

20 - 20

VISION

THE MAGAZINE OF THE
CLASS 20 LOCOMOTIVE SOCIETY

Issue 37

Autumn 1990

Price 50p



Editorial

Things are really hotting up aren't they? In more ways than one - the temperature AND the 20 workings. Two pairs appeared on the Brum to Bristol Diesel Day, the weekdays 09.25 Derby to Skegness and return is booked for 20s, and now we have the weekday Derby - Matlock's booked for top and tail 20s as well. Look's like Derby's the place to be this Summer!

Once again, our yearly outing went off more or less without a hitch - Brigadier-General David Gilbert reviews it inside. It's getting a bit expensive these days to run these japes but we'll do our best to knock something up for 1991. Keep those ideas coming in!

Although one full tour a year is enough for our brains to cope with, we hope to be doing something in conjunction with BR in September. As you know, September 29th is Tinsley Depot Open Day, and as part of the extravaganza it is intended to run a continuous shuttle from Sheffield station RIGHT INTO THE DEPOT with top n tail Class 20s! BR will be organising it but we'll be stewarding the train, and having a stand both on the train and in the depot. Since it isn't fully confirmed yet, we'll leave you to keep your eye on Rail etc for the ads or phone Sheffield nearer the time. Let's just hope it comes off, and we'll see you on the day.

Our sales revenue was boosted by appearances at Coalville and Crewe. The sales stand continues its wierd contortions - it's a bit of a Rubic Cube with about 1,341,892 different methods of construction. Crewe seemed to work very well with method 492,819, which is the one that uses only half the bits but looks exactly the same as normal. Amazing.

We're trying to crank up publicity a little bit more with membership forms being doled out by the thousand, and a run of adverts in Rail as you may have seen. Other national mags will get similar treatment soon. If you can help distribute membership forms, PLEASE ask us for some and we'll send 'em straightaway. Please do your bit to raise our profile.

On the preservation front, it looks like we'll be moving the two LMS brakevans after Tinsley Open Day either by rail or lowloader to Butterley. We've also bid for a fruit van (without the fruit), and also have first refusal on two more stores vans. Quite a little collection. The brakes might be used for fare-paying shuttles, and the rest are earmarked as our future stores vans. The 'Stanton Gate 20s' have finally come up for tender but we're not making any offers because there's a £2,000 bill for asbestos removal before you've even started to pay for the locos themselves (RIP).

Unfortunately the response to the suggestion of an 'intermediate' newssheet was very poor - four people! We've decided to suspend the idea until more interest can be generated, and until then Pip Dunn will be happy to sort you out with up-to-date Gen if you give him a call.

Forthcoming events:

Sept 29th: Tinsley Open Day and shuttle service.

Oct 20th: Revisit to Toton Depot after the aborted effort in the Summer. This is free to those of you who went last time, otherwise it's £3 a throw. Contact Phil Spencer for full details.

Perry Stroyka goes To Scarborough

or

"Russian Around In Yorkshire"

"The blue crocodile wears outrageous Y-fronts"
"And comrade Yeltsin was a Girl Guide"
"Greetings D8000!"

"Welcome to Swindon, Stroyka... I trust you brought the report?" "Indeed. It was my toughest assignment yet but I think you'll find it's all here." "You have done well. Return to the safe house and I'll contact you there."

Compo Todossyn made his way back to the office. Soon the dossier that was to shock the world west of Wootton Bassett was on the desk of the Director of Counter Espionage (Bristol Division). A smile crept across his face as he read Stroyka's report.

14.30 hrs Friday 11th May 1990. Special instructions received via the dead-letter box to travel to 59240 in order to travel incognito as a normal aboard the 17.14 to Sheffield. All was well until I hit a roadblock at Wellesbourne where I must have aroused suspicion, my fears being realised when I found every traffic light at red approaching Leicester station. The tail lamps were blinking into the distance as I screeched into the carpark - I was a stranger in the city I once knew so well, what was I to do? My contacts were over 60 miles away across two State borders (you mean you were in the wrong state instead of 'in a right state' as normal? - ED)... I remembered my KGB training - when lost in a hostile country ring the Station Announcer at Sheffield!

Having left my rendezvous details with Agent X I climbed aboard the 18.09 safe in the knowledge that C.J. Stevenson (Our Man in Hitchin) was crossing the Pennines at great speed en route to Tinsley, his operatives from the North London Cell having been intercepted in a bloodbath on the A1. CJS told me later over a Bishop's Tipples in Gorky Park that when he spoke to our informant at the depot he was told that as far as he knew there was nothing arriving on shed to work a "railtour". CJ was slipped a note was concealed in a lamp bracket saying that he could "borrow 20.178" (a lately dormant double agent who used to work thereabouts).

On arrival at Sheffield I was met by The Landrover in the station carpark as per instructions. I felt safe now as the vehicle was stuffed to the gills with fellow agents - in fact the entire Southern contingent! Were we to wait for CJS? Too many people about - we may be denounced. We decided to search out a city Public House, with travellers always coming and going we wouldn't be noticed. Brian used his experience to find a renowned Tetley's pub - the windows were boarded but the lights inside seemed welcoming... the words "The Cossack" above the door all but pulled us into the bar - what more could we want? Brian is on record as saying "It serves Tetley's so it must be alright!". So in we went, uniform leather jackets the order of the day. It was an almost fatal mistake, we had stumbled upon Sheffield's premier gay bar - JV put some straight music on the Video Juke Box to keep our morale up and we drank hastily before the barman squeaked "Anybody order a taxi?". It was a signal for the British Secret Servicemen hiding in the closet to "come out" and arrest us all.

We made good our escape and were mightily relieved to pile into the Dog and Parrot for a brief Roger and Out or two (CG 1125) where we met CJS, John Conelli and others before adjourning to the Fat Cat for more ale and some pre-tour nosh. It was here that an ambulance was found to be on standby in Chris fell off a particularly large sandwich whilst under the influence of a couple of glasses of what amounted to vinegar with hops in it. He would have bounced anyway as he was somewhat 'pickled'.

John had the foresight to hire a car under an assumed name upon arrival into the country and having sped to our hideout at the Hotel Lindum via Sheffield station ("Sorry mate don't know 'ow to work a TOPS machine..."), I slipped out the back into the darkened street. In the best famous five fashion I tiptoed over to the third tree on the right and tugged a branch three times - behind me a hole appeared in the wall to reveal my instructions for the next day. I just had time to decode them before the beamer they were written on went into self-destruct mode. Having climbed up a drainpipe and along the ledge to Room 6 (everybody else had

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Nov 17th: AGM. This will be held at Waterloo BRSA club at 2pm. Afterwards there will be a party with disco and food - small entrance charge for those who wish to come along. If you can't make the AGM please send postal questions or nominations to Paul Mee.
Dec 8th: Christmas Dinner. Once again we return to the long-suffering Wylotts Manor in Potters Bar for food and mayhem. More details next time.
Jan ??: New Year's Dinner at Boon's End, Wakefield.

CLASS 37 GROUP - 'TYNE, TEES AND WEARMAN' RAILTOUR - 8th SEPTEMBER:

Railfreight Class 37 haulage throughout from Sheffield to Leamside diversionary route via Ferryhill, Coast Line via Hartlepool, Rare freight line to Boulby, Freight line to Eastgate. Refreshments, raffle, quiet coaches, itinerary. Fare £26.75 from Sheffield, £25.75 from Leeds, £24.75 from York. Depart Sheffield 08.00, return 21.00. ALL PROCEEDS TO CLASS 37 PRESERVATION. Full details: Mr N Murphy, 3 Shelton Place, Beccles, Suffolk, NR34 9YB.

IRISH TRACTION GROUP:

For comprehensive information about what's on in Northern and Southern Ireland, railtours, and preservation, how about joining the ITG? Contact: Phil Greenwood, 1 Pepper Lane, Standish, Wigan WN6 0PX.

On a final sad note we were sorry to hear about the death of member Mr Hunt of Wimbome who was killed in an accident recently. We offer our sincere condolences to his family and friends.

Many thanks for this issue's articles to Pip Dunn, the Granthams, Steve Hatch, Andy Flowers, Geoff Coleman, Dave Gilbert, and Jeremy Hinks.

We look forward to receiving your magazine contributions - anything for the next instalment should be with me by about 21st October. If you type your own article, please ensure it's on A4 paper with at least a 3/4" margin all round. Photos are also very welcome, preferably black/white with lotsa contrast, with your name and address on all of them.

Credits: My washing machine. 3/4 load, coloureds, 5 rinses and final spin at 1100rpm.



keys but I have to keep up appearances) I viewed some nonsense capitalist rubbish called Paradise City before drifting into sleep....

The big day arrived to find us once again at the station. My instructions were to mingle with the Railtour stewards and I would be recognised by my contact by wearing an armband sporting the legend "KGB". I was told that Theresa had sat in a corner of a sweatshop in High Wycombe Labour Camp making the thing and had smuggled it into Yorkshire concealed within a consignment of Thomas the Tank Engine fruit drinks. I was about to recommend her for the Motherland's greatest reward (The Power of the 31s book) when she produced at least five other armbands to confound our plans! This was a setback even before we had reached Huddersfield, but all was not lost. After noting that 20.010 and 20.032 were at the sharp end after arriving in the early hours in the Diplomatic Bag from Wigan, I decided to stay close to the sales stand in the hope that Nevbinya Skegki would turn up.

Our great adventure began and we were soon approaching Worsborough bank towards the 1 in 59 climb that makes 6 months in the salt mines seem like a Sunday stroll. Satisfied that the other passengers would not hear above the noise of the locos I took my chance to listen to the microtaped orders concealed in a bar of soap in the toilet. I was to retrieve some microfilm that Agent X had sewn into the neck of one of the Tour T-shirts - easy enough, just nip back to the sales stand and rummage through the box! When I returned to the BG I found Duncan despatching shirts thirteen to the dozen and waving a huge wad at me into the bargain. He'd nearly sold out so I bought one on the off-chance.

Huddersfield! I had heard on the train's grapevine that Mel Thorley had arranged to jump off and slip away unnoticed in order to view the Cup Final - part timer!! It was the Chopper Topper rerun all over again - Mel was getting ready to do a paratrooper's barrel roll onto the platform as the train slowed down, only our driver had forgotten that he was supposed to stop! As anchors were thrown out in all directions, we peeled ourselves off the woodwork and prepared to reverse back into the station. The proles were expecting a plastic bus to Hull and were somewhat surprised to witness Trainman 6602 perform a triple toe-loop with pike when vacating the "Avoider". Further athletics were seen when passing Mirfield; Kim Philby, the keeper of Spencer's Pictures, was somewhat absent but Phil still gave the citizens of his commune a display of mega-flap that appeared in Pravda the following week.

Stevensonitsin moved to the rear of the train to be in position at Leeds to remove the tailboard and therefore confuse the border police at Micklefield as to our movements. In the newsreels a stuntman would have been called forward, but as Chris does his own we waited for the platform staff to call "Lights... cameras...action!". Luckily, JC had read the screenplay down to the last detail and held on to CJS for dear life as he wrestled with the tailboard as the train pulled away. To huge cheers from the fans he was dragged back on board by the beard.

Church Fenton was reached after a mad dash across the border into White Yorkshire and avoiding the second Battle of Scarthingwell by promising Gruntle we wouldn't leave him behind at Scarborough.

Flat Yorkshire gave way to lumpy Yorkshire and back to the flat stuff before arrival at some seaside different to Llandudno or Skegness heralded a stampede for the nearest pub/chippy/pier. Others leisurely esconced themselves in the cab of 20.010 to back up the Huddersfield scam with some cab mileage into the sidings and back, the highlight of which was Pip losing his touch and the stock almost being rammed.

Despite our efforts to ensure that everybody had managed to get back from the amusements (save those roubles), a hardy pair contrived to miss stage two separation and ended up with taxi mileage to the next stop, Bridlington. Luckily Gruntle wasn't one of them so fingers, legs etc were uncrossed only to be knitted again when a combination of DG and Clive prevented mass lemminghood in front of the 14.13 to Hull. The Inspector's car could be seen bounding up the Approach as the driver finished his last sandwich and as the final crumb fell to 010's cab floor we got the Right Away.

The tour brochure, in true Intourist fashion, led us to believe that we were now in the Hull commuter belt! Hardly a patch on Datchet and Bexleyheath, Driffield and Beverley whizzed past before hanging a right at West parade N Jc as we took evasive action to miss the crowds in Paragon. As on previous tours, rabbits feet and crucifixes were much in evidence in

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the hope that the track wouldn't disappear into somebody's patio, but we found the junction at Anlaby Road still in situ if a bit rusty, and the scene was set for more antics.

An apparent bout of engineering work meant handsignalmen standing around all afternoon getting rained on and telling irate train drivers to pass the next signal was the order of the day. Having studied a field of cattle for longer than usual and hopped our way to Saltmarsh we took our time looking for maniacal tugs before scuttling across Goole Swing Bridge and safety.

Our confidence was misplaced. It was at this point that the local bogbies had planned to get us all lost by sending us round in circles until we got dizzy and begged never to be allowed to do "this sort of thing" again. Annabel's mum stood at her Junction mournfully waving a white hanky as we screamed off the branch onto the main line. It was a warning that we were being tailed! The tail being the 14.30 out of the Cross, the word was passed forward to the chauffeur to take a left at each junction he came to in a successful ruse to throw the IC125 off the scent.

Gazza gave us a wave for the first time that afternoon before we realised that we were going to head our pursuers off at the pass - a Wurflitzer leapt out of the bushes and the landscape flickered in a sepia hue as our hero leapt from his horse to throw the points at the last second! The heroins was saved and the Avoider headed for her rendezvous with the mysterious Church Fenton (C.I.A.) by way of Pontefract Monkhill (British Intelligence)....

Fenton took us into his potting shed for tea and cake to escape the marauding Sprinters and it was decided that after the morning's drama, the removal of the Vladivostok Avoider carriage stickers was to be an inside job. CJ was to remain inside the coach and squeezed out of the top light window whilst being held securely by the ankles. This achieved, the stickers proved too stubborn and as the rain began to fall we dragged Chris back inside and contemplated offering the Book of the 31's as first prize in the raffle instead.

The argument was still raging as the 'Arrogate loop was traversed, Leeds passed by with Chris being safely stapled to the floor and we were waved through the Nothing to Declare channel at Micklefield before Gazza appeared again. This time a new dumper truck was scratched! Next year's tour will be a day out from Ayr to get the other ten in the book!! 20.046 and 20.098 are transferred to Eastfield to provide the power!

I was still daydreaming when Doncaster echoed to the sound of Choppers again, no 20.002 this time though. As we approached the end of our journey the sales stand was being neatly folded into a matchbox and still no sign of my counterpart. Steve Hatch had been looking suspicious as usual but following our meeting at Bescot it transpired that he was indeed my contact that day...!

The Wigan crew were given a map of how to get home as the curtain came down on another great C.TLS Tour. I was debriefed in a Pizza Restaurant over a carafe of red wine and ideas were bounced off the walls regarding next year's escapade. All very hush-hush, even the staff were bemused as to what had been going on (you know - understanding smiles, removal of sharp objects from the table etc.).

An entertaining weekend ended with CJS explaining away a missing pair of boots (!) followed by a whistle-stop convoy tour of Yorkshire's B-roads which involved being accosted at Tinsley by the Lone ranger on a moped touting photos of Three To The Seal, taking a large lunch in Osset and a race to Stanton Gate and Toton. The Landrover got there first but we stopped for Cornettos by the side of the motorway... See you next year!

Play list: Clannad (Dulaman, Cran Ull, Macalla (import!!)), Horslips (Horslips), Steeleye Span (The Best of Steeleye Span).

Many thanks to Commander Dave Gilbert (retired) for the detailed debriefing about his dangerous mission....

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LOCOMOTIVE PRACTISE AND PERFORMANCE

In the following few pages I am going to attempt to compare the performance of British Rail's two surviving classes of Type 4 diesel locomotives - 47s and 50s.

In view of the highly partisan nature of the followers of these classes I shall endeavour to avoid any areas of controversy. The merits of each type will be determined using the following criteria:

1. Comparison of technical data and theoretical performance.
2. Review of previously published train logs.
3. A study of comparative logs.

Technical Data and Theoretical Performance

The most important factors affecting locomotive performance are the output of the power unit and the manner and efficiency with which it is used to haul the train. Locomotive output is quantified in several different ways and as a guide these are described below:

Brake Horsepower (bhp) - the gross output from the power unit Eg 2700hp for a Class 50.

Traction Horsepower - the power available to the traction motors, after approximately 10% of the bhp has been lost due to friction and electrical resistance in the main and auxiliary generators, radiator fan drive and compressors.

Rail Horsepower (rhp) - the power available for traction at the driving wheels after approximately 10% of the traction horsepower has been lost due to friction and electrical resistance in the traction motors.

Drawbar Horsepower (dbhp) - a commonly used figure expressing the actual horsepower available for hauling the train and equal to the rhp minus losses due to the locomotive's rolling resistance.

Equivalent Drawbar Horsepower (edhp) - this is the most commonly used term for describing loco performance and is an estimation of what the dbhp would have been for the same output on level track after allowing for the effect of gravity.

One further drain on the gross engine output may be electrical train heating which can account for up to 440hp for Class 47 and 410hp for Class 50. It must be stressed that these large amounts of power would only be needed if the stock was being heated from cold, or conversely cooled from hot in the case of airconditioned stock on a warm day.

The various different categories of actual horsepower for the two classes are given below:

	Class 47	Class 50
bhp	2580	2700
rhp	2080	2070
edhp	1850-1950	2000-2200

The above figures are widely reported but can be quite misleading. The rhp figures presumably indicate maximum outputs but in reality the rhp of a Class 50 peaks around the 40-50 mph mark at 2135, falls between 50 and 70mph, and rises to over 2100 again at 80mph. The rhp of a Class 47 stays around 2080 to 2100 throughout most of the speed range but falls away after 75mph.

It has been widely reported, but never officially admitted that the output of Class 50s has been experimentally increased up to 3020 bhp on certain locos at certain times. Bhp estimates higher than 2580 by Class 47s are rare. This may be due to experience of power unit and component fatigue at the previous rating of 2750 bhp. By contrast and evolved version of the Class 50s EE 16CSVT - the Ruston Paxman RK3ACT produces 3300bhp in the Class 58.

The factors determining the maximum speed of a loco are gearing (essentially the design speed), power unit output (as above), and the range of speeds throughout which full engine output is available.

	Class 47	Class 50
Design speed	95mph	105mph
Full engine o/p	10.5-77mph	15-87mph

By calculating the drawbar horsepower available at 100mph the maximum load that can be worked by Class 47 at this speed in still air and on level track works out at 277 tons ie. load 8 MkII coaches (or load 7 if eth is in operation). The respective figures for Class 50 are 385 tons ie. load 11 MkIIs (or load 10 with eth). Looking at the quoted figures for full engine output and design speed the Class 47 would be expected to be quicker off the mark. In reality this is not the case as the Class 50 is capable of taking up full power 16 seconds quicker than the Class 47 and gives its best performance under acceleration. On the minus side for Class 50, power output is not at its maximum while decelerating which should theoretically put it at disadvantage in hill climbing.

Tile Hill	3.51	4.07	76.7	3.51	4.02	78.5
Berkswell	5.46	5.33	86.4	5.46	5.25	90.4
Hampilton/Arden	8.77	7.40	94.8	8.77	7.27	97.8
Bham Int'l	10.70	11.14		10.70	10.57	

Once again the Class 50 shows superior acceleration compared to the 47 with Canley being passed 4 seconds quicker and a top speed of 97.8mph compared to 94.8mph through Hampton in Arden.

From the above technical data, analyses of theoretical performance and comparative train logs it can be seen that Class 50 has definite performance advantages on passenger trains in terms of acceleration and maximum speed. Only on routes with severe gradients do Class 47s appear to give comparable performance.

It is tempting to ask the question 'with the obvious performance advantages of the Class 50 why are the vast majority of loco-hauled services on the Western Region of British Rail entrusted to Class 47s?'. The answer to this is that in the real world of railway operation, performance is only one of many factors determining the class of loco to be programmed to work any specific train. Factors such as route knowledge, fuel capacity, ease and availability of maintenance and loco reliability (availability) generally override any performance advantages. Consequently the cost-conscious BR of today finds it more advantageous to diagram Class 50s on specific line, Eg. Waterloo - Exeter and entrusts the more geographically diverse cross-country InterCity trains (where factors such as route knowledge come into play) to Class 47s.

Andy Flowers.



20.010 rests at Bridlington before the dash down to Hull on the Vladivostok Avoider. 12.5.90.

Actual performance

There is a pronounced sparsity of examples of 100mph running by Class 47s whereas, by contrast, logs of Class 50s on 100mph track commonly show the magical 'ton' being achieved.

The August 1980 edition of Railway World includes an excellent article showing Class 47 and Class 50 performance between Reading and Paddington. 47.447 with load 10 covered the 36 miles in 28 minutes 19 seconds touching 100mph between Burnham and Langley. By the applying the 'Cecil J. Allen test' whereby the average speed station to station is compared to the passing speeds the quoted 100mph appears slightly too high and was probably nearer 99mph. 50.042 with load 8 covered the 36 miles in 26 minutes and 28 seconds touching 107mph at Taplow and West Drayton. My own personal best times Reading to Paddington are 28 minutes 30 seconds by Class 47 and 26 minutes 2 seconds by Class 50 with respective maximum speeds of 98 and 105.

Contrary to the above predictions from the evidence of published logs the hill climbing performance of the two classes, while being difficult to interpret, appear to be very similar. Outstanding examples of hill climbing from previously published logs include a run by 50.010 with load 14 climbing Whiteball at 68mph with 47.346 and load 10 clearing the same summit at 74mph. A good example of a Class 50 hauled run over Shap was by 50.007 (then 407) on the up Royal Scot loaded to 11 bogies (385 tons gross) in Feb 1970. The time taken from passing Penrith to Shap Summit was 13 minutes 47 seconds with a speed of 56mph at the summit. In 1967, 47.712 (then D1948) with 2750 hp on top took the 07.40 Glasgow - Euston loaded to 9 bogies (325 tons) from Penrith (passing) to Shap Summit in 14 minutes 30 seconds. This time was 43 seconds slower than that of the 50 but the summit was passed at 63mph - 5mph faster.

From the above performances there appears to be little to choose between the two classes in term of hill climbing ability, with Class 50 perhaps having a slight edge.

Recent Comparative Logs

In order to more accurately compare performance I have recently carried out logs of Class 47 and 50 on the same high speed lines with identical loads. The routes I have chosen to use are the line from Oxford to Reading and that from Coventry to Birmingham International. The two runs shown in the table below are both of 1998 11.18 York - Paddington on 13/1/90 and 17/4/90 respectively.

LOCO:	47.583, 5 MkII, 1 MkI	50.030 5 MkII, 1 MkI				
WEIGHT:	206/225 tons	206/225 tons				
	Dist	Time	Speed	Dist	Time	Speed
Oxford	0.00	0.00	-	0.00	0.00	-
Kennington J	2.40	3.16	71.3	2.40	3.05	76.2
Radley	5.06	5.26	88.9	5.06	5.00	89.5
Culham	7.29	6.49	91.4	7.29	6.30	88.6
Appleford	8.30	7.30	91.0	8.30	7.13	84.7
Didcot N Jc	9.58	8.31	72.9	9.58	8.19	67.2
Didcot E Jc	10.57	9.21	72.5	9.58	8.19	67.2
Cholsey	14.83	12.34	89.5	14.83	12.12	91.6
Goring	18.54	14.52	99.4	18.54	14.35	91.7
Pangbourne	21.75	16.48	101.0	21.75	16.41	91.7
Tilhurst	24.64	18.30	101.0	24.64	18.33	91.1
Reading	27.34	21.09	-	27.34	22.47	-

47.583 gave a superb performance with 101mph sustained through Pangbourne and Tilhurst, as an aside this is the highest speed I have recorded behind a Class 47 in 10 years of train logging.

50.030, an unusual performer on this train being a NSSA machine, was, predictably, given the up relief from Didcot E Jc to Reading and was therefore nominally restricted to 90mph. Additionally, a 25mph speed restriction crossing from the up relief to main just outside Reading cost 50.030 approximately 18 minutes.

Perhaps the most interesting feature of these two logs is the marked acceleration advantage of 50.030 over 47.583 with Kennington Jc passed at 76.2mph by the 50 compared to 71.3mph by the 47, and an acceleration from the speed restriction at Didcot E Jc to 91.6mph compared to 89.5mph for the 47.

The following two runs are on comparable trains between Coventry and Birmingham International. The first run by 47.801 was on 1E90 16.57 Paddington - Sheffield and the second run by 50.024 was on 1M03 15.13 Paddington - Wolverhampton. A 20mph temporary speed restriction just outside Birmingham International was in place for both runs.

LOCO:	47.801, 5 MkII, 1 MkI	50.024 5 MkII, 1 MkI				
WEIGHT:	206/225 tons	206/225 tons				
	Dist	Time	Speed	Dist	Time	Speed
Coventry	0.00	0.00	-	0.00	0.00	-
Canley	1.36	2.20	63.6	1.36	2.16	64.5

LOCKED STOCK AND THE GUINNESS BARREL

Yet another article by those Kings of print.....yes its Alan/Mad Dog/Monk & Steve/aaahhh/Hatch

After several hellish railtours and other trips in Ireland it seemed as good a place for a weeks bashing, this coupled with its complete lack of spoons and rather vast pints of stout we were hooked!!!

SATURDAY 14 APRIL

Yet another Saturday night at Exton with its drunks, vagrants and sleepy passengers ready for that long night trip. With 86257 pushing we slipped into the north London night in an empty MK2. As with most WML overnights things start to go wrong after Watford and tonight was no exception, running true to form the only carriage to suffer light/heat failure is ours. Crew sees 47/8 bizzare take charge but still coach F and its captives remained cold and dark, ah the delights of rail travel. Holyhead reared its ugly head and after checking the fire extinguishers we boarded the HMS "Rustboat" for the 3 1/2 hour crossing.

SUNDAY 15 APRIL

After docking at Dan Loughaire and its invisible customs we expected a DART emu to Dublin Connolly but Class 121 '124' produced on a MK3 push pull set to Heston, what a start. This route is partially over freight only track which pleased the numerous bleary eyed bashers who stayed on after Connolly. To return to our original destination of Connolly meant a cross Dublin N60 bus trip (huge....Alan). After purchasing our rover tickets (L.T. priv refused, ha ha) our first line to do was the long single track route to Sligo on the only service that day as its Sunday. The service was worked by a storming pair of Class 141 '153'/'147' which do make rather a noise. Sadly at Sligo because of the said timetable a 6 hour mega tester was endured before the return working. To pass this lifetime resulted in our first visit to a pub of the week for 2 rather hell pints of stout, this later coupled with a dodgy pizza wasted most of the afternoon. Hoping to waste the rest asleep in the stock were foiled by Mr Pakly 'Its more than my jobs worth' Bert who locked all the carriages while he cleaned them. Left to sleep in a drafty room was hardly fun. Minutes before departure he consented to allow us on his personal train. Finally at 5.30 the train returned to Dublin for some much needed ZZZ's at possibly the worst bbb I've ever seen. Anyway thats tomorrows tale.

MONDAY 16 APRIL

The Rancid Towers (sorry, the Elmar Hotel) near Connolly station really was the pits, with its yellowing paint and fag burnt bed sheets it resembled a room from a Chicago gangster movie. Something worse though that Al Capone never suffered was watching Sky News over breakfast, dreadful. Our first train today was from Heston which was via a red light jumping lunatic taxi driver whose kids had all left him, no wonder. The train to westport was worked by Class 071 No 076 hauling MK3 stock, this we took as far as Manilla Jct. This junction serves only as a transfer point for the Ballina branch passengers, the junction has no physical connection to the outside. The branch was worked by a Class 141 No 144 hauling 2 steam heated Park Royal carriages (hell). Trackwork is similar to a roller coaster and badly laid out at that too, this coupled with a total ignorance of the line speed produced a lively 30 minutes. Ballina really is a one horse town with the chip shop being the only landmark. Chips eaten we rolled back to the mainline for a daft return connection to Castlereagh for a down train to Westport. Yet again another 071 appeared hauling its non basher friendly MK3's (no hanging out the droplights)

Many thanks to Steve Hatch for special photo-processing

this time we allowed plenty of time to get back to the station for the return to Limerick Jct (again behind 076...groan) An easy plus five later (more like plus 15) and we were doing highly dubious reversals all over Limerick Jct to get from the station (on the Dublin - Cork mainline) onto the Rosslare - Limerick line all behind 181 (a fairly non-microscopic machine). This bounced and rattled to Waterford with Steve sitting on what turned out to be Paddy Guards tea. At Waterford we hailed for the totally Colossal 068 on the Dublin train with the front MK2 knee deep in bashing up (a popular move). Arriving at Dublin we dumped our gear and tried to find the city centre for a few pints. Ending up in the O'Shea's Merchant, it's 2 pints of the black fluid sunk and back to the btb.

FRIDAY 20 APRIL

A late start (no bashing this morning....thank god) so Dublin was scored for some shopping leaving the afternoon for the Depot visit. A bus ride later and we presented ourselves at Inchicore works for the ITC visit. After filling in numerous forms, blood samples taken and many questions later we finally gained entry. With the party soon splitting in many directions (to the dismay of the guide) we explored this fascinating works/depot. Scattered all over the works are long withdrawn and derelict locos of Classes 001 (A CLASS), 201 (C CLASS) and 421 (E CLASS) most of them were photted. 14 of the 201's will be taken by Vic Berry of Leicester (boo hiss) in an exchange involving some condemned MK2a/b stock, looks like a visit to Leicester could be on! The visit over, about a dozen of us bussed back to Heuston where the popular move was 038 to Portarlington for a 121 back on the mail. About 20 bashers filled the front coach behind 038 (craven's with an BR BX steam generator van) stomping up to Portarlington. 15 minutes later 134 rolled in with the up mail, 1 coach of which was filled with yet more all singing old dancing school girls. During the run back Alan was blessed by the token run (all CIE trains have at least 1 run on board in case of an emergency) for holding a door open, massive score. Back in Dublin a highly dubious greasy spoon cafe was sampled for tea, even Salmonella germs would have died of food poisoning in this place....after the required gena intake its back to the btb (Limerick lhouse) for an early night for tomorrow's tour!

SATURDAY 21 APRIL

A very early start (06:45) and an early brekkie over, we bussed to Connolly to pick up the Hunslet Farewell railtour. With the southern system cleared (except a curve at Limerick Jct) the only track left to cover was in Ulster. The tour left Dublin hauled by NIR Class 111 No113 on NIR MK2's. All was well for 1/2 hour when just before Malahide a brake pipe broke in coach A (shades of Old Man Of Bow). We tipped out at Malahide for the coach to be detached and to let numerous delayed trains past. During the fester we scored the Donkey in the field behind the station for bray-age, poor thing had never seen so many people. By the time the tour left Malahide it was running to IRT (Irish Railtour Time), over 1 hour late in fact and rising. To make things worse a bomb scare on the border halted the tour at Drogheda and Dundalk. This was going to be a proper tour, all we needed was a broken window and the water to run out in the toilets. At Lisburn 111 took over from 113 for what we thought was the run to Derry. Upon arrival at Coleraine 111 came off and 101 backed on, Lateness had reached 1 1/2 hours so the Portrush branch was capped in favour for a straight run back from Derry to Belfast. Upon arrival at Londonderry with flak jackets on everyone swarmed over the station phottng like mad as the bomb (no run intended) ran round. The storm back to Belfast was a riot with the Hunslet screaming exactly like a pair of choppers at full bellow. The thrashing of 101 was all the more outrageous considering it had been on death row a few weeks before and all but withdrawn. Belfast depot had done a bogie change and other remedial work especially for the tour. The run back from Belfast to Dublin was a totally chaotic riot, amazingly the tour stock was attached to the 17:00 service train. 101 was replaced by 111/113 for this run, what future lay for 101 I wonder? On the return run all the normals invaded the tour coaches and were totally freaked out by its inhabitants, by Lurgan all the bashers were

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Arrival at Westport again produced a long outside fester as the stock was locked until departure time, also with the plug doors no one could sneak on. Finally the train worked back to Dublin as the "Student Wedge on Express" whose vast numbers delayed our arrival sufficiently to miss the last bus across Dublin. Our only option left was to score another life risking taxi thrash for our last night in the company of the Munsters. Luckily our previous nights cell (10) had been double booked leaving us in cell 7 which was slightly less run down!

TUESDAY 17 APRIL

After escaping from camp Elmar by tunnelling out Steve McQueenstyle its back to Connolly for more fun. First move was Class 121 '128' up to Howth Jct for the electric unit to Howth itself. Darting back to the junction for a leap for another 121 back to Connolly to go back up to Drogheda, confused? simply we went up and down the same line all morning for the hell of it or was it Alan proving he could read a timetable? Anyway the Drogheda produced our first NIR Class 111 No111 hauling ex BR Great Western MK2b stock. At Drogheda 001+054 were photographed on 2 Navan branch freights before we returned south on yet another 121. Our first 001 for haulage was 025 on the afternoon Rosslare train. Although slowish the line is scenic with sharp curves and plenty of running parallel to the sea. 025 performed faultlessly as you would expect from those old ladies of the road. Upon arrival at Rosslare the 3 hour wait was relieved by a vast meal in the yet unopened ferry terminal, this rather saved us as Rosslare is another centre of boredom. Our last train today was the 115 mile cross-country grind to Limerick behind Class 141 No176. The only interest in this otherwise dark trip was the many freight movements around Limerick Jct during our 1/2 hour wait. Most of the passengers left on the train were bashers who all seemed to be heading for the same btb as ours. As it turned out the btb covered half the houses in one street so we all had plenty of space.

WEDNESDAY 18 APRIL

After the best btb of the week (with a leviathan of a breakfast), we along with 6 other bashers coupled with a coach full of singing school baglets stormed back to Limerick Jct behind Class 141 No142 (score) for a dubious plus 1 onto 089 upto Portarlington. A minor wait produced 071 (mesty beast) on the down Galway train. At Galway a pint each of totally non small Murphys and Guinness just had to be sunk. So engrossed in our beer we became the train almost left without us. In transit we met a bloke (Frankie) who once played keys to Dave Gilmour (of Pink Floyd) in Malta...far out man. During our deep conversation Steve fairly successfully explained the wonderful world of bashing to him. This scan made short the 3 hour journey to Heuston. 10 minutes later we were back on another train, this time to Cork. Sir John Weitch should have been in the front coach with its bevy of baglets he would have surely self combusted. Changing at Mallow for Cork produced another Class 141 No165 and naturally pole position behind the loco were bagged, 165 received a good thrash and we bellowed accordingly. At Cork a quick dump (of the bags) at the btb for a quick return to the station enabled us to cover a late Cobb shuttle service behind 167. Again the driver successfully broke the line speed but did we care. After a swift run round at Cobb (surely a case for unit operation) it was back to Cork for some much needed sleep after a very full day.

THURSDAY 19 APRIL

A nice lay in and a latish breakfast and we were back to Cork station rarin' to go, only to be stopped by the queue for 9 O'clock train to Dublin which we would take as far as Limerick Jct. Finally passing thru the grip we stalked to the front of the stock to find 071 No075 at its head. The start from Cork is not small being up a 1:70 gradient for approx 2 miles with the first half mile in tunnel....the noise is hell, pity we cant take a pair of Choppers up it. At Limerick we suffered our first repeat of the week-076 on the Tralee train. Later at Tralee we scored 2 pints of Guinness each, but

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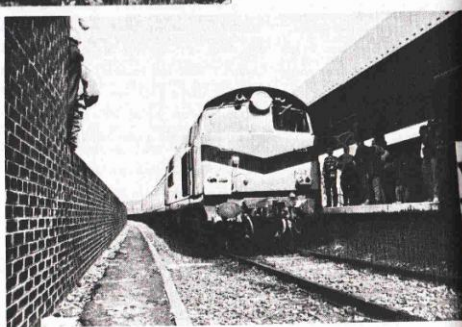
in stitches especially when we caused a massive traffic jam by reversing to and fro on the level crossing. Upon crossing the border the remains of 3 bombed locos were scored for sight namely 008, 046 & 201....this is really desperate. Arrival at Dundalk confused the normals even more as 111 was taken off. Plenty of normals joined the crowd watching 111's removal but rejoined the train even more baffled. The last set of passengers to leave at Drogheda were a coach load of Girl Guides who left the station to the sound of dib dib dib dib doo doo, are we anti social or what. Finally the tour arrived at Connolly about 11 down, just missing the 1st of the 2 supposed Durts for the boat. This meant the 2nd train was slightly wedged. Finally the bateau (M.V. St. Shoebox) was stormed for another boring boat trip, only reading old society mags saved us. Upon arrival at Holyhead (currently in a state of disrepair akin to Liverpool St) we were faced with 'bank' 838 which may be required (cant tell with these non fangled numbers!), this was replaced at Crewe by 87030 with dragging from Bletchley to Euston. Only task left was an hour wait for the first tube and avoiding the London Marathon racers who were just too damn fresh compared with us. You go 26 hours without sleep and look any better, what fun we had though getting tired out!!! (better than running any day.)

Credits..... Pink Floyd "Obscured by Clouds" Free "Fire & Water" Miles Davis "A kind of Blue" Alice Cooper "Billion Dollar Babies" Beggles "Age of Plastic" The Galt "Electric"



Top: 144 at Ballina, 16.4.90

Bottom: 101 at Londonderry on the Hunslet Farewell, 21.4.90



Class 60 Naming situation as of July 1990

60.001 to 60.047 are supposed to be frozen as of now, 60.048 onwards still remain to be finally confirmed.

* 60.032 will stay at Thornaby until September

Number	Name	Depot	Pool	Owner	Livery
60 001	Steadfast	Hither Green	FAHU	Construction	Construction
60 002	Capability Brown	Immingham	FPDI	Petroleum	Petroleum
60 003	Christoper Wren	Immingham	FPDI	Petroleum	Coal
60 004	Lochnagar	Toton	FERN	Coal	Construction
60 005	Skiddaw	Leics	FAMN	Construction	Construction
60 006	Great Gable	Leics	FAMN	Construction	Petroleum
60 007	Robert Adam	Immingham	FPDI	Construction	Metals
60 008	Moel Fammau	Thornaby	FAMN	Construction	Construction
60 009	Carnedd Dafydd	Leics	FAMN	Construction	Construction
60 010	Plynlimon	Leics	FAMN	Construction	Construction
60 011	Cader Idris	Leics	FAMN	Construction	Construction
60 012	Glyder Fawr	Immingham	FPDI	Metals	Petroleum
60 013	Robert Boyle	Immingham	FPDI	Metals	Petroleum
60 014	Alexander Fleming	Immingham	FPDI	Metals	Construction
60 015	Bow Fell	Hither Green	FAHU	Construction	Construction
60 016	Langdale Pikes	Hither Green	FAHU	Construction	Construction
60 017	Arenig Fawr	Hither Green	FAHU	Construction	Construction
60 018	Moel Siabod	Hither Green	FAHU	Construction	Construction
60 019	Wild Boar Fell	Hither Green	FAHU	Construction	Metals
60 020	Great Whernside	Thornaby	FAMN	Metals	Metals
60 021	Pen-y-Ghen	Thornaby	FAMN	Metals	Metals
60 022	Ingleborough	Thornaby	FAMN	Metals	Metals
60 023	The Cheviot	Canton	FPGK	Petroleum	Petroleum
60 024	Elizabeth Fry	Canton	FPGK	Metals	Petroleum
60 025	Joseph Lister	Thornaby	FAMN	Construction	Petroleum
60 026	William Caxton	Immingham	FPDI	Petroleum	Petroleum
60 027	Joseph Banks	Immingham	FPDI	Petroleum	Petroleum
60 028	John Flamsteed	Immingham	FPDI	Metals	Metals
60 029	Ben Nevis	Thornaby	FAMN	Metals	Metals
60 030	Cir Mohr	Thornaby	FAMN	Metals	Metals
60 031	Ben Lui	Thornaby	FAMN	Coal	Coal
60 032	William Bramwell Booth	Thornaby	FAMN	Petroleum	Petroleum
60 033	Anthony Ashley Cooper	Canton	FPGK	Petroleum	Metals
60 034	Carnedd Llewelyn	Thornaby	FAMN	Petroleum	Metals
60 035	Florence Nightingale	Thornaby	FAMN	Metals	Metals
60 036	Scurr Na Ciche	Thornaby	FAMN	Metals	Metals
60 037	Helvellyn	Thornaby	FAMN	Metals	Metals
60 038	Sidean Nam Bian	Thornaby	FAMN	Metals	Construction
60 039	Glastonbury Tor	Westbury	FAMN	Construction	Construction
60 040	Brecon Beacons	Westbury	FAMN	Construction	Construction
60 041	High Willhays	Westbury	FAMN	Construction	Construction
60 042	Dunkery Beacon	Westbury	FAMN	Construction	Construction
60 043	Yes Tor	Westbury	FAMN	Coal	Metals
60 044	Ailsa Craig	Thornaby	FAMN	Coal	Coal
60 045	Josephine Butler	Thornaby	FAMN	Coal	Coal
60 046	William Wilberforce	Sp Br/Toton	FERN	Coal	Coal
60 047	Robert Owen	Sp Br/Toton	FERN	Coal	Coal

Front cover: 20.010+132 prepare for the tortuous journey back from Scarborough on the Vladivostok Avoider. 12.5.90.

Number	Name	Depot	Pool	Owner	Livery
60 048	Saddleback	Leics	FAXN	Construction	Construction
60 049	Scafell	Thornaby	FMYH	Metals	Metals
60 050		Thornaby	FMYH	Metals	Metals
60 051	Mary Somerville	Canton	FFGK	Petroleum	Petroleum
60 052	Goat Fell	Thornaby	FMYH	Metals	Metals
60 053	John Reith	Immingham	FFDI	Petroleum	Petroleum
60 054	Charles Sabbage	Immingham	FFDI	Petroleum	Petroleum
60 055	Thomas Barnardo	Sp Br/Toton	FEJN	Coal	Coal
60 056	William Beveridge	Sp Br/Toton	FEJN	Coal	Coal
60 057	Adam Smith	Sp Br/Toton	FEJN	Coal	Coal
60 058	John Howard	Sp Br/Toton	FEJN	Coal	Coal
60 059	Samuel Plimsoll	Sp Br/Toton	FEJN	Coal	Coal
60 060	James Watt	Sp Br/Toton	FEJN	Coal	Coal
60 061	Alexander Graham Bell	Sp Br/Toton	FEJN	Coal	Coal
60 062	Samuel Johnson	Canton	FFGK	Petroleum	Petroleum
60 063	James Murray	Canton	FFGK	Petroleum	Petroleum
60 064		Canton	FFGK	Petroleum	Petroleum
60 065		Immingham	FFDI	Petroleum	Petroleum
60 066	John Logie Baird	Toton	FEJN	Coal	Coal
60 067	James Clerk-Maxwell	Toton	FEJN	Coal	Coal
60 068	Charles Darwin	Toton	FEJN	Coal	Coal
60 069	Rumpley Davy	Toton	FEJN	Coal	Coal
60 070	John London McAdam	Toton	FEJN	Coal	Coal
60 071	Dorothy Garrod	Toton	FEJN	Coal	Coal
60 072	Cairn Toul	Toton	FEJN	Coal	Coal
60 073	Cairn Gorm	Toton	FEJN	Coal	Coal
60 074	Braerich	Toton	FEJN	Coal	Coal
60 075	Liathach	Toton	FEJN	Coal	Coal
60 076	Suilven	Toton	FEJN	Coal	Coal
60 077	Canisp	Toton	FEJN	Coal	Coal
60 078	Stac Pollaidh	Toton	FEJN	Coal	Coal
60 079	Foinneven	Toton	FEJN	Coal	Coal
60 080	Ben Macdui	Toton	FMYH	Construction	Construction
60 081	Tryfan	Toton	FMYH	Construction	Construction
60 082	Pen-y-Fan	Toton	FMYH	Construction	Construction
60 083	Crib Goch	Toton	FMYH	Construction	Construction
60 084	Cross Fell	Toton	FMYH	Construction	Construction
60 085		Toton	FMYH	Construction	Construction
60 086	Schiehallion	Toton	FEJN	Coal	Coal
60 087	Slioch	Toton	FEJN	Coal	Coal
60 088	Buachaille Etive Mòr	Toton	FEJN	Coal	Coal
60 089	Arcuil	Toton	FEJN	Coal	Coal
60 090	Quinag	Toton	FEJN	Coal	Coal
60 091	An Teallach	Toton	FEJN	Coal	Coal
60 092	Boar of Badenoch	Toton	FEJN	Coal	Coal
60 093	Ben Nevis Assynt	Toton	FEJN	Coal	Coal
60 094	Kinder Scout	Toton	Construction	Construction	Construction
60 095	Bleaklow Hill	Toton	Construction	Construction	Construction
60 096	Shining Tor	Toton	Construction	Construction	Construction
60 097	Axe Edge	Toton	Construction	Construction	Construction
60 098	Back Tor	Toton	Construction	Construction	Construction
60 099	Kinder Low	Toton	Construction	Construction	Construction
60 100	The Old Man of Coniston	Toton	Construction	Construction	Construction

Answers to last Crossnumber quiz

by Pip Dunn

Across: 1: 20.043, 4: 20.169, 7: 450 (054), 8: 047, 9: 007, 11: (rev) 990.02, 14: (rev) 650.02, 17: 18, 18: 20.166, 19: 20.132, 21: 108, 22: 20.069, 24: 131, 25: 24, 27: 20.031, 28: 20.146.

Down: 1: 20.019, 2: 077, 3: (up) 341.02, 4: 20.066, 5: 117, 6: (up) 931.02, 12: (up) 011.02, 13: 086, 15: (up) 5208, 16: 033, 18: 20.032, 19: 20.902, 20: 20.126, 21: 16, 23: 093, 24: 141, 26: 40.

Wilmslow Railway Publishing proudly present...

BOMBS UP THE BANK

Having been forced to return early after last year's Sharpness jaunt I was most pleased when Pathfinders gave me another chance to take a pair of 20s up the Lickey. They also decided to lay on a little sideshow called the "Gloucester 150 Railday" to keep everyone busy for the rest of the day, and despite a severe lack of sleep it turned out to be a very good day indeed.

So let's start at the beginning 0001 hrs 1/7/90, the scene: a sofa in Mirfield, W Yorks, and your reporter with Ian (Selby) Loveday and the sofa's owner, James Kelly. [No, I won't ask what you were doing - ED]. At some ridiculous time called 3am our transport turns up in the shape of a Ford Cortina and we set off to Brum. After several blundering circles we parked and were soon rolling out of New St with the rest of the UK's bashing population behind 58.004. To keep us amused during the trip, Phil "visits/entertainment's organiser" Spencer had brought along a totally dreadful board game called "Frustration" (well that's what it said on the box) and the odd frayed lamp from some players (Mr Heywood!). Anyway, it soon passed the time to Bristol where there was a mad dash to t'other end of the train as the stock was split for 56.034 to take us up to Gloucester and a look at the festivities. All the usual stuff was on display including some freshly named spoon in the new vomit inducing parcels livery.

As I'm sure you can guess, next move was 37.691/800 back to Bristol for a pub lunch and a pint, well that was the plan... "sorry, we don't do food on Sundays" - but after pleading with the landlord of that big pub near the station (can't remember the name) the chips and sausage finally produced and so, fully refuelled, we were ready for the first Chopper of the day.

Unfortunately, by the time we turned up the train was very wedged but at least I managed to secure a place in the front guards van behind 20.170 and ICCR sector twin-tank 20.084. Back at Gloucester I'm afraid I bailed out, not very loyal I know [suspend his membership this minute Dave! - ED], but tractors are easily the 2nd best engines around and all four on the Sharpers trip were required. The return journey from the docks was pretty impressive, with all four 37s on full thrash until 074 gave up somewhere on route (others were 100/131/235 in case you weren't there or have forgotten). I also had time for a spin behind 08.795 and some dud kettle before the highlight of the day, in fact of the year thus far.

20.025 and 20.096 presented a magnificent sight as they pulled into Gloucester, whistling loudly in their fading blue livery. 096 still had a large patch on its cabside where it was once named "Tomahawk" after being specially prepared to work a trip freight in April '88. [Don't rub it in, took me flamin' ages to make those plates - ED again].

I dozed off on the way to Bristol, not that the engines performances was dull although the fact that I'd had no sleep for over 36 hours could have explained my fatigue. At Temple Meads great efforts were made to ensure we kept our seats in the front coach for the fun ahead. Of course, this meant we were at the back for the first leg of the trip so more valuable coss was had until the radio was coaxed into life for the fooly. At Gloucester the engines ran round, England scored, the front coach got rather crowded and the scene was set for the fantastic finale.

The first highlight was the attempt to remove the roof at Cheltenham when the 20s were opened up fully as we stormed through the station. Some passengers became a bit despondent as Cameroon scored twice, whilst others worried that we weren't going up Lickey as we turned towards Worcester. However the excitement mounted as we were reunited with the main line at Stoke Works Jc. The bombs got even louder as we blasted through Burnsgrove (deliberate mistake - rather like the place itself) and we began our amazing assault on the bank, the radio became drowned out by the thrash up front, all heads out the window, loadsa cleg, loadsa noise to deafen a few lineside photographers. The train slowed slightly but we stormed past the summit in fine style, England scored a well timed penalty amid much cheering and we arrived back in Brum over 10 minutes early - a fab ending to a very entertaining day. Must do it again soon - when's Gloucester's next birthday?... and where the hell did we park the car?

Bombs up the bank was written and produced by Pathfinder Tours, additional material supplied by Herts Railtours. Directed by British Rail. Starring 20.025 and 20.096, co-stars

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20.084/170, 37.074 / 100 / 131 / 235 / 691 / 800, 56.034, 58.004. Guest appearance 08.795, 6024. Thank you to: Miggy for providing the transport, and for deviating many miles off route to take me home; the above organisations for doing it; the landlord of the pub for concocting the sausages; you for reading (assuming you have); and finally 20.096/25 for providing my best ever run behind 20s.

Your Wilmslow reporter... Jeremy Hinks.



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RAIL REPORT

Thanks this time are due to Pip Dunn, Colin Baker, Mr Aldred and Harry Gardiner - any one else out there???

- 6.5.90 20.055/121 (FEFN TO) 16.29 New St - Mtr Picc from Trentham.
- 19.5.90 20.089/163 (FEFN TO) 10.25 Retford - Sheffield.
- 23.5.90 20.078/151 (FEFN TO) 17.05 Holyhead - Coventry from Prestatyn - Crewe.
- 25.5.90 20.056/189 (DCMN TO) 06.40 Derby - Lincoln, 08.30 Lincoln - New St to Derby.
- 26.5.90 20.122/138 (FDSE ED) 10.40 Ayr - Carlisle, 14.00 Carlisle - Ayr.
- 20.035/127 (DCMB TO) worked ECS from Derby to New St for 07.52 to Yarmouth but 127 was failed with loss of power so 47.121 took over. They were allocated thru to Norwich.
- 28.5.90 20.034/042 (DCMB TO) 09.34 Derby - Skeg, 18.00 return.
- 2.6.90 20.030/064 (DCMA TO) 07.10 Wigan - Bangor from Salford Jc to Chester.
- 20.106/113 (FEFN TO) 07.00 Glasgow - Euston, from Wigan - Crewe.
- 20.059/087 (DRTC TO) 15.48 Lincoln - Cardiff from Derby - Worcester then terminated.
- 29.5.90 20.056/189 (DCMN TO) 16.21 Derby - Matlock, 17.03 return.
- 30.6.90 20.092/102 (DCMB TO) 16.21 Derby - Matlock, 17.03 return, 18.00 Derby - Matlock, 18.40 return, 19.50 Derby - Matlock, 20.30 return.
- 1.7.90 20.084/170 (FEFN TO) 10.00 New St - Bristol, 13.20 Bristol - New St to Gfstar.
- 20.025/096 (DCMB TO) 13.20 Bristol - New St from Gfstar, 16.25 New St - Bristol, 19.30 Bristol - New St. (ENGLAND 3 - 2 CAMEROON).
- 3.7.90 20.092/102 (DCMB TO) 08.21 DY - Matlock, 09.04 return, 09.50 DY - Matlock, 10.25 return, 11.20 DY - Matlock, 12.00 return, 12.42 DY - Matlock, 13.18 return.
- 5.7.90 20.010/082 (FEFN TO) 17.07 Liverpool - Preston, 18.18 return.
- 20.031/110 (DCMN TO) 08.18 New St - Lincoln from Derby, 10.40 Lincoln - New St, 16.21 Derby - Matlock, 17.03 return, 18.00 Derby - Matlock, 18.40 return.
- 13.7.90 20.058/087 (DRTC TO) 08.18 New St - Lincoln from Derby, 10.40 Lincoln - New St.
- 14.7.90 20.901/904 at Cardiff on weasting train despite rumours of 904 and 901 together.
- 16.7.90 20.901/904 on train at Cardiff with 20.906 spare.
- 17.7.90 20.227 (DCMN) 16.20 Bedford - Bletchley!!!!
- 18.7.90 20.028/055 (FEFN) 12.50 Blackpool - Euston, from Golborne - Warrington.
- 20.034/042 (DCMN) 11.30 Glasgow - Brighton, from Wigan - Warrton.
- 20.133/194 (FEFN) 10.42 Edinburgh - Plymouth from Bamfurlong Jc - WarTon, 11.00 Plymouth - Edinburgh from Wton - Wigan.
- 20.058/087 (DRTC) 09.50 DY - Matlock, 10.25 return, 11.20 DY - Matlock, 12.00 return, 12.42 DY - Matlock, 13.18 return, 14.20 DY - Matlock, 15.00 return.
- 19.7.90 20.059/176 (DCMN) 06.40 DY - Lincoln, 08.30 Lincoln - New St to DY, 09.50 DY - Matlock, 10.25 return, 12.42 DY - Matlock, 13.18 return, 14.20 DY - Matlock, 15.00 return.
- 20.058/087 (DRTC) 06.10 Matlock - DY, 07.09 DY - Matlock, 07.46 Matlock - Lincoln to DY, 08.21 DY - Matlock, 09.03 return, 11.20 DY - Matlock, 12.00 return.
- 20.048/070 (DCMN) 18.48 DY - Matlock, 19.35 return.
- 20.906 spare at Cardiff, 20.901/904 at Margam seen going west the next day.
- 20.045/169 18.18 Manchester - New St from Stoke.
- 23.7.90 20.043/072 09.25 Derby-Skeg and 18.00 return. 20.058/087 (DRTC) 11.20 DY - Matlock, 12.00 return, 12.42 DY - Matlock, 13.18 return.
- 24.7.90 20.092-102 09.25 Derby-Skeg and 18.00 return.
- 25.7.90 20.092-102 09.25 Derby-Skeg and 18.00 return.
- 26.7.90 20.058/087 09.25 Derby-Skeg and 18.00 return. 20.031/069 (DCMN) 09.50 DY - Matlock, 10.25 return, 11.20 DY - Matlock, 12.00 return, 12.42 DY - Matlock, 13.18 return.
- 27.7.90 20.031-069 09.25 Derby-Skeg and 18.00 return.
- 30.7.90 37.217 09.26 DY - Skeg, 18.00 return.
- 31.7.90 20.163/177 (FEFN) 09.26 DY - Skeg, 18.00 return.
- 1.8.90 20.058/087 (DRTC) 09.26 DY - Skeg, 18.00 return.
- 2.8.90 20.053/094 (FEFN) 09.26 DY - Skeg, 18.00 return.
- 20.058/087 (DRTC) (TOP N TAIL) 09.50 DY - Matlock, 10.25 return, 11.20 DY - Matlock, 12.00 return, 12.42 DY - Matlock, 13.18 return, 14.20 DY - Matlock, 15.00 return, 15.40 DY - Matlock, 16.18 return, 17.20 DY - Matlock, 17.58 return, 18.48 DY - Matlock, 19.25 return.
- 10.4/190 17.07 Liverpool - Preston, 18.18 return.
- 20.210/214 17.10 Chesterfield - Sheffield.
- 20.020/133 (FEFN) 09.26 DY - Skeg, 18.00 return.
- 20.058/087 (DRTC) as 2/8/90 TOP N TAIL.
- 20.019/023 (FEFN) 21.15 Crewe - Notts from ?? - Derby.
- 20.053/094 (FEFN) 06.40 DY - Lincoln, 08.30 return.
- 4.8.90 20.092/102 (DCMN) allocated to 1286/7 but failed at Etches Park so 47.834 did the job.
- 6.8.90 20.108/215 (FEFN) 06.10 Matlock - DY, 07.01 DY - Matlock, 07.46 return, 08.21 DY - Matlock, 09.04 return.
- 20.032/088 (FEFN) 09.26 DY - Skeg, 18.00 return.
- 8.8.90 20.032/088 (FEFN) 09.26 DY - Skeg, 18.00 return.
- 20.007/166 (FEFN) 17.07 Liverpool - Preston, 18.18 return.
- 20.052/187 (FEFN) 09.26 DY - Skeg, 18.00 return.
- 9.8.90 20.007/166 (FEFN) 17.07 Liverpool - Preston, 18.18 return.

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10.8.90 20.010/082 (FEGN) 16.16 Holyhead - Euston from Chester -Crewe.
 20.052/187 (FEFN) 09.26 DY - Skeg, 18.00 return.
 20.007/186 (FEFN) 17.07 Liverpool - Preston, 18.18 return.
 11.8.90 20.031/069 09.30 New St - Wakefield and return "Yorkshire Explorer" tour.

(TOTAL of 69 worked)

SKEG TRAINS

You'll be glad to hear that 20 haulage can again be sampled on a regular basis: Every Monday to Friday between 23rd July and 14 September inclusive there's a Derby-Skegness as follows: Derby 09.26, Long Eaton, Beeston, N'ham 09.58, Sleaford 10.48, Boston 11.12, Skeg 11.51 - 18.00, Boston 18.33, Sleaford 18.58, Notts 20.00, Derby 20.34. (0286 LD DY-DCS, 5286 ECS DCS-Derby, 1Z86 DY-Skeg, 1Z87 Skeg-DY, 5287 ECS Derby-DCS, 0287 DCS-DY). Go for it!

Also, the 17.07 Liverpool - Preston and 18.15 return is booked for 20s followed by two more round trips in the evening. On 9.8.90 it was 20.166+007.

CONDEMNED LOCOMOTIVES

20.002 moved to Ayr, reason unknown. Full list is currently: 002 Ayr, 008/9/144/174 Thornaby, 005/86/97/100/47/59/79/93/217/224 Stanton Gate, 20.011 Derby Works, 20.044/54/114/34/71/92/202 Toton, 20.203 Motherwell, 20.068/89/205 Immingham, 20.126/179/226 Tinsley, 20.209 Kilmarnock, 20.199 Springburn, 20.080 Doncaster Works.

Stored: 20.051/99/173/208 Toton, 20.065 Stanton Gate, 20.211/2 Eastfield.

SECTOR CHANGES

20.046 - 61 - 23 - 98 - 107 - 112 FCTY-FMTY
 20.103 - 186 FEFN-FEGN
 20.016 - FEGN-FEFN
 20.032 - DXXD-FEFN
 20.080 - FEGN-FXXX
 20.030 - 64 - DCMA-DCMN
 20.025 - 55 - 48 - 70 - 72 - 96 - 110 - 127 - 145 - 228 - DCMB-DCMN
 20.034 - 42 - 43 - 69 - 92 - 102 - 139 - 160 - DCMC-DCMN
 20.211 - 212 FDSE-FDYX (stored serviceable).

REINSTATED

20.032 reinstated to FEFN sector.

CONDEMNED

20.080 condemned 10/7/90. Main generator transplanted to 20.046 who is now released. Other locos in Works are 016/081/107. Unclassified attention has been given to 048/070/165.

SCRAPPING

20.022/077/150/161/180 were all moved to Vic Berry's during April, and cut up during May.

DENAMED

20.118/122/165 all denamed, but 20.137 retains her plates.
 20.156 has her unofficial name removed.

PAIRS

FEFN TO				
20.004/047	20.052/187	20.104/180	20.210/214	20.007/166
20.053/094	20.105/196	20.025/136	20.059/085	20.108/215
20.032/088	20.078/151	20.142/157	20.040/129	20.084/170
20.016	20.081 (works)			
FEFN TO				
20.003/117	20.028/055	20.103/186	20.131/154	20.010/082
20.045/169	20.106/113	20.159/195	20.013/141	20.057/140
20.121/132	20.175/182	20.019/023	20.075/172	20.128/168
20.073/197	20.020/133	20.090/120	20.130/143	

20.021/071/135 unaccounted, 194 on repair at TO.

DCMN TO

20.025/096	20.035/228	20.064/030	20.029/043	20.048/070
20.092/102	20.031/069	20.056/189	20.139/160	20.031/069
20.056/189	20.139/160	20.034/042	20.063/145	

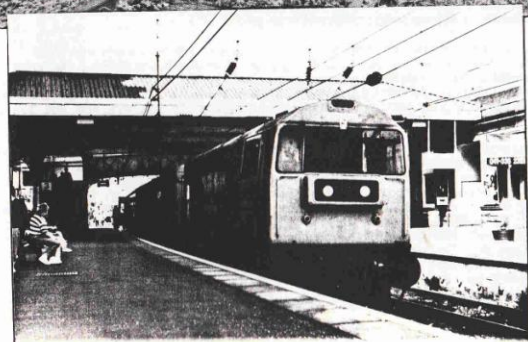
20.072/110 unaccounted, 20.127/178/227 single

DRTC TO		DMEA ED		FPAE ED
20.058/087		20.206/213		20.056/148

FMTY IM				
20.093/098	20.061/112	20.107 works,	20.046 ex-works	

FDSE ED				
20.118/137	20.119/122	20.124/138	20.165/198	

unaccounted: 20.156, 20.185



Class 20 hauled passenger jobs

1. 1M60, 15.07 Plymouth - Manchester (1978-1980).

In the start of a new series, related to the history side of the Class 20s, I will be looking at trains that became noted for utilizing Type Ones. To kick off, it's an in-depth view of 1M60 which was never booked for 20s! The train would leave the West Country with a Class 50 as far as Gloucester, re-engine to a 45/0 to New Street for an AC electric forward. However, it was that part that was booked for the Peak which gave the interest for the (paper) diagram was to use a 45/0 off 7V63, 14.05 Bescot - Gloucester freight, but 7V63 was far from a reliable peak working because it was more a case of whatever Bescot had available, hence the connection with Class 20s!

So far as 20s were concerned it would usually be a pair of Toton-based vacuum only locos that performed, and indeed it was TO VO 20.006/030 which first appeared on 25/8/78. When a couple of weeks later two pairs produced in the space of five days enthusiasts began to pick up on this interesting working. Throughout the summer of '78, NB's continued to work the train, but in late October, on two consecutive days, 20s were used, including the first Tinsley pair 20.032/065 on 19/10/78. Even in November 20s performed alongside NB 25s and the like. Into 1979, and 20.090+163 worked on 21/2, and March, April, and May all had at least one pair used. Throughout 1979, 20s worked on the trains usually about twice a month, two pairs of particular note were Tinsley-based 20.046+112 on 6/7/79, and 20.031+095 on 16/7/89, real big monsters by 1990 standards!

The Winter of '79 came, and October, November and December all had a pair - two in December in fact. 30/11/79 saw the only dualbraked pair 20.150/153 (from TO), and 11/12/79 saw, in my eye, probably the best combination of all, T1 20.010+046!!

1980 continued to see 1M60 drop with 20s, 20.069+139 being the first on 12/2, and 20.040+041 two days later. In June 20.050, the pioneer D8000 made two runs in five days, firstly with 20.048 on 4/6, and then with 20.030 on the 9th. The last recorded pair were 20.069+077 on the 19th of September 1980. But a matter of days later, the new timetable came into use and here the Class 50 was booked to run round, and so the use of NB traction was very rare indeed, although occasionally a 37 or 47/0 took the train forward.

For me, 1M60 was in the past when I started my interest in railways, so I have asked my good friend Andy Mustoe from Gloucester to take over the story:

Once when photographing on an evening in May 1978 I noted that the evening departure for Manchester (1M60), which had an engine change at Gloucester, started to get a forward engine which had arrived on a freight working - 7V63 14.05 Bescot - Gloucester. It was because of a pair of 20s I photographed just north of Horton Road crossing that I began to go to the station to view the train each evening. This proved to be a regular working for non-Type 4 power, and for a period of almost three years.

It was great to come from work to view 7V63 arrive in the Gloucester New Yard knowing that the loco would then run up to Birmingham New Street with 1M60, it had to be viewed because in the non-gen era you didn't know what was booked for 7V63. This worked Mon-Fri as Saturdays freight didn't run, and the engine arriving from Plymouth was booked to run round. It certainly got a good selection of power including 25s, 31s, 47s, 40s, 45s, 37s and 20s.

After working through the summer of 1978, I thought that come the October timetable change the diagram off 7V63 would alter, but no it just carried on. The fact that 7V63 was booked a steam heat 45/0, as it was in the summer, didn't seem to work very often. Of course there were occasions when the engine off 7V63 didn't return on 1M60 for various reasons. Late running of 7V63 would result in late refuelling, if that was the case it quite often returned to Bescot on 7M56 16.40 Swindon - Bescot - a 37 was frequently used. All three 40s used went back on 1M60. With the good variety of motive power, especially 20s, the local bashers had a good evening. Usually the move was to New St (unless 1V96 14.35 York - Cardiff was had a good evening). The highlight of the run was the ascent up the Lickey. The 1 in 37 incline has always proved to be a test for all locos, and if a single 25 or 31 and sometimes 2x20 were working the driver would ask for a banker before departure from GL. This then of course

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produced 2x37s which added to the sound of the Type 1/2s provided an exhilarating sound echoing up the 2 mile long valley.

Even better was when a pair of 20s were on the train and no banker was requested, the sound of 2x20s on ten or eleven Mk 1s attacking the Lickey with a non-stop run was hellfire. In winter with the ground completely covered with snow, and a full moon, is something one never forgets.

After the first 3-4 months of operation, other bashers started making a bee-line for 1M60, so the local roadshow of 1/2 a dozen regulars started to get outnumbered and by the summer of 1979 up to 150 bashers came along to cover the train. Come the winter months when the snow and ice were abundant, the steam heating bags/pipes were nearly always frozen up, and if the booked 45/0 was utilised the heating was sparse. As a 50 was booked on the train to Gloucester the stock just about contained the heat to Birmingham where a/c traction took over and returned the thermals.

Talking of 50s, the fraternity that arrived on 1M60 from Plymouth, then to turn down the forward motive power, now over ten years later must regret their original policy.

By the summer of 1979, I got quite well acquainted with the various foremen at the shed as I used to photograph the engine off 7V63 on the fuelling point before checking with him that it was going on to 1M60. If it was going to be a Type 4, a couple of them were quite helpful in swapping it for something better. They were quite wound up that their depot was responsible for turning out 2x20 for a Class 1 passenger.

On thing I do regret is that none of the four pairs of IM 20s had worked 7V63 ever returned north on 1M60, a great loss. As the winter of 1979 started to get hold, some guards working forward of GL got a little irate at the none heat type 4 locos working, but still the train produced. One evening I remember well, it was all I could do to get to the station to view 1M60 as there was nearly a foot of snow on the ground and yet we had the pleasure of 25.132, absolutely hellfire.

Again, through the summer of '80 no diagram change, then October '80 the Class 50 was booked to run round. This was the case although on a few occasions GL turned out a loco invariably a NB 47. Nevertheless we had over 2 years of "classic" power which we enjoyed on 1M60, the classic train. It certainly deserves a place in the railway archives - I will never forget it.

Class 20 performances on 1M60 were: 25/8/78: 20.008+030, 5/9/78: 20.082+196, 9/9/78: 20.070+199, 19/10/78: 20.032+65, 20/10/78: 20.151+68, 7/11/78: 20.001+37, 21/2/79: 20.090+163, 10/3/79: 20.006+180, 27/4/79: 20.019+56, 24/5/79: 20.041+73, 25/5/79: 20.008+128, 19/6/79: 20.072+178, 22/6/79 20.143+73, 3/7/79: 20.044+197, 6/7/79: 20.046+112, 16/7/79: 20.031+95, 27/7/79: 20.041+73, 24/8/79: 20.098+132, 20/9/79: 20.044+70, 5/10/79: 20.006+135, 30/11/79: 20.150+53, 11/12/79: 20.010+46, 18/12/79: 20.013+136, 12/2/80: 20.069+139, 14/2/80: 20.040+41, 16/4/80: 20.161+72, 28/5/80: 20.158+70, 4/6/80: 20.048+50, 9/6/80: 20.030+50, 13/6/90: 20.140+92, 26/6/80: 20.067+75, 19/9/80: 20.069+77

Many thanks to Andy Mustoe for the reminiscences, and his interviewer Mr Pip Dunn!

Page 18: 20.215 at Bescot Open Day. (Andy Flowers)

Page 21: 20.005/069/086/097/100/147/128/193/217/224 at Stanton Gate. May 1990: 20.138+122 at Ayr on 14.00 Carlisle - Ayr. 26.5.90.

Back page: 20.143+130 scream up out of Ironbridge Gorge on the Bescot Open Day shuttle, June 1990.

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CTLS TOP 20 - new Summer releases....

Here it is pop-pickers! Hot from the end of Platform 5 the new Network (South East) chart!

1. PACER PLANE - Status Quo
2. SPEEDLINK - Deep Purple
3. PAXMAN - The Beatles
4. ANOTHER ONE BITES THE DUFF - Queen
5. MIRRLEES XMAS EVERYBODY - Slade
6. EVERYBODY SULZER - Modern Romance
7. ARE FRIENDS ELECTRA? - Gary Numan
8. DAY GRIPPER - The Beatles
9. SOME GOYLES HAVE ALL THE LUCK - Robert Palmer
10. 50 WAYS TO LEAVE YOUR LOVER - Paul Syphon
11. HYMEK HO SILVER LINING - Jeff Beck
12. GRICE ONE CYRIL - The Cockerel Chorus
13. PEAK LIKE A CHILD - Style Council
14. TAKE THESE TRAINS FROM MY HEART - Ray Charles
15. AFTER MIDNIGHT - Eric Clayton
16. RAT TRAP - Boomtown Rats
17. HOOVER YOU WITH IN THE MOONLIGHT? - Dollar
18. DELTIC LADY - Joe Cocker
19. WHISTLER DOWN THE WIND - Nick Heyward
20. ALL YOU NEED IS GUV - The Beatles

Comin' next? The Album Charts??

A great list there - from the fertile imaginations of 20.125 and 87.029

