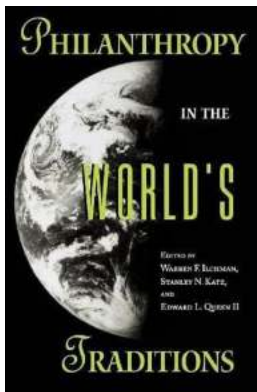
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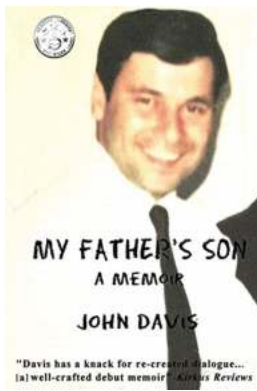
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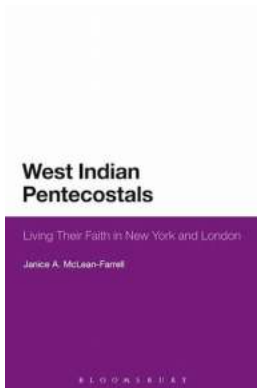
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