

THE MAGAZINE OF
THE CLASS 20 LOCOMOTIVE SOCIETY

Issue 21

SUMMER 1986

35p



editorial

We hope you are enjoying the summer and getting out and about trying to track down some haulage by our elusive Class 20s. As you've probably noticed, they ARE quite difficult to get hold of this year since the Skegness trains are booked as DMUs. Various rumours still abound about possible operations. The facts that we have are: The only booked workings are the "Lostock drags" on the West Coast Main Line near Wigan which are detailed in the 1H86 passenger diagrams booklet, and the 1E07 07.10 Sheffield-Skegness SO / 1E02 10.43 return. Unfortunately the latter is not a reliable performer and often as not sees Class 47s. So, your best bet is "The Lostocks" despite the short haulage distance. The Derby/Leicester Skegs are an absolute shambles with overcrowding etc, but rumours tell that 20s may return during the school holidays. A letter from the Leicester Area Manager explains that "it is now too expensive to run this type of stock on this service without increasing the charge considerably, and, therefore I regret that DMUs will continue to be used for the rest of the summer period on these particular trains". Once again, you will just have to try your luck! If you're really desperate you could always go for the short platform-to-platform shunt of the evening sleeper from Fort William with a single Chopper....

Anyway, all this lack of haulage is a good test for you to see how much you really like the Class 20! Hopefully it shouldn't make the least bit of difference. There's certainly plenty of time to 'get your mileage in' in the future since we have very recently heard (on good authority from within BR) that the locomotives are considered so reliable that they will be in service for at least ANOTHER TWENTY YEARS. By that time we should have saved so much money we'll be able to buy the whole class!

If any of you have photographs of the 20/3 subclass at Buxton, then you may find them turning into collectors items since we are told that they are to be converted back to their original numbers and not regarded as permanently coupled any longer. Make the most of the pictures of them in this issue! (full details in Rail Report)

A report of the Society rail tour on May 3rd is included this time, but it is worth mentioning here that the day went very well in general and a lot of people expressed their appreciation for our first effort. The tour certainly raised a few eyebrows and it also raised quite a large amount of money for us despite not being primarily a profit making exercise. We hope we can arrange an equally successful second attempt in the near future, but there's a lot of competition around and we'll have to think hard before risking £500 of your money! Any helpful ideas and comments are welcome.

Another 20-hauled tour this year was, of course, the "Chopper Topper" - didn't see many of you on it! Admittedly it was a bit expensive but a long tour under £18 is rare these days. A report and detailed set of timings will appear next issue. As you may have heard the 20s didn't actually make it to Penzance at all, or rather THEY did but the train didn't due to a derailment of one of the Class 37s. This means there will be a rerun on 31st August, so if you missed the first one contact F & W to see if they can fit you on to the rerun...

Finally, we've sold the computer paper collection (two vanloads in the end), but hopefully we can continue it indefinitely at a slower rate. We are very grateful to Mark Birtles of Burton who was the driving force, backed up by CS, behind this excellent fund raising effort. All in all, this year our bank balance has risen considerably, as you will see in the Annual Report in October. Good fund-raising ideas are always required please! Anyone fancy a sponsored bike ride?

The long-running saga of the Wickham Trolley continues. We have changed tack slightly since BR are not being very forthcoming. Having drawn several blanks at preserved railway centres, the Severn Valley Railway changed their minds and we are now in the final negotiations of purchasing one from them. If this comes off, which it should by the next magazine issue, it will mean another step forward for us. This particular trolley is also going to be a lot cheaper than a BR one. We are particularly grateful to Tony Willmore of the Western Locomotive Association for his invaluable help in the negotiations, and in fact they would not have taken place without him. A visit was made to look at the Wickham on the Diesel Day in May, and we would strongly recommend you go along to see what an excellent job they are making of their "hydraulic gazelles". They have an amazing array of spare parts and must certainly have a fair claim to being the top diesel preservation outfit today from the professionalism point of view.

One or two people have wondered why we can't "professionally print" the magazine. It all depends on what you think we should be spending our very hard-earned money on! Considering our exceptionally low membership fee (which has not been raised for a long while) and the large size of the magazine, we could not afford to do this without a fee increase. We think a printed magazine would cost at least £250 a year which is hardly money well spent. We've also looked at colour photographs but the "block" for just ONE of these would cost £200 before anything was even printed! So you see the problem. A compromise may be to get the four outer pages printed with black and white photos, and we shall look into this.

We will probably have to postpone this issue's instalment of the "D8000 Test and Efficiency Report" until next time since it has a lot of diagrams to be fitted in. Sorry about that.

See you on the Chopper Topper rerun!

Please send things for inclusion in the next mag by Sept 30th. Thanks!

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STOP PRESS: The Butterley weekend on 12/13 July was a great success. It featured some amazing combinations of power such as 55015 + D4, D4 + Class 24, D4 + Class 24 + 55015, and your committee enjoyed a long brake van ride behind the Class 11 shunter. 20.163 put in an appearance (in Railfreight) and gave many cabrides, courtesy of some extremely enthusiastic retired BR drivers who also staged some special startups for tape recording purposes. One of them had worked on Class 20s for years and thought they were excellent machines, saying that a pair together couldn't be beaten for braking power for instance. Congratulations to Geoff Coleman, Great Gable Club and Butterley for a tremendous weekend. We also had our "Sports Challenge" against the D4 people of which we hope there will be a full report next time. It was a very close run match which we only just managed to win, thus retaining the specially made prize "The Class 20 Society Big Horn Trophy". The close runners-up (D4s) were presented with some mounted sleeper bolts, expertly constructed by Brian Lees.

We have the following "Badger" tapes available for purchase:

BT1000 Deutsche Bundesbahn cl 220 diesel-hydraulics
 BT1001 BR Class 33
 BT1003 D.E.M.Us
 BT1004 BR Class 47
 BT1005 BR Class 50
 BT1007 Deltics - mainline to preservation

These are 60 minutes long on TDK tape, and are only £2.95 + 25p postage. They may be ordered from Dave Beecham, whose address is on page 2.

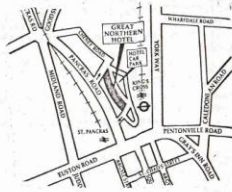
Also, don't forget we still have copies of the excellent book "Profile Of The 20s" - a must for the bookshelves of all Chopper fans. Photos range from D8001 on Shap to the Skeggy trains.

Below: 20.002 rests at Sheffield before its big day on May 3rd. (Anthony Hicks)

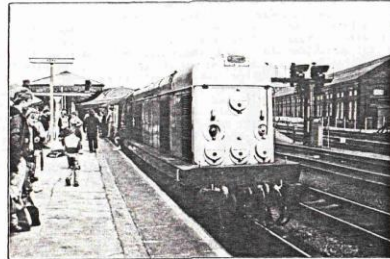


ANNUAL GENERAL MEETING

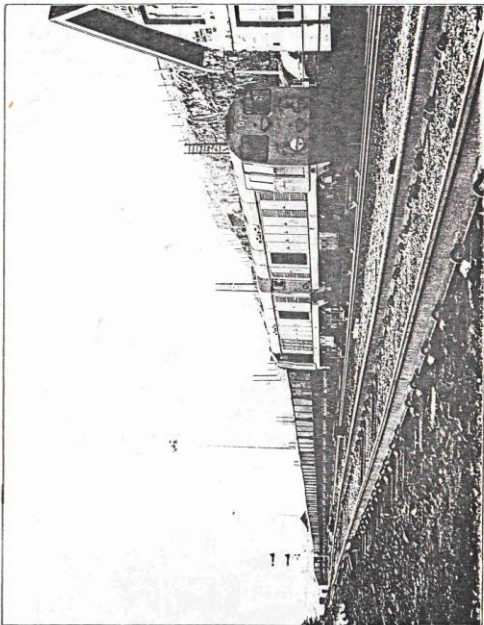
The 1986 Annual General Meeting of The Class 20 Locomotive Society will be held on SATURDAY 4th OCTOBER from 2.30pm to 5.00pm in the plush surroundings of the GREAT NORTHERN HOTEL, KINGS CROSS, LONDON. This is your opportunity to put your views about the Society and the way it is run and we hope you will take advantage of it. Any matters you wish to be included in the agenda should be posted to Paul Mee before the last day in August. The venue is in London again this year due to the poor attendance at last year's in Derby!



Below: another shot of 20.002 enjoying its moment of fame at York. (Anthony Hicks)



20.093 and 20.163 strain up the gradient away from Peak Forest with an enormous stone train on March 15th 1986.



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"THE END", Monday May 5th 1986.

It was 6 in the morning when I woke, my only thoughts were...why do I do it? And if BR don't use four rateable Choppers (that means any four of 2101) on the Skegs today I'm going to give up for good.

1st companion for the day, Hix, turned up and then our first motive power for the day, i.e. a Rover 2200 with 2nd companion, Cuddy, arrived. It was 07:30 - no gen - I was going blind to Leicester about 30 miles away!

We picked up the 4th member of the party, Jon, en route, and he'd had no gen so we were still "worried"! We arrived at Leicester to see a 31/4 and a Sprinter. Help.

But then...whistle, chirp, etc...and an absolutely hell combination of 20.148 (castle, large numbers, ploughs (at one end only) and incredibly black) and 20.125 (dog, small numbers and blackish) arrived on 1E89. I was now reduced to a gibbering wreck. 20.148. Give me more! 08:48 and the four or so coaches full of bashers (plus another six of Normals) were enjoying 20.148's day out with 20.125 cooperating nicely.

We leapt at Notts (having met CJS and Phil Spencer at Beeston) to wait for the Burton behind - CJS + Phil carried on to Boston. 20.081 led 20.001 (nice veteran!) into the station and we boarded the absolutely packed 3 coach train (take note BR officials - you cannot run DMUs to Skeg when you have 2 loco-hauled services which are wedged and standing!!)

Off we mooosed to Skeg, passing 20.010+078, 20.005+140 at Notts (oh, and by the way, 20.129+182 were at Leicester). As usual the journey was relatively average - and we met Phil and CJS at Boston, who'd leapt off 148/125. [I just had to see if 125 had recovered after our thrashing at Bescot that's all! - CJS]

Arrival at Skeg saw hundreds of police waiting. CJS, although trying to hide, was nicked and searched, and charged with being in possession of a sheephead (no offence!) whilst the rest of us were lined up and photographed for the mug shot book [all true! - CJS]. "Yorkshire Gyrator" shirts were much in evidence. So much for any trouble between Mods n Skinheads, Class 20 bashers had arrived in force! Off we trotted (CJS having been released on the production of a wig), first port of call being the chippy, then to the park for a football match with other 20 maniacs. We retired early to visit the nearby brewing establishment then sought entertainment via IVOR (nose leading!) on the Skeg Mini Railway, but we decided not to thrash on it due to lack of "chips". Next to the beach and then the arcades, where CJS soon proved he can't drive on a driving simulation video game (so don't let him drive our preserved 20 - especially if it's 20.006!) We then headed back to the station to pray to 20.148 (it's true to say that even before I had sampled '148, I did rate it!) but this was shortlived as we got thrown off the station!

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rail topics today

The longer-standing members amongst you will know that Mark Basden has been keeping us up-to-date with the political side of Britain's railways. Whilst this aspect of railway enthusiasm may sometimes appear "boring", hopefully you will all agree that the fight needs to go on to keep open the lines we have, and to open new ones, and we think that Mark's articles provide food for thought for everyone. Congratulations are due to him and many others for their continuing efforts which usually don't get the recognition that is deserved. Over to you Mark....

WILL CARLISLE SETTLE FOR LESS? AN UPDATE

As an objector to the proposed closure of the Settle to Carlisle Line, I attended, and spoke at, a N.W. T.U.C.C. public hearing at Carlisle in April.

The purpose of the hearings was for registered objectors to submit further evidence as to the hardship they would suffer. At the hearing I attended speakers seemed to forget that. Many waffled, much of it irrelevant. One person solely defined what "regular users" and "hardship" were. Yet in total only 500 objectors out of 22,000 made oral representations; a poor turn-out that bore no relation to the depth of public concern over the proposed closure.

Valid evidence submitted was compiled by the T.U.C.C. and passed on to the Secretary of State for Transport (with whom the decision rests). Much was presented by Cumbria County Council, while one dedicated man came all the way from Basildon just to plead for the line's retention.

BR's chief representative, Settle-Carlisle Project Manager Mr Ron Cotton, was unable to answer the many points I raised. Otherwise, he had few problems, helped by the speakers' obsession with the Settle to Carlisle Line as a diversionary route. Mr Cotton's reply was that if the WCML was blocked between Preston and Carnforth, trains would be diverted via Blackburn-Hellifield-Settle-Carnforth. If the blockage was between Carnforth and Carlisle, the Cumbrian Coast Line through Barrow would be used. Mr Cotton was adamant that the Coast Line could accommodate all WCML traffic - numbering some 80 trains a day - with no inconvenience to local services. This is questionable - as is the likely spending of £100,000 to upgrade the winding Coast Line to take Mk3 stock. Money that could have safeguarded Ribbleshead Viaduct and the Settle to Carlisle Line?

Although reluctant to be drawn on wider issues affecting closure, British Rail did make a number of interesting revelations at the hearings. The Blackburn-Hellifield line was also part of the S & C closure proposals. Yet the line is to remain open for divisions and charter trains. So why the closure notice? The Nottingham-Glasgow

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CJS and Phil opted for 20.001+081 - Ok, so '001 is hell, but me, Hix, Cuddy n Jon decided that what in theory should be the last scheduled 20 hauled train out of Skeg should be done all the way (plus the fact that it was 20.148)

The driver started them up, but 148 gave a displeased grunt, erupted a plume of thick smoke (typical Rail Enthusiast cliché there) and shut down. The driver then restarted 20.148 and afterwards she performed faultlessly.

There was a great atmosphere on board, albeit with a hint of sadness - and a few of us (i.e. me) couldn't bring ourselves to accept that this was the end. 19.00 and we left, 125 now leading and 148 in hot pursuit... this was it as we chirped into the distance, and nearer to civilization. A headboard had been placed on 20.125, plus the correct disc formation for express passenger. Arrival at Notts saw a few more join for the run to Leicester, and at Beeston literally hundreds more were on board.

148 and 125 gave their best run and stormed on to Leicester for the very last time....

We all bade farewell at Leicester (except me, Hix, Jon n Cuddy) and I stood alone, watching 20.148 + 20.125 run round, 20.125's headcode lights shining in the darkness.

Whistle, chirp....

The best BR era was at an end...or at least until BR realise that DMUs CAN NOT COPE!!!

Now all there was left to do was go home and drool over the pic of 20.148 on a Fort Bill-Mallaig train in Profile Of The 20s!

Well, 3 new out of 4...Not bad. But at least in theory I'll never have to visit Skeg again!

Thanks are due to 20.001,20.081,20.125 and last but not least 20.148 for the preparation of this article.

Pip Dunn (20.006)



right: 20.148+20.125 at Nottingham. (Anthony Hicks)

trains, which were rerouted away from the S & C in 1983, are to be withdrawn altogether from May 1987. The Leeds to Carlisle direct services would be rerouted via Carnforth, adding 30 minutes to through journey times. (Indeed the morning service from Leeds would spend THIRTY-THREE minutes in a Carnforth goods loop awaiting a path on the WCML). As a result, BR admit that two-thirds to three-quarters of existing Leeds-Carlisle passengers would be lost. Is closure therefore commercially justified? Not on recent evidence.

The Settle to Carlisle line made a £1 million operating profit last year on skeleton services (a point I made at the hearing; a point that was not disputed). Passenger levels were up 20% on 1984, a major growth in traffic for the second successive year.

The line clearly has a future. In fact a recent report by the Commons Select Committee on Trade and Industry proposed that such scenic lines be developed as tourist attractions. A test survey, commissioned by the Settle and Carlisle Joint Action Committee (SCJAC) was published in February and showed that redeployment of HSTs (cascaded from the ECML) on main-line services between Leeds, Bradford and Glasgow was the path to profitability.

A SCJAC report highlighted the need for regular local services over the Settle to Carlisle Line. This year's Dalesrail will be augmented by a Skipton-Carlisle service running twice each way, Mondays to Saturdays. The service, starting in July, will be chartered by local authorities who are anxious to improve (non-existent) public transport in the region and will underwrite any revenue shortfall on the £155,000 per year operating costs.

The trains will serve all Dalesrail stations, enabling the locals to travel out and the tourists (such as myself) to come in to the Dales.

So what chance the Line's retention? Through SCJAC, in particular Friends of the Settle and Carlisle Line Assoc, the rail lobby has put up an excellent fight. FOSCLA members have been prominent at the T.U.C.C. hearings; at the hearing I attended, John Whitelegg, who has appeared in TV documentaries on the Line, kept BR's Ron Cotton on his toes. Much important written evidence as to how individuals and organisations will be affected by closure has been put forward. Much statistical evidence regarding current usage and future usage has been provided. FOSCLA have succeeded admirably on both counts. But despite legal advice, FOSCLA were unable to force a public enquiry to consider the wider issues, and implications, of the closure. Existing closure procedures clearly do not allow for this, and the necessary cross-examination of BR's actions.

Yet for all this, my impressions from the hearing were that British Rail had signed a secret pact with the DoT. BR would be allowed to close the S & C Line, but would have to operate a "replacement" bus-link between Appleby, otherwise without public transport, and Penrith. This would supposedly help alleviate hardship [we all know how long replacement buses last don't we - CJS]

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In effect, the overriding factor would not be the degree of hardship caused - or the wishes of 22,000 objectors - but the financial savings to BR, and the Government.

The future economic livelihood of the Yorkshire Dales is a stake. So is the future of rural routes in Britain: can BR be allowed to close a route they have deliberately run down? Yet such wanton neglect was a response to heavily reduced Government subsidies for the railways. The final decision now rests with the Government. But it is not too late to influence that decision. Write to Mr Nicholas Ridley, Secretary of State for Transport, 2 Marsham Street, London SW1P 3EB, in support of the Line's retention. The more that do, the better the chances of a positive outcome.

This summer may be the last to sample the scenic splendours of the Line. Not least through Dalesrail, opening up the Dales with organised walks and tours. Dalesrail operates on weekends 5/6 July, 2/3 Aug, 6/7 and 20/21 Sept, and 4/5 Oct. Yorkshire Dalesrail runs from Leeds (details from North Country Travel, PO box 12, Otley, LS21 3NX) Lancashire Dalesrail operates on the Saturdays only from Preston.

British Rail services from Leeds to Carlisle at 09.01 and 11.02 (50) afford connections from Kings Cross, Doncaster, Sheffield, Manchester and many other places - as do the 14.30 (50) and 16.46 (retimed) return from Carlisle.

BR took note of public opinion over the re-timing to allow connections from Inverness, and Glasgow. Let us hope the Government do the same and consider all the evidence with the Settle to Carlisle Line.

Thanks very much Mark. I for one will certainly be writing to Nick Ridley to add my voice in getting the ludicrously biased ideas changed - CJS.



above: 20,002 at Sheffield.
(Anthony Hicks)

From where I live, it wasn't difficult to get a train to Sheffield as all I had to do was drive to Bedford and get the first one there, although don't any of you who didn't attend start whingeing saying you couldn't make it because you live out of reach or have not got any dough - you could have stolen a car, robbed a bank, or, if you're really smart hitch-hiked with a sign: "To Sheffield, World Snooker, have spare tickets, will travel". Plenty of scope for initiative.

In Sheffield, the day started out warm and sunny so I enjoyed a spot of sunbathing while others fussed around on the southern platform ends with various photographic equipment trying to get a good angle of 20,002 stabled at the head of her rake of four, cab leading and shark teeth bared gleaming white as snow. Nice power that, for so long a Scottish machine and one of the original few dual-braked yonks ago, I was glad to have this pilot scheme of twenty perhaps more than the others. She was serviced at Tinsley the night before and cleaned up for the tour although at closer inspection she did more or less reveal her twenty nine years of age and to be fair, one couldn't expect too much of her, but as it turned out the old girl did pull out a few stops and certainly turned more than a few heads.

At ten-thirty, most of the griers loitering on Sheffield station had hopped on board and we were off. A quick stop in the tunnels out of Sheffield and then the first of the freight line "bits" through Sheffield via Nunnerly Junction and on to Tinsley Station and East Junctions, which took us past the site of the B.O.C. works at Broughton Lane where fond memories of many a class 25/40 pair came flooding back. Now there are no wagons and the tracks are well rusted....but, on we ploughed through the industrial wastelands of Rotherham until we reached Aldwarke Junction where the little engine danced across the tracks to gain the route to Knottingley via Math Road Junction, Ludworth Station Junction, then past the smell of sewage at Royston drift mine and eventually branching east through Crofton West and East Junctions to roll up at Knottingley station some twenty minutes later. From now on the tour was to run with 20,002 nose leading and everyone piled out to go snap happy to record this unique event. Unfortunately, we couldn't get a look in at the depot which probably knowing my luck held my last '56' on there: 56,023 and please don't anyone send me a TOPS report saying it was, otherwise I may never live it down. Nuff said we left Knottingley in glorious sunshine more or less to schedule (I'm not a timings freak) and whistled off towards Leeds leaping over the points at Junctions Crofton, Oakenshaw, Calder Bridge, Turners Lane and Goose Hill, belting through Normanton and then a more or less uneventful run up to Leeds, probably because I was talking to some other people at the time. Leeds came, and went - just an industrial hotch-potch of buildings and rusted tracks branching off to long defunct companies hit by the recessive 1980s. Awful sad but what can you do? Mind you I liked going over the small freight only line from Engine Shed Junction to Whitehall Junction as I required this. Right then, the scenery out of Leeds on the way to York via Harrogate had changed from the slagheaps, pithead winding gear and power stations to lush green pastures of sheep and quaint little cottages, and I thought 20,002 looked a little out of place in this unfamiliar environment as 20s do

The Yorkshire Gyrator

by Mr Marston Stratton and Crisp Steaming-son.

The weekend of May 3rd/4th turned out to be quite action-packed for some of us - a visit to Sid's Caff and Nora Batty's at Holmfirth, being photographed for the mugshot book at Skesness, haulage by 20,001 AND 20,002 the oldest mainline diesels on BR, and, er, what was the other thing..... oh yes, the CTL5 Yorkshire Gyrator railtour!

Friday night was spent cleaning 20,002 in Sheffield station. The operations people at Sheffield, and the chaps at Tinsley had done a good job selecting the oldest machine they could find and also making a few embellishments to the paintwork. We finished the job off with the assistance of our band of happy helpers including Phil ("08million") Spencer on lead guitar and scrubbing brush; John ("20,069") Veitch on rhythm guitar and lethal grease-remover; Ian Collins on bass and ladders; and PA/CJS on percussion and paintbrushes. Mr Lees forgot his instrument (as usual) and was banished to look after the water tap.

At midnight, Brian kissed the frog sitting in platform 5 and it turned into a Class 47 and three coaches from Hull. It was a good job that Messrs Stevenson and Spencer had decided to sleep on the stock because we immediately noticed that we didn't have 3 TSOs and a BSK, but 1 TSO, 2 composites and a BGI. The mathematicians amongst you will realise that only gave us 176 seats which meant that SOMEONE would have to sit on Brian's knee. This isn't a fate I'd wish on anybody, so after 20 seconds of extreme panic (you can never find anyone on a station at the best of times, never mind lam!) I noticed a rake of 4 coaches in the centre of the stock. 3 TSOs and a BSK!!! Even better - the cleaners had just finished cleaning them. The station supervisor wasn't very sure what Bob Reid would say about us filching his nice shiny 07.25 Sheffield-Manchester but his loss was our gain, particularly as it included nice Mk1s and first class composites.

After 5 hours sleep we awoke, scoffed twelve large teas ("20 bashers don't eat quiche or drink small teas" - M. Stratton, 1983) and some saravark and avocado on toast (part of Travellers Fare's new efforts at pleasing minority groups in Britain, since Sheffield Council are into that sort of thing), then set up the sales stand. The headboards were installed and the driver was given a map. (True! I had to give him a map of the tour because he wasn't sure where he was going! We very nearly didn't have a Harrogate photo stop. Well I've got to toddle off and sort out a few other articles, so over to you Marston...see you in a few pages...

At last! Just what our society needed - a railtour, all our own and with the second oldest main-line diesel in Great Britain. For those of you who didn't attend, tough poo 'cos you missed a good 'un.

fit the industrial scene so well. Eventually, Harrogate and the first official photo stop, and time for me to stretch my legs. There was a slight hiccup as it was announced that our train was the 13 something or other to York and there was a slight confusion for would-be passengers, or are they really Chopper fans after all? Pity they couldn't come along as they would have enjoyed the ride I'm sure! Infinitely better than a B.U. Still, we got away in the end, only to be halted a few miles further on, right on the magnificent stone bridge at Knaresborough. Lovely place (especially looking from where we were) and the locals seemed quite friendly, although you must dispel ideas that this part of Yorkshire are tea drinkers. It's a myth - they're into Bitter - "Ave yer got any John Siffers?" we were politely asked from way down yonder in some old Bod's back garden. "We've got Tetleys" came the reply from within the train. "Wot, Bitter?" the Yorkie wails, "No, tea you silly old sod". Polite remarks continued and we left. (Are you SURE Nathan Lockett wasn't on this tour?)

You should have seen the faces as we rolled up at York - utter disbelief and jealousy from spotters on the station and to me, the best tour I've rolled up at York behind. I twisted my fiancée's arm into coming on this tour although I think the lunch break and York museum got to her mainly and that's why she succumbed. However, by the end of the day she really enjoyed herself so come on all you girls out there, get in with the C.20.L.S. You won't be on your own. York museum was a bit of a disappointment for diesel fans - only electric loco 26,020 and the original Chopper D8000 on there. What a bodge-up, the electric loco looked OK but for D8000 paint was just slapped on, the windows were dirty and cracked, the windscreen wipers skew-whiff and wrong style buffers. Not professionally done at all and hardly a tribute to its long, successful career. Absent were: D2860, 03,090, 05500, D1023, 09002 and electric locos E5000 and 84,001. Fine visit for steam buffs but a bit of a let down for diesel fans. Never mind, me and Helen ate our dinner and drained our 1.8 litre thermos flask of tea [Good man Marston, none of that small tea stuff we're glad to see] before setting off for York station, by a tea towel for Helen's Mum's collection and take a few shots of 20,002 up front in the bright hot sun.

Right then, we left York complete with our headboards in fine style for the photographers benefit. A short drag out of the station throttle closed, and just before the bridge the driver wound back the controller and the Chopper really let go - plenty of smoke and noise and the faint automatic click of several lineside cameras just audible. Nice one that. Doncaster was reached by a quick thrash down the E.C.M.L. within about 40 minutes and under the threat of rain, although the exact route took us through Church Fenton, past Selby opencast mine and through Temple Hirst Junction. The sun was out once again on arrival and this gave the photographers another chance of a good "shot". There was a great sense of group achievement, for me at least as Doncaster as there was a large number of people on both platforms just watching us and listening to the proud whistle of our engine and so the driver rewarded them all on leaving with real gusto, those of you who missed it, I won't tease you.

This piece of the tour took us back to Sheffield on one of my all time favourite bits of track through that magnificent cutting, past Cadeby Colliery and Hasborough station, over the points at Aldwarke Junction to head for Rotherham so as to gain the track to Tinsley Yard. All went well until we got stopped just north of Rotherham. The driver seemed most irate at this and after a good chin-wag down the phone, got the all clear. He must have lost his temper as there is a speed restriction over the points which he totally ignored and ripped through at a hell of a rate, and for a minute I thought we were going to jump the rails, but no, a piece of cake for a Chopper and four coaches on such familiar stamping ground. Before we knew it we were speeding past C.F. Booth's scrapyard and drawing in on Treeton North Junction. This was a new way into Tinsley for me and as I've never been hauled through Tinsley by Chopper(s) before, I had a doubled bonus. It was good to see more of the fleet standing up on the elevated maintenance depot but it came as quite a shock to see the reception sidings torn up and the trackless hump now just a memory. You don't actually realise things like this until you see it although it was a little consolation to see Tinsley yard more or less full (albeit mainly scrap). We left Tinsley yard by way of Brightside Junction and trundled into Sheffield station to arrive about five minutes late - not bad when you consider just how many tours are an hour or more out of schedule.

Well, a tour thoroughly enjoyed by the greater majority if not all and so here's to the next one - Hip Hip Hooray! (remember, there's no excuse for not coming this time or we will send the squad round and kick a few arses). And, here's to Chris who was the driving force behind the whole idea - for he's a jolly good fellow etc etc blah-blah, blah-blah, blah! Not forgetting our drivers, guards and to all B.R. personnel who helped us, and to all of you who took part in this historic event! CHEERS!

P.S. What was that joke again about the man who cut his head off?

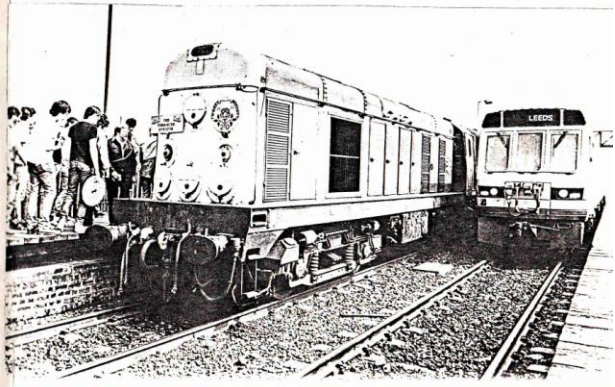
...Well thank you Marston Shakespeare for that entertaining review. Much appreciated. We had a slight bit of hassle at the end when the driver decided he was determined to drive away before we'd got the sales gear off or cleaned the coaches, but the Ghost Of D8000 stepped in and dealt swift retribution by failing 31.462 as it left the station with the stock! 37.170 towed the mess away in disgrace. All in all though, we think both ourselves and B.R. did very well as a first effort. Most passengers seemed happy despite the usual moans (would you believe: "Your headboards are too large", or "why didn't you do Rowntree's siding at York" - why didn't we do LOTS of things! You just can't win.) Having said that we are grateful for the thanks we did receive from the majority, particularly Geoff and Stephanie Coleman, and Steve, Karen, Clive and Theresa. Thank you, all! It's nice to be appreciated. Very special thanks must go to Len Broadhead and his team at BR Sheffield for their patience and efforts to arrange us a first-class day out. Some people may criticise BR for their attitude to tours be we have nothing but praise for everyone who

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pulled out all the stops for us - even down to dashing out late on Friday and haring round Sheffield to organise last-minute travel insurance. Those of you out there who DO moan should get involved in organising a tour - you'd soon see realise how difficult it is trying to please everyone! Many people helped us along the way and we think it only fair to thank them very much too. In no particular order: Pip Dunn, Dave Gilbert and Lester French for advertising and form doling, Clive for organising the raffle, John and Amanda for sales stand and furry appendages, Mr Craig, Pip Dunn and CJS for tour brochure, Alan and Morgana for sales and posters, and BL/PA/DG/C/CJS for just about everything else. Also to Mark Birtles, Steve G, Simon B and many more for moral support! Special mention to Stockport Raving Loony Society for allowing Mel Thorley out for the day as well, and finally, just to prove that people come from far and wide to be on a Class 20 Locomotive Society tour - thanks to Ian Cowieson of ABERDEEN and Mike Sharp of TRURO! If they can make it, let's hope you can too next time!

We would like to organise another tour next year. In fact, this one was well over DOUBLY-booked but we are going to need even more support from the whole society next time please. The next bill is likely to be £5-6000 minimum, with a chance of losing the £500 deposit. Obviously this is £500 less to spend on a locomotive in a few years, so we HAVE to make sure the tour would run. If you all come and bring a friend, we will have no problem - PLEASE HELP US TO HELP YOU!! We already have a few unusual ideas, so watch this space..... P.S. Stephanie Coleman counted seven sewage works on the route, so we are thinking of writing a spotters book for them some time.

PPS. Coincidence of the Universe No. 287: BR Sheffield's phone number is also 20002....



20.093 and 20.183 gather strength before storming away from Peak Forest sidings on 15.3.86.

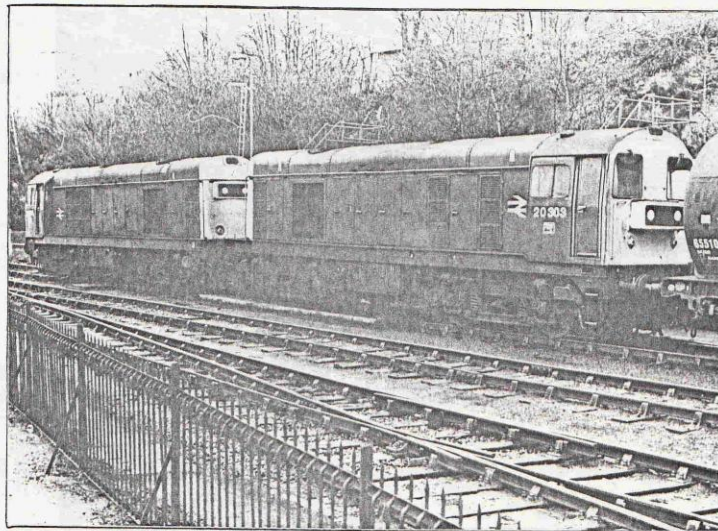
18

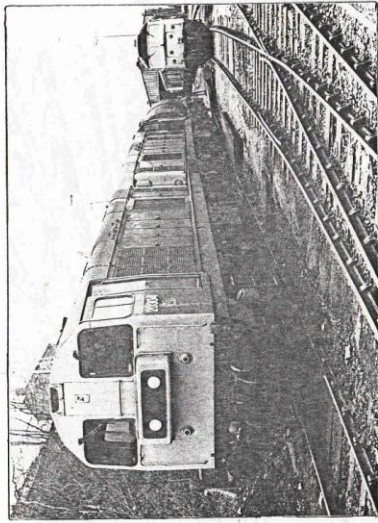


Two shots of 20.303 and 20.304 awaiting their next turn of duty at Buxton shed during April 1986.

(with thanks to Alan Barnard)

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We would like to thank Mr Jeremy Hartill of Irthlingborough, and one of the participants of the railtour, for sending us two detailed sections of his log of the journey. The two sets of timings were taken when 20.002 had a chance to open up and provide some meaningful figures. As Mr Hartill notes, the results were interesting - on the 1/100 up to Horsforth speed settled at 39mph giving a figure of 566edhp (equivalent drawbar horsepower). At 39mph this is a low value. Later on, the acceleration away from Hambleton on the ECHL produced 393edhp at 59mph, another low output. The book figure for rail hp for a Class 20 is 770hp and at low speed the edhp should be close to this. It would appear, says Mr Hartill, that 002 was not in tip top form that day.

20.002 load 4/128/135 (Nk11).

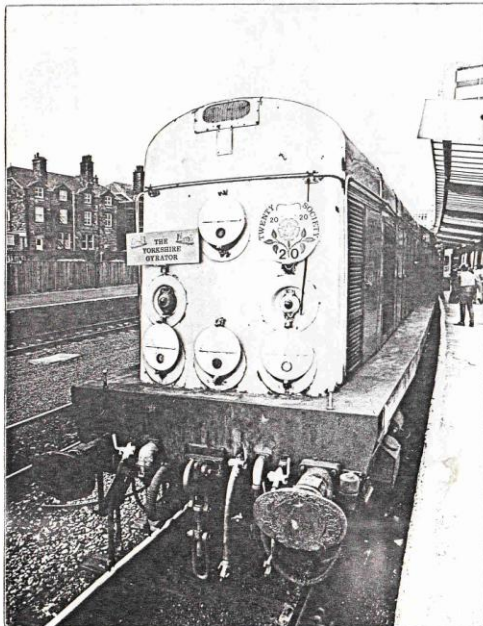
Distance		Time	Speed
0 00	Leeds (Whitehall Jc)	0 00	
0 59	Wortley Jc	3 42	26
2 50	Headingley	6 54	37.5
5 20	Horsforth	10 57	39 sustained
6 26	Bramhope Tunnel S	12 29	52
8 35	Bramhope Tunnel N	14 31	75 max
8 65	Arthington	14 50	64a
		(pws)	21a
11 22	Weeton	19 45	33
12 65	Rigton SB	21 48	41
14 00	MP 13.5	23 12	47
14 43	Pannal	24 07	59
15 68	Crimple Junc	26 25	22h/64
17 63	Harrrogate	30 53	

0 00	York	0 00	
		(sigs)	
1 76	Chaloners Whin Jc	5 52	39
5 40	Colton Jc (mp 183)	9 47	65
		(sigs)	
10 58	Church Fenton	15 31	65
		(sigs)	
	Sherborn	18 44	
		(sigs)	
14 33	Gascoigne Wood Jc	25 28	
17 52	Hambleton S Jc	28 19	46
17 62	MP 174	28 31	47
19 62	MP 172	30 47	61

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21 62	MP 170	32 42	64
22 55	Temple Hirst Jc	33 28	65
23 62	MP 168	34 32	68
25 62	MP 166	36 14	74
31 47	Shaftholm Jc	41 12	69
35 66	Doncaster	47 07	

(39mph on 1/100 at Horsforth 566 edhp, acceleration from MP168 393edhp at 59mph)



The Great Railtour Survey

by P Hee

In order to find out what enthusiasts want from a tour and ensure another success (?) a questionnaire was handed out to passengers on the "Gyrator". Out of 210 forms distributed, 117 were returned. Thanks for taking the trouble to fill them in, folks.

The first question concerned advertising, and nearly 50% of passengers found out about the tour in Rail Enthusiast with 35% of people being brought along by a friend. All in all the publicity brought passengers from places as far apart as Cornwall and Scotland (special thanks to Mike and Ian there!), and the 10.30 departure enabled these people to catch the train.

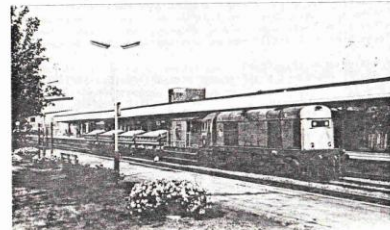
The majority of passengers were attracted to the train by a combination of the power, route and short train. We then asked for any complaints. 63% of forms said they had none, some people complained of others making too much noise (although compared to many tours we've been on, ours was very well behaved) and there were a number of dubious answers including one saying "no deltics".

Passengers were then asked what they most enjoyed, some of the answers being: the originality, the friendly atmosphere, 03.089 (17), Sheffield freight lines, and the fact that this was the first tour from Sheffield since 9/3/85.

Our request for "any other comments" produced a variety of ideas including a great many tour suggestions including one to Paris via the Channel Tunnel and Kenilworth (thanks Pip). Mainly people were found to favour the late start from Sheffield and would like further tours over fairly steeply graded lines.

There were a great many practical suggestions which will be used in planning future tours, and we are grateful for the trouble people went to help us.

below: a classic nose-first shot of 20.147 on a ballast train at Leamington Spa on Friday 27.9.85 (Anthony Hicks)



quiz

Yes, as I'm sure you have all guessed, P Durr Equire has delved into the 'Book of 674,321 Unknown Facts of The Universe' and come up with some more gems of Chopper folklore.....

- Which 20 was 'exhibited' at Worthington Open Day in 1983 ?
- Which 20s worked the 'Skirl 2' railtour ?
- Name the first 2 Choppers to get 5-digit TOPS numbers.
- What was different about 20.007 when it went to Skeg with 20.180 than when it went there with 20.165 in 1985 ?
- What was 20.120s partner during the "permanent pairings" era of 1985 ?
- And 20.157s ?
- What locos worked the 18.00 Oban-Glasgow on 11:5:85 ? - Only one was a 20 !
- What other four Choppers worked in Scotland on this date ?
- Which T1 20s dragged on "the Lostocks" also on that date ?
- What was 20.072s first depot allocation ?
- Which three 20s have never been reallocated from TD, except for storage ?
- Lastly, try and name all the 20s that worked on the "Skirl" railtours since Skirl 2 ! (reason - I can't remember which ones did Skirl 1 but I think they were 081 and 198 !)

And the answers to last issue's brainteasers were (of course):

- 20.029/93 worked the Sheff-Wolves footex in '84 (I foolishly rejected them!)
- 20.148/178 did the Doncaster Double railtour.
- CF (Cardiff Canton) was loaned the SCR 20s.
- And they were: 20.179/201.
- 20.077/189 worked the Walsall/Derby-Yarmouth (ah! happy days!)
- First 20 withdrawal was: 20.074 on 31/1/76. (2 minutes silence please)
- The 2 20s not given Works numbers are: 08302/4 - 20.202/204.
- Patched locos are: 20.217-227 showing they are/were radio telephone fitted.
- Class 20s design code is: 20-04V
- 20s with guards emergency brake valves are: 20.150/153/155/162/164/165/167 and 174.

Pip would also like to know why nobody has replied to the requests for Class 20 'claims to fame' ! If any of you can put a few, or even just ONE, together we'd like to hear from you. All it costs is a 17 pence stamp (maybe 18 if you leave it too long) and that's pretty cheap in exchange for the satisfaction of knowing you've made someone happy!

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Rail Report

Once again we bring you our comprehensive report of what's what in the Class 20 world, and a few other unrelated bits of info as well! As usual we are indebted to our faithful scouts Pip Dunn, Lester French, Tony Shaw, Stephen Oliver, John Izzard, Chris Stevenson, Geoff Coleman, Anthony Hicks, and Phil Spencer. Thanks lads!

- 2.1.86: 1506 Ayr-Stranraer pilot, and return on 11.00 Stranraer-Euston due to heavy loading.
- 4.1.86: 20.045/051 worked a Manchester-Euston from Congleton to Stoke.
- 7.1.86: 20.218+224 worked Carstairs-Edinburgh 'Clansman' portion.
- 11.1.86: 20.203 09.30 Dundee-Edinburgh from Thornton.
- 18.1.86: 20.212 on 09.15 Edinburgh-Dundee from Kirkcaldy-Dundee, then 11.30 Dundee-Ed from Taybridge to Waverley after failure of loco.
- 24.1.86: 20.124 on 14.15 Edinburgh-Dundee from Kirkcaldy-Dundee. Then 16.30 Dundee-Edinburgh - in the snow!
- 25.1.86: 20.199 1506 pilot.
- 12.2.86: 20.110 1506 pilot.
- 10.3.86: 20.145 'Clansman' portion Carstairs-Edinburgh.
- 3.3.86: 20.146/176 spent the day on miscellaneous freights in the Hull area. It is reputedly rare to see a 20 into Botanic Gardens now. (as well as their little trip to Scarborough!)
- 18.3.86: 20.004+129 throughout on 17.55 Leicester-Cambridge 111
- 19.3.86: 20.034+121 on 15.40 Euston-Shrewsbury from Wolves, and 19.37 Shrewsbury-Euston to Wolves after 47 failure. (Must have been a superb 'move' - the shape of things to come? Do your bit please Bescot!!)
- 12.3.86: 20.179 1506 pilot. 18.3.86: 20.156 1506 (in R.freight libery!)
- 22.3.86: 20.217 1506 pilot. 26.3.86: 20.102 1506 pilot.
- 25.3.86: 20.004+129 throughout on 17.55 Leicester-Cambridge 111
- 20.219 14.00 Aberdeen-Kings X from Ladybank-Scarborough!
- 31.3.86: A visit to Scotland revealed: AY - 20.102/171/192/156/198/228/161/127; AL - 20.202/214/123/226; HA - 20.211/212/208/218.
- 2.4.86: 20.097/182 11.05 Ayr-Euston from Preston to Wigan.
- 4.4.86: 20.022/221 1205 from Carstairs to Edinburgh.
- 9.4.86: 20.131+140 17.55 Scarborough-Liverpool from Newton-le-Willows.
- 15.4.86: 20.031/088 on 13.22 Hull-Brighton from Mexborough-Sheffield.
- 21.4.86: A TOPS report printed at 14.00 showed that operations with the new 20/3 subclass were in full swing: 20.301/2 had arrived at Water Orton on a test train, 303/4 were working a Peak East to Buxton light engine movement, 305/6 en route from Tunstead to Derby, and 307/8 trundling a transfer freight from Peak Forest down to Earsley Sidings at Hope. The same TOPS report claimed no knowledge of 20.309 !
- 27.4.86: 20.144+152 worked a Cardiff-Leeds from Rotherham into Leeds.
- 3.5.86: 20.002 worked the Class 20 Locomotive Society's (who?) 'Yorkshire Gyrator' railtour. (In case you weren't there - which you should have been!)
- 5.5.86: 20.148+125 1E85/1M22 08.48 Leic-Skeg and 19.00 Skeg-Leic. 20.001+081 1E85/1M47 09.09 Burton-Skeg and 18.45 return. (We've been asked to point out that Pip Dunn is now recovering in a secluded Lincolnshire Rest Home, after being whipped up so much by 148's amazing performance...)
- 7.5.86: Barrow Hill 11 - 20.146/054/011; Shirebrook - 20.015/139/119/164/098/144/152; Toton - 20.160/178/129/161/182/060/065/040/034/121/147/142/169/049/055 and 47.901

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- 16.5.86: "Skirl 0' The Pipes" railtours: 20.126+228 Ayr-Stranraer and return, and 20.204+222 Ayr-Androssan and return.
- 11.5.86: Noted at Bescot were: 20.008/016/040/060/076/080/128/140/147/158/161/163/214
- 17.5.86: Bescot had: 20.020/028/039/073/099/080/158/140
- 18.5.86: 20.045/053 and 20.056/117 were in charge of the WML Lostock dragging operations.
- 20.5.86: 20.097/128 took the 16.52 B'ham New St-Leeds forward from Ambergate.
- 24.5.86: 20.201 was working ECS at Glasgow Queen Street.
- 25.5.86: 20.035/076 and 20.056/117 on the 'Lostocks'.
- 26.5.86: 20.163/187 (old faithfuls!) worked the 18.15 Skeg-Derby relief.
- 27.5.86: 20.183 and 20.028 made a rare appearance on the WR when they worked the 1663 from Reading to Birmingham New Street (09.40 Poole-Newcastle). They left Reading 16 minutes late and turned up at NS only 20 minutes down, losing 4 minutes on a Type 4 diagram. Nice work lads. The train reached a peak of 81mph between Oxford and Coventry, and 74mph between Coventry and Birmingham. 20.183 had the honour of leading the pair. This was NOT a failure, but Reading's eagerness to get rid of the 20s !
- Also, 163 and 187 worked the 18.15 Skeg-Derby relief. However, 47.330 was entrusted with this work the next day. The 1M14 22.00 Stranraer-Euston was hauled by 20.123 and 20.218 from Barrhill to Carlisle.
- 28.5.86: 22.00 Stranraer-Euston hauled by 20.204 and 20.222 from north of Kirkconnel to Carlisle. Class 47s failed on both these days.
- 31.5.86: Both 20.029 and 20.214 were noted running around singly on this date.

The following 20 workings were noted through Leamington Spa during May:
 2.5: 20.020/28 on down cartics; 9.5: 20.158 on down engineer's;
 12.5: 20.040/147 on Banbury-Bescot trip; 13.5: 20.035/076 on Dicoat-Ditton trip; 14.5: 20.069/153 Banbury-Bescot trip (Tinsley pair!); 15.5: 20.022/044 Banbury-Bescot trip (another Tinsley pair!); 23.5: 20.093 down light engine; 26.5: 20.028/183 down light engine; 27.5: 20.028/183 Bescot-Banbury trip THEN the famous 1E631; 28.5: 20.029 on up ballast.
 A very eventful month by any account!

- 1.6.86: 20.058/087, 20.071/075 and 20.032/085 on Lostock dragging.
- 20.182+20.219 were on engineer's ballast duties, first seen at Coventry then later at Witacre.
- 8.6.86: 20.011 and 20.054 worked the F & W "Chopper Topper" from Wolverhampton to Truro, and back from Plymouth to Wolverhampton. The full story of this little saga will be reported in the next mag issue, with detailed timings of the outward run.
- While the Chopper Topper was twittering its way over the Devon Banks, 20.058 and 20.081 were left to take charge of the Lostock dragging along with 47.097. One of the trains due to be dragged had 25.059 as the train engine! The 47s did this duty which ruled out a 20 x 2 with a 25 at the other end working!
- 14.6.86: 20.099 put in an appearance at the Aylesbury Open Day. Unfortunately we didn't because we didn't know about it - hopefully this will

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be rectified next year. If any of you know about Open Days near you could you please let us know - they are obviously good places to have a sales stand! Thanks.....

A curious affliction besetting some members of the class at the moment is fires in the cubicles which all occur at exactly the same place. One theory is that there is a 'rogue' loco around which blows up any other machine that it is paired with! If anyone has seen a guilty-looking loco, tell Derby Works not us please.

Some 'hot news' is that the 20/3 subclass are to be disbanded again! Someone in the Coal haulage department discovered they were fitted with slow-speed control and wanted to know why they were allocated to Tunstead stone trains which don't need this feature. The reason they were fitted was because they were recent works visitors and in good condition at the time. As a result of this dirty deed by the Coal people, eight MORE locos will be paired up, and the numbers 20.309-316. (TOPS can't handle different locos being given an already used number apparently). In fact, a very interesting situation exists at the moment with 20.304 being paired with 20.005 since 20.303 has a high metal content in its oil and is being investigated. All photos of this unique pair will be gratefully received! 20.005 has all the gear off 303 such as proportional braking to enable it to work with 304. This obviously makes it a likely candidate as the first in the new set of four pairs. The subclass as a whole are not doing too well - at the beginning of July FOUR were out of service, such as 303 which went into Derby for one day due to problems with the electronic control equipment as fitted in locos from 20.178 onwards.

20.184 has been making a nuisance of itself as well. Whichever Works it goes to it causes problems. At Derby recently it had a generator change, and appeared to be perfect during tests until slow-speed was engaged when the engine began hunting badly (quite a sight to see we would think!). Everything was tried - changing the load regulator, governor, etc, but to no avail. Eventually the Chief Engineer of Glasgow appears and says "we've had this trouble for ages lads" ! To which the retort was "why didn't you tell us" !

More Midland Main Line sightings:- 16th May, 20.140+040 arrived at Cricklewood and were noted at 19.00 ready to tow 58.041 and 56.061 to Toton. 6th June, 20.004+016 seen at Bedford Stabling Point at 10.11.

12th June, 20.016+004 powering along the down slow at Flitwick with the Radlett-Mountsorrel stone train at 02.45. Redlands at Radlett must have been working overtime on Monday 31st June since immediately after the 47-hauled northbound train went through Luton at 17.25, 20.148 and 20.128 wheeled another full load past in the opposite direction. Two hours later they returned with the empties at a very fast pace, with the cab jammed with four orange-vested chaps who had presumably just come along for the ride.

On 8th July, two unidentified locos worked north through Luton on empty MGR coal hoppers - possibly the first time on such a working on that line. It is reported that 20.303/4 have already done some passenger work in the North-West.

And whilst on the subject of the NW, the newly reopened Mickle Trafford line will reputedly be a good place to view Class 20s when things kick off. We await your black and white photos of the workings!

There is talk of Toton locos getting Robin of Sherwood motifs, whatever next?

20.148 is now a 'Castle', 20.138 is adorned with a fish, 20.093+029+009 are

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castles and 20.022/119 are dogs. 20.042/76 are assumed to be castles. 20.063/95/100/117/181/184/191/193/198/199/201/213/216 are assumed to be dogs. Please let us know if things appear to be otherwise.

20.001, our oldest main line diesel loco still soldiering on, has had its discs removed from No 2 end which proves this nasty practice is still continuing (Glasgow Works please take note!), and 20.122 (in Rail-freight) has suffered grievous bodily harm by having had them removed from BOTH ends. On a happier note however, 20.077 retains its discs.

20.163 has no headcode box on its nose end. (it rusted away!)

These recent pairings have been seen, but no marriage announcements have been made:

20.010+078 20.001+081 20.148+125 20.025+030 (on tour) 20.016+029
 20.005+140 20.129+182 20.022+044 (on tour) 20.054+116 (on tour)
 20.178+195 (on tour) 20.070+090 20.0035+076 20.056+117
 20.049+090 20.080+158 20.019+57 20.112+030 20.041+51 20.058/87
 20.071+75 20.021+072 20.045+53 20.028+183 20.020+140 20.010+108
 20.097+128 20.046+089 20.007+047 20.060+161 20.125+148 (argl)
 20.131+215 20.144+152 20.195+209 20.084+169 20.120+190
 20.126+228 20.133+136 20.155+185 20.129+182 20.204+222
 20.052+210 20.137+191 20.032+085 20.069+153 20.073+099
 20.026+113 20.040+147 20.034+214 20.004+016 20.301+302
 20.061+096 20.123+218

If you've been wondering why 20.058 and 087 have stayed together for so long it's because they have cab-to-cab radio fitted.

Dval buffered 20s: 20.001,002,005,008,009 and 011 (No 1 end only)

Snowploughs (additional to last mag): 20.083,114,148,193
 (148 features them at No1 end only, with no centre plough.)
 094/151 only have ploughs at the cab end, and 108 has now been relieved of its ploughs.

One rail mag reports 20.189 with snowplough brackets removed - NOT 50!
 20.137/191/222 all have headlights. It would be safe to assume that all Haymarket machines have them as well as a lot of the other 'box' headcode ScR 20s. Our correspondent only knows of 20.110 as disc-fitted headlight loco.

20.103 now sports a right-hand red tail light on No2 end from a Class 47!

Rail Enthusiast STILL insist that 20.179/183 and 185 are Railfreight - despite them having a certain 'blue' look and white numerals!

20.089 still has red buffer beams (albeit dirty ones)

20.125s centre bottom disc on the cab end refuses to fold upwards!

More information about the current 'missing discs' situation:

20.001 cab end headcode discs missing.
 005 top one cab end only.
 008 cab end only.
 016 all missing.
 034 top one nose end only.
 047 all.
 052 bottom three cab end.
 061 top one plus lower RH one, cab end only.
 070 two side ones nose end only.
 071 all.
 073 bottom three cab end only.

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075/082/084/087/090/104/113/122 all.
 042 all No.1 end, maybe No.2 as well.
 054 bottom RH one, cab end only - outer 2 on nose end.
 098 all nose ends (?)
 115 bottom RH one cab end.
 117 all cab end only.

The situation seems to be that Glasgow removes discs and Derby doesn't. (PLEASE don't join in with this sacrilegious act, Tony and friends at Derby!!)

20.163/170 and 228 are minus their nose end headcode boxes.

20.053 has '053' painted in black between the cab windows.

Information from Glasgow Works: 20.122 - intermediate overhaul - released in Railfreight and no discs. 20.171 - main generator repairs. 20.027, 20.036 and 20.207 withdrawn.

Derby Works on 28.4.86 showed: 20.141 - general overhaul. 20.170 - gen ovhl. 20.165 - intermediate ovhl. 20.214 - main gen banding burst. 20.187 - rad fan cardan shaft drift. 20.132 - main gen defective. 20.082 - rad fan shaft drift. 20.184 - main gen defective. 20.130 - crankshaft sheared. 20.037 - power unit bearings, journal scored. 20.206 - p/u low compression. 20.143 - collision damage No.2 bogie. 20.199 - power unit B1 cam damaged, A4 cyl head pillar loose. 20.077 - No.4 axlebox defective. 20.009 - collision damage No.2 bogie. SUBJECT TO AUTHORITY.

By end of May: 20.009 - collision damage. 20.021 - con rod drift - loco now back in service. 20.022 - crankshaft repairs. 20.082 - radiator repairs - now out. 20.120 - auxiliary generator repairs - now out. 20.130 - crankshaft repairs. 20.132 - main generator repairs (now out). 20.143 - derailment damage. 20.187 - radiator repairs (now in service). 20.077/141/163/170 - dual brakes and overhaul - all believed now out. (20.141 has actually reappeared with black headcode panels at both ends) 20.214 - power unit repairs - now out.

By mid-July: 20.009 - repairs started. It was feared that the frame had been damaged in its collision but all looks OK now. 20.010 - defective gearbox. 20.132 - fan shaft drift. 20.165 - intermediate. 20.195 - unclassified. main gen flashover. 20.138 - intermediate + snowploughs. 20.130 - crankshaft sheared. 20.119 - idler gears damaged. 20.129 main bearings damaged.

20.067 - power unit crank-shaft damaged, bearings #3 and #3 damaged. 5th March (80 days scheduled, 143 actual). 20.082 is in with rad fan drift and will get 009's power unit. 20.206 - low compression, suspect piston liner. 20.037 - power unit bearings and No.1A journal scored.

20.170 is not, in fact, out of the Works yet despite being due on Jul 15th: 20.165 intermediate ovhl, scheduled to take 30 days, 64 actual. Due for paint 4.7.86. 20.170 - general ovhl, sched 80, actual 148, dual brake and slowspeed control. 20.138 - sched 35, actual 19, asbestos removal. Dates due: bogies 14/7, sleep prove 16/7, paint 6/8, trial 15/8, despatch 18/8. 20.199 - B bank camshaft + B1 inlet cam damaged. Continual problems on test, removed from testing. 20.056 - defective balancer shaft gears. 20.090 - scored crankshaft journals.

Also, 20.009 is having the asbestos removed from the cab floor, and 20.195's power unit has been moved to 20.143 while 195 waits for its generator to be repaired.

Locos are taking a long time to be repaired, for example 20.165 was scheduled for 30 days but actually took 55 days, and this is apparently due to Glasgow and Crewe not sending the parts quickly enough. Perhaps a case of sour-grapes at losing the work to Derby!

DOPS! Pip Dunn points out that Class 48 was of course 47.114-118 not 401-420 as mentioned last issue.

Reallocations by the middle of June: 20.114/126/127/137/145/154 Eastfield to Motherwell. 20.217 Eastfield to Haymarket.

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20.099 and 20.116 now star along with the inimitable Pip Dunn on the cover of the new 'IH86' book (fame at last for Pip!). No prizes for guessing where they were photo'd.

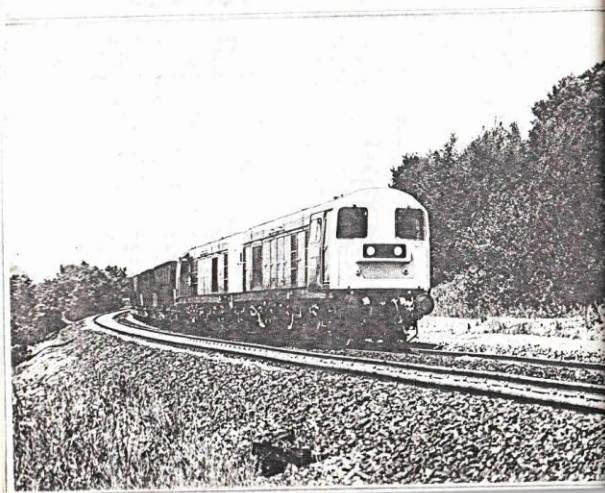
20.148's buffers at the nose end are reported to be different sizes! A badly bungled cosmetic surgery nosejob ???

If you 'require' 20.041, be careful because its number is almost illegible.

It would seem that Pip is trying to start a Class 20 Loco Soc Class 58 sub-group, as he has sent the following info!
 The locos worked on the trains at various parts of the journeys in the East Midlands. 1.6.86: 58.035 on 1A06/1G22/1A14/1G28/1A23. 58.029 on 13.40 Wolverhampton-Euston. 7.6.86: 58.037 on 10.10 B'ham-Reading, 1M14 Reading-Liverpool and a L'pool-B'ham return. 8.6.86: 58.034 on 1V32 Crewe-B'ham, 58.013 on 08.00 B'ham-Euston, 58.040 on 09.40 B'ham-Euston, and 58.020 Nuneaton-Rugby dragging!!

58.001/2/3/4/5/6/7/9/10/11/12/13/14/15/16/17/18/19/20/21/22/23/24/25/26/27/28/29/31/32/33/34/35/37/38 and 40 have now all worked passenger trains of one sort or another.

below: two unidentified 'choppers' hurry a train of empty stone wagons back to Peak Forest through Buxworth Curve.



What's On

August 23rd/24th:

We will be having a sales-stand at the Cannon Street station Open Day in London, and would be grateful if you could lend us a hand for an hour or so if you are going as well.

October 4th:

ANNUAL GENERAL MEETING. Details elsewhere in the mag - please attend if you can, and exercise your vote.

November 1st:

Visit to Tinsley TMD and the Great Central Railway at Loughborough. Tinsley always displays a wide range of Class 20s, as well as 56s,31s, 37s etc, and we will probably call in at Shirebrook, Barrow Hill and Nottingham as well. November 1st on the GCR is a diesel day, which will hopefully mean that 40.106 and the "Teddy Bears" will be running. As usual for Tinsley, we will be going by car and there will be places available for anyone who needs to be collected. If you wish to come along, please contact Chris Stevenson to arrange a mutually acceptable pick-up point (eg. Nottingham, Leicester, Sheffield stations) as the cars will be coming from London. If you can provide places in your car please indicate this. The cost will be £2 depot entrance for Tinsley which must be paid in advance, then tickets on the GCR are extra along with a share of the petrol money (calculated on the day by a very complicated method!). Please send your £2 and required pick-up point to Chris Stevenson, address on page 2, as soon as possible since we have a lot of people who want to go already.

November 29th: (provisional)

Thanks to Steve Smith we have arranged a slideshow in Nottingham, which will take place at the Navigation Inn near the station. There will be a charge of approx £1 to cover the bar service (our own private one!). Full details next mag - but get the date in your diary! Thank you to Steve for taking the trouble to organise this event, please make it worth his while. Full details next magazine issue.

December 13th:

Provisional date for Christmas Dinner. Get it in your diaries!

Don't forget the "Chopper Topper" rerun by F & W, which should be at the end of August or in September apparently. Write to them, not us!

back page: 20.103+093 approach Chinley Junction with empties bound for Tunstead sidings on 15.3.86.

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