

Delay at Wolverton

One morning in late 86 I booked on at Crewe Bop with my second man Dicky Bastin. And walked over to the down holding sdg for two cl 87 Locomotives also Traction Inspector Harry Morgan. Then light engine's to Crewe Basford Middle and coupled onto a freight liner train, which also had a Mentor track recording coach attached to the front to check the Locomotives performance, our load was 15 vehicles 1675 tons. We left Basford Hall and went out slow line at Basford Hall Inc.

We were going to Willesden Freight liner depo, we were having a good clear run until we were near Hanslope Jnc and I spotted two Yellow signals, the signals on the slow line changed to Green with the jnc flash, at the same time a electric unit passed with the morning commuters, I remarked to the Inspector the signalman could have kept us going he will be stopping at Wolverton he will delay us now, the local train was higher class than us so had the right away.

We drifted down to Wolverton Stn and saw the unit 200yds in advance of the signal on the end of the platform he was clear of the over lap to let my train into the platform up to the signal he had just left, I said to Harry don't say he as failed in front of us then I noticed a signal gantry near Wolverton Ground Frame Box, of which controls the down fast line.leaning at a funny angle and was foul of the up fast line we were on.

It transpired that just as the unit left the platform, a shunting move in the yard with some coaches resulted with one becoming derailed and hitting the signal post the driver spotted it and stopped a coach length short or he would have hit his roof it was a good job that we did not run in front of the unit after all, as we would have been doing 75mph. I had a word with the signalman, who had just received the news I said before the over head power is switched of let me set back to the Rugby end of the platform, then you can have the unit into the platform to unload, so that what we did, the signalman stopped the first Express out of course on the up slow Platform for the passengers of the unit to make their way onto London, all arranged in 20 minutes it would be chaos to day.

We were on the move our selves just over one, half hours later, a class 31 came from Northampton, and coupled on the rear and dragged us back wrong line to Hanslope jnc slow line, it was a effort for it as we had no over head power to help until we got onto the up slow line, the cl 31 uncoupled and we went on to Willesden but no further testing that day ,the inspector and the staff out of the test coach got out at Wolverton had a express for the north stopped to pick them up.

I came derailed my self one night ,ten days before I retired, it was like this I relieved a special train of new low piggy back vehicles in blocks of three they were on there way to Euston platform 16 to testing loading of post office lorries on Sunday morning but first I had to leave the train in the yard at Wolverton.On arriving at Wolverton on the up slow line I stopped behind the ground frame the shunter came out, set the road and called me back, it was dark by now and nearly midnight, half way thro the crossing the wagons came derailed,it turn out that the wagons had not been passed to go thro the crossing and be stabled in there .

I had a word with the signalman the train is protected ok hook the locomotive and go light engine to Milton Keys I can put you out main line and go back to Crewe I did not hear anything about it some one else problem as long as the line was clear for the Monday morning rush.