

20 - 20

VISION

THE MAGAZINE OF THE
CLASS 20 LOCOMOTIVE SOCIETY

Issue 26

Winter 1987

Price 40p



EDITORIAL

Just some quick notes this time, to keep you up-to-date with Society "goings-on" over the past quarter.

Obviously the chances of Class 20 haulage have not been very frequent at all this year and the last 3 months were no different from the rest of the year. About all we had were various tours to places like Aberystwyth, Southport-Gloucester, Deepcar, and also short trips at Open Days such as Aylesbury. The "Scarborough Spas" between Newcastle and York, provided unusual and quite long outings with some interesting Thornaby power featuring on them.

We have made a few appearances at Open Days this summer - not as many as 1986 since we thought we'd "done our bit" with the tour! A new scheme has been to try selling stuff at car boot sales. Of course Spotters Books etc don't sell but our railway relics go pretty well. We've also ordered some mugs featuring the Society loco on one side and the "data panel" from the cabside on the other, these will be available on the sales stand and we'll try and sort out some way of doing them mail order by the next mag. The last Open Day we are visiting will be Didcot (done by the time you read this), and between now and the next season we'll be concentrating on railtour organising and Wickham trolley restoration.

While, as usual, we can't give away any secrets about next year's tour, rest assured plans are progressing. We hope to have confirmation by the beginning of December but changes in the BR Board's policy are holding things up a bit. We don't think it will be possible to match this year's spectacular effort, but what we have planned will include some unusual areas not visited by 20s for a long time. Please try and help us make it a similar success by telling all your friends, enemies etc when the details finally come through.

The Wickham restoration is progressing with all paintwork nearly finished, the next job being to replace the woodwork and engine. Many thanks to Dave Gilbert, Simon Briggs, the Granthams, and the Langstons for recent help. If you can come along to lend a hand please phone any member of the committee to find out when the next work party is.

The recent AGM saw one or two committee changes, see the report inside for details.

Many thanks are due to contributors to this issue, without whom we'd be a bit stuck for articles, including Pip Dunn, Neville Sloper, Clive Langston and our rail report stalwarts. All articles and photos are gratefully received - photos can be b/w or colour prints so long as they are clear and have good contrast. Please ensure your name appears on the back of anything you send.

Finally, congrats to Steve n Karen on getting married a couple of months ago, but apparently Steve's cat is still allowed to stay in the house occasionally.

Don't forget the Christmas Dinner! (See "What's On")

Copy date for next contributions to next magazine is January 16th.

Annual General Meeting

Meeting held at Friends Meeting House, Hampstead, on 17th October 1987 at 2pm.

- The meeting was opened by the Chairman, who welcomed members that had taken the trouble to attend and apologised for absences.
 - The Chairman then ran through his report, noting the Society's continuing success and highlighting the year's major occurrences.
 - The minutes of last year's AGM were taken as read by those present.
 - No matters arising from previous minutes.
 - Then followed the Treasurer's report during which the balance sheet was presented. The purchase of the Wickham trolley, the income from the tour, and the purchase of a photocopier were highlighted, the latter asset should pay for itself within three magazine issues.
 - Dave Beecham, in the absence of John Izzard, read the Membership Secretary's report, noting a continuing increase in membership.
 - The Tours and Visits Organiser's report reviewed this year's tour and other outings, with gratitude being expressed for everyone's help at these events. Some future visits were outlined, with the pattern being as now - several depots per year, slideshows, other railway centres, and railtours(s).
 - Preservation matters were discussed, mentioning our acquisition of a Wickham Rail Trolley and its restoration at the East Anglian Railway Museum. The purchase of a Class 20 locomotive is not possible at the present time, or for the foreseeable future, due to none being released by British Rail.
 - The election of the Chairman, then committee, followed. John Condell has reluctantly had to stand down as Publicity Officer, due to job uncertainties. Very grateful thanks are due to John for his enormous contribution to the Society's fortunes over the past few years, and we hope he will continue his invaluable support. Both Karen Grantham, nominated by Morgana French seconded by Steve Hatch, and Clive Langston, nominated by Dave Gilbert seconded by Chris Stevenson, were elected as Joint Publicity Officers after much discussion. Both have played a major part in the running of the society already, with sterling work on both railtours and Open Days, plus regular appearances on visits. We wish them well in their posts and thank them for offering their assistance.
- Some changes in the existing committee were proposed, and uncontested, with responsibility for Membership passing to Dave Beecham, whilst John Izzard transfers to coordinate Sales and Open Days with wife Amanda. Please ensure any enquiries are directed to the correct member of the Committee.
- A very smooth AGM saw no Other Business raised, other than the presentation of a massive framed photograph of the 'Three To The Seal' railtour to Chris Stevenson, by Clive Langston and other members to show appreciation of his work organising this year's tour. The photograph was emotionally received (!?), and Chris reiterated his thanks to all the helpers on the tour

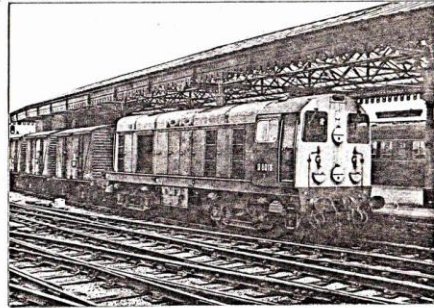
"without whom we would have had to get somebody else". ("Joke" - ED).

The meeting closed at 3.45pm.

Class 20 Locomotive Society - Accounts Year Ending 1986-7

INCOME		EXPENDITURE	
Subscriptions	#290.25	Sales items	#636.45
Donations	#150.44	Headed notepaper	#47.15
Sales (inc tour)	#1288.75	Open Day Fees	#62.50
Sale of scrap paper	#9.65	Society sign	#65.96
Visits	#63.40	Wickham Trolley (total)	#284.05
Railtour	#1419.05	Visits	#53.00
		SVR membership	#6.00
		Stamps & envelopes	#88.44
		Magazine covers	#118.41
		Mag paper and supplies	#36.47
		Photocopier	#125.00
	#3224.54		#1464.43
INCOME LESS EXPENDITURE	#1760.11		
BALANCE BROUGHT FORWARD	#2129.71		
BALANCE CARRIED FORWARD	#3889.82		

Plus assets of: photocopier #125, Wickham Trolley #284, Sales stock approx #500, lead collection #30, 1986/7 interest approx #300. Total assets approx #5000.



Above: D8018 acting as York station pilot on July 4th 1969. (MFF)

THE "MIDDLETON MARAUDER", or "Yorkshire Gyrator II".

After bounding up the A5 then M1 in Thunderbird One, okay, my trusty Astra, Steve, Karen, Stephen, Teresa and myself arrived at the Middleton Railway in Leeds.

I had arranged the visit through a friend of mine, Barry Smith whom I have known since the days of chasing Westerns (I feel old now), and he was to be a member of our crew. Our loco was Danish State Railways no. 385, known as the 'Bacon Slicer' because of its incredible valve gear which seem sto move in all directions at once!

When CJS and the rest of the rabble arrived, he said that he required the line that ran across the road by the entrance, and was somewhat surprised when Barry told him that we were going down there first.

The headboards, "Middleton Marauder", "Yorkshire Gyrator II", and the Society headboard, were put in various positions on the loco and two coaches and we climbed aboard and set off. The first stage was out of the platform then reverse down the line across the road with the loco leading and everyone hanging over the verandahs. We proceeded along some very dubious track which was overgrown and creaking. This line is actually a connection to BR but we only went as far as the run-round point. Even this is reached only every few months, and we jumped off to take pictures as the loco ran round and then we all piled back into the other coach to once again be next to the loco.

We set off again, back across the road and under the M1 with some incredible pyrotechnics, that's sparks to you Brian, as we went through the tunnel and up a 1 in 27 bank where we stopped to get out and have a run-past. As the train was backed down the bank we all found a position for our photos. CJ climbed up a tree, funny, I always thought he was out of his tree!

With a blow on the whistle the train set off up the bank towards us with the loco bucking and swaying to some fine order and smoke to match. As the train came by the driver slammed on the brakes and we all scrambled back aboard so we could go off up to the top of the line with everyone yet again hanging over the verandahs.

At the end of the line we all leapt off for yet more photos, it was here that CJ asked if we were going to do the rather overgrown-looking siding we had come past on the way up. When he was told we were he nearly had a heart attack. Off we went back down the line to where the siding branched off, here the local policeman decided he fancied a cab ride and duly climbed up to cries of 'you've been nicked Barry!' to our driver. We set off through some factory gates with the track rapidly disappearing into the grass. We went so far then stopped with the driver saying it was a bit risky to go any further. More photos, then a decision to unhook the loco to ease it forward even more. With three headboards in place the front of the engine looked a bit crowded. We then returned to the station where group photos were taken complete with police escort.

The three women present then thought it would be a good idea to go to the pub, which the male members of the party were against of course, but we were dragged there all the same. CJ was the last one to be dragged through the door kicking and screaming, although he did cheer up a bit when he realised that there was a domino set in the

pub. Needless to say, having been forced inside, we had a couple of jars and a few games. After CJ had eaten the landlord's tea we made our way back home.

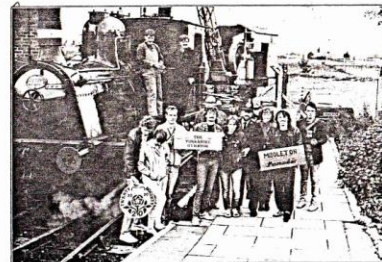
Those of you that didn't turn up definitely missed out on an interesting day, so be there for next year's visit! (doubled headed diesels?) Thanks to those who did come along and everyone at the Middleton Railway who made our visit so enjoyable, particularly the loco crew.

Thanks to Black Sabbath 'Born Again', The Mission 'Gods Own Medicine', Dio 'Dream Evil', Iron Maiden 'Number Of The Beast', Deep Purple 'In Rock', 'Machine Head', 'Made In Japan'.

[Not ANOTHER muzak-lover!! -ED]

The Assassin

Editorial note: Many thanks to Clive for organising this unusual day out, including some of the most amazing trackwork you would have ever seen.



(STEVE HATCH)

20s AND MODELLING - WHATEVER NEXT ?

- Well I suppose somewhere to run your super-detailed / scruffy / cheap loco and similar stock.

I'm not going to tell you how to build a layout, nor am I going to tell you where to base it on. The former is dealt with better in the specialist publications, the latter is up to you.

Here are a few tips on the rest of railway modelling in general.

TRACKWORK

N GAUGE: Several makes available, Peco being the best known. They do everything you could ever need, in all scales. If you want to be more adventurous, and accurate, try Fleischmann's Piccolo track and a firm called Kato. They both do a full range. Piccolo is readily available, see the magazines. Kato is more restricted, try Vectors, 166 Pentonville Road, London N1. Yes, they do do mail order.

4mm: Again, Peco cover it all. Hornby also available. I used this on my current layout but I don't recommend their points. The continental track looks foreign because of the sleeper spacing. For more accuracy try SMP or, best of all, Alan Gibson Trackwork. These have correct sleeper spacing, code 75 rail and better chairs. The main drawback is you have to build your own points with both systems. Kits for this are available from both or you can have them custom-made. The Gibson track is highly recommended, indeed the model railway club I belong to is building a large modern-image layout using the stuff. SMP and Gibson track is available in OO [16.5mm], EM [18mm], and S4/P4 [18.33mm] gauges. The rest only do 16.5mm.

7mm: Surprise, surprise Peco yet again. Alan Gibson do 7mm too, but again points are in kit form. There are probably other manufacturers but they don't spring readily to mind. This should tell you something.

In all scales there is the option of building your own track from lengths of rail and individual sleepers. These being either PCB or wood. It is not as difficult as it sounds, and I speak from personal experience. The result are very rewarding and it does wonders for the ego. All you need is practice, a good soldering iron and an accurate track gauge [Surely MUCH more fun without the gauge Steve? - ED].

CONTROLLERS

For basic layouts GaugeMaster have a comprehensive range to cover most things. They live at 27 Stone Lane, Worthing, Sussex BN13 2BA. The other big name in the field is ECM Control Systems Ltd, 80 Blatchford Rd, Horsham, Sussex RH13 5QR [I wonder why Sussex attracts controller manufacturers? Must be the 3rd rail. H & M controllers are still available second-hand, since they were used, but are reliable, basic and mostly out-dated. You can, of course, build your own. By the way, do not, under any circumstances, buy a Zero One system however cheap. Be warned.

ELECTRICS

Read a book on it. My knowledge of the subject is as exhaustive as Maggie's T's is of employment.

BASEBOARDS

I will not go into this either! Whilst attending exhibitions, and I've done as many of those as Mr Macey has raffles (ah but were you sleep at all of them? - ED), and I've seen good and bad. Go to a good exhibition such as Bristol, Expo-EM, or Scaleforum to see how it should be done.

PUBLICATIONS

Modelling magazines: There are five specialist magazines currently on the market. The range from the excellent to the unspeakable. If you want the best buy Model Railway Journal, if you want an

interesting, varied, but unfortunately short read then buy Scale Model Trains. If you want to buy cheap equipment get good old Model Railway Modeller. For the occasional interesting article try Model Railways. Should you want something to line the cat's litter tray buy Practical Model Railways. Prototype magazines: I shouldn't really need to say! Just one pointer - for historical information and good location shots try Back Track. If, like me, you model 'green period' BR this is invaluable. Books: There are very few specific books on 20s. All I know of is Profile of the Class 20s, and a Bradford Barton pamphlet called BR Class 20 diesels. B.B. went bust earlier this year so you might have to search for this. It was only 95p though. So who is going to write a real Class 20 book then? Pip? or CJS? [ok ok we get the message!] There's far too many books on those Eastern Region boats on rails so what about the 20? Modelling books: It depends on your level of experience. Try the following:

- Complete Railway Modelling, Vic Smeed
- The Encyclopedia of Model Railways - Terry Allen
- Railway Modelling, Norman Simmons. They are weighty tomes but are packed with information and are valuable references. The PSL guides are useful but over-priced. The Model Railway Constructor special on individual subjects such as scenics and kit-building are useful, and cheap. Try also Starting in Model Railways by Chris Ellis, editor of Scale Model Trains, good value at #2.95. The best books I can recommend to begin with are Modelling BR Today by Chris Ellis (again) and Modelling BR 1948-68 by Chris Leigh. These should be your first purchase.

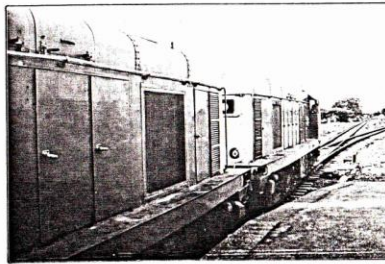
GENERAL

Join a model railway club. There's bound to be one not too far away. Railway Modeller hold a list of club secretaries throughout the country at their head office. It's not 100% accurate but good enough. You will learn more at a club in a month than you will on your own in a year. Apart from that, try modelling. You'll enjoy it!

Credits Scale Model Trains, Railway Modeller, Boston (1st), Iron Maiden (Number of the Beast), and IQ. [argh! he's off again!]

STEVE GRANTHAM

Below: 20.119 and 20.144 pause at Eaglescliffe on the outward "Scarborough Spas" on 31st August 1987.



8

9

THE TYNE-TEES SPA EXPRESS 2/8/87

The idea of a pair of 20's from York to Newcastle, via the coast was very appealing indeed the only drawback being the cost of the move, but I managed to get my money's worth by combining it with another move.

The first time the train ran, I had intended to travel up on the Saturday night to have the 'ones' out of the Geordie capital as well as on the return but I soon realized that a 30-40 notes expenditure was not really justifiable on a relatively uninspiring pair as 20172 & 20173. So despite being at New street with a full wallet and a fully loaded overnight bag I defied the move and hoped for better the following fortnight.

As the gen filtered through on Saturday the 8th it soon became known that 20122 'Cleveland Potash' and 20137 'Murray B. Hofmeyr' were to work the following day's Tyne-Tees Spa Express and so I thought about the best possible move to have this required pair.

Not only was there the York duo on the Sunday but also the 'LOCOFINDER' tour to Aberystwyth but these were first quoted as 20080 and 20128 which were due so the Newcastle move looked set to perform.

I decided to only have them on the return so that I could avoid the mega-ching 'High speed' helitics' were in fact NOT the fastest locos to be used on a Sunday morning. I also decided not to get a Newcastle saver, but one to Hexham instead so that return via Carlisle was possible and thus a trip over the S & C.

Sunday morning dawned and I set off, with a full bag to Coventry station to join a BR bus to New Street. At Brum it was confirmed that 'Murray' and 'The Potash' had worked down, and realising that the tour was now 20034 +20133

I planned the move. My original move of the 12:00 'tram' to York was cancelled because I planned to now go up via the pennines with a 47. So I boarded the 09:40 'Inter city' service to Manchester Piccadilly - a 47 I thought. Wrong as I stood in disbelief looking at a 5 car DMU!! Not deterred I boarded, and had the front car to myself and being non gangwayed, at least I wouldn't get gripped.

Now there are some things I find hard to believe - but how a dm which leaves New street 10 minutes late gets diverted via Shrewsbury and festers for ages at Crewe should arrive at Manchester 7 minutes early is totally beyond me - unless the train is booked for class 31 haulage!!

A bus across to Victoria was the next move for a mega long and boring fester for the simple reason that I refused to do a sprinter. - Nearly 3 hours later I boarded 47477 on 13:50 Liverpool-Newcastle, sat in the front coach and was treated to a good run to York. I had expected to see a number of familiar faces considering what a rare pair '122 & '137 were, but comparatively few had made the move. As the first sound of the kettle 4727 'Stagering Scotsman' was heard the premier power hove into view with '122 in position to be leading. They chirped onto the front of the 12 coach train revealing that their nameplates had now been painted black, and waited patiently to be let loose onto the ECHL in an effort to prove that the 'delitics' were in fact NOT the fastest locos to be used on this line. Dead on time the stagers gun went, and they thrashed out of York and headed north. Here the first of 2snags came. The quoted 15 excess was not being tolerated by Bert organiser who insisted that 110 was the fare. I tried in vain to pay only a fiver but he wouldn't have it so I coughed up a brownback as he wrote out my excess, but I got the last laugh as after he'd gone off gripping elsewhere I realized that he'd put no date on the excess so I could use it on the 31st! The second snag was that the locos, despite being a massive double score, gave a very under par performance in noise and speed and although they kept to time on the ECHL section I couldn't help recalling better runs on Skeg trains. The rest of the trip was good apart from this feeble effort from the mooses but then, although all 20's are mechanically the same some are better (i.e. 20004, 20013, 20125 & 20188 etc).

We had a very slight hiccup at Stockton (out of track!) and so a time consuming shunting operation ensued to enable us to proceed. At Sunderland the 2 mooses bucked up a bit and showed an excellent restart from the virtually completely underground station and trotted of nearer to home. Before I knew it we were at Newcastle passing Gateshead which had the deplorable sight of 47404 and 47419 in a condemned state. It was semi darkness as I stood sating at 20122 with a tasteful headboard (Take note PATHFINDER - tasteful headboards DO exist) proclaiming the TYNE TEES SPA EXPRESS with two Thornaby kingfishers on it. (It actually surprised me to note that only 20122 had akingfisher, and only one on

side and 10137 didn't have any). I left the mooses to take the ECS to Heaton while I planned my next move. The unexpected higher ching now meant that a pub move was capped so I just decided to fester, until 06:35! One merit of this fester was the scoring of 03066 on a parcel van shunt, but apart from this a 9 hour dose in a sleeping bag on a bruce is not my idea of fun - the things I do for a new pair of 20's!

47570 woke me up at midnight and sat a couple of feet away from me 'ticking over' and as I sighed a sigh of relief as 47570 headed south, 47286 arrived on a van train and sat here for another half hour! I soon concluded that sleep was going to be hard to get as 47468 arrived on a 9 coach rake which it split into 3 coach rakes. The first of these was positioned in a bay and was to form my train, 2M31 06:35 to Carlisle so I mozeved over and had the whole of the front FC compo to myself - luxury at last!

My motive power arrived in the shape of 47485, unfortunately not a 'generator' but I was not complaining as I rate 47s of all kinds. This was the first time that I'd travelled along this line so all the better in an FC compo behind a loco and not a unit. The line is very pretty and there was a morning mist rising as we left Newcastle, calling at all stations, with 47485 performing healthily. Carlisle soon arrived and I was pleased to see 40122, as I hoped to have a thrash of the 40 on the SAC. In the interim period between 08:15 and 12:37 I had to find something to do! First on the agenda was breakfast, so I went in pursuit of a shop selling milk. This done I headed back to Citadel to open up the Coco pops which were paired with the Ricles from my 'Variety pack' of mini breakfast cereals - an extremely wise and hellfire move for any overnight. There was enough milk left over for a coffee, so I trundled over to the buffet and asked for a cup of boiling water. With my request granted I got the coffee powder out and made me a coffee for sweet PA sorry, I mean for nothing. Sound overnight move no 2. Anyway that's enuf cookery for this issue!

OH I nearly forgot - you don't have to keep buying milk for the coffee as coffemate is just as good, or failing that BR Buffets generally have vast numbers of cream portions 'on display' for 'customers' use!! Now where was I?

After breakfast I thought that I'd better prepare for lunch, so I trotted of to 'MURK SAYS' (At least I'm not the only one who can't spell!) to purchase some rolls and ham. This came to only 45p so next time you buy a BR roll for £1.99 think about it, I got 4 rolls for 45p - and they're nicer!!

The next recipe for the day is lasagne and for this you will need... oh hang I'm getting prodded in the back by a cross editor who is telling me to get on with it or else the article doesn't get printed....

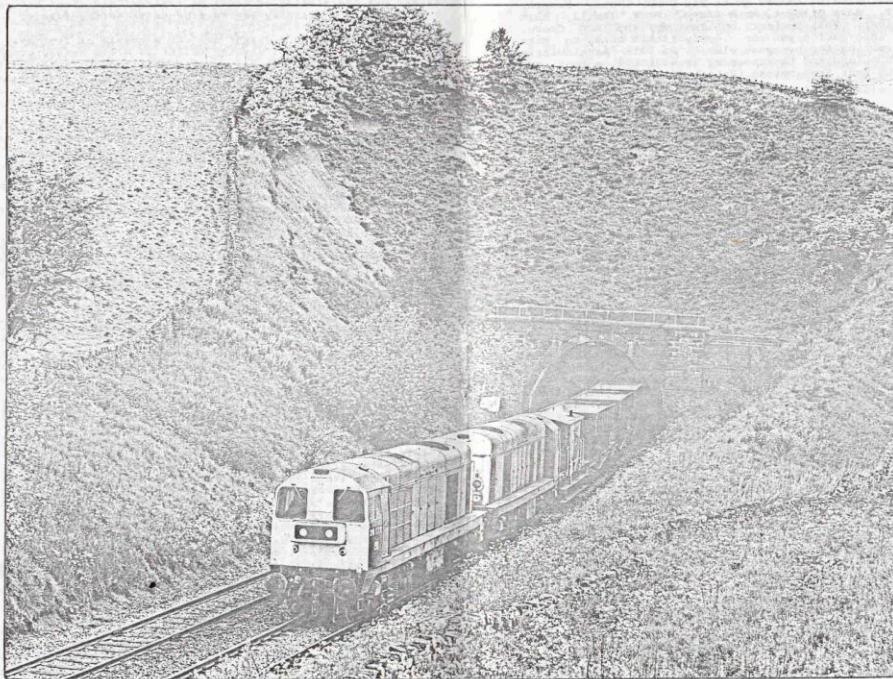
47427 rolled in from Leeds and at the same time 40122 roars into life so I join the front compo and subsequently get thrown of again as BR insist on cleaning the stock. 47427 runs past as 40122 rolls in but then 47427 backs on to the Leeds stock and the 40 buggers off! The 40 went is anybody's guess but I wasn't too fussed as 47427 was a low mileage one. The SAC is a highly rateable line in any season behind any power so I sat back and enjoyed the scenery and before I knew it we were outside Leeds where we ran into the all time popular BR cock up - signal failure....

.....approximately half an hour later we got into the station where I changed for a Liverpool loco hauled.... 47477 again.

I hoped to make a DMU connection at Stalybridge for Stockport but as 477 was late I missed it and so I carried onto Manchester Victoria. BR 40136 took me home from Piccadilly to end a high mileage, long festering but eventful weekend, which had got of to a good start on the Saturday with 20105 & 20099 on 1899, 12:20 New st-Cambridge!!!!

Handwritten signature: P. J. Dunn

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20.172 and 20.077 thunder out of Barmoorclough Tunnel with a Northwich-Tunstead ICI, 17.6.84
(Mel Thorley/Steve Turner)

RAIL REPORT

As usual our grateful thanks go to Pip Dunn, Lester French, Tinsley depot staff, Dave Gilbert, Mr B Aldred, Mr P Isbill, Mark Saunders, Steve Oliver, Phil Spencer, Mel Thorley, and RCO Crewe. Please send in any information you can - every little helps to make the mag more interesting for everyone else. We are particularly lacking info from Scotland and the Thornaby area at the moment and would be very glad to hear from anyone that sees or hears of unusual Class 20 operations.

- 29.4.87 (correction): 20.167+197 were reported towing HST from Gloucester but in fact they were sent from G'ster light engine to Bristol where they were attached to the train. When returning from Derby with the ECS they went to Bath Road for fuelling and worked back out on the 21.55 Bristol to Newcastle vans.
- 29.6.87 20.136+121 noted hurrying through Cardiff station at 21.34 in the direction of Canton.
- 30.6.87 20.145+131 also appeared at Cardiff, when they worked an exhibition train into the station sidings then trotted off back towards home in the afternoon.
- 11.7.87 20.022+126 and 20.021+113 on Herts Tours "Ploughman".
- 15.7.87 20.066+107 on 1480 from Longport-Stafford
- 26.7.87 20.172+173 IG10 "Scarborough Spas" Newcastle-York rtn.
- 28.7.87 31.289 failed before departure with the 3C02 N'ham-St Pancras parcels and was replaced by 20.142+182.
- 1.8.87 On Leicester shed at 17.25 were 20.075/84/94/99/105/161/183 185/190/210 with 077/195 in Humberstone Rd sidings.
- 3.8.87 20.169 (TO) viewed light engine at Kenilworth, and 2 days later 20.121 (TO) was seen on the same line on an up ballast trip, followed later by 20.104 (TO) on down empty spoils.
- 8.8.87 31.451 on the 07.27 Cambridge-New Street was stopped at Ashwell box for driver to request fitters attention to the compressors. On arrival at Leicester
- 20.099+105 (TO) took the train forward and ran round at NS, then they returned to Leicester on the corresponding 12.20 service. 31.446 took over to CA.
- 9.8.87 20.048 noted at Shrewsbury.
- 20.034+133 worked Rheidol Rambler rail tour from Wolves to Aberystwyth and back.
- 20.122+137 (TE) worked IG10 07.25 Newcastle-York "Tyne Tees Spas Express" and returned on IG10 to Newcastle.
- 12.8.87 20.193+205 (ED) on 15.40 Edinburgh-Stirling.
- 18.8.87 20.080+104 assisted 31.469 from Bradwell into Derby station with 3M38 03.30 Leeds-B'ham parcels. 20.040+082 worked the train forward.
- 1M48 10.11 Reading-Carlisle relief: 81.002 failed at Golbourne Jc with pantograph problems. 20.143+186 despatched from Springs Branch to assist as far as Preston where 85.038 topped the 81 to its destination.
- 21.8.87 20.077 (railfreight) and 20.195 (blue) were noted stabled at Gloucester Horton Rd.
- 29.8.87 20.064 noted at TE, without 030, for tyre turning
- 20.143+186 (TO) on 13.38 Blackpool-Euston from Wigan-Crewe.
- 31.8.87 20.119+144 (TE) "Scarborough Spas" from Newcastle-York + rtn
- 2.9.87 20.133+20.034 worked through Bristol with 6V70 to Exeter Riverside and returned north with an unidentified freight. Quite a sight over Whiteball!
- 3.9.87 20.085 (TO) on 11.37 Stafford-Coventry from Nuneaton!
- 7.9.87 20.029+124 worked 6H83 Whitmoor Yard to King's Lynn
- speedlink.
- 20.154+197 (TO) on 11.55 Crewe-Swansea, from Whitchurch to Shrewsbury.
- 8.9.87 20.044 and '92 were noted heading light through Stalybridge towards Huddersfield, continuing the frequent appearances of 20s on this route.
- 11.9.87 20.131+151 on 15.44 Nott'm-Blackpool to Sheffield, after 31.138 failed at Derby before working the ECS.
- 12.9.87 Apparently 151 failed with a brake problem so didn't return.
- 20.153 noted in works sidings at Doncaster, does anyone know if this is his "last resting place"?
- 14.9.87 Unconfirmed report of 20.131+151 visiting King's Lynn.
- 20.154+197 arrived at Leamington Spa light engine and took a ballast train away to Coventry.
- 15.9.87 20.032+055 worked 4204 07.35 Toton-Longsight track equipment special, 47.106 failed at Derby with 6M18 Earles Sidings-Greaves and 20.026+053 went forward.
- 16.9.87 20.072+084 at Toton for traction motor exchanges. 20.020 despatched to Crewe with balancer, shaft problems and may be withdrawn from service.
- 18.9.87 20.160+045 noted at Gloucester.
- 20.097 was Nottingham parcels depot pilot on this weekend.
- 19.9.87 20.114 Fort William pilot.
- 20.052+104 worked ECS from Son O' Skirl railtour from Manchester Red Bank to Southport. The booked pair (065+121) were failed. 052+104 then took the tour from Southport via the Chester triangle then Crewe, but all was not well with 104 and by Penkridge she was shutdown. The pair was replaced at Bescot by 20.154+197 which carried on with the train to Gloucester. In Bescot at the time were 20.010+128, 160+045, 154+197 and 20.159.
- 20.129+085 were at Birmingham New Street on engineers train.
- 7.9.87 15.21 Blodwell-Bescot, 31.280 failed at Telford with generator problems and 20.045+160 assisted to BS.
- 20.026+053 2M76 Derby-Crewe (DMU) diagram, and 2P82 Crewe to Derby. 20.059+120 1F74 from Nuneaton to Crewe.
- 23.9.87 40.122 noted at Leamington hauling 40.013, 27.059 + D9000. Also on this day 33.012/037/038/043/062/205 were all condemned at Eastleigh at 11am.
- 24.9.87 20.067+087 hauled D100, 1502, 55.019, and 97.201 hauled D4, 97403, 25.244 (taken off at Banbury with hot axlebox) through Leamington.
- 26.9.87 20.104+159 noted hurrying through Birmingham Int'l light engine, en route to Bescot for fuelling.
- 20.032+055 (TO) towing 310.092 from Stafford-New St on unknown service.
- 30.9.87 20.222 pushed 07.15 Dundee-Edinburgh from Markinch to Thornton, where 20.228 took over and worked the train to Edinburgh!
- 3.10.87 20.213 worked 17.05 1260 Haymarket-Glasgow QS Footex NOSE-FIRST! 37.080 had taken the train up in the morning.
- 7.10.87 20.218 12.55 Edinburgh-Shotts via Glasgow (DMU)
- 17.10.87 20.030+064 were due to work a train to Thameshaven from Ripple Lane Open Day, BUT SOME LUNATIC ARRANGED OUR AGM ON THE SAME DAY so SOME people weren't allowed to go and cover it thank you SO much!!
- 100 Class 20s have worked passenger trains up to this date, this year.
- The green locos, 030 and 064, were transferred to Immingham from

Day Trip to Ironbridge

We are very pleased to include another article from Neville Sloper a Driver-Instructor on BR (our apologies for getting your job title wrong last time Neville). Many of you will remember his entertaining account of various experiences in the cab of Class 20s at work, and this time it's what it's like up front during a particularly gruelling task for the locos - the Ironbridge coaltrains.

Some two years ago, following agreement with the unions to allow the Guard to travel in the rear cab of a pair of 20s on fully-fitted trains, BR began to equip a large number of the Class with slow speed equipment. The idea being to operate shorter distance MGR trains with 20s, thus releasing classes 47, 56 and 58 for longer haul MGR and Speedlink services. By this time Toton had already received some former Scottish locos already fitted with a much older, and somewhat crude, type of slow speed equipment. More about the two different types later.

The reason for the Guard not previously being allowed to use the rear loco cab was one of safety. The rule governing fully fitted trains hauled by more than one locomotive states that the Guard must travel in the REAR cab of the LEADING locomotive. This allowed communication with the Driver via the engine compartment in an emergency. As a 20 has only one cab and no walk through engine room, a brake van was always provided. This was overcome at first by providing an emergency brake valve in each cab. However, trials with this did not prove entirely satisfactory. The solution finally arrived at was a communication buzzer similar to that used on HSTs but without the luxury of a telephone.

Having seen one or two pairs of locos working MGR trains in the Saltley area, I became curious about how they would perform on such trains. I was surprised to learn that the load for 2 class 20s is the same as that for a Class 56 or 58 (45 MGR wagons to Didcot, 32 to Ironbridge) and considerably more than for a 47 (36 to Didcot, 30 to Ironbridge).

My chance came on the 6th November 1985 when I booked on at 5 A.M. "spare". As soon as I arrived the supervisor said "will you do a Kingsbury to Ironbridge, there's a pair of 20s on number nine road". I accepted the job without hesitation, the Ironbridge jobs being some of my favourite Saltley turns. And a pair of Choppers thrown in for good measure, what more could I want?

I found 20.032 and 20.085 already prepared and coupled to 56 080. It transpired that the 56 was to work a train from Kingsbury to Didcot, so for convenience we both went off the shed together. As speed rose on the Up Main, it soon became obvious that 20.085 was not the warmest of locos, in fact on a cold November morning it was damned well freezing. I looked forward to changing ends onto 032 at Kingsbury hoping for better things. I was soon to be disappointed. On arrival at Kingsbury 56.080 was uncoupled and we dropped onto our respective trains. I changed ends and soon decided that 32 was even colder than 85, so on with the cooker for a little extra heat.

Brake test completed, the Guard handed me the Driver's slip with details of what we had loaded MGR wagons on, 2 less than a full load but still some 1,380 tonnes. I whistled up and we dropped down to the outlet signal. A couple of trains passed on the main line and then we were away. Gently at first until the whole train cleared the sidings, then full power! The locos seemed to complain about being asked to perform such a task so early in the morning. Four columns of dark grey smoke shot into the crisp morning air, accompanied by the familiar English Electric thrash. And, not wanting to be left out of

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the excitement, everything in the cab started to rattle violently. The cooker door fell open and a whole house brick fell out with a loud bang. The brick is used to place food on in the cooker to get it nearer to the grill element.

We touched about 35 mph before shutting off for Water Orton West Junction. Obviously we are not going to break any speed records today I thought, but then I wasn't expecting to, EE's being built for strength and not speed. At Water Orton station the passengers left the comfort of the waiting room, only to retreat rapidly at the sight of a coal train bearing down on them. The unsuspecting at such stations who choose to remain on the platform soon find out the folly of such action, being pelted by particles of coal from the wagons.

The junction signal cleared as we approached and we blasted off, again up the steeply graded Sutton Park line at a steady 15 mph flat out. As we strained through the park the growl from our engines echoed back from the trees, and I couldn't resist having the window open despite the temperature outside. Anyway, there was such a gap around the cab doors that it was so draughty an open window made little difference! A couple of 20 mph restrictions passed without having to alter the controller position, but once over the top to Aldridge we drifted gently down towards Walsall.

We turned right at Plack Junction where the line to Bescot bears left and the Dudley and Stourbridge line goes straight ahead. The Darlston Junction signal was on and after a brief wait 85.004 hurried past on an up parcel train for Curzon Street PCD. Full power again and out onto the former Grand Junction line until a left turn at Fortobello junction took us up an even steeper gradient towards Wolverhampton. I recalled my first trip with a Class 56 up this hill, when the scream from our engine caused several bedroom lights to come on in response to such an unfamiliar sound. The Ironbridge jobs being used for Driver training when the 56s first arrived in the West Midlands. Although a very different sound, the Choppers certainly weren't out-done on volume! As speed dropped I began to have doubts about reaching the top of the bank. I should have known better, for we settled down to around 10 mph and must have made a fine sight as we passed the summit.

On through Wolverhampton and a welcome rest for the locos as we drop down through Oxley carriage sidings. Then power on again as this railway is mostly up and down with very little level track. Just beyond Cosford I opened up again to get a run at the bank up to Madeley Junction where we turn left onto the branch, now used only by coal and oil trains to Ironbridge power station. The Signaller handed me the token for the single line section to Lightmoor Junction where the line to Horsehay used to come in. This line survived until about five years ago, its only traffic in later years being out of gauge loads, such as bridges, from a local quarry. Here I handed over the token, and we crept onto the steep winding slope into the Severn Valley.

On a high viaduct we pass over the Coalbrookdale museum of iron and on down into this beautiful wooded valley. Soon the river comes into sight, and on the opposite bank can be seen the viaduct of the former GWR line from Kidderminster. What a pity that the Severn Valley Railway cannot be extended beyond Bridgnorth to Ironbridge. Into the trees once again then suddenly a cooling tower springs into view. What a superb job the planners made of hiding the power station from the surrounding area. We pass onto CEBB metals via a superb cast iron bridge over the river, similar to the one at Arley on the SVR. The big question

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now is "how many in front of us?" Soon 20.120 and 20.147 hove into view just leaving with their empties and 47.351 was waiting its turn beyond the discharge hopper.

Time for a cup of tea and a sandwich before 47.351 and train clear the points so that we can draw down towards the stop block to run round. Now for another first, the new slow speed equipment. If we had one of the locos fitted with the older type of slow speed, the full power position is used. However the new equipment requires the controller to be set at about a third. I selected the first of two slow speed positions and opened the controller. The box of tricks on the rear bulkhead lit up like Blackpool illuminations, flashing red and green lights everywhere, and off we went at the regulation one half mph. Once settled at this speed I selected the second position on the slow speed switch to cut out the rear loco. With Class 20s, only the leading loco is operated in slow speed mode, the rear loco operates normally to start the train away and is then cut out.

As we slipped and slithered on the coal deposited on the rails by previous trains, 20.180 and 20.008 arrived with another loaded train. I decided that even with full use of the sanding gear we would still have a struggle, so I returned the slow speed switch to the first position, thus bringing the rear loco back into play. We remained in this condition until about half the train was empty when I judged that we could manage with one loco. Sudden loss of our air train pipe pressure indicated that we were clear of the weighbridge. This was caused by the Guard opening the cock on the last wagon of our train. While the examiner inspected our train for defects, 20.166 and 20.183 arrived and the place was starting to get a bit crowded.

Fine drizzle started to fall and I thought despairingly about the climb back up to Lightmoor Junction. Although our train was now empty the steep gradient and sharp curves combine to make a very tricky ascent. Many's the time I've stuck on the bank with a 47, due mainly to the lack of sanding gear on these locos. The only choice then is either to summon assistance or, more commonly, to apply sand by hand. We always carry a bag of sand on a 47 for this purpose on these jobs. Although a slow and laborious task this method was often quicker than waiting for assistance. But no problem today, apart from a couple of slips, soon corrected with a touch of the sands, we simply stormed up the hill and over the top. On the opposite road 20.006 and 20.028 waited at the section signal for the line to clear into the power station.

All Madeley Junction's signals being off we ran straight out onto the main line, depositing the token on the metal arm provided outside the box (bit of a knack to this at 15 mph!). In the siding 47.201 was depositing its train, the crew having decided the three trains already in front of them would cause them too much delay. Jobs for the overtime boys these!

Now out onto the main line and on downhill gradient towards Cosford we soon reached our 55 mph maximum. But 32 is riding like a rocking horse, such are the pleasures of a Train Driver! We re-traced our steps back to Kingsbury, depositing our train then off light engine to Saltley. It's now 5pm, exactly twelve hours after booking on. I booked off and looked forward wearily to the 30 mile drive home through the rush hour traffic.

That, then, is the story of a day's work at Saltley, not exactly full of excitement, but certainly more interesting than our "Whacky Racers" (Saltley Drivers' name for DMU jobs). I hope you have enjoyed reading it as much as I've enjoyed sharing my experiences with you.

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NEVILLE M SLOPER

WHAT'S ON

Saturday, 12th December: Christmas Dinner. Our popular annual get-together, held this year at the Brookmans Park Hotel near Fotters Bar. Festivities commence at 7.30pm and the cost will be about #10. If you'd like to come along please contact Paul Mee, but remember it's important to make a firm booking as soon as possible because we have to arrange the food. We need to receive your booking by November 25th, with a deposit of #3. Paul will give you full details of directions and a menu, but basically it's superb! Close to Brookmans Park BR station on the London King's Cross line. Every participant must wear a silly hat - don't forget!

Saturday, 16th January: Slide and video show at Steve Grantham's house in Maidenhead. All the usual slides will be viewed, plus several tapes of the Three To The Sea! railtour, and if last year is anything to go by great fun should be had by all. Don't forget to bring some slides! Kick-off at 7pm, please contact Steve on Maidenhead 2682 and let him know if you'd like space to stay the night (sleepingbags NOT provided!). In return he'll tell you how to get to his house. Thanks very much to Steve for allowing us into his castle again this year.

February - possible slideshow in Nottingham. Details next time.

March - Depot visit, probably to Immingham.

April 30th - RAILFOUR. This is the fairly firm date at the moment. Sorry, no clues yet, but how about calling it Thirteen To Achnasheen?

There's also the possibility of a visit to Tunstead (Buxton) limestone quarry railway if Mel Thorley can arrange it - over to you Mel.

Below: Wickham trolley restoration in full swing at the East Anglian Railway Museum, Summer 1987.



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20190 AT BARRAM HILL DEPOT — 1st MAY, 1987

