

20 - 20  
VISION

THE MAGAZINE OF THE  
CLASS 20 LOCOMOTIVE SOCIETY

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## EDITORIAL

!?\*%!?!...Recovered now? Impressed by the amazingly amazing front cover eh? Well you should be. Maybe the first ever time a little Society has featured a "colour cover" - marking our 25th magazine, and also 20.002s 30th birthday! Don't forget we still have stocks of exclusive "fixafots" (smaller than the cover though, but just as sticky), one of a Railfreight 20 at Butterly, and one of a pair blasting away from Tunstead on ICI hoppers. Please send an SAE to Dave Beecham plus 25p for each sticker you require. The photos are only sold by us so their individuality on your bags and books is guaranteed! We also have a few tour T-shirts available, so drop a line to Dave if you're interested in one of them too. Even if you didn't appear on the tour (SHAME on you) it doesn't mean you can't wear one. The shirts feature a 20 carrying a bucket and spade with the tour name and date (thanks to Lester French for the artwork).

On the subject of the tour, an article is included with detailed timings Suffice to say here that the results astounded us, and judging by everyone else's reactions it astounded them too. An unprecedented number of similarly named tours have sprung up such as the SEG "Two To The Quay", Traintours "20-20 Visionary" (we even have our mag name pinched!) and even a steam-hauled trip called "Steam To The Smoke". We're very flattered. We gained a lot of publicity from it as well - photos in most magazines, footage on several video "news reels", and the front cover of the latest Platform 5 book. Some of you may have been confused seeing a photo of us alongside an Editorial criticism of "enthusiast" yobboes in Railway Mag. While we obviously condemn these idiots, we were not happy having ourselves associated with them. RM replied to a letter from us saying that the small-print caption stated the problem was on public trains, but many people have said that they found the initial impression was one of Class 20 fans being involved.

Thank you very much indeed to all contributors to this issue, please keep up the hard work! Articles, photos (no, I haven't forgotten about yours Stephen!), personal reminiscences, timings, rail report etc are always gratefully received - the more we get the more you all read.

Apologies to Ron Sprung who should have been credited with the photos of prehistoric Class 20s in the last issue, sent via Mel T. Thanks Ron.

The Wickham Trolley restoration is progressing at the EARM. It has been stripped completely down to the frames, much painting and woodwork replacement carried out, and we are now starting to rebuild it (him/her?). Help is always welcome - please give one of the Committee a call to check when the next work party is. There's a limit to what we can achieve ourselves in addition to running tours, sales-stands etc!

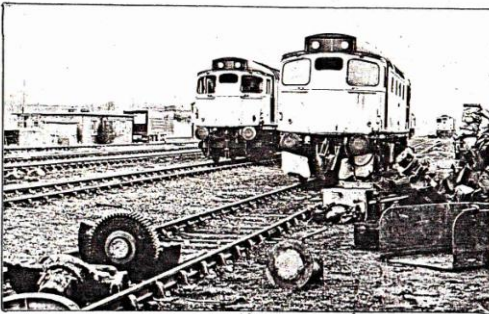
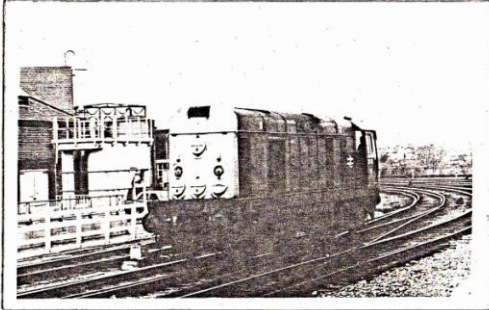
We have received one or two moans about people's membership situation. Obviously, real cases of non-reminders, unposted mags etc, are serious but we can only do something if you let us know. So, if you have a gripe please write to Paul Mee and tell him all about it. The situation is being looked into by us to see if anything needs tightening up.

Our Open Day visits have been quite successful including Norwich, Butterley (cabrides in 20.108 for anyone interested) and Aylesbury. The latter was probably one of the most interesting we have done, and also one of the most inconvenient with most of the usual team off with excuses ranging from school fetes to biking in Ireland. It was the first appearance of Peter Craig's Verbeeck barrel organ on a sales-stand being played most of the day for contributions. Crowds built up and we were even photo'd for the local paper! Many thanks to Pete for bringing it. There were a variety of exhibits including 20.053 which rounded off the day by taking a train to Princes Risborough and back, sporting our headboard on the front.

Thanks to all our stand helpers - Clive and Teresa, Simon Briggs, Pete Craig, Steve Hatch, Tony Geary, The Committee, oh, and the D4 chaps and chapses for loaning us under-cover standage at Butterley..

We are grateful to our contributors to this issue, as always, and the number of articles sent in has meant we've got to hold some of them over until next time. The 3 2 The C report ended up being longer than expected and the graphs for the D8000 1958 Test Report have taken up a lot of space - the last lot though as the rest of that report will be a write-up of the results. So amongst other things that you have to look forward to are another intriguing insight of what it's like to drive Class 20s by Neville Sloper, and more Loco Profiles from Pip Dunn. Finally, Happy Birthday to 20.002-8 (sadly not all of them any longer) who celebrate their 30th Birthdays between now and the next mag. Congratulations guys!

Photos below: 20.023 at York on 16.4.87 (Stephen Oliver)  
A small tribute to the expired Class 27s. 021 and 26033 at Thornton Junction, 9.3.87 (AO Wynn)



FRONT COVER: "Three To The Sea" arrives at Bedford. 2.5.87 (Colin Hayton)

In part one we looked at the loco itself and its potential. So, just for the record, I'm imagining you all out there with one or more perfectly detailed model(s) in your sweaty mitts with nuthin' to haul. Fear not, here is the info you require, broken down (like the writer) by scale or gauge.

2mm - Coaching stock : Both Minitrix and Graham Farish do MkIs in all liveries hauled by the class. For more detail and to rid yourself of coach sides a scale foot thick try sides by Comet and Taylor Coaches. Farish also do MkIIs and MkIIIs if you want to shunt the coach sidings.

Freight stock : Same manufacturers as before, also Lima if you can get them as they now seem to be out of production. They have a wide range of modern image and earlier BR wagons between them. If you fancy a few evenings of constructive employment you could build a rake of HBA/HBAS from a new kit by Taylor Plastic Models on PECO NR-122 15ft wheelbase chassis. Available direct from TPM, 20 St Georges Sq, London E7 8HW.

4mm - Coaching stock : Hornby do MkIs, but I wouldn't bother if I were you. You would be better off with Lima versions with Flushglazing/detailing/weathering. Something worth looking out for at swapmeets is Airfix/Mainline MkIs, these are very nice. Dapol are re-introducing them. Comet coach sides are again available for the detailing of Lima coaches. Try them at 173 The Ridgeway, Erdington, Birmingham B23 7TE. Also available from Lima is a good range of parcels stock such as 57ft and standard GUV vehicles. Also look out for excellent Airfix/Mainline/Dapol parcels van. There is a good article on upgrading Lima MkIs in Scale Model Trains Nov 1985 issue. Replacement wheels for all from Ultrascale and Crownline Models.

Freight stock : Absolutely oodles of it. Hornby, Dapol and Lima ready to run with a huge range between them. Hornby have recently reintroduced the VIX and VDA vans, OBA open and MSV tippler. A long rake of the latter heavily (and I do mean heavily) weathered with those little pillar box slots cut in the sides behind a pair would look good. Just like the ones I saw behind 090 and 108 on 14th June through Chester. Replica Railways do an excellent HBA/HBA in Railfreight or bauxite. In the Kit line Roy Gould (Model Railways), 226 Mitcham Lane, London SW16 6NW have recently introduced a VGA kit. A range of departmental wagons is available from Cambrian Model Products, Bethania, Llanon, Dyfed SY23 5NS.

7mm - Coaching stock : Now we're moving in esoteric warm wet circles. Lima, again, did a MkI coach in open and brake/compo versions but these are very rare. If you're lucky enough to find any they would make a good starting point. Other than that it will have to be either kit or scratch building. Try a kit of a MkIII for £57. Millionaire modelling anyone?

Freight stock : A surprisingly large range actually. A very basic but bargain 4 wheel open was made by Lima but again this is rare now. Try DA wagons from Kittle Hobbies, Swansea. Among others they do a pretty good 28T stone tippler at £18.25 including wheels and couplings. Bournemouth Model Railway Centre, 335 Holdenhurst Rd, Bournemouth, have a wide range of kits but at £36.50 for a VDA van rather your wallet than mine. They also do an O scale 20 kit at £69, probably without wheels and motor. Definitely the last straw!

Anyway, this should do for now. See future issues for further gems

Acknowledgments: CJS for bullying, Scale Model Trains, Railway Modeller, the late (and lamented) Peter Railman constructor, The Cult (Electric) Helloween (keeper of the keys), The Mission (God's own medicine) and of course, Marillion (clutching at straws) (Steve, what ARE you on about?? Ah, I see you've run out of room, thank goodness. - ED)

Comments to Steve in Kenon carried 18th July

"THE KIDDERMINSTER VENTURER"

As part of their advertising for the Midline service to Kidderminster BR arranged a special diesel weekend with the Severn Valley Railway on 9/10th May. In addition to the two SVR Westerns and a couple of steamers trains were booked to be hauled by imported locos too - D4, a 37, 55015, and a 20. A single Chopper is obviously a nice sight at any time, but when it's on a preserved railway as well it's compulsory viewing!

- We arrived at Bewdley well over an hour early for the 10.38 to Kidderminster, expecting to find the place jammed solid but it looked like Marylebone station at 3am - old codger sweeping the platform, leaves blowing in the breeze, ghostly silence, you know the sort of thing. The Rumour Department announcements had led us to believe the loco was to be 20.170, or 20.010, but in the event the honour fell to number 90 in standard coalstid livery. He looked like he was enjoying his moment of fame, quietly burbling away at the head of a rake of coaches, and no doubt gathering strength for the blast up the hill towards Kidd.

The regular front right-hand window was duly claimed and the author was strapped into his straightjacket ready for the short journey up to the town. The other two members of the party weren't sure what means of restraint to use for the full K'minster to Bridgnorth section. One suggestion was putting him inside a lead-lined box somewhere off the train completely, preferably in, say, Inverness. All was now set, apart from a 50 minute wait. But what's this? Driver arrives, someone uncouples 090, and off he whistles towards the signalbox, promptly backing down onto an observation car in the next platform. Aagh! The obs gets dumped at the front end and we are now one coach length away from the twittering and chirping beastie. Evasive action called for boys. Piggy banks are smashed open and we cough up hard earned (well maybe not in Tony's case...) 50 pences for the privilege of regaining our front right hander - AND left hander, left-centre and right-centre as well! What more could you ask for? A complete view of 090's cab, jumpers and couplings, PLUS tea and cakes, luxury seating, and stewardess service. Pity it was only for ten minutes.

We set off with 55.015 skulking about at the rear of the train, which meant that 090 wasn't opened up as much as he could have been, but still a real treat heading nose first up to the tunnel. Approaching the tunnel we waved at the driver, who then relented and wound our steed up eventually entering the murky blackness following to some extreme order. The wide bore allowed us to savour the full sound of engine and turbos as the walls blasted it back into our coach, and then we were out and rolling down into Kidderminster with engine idling. Magic stuff. The uneven track produced that peculiar bucking and swaying motion that is a wierd speciality of 20s, and this accompanied us into the station.

The Chopper was due to take the next train out so we toddled back to Bewdley with the Deltic and returned behind a steamer, with us nicely and strategically positioned at the back ready for the 20 backing on. The trip to Bridgnorth was booked non-stop from Bewdley giving us scope for a good run, and seven coaches meant 20.090 had something to bite on. The departure from Bewdley was fairly sedate, but 40 gallons of oil from one of the Westerns all over the track near Victoria Bridge presented no problems. In fact it may have helped - we went like oiled (as opposed to greased) lightning after that and speed rocketed up to £8, oops, typewriter problems there. Good job too bearing in mind the 25mph speed limit. It was somewhere between 0 and 75 anyway. We virtually came to a stand at Highley which gave the driver a chance to thank our loco within an inch of his life, a display appreciated by the many photographers as well. Great sight.

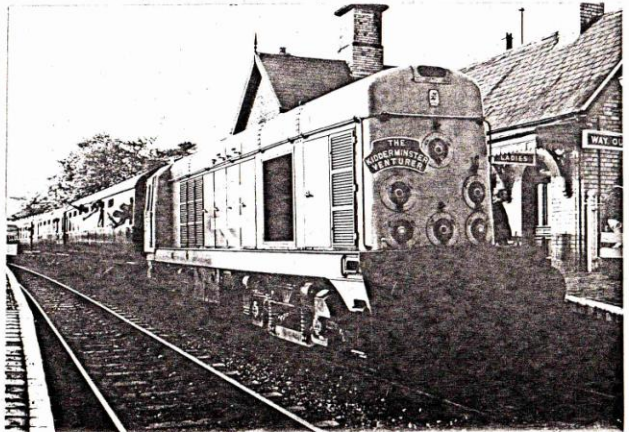
More ridiculous speeds preceeded the tunnel at Bridgnorth, and we squealed to a halt after an enjoyable run. Not quite triple-headed 20s doing 87mph at Leamington, but you can't have everything. The driver explained he was normally an electric loco fanatic on the WCML and hadn't driven a 20 for fifteen years so he intended to make the most of his treat on the SVR. He remembered he had made a particularly rousing exit from Highley! However he only looked at his speedo once and it said 24mph, so he had obviously kept to line limits though...quite right too.

Pity they kept the best loco on the line (ours!) in the shed for the rest of the afternoon until the half past five departure. Still, it gave people a chance to worship the old lad, and us a chance to worship some fortified water imported all the way from Hook Norton.

A tough decision was made, probably the wrong one, and we dashed (a carefully chosen word) down to Arley behind D1062. Things were running rather late now due to faults on various of the diesels. In fact, 20.090 was started up at Bridgnorth to do a rescue job at one time but Great Gable managed to stagger the whole way unassisted (all credit to his owners). Finally, at half past seven, the last train nosed round the curve into Arley headed by a certain Class 20. Which one? 090 I think it was. Funny how some of them turn up more than others these days. A great sight with the setting sun reflecting off the bodyside doors, and the "Kidderminster Venturer" board perched up on his nose. The departure out under the bridge and into the cutting was probably the best of the day, no doubt encouraged by the "Three To The Sea" shirts visible in most of the windows of the front coach... but that's another story...

An excellent and unusual weekend, all credit to the SVR and BR, which may apparently be repeated next year. 20.090 couldn't wait until 1988 though, as Sunday saw him double-heading with an "Hydraulic Gazelle" leading nose first as the driver made a final fling before relegation to his electrics next morning!

20.090 at Arley about to leave for Bewdley (CJS)



The leaflets made this F&W tour (or should I say 'Pathfinder') sound very appealing indeed, with class 20's traversing the highly scenic Central Wales line, a line which I have only travelled over once before, admittedly behind a pair of 'Rats', but that was 1984, so another trip could not have come at a better time, and what better than a pair of choppers to traverse it with??

In order to join the tour, me, Phil Spencer, and our driver Simon took a Uxley HOP 655N to Nuneaton to see 20021+20113 roll in on a 9 (I think it was 9) coach train along with a boring headboard! They left Nuneaton for New Street where Phil left us to go to Swansea, and the choppers ran round. Of we moosed to the WR, stopping at Worcester, Cheltenham and a run round at Gloucester, where 50023 'Howe' was being paired up with 50042 'Triumph' for a reason we were oblivious to. We were now back at the front and would remain so for the rest of the tour, except the Swansea to Carmarthen stretch. By now the gen for our 'unspecific' was another 'fix' for the 'top men' to score an engi. (It is also true to say 20021 was not on the tour, by pure coincidence).

I wasn't complaining about 37162 because I needed it as well, but I can't help recalling one of the stewards previously mentioning that they were trying to get a 56 to do the Margam-Swansea bit, and that would have been much better than a 37, even if it was a rarer Welsh one. Anyway enuf moaning as the tour in general was well run and our choppers were in fine fettle to say the least as they stormed through the Severn tunnel and on into Wales, past Severn Tunnel Junction depot, which house numerous WR 37's in various colours and numbers, and although I can't recall many specific locos, I do recall 37901-4 inclusive.

We stopped at Cardiff General to pick up other punters, and as with any other chopper tour, heads turned at the sight of two 20's heading west from Cardiff deeper into West Wales. We headed past Canton which also had a pile of 37's with silly numbers, including one numbered 3770 - obviously missing the last digit!!

At Margam, 20021+20113 gave 37162 a rare passenger fling, to take us to Swansea for a break which conveniently coincided with opening hours!

At 14:10, with our choppers re-established at the front of the train, we left and headed for Carmarthen, which on arrival revealed itself to be one of the most boring places that I've ever visited!! The 20's ran round, and of we twittered for the highlight of the day - the central Wales line. We stopped briefly at Llanelli before proceeding. At Pantyffannon a few more 37's sat around, this time only one had a stupid opinion of the whole line from my point of view. A photo stop was held at Llansrtyd before we carried on to Craven Arms for another photo stop. By the time we reached New Street, we were only 5 minutes late as 37693 (ex 37210) backed on to take the train to Gloucester.

An excellent tour made all the better by impeccable timekeeping and faultless running by the 20's plus no drunkenness!!! We all bade farewell at New Street and went our separate ways home - I shall not go into the journey home except to say it took us 3 hours to get from New Street to Nuneaton due to being diverted via Stafford and having mega signal checks!! And as for the customer care shown by the guard.....

*Pip Dunn*

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Whether you knew it or not, the BR timetable which came to an end on Sunday May 10th 1987 offered you a choice of no less than 45 named train services! Of course, these days it's not much use looking for headboards even on 47-hauled trains (the only class with a bracket which really lends itself to this practice), identification is usually made by looking at the droplight in the end doors on the coaches. However, naming of trains, albeit without rose adornment, is on the rise and reverses a procedure by which 'named trains' were not 'company policy' not too long ago!

In the LMR Public Services Timetable for Winter 1963-4, as many as 21 named trains still had their own pages at the beginning of the book, but the following Winter had seen them relegated to the table pages only. When the first all-region 'Bible' came into use on 6-5-1974, no title pages but still to be found in the tables were old favourites like the 'Thames-Clyde', 'Ulster', 'Royal Scot', 'Talisman', 'Flying Scotsman', 'Cornish Riviera', and 'Cornishman', but the rest of the 70s and early 80s were not exactly a purple patch for named trains. Sometimes I used to travel extensively on a Summer Saturday without seeing one adorned set of coaches, but then...

On 16-5-1983 the old, un-named for many years than even I can remember, Manchester-Harwich Boat Train, was extended to Glasgow and Edinburgh, and named! THE EUROPEAN (even the Scotland-Preston electric had a headboard on the first day) and suddenly BR saw a use for naming these anonymous rakes of carriages running about, now even devoid of headcodes.

Back to the current 10 x 8 by 1-and-five-eighths (can they get any bigger?) and we lose the MIDLAND SCOT (Coventry-Scotland) with us since total WCMC electrification, the PRINCIPALITY (Cardiff-Scotland), a very recent naming, and the SOUTH YORKSHIRE EXECUTIVE (Sheffield-St Pancras). With the shake-up in East Anglia, go the CONTINENTALS, DAY and HOOK, both with us on and off since 1927 (they'd been running 20 years before I started hearing trains!). Now for a shock; the EUROPEAN has been rerouted across the North London line to join the WCMC at Willesden, rather than at Preston, however, BR have not seen fit to transfer the name with the route, but this could be a printing omission (?). So, in closing, I list the 16 (yes, sechzehn, Herr Screaming-Hunn) new named trains introduced from 11th May 87, making a 'Deltic' grand total of 55 - Good Named Train Hunting! (Date in brackets, first use on a train):

ADMIRAL DE RUYTER L'pool St-Harwich (new)  
 BENJAMIN BRITTON L'pool St-Harwich (new)  
 BIRMINGHAM PULLMAN New St-Euston (1960)  
 CHELTENHAM SPA EXPRESS Paddington-Cheltenham (1918)  
 CLEVELAND EXECUTIVE Kings X-Sunderland/Newc (1982)  
 CORNISH SCOT Edinburgh-Penzance (new)  
 DEVONIAN Leeds-Paignton (1927)  
 NORTH-WEST DANE Blackpool-Harwich (new)  
 PEMBROKE COAST HOLIDAY EXPRESS Pad'ton-Pembroke (1953)  
 RHINELANDER Harwich-M'c'r Picc (new)  
 ROYAL DUCHY Pad'ton-Penzance (1955)  
 SNOWDONIAN Euston-Pwllheli (new)  
 TEES-TYNE PULLMAN Kings X-Newcastle (27.9.48 approx!)  
 TORBAY EXPRESS Paddington-Paignton (pre 1914)  
 WELSH DRAGON Euston-Holyhead (new to WCMC)  
 WEST COUNTRY HOLIDAY EXPRESS Pad'ton-Paignton (new)

So, it's 2 namers for Stockport, the DANE and the RHINE; if you have seen any headboards on these, or the last EUROPEANS, I haven't a clue in whose loft they were made out of chipboard.....

by A. 47647-Bracket

PS. Wonder which is the first named train to have Chopper-pullage?

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### "WE'RE ALL GOING ON A SUMMER HOLIDAY..."

Well, it looks like we did it again. With a combination of hard work, a bit of imagination, and a lot of luck we managed to almost doubly book the "Three To The Sea!" making a repetition of the "Yorkshire Gyrator" - not bad for one of the smallest railway societies! While there were many hassles, setbacks and complications in the weeks running up to May 2nd, the day itself seemed to go almost completely without a hitch - although Brian did mention afterwards that he stubbed his toe. We even arrived at both Brighton and Sheffield a few minutes which must be a record for a rail tour. The great success of the day was obviously as much due to BR's efforts as ours and thank-you letters have been sent to everyone who helped. A lot of BR staff went way beyond "the call of duty" to make the trip something special, not for nothing since we have heard many people acclaiming it as the tour of 1987. We extend very grateful thanks to Len and Alex at Sheffield, Mr Cook at Tinsley, Mr Allen of InterCity, Brighton depot and station, and all the drivers, guards and signalmen - sorry, signalmen - on our route. Obviously, the stars of the day were the locos themselves, all three of them performed faultlessly (to the extent of achieving 87 mph near Leamington Spa). The paintwork looked immaculate and very striking, again all due to the effort of the staff at Tinsley. We think we can safely say that "30 Years Of Class 20s" was celebrated in style!

The first mistake we made was organising the tour on the same day as the Snooker Championships in Sheffield, which meant we nearly had to kip under the stars, but expert-guesthouse sniffer Mr Mae sorted that out by spreading everyone around most of the houses in South Sheffield. The locos themselves were also having problems finding somewhere to stay for the night with the Operations people doing their best to keep things "under wraps". Your intrepid reporter managed to track them down, firstly during a top-secret mechanical test as they passed light through Sheffield station the previous day, and secondly at their security hideout later on. After the test the sparkling clean trio sneaked round to Barrow Hill depot without telling anyone and there they rested out of sight of prying eyes and cameras. The setting sun enabled us to take some really superb pictures and to silently admire the paintwork lavished on them by our friends at Tinsley depot. A (nameless!) BR top-brass chap at Sheffield was heard to remark that he wasn't "really bothered" about diesels but had to admit that 20.064, 20.030, and 20.118 were "quite something"! Praise indeed! A lot of time and effort was spent at TI to give a good show and we are extremely grateful for everything they have done for us. In fact, as a token of our thanks, we are arranging to present them with a model Class 20 painted in the special green livery. The work on the model is being carried out by Steve Smith, so thanks to him too.

The photography session at Barrow Hill also meant we could get some shots of the roundhouse roof which was sadly due to be demolished a week later. Once again, we were to witness yet another coincidence with which our tours seem to be endowed, and this one was just as amazing as the ones we mentioned last issue. As we were leaving the depot, a familiar chirping sound could be heard on the entrance road shortly followed by a pair of locos squealing into the yard. Bringing up the rear, looking very weebe gone, was one of the most filthy 20s I've ever seen, his numbers almost obscured by oil and coal dust. Good grief! Our old mate 20.002!! Very conveniently the driver parked 002 right next to 118s cab giving a classic shot of all four locos we've had on our tours. It was also at this point we noticed that 118 was 7 inches higher than the other two, a fact quite noticeable during the tour itself. Tinsley must be feeding their machines special growth hormones or something. 20.030 was also sporting his new suspension spring courtesy of Derby Works - only repaired with a couple of weeks to go. Cliff-hanging stuff.

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The fun over, we then had to get down to actually doing some work. As you presumably realise, railtours do not just happen, and tonight our job was to check and label the coaching stock which was strategically placed as far away from us as they could manage, at Derby Etches Park. Thanks to the efforts of Len Broadhead, who leaves Jim'll Fix It Savile at the starting gate, we were allowed in to prepare the stock. One fast HST later we strolled up to the gate, past the Dohermanns, machine gun towers and cruise missile silos, and Brian flashed his credentials at the gateman. Now Brian's credentials are not a pleasant sight at the best of times, but the guy was impressed enough to let us in. Problem: "Your coaches won't be here from Cardiff for two hours. Ehh? "You can wait in this mess room if you like". Gosh thanks. No windows, old boxes piled up and a sofa with the stuffing falling out. Stalag Luft Derby XI - the impression was complete. Stock availability is now at a very critical level and it won't be long before you have to bring your own for a tour, but this year we had the correct line up so that was a relief. No need to filch the 07.35 to Manchester like we did last time! Two hours later we managed to escape from solitary confinement (Brian was dressed up like a carriage cleaner and he smuggled the rest of us out in a crate of replacement toilet rolls), and after another 90 minutes the rake of 9 was labelled and cleaned up. Back to Sheffield with the assistance of Paul 'n' Ian's fast(-ish) cars then crash out at 2am.

Up again 5 hours later to ferry all the sales gear to the station. Butterflies were beginning to set in with a vengeance - in fact they were more like pterodactyls flapping away at Mach 2. £10,000 of people's money in your pocket is not something you can take very lightly. I was almost taken by surprise when the grand entry of our steeds took place being outside the station at the time. Only just managed to dash back in time to see them rolling majestically out of the cutting and round into the platform, and I'm glad that I did because it was a sight that I'll remember for the rest of my life. I'd hoped it was going to be good, but I wasn't prepared for such a mind-blasting scene as the whistling, and throbbing trio drew gently to a halt looking as pleased as punch with themselves. Don't tell me that locomotives have no feelings either - these guys certainly had and they knew there was a 500-mile adventure ahead of them into uncharted territory, and were probably just as excited as the rest of us. There can't be many photos of the train at Sheffield since almost immediately it arrived a hailstorm started and most people dashed to their seats.

Eventually the driver couldn't hold the locos back any longer, and with engines rising to a crescendo reverberating off the cutting walls we snaked out up the hill towards Dore. After a good start, speed gradually fell approaching Bradway Tunnel - surely they couldn't have blown up already! - but it was only a temporary setback and we cruised on through the hail.

Much of the outward journey was uneventful, and no time was lost until Kettering which is as you would expect with 126,000lb of tractive effort and 3000hp of diesel engines blazing away at the sharp end. Unfortunately the fast lines were closed further south and we were put over to the slow tracks at Glendon - at least this was the official reason, my theory is that they just didn't want us catching up the H59 in front. This added route bonus lasted until Wellingborough where we squealed back to the fast lines half an hour down. As last year, we were finding that rare bits of track were cropping up without them being requested. But this was nothing compared to what was to happen later! Back on the main line our Leicester driver gave the beasties full rein and we stormed on to Bedford. From here I leave you in the capable hands of Marston (major shareholder in PG Tips) Stratton...

Due to my rather boracic state of affairs I got on the tour at Bedford instead of Sheffield this time, but although I woefully missed the mileage

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the good point was I could have a decent life in and really gear myself up properly for what I was about to receive.

Backpack full of grub, 1.8 litre thermos full of tea, Helen chaffered me to Bedford Midland station. We said our goodbyes with the promise that I bring her something back for the house and I waited. It was cold but it was nice and sunny which was better than yesterday's warm and wet grey weather. About five minutes late going by the station clock. Nothing like suspense eh? All heads facing north as the trio 20.064 leading 20.030 both green and 20.118 in railfreight rolled into the station. HHHHHH!!!... Ah - Ah! (seizure) lying on the platform all fours in the air, unable to move. A door opens and I'm hauled in by the orange jacket brigade (thanks boys). 3 Choppers, what can I say?

We left Bedford without too much noise and smoke, probably to stop more foul-ups in the cardio-vascular systems ("heart" to you Brian - ED) of many. One Carlsberg with Ian Collins whose birthday it was yesterday, and I was stable enough to talk to people and see properly again, although I was still a bit woolly and correct me if I'm wrong but Chris, I think you've got a double out there somewhere (not whisky you fool, a clone - you know) (one's enough isn't it? - ED). There was this chap staring at me looking just like him, not behaving unlike Chris but just not registering to his name. Perhaps the power had gone to his head too... Anyway, I was in line for a spot of stewarding but Mr Chairman relieved me of that duty as long as I promised to write up the tour for the mag. "Only if you let me wear an orange jacket" I says, "You can have one at the end of the tour" he says. I agreed but not fully content I toddled off back to DORIS for a tour T-shirt, so I could show off some loyalty at least. Wish I'd got on at Sheffield now (groan).

Meanwhile, the trio had been bowling along down the Midland Main Line at a hefty pace and before we knew it we were slowing down outside Crickwood for the first of the freight-only bits all the way to Old Oak Common. I've always wanted this bit in the past for some reason, and I'm quite sure a few others on the tour appreciated this line too. We veered away from Crickwood at Brent Junction and crossed the southern approach at Dudding Hill Junction descending for quite a long way, crossing over LT and BR lines at Neasden and passing Charringtons coal depot on the right. I suspect Brian Lees had some involvement in getting this piece of trackwork as it takes you past Taylors Lane and Acton Lane power stations and looking at his awe-inspired face as we sailed past, I'm pretty certain of it although they look somewhat defunct now. Between the two stations you cross over the WCML and the view is quite panoramic. Passenger lines were regained temporarily on joining Old Oak Junction whereupon we crossed the Chiltern and then the Western Region main lines. This is Acton territory now - a hotchpotch of factories, warehouses, roads, shops and houses of many shapes and sizes and seemingly almost solely of coloured population. It also is the only place I know of that's got more railway stations than any other. For the record there are seven: North, South, East, West, Town, Central, Mainline and for those of you who watch Minder on telly, eight with Acton Green on one of the episodes. God knows where that is: We passed through two, Acton Central and South Acton whereupon we took the freight only line to Bollo Lane to Kew East and New Kew Junctions to gain access to the land of the third rail. There were a few throttle titillations for would-be photographers as we powered along through Chiswick (Ah, Motorhead days!) across the Thames at Barnes Bridge eventually to stop at Clapham Junction for the changing of the guard and for the drivers to fight over the controls to Brighton. We didn't hang about here long and whistled off in the direction of Stewarts Lane and judging by the close proximity of Battersea Power Station, that wasn't far. We arrived there on freight-only lines and stopped right outside the depot. As we were at roof level it would have made a nice photograph but the trouble was that I didn't have my camera ready at the time. By the way, all credit is due to Brian for getting all the chimneys back on the power

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themselves to solid objects. I spoke to the guard about this - he confirms it alright and had himself managed to pull strings to allow us in front of the Gatwick Flyer which always has priority when in traction.

I strapped myself securely, but too late, the thunder rolled, the skies darkened and we tore off all wheels spinning dragster fashion. Whoever got a video of this sure is gonna be rich! Hassocks (what a name!) flew past as we continued accelerating and we reached Gatwick in fifty seconds! Ahead of us somewhere was the Gatwick Flyer, Redhill? No, not there, Croydon? No, it's got to be at Selhurst. I must have blinked or something as many a yelling person confirmed we were now in front. One minute and forty seconds. Squealing through Clapham Junction, slowing, over Chelsea Bridge - 1 minute 53 seconds, Kensington Olympia - engines in reverse and clouds of smoke, one minute 55 seconds eventually to reach North Pole and screech to a halt just over Wicks Bridge at 1 minute 58 seconds! Phew! That was close, but we did it as cheers and screams all round proved. Eventually when we had all come to our senses, we realised: Problem. We were supposed to join the GWR main line from North Pole Junction at Old Oak East Junction. It now looked as if we would be going home via the WCML. Not bad, some people drooled, 3 Choppers along here, but what about those passengers (myself included) who had to get off at Reading to get to London, then up to Bedford and home? Not least the guard who was due a shift change at Ealing Broadway. The only way back to the GWR was Willesde South Western Sidings - slim chance as the track is a bit "how's yer father". We'll \*\*k\* well see about that! - we the guards exact words as he went stomping off into the telephone. We sat here for about half an hour, whereupon the guard returned triumphantly and just said "South West Sidings". This truly was one of the (unforeseen) highlights of the tour. We crawled along past the scrapyard where the ex-03018 lives. At one point the secondman even had to go on ahead with a lawnmower so that we could even get through at all. Me and Chris shared our window with him doing his wild dog act. I had to physically restrain him as he reeled off film after film of the train strolling through the sidings. Several lineside inspectors watched as the iron and wood creaked and groaned as the wheels rolled along, (Thanks for the track you chaps!). This really is once in a lifetime track but it was over all too soon as we passed Old Oak Common, over Acton Wells (again!) and onto the GWR.

I left the tour at Ealing Broadway, with the guard, and got the waiting DMU into Paddington, crossing to St Pancras and getting the EMU to Bedford so I'll hand you back to Chris. Man that sure was some tour, and I still didn't get my orange jacket!!! Paul!... Paul!....

Many thanks to Marston for that, um, intriguing report! Cheers mate, I'll stand you a gallon of Darjeeling sometime OK? Just to rub it in, poor old Marst missed a couple more juicy bits, the first of which happened at Reading. As often happens there was another train standing next to us on the slow lines, the driver of which happened to be a well-known "thrash mechanic". The race was on! Our man gave us fuel, well away from the station as we managed to storm on ahead leaving the 47 coughing in a cloud of dust. Not surprisingly, quite a few faces were to be seen at the windows of BOTH trains as the race heated up. Unfortunately 47s are much better at mid speed ranges and he began to catch us up and finally overtook us.. It was a tremendous sight with both trains screaming along next to each other, both crews waving to each other and sounding their horns - a scene never to be forgotten! The passengers in the other train looked completely baffled as they pulled past, particularly as they reached Mel Thorley fetchingly attired in his all-over white boiler suit and NorthWest Gas helmet! However, we had the last laugh too, as the 47 was seen standing sheepishly at Oxford as we stormed through rocking the station to its foundations. Because of the North Pole freeze-up we were a bit late and the driver piled on the power up towards Banbury, over the top at Harbury and blazing down towards Leamington, touching a massive 87 at Fosse Road, then we swept through Solihull with everyone gripping

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station - it really does look a lot better with four on. Nice one Brian! Anyway, we pressed on (to Pressed-On Park presumably? - ED), keeping good time too, joining the Victoria line at Factory Junction and going slowly through Brixton, through the back yards of Herne and Tulse Hills and Crystal Palace until we reached Selhurst with everyone viewing the power on Norwood Junction. I don't collect engine numbers any more but I wish I'd noted all the 33s and 73s as I did have quite a few gaps that did need filling in these areas and we did see quite a few during the day. Next came Croydon and to all record collectors out there, don't miss the giant record fair at Fairfield Hall this September.

We were leaving London behind now - did anyone see that fox out there in the grass? - and the driver really let rip on the controls as we cut our way through the pleasant suburban landscape. Lineside photographers were simply blown out of the way as the driver battled to get to Brighton in under TWO minutes! These were healthy engines alright and it did look as if we were going to do it, we had a clear run ahead with trains in front judiciously directed out of our path into Three Bridges permanent way yard and Ardingley stone terminal. We ripped through Gatwick at over 400mph and rising. Walking around the train was becoming increasingly difficult. We broke the sound barrier at Haywards Heath - doing anything was hopeless now, people were actually airborne in the carriages - The G force was tremendous. I mean have you ever seen anyone with four chins? The ordeal was not over yet as the driver, realising at the last second that he had to stop at Preston Park for the pilot to take over, slammed the brakes on at Hassocks with no finesse at all only to be severely jolted from behind by all nine bogies as us, the poor wretches, were hurled against the opposite ends of the carriages and into complete darkness as we stormed through Clayton Tunnel and to emerge in clouds of smoke from melted brake blocks and seized wheels. Arguably, it has been proven by fine art on braking after Hassocks in steam days at plus 700mph on record attempts, you run the risk of ramming the blocks at Brighton, or if the signalman was quick, being diverted out towards Hove, and the reason Hassocks got its name was because a driver on an ill-fated record attempt realised he was not going to make it and swore "Hassocks!". I'm not allowed to translate but if you really want to know, ask any (older) Southern region driver. Honest! Anyway, we were lucky, or was it really skill? We stopped perfectly on the platform at Preston Park where people literally staggered or fell off once the doors were flung open. Some dedicated souls did manage to get photos of the train and the engines were cleared, and the Choppers quickly uncoupled and trotted off to the depot, 09.000 hitched up, we all got back on board and valued the drag into Brighton by this tough little engine.

Since Bedford, I had not sat down once so I was at first relieved to disembark, but I quickly realised the walk to the sea front was at least half a mile. I had only an hour and a half to spare so I wasted no time. Just as I reached the promenade this Morris Marina 1300 LE Coupe turned into the station approach. Aahrr! Well I'm just nuts about Morris Marinas and Itals, particularly unusual ones. Any of you who like these cars enough write to me if you want to join the Marina Owners Club (yes it does exist). Anyway, enough of this (phew! - ED). I found a gift shop selling mainly pictures and after umming and ahing over the Louisiana Steamship Company and a picture of a cat listening to a phonograph, I chose the latter, paid my £10 (yes, he's finally cracked. I wondered how long it would be... - ED) and returned to the station. The power was already back on the train with 20.064 leading again although the trio were having a rest - the calm before the storm you might say. I took this opportunity to get some photos of them in the sun at various angles before retreating to a quiet spot to polish off all my bread rolls and drink the flask. That done, people started filling the train and the engines were started. The Brighton Evening Argus got wind of our tour (ie. we told them) and wrote a small article saying our interest in Choppers was due to their wheel arrangement! Baloney. It's the way they look, sound and perform, right lads? Still, rumours were going round that the driver was going to have another bash at under two minutes, and people were strapping

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their seats with white knuckles. Arrival at Birmingham was a superb "on time". Unknown to most of you, high drama was taking place as I checked with the driver that he knew we were going to Lifford and Whitacre. He thought he was taking the Soho line for some reason! I couldn't get him to see reason and hared off back to see the guard who wasn't interested either. In fact, NOBODY seemed interested and I was beginning to get pretty angry. Eventually, someone rang Control and Lifford was on but they refused to send us via Whitacre for no reason whatever. It's not much use now, but rest assured I've moaned about it. On the other hand we're the only ones to get blown out for that bit of track as the Herts Tours Ploughman missed it on July 11th as well! Further engineering checks put us down, but arrival at Sheffield was an immaculate 2 minutes early. Raitour Standard Time? Dave Maxey, eat yer heart out! A fitting finish to a fantastically successful day. It was a very emotional moment as the three Choppers uncoupled from the train for the last time. A special request to the driver for a nice storm out of the station was admirably complied with, and 064, 030 and 118 slammed away through the tunnels with the sound still echoing around for quite some time afterwards. What a sight. We may have the smallest engines, but that doesn't stop us having the most lunatic tours!

To finish off, more thanks are due. In addition to Len and all the chaps at BR, we'd have been a bit stuck without the help of many Society members. Please forgive me if you think I've missed you out, but these folks were a great help in times of stress: DGB, PM, BL, JC for moral support and backup; Karen and Teresa for their really sterling efforts on the sales stand; John n Amanda for arranging the sales gear and doing membership stuff; Lester, Steve and Pip for help with advertising; Mel for being himself (I think); Clive and Steve for the raffle; Ian, Tony, Dave G, Phil, JV, Brigsey, Alan and Morgana, Steve H for general help; and Peter Craig for his valuable contribution to the itinerary. Also Ta to Nick Lawford for further moral support and suggestions, and even John Farrow of Herts Tours for a bit of help here and there! "Well done guys", we hope you feel proud to have been involved in one of the best rail tours ever!!

As a postscript, we are amazed at the reactions from all quarters in the weeks after the trip. Photographs have featured in most magazines (although why RE thought a 47 over the V & C made a more interesting colour photo than 3-20s over Balcombe Viaduct baffles us a bit!), and we've even made the cover of the latest Platform 5 spotters book. At least one newspaper featured the tour, and rumours are circling that we made local TV somewhere! (Details please). If you were on the tour and wondered what it looked like from the lineside you could do worse than buying VideoTrack Volume II, as advertised in most mags, as it has a 57 second clip of us screaming through St Albans, (as well as some nice Peak footage).

Ideas are already well advanced for next year, so if you'd like to have your say in where we go or what we do, you had better write to me NOW! We're more than happy to hear your suggestions since you're the ones who are going to have to fork out your hard earned to go on it! Rumours have probably got out already (not bad since the decision hasn't been made yet) but sticky to what Mel says we won't be doing any of the following: One to Stoke D'Abernon, Pair to Ayr, Three to Dundee, Thirteen to Achnasheen (oh I don't know though, how about it Mr Broadhead?), or even "Zwei to Skye (See Kyle, See Kyle)" (groan!). We'll also leave tours such as Single To The Shingle, Two To The Quay, or 20-20 Visionary (come on Mr Traintours - our mag name's copyright y'know!) to anyone else who wants to run them. We really seem to have started something don't we....

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**"THREE TO THE SEA!" Timings**  
(with grateful thanks to Barry Brigg, Queensbury)

Load	Coaches	325 tons tare	357 gross	(20.030, 20.064, 20.118)
20.43	61/59	20.43	61/59	
23.48	69/40	23.48	69/40	
25.30	12	25.30	12	
32.18	43/30	32.18	43/30	
37.57	34/14	37.57	34/14	
44.01	35	44.01	35	
47.00	61	47.00	61	
49.34	61	49.34	61	
55.05	72/70	55.05	72/70	
58.15	72/66	58.15	72/66	
63.48	0	63.48	0	
19.08	35	19.08	35	
29.22	75	29.22	75	
31.48	78	31.48	78	
34.07	68	34.07	68	
36.45	76	36.45	76	
39.03	32	39.03	32	
41.02	70	41.02	70	
43.57	72	43.57	72	
46.22	72	46.22	72	
48.25	60	48.25	60	
51.08	24	51.08	24	
52.52	55	52.52	55	
55.23	55	55.23	55	
58.26	52	58.26	52	
60.50	22	60.50	22	
62.49	30	62.49	30	
64.92	42	64.92	42	
66.88	54	66.88	54	
69.19	54	69.19	54	
71.59	30	71.59	30	
74.29	19	74.29	19	
76.55	15	76.55	15	
79.00	55	79.00	55	
81.42	19	81.42	19	
83.82	15	83.82	15	
86.29	15	86.29	15	
88.72	15	88.72	15	
91.12	15	91.12	15	
93.48	15	93.48	15	
95.74	15	95.74	15	
98.00	15	98.00	15	
100.26	15	100.26	15	
102.52	15	102.52	15	
104.78	15	104.78	15	
107.04	15	107.04	15	
109.30	15	109.30	15	
111.56	15	111.56	15	
113.82	15	113.82	15	
116.08	15	116.08	15	
118.34	15	118.34	15	
120.60	15	120.60	15	
122.86	15	122.86	15	
125.12	15	125.12	15	
127.38	15	127.38	15	
129.64	15	129.64	15	
131.90	15	131.90	15	
134.16	15	134.16	15	
136.42	15	136.42	15	
138.68	15	138.68	15	
140.94	15	140.94	15	
143.20	15	143.20	15	
145.46	15	145.46	15	
147.72	15	147.72	15	
150.00	15	150.00	15	
152.26	15	152.26	15	
154.52	15	154.52	15	
156.78	15	156.78	15	
159.04	15	159.04	15	
161.30	15	161.30	15	
163.56	15	163.56	15	
165.82	15	165.82	15	
168.08	15	168.08	15	
170.34	15	170.34	15	
172.60	15	172.60	15	
174.86	15	174.86	15	
177.12	15	177.12	15	
179.38	15	179.38	15	
181.64	15	181.64	15	
183.90	15	183.90	15	
186.16	15	186.16	15	
188.42	15	188.42	15	
190.68	15	190.68	15	
192.94	15	192.94	15	
195.20	15	195.20	15	
197.46	15	197.46	15	
199.72	15	199.72	15	
202.00	15	202.00	15	
204.26	15	204.26	15	
206.52	15	206.52	15	
208.78	15	208.78	15	
211.04	15	211.04	15	
213.30	15	213.30	15	
215.56	15	215.56	15	
217.82	15	217.82	15	
220.08	15	220.08	15	
222.34	15	222.34	15	
224.60	15	224.60	15	
226.86	15	226.86	15	
229.12	15	229.12	15	
231.38	15	231.38	15	
233.64	15	233.64	15	
235.90	15	235.90	15	
238.16	15	238.16	15	
240.42	15	240.42	15	
242.68	15	242.68	15	
244.94	15	244.94	15	
247.20	15	247.20	15	
249.46	15	249.46	15	
251.72	15	251.72	15	
253.98	15	253.98	15	
256.24	15	256.24	15	
258.50	15	258.50	15	
260.76	15	260.76	15	
263.02	15	263.02	15	
265.28	15	265.28	15	
267.54	15	267.54	15	
269.80	15	269.80	15	
272.06	15	272.06	15	
274.32	15	274.32	15	
276.58	15	276.58	15	
278.84	15	278.84	15	
281.10	15	281.10	15	
283.36	15	283.36	15	
285.62	15	285.62	15	
287.88	15	287.88	15	
290.14	15	290.14	15	
292.40	15	292.40	15	
294.66	15	294.66	15	
296.92	15	296.92	15	
299.18	15	299.18	15	
301.44	15	301.44	15	
303.70	15	303.70	15	
305.96	15	305.96	15	
308.22	15	308.22	15	
310.48	15	310.48	15	
312.74	15	312.74	15	
315.00	15	315.00	15	
317.26	15	317.26	15	
319.52	15	319.52	15	
321.78	15	321.78	15	
324.04	15	324.04	15	
326.30	15	326.30	15	
328.56	15	328.56	15	
330.82	15	330.82	15	
333.08	15	333.08	15	
335.34	15	335.34	15	
337.60	15	337.60	15	
339.86	15	339.86	15	
342.12	15	342.12	15	
344.38	15	344.38	15	
346.64	15	346.64	15	
348.90	15	348.90	15	
351.16	15	351.16	15	
353.42	15	353.42	15	
355.68	15	355.68	15	
357.94	15	357.94	15	
360.20	15	360.20	15	
362.46	15	362.46	15	
364.72	15	364.72	15	
366.98	15	366.98	15	
369.24	15	369.24	15	
371.50	15	371.50	15	
373.76	15	373.76	15	
376.02	15	376.02	15	
378.28	15	378.28	15	
380.54	15	380.54	15	
382.80	15	382.80	15	
385.06	15	385.06	15	
387.32	15	387.32	15	
389.58	15	389.58	15	
391.84	15	391.84	15	
394.10	15	394.10	15	
396.36	15	396.36	15	
398.62	15	398.62	15	
400.88	15	400.88	15	
403.14	15	403.14	15	
405.40	15	405.40	15	
407.66	15	407.66	15	
409.92	15	409.92	15	
412.18	15	412.18	15	
414.44	15	414.44	15	
416.70	15	416.70	15	
418.96	15	418.96	15	
421.22	15	421.22	15	
423.48	15	423.48	15	
425.74	15	425.74	15	
428.00	15	428.00	15	
430.26	15	430.26	15	
432.52	15	432.52	15	
434.78	15	434.78	15	
437.04	15	437.04	15	
439.30	15	439.30	15	
441.56	15	441.56	15	
443.82	15	443.82	15	
446.08	15	446.08	15	
448.34	15	448.34	15	
450.60	15	450.60	15	
452.86	15	452.86	15	
455.12	15	455.12	15	
457.38	15	457.38	15	
459.64	15	459.64	15	
461.90	15	461.90	15	
464.16	15	464.16	15	
466.42	15	466.42	15	
468.68	15	468.68	15	
470.94	15	470.94	15	
473.20	15	473.20	15	
475.46	15	475.46	15	
477.72	15	477.72	15	
480.00	15	480.00	15	
482.26	15	482.26	15	
484.52	15	484.52	15	
486.78	15	486.78	15	
489.04	15	489.04	15	
491.30	15	491.30	15	
493.56	15	493.56	15	
495.82	15	495.82	15	
498.08	15	498.08	15	
500.34	15	500.34	15	
502.60	15	502.60	15	
504.86	15	504.86	15	
507.12	15	507.12	15	
509.38	15	509.38	15	
511.64	15	511.64	15	
513.90	15	513.90	15	
516.16	15	516.16	15	
518.42	15	518.42	15	
520.68	15	520.68	15	
522.94	15	522.94	15	
525.20	15	525.20	15	
527.46	15	527.46	15	
529.72	15	529.72	15	
531.98	15	531.98	15	
534.24	15	534.24	15	
536.50	15	536.50		

3. Operating Characteristics.

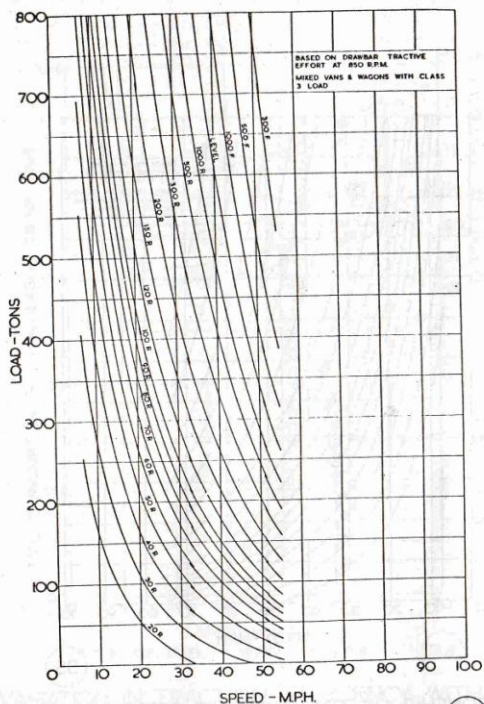
The performance of the locomotive with specified loads of passenger stock is shown on Figs. 30 to 33, together with contours of traction efficiency, which is defined as

$$\frac{\text{Energy transmitted to trailing load}}{\text{Energy in fuel used}}$$

The variation of fuel per available D.B.H.P. hour with speed at full controller is shown on Fig. 34 for the four loads of passenger stock used on Figs. 30 to 33.

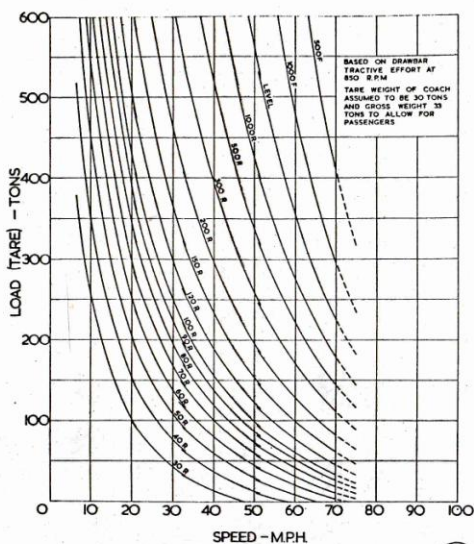
The speeds which can be maintained with any specified loads of passenger or freight stock at full controller on various gradients are shown on Figs. 35 and 36. The resistance curves assumed for this purpose are shown on Figs. 28 and 29 for passenger and freight stock respectively. The freight stock has been taken to consist of loaded merchandise trains of mixed wagons and vans.

Below: Unique photo of 20.118, 20.030 and 20.064 the day before the tour, resting for a couple of minutes in the centre road at Sheffield before disappearing to their security hideout until the next morning. (CJS)



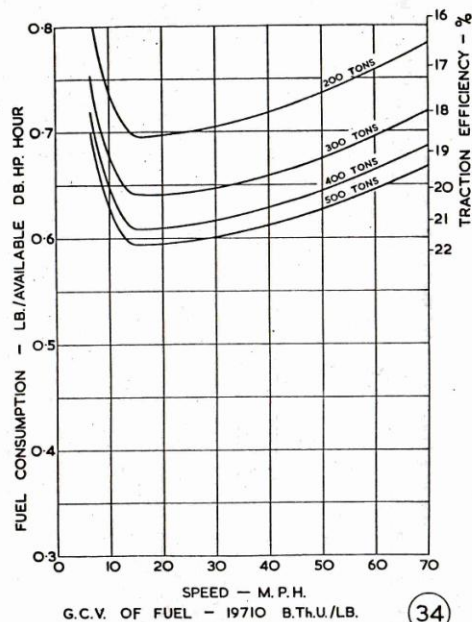
36

RELATIONSHIP OF TRAILING LOAD, SPEED & GRADIENT  
EXPRESS FREIGHT STOCK (MERCHANDISE)



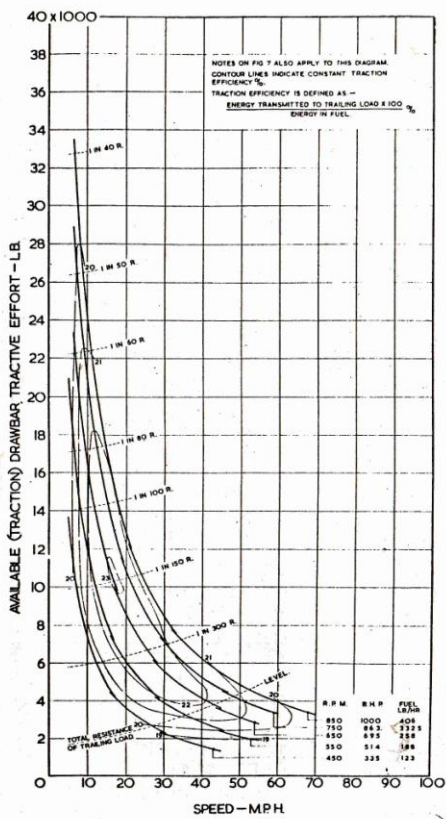
35

RELATIONSHIP OF TRAILING LOAD, SPEED & GRADIENT  
COACHING STOCK



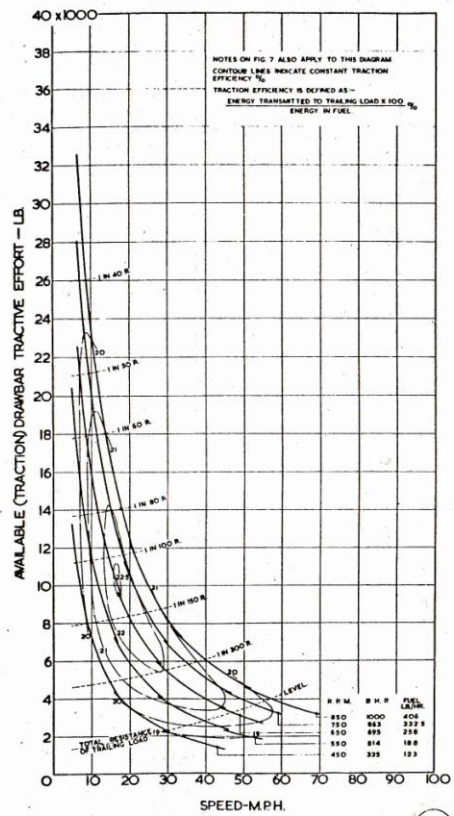
34

VARIATION IN TRACTION EFFICIENCY WITH  
SPEED AND LOAD  
COACHING STOCK  
850 R.P.M.



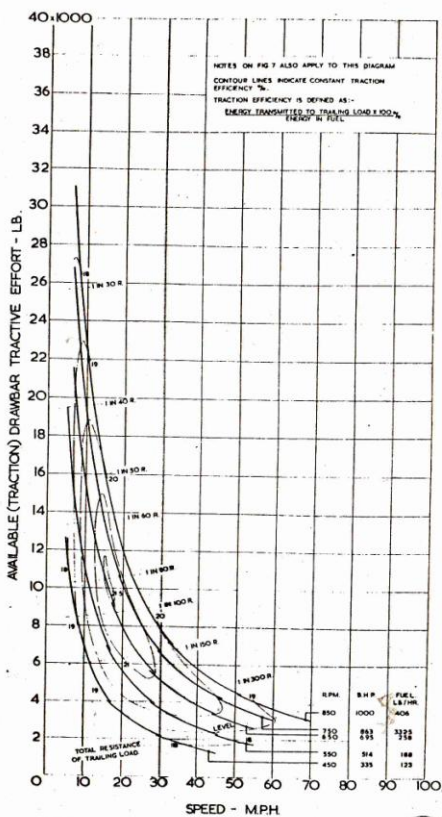
PERFORMANCE & TRACTION EFFICIENCY.  
 500 TONS TARE (550 TONS GROSS) PASSENGER TRAIN.

(33)



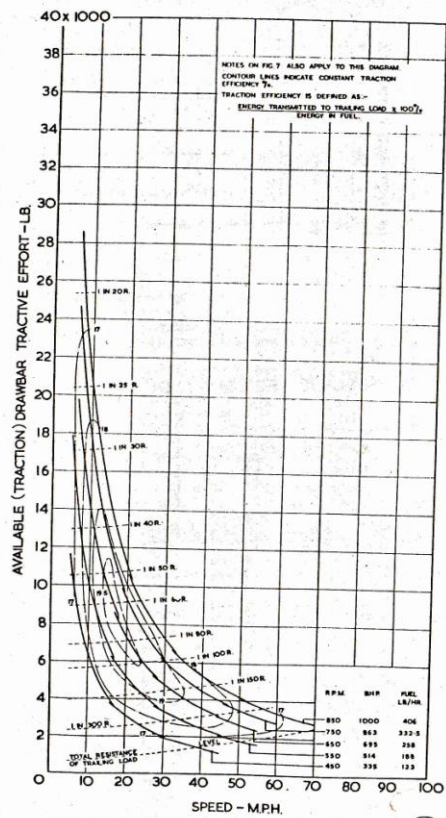
PERFORMANCE & TRACTION EFFICIENCY.  
 400 TONS TARE (440 TONS GROSS) PASSENGER TRAIN.

(32)



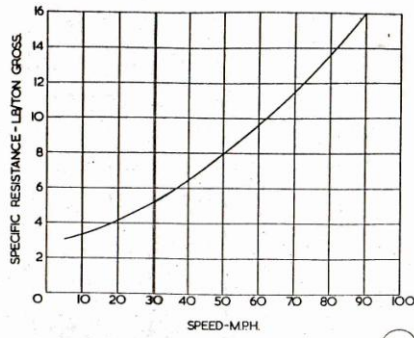
PERFORMANCE & TRACTION EFFICIENCY.  
 300 TONS TARE (330 TONS GROSS) PASSENGER TRAIN.

(31)



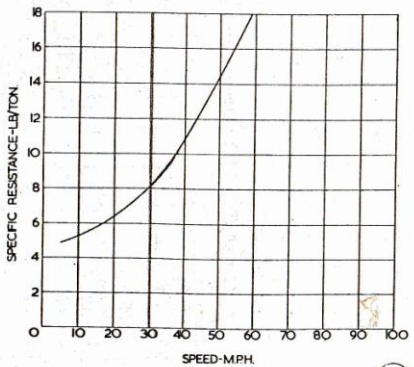
PERFORMANCE & TRACTION EFFICIENCY.  
 200 TONS TARE (220 TONS GROSS) PASSENGER TRAIN.

(30)



28

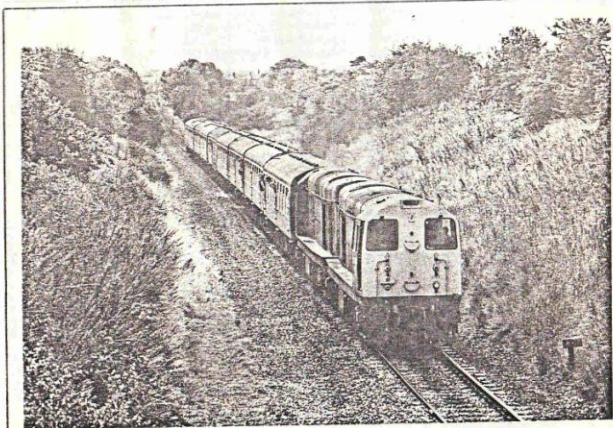
SPECIFIC RESISTANCE OF PASSENGER STOCK.



29

SPECIFIC RESISTANCE OF EXPRESS FREIGHT STOCK (MERCHANDISE)

- 29.4.87 20.197 + 20.169 (BS,TO) 08.33 Plymouth-Newc, terminated at DY. 20s were put on at Gloucester and the driver reported reaching 90mph. After running round they formed 5Z19 ECS to Bristol to tow dead HST back!
- 2.5.87 20.043/O46 arrive on LR shed, O43 with a SNAIL on cabside (!) AND a foggie on the engine canopy! 20.217 was station pilot.
- 3.5.87 20.030 + O64 + 118 1Z26 Sheffield-Brighon and return. Bescot hosted: 20.042 C-exam, 181 storage, 103 derailment repairs, spare: O05+O19, O08+105, O23+O32, O38+O87, O65+141, 117+191, O09+210.
- 4.5.87 Freight cancelled (Bank holiday) but 20.065 + 20.141 (TO) worked 9L50 ballast from Washwood Heath through to the Snow Hill lines at Birmingham Moor Street and deposited ballast through to the platforms of the new station. So were they the first locos there for many years?
- 5.5.87 20.061+145 (TI) 01.50 Scunthorpe-Wolves steel. 20.088+O95 (IM) O4.30 Scunthorpe-Brierley Hill. 20.031+100 (TI,IM) Penyfordd -Curzon Street cements. 20.043+O46 (TI) 6M28 Earles Sids-Greaves then light engine to SY. 20.065+141 8L51 to Moor Street as per yesterday.
- 6.5.87 20.048+149 (BS,TO) 19.34 Tees Yard-Bescot, 20.008+105 (TO) 22.08 Warrington-Bescot, 20.043+O46 15.27 Washwood Heath-Cardiff, returning on 8M07 with 62 mineral wagons! 20.055+O99 (TO) 7L28 VB coals to Lea Hall the returning to Coalville. 20.020+O21 (TO) 8015 Toton-Bescot.
- 7.5.87 20.183 (TO) 9L64 Derby-Wednesfield Road. 20.009+O42 (BS) 6P36 Coventry-Burton, then 6G36 return. 20.154 + 217 (TO,BS) 17.10 Notts-Lincoln DMU. 20.051 + O58 (TO) 16.48 DY-Nuneaton from Syston-Leic when 45.105 failed (terminated at Leic). They then worked 20.45 Leic-Sheff and 23.52 Sheffield-St Pancras as far as DY when 47.119 took the train forward.



Nice shot of 20.094/125 heading past Old Milverton (Leamington) with the 10.30 Reading-Glasgow. 2.8.86 (John B Gosling)

RAIL REPORT

- Grateful thanks to our contributors this issue: Pip Dunn, Lester French, Simon Bartram, John Veitch, Phil Spencer, Tony Shaw, Mark Saunders, Mr D Tabor, Stephen Oliver, Mr P Isbill, Duncan Strivens.
- 1.3.87 20.006/101 1M10 Notts-Lenton.
  - 20.032/209 Stoke-Brum 1034.
  - 4.3.87 20.010/123 Stoke-Manchester IH21.
  - 7.3.87 20.088 + 107 O6.25 Newhaven-Manx' from Stoke-Crewe.
  - 17.3.87 20.059 16.18 Manc-Buxton DMU.
  - 20.051 + 20.075 (TO) 08.10 Derby-Cheltenham.
  - 20.075 + O57 Derby-Canton ECS load 20. Returned on Cardiff Tidal Sidings-Scunthorpe.
  - 12.3.87 20.057/188 Notts-Lincoln 2E59 DMU replacement.
  - 20.121/141 pushed 12.43 Staff-Manx' into Stoke.
  - 14.3.87 20.001/098 1M73 St Helens-L'pool.
  - 20.023/108 1507 pushed Stafford-Crewe.
  - 17.3.87 20.057/075 1297 Derby-Cardiff.
  - 18.3.87 20.193 + O41 light engine Gloucester-Severn Tunnel, returning with 6E64 STJ-Whitemoor.
  - 20.045/177 1M18 Warrington-Crewe.
  - 20.157/158 1M34 Warrington-Crewe.
  - 23.3.87 20.094 + 215 arrived light engine at Bristol in the early hours of the morning, then disappeared north light engine a couple of hours later.
  - 26.3.87 20.009 + 124 also turned up at Bristol with a van train, probably Nottingham-Bristol vans.
  - 27.3.87 20.094/215 1M11 pulled back Acton-Warrington.
  - 20.068/140 1M33 Birmingham-Wolves.
  - 28.3.87 20.008 + 20.140 (TO) 17.45 Dover-L'pool from Banbury to Wolves. The train was actually a Friday service but the Choppers worked at in the morning on the 28th - the following Saturday!
  - 31.3.87 20.182 + 103 seen at Newport on a working to Cardiff Tidal Sids.
  - 1.4.87 20.001 + O98 scrap metal train into Cardiff Tidal Sids returned with ECS from Canton-7.
  - 4.4.87 20.197 left Tysley with a test train to Oxford but a fault was discovered at Leamington so the test was stopped. A DMU had failed here, and so the 20 worked the 10.30 Leamington-Moor St instead! The whole lot then went to Tysley for repair.
  - 6.4.87 7E49 17.45 Derby St Marys-York. 20.095 (with O31) failed with flat batteries. Replaced by 20.137/O85.
  - 7.4.87 20.080 + O05 noted at Cardiff Canton light engine.
  - 20.042 + O48 were at Severn Tunnel on the same day..
  - 7G26 07.00 Silverdale-Ironbridge. 20.056 (with 194) engine shut down at Oxley, so taken to BS where seized piston was found.
  - 8.4.87 6165 12.45 Curzon Street-Penyfordd empties. 20.140/182 failed brake test, so 56.109 worked forward.
  - 20.032/128 1A31 Stoke-Stafford.
  - 9.4.87 20s were out in force in S Wales on this day: 20.010 + O13 at Cardiff, and O06 + 101 and O42 + O48 Newport.
  - 9L71 Bescot-Nuneaton. 20.008 failed at Trent Valley with leaking airbrake reservoir connection.
  - 8T91 Chaddesdon-Wellingborough. 31.429 shut down at Trent, 20.005 + O80 assisted to Leic where 56.069 took over.
  - 10.4.87 20.107 + O68 appeared at Cardiff Tidal Sidings.
  - 7T24 Derby Coll-Willington PS. 20.168 (with 209) declared fire risk due to fuel spillage on frames & bogies. Train cancelled.
  - 11.4.87 20.186 + 196 (TO), Euston-Witon Fooies, from Nuneaton and return to Nuneaton.
  - 13.4.87 6C03 Toton-Washwood Heath. 37.131 with faulty pressure gauge replaced by 20.007/O19.
  - 15.4.87 20.060/129 held at Bescot before working 6165 Curzon St-Penyfordd with suspected fracture on O60s air pipe. Replaced by 20.130/180.

- 20.082 + 104 (TO) 09.00 Derby-Steig. 18.00 Steig-Derby.
  - 20.180 appeared on 10.30 Nottingham-St Pancras parcels.
  - 20.005 + O19 seen on engineers train at Kemlinworth. Nice pilot scheme pair.
  - 6S47 Dees Marsh-Mossend delayed at Gyringrigg. high water temp on 101 (with 135). Leaking water pump (see 20.082/104 assisted to BS.
  - 20.082/104 assisted to BS.
  - 20.077 + O85 (TO) 1M47 17.20 Glasgow-New St from Bayhorse-Preston.
- 20.009 was acting as shunter of locos for scrap to Vic Berry's yard at Leicester. From May 1st, 20.154 had this dubious privilege. Got much for being an engineer's fool!

20.009 was seen on 10.30 to give before working 7L31 Silverdale-Filders Ferry Small under a steam cannot working & coal damage. 7F15 Peak Forest-Warrington failed. Gang reported brake gear hanging off 161 (with O40) (Pinto please Mail!)

20.186 + 196 (TO) 09.08 Leeds-New St from DY after 47.095 failed. 20.029 (BS) 15.25 New St-Norwich from Nuneaton-Leic. 45.037 forward to Plymouth where the train was terminated.

20.047 + 120 (TO) 17.50 Glasgow-New St from Banbury-Wigan

20.134 + O75 noted in Leeds parcels bay at 10am, then 20.006 + O15 headed light to York at 1Q.25, and finally 20.157 loaded through towards York at 2pm. Appearances are reported to be quite rare at Leeds now.

20.204 (ED) 16.08 Ft Bill-Mallaig and return.

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  - 21.5.87 20.204 (ED) 16.08 Ft Bill-Mallaig and return.
  - 27.5.87 20.096 + 107 (IM) 15.45 L'pool-Cleethorpes from Crowle-Scunthorpe. Train pushed after 31.439 failed. 31.188 worked forward.
  - 20.177 + O45 worked from March to Kings Lynn to take an additional steel train away. 177 had ploughs except in the middle (or maybe that one was just dirty!)
  - 30.5.87 20.019 (TO) 11.48 Scarborough-Leicester from York-Leicester!!!
  - 20.049 + 161 (TO) worked 08.10 Glas-Eus service Warr-ton-Crewe.
  - 20.136+7 on a Wigan-Warrington train.
  - 31.5.87 20.048 + O60 (BS,TO) 19.52 L'pool-Sheff pushed from Dore.
  - 20.142 + O21 made an ECS movement at Coalville on Coalville Scrutator tour - with most people evicted from it! (bad luck JV).
  - 20.064 on display at Coalville.
  - 6.6.87 20.176 (aagh)O54/146/O93/O30/O52/OO1 at Worksop Open Day.
  - 10.6.87 20.151 (TO) viewed nose leading on short unfitted engineers' train heading towards Rugby from Coventry.
  - 13.6.87 20.008 + 105 were on duty on Leicester Humberstone Rd-Vic Berry's yard towing the following locos to the Great Scrapyard In The Sky: 40.046/O63+25. 028/34/37/27/75/93/123/126/133/134/144/158/161/164/180/190/193/199/207/208/228/234/244/260/306/327/249/318/906 and 97.202
  - 15.6.87 20.110 + 126 (IM,TI) 09.28 Ipswich-BNS from Leicester.
  - 20.053 Prices Risboro-Aylesbury (with our headboard on!)
  - 20.192 (ED) 16.05 Ft Bill-Mallaig and return.
  - 19.6.87 20.151 + 210 (TO,BS) worked an additional to Skeg from Notts.
  - 20.120 Manc-Padd was 20.194 + 196 (TO) from Longport-New St.
  - 20.124 + 175 (BS,TO) worked to Skeg on 09.10 Burton-Skeg and return. 37.097 from Derby-Crewe. 124 packed up at Silsby.
  - 5.7.87 27.066 (ED) 14.45 Glasgow-Cardle from Kilmarnock - LAST EVER 27 passenger working! RIP faithful Sulzner's! (OK Pip, gearoff)
  - 6.7.87 20.026 (TO) performed at Shrewsbury Open Day, with repainted D213.
  - 20.005 + 154 also trundled through on a northbound freight.
  - An O8 and 37.698 added to the EE predominance.
  - 20.103 + 217 (TO,BS) 15.11 Derby-Crewe, 217 failing at Uttoxeter.
  - 20.031 + 145 (TI) ditto (AARGH! rare or what?)
  - Lack of Sprinters caused this apparently. In "old days" this used to be 15.24 DY-Crewe producing 25s and even a 40.
  - 20.031/145 15.11 Derby-Crewe + return. MEGA RARE OPPORTUNITY!!
  - 20.030 + O64 (IM) 1Z26 07.34 Kings X-Deepear.
  - 20.209/078/214/169 noted at TI, O25/O44 at Worksop.
  - 20.022 + 126 (IM) Woodburn Jo-Paddington.
  - 20.022 had leaked a vast quantity of coolant by Saltley and the pair were conveniently removed for refilling in the depot, delaying the train somewhat although not as bad as it could have.
  - 12.7.87 20.113 + O21 (TO) 1Z36 some-mega-early-time Leicester-Swansea, on Pathfinder's Central Wales tour.
  - 20.7.87 20.157/166 towed 97.201 + 97.408 back from Butterley Open Day.

The "Enginemen's Digest" announced that "the maximum speed of Class 20 locos is to be reduced to 60mph with effect from 11th May 1987". This initially applied to ER 20s. It will be interesting to see how long this ruling lasts or even if it gets obeyed at all. However there was a special exception that said Phil Greenwood can still drive 20s as fast as he likes).

A number of locos have been daubed with graffiti while stabled at Nottingham, and these included 56.063 plus 20.217/135/186/121 and others. In some cases whole sides of locos were covered in multicoloured paints.

As predicted, 20.123 was condemned on 4.5.87 - the same day that 20.049 was also condemned with collision damage. 20.068 was lost to us on 16.6.87. The expected, and authorized, condemnation of 20.150/35/62/47 (all TI) on 11.5.87 did not take place. Instead all locos are at March depot in a "stored unserviceable" condition.

Storages are as follows:

  - 20.149 - TO(U) at March
  - 150 - TI(S)
  - 153 - TI(S)

8.5.87

9.5.87

31

- 155 - TI(S)
- 162 - TI(S)
- 164 - TI(S)
- 167 - TI(S)
- 181 - BS(S) at Bescot
- 191 - BS(S) at March
- 216 - MR(U)
- 220 - MR(U)
- 221 - MR(U)
- 223 - MR(U)

20.123 at Toton with some doors removed and exhausts covered.  
220/221/223 couldn't be seen during a visit to March in June, and the others are positioned well away from the shed and cannot be "legally photographed".

20.133 and 20.188 now back in service!

Reallocations (from 11.5.87): 20.061/66/68/69/71 TI-IM, 20.118/22/37/44/56/65 TI-TE, 20.114/27/79/89 ML-ED, 20.179/227/8 ML-HA, 20.201 ED-HA, 20.226 ML-BS, 20.124 TO-BS, 20.021/108/117/131/132/133/136 BS-TO, 20.089/111 withdrawn 29.4, 20.123/049 withdrawn 4.5, 20.068 withdrawn 16.6.  
20.175 TE-TO, 20.119 TI-TE.

ALL OTHER TI LOCOS TO IMMINGHAM.

Last issues report of 20.227 to BS was incorrect, it's now HA.

Snowploughs: 083 full set both ends, 114 full set both ends, 127 full set both ends, 148 side only at nose end, 151 full set cab end, 156 none, 159 full set cab end, 167 full set cab end, 171 full set both ends, 177 full set cab end, 179 full set both ends, 193 full set both ends, 197 full set cab end, 199 full set both ends, 202 full set both ends, 216 full set both ends, 228/137 now removed. (167 and 216 are in store).

Discs: missing discs same as last time, plus confirm 20.010 has all missing.

Emblems: TI rose: 030/064/118 (118 now TE, name removed), 122 has lost its fish. Only 20.028/070/172/173 appear to have kingfishers - could you let us know if 118/122/137/144/156/165/174/175 have them? (PLEASE!)

Liveries: same, although TIs railfreight locos are now TE, and 108/32 are TO.

20.304 is now finally reincarnated as 20.168!

Locos used on Ironbridge MGRs from Silverdale during week 4-9/5/87 were: 075+143, 010+128, 078+209, 084+081 (all T10 machines).  
The Trentham-Rugeleys were: 060+129 and 084+081.

20.187 and 20.178 worked D4 and 55.015 from Ironville to Bounds Green for the Open Day. 20.006 and 20.101 towed them back later from Cricklewood. This same pair of locos were hauled by 20.090 to the SVR Open Day!

Pip Dunn's CTLS Class 58-sub-society's report is as follows: May 10th broke all world records when 7 (seven, sept, sieben) different 58s worked! 58003 (later failed & replaced by 47556), 58010 (a fix!), 58023, 58024, 58031, 58029, 58044. These were due to emergency dragging between New St and Nunceaton (37252 had worked the day before). Railfreight did NOT get paid for the locos as it was a weekend! If they had, along with 31320 coming over from Norwich, IC would probably owe them #26000 - but if it makes IC feel any better I saw 47543 on a freight later in the week! (Thanks Pip!)

20.126 has the multiple working cable removed from number 2 end (cab). The receptacle remains, so multiple working is still possible.

20.022 + 126 have 'dogs' removed.

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After 30 years un-named, apart from the 7 to receive unofficial names, 20.122 and 20.137 have finally been endowed with OFFICIAL names. They were named at Bouby on 4.6.87. 20.122 became "Cleveland Potash", and 20.137 "Murray B. Hofmeyr" (who?). Standard rod and silver corporate plates are used and they are placed at the extreme nose end of the frames giving a rather wierd effect. This pair is a good bet for the Scarb Spas, other ones could be 119/174, 118/156, 028/070.

Any fans of 20.120 out there? Yes? Well you'll be very interested to hear that he now has a non-standard horn grill at No.2 end!

The official 'loads for Freightliner trains' shows that the Trafford Park to Polmadie, when hauled by 20s, can be up to 1216 tonnes. On the same train, one 38 takes 1200 tonnes, a 47 1187, a 45 1206, and a 37 1175. The Crewe-Lawley Street train can be up to 1246 tonnes with 2 x 20s.

Our pals at the DPS are also paying us compliments (?) by labelling their article about the Bounds Green Open Day "Two To The Smoke" although we're a bit baffled with a comment about the 20s that towed some exhibits there beating our tour by several hours. Many Choppers have been to London before so we certainly wouldn't have been in the record books with ours!

20.184 was condemned on 11th May, and sadly taken apart with the bits going to Doncaster Spares so at least the loco will live on in others! The jumpers from 20.011 have been reincarnated in a slightly more unusual place - D4 !!

Very bad news on 15th July was that 20.015 has been withdrawn which means we've lost another pilot scheme machine.

The following are current Frodingham diagrams (photos please!):

03.55 Frodingham depot - Scunthorpe West TC (SX).  
04.28 Scunthorpe W TC - Brierley Hill.

01.17 Frodingham depot - Scunthorpe W TC (SX).  
01.50 Scunthorpe W TC - Wolverhampton.

04.27 Frodingham depot - Scunthorpe W TC (MO).  
05.00 Scunthorpe W TC - Longport Jc.

03.22 Frodingham depot - Scunthorpe W TC (MSX).  
03.55 Scunthorpe W TC - Longport Jc.

16.38 Longport Jc - Scunthorpe W TC (21.54) (SX).  
22.05 S W TC - Frodingham depot.

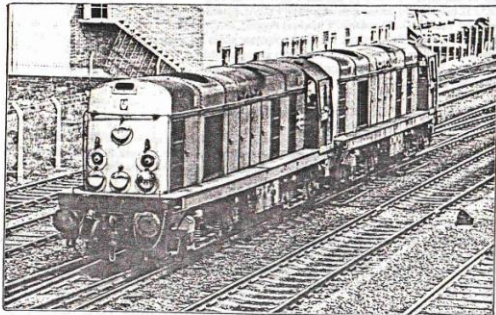
08.28 Wolves - Scunthorpe W TC or New Yard (SX).  
13.36 S TC or New Yard - Frodingham depot.

With 20.015s withdrawal this leaves (as Lester calls it!) the "Death List" at 002/035/060/076/083/086/114/124/146/149/152/174/197. 20.150/3/5/62/4/7 stored at March. 20.191/216 at March. 220/1/3 at Haymarket in semiderelict state.

Dates of withdrawal: 011 2.2.87 TI 16.01pm, 015 13.7.87 IM, 037 21.1.87 ZE 12pm, 039 20.10.86 BS 14.00pm, 049 1.5.87 ZE, 067 21.1.87 ZE 12pm, 068 16.6.87 TI 10.40am, 089, 111, 115 11.1.87 TI, 116 16.1.87 TI, 123 5.5.87 TO, 125 20.10.86 TO 14.00pm, 184. Leaves fleet at 196 locomotives.

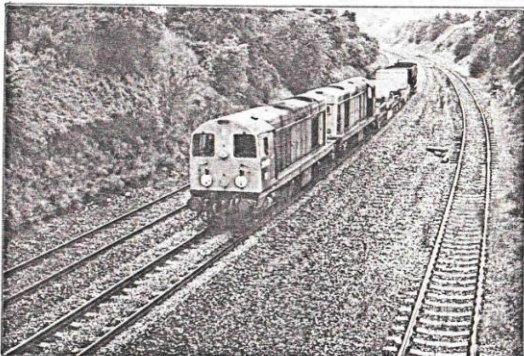
Shp press: 20.172/3 worked the first "Scarborough Spa" on 26th July

33



20.088 and 20.113 trundle through Burton on 1.6.78 (AO Wynn/Pip Dunn)

20.019 and 20.197 sneaking through Filton with the Bridgewater-Sellafield Nuclear Flask train. (Shhh!) on 11.5.87 (Justin Hiscow)



34

#### BRUSH CLASS 89 ELECTRIC LOCOMOTIVE

Recently, 89 001, the Brush designed and equipped 5800hp a.c. electric locomotive commenced trials with British Rail. It is the first a.c. electric mainline locomotive to enter service with British Rail since 1973. Construction of mechanical parts and final assembly was undertaken at British Rail Engineering at Crewe.

#### Specification

Power:-	5800 hp
Weight:-	105 tonnes
Axle arrangement:-	Co-Co
Maximum speed:-	200 kph (125 mph)
Length:-	19.78 metres

The locomotive can operate on line voltages down to 16.25kV, the electrical power being fed, via the pantograph, through a vacuum circuit breaker to the main transformer which is supplied by Brush Transformers and mounted under the superstructure between the bogies. Either side of the transformer are mounted the batteries, one for the control system and one for the motor field windings when braking.

Internally, a central corridor runs between the driving cabs and the main items of electrical equipment are mounted either side of it. The cabs are air conditioned and are built using many glass-reinforced plastic panels inside and externally in the streamlined shape. The driving compartments and control layout are similar to those of the H.S.T., the design of which Brush were also involved in.

The locomotive is fitted with dynamic (rheostatic) electric braking. Power control is via microprocessor controlled twin oil cooled thyristor converters to six separately excited d.c. traction motors, giving notchless control of tractive effort. A speed selector is fitted which sets the maximum speed in 5 mph increments between 5 & 125 mph and the drivers power controller in effect sets the rate of acceleration.

The microprocessor power control system utilises sensors in the traction motor circuits to ensure that the motors do not draw excessive currents. The system can calculate the amount of locomotive power that can be made available for traction by taking into account the load, the line voltage, rail condition, speed selected and rate of acceleration set by the power control handle. This, in conjunction with the notchless control available by using thyristors, provides precise regulation of the tractive effort to match the available rail adhesion and so reduce or eliminate wheel slip.

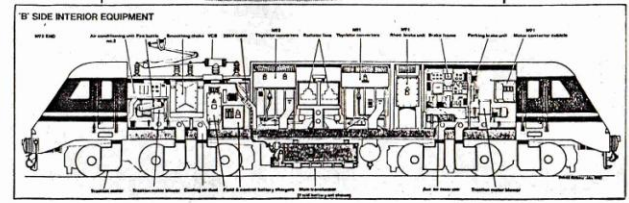
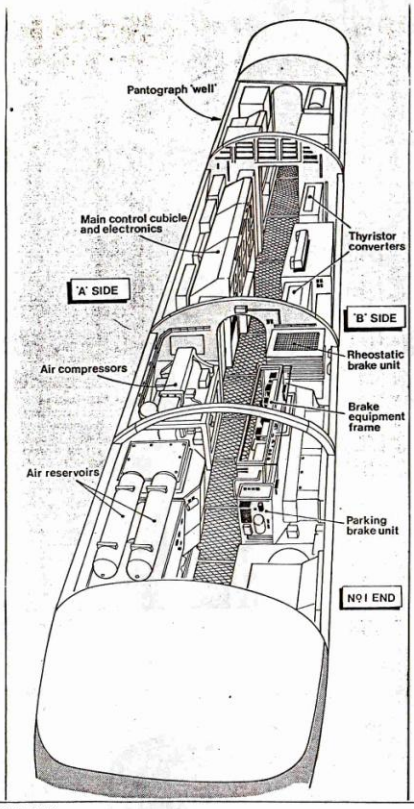
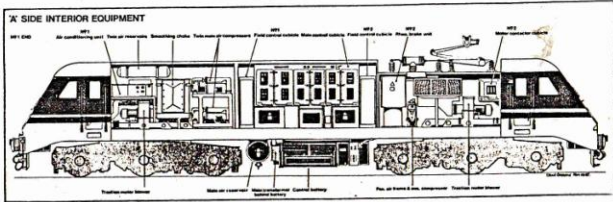
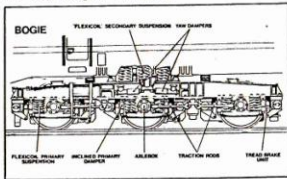
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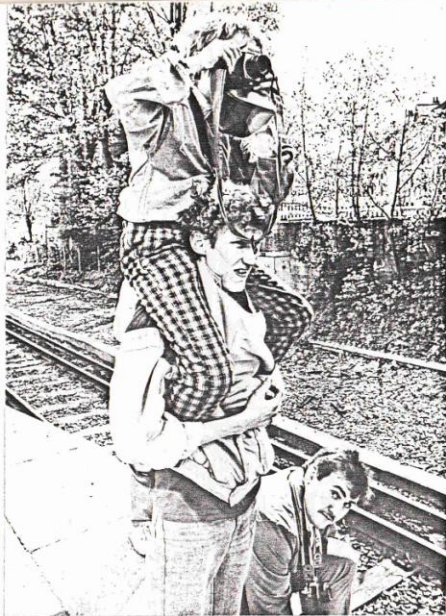
The primary braking system on the class 89 is dynamic (rheostatic) electric braking that is independent of the line voltage. The traction motor field windings are energized separately during braking from a "field" battery mounted underneath the locomotive. This ensures that the system will still function in the event of a failure of the overhead supply.

The traction motors function as generators during braking, with the current produced being dissipated through a pair of rheostatic units. The resistances in the units heat up during braking thus converting the kinetic energy of the train into heat and providing a braking effect via the traction motors. The resistances, which are likely to glow red hot, are cooled by fans and the heat is dissipated into the atmosphere. As the train speed reduces the dynamic braking becomes less effective as less current is generated by the traction motors as they slow down. At about 31mph the automatic air brake is progressively introduced automatically by the system and gradually takes over the braking function to bring the train to a stop.

The design of the class 89 bogies is new and unlike conventional 3-axle bogies, all axles can "float" laterally in a controlled way to minimise the lateral loads imparted on the track when the locomotive is taking a curve at high speed. The primary suspension coil springs and inclined telescopic dampers control lateral movements while braking and traction forces are fed to the bogie frames via longitudinal traction rods. The body is supported by the secondary suspension comprising coil springs located in mountings above the bogie frames.

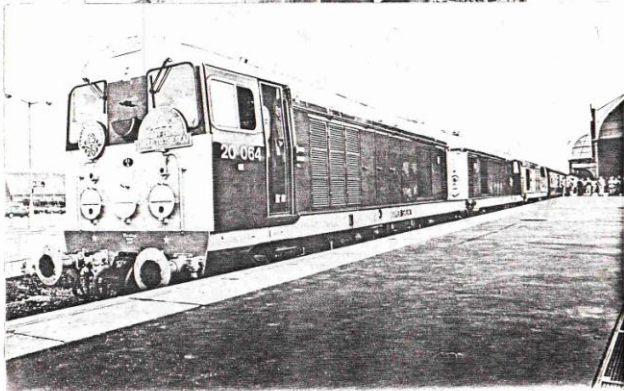
D.G.B.





Some people will go to any lengths to  
phot our tours!

The trio at  
Brighton.



WHAT'S ON

1st August: (been and gone by now!) - Middleton Railway. Not a very good response to this, which is a pity cos you just don't know what you are missing! Large steam loco, one coach with verandahs, 1 in 27 incline, and we have the whole of the line and its more obscure sidings plus special steaming effects and storm-pasts. The Railway is fairly crazy as is proved by the fact that they have some rather insane plans for this Bonfire Night. One scheme is they are going to drive a Reliant 3 wheeler at speed up a ramp, filled with various combustibles, and BLOW IT UP IN MID-AIR! We wouldn't miss this, even if the alternative was haulage by 20.176, but will you?

(July 28th)/8th August/31st August: Scarborough Spa specials from Newcastle to Scarb, Class 20 hauled to York. Rare chance this year for Chopper mileage so make the most of it. Dep. Newc. at 07.25, and back from York at 18.12. The locos are likely to be Thornaby's nice newly named ones.

5th September: Last-minute news, both the SEG and Traintours 20-hauled trips to Weymouth Quay are now unfortunately off, since Crews won't pass them for various reasons, particularly from the crewing point of view. Commiserations to the SEG who spent a lot of time and money trying to get their s off the ground. Don't forget this could easily have happened to us. Problems arising with these tours point towards difficulties next year for us too - "outrageous" power is being clamped down on even more now.

October - another SVR Open Day is due, possibly with D200, a Hymek and even a 50. Keep your eyes peeled for details.

17th October: ANNUAL GENERAL MEETING. 2pm - 5.30pm at the Friends Meeting House, 120 Heath Street right next to Hampstead Northern Line U/ground station, London. Your chance to have your say!

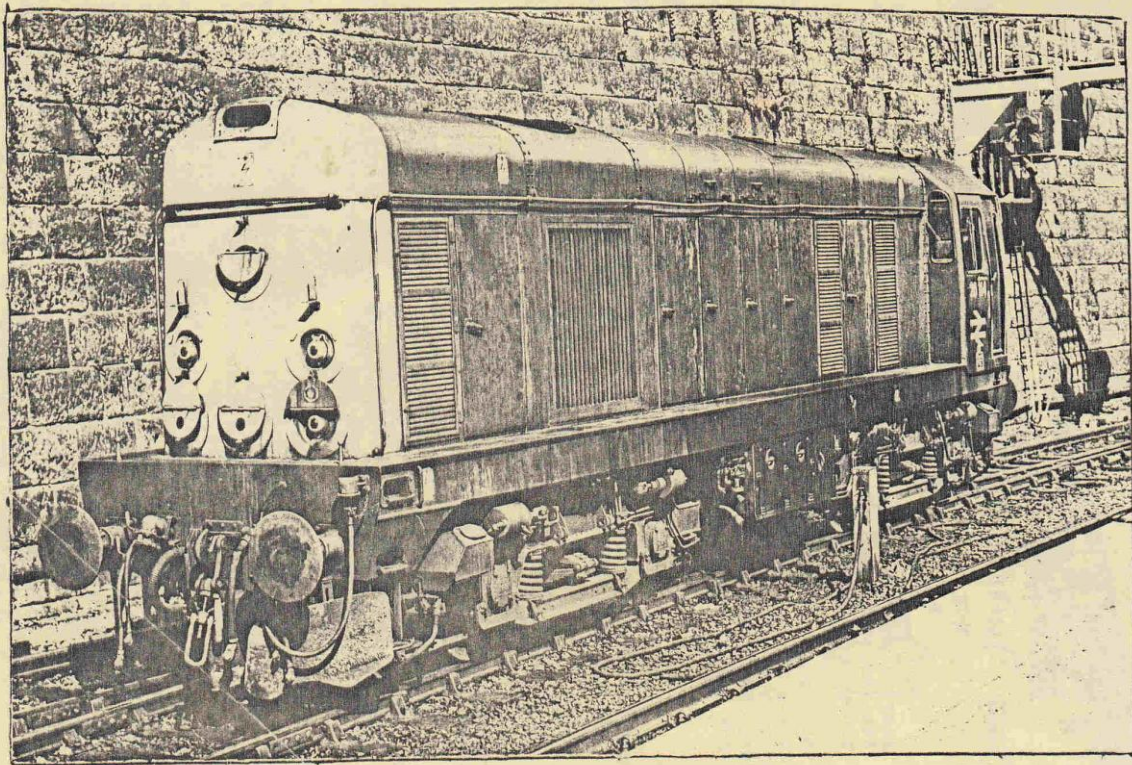
24th October: sales stand at Didcot Open Day.

31st October: visit to Tinsley TMD (still plenty of stable locos!) and Crich Tramway Museum where a full tram service will be operating. Please send £2 deposit to Chris Stevenson, and tell us where you'd like to be picked up in the cars (eg. Sheffield station). Cost will be £2 for the TI depot entrance, and all fares at Crich are payable on the day too.

Date and venue of Christmas Dinner to be announced next mag PLUS don't forget we always need help with Wickham Trolley restoration! Phone any member of the committee if you can come along to the East Anglian Railway Museum with a willing pair of hands.

Answers to last quiz: 1. 20307/8 2. 20.023→301, 20.059→302. 3. 20.116  
4. 20.015+051 5. 20.025 6. 20.170 7. 20.009+167, 20.166+193.  
8. One with a snawplough! 9. TO - it never moved! 10. 20.226  
11. 20.020+034, 20.007+061 12. They were both once IS allocated!

An atmospheric shot of 20.114 at Glasgow Queen Street on 6th September 1979. Note missing snowplough. (NE Freedy/Pip Dunn)



Page 40 (who comes as close for the money?!)